

Design Review Board to have that re-reviewed potentially. If the Board wants to hear it as a final they can do that.

**Motion to hear as a final application**

Hal Adams made a motion to hear this application as a final. Sonya Tablada seconded the motion. The motion was approved 3-0. Two members have been recused. The Board will hear the application as a final tonight.

**Motion**

Hal Adams made a motion to approve the application with the conditions.

John Carruth stated that they need to state what the conditions are. He will be happy to try to do that.

John Carruth stated that the conditions would be:

- 1 .The Dumpster will be split-face block closely matching the proposed retaining walls with metal gates.
2. The glass would be clear, non-reflective, non-tinted.
3. The mullions will be clear anodized.
4. The canopy will be as presented both pictorially as well as verbally tonight. If the canopy designs significantly change, the Board would ask that this come back to them at a later time.
5. They will incorporate all of the staff comments that were provided in their information tonight.

Sonya Tablada seconded the motion. There was no further discussion.

The motion was approved 3-0.

**10-0466**

**DRB10-30**

**NW CORNER OF INTERSECTION OF MANSELL ROAD and  
SR 92-Commercial**

John Carruth stated that it looks as if the Board has some additional material on these center placements.

Jesse Shannon, 272 Broadland Road, Atlanta, GA 30342 presented the application. Shannon stated that he represents 447-448 Crossville Road LLC, which is the current owner of this tract located at East Crossville Road and Mansell Road. He was going to start the presentation unless anyone objects with Ken Wood doing a presentation on the proposed horizontal development and site plan and then move from there to the architectural plans for both the proposed

Racetrak convenience store and fuel center and All D Food grocery store. Unless anyone objects Shannon is going to have Wood go ahead and present and he will go from there.

Kenneth Wood, 350 Research Court, Norcross, GA 30092 stated that the site is at the corner of Mansell Road, which is shown at the bottom. There is a Kroger across the street. The road running north and south is SR 92/Crossville Road. This is actually the northwest corner of the site. The site is actually 11.493 acres that composes the entire site. What they are proposing is the two buildings with the RaceTrak on the corner, the All D grocery store behind it. The site is traversed by two creeks that merge together on the site and then it comes down into a wetland area and then goes across SR 92 under some culverts. This has kind of been dammed up a little bit by the beavers but both of them are state waters from their wetland report. They have the 25, 50 and the 75-foot city of Roswell buffer on them. The site is currently zoned C-3. The site is inside the portion of it which covers the RaceTrak that is inside the Parkway Village overlay. That governs their landscape plan, the fencing and the requirements on the frontage of the road. They have actually continued that down Mansell Road as well as is shown on the landscape plans in the package. The RaceTrak is oriented toward SR 92, facing SR 92. All D is actually facing the intersection and also facing Mansell Road.

The proposal on the site is to have a right-in/right-out on SR 92. That is a state route. Have a right-in only on Mansell Road and then at the light of the intersection on Mansell Road that is where they will have their full access entrance that comes into the site. Each of the two buildings have their own Dumpster on site for its support. Each of them have the required parking amount, required handicap spaces for the site.

What the applicant is proposing for the site for the grading that is actually on the other side, is to have an underground detention with water quality on the site. The water quality will be provided in bio-retention areas. It will exist on the frontage and on the backsides of the buildings so that it can catch water in a couple of different areas. The site actually falls from the intersection fairly steeply down SR 92 toward the bottom of the culverts. There is another road that comes in from the plan and the topo drops off down toward the creeks. The site will be set a little bit below the intersection and graded. That is how they will handle their hydrology for the site for the entire impervious area for the water quality and the entire disturbed area for the detention pond.

John Carruth asked if the gray areas were the bio-detention areas. Wood stated that they were. They actually met with Danielle Volpe with Public Works and they talked through some of the underground detention, some of the systems that are out there. It was actually what they wanted to see the applicant do was the bio-retention areas instead of doing some type of an underground device. A lot of times today one sees the underground devices that are put in and the comment

was that they are so hard to maintain today because of the pump trucks and everything that comes in with it. What they are coming back with is to do the bio-retention in those areas. The site actually sets itself up well for it because they already had a large swale in the front to facilitate some of the water and then they had the landscaped areas between the buildings and at the northern side of the RaceTrak building as landscape areas anyway. It will help facilitate itself to that. Those are a mixture of sand and plant material with an under drain. It was designed so that the first flush into it, then they have a little bit of extra volume and then the larger storms will overflow and go into the detention pond. The hope of it in all of the infiltration is that the smaller storms actually are absorbed without it reaching the detention pond. That is how one tries to control those every day storms a little bit better.

In the packets the applicant has the elevations and some of the materials for the building. Woods asked Jesse Shannon to present some of those.

Jesse Shannon stated that he had Cindy Artford with RaceTrak Petroleum here to speak a little bit about the exterior elevations of the proposed convenience store. She will provide a rough overview of the materials used and answer any more detailed questions.

Cindy Artford stated that she was with RaceTrak petroleum. She presented a color elevation with some of the color samples of the building. It is a four-side brick building with a standing seam metal roof. There are some metal awnings that are shown on the end towers and sides of the building.

Sonya Tablada stated that the elevations that were passed out that are on their table today are different than the rendering that Artford has. The rendering looks to be more like the elevations that were in the Board's original packets.

Artford stated that it is the same they just added a side entry to their building. They feel like there is a lot of traffic that is coming off Mansell that will be coming in and using convenience only. So, they added a side entrance to their building to serve that purpose.

Tablada asked Artford to put the elevation back up because the rooflines are different. There is considerable difference between the two. They have flat roofs on both sides on one and the other does not. It is considerably different than what she passed out for the elevations today.

Artford stated that this building is actually flipped from what they are actually building. This end is on this end and now this is a side entrance and has the same roofline as here at the end of the building.

John Carruth clarified that the rendering is really more to just to give a flavor. It is not totally accurate. Artford stated that it was more the color samples and this

revised elevation that the Board is getting is the actual elevation that will be built on site. This is just a standard rendering that they have with the color samples on this board.

Roberto Paredes asked what the distance is from if he is looking at that view, to where the canopy is and what impact does the canopy have on the look of that. Basically, if he is reading the site plan... Artford asked if he meant the distance from the building to the canopy. Paredes stated that based on the site plan he wouldn't really be able to see the building like that. It would always be a fairly long canopy in front. Artford stated that was correct. The canopy is in front of it. Paredes was concerned about distance and height relationships. Artford stated that the canopy typically starts about 18 feet built above grade and it is a four-inch fascia panel. It has the brick columns that support it. The top roofline of the building is actually 27 feet. So it is above the canopy. The building is higher than the canopy.

Kent Wood stated that one thing to keep in mind on the site for the views is because at the intersection of Mansell and Crossville Roads, let's call it a 60 elevation. When it dives down past the RaceTrak it is almost about 14 feet lower. As one is approaching this, he would actually probably see kind of an overview. He will be above the elevation of the store. He would probably be looking at the store. He would see the canopy but he would also see the store and as one was coming from the other way, since he is coming below it, he would see under the canopy too. One would actually see the store from both directions. If one is completely to the side of it, it might be a little bit different but on SR 92 he will not be beside it for very long.

Roberto Paredes stated that the concern he has right now is that in the village district there have been quite a few attempts to sort of maintain the village type district with the architecture. They have brackets or there is detail. The building itself is okay but his concern is that the canopy is almost twice as long as the building and that is really what one is really seeing. When Paredes looks at the canopy he has one little drawing that is basically the public face of that building onto SR 92. It doesn't have any resemblance to the actual building itself.

Cindy Artford stated that it does have the brick column supports that match in with the building that tie it in with the look of the building.

Paredes stated that yes it is nice that it has the brick piers but maybe the roofline of that canopy should maybe be a hip roof or a shallow gable or something that matches up, maybe a standing seam that matches up with the two sort of shed roofs or maybe there are two little hips at the ends. It needs to be part of... it is like a building, it just happens to be a canopy but it is really like a porte-cochere or something that in traditional architecture there would be quite a bit of detail laden and done for function like that. Paredes is concerned about that issue.

Hal Adams stated that Paredes could take that a step further. Even the height from the Mansell side and especially if one is on the adjacent site, the elevation is going to be like 1084, 1082, 1084. So one could even potentially see the top of that canopy.

John Carruth stated that he agreed with their comments that the canopy is the thing. The building looks great, he has no issues with it. Just a long red striped canopy out in front of it much longer than the building is going to be the thing one really sees. Carruth would love to see...he doesn't know if they would have to do the entire thing with the standing seam. But maybe through the ends or something to bring a little bit of the character that they are doing on the building.

Artford clarified that she should just look at incorporating more of the roofline in the canopy.

Roberto Paredes stated that from his two cents he had rather see the whole thing as a simple gable roof, standing seam and he would like to see some detail where the brick comes up to the soffit. Maybe there is some bracketing or some more decorative detail so that it is not just a hip roof sitting on brick legs. That is the building and this happens to be sort of behind it.

Jesse Shannon stated that he knows there is a gas station that has a flat roof but it has just like a little two foot...he thinks it is just right around the corner from here. It has like a two foot little rail across it. Paredes is talking about actually more of the roofline going up as this roofline does.

Paredes stated that it would be like a gable roof in a porch or pavilion basically. Like where the Waffle House is at Old Milton Pkwy exit. There is a gas station there that has a fairly nice sort of big gable roof canopy. That is one example. The buildings across where Kroger is, they are fairly decent. They have detail, there are awnings and canopies. Like John Carruth said, the building itself is fine. But what Paredes is really seeing is really a long, big canopy that is red.

Jesse Shannon asked if he could propose a solution. He does not want to speak for RaceTrak. They had a similar project in Gainesville that they did with them as the developer. What they proposed was actually a hip roof that went around the entire perimeter and then basically to a certain elevation and then they had a flat roof sitting on top of it. But at least the appearance from the street level was that it was a continuous hip roof around the entire canopy. Shannon thought it was a nice detail and they ended up getting that approved. It is just an idea and they have the elevations from that project that they could supply for review.

Roberto Paredes stated that certainly would go a long way at least in calming his alarm at this point. The addition of some detail where the brick piers come up and support this roof...in traditional architecture there would have been some kind of either bracketing or some detail that sort of gives it life. Especially since

this canopy is long. It is big so Paredes thinks anything like that that they could add to the architecture would be helpful.

John Carruth asked if there were any further comments about the RaceTrak building.

Hal Adams stated that in the addition of the entrance from Mansell Road, he is trying to understand where the Dumpster is located. There is a parking area on the Mansell end of the building. Is that going to be re-configured?

Cindy Artford stated that when they added the side entry they realized that they didn't want to have a Dumpster right there beside their side entry for their customers to be walking past. They are proposing to move it down to the end of the site. It will be to the side of the building and it will still be brick enclosed to match the building.

Jesse Shannon stated that he believes the Board has a copy of the color elevations for All-D in their packets. Unfortunately, All-D's architect could not be here with the schedule change so Shannon is going to put his architect hat on for a few minutes.

Basically they have developed this product before, or he should say that he has sold them sites before and they do the same prototype. The nice thing is it is a four sides brick façade. They have set pilasters on eight inch pop outs around the perimeter of the building to break up the façade. They are proposing anodized aluminum canopies on the entrances. That is really it at this point.

Shannon asked the Board if they had any questions in regard to materials, colors, things of that nature. He does have the ability to answer those questions but to get more detail; he will have to defer those until later.

John Carruth asked if there were any questions from the Board. Roberto Paredes stated that he had a couple of comments. The façade that he is most concerned about is the one facing Mansell Road and the corner that sort of faces the back of the RaceTrak. There is quite a bit of surface of brick but even though it has the piers, it is just a huge surface that is fairly plain. He does not see in the site plan enough room to add any significant landscaping. He thinks it is really needed along that wall.

John Carruth stated that as he looks at the site plan, that whole throat between the RaceTrak and All-D there needs some landscape material. There is nothing shown on the landscape plan on the Board's plans. If they could cover that gap with landscaping, effectively one will not even see the back walls which are just going to be long and they are both flared out at each other.

Jesse Shannon clarified that Carruth was referring to the side elevation basically that sits behind RaceTrak. Roberto Paredes stated that was correct and also from that corner to where the entry canopy is, most of that front side of the front elevation of the building facing Mansell is mostly a brick wall. Ideally, like Carruth was suggesting, if there is enough massive landscaping in that gap between the two buildings. And that landscaping can sort of come maybe a third into that front. Then it would lessen just the sheer impact of that brick wall.

Jesse Shannon stated that on the back elevation he thinks they have plenty of room to adequately screen that with landscaping. On the side elevation, what if they broke up that wall with some fabric awnings or things of that nature to break up that surface there. He is just worried with the way the sidewalks are set up and the pedestrians and shoppers access that there be limited landscaping area in there. But there are certainly some things they could do with that façade to break it up a little bit and not have that kind of monolithic brick flat wall along there.

John Carruth asked if there was a sidewalk along there. Shannon stated that there was. Carruth is not sure that adding fabric awnings...he thinks they would be mixing...Shannon stated they could be steel canopies for that matter.

Hal Adams asked if Shannon had ever done two colored brick or banding in brick or worked with the masonry coursing. Shannon stated that they could work with the coursing there absolutely on those sections to kind of give it some architectural interest.

John Carruth asked if there was any potential that the building could shift five feet back from the sidewalk so that one can put a planting strip in there. Shannon stated that was what he and Ken Wood were just talking about. They are tight on the site but he is not sure because of the 50-foot turning radius for the truck well. Carruth stated that he was thinking that there are a couple of Wal-Green's, there is one at SR 9 and Mansell and there is one at Woodstock and King Road. Both have these little four or five foot planting areas between the sidewalk and the building. It gives one the opportunity to put some shrubs that will be low as well as some that can grow taller and help break up that façade.

Roberto Paredes suggested that they could even give up a couple of parking spaces there and turn them into planting beds and plant some trees there.

Ken Wood stated that in looking at that façade, in backing up the building to create that landscaping strip to give them the opportunity to plant, is Carruth kind of thinking from the corner like 20-25 feet? That would leave 10 feet of that brick. Paredes stated that it would be something like that. Wood stated that he just wanted to find out the specification of what they are looking at. That works; he thinks they can achieve that definitely.

John Carruth stated that there was a roof plan that goes along with this and there are a number of roof top equipment items. This building really does not have a parapet does it?

Jesse Shannon stated that it does have a parapet. He understands Carruth's concern is he wants to make sure the parapet height is tall enough to screen those units. Carruth stated that what he was concerned about is they don't want to see the rooftop units and there either needs to have parapets that are tall enough to block that visibility from grade level or add some kind of screening element on them.

John Carruth stated that he thinks there are going to be enough items tonight that the Board is going to want this to come back for a second go around. When it does come back, if the applicant could add whatever he is planning to do or document what the parapet is so that the Board can see that, that would be helpful. RaceTrak showed it really clearly with some dotted lines and so forth that showed that the equipment had about four feet of screening.

Jesse Shannon stated that he is looking at the exterior and it is hard to say because they show the roof. The top of the parapet is 17.6 ½ above finished floor but they don't actually show the roofline, even though the scuppers are sitting below that. They are pretty close to the top of the parapet.

John Carruth stated that there is a parapet on the back wall buy it is starting at...the roof is sloping from the eave on the front side. Jesse Shannon stated that they will find a way either by screening the units somehow or increasing the parapet height. They can make that happen, he does not think that will be objectionable at all.

Roberto Paredes stated that he wanted to make sure that they pay attention to how pedestrians could get from either SR 92 or Mansell to either building. Right now the sidewalks just sort of stop and he knows eventually the applicant is going to extend them. He asked that they show crosswalks as one is going through an entrance to a parking lot that somebody is walking and has a way to get to the front door of the buildings and they don't feel like they are going through 10 thousand parking spaces.

Jesse Shannon stated that he will provide the pedestrian routes on the plan. Paredes stated that is for both especially if he is adding that side entrance at the RaceTrak. Shannon stated that they will detail that out.

Sonya Tablada stated that she is very new to the Board and perhaps this might now be right to be asking of it, but the development of the drawings and everything and the finishes that they saw for North Fulton, to her this is a very significant intersection that impacts...drive by a neighborhood. For Tablada, on the second go around she would like to see it at the level that the Board saw

North Fulton with renderings and just more fully developed. She thinks it has a ways to go...the color of the building. They have elevations that differ now from the renderings and Roberto Paredes is asking for some changes. Tablada just thinks there needs to be a much more developed package. She thinks that North Fulton was an excellent example of what she thinks the Board is looking for.

John Carruth stated that was a valid comment. He stated that the applicant has not described the landscape plan. Are they going to go into that?

Jesse Shannon stated that usually they actually present the landscape plan in its entirety this one being a little bit different. Because it is in the Parkway Village it almost kinds of provides the guidelines that they have to follow. As one can see the entire frontage... what they are supposed to do under the guidelines is do the frontage and then wrap around the corner to where the overlay stops. They actually continued all the way up into the next intersection. Those were the clumpings that one sees of plants. Basically the intent of that overlay, which the Board all knows, is to provide the fencing and then provide kind of the cluster of plants with the sidewalk as one continues along. Those being the main types of plants that are the groundcover, the Anise, the Junipers, the Miscanthus, the Hawthorne and the Knock-out roses that the Board saw on the other application. The other plants that they are using subsequent to that that are the taller plants are the Elms, the Cryptomeria, the Maples and the Zelkovas as specified in the overlay guidelines. Using those and a combination of having kind of a bed, a large tree then a bed, then a large tree then a bed, then a large tree... and having the plants and the shrubs blended in together to kind of give that look that the overlay is trying to describe. And then having the Bermuda grass within all of those different areas to kind of create the street frontage.

John Carruth stated that when he looks at this landscape plan what is all of the dark? Is that Bermuda? Shannon stated that was all grass. It looks like that copy got pretty dark. Carruth stated that because the Board does look at small scale drawings he advised that they lighten up that hatch the next time. Shannon stated that he was not exactly sure how it got that dark. It might have been copied over. Carruth stated that he can't tell where the fence is. Shannon stated that the fence requirement is that if it is a 40-foot zone, it has to be 20 feet off. So one would have 20 and then 20. That is where the fence actually sits within in. It might be easier to... Carruth asked if there were details of the fence in the packet at all. Shannon stated that in the landscape plan the fence is a wooden split rail fence that is required in the guidelines. He can actually provide the Roswell detail when they come back before the Board.

John Carruth stated that he would encourage Shannon to look at using a matte finish PVC for longevity. Because this is on a corner site, a fairly prominent corner, early corner in the Parkway Village they might want to incorporate some brick or stone piers. Shannon agreed that they should be accents as one goes down because it is such a long stretch. Carruth asked Shannon to take a look at

some of the others. There are some really nice ones that have been developed down the road from the applicant. He thinks they need something along those lines particularly at this corner. Shannon stated that is not a problem.

Hal Adams followed up by saying really to complement what is going on on the other side of Mansell because that turns the corner there and that is really a corner on both sides. Anything the applicant can do to tie that together so it looks like a total development would help.

Jesse Shannon stated that was one of the reasons when they were out there that they actually wanted to take it a little further up on Mansell than that one did. That one has a kind of a right-in/right-out that is about 100 feet up Mansell. What they wanted to do is continue that same look up Mansell because specifically, most of the traffic is actually going and turning this way and that would be the view, this frontage of the property. That was their intention to extend it up that front.

John Carruth stated that there are a number of comments from the department in the Board's packet. He asked Shannon if they received those. Shannon stated that they received them via e-mail. Carruth stated that there are comments about recompense for the specimen trees. He is guessing that they may be undersized in terms of the number of trees that they are supposed to have on the site. Shannon stated that in mentioning that, the way that they brought it in was since the entire back area is undisturbed, they looked at the area that was being disturbed on the property. If they include the entire back area it brings it back up.

Carruth joked that they were way into compliance. Shannon stated that they will look at that when they resubmit the package as well. Carruth encouraged Shannon to look at combining some trees and shrub material in two or three areas between and next to the buildings. He mentioned previously the area between the two back walls of the two buildings. The applicant does not have to fully develop that pond area, but the edge of it he needs to develop some significant landscaping in there. There is a big island that appears to be down where the new entrance to RaceTrak is that has no landscaping in it. Shannon stated that they will provide landscaping in all three of the main areas. Carruth suggested that he flank the two sides of the RaceTrak building and then that gap between the two buildings and he thinks that will go a long way to improving the plan.

Roberto Paredes added especially in the area between the two buildings. Some over story type tree. Something that will mature with some size. Shannon stated that after hearing the comments with the height of the parapet and everything he will take all of that into account for the site lines from Mansell with the elevations.

Hal Adams asked if there was an air and water station adjacent to the RaceTrak. Danielle Volpe stated that there is. Adams asked where it was located. They were proposing to put it at the end of this parking in the little island area. Adams

stated that now with the entrance right there, is that still what they have in mind. Volpe stated that they will still have the island area to work with so a car could pull into this parking space and use that facility.

John Carruth asked if there were any further comments for the applicants. Carruth stated that he was going to suggest that they treat this as an initial. There were a lot of good comments tonight. He thinks it is a pretty good looking development. They just need to take it a little bit further and they will be there.

The Board does not take a formal vote. Kevin Turner will try to summarize what the Board has said to Shannon tonight and give it to him in writing and they will go from there.

Jesse Shannon thanked the Board for their time.

**10-0467**  
**DRB10-31**  
**595 Crossville Road**

Zack Cohen stated that he represents Jazz Development. There are two things that they want to do. The first is they want to replace the shingles that are currently on the property. Right now they are sort of a coal color. They want to replace them with weathered wood. Cohen's understanding is that this shingle pretty similar to that of the neighboring spaces as well. They also are looking to repaint the inside finishings in the space. Right now it is a bluish color and they want to paint it beige. Those are the two main things that they want to do.

John Carruth stated that he noticed in the drawings that were submitted there is a new EIFS band on two sides.

Chris Nardone stated that he is the architect on the project. He lives at 125 Land O'Lakes Drive in Roswell. There are two sides of the building that kind of face the public right-of-way. It is the main front that one sees that is in on the single story. The short side of the building... those are the two they would like to replace. The damage T-111 with more modern synthetic stucco signage band. The back two sides where signage will never go, the T-111 is actually in fairly good shape and they are just going to go ahead and paint that to match the new Dryvit signage barrier.

Laura Hamling asked that applicant if he had a sample of the beige.

Nardone stated that one other thing that wasn't mentioned is they also were hoping to replace the old damaged hip dormers with a gabled dormer.

John Carruth asked if the dormers were going to be substantially different from what they have now in terms of appearance. They are just old and worn out?

Chris Nardone stated that the EIFS color was a sandalwood beige. It is a medium color tan. They did not want to go too light. The white trim that one sees behind the gutters will be a Hardi-plank. They are going to replace the wood with a paintable Hardi-plank.

Roberto Paredes clarified that the Dryvit was going on the front and the two narrow sides. Chris Nardone stated it was just going on the north side. Just the narrow north side. The south side is back facing the woods. As one approaches the building along Holcomb Bridge Road he really can't see the north façade at all until he actually gets right in front of the building. There are some heavy landscape areas in front of it on the adjacent property.

John Carruth stated that he thinks it is great that somebody is paying attention to this building. It really has deteriorated over the years. He would encourage the applicant to look at putting a slightly larger dormer on it. The ones that are currently there are very minimal in size. The cupola itself is probably actually too tall. If the applicant is going to go with some kind of a standard cupola Carruth thinks the height on it can come down. It would actually make a more attractive building. All it looks like to the Board now is that they have taken what is there and just kind of redrawn it and colored it and said that they are going to do the exact same thing. But they can actually make some visual improvement to it potentially.

Chris Nardone stated that he is sure that the owner's intent was to probably not do a whole lot at this time.

John Carruth stated that he was not going to push to hard. Any improvement to this building will be good.

Nardone stated that he is sure that as some leases come in that there might be a better opportunity to do some other stuff. But they can certainly take a look. He has no problem with making the dormers any larger. What they were trying to do was not make it too complicated when it came through DRB. Now they have to deal with all of the detailing of these other pieces. But he can certainly submit something to staff or anyone if they want to see something larger.

Carruth suggested that Nardone go back and talk with the owner and if they are willing to tweak it just a little bit and if the Board approves it, he thinks they can submit it to staff and they can call Carruth and they can look at it to see if it varies drastically from what is here. He doubts that it will. Nardone stated that they can't make them too large because then they will get out of proportion too.

Hal Adams stated that along those lines he thinks the applicant made an improvement with the windows. The existing windows have a horizontal look and Nardone has gone more vertical. Adams thinks if he reinforces that along with

John Carruth's comments they will be more to the scale and proportion. Nardone stated that the windows were allowed to get a little bigger because they got rid of the hip so that the head could go up a little higher.

Sonya Tablada stated that she was a little concerned about this gold color and it may just be the color of the photos. It just looks to be really gold against the brick. The rendering has more of beige, cream color and this says beige but it may be the lights in the room as well. It could be. It just seems to be really bold.

Chris Nardone stated that that color tends to get pretty light outside.

Laura Hamling stated that she agrees with Tablada. That is what she thought when she saw it; it really does look gold to her. She was thinking that this looks more like...is Nardone familiar with Macadamia Nut. Nardone stated not the specific color. Hamling stated that color is really a good beige; it would look good on this.

Sonya Tablada stated that she thinks that it may be the lighting. John Carruth is holding it up against an open window, it seems like it gets to be a better...

Chris Nardone stated that they use that color a lot on different buildings and what they tend to find if they go with the Manor White it starts getting too white even though it has some color to it. Tablada stated that she thinks it is the lights in the room.

Chris Nardone stated that it was really those three things that they were looking at. The EIFS signage band on the east and north side, painting the existing signage band to match the new EIFS color on the other two sides and replacement of the dormers and the shingles.

John Carruth asked what was the pleasure of the Board.

**Motion to hear as a final.**

Roberto Paredes made a motion to hear this as a final. Sonya Tablada seconded the motion. The motion was approved 5-0.

**Motion**

Roberto Paredes stated that he would like to make a motion that the Board approve this application as submitted with the incorporation of comments that in looking at the potential of it, if the owner wishes to reconsider some minor changes of the dormer windows and potentially the cupola.

Hal Adams seconded the motion. The motion was approved 5-0.

**APPROVAL OF MINUTES:**

Sonya Tablada made a motion that the minutes of the July 6, 2010 meeting be approved as stated. Roberto Paredes seconded the motion. The minute were approved 5-0.

**ELECTION OF OFFICERS:**

Brad Townsend suggested at the beginning of the meeting and John Carruth further suggested earlier this week that they ought to postpone having a chairman election. If something were to come up where Carruth was not able to attend a meeting, will the Board give him the right to just pick someone to chair that meeting in his absence. He doesn't think he will be missing something unless they postpone one again.

The election of officers was postponed until next month.

**ADJOURN:**

The meeting adjourned at 8:11 p.m.

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John Carruth, Chairman

CC: mayor and city council  
community development  
applicant's files

