

neighborhoods, undeveloped land in the surrounding or immediate area and impact on city services. The burden of proof for a rezoning request is always on the applicant. She asked everyone to either turn off their cell phones or put them on vibrate. This includes members of the Planning Commission.

Greenway also reminded the members of the Planning Commission to please state their name for the record so they can keep it clear in the minutes as to who is asking the questions or making comments.

Brad Townsend stated that he would like to have Keith Long added to the meeting this evening. He has been appointed by mayor and city council so he is one of their newest members on the Planning Commission. Townsend thanked Long for his service to the city of Roswell.

REZONING/CONCURRENT VARIANCE

13-0234

RZ-201301229 and CV-201301341

WILLIAM R. HOLE/D&B DEVELOPMENT INC

12055 Houze and 365, 375, 395 RUCKER ROAD

Land Lots: 1281 and 1282

Roswell Zoning Director Brad Townsend presented the application. This is a petition to rezone property at 12055 Houze Road, 365, 375, 395 Rucker Road, Land Lot 1281 and 1282. The property is connecting to Houze Road and Rucker Road. Townsend presented an aerial of the location showing the access points as 106 feet on Houze Road, approximately 600 feet on Rucker Road, 16.1 acres. The applicant is requesting a rezoning from Fulton County Annexed and R-2 designation for single-family residential and R-3A designation for the development of 47 single-family lots. They are also asking for a variance width on the lot size.

Townsend pointed out the current zoning location. As mentioned, the applicant is actually asking for a variance on the reduction of the lot width from 80 feet to 60 feet. This is a preliminary plan showing the lot layout for access to the location. There is residential development surrounding this application with a large five-acre parcel along Houze Road and the access point. The majority of the development is south of Rucker Road and on the eastern side of the location. There are single-family residential subdivisions surrounding this piece of property.

Staff has recommended approval of the application with the variances with six conditions. Those six conditions include:

1. The site plan.
2. The requirement for the subdivision to connect to an existing stub street in the Reserve at Crabapple as required by the transportation department.
3. The owner is to dedicate sufficient right-of-way for future improvement along Rucker Road.

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4. There shall be a preliminary and final plat required for the development.
5. The storm water plan shall be approved by the public works department and completed prior to preliminary plat.
6. The number of lots within the subdivision is not guaranteed with this zoning if the storm water plan requires a reduction in that number of lots.

Brad Townsend asked if there were any questions of staff. Cheryl Greenway asked the Commission if there were any questions for the city.

Lisa DeCarbo asked if the roads inside this development going to remain private or will they become public roads. Brad Townsend stated that they will be built to public standards. He does not believe they are showing the development being gated at this time. So they are to be public roads. DeCarbo thanked Townsend.

Harvey Smith asked Brad Townsend if the Reserve at Crabapple, one of the conditions as far as the stub or the interparcel access...that was part of Fulton County? Brad Townsend stated that at the time when they were developed they were in Fulton County. That was a Fulton County requirement for the stub street to go to the edge of the property. Smith clarified that they were not in the city of Roswell when that was developed. Townsend stated that was correct.

Bryan Chamberlain asked if the stub street in question at the condominium development next door...is that a private street or a public street? Brad Townsend stated that it was a public street but it is privately maintained. Chamberlain asked Townsend to expand on that.

Townsend stated that at the time of annexation he believes there was an acknowledgement by the community that the road was sub-standard to city of Roswell requirements and that there were culvert issues that were probably sub-standard to the city of Roswell requirements. And coming into the city of Roswell the city did not want to take over maintenance and full responsibility of that so that was left to the homeowner's association of that subdivision.

Bryan Chamberlain asked who controls the street and the use, the overall legal use of the street. Brad Townsend stated that if it is a public street the city does. But the homeowner's association is required and responsible for maintenance. Chamberlain clarified that the maintenance agreement is a separate item from who controls the street. The fact that they make a maintenance assessment does give them additional control over the street as compared to someone who lives along a true public right-of-way maintained by the city of Roswell. Brad Townsend stated that was correct.

Bryan Chamberlain thanked Brad Townsend.

Lisa DeCarbo stated that the streets in the new development look narrower than the typical streets in some of the other neighboring subdivisions. Is Brad Townsend saying

that they are going to be developed to the city standards? Is the width that they are shown right now, is that up to city standard? Brad Townsend stated that 50-ft width is the city standard.

Cheryl Greenway asked if there were any additional questions for the city staff. Greenway stated that she had a couple of questions for Brad Townsend. He mentioned in one of the conditions about there not being a guarantee on the number of lots. When Greenway looks at the environmental department's comments they indicate that the area set aside for storm water compliance appears inadequate and the applicant would expect to lose three to four lots. Where does that stand at this point? Is that just still an open issue?

Brad Townsend stated that is why staff placed the condition on it because it is an open issue. Until they get the rezoning approval and do the concept water plan and the determination by the public works/environment department that it is sufficient. It won't be any more. That is the bar that they are setting. It won't be any more than 47 but it may be less.

Cheryl Greenway asked if that also relates to the fact that it indicates here that the condition of the existing dam needs to be addressed. Townsend stated that was one of that they were looking at also.

Cheryl Greenway thanked Brad Townsend. She asked if there were any further questions from the Planning Commission for staff.

Hearing no further question for staff from the Planning Commission, Cheryl Greenway asked the applicant or their representative to please come forward.

Don Rolader, 11660 Alpharetta Hwy., Suite 630, Roswell, GA stated that he is present tonight on behalf of the developer. He has David Hole, who is a principal with the developer hear with him tonight and they have Steve Rowe from AEC, who is their engineer of record and is responsible for their site plan and related matters.

Basically this is a rezoning for a new subdivision to be developed on Houze and Rucker Roads. It is a change from Fulton County-Annexed and R-2 to R-3A on 16.1 acres. The applicant is asking to reduce the lot width because they expect it to match the lot width of the new ordinance, which the city of Roswell anticipates it will pass in December of this year. The city is developing a Unified Development Code with a whole new set of standards and a whole new set of categories and it is anticipated that the category under which this will fall will call for minimum 60-foot lots. If they reach and agree to a variance now they don't have to resubmit in January of next year. That is their reasoning for what they seek.

Basically the property is surrounded by similar developments. Don Rolader stated that he would like to point those out to the Commission at this time. The Reserve has 5000



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square foot minimum lots. Crabapple Walk across the street down below has 5000 square foot minimum lots. Crabapple Woods has 9000 square foot minimum lots below them. Barrow Downs is the large subdivision that abuts the applicant; it has 18000 square foot lots. Crabapple Cottages has 6000 square foot lots. Across the street Crabapple Manor has 9000 square foot lots as does the Crabapple Registry. So, basically except for one subdivision the applicant's lots as proposed are as large as anything in the vicinity. On the Barrow Downs border there will be required a 40-foot undisturbed buffer and the applicant has agreed to honor that. They have no issue with it.

They want to develop 47 single-family homes. They have entrances shown on two different streets right now and they feel like they have a very valid reason for that. It serves the traffic flow in the area better if there are two ways to get out. If one pictures a trash bag full of water and he pokes one hole in it with a screwdriver, the water runs out at a certain rate. If one takes that same trash bag and pokes two holes in it, then the water runs out twice as fast. This is only 47 lots but it gives it the opportunity to go in two directions and they feel like it is more sound development.

Don Rolader stated that if one looks at the staff's acknowledgements the staff recommends approval. They agree that it meets the intent of the comprehensive plan. They recommend the approval of the variance. They agree that the request is suitable to the area. It complies with the intent of the comprehensive plan and may complete the character of the area. So, Rolader thinks they are asking for the right thing in the right place to go forward with this.

There are a couple of issues that have arisen that Don Rolader will address as they go on and as they arise later. People in the area are suffering storm water run off issues at this point in time. This property is virtually vacant except for some small, older homes on it. But nonetheless an issue exists. What Rolader will propose is that when they go forward with this project, they are now required by Roswell City Ordinance to flow the water off of the property at a lesser rate than exists today. That is proposition number one and that is in stone these days. Roswell is not to be toyed with on its storm water ordinance.

No. 2, where there are issues where this property where water enters other properties presently, they will then have the opportunity to remedy those issues because they can't get an approval until such time as they have completed a storm water plan that is acceptable to the city. That is why the staff conditions say that not any certain number of lots is guaranteed. They understand that. Whatever it takes to do what they have to do with the water is what the applicant will do and what they have pledged to do.

Don Rolader stated that he would also like to briefly address the conditions and tell the Planning Commission that they agree with all of the conditions with an asterisk. Condition No. 2 wants to interconnect that road from the little subdivision. Those people don't want it, so the applicant does not want it. It imposes upon their lifestyle. It creates a flow of traffic where none exists. It could be harmful to their lifestyle. It certainly could cost them more of the money they had to put aside because their roads were an inferior

size. So, the applicant objects to Condition No. 2. Condition No. 3 they just want to put an asterisk beside that says that they will donate property right-of-way along Rucker Road as is necessary for the development. If one looks at what is proposed in the staff analysis put forth by transportation, if it stays at that level, then the applicant has no issue with it. It will amount to somewhere between 10 and 20 feet and they would expect to do that. Accelerate/decel lanes if required, sidewalks, bike paths, those kind of things are fully anticipated and the applicant is in full agreement with.

Rolader stated that he thinks that covers what they wanted to tell the Commission at the outset other than he wants Steve Rowe to come up and talk a little bit about the roadway on Houze and the storm water. He would also like to show the Commission some photographs of homes that they would propose to develop in there and also address at that time the alignment of those. Rolader is going to give the Commission just a couple of quick examples. He showed three styles that they anticipate. Further, they have taken some photographs or done some drawings to indicate what they do along the rear setbacks of their property where there is no buffer. The only buffer is against Barrow Downs. It is subdivision against subdivision, everybody takes care of their own business but there is no undisturbed buffer.

The quality of the rear treatment on their houses is shown with good sized trees, mature planting, things that look like this and like this. They are very conscious of how they look and how their neighbors look and how they do things.

At this time Don Rolader stated that he would like to turn the presentation over to Steve Rowe and let him address those two matters for the Commission. They will then be happy to answer any questions the Commission may have and after Rowe is through they will reserve the remaining time for rebuttal.

Steve Rowe stated that he is with AEC, 50 Warm Springs Circle, Roswell, GA. He would like to quickly run through the two issues that Don Rolader had brought up. The first one being this road from Houze that goes back into their subdivision. It really is a good idea from two standpoints. One, for fire access and emergency vehicles as well as just general good traffic management being able to send people in different directions and allow them north-south and east-west access within the development. If this were cut off it would force all of the traffic out to Rucker Road which would require much more left turns for people that are possibly go south on Houze and it just adds a dimension to the traffic management that makes more sense. With regards to this area here, which at one point was a lake, right now it is really just an old seep area. There is probably some jurisdictional wetlands but in the many times he has been to the property he has yet to see more than about 12 inches of water standing in small areas along here. His anticipation is that it probably drains out very quickly and it isn't acting as a dam as it once may have in the past. With regards to the overall storm water management, they realize that they set aside some areas for storm water management and on some basic early calculations they feel like it is an adequate size. They just don't have enough information yet with the lack of survey data that they have to be able to do a full analysis at this time. That is

anticipated to do once they have their land use in place but they didn't want to spend the money for the additional survey work to get the topography to get the off site drainage areas and to be able to run a full hydrology study. They work with Ms. Alloway with the city for many years and don't have any problems working with her to make this site work. And if it does cost lots, then so be it, that is what it will be.

Steve Rowe asked if the Planning Commission had any specific questions he might be able to answer.

Harvey Smith stated that regarding the two entrances to the subdivision, he is fully aware of all of the traffic on Rucker and Houze. Won't this become just a cut through? What is going to keep cars from just cutting through the new development?

Steve Rowe stated that it is a fairly circuitous route with several 90-degree angles and that is a deterrent in itself. There are other alternatives they could put in if they needed to. They could add speed tables; they could add other mechanical devices such as that to create a more difficult path for people that want to use it as a cut-through. But can they totally cut it off without gating the community? Rowe does not believe that they can.

Harvey Smith asked Steve Rowe if he felt the benefit of two entrances would outweigh that problem until ...Rowe stated until a regional fix is found. Smith stated that he knows there are different plans on the table for Rucker and other jurisdictional problems there and then Houze. But it probably would not be practical for it to be gated and that would have alleviated the concern with the...

Steve Rowe stated that the detriment to gating this community is far greater than the benefit it would create. The only benefit would be to stop the cut through, which with the way they designed the development to try and stop that or at least deter that. He does not think it will be as big of an issue as they think looking at a plan view.

Harvey Smith thanked Steve Rowe.

Bryan Chamberlain stated that one comment was made by a homeowner that borders on the south of the road, this road being real close to their back yard. After hearing Steve Rowe say that the lake itself is not as effective as a lake and there are comments made about the dam needs to have something done to it. Would it be feasible to move the centerline of the road more to the centerline of that neck of property in order to move it away from those houses? Steve Rowe stated that it may be and they can look at that as they go forward with the design process. There is also other mitigation aspects they can handle. One of the thoughts he had was adding a nice decorative wooden guardrail along there. Another thing would be adding some Nellie Stevens Hollies or a mixture of them with other plantings such as Little Gem Magnolias, some cryptomeria maybe that could help screen the roadway and stop that, probably the worry is the headlights.

Bryan Chamberlain thanked Steve Rowe.

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Harvey Smith asked Steve Rowe where is the...the lake that they are talking about and one can't go down. Smith stated that he is kind of afraid to drive down that driveway to look at the property without being invited. But, is the dam right there on the southern portion of that? Is one going to be driving...is that part of the concern he thinks with environmental? The structural integrity of the dam?

Steve Rowe stated that would be a part of their geo-technical analysis as to what is the structural benefit of that. It is wider than a dam. A dam is typically only 10 feet wide at the top. This is much wider than that. It is probably closer to 30 feet so he does not know that it would fall under the criteria of a dam other than it holds back that water. There are aspects to the drainage that they can mitigate and if it is not functioning as a dam they can change the outlet structure and make it more of a flow through which he thinks is how it is happening today.

Harvey Smith stated that he guessed it was 1994 when all the dams broke in Georgia. He knows the criteria throughout the state. Different laws were passed then on the deaths that occurred from all the rain and they thought they were repeating that this summer. But he thinks finally the sun came out today.

Smith asked if Crabapple Woods was developed under Fulton County's jurisdiction. Steve Rowe stated that he believes that is correct. Smith asked Brad Townsend if they were below the dam break, so to speak, if that were considered a water holding body, is that something the Planning Commission would be concerned with now?

Steve Rowe stated that he has not done a detail analysis but his initial analysis does not fall under a Category 1 dam, which would be a loss of life type dam, if there were a catastrophic breach. Smith clarified that there was not enough water in there. Rowe stated that was correct. The drainage area is very, very minimal and the amount of flow that comes across there would not constitute a Category 1.

Harvey Smith thanked Steve Rowe.

Sidney Dodd stated to Steve Rowe that he is looking at Houze Road and he didn't notice a deceleration lane. Could Rowe speak to what he has planned along Houze Road and the traffic patterns and the traffic count, certainly in rush hour in the morning and rush hour in the evening?

Steve Rowe stated that they will have to look at a right-of-way out there. They only have 100 linear feet of frontage along that road as it stands today. There is really not adequate room to put in a decel lane without getting on other peoples' property or within the right-of-way that may be existing there. So they would have to work within the parameters that are given. They will have to work with Roswell DOT and make sure that they can fit in a minimal deceleration lane there within the guidelines of this area. They will be backing up to peoples' lots in the frontage of another subdivision so there is a lot of coordination that will need to happen and detailed design in that area.



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Sidney Dodd thanked Steve Rowe.

Lisa DeCarbo stated that she wanted to ask Steve Rowe a question. She had gotten the impression from some of the letters that the folks on Timber Trace were expecting there to be a fence between the entrance road off Houze and their property. Rowe is talking more about a guardrail. What does Rowe expect to do to separate the road from their properties?

Steve Rowe stated that they typically would like to do more with landscaping than fencing. Fencing ages and becomes in disrepair and is more of a long term maintenance issue where plant material is a little easier to replace if one loses some here and there. And it is easier to maintain. If he had his preference he would do it with plant material versus a fence. The guardrail is there mainly if there is a grade differential issue. And he knows that was some of the concerns as well. It looks like there are portions that they will be above the lots below that they would want to put a guardrail but he does not believe the entirety of the road would have a guardrail.

Lisa DeCarbo stated that one of the things that she noticed is that people seem to be concerned about the safety of the children and to her a landscaping solution may not be what they are asking for. If folks asked for an actual fence, is that something that the developer would be willing to do? Steve Rowe stated that he would have to talk to his owners but he thinks that is something they could work out.

Lisa DeCarbo thanked Steve Rowe.

Cheryl Greenway asked if there were any additional questions for the applicant at this time.

Lisa DeCarbo stated that one of the things she wondered is they had looked at the development that was across the street. They looked at that not too long ago. And one of the things that struck her on that one is the same thing here. There is really no common community space, no playground, no amenity area. She just wondered if that was a consideration or if it could be in the future she would recommend it if the applicant does lose lots because many of the storm water issues, she would think that would be a good way to use that space.

Steve Rowe stated that they can entertain that. They can look at that and would have to talk with end developer and make sure that he would have that amenity package that they could work into the development and what 47 or 45 lots, whatever it would be would support. They would not want to put something in there that would not be supported long term by the homeowner's association.

Lisa DeCarbo asked Steve Rowe what the demographic is that he is targeting with these homes. Is it families with children?

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Don Rolader stated that he anticipates from the size of the homes and the location near schools that they would have a mixture of families with small children and people over 55. He thinks they would find some of both. A lot of the development in their area is people over 55 but they have excellent schools in the area, they have a lot of good things going on in Roswell and he thinks he would be remiss if he didn't say that they expect some families.

Lisa DeCarbo thanked Don Rolader.

Don Rolader stated that the point he wanted to make for the Commission is on the appearance and alignment along Rucker Road. Presently, there are three homes on their property that face Rucker Road. Each has a driveway. They will have five lots that face Rucker Road on this side of their driveway. The property on this side will only have its side exposed to Rucker Road. The homes that face Rucker Road will be rear loaded, that is they will be accessed from the road behind it so that there will be no driveways, no access issues on Rucker Road. They feel like that the amount of housing there, five versus three is reasonable and obviously they will do the decoration necessary along the frontage of Rucker Road to make this subdivision desirable. When people come into their area that is the first thing that they look at and they expect it to have curb appeal.

Unless he can answer more of the Planning Commission's questions, Rolader stated that the applicant will reserve the remainder of their time for rebuttal.

Lisa DeCarbo stated that one of the things that has come up in some of the subdivisions where they have smaller homes and smaller lots is the applicant is planning on parking it looks like according to the plans, two cars in the garage. If there are guests it doesn't look like there is a whole lot of room for guest parking say on street. One of the concerns the Commission has had is that the driveway is long enough to provide parking for cars and not interfere with the sidewalks that are going to be required by transportation. Will that be an issue?

Steve Rowe stated that given these front rows are public and they will have an ample right-of-way, they will have 12 feet from the back of curb before they get to the property line, plus an additional setback. So he thinks that getting at least 20 feet from the front of the garage to the sidewalk will not be an issue on this property.

Lisa DeCarbo thanked Steve Rowe.

Joe Piontek stated to Don Rolader that he cannot see, he did not bring his glasses, but are there sidewalks in this neighborhood? Don Rolader stated that there were. Piontek stated that Rolader mentioned the UDC so he assumes that he is talking about...the Commission all just received letters about the new zone that they are going to be in. He assumed that the applicant agreed to be in a RS-9, which is consistent with the other lots around here. Don Rolader stated that was correct. Piontek stated that part of the 2030 that brought on the UDC code was talking about connectivity between neighborhoods and

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Piontek heard Rolader speak against the connectivity between this neighborhood and the reserve in regards to the neighbors who he believes are going to speak against it as well. But he thinks that the staff has recommended it and Piontek would also be in favor of connecting this with the other neighborhood. He wanted to make sure that the applicant had sidewalks in there but he also would ask Rolader to reconsider that connectivity issue.

Don Rolader stated that there is a thought that he thinks they need to add to that. He understands Joe Piontek's concern. If he also allows access through there, he is accessing a point on the public streets up there very close to the intersection. So there may be some negative traffic impact as opposed to the positive of allowing the access. Their reaction has been that the immediate response that they had from the reserve was that they don't want this. So, he will let them address it. It is their concern more than the applicants' but they support them. They are prepared and they have shown in their plan, an access stub because they would prefer not to do it and the applicant understands their reasons for it. They would prefer not to do it.

Joe Piontek stated as a follow-up to that, was it Rolader or maybe Mr. Long that threw out the idea of speed tables along that long corridor coming in. He would think that they would insist on that because this is almost designed to be a cut-through without some sort of traffic calming device.

Don Rolader stated that they would anticipate doing traffic calming devices and they have a hard left go around and another hard left go around interior to it. They think it is their impression that they can manage any potential cut through traffic by doing that. If one cannot go fast and he has to make a lot of turns, he cannot beat the next guy up Houze and take a right on Rucker then there is no need to do it. The applicant's goal is to make sure that they can't get there that quick. That would be their attack.

Harvey Smith stated that he knows the Commission is going to hear comments from both sides, but it is fair to say that he saw one letter dated from the Reserve's HOA on June 24th that they were in favor of the development. He had the impression that they...this connectivity or inter-parcel access is contingent upon them not gaining that? Or have they changed their support pending that? Can Don Rolader speak on that behalf or should they let the representative?

Don Rolader stated that he anticipates that there will be a speaker on behalf of the Reserve and that he or she will totally deal with that issue. His understanding from the email that they have received and the telephone contact from the Reserve is that they support this project. They have a concern and that concern is the connectivity over their road. But, the applicant has had nothing from the Reserve that says that they are opposed to them.

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Cheryl Greenway asked Don Rolader about the drawing that he has up right now. Would he show where that would come into his development if the two were connected, just for clarity?

Don Rolader stated right there. Greenway clarified that it would feed right into that corner on the street turn. Rolader stated that was correct.

Cheryl Greenway thanked Don Rolader and asked if there were any other questions for the applicant.

At this point Cheryl Greenway stated that the Planning Commission would like to open the public session now and ask first if anyone like to come up and speak in favor of the applicant. Please come up and give the card to the city staff. They will be doing a 20-minute limitation.

Michael Harmon
Crabapple Registry

Michael Harmon stated that he lives in Crabapple Registry, which is not too far from the property. He is in favor of the project and he thinks the applicant actually developed his community as well. He is very fond of his community and very happy with it. He is very much opposed to the interconnectivity. He lived through that nightmare and ultimately at the end of the day, there was actually no road that was built that the Commission wanted connectivity through the communities. He guessed the council agreed on that. What they have now is an eyesore. It is a gravel type of composition that was put on top of grass. There was grass there before. It was just a complete nightmare. He just does not see how it is going to ultimately affect anything. If one looks at these communities, interconnectivity is a good thing in a lot of areas and these little pockets where these homes are when one live there, it is not going to make a difference.

Harmon definitely supports the project. He is fond of the development that they have.

Jim Erickson
365 Rucker Road

Jim Erikson stated that.....(recording skipped)...contract for this project. There are two issues that most people are concerned about. One is water and they know the statute and the zoning requirements are going to take care of the water situation. He knows that the city of Roswell is not going to repair the water situation for the homeowners that are currently having problems with the run off. Their best avenue of relief is this project and they will take care of it. These developers have done a number of projects in the area, they have done a great job and he expects them to do an equal or better job on this one.

He heard concerns about the cut throughs. The primary traffic on Rucker Road is people headed to Cobb County and to Cherokee County. There would be no reason whatsoever

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when they are traveling west for them to cut through this property. They are trying to go up Houze Road, turn north or head over to Hardscrabble and head up to Cobb County. He does not see any problem with the cut throughs here. There may be a few people that want to avoid the intersection going north on Houze Road but they would have to be headed to Alpharetta and that is such a minority, or such a small portion of the traffic area.

They are all concerned about traffic. Erickson built in 1985 and he has seen tremendous changes in the area and it is a traffic problem. But to not develop that area so that people in Cobb County and Cherokee County can get home faster is not a reason for non-approval of this project.

Jim Erickson thanked the Commission.

Cheryl Greenway asked if there were anyone else who would like to speak in favor of the applicant.

Herman Costen
420 Scully Drive

Herman Costen stated that he lives in the Reserve at Crabapple. What he wants to tell the Commission is they have supported it, but the issue of the stub is an absolute killer for the whole project. There are a number of reasons why:

First of all, the people that bought in to the Reserve at Crabapple bought into it because it was a quiet neighborhood, low traffic. The people that live in the Reserve at Crabapple are mature people. Most of them are 55-60 years old; a lot of them are over 70. There are two children in the development and there are numerous grandchildren that come in and visit that play on these sidewalks and in the sidewalk around this cul-de-sac. So, through traffic through there is going to cause a major safety issue. There is no question about it. Talk about cut-through, just look at this here. One is coming here on Rucker Road; look at the cut-throughs he is going to have through here when people are in a hurry to get home or whatever. The traffic there is going to be astronomical.

Secondly, Costen would like to clarify about the ownership of the streets:

1. They entered into an agreement with the city of Roswell in 2007, which he has given Jackie Deibel a copy of and the Planning Commission should all have a copy of that. That agreement spelled out the fact that the streets and the underlying drainage did not meet the code of Roswell even though it met the code of the county when it was developed. As part of that process the owners agreed to put \$24,000 in an escrow account to cover their share of whenever those streets have to be repaved. At this point they are at \$16,500. At the end of 2015 that \$24,000 will be in there and that is to be used when the city has to make major maintenance or repair to that street. So, the city of Roswell owns the street but the neighbors' liability is capped at \$24,000.

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2. The underlying drainage is different. That is metal corrugated piping and it does not meet Roswell's code, which is concrete. And the neighbors have had to maintain the liability on that, which can be significant. They have input from outside sources that say that could be in the six figures. He is not talking about hundred of dollars; he is talking about thousands of dollars. So that is a major issue and when one puts this additional traffic on their street it is going to deteriorate those streets very fast.
3. Their cul-de-sac is about 12-14 feet higher than the ground below. So one is talking about a major down pass that is going to have to be built there that is going to take out several lots.

The profiles of their families, Costen has already told the Commission. The profile of the new residents in the new development are going to be a lot of married couples, children. It is different. They don't need interconnectivity. They don't need it from the street standpoint, they don't need it from a sidewalk standpoint because one is talking about two different profiles here of the people. They have had a quiet neighborhood, everything has worked out fine, they have worked well with the city of Roswell to get all of the street things straightened out.

But, Costen can tell the Commission that if that stub stays in there they will have a lot more discussions on it. Because that stub will cause major problems, it will take away the safety of their grandchildren; it will take away the safety of their people walking their dogs. It will be a hazard to their people backing out of their driveways where now, they don't have a problem with that because one will have through traffic coming through there.

The street deterioration, the storm drain deterioration and the ultimate value of their townhouses...and Costen can tell the Commission when it is all done and that stub stays there has got to be significant compensation to the residents of The Reserve at Crabapple. It has to be.

If that is taken out, they support the project. If that is not taken out, they don't support the project. That is the way it sits. And they have a unanimity on that and they will be sticking together and they will be back to talk to the Planning Commission if that doesn't come out.

Herman Costen thanked the Commission.

Cheryl Greenway asked if anyone else would like to speak in favor of the applicant. For the record no one else is coming forward. Greenway asked if anyone would like to speak in opposition to the applicant. She asked that he please come forward.

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Charles Dilcher
325 Saddle Creek Drive

Charles Dilcher stated that he is present on behalf of the Saddle Creek homeowner's association. The Saddle Creek homeowner's association is the fourth largest subdivision in the city of Roswell with 509 homes. As the project stands right now, they are against it with the density that is being listed or considered. They are against it because of a lack of green space and they are against it because of the cut-through to Houze Road.

He disagrees with Herman Costen. If one is trying to pull out from his road onto Houze Road heading south, there is no way that he is going to make it. Traffic is backed up from Rucker Road down to Dilcher's subdivision every night. And one will not get out there to make a left turn. The residents do not want to see this project happen as it stands right now. They think there can be better density numbers and they think that there can be more green space.

Charles Dilcher thanked the Commission.

Chris Foley
320 Barrow Downs

Chris Foley stated that he is representing as the title slide shows...some people, Herman Costen has been at their meetings, he did not expect him to be on the other side tonight. But they will let the Reserve speak for themselves and they are largely in agreement with what Costen had to say here tonight.

They want this thing to go in. They want it to go in right, and like the previous speaker they think green space is an issue, etc. as they will get to it. But if one would look at the subdivisions here, Barrow Downs, Crabapple Reserve, Crabapple Woods, Cottages of Crabapple, and Saddle Creek where Dilcher is from, they have had HOA representatives in their group. Foley is trying to be a spokesperson for that group to consolidate in the interest of time and efficiency.

If one will look at Barrow Downs' current position, it is not too dissimilar from what the Commission has just heard. They are in favor of this if it goes in right. They have major issues, some of them have been mentioned, some of them have not been mentioned. The traffic congestion, the roadway safety that has been touched on and the drainage. They are going to give some real world examples of what is going on with the drainage. The green space buffers and that includes those from Rucker Road, individual integrity and the character. They think the entrance and the frontage on Rucker Road, as proposed, is not in character with what is there even the newest of the subdivisions do have houses that are parallel to Rucker Road, not perpendicular and the three existing houses that are there are way back from the road. They are 1950's ranch style houses that had a vegetation buffer until a lot of it was taken out by the tornadoes.

The residents of Barrow Downs want to work with Mr. Hole. They want to see this done right and they do believe that they have some remedies here that they would like to propose.

But, let's talk about what they have right now. So, the plan as proposed they believe will put too many cars on the street. If one takes the 47 homes and the 94 vehicles that are talked about in the staff report, and he adds the service vehicles and all the other city vehicles that come in there on a regular basis they are going to have a lot going on there.

If one is familiar (Dilcher hopes) with the grading system for the intersection that Chris Jovan of the Roswell Transportation Department said these are the latest figures. In the AM period it is a D and in the PM period, it is an F. And if one will look at the pictures that are on top of this, that's tonight at 5:20 p.m. On their left they have the picture looking westward toward the Houze/Rucker intersection and then the continuation of that line looking east all the way back around. These pictures were taken from the driveway of St. Thomas Aquinas Catholic Church, which abuts Foley's subdivision and is the last property in the city of Alpharetta before Barrow Downs, which is the start of the Roswell city limits.

Chris Foley stated that roadway safety has been spoken about. In the upper left one can see the Dale Murphy Driveway as it is being called that they are proposing to turn into a city street and the buffer that is there today to the backs of the lots, and one sees a lot with one of the Crabapple Woods residents on the right. So, they think that the vegetation is not sufficient. They think that the distances involved, without some major reworking of that berm and the dam is not going to fly. They are going to have somebody speak to the engineering aspects of that in a second. They believe that secondary entrance would create a cut through hazard.

Foley stated that he lives in Barrow Downs. It is a no outlet street. They have recently put up a Roswell city sign that says "No Outlet." They still have people turning down there thinking it is going to get them to Houze Road sometime.

So the remedies the residents are suggesting here is a variance to allow the driveway at 12055 Houze Road. That is the old Dale Murphy house to maybe be used for limited purposes. Not have to be a full-fledged city street and again Foley is quoting the code that he was pointed to by the fire chief. But he is the one that told him about this provision in the code that would allow that if one had more than 28 homes in the subdivision, which this one proposes to do.

A center turn lane is a part of something that is going to happen on Rucker Road. It is part of the Alpharetta project. The t-spot is an issue to fair for the Rucker Road corridor improvements. Roswell was on board according to Chris Jovan up until that point but now this area has been de-prioritized in favor of SR 9, SR 400, that corridor.

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So again, the residents think that this is a point that can be negotiated. So the impact of subdivisions in the city can get together and figure what is right here.

Drainage again, these were pictures that were actually taken in their subdivision. The current outflow from the Rucker/Houze intersection that Fulton County improved some years ago actually put more water in that lake that everyone is claiming is not a lake. If one looks at the picture in the upper left, they will have a bigger one later on, one will actually see water in it and that picture was taken yesterday.

The berm has issues. They will have somebody speak to that. The variance to allow the driveway to be used as a fire gate would come into play here. Negotiations between the impacted subdivisions in the city of Roswell they think are in order.

Foley presented some pictures from Crabapple Woods. This is the existing water that one has heard about. These are the back yards that face the southern part of that driveway. It is a driveway. Let's stop calling it a road, it is a driveway today. It is nothing close to what a city road would be. And one can see the seepage that is coming in. So, it is not holding much water, Foley wonders where this water is coming from. One can see the proximity of the lake with the water in it right there to the edge of the deck driveway as it exists. Again, that picture was taken last night. And then one sees a big close up of how much water was in there as of last night.

Barrow Downs, these are Foley's neighbors' back yards. Some of these people are folks on the creeks, some of these people are the one's that abut Crabapple Woods and Crabapple Cottages where they have water off of these properties in question currently coming into the yards. They had a video tonight that he does not have the proper video drivers on this box to show the Commission but they will be happy to submit the video of this water in motion in two of the yards in question and then on the bottom one will see the erosion that it has caused. Anywhere between six and 10-foot loss of property for the people in Barrow Downs and Crabapple Woods along that bank.

This was the video portion. The Commission is going to see the beginning of it and this particular still then would be from the one on the left, the runoff at the Crabapple Cottages, Lot 3. One can see the sod in this video being totally tossed and turned around and this is a regular occurrence.

At this time Chris Foley turned the presentation over to Tim Equals who will speak more to the water issues.

Tim Equals
575 Taberwood Drive

Tim Equals stated that he lives At 575 Taberwood Drive. He wanted to point out some of the issues related to storm water and also with respect to that, that pond and the berm. As the Commission saw in the previous slide, they have an existing and serious run off and

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erosion storm water problem. The city probably doesn't even know the extent of that. Normally in Georgia, in this area one is either in a drought or he is in a very wet weather period. A lot of the things that are planned and programmed and put in are usually during a drought. AKA that pond isn't filled with water. Well, yes it is. Particular attention if one looks at that slide where they say the seepage, they are going to have a pond which may not be a Category 1 and it was put in there when nothing was around it. A subdivision is directly behind it. There is seepage coming through that berm. That is a giant red light. What is proposed under this development is that they build a road on top of it and they are going to put load on that.

The traffic engineer from the city of Roswell said that they can build that road but he is not going to accept it. They don't want the risks; they are wise enough to protect the city. So how is a small HOA of maybe 40 homes with limited resources able to take that kind of risk? When the city, who is the best able to manage that risk will not accept it. That road is a very serious issue with those existing storm water problems.

The storm water manager for the city of Roswell has said that even at the 1000 foot level looking at that lay out and that density may or not knowing all of the other issues they have to take care of as evident from the previous slide that was shown to the Commission. This lay out with this density will not meet the storm water management requirements.

Tim Equals stated that they have offered some remedies. He hopes that the Planning Commission will seriously consider some of those remedies. But that road just to the south abutting right next to, maybe 20 or 30 feet from somebody's back yard and about 30 feet higher is unacceptable. He believes that this community will fight that to the fullest extent possible. What could happen is if it is not maintained, potholes develop, erosion under the berm, wet weather, seepage and that whole thing with asphalt mud would come sliding into somebody's back yard or God forbid somebody's living room or kitchen. That is what they are looking at. And the city's traffic engineer has seen that and said that they will not be responsible for it.

Equals hopes that the Commission can adjust the zoning when that road is unacceptable and there are some serious storm water issues where this particular density requirement is not acceptable.

Chris Foley stated that they have a few more of the issues that they referenced early on in this presentation to get to. Green space and buffers.

As currently proposed it would be the only subdivision. No subdivisions on Rucker Road have houses with this kind of density facing Rucker Road. Now, the fact that they would have rear driveways is not really the issue. The fact that these houses are 10 feet away from the neighbors' lot line one would have a transparency, a see through effect from a major thoroughfare in Rucker Road. They think a valid remedy here is the reduction in the number of units as many of these issues and many of the people speaking on various

issues have said. They think that speaks to a lot of these issues. It would create the green space necessary.

In terms of the integrity and the character of what is proposed, of having these five houses facing directly onto Rucker Road. Let's look at what is out there today. Two of these subdivisions, Foley believes were developed by D&B Development. He thinks they did a very good job in terms of mitigating the view, the headlights, and the noise from a major thoroughfare like Rucker Road. One saw the traffic stacked up on there today. This is what these people would have in a manner of feet from their front porch. They do not think that is desirable. It is not up to them to choose what the houses look like, whether they would buy them or not, that is not an issue here. What is an issue here is what is the character, the integrity, the visual appearance of the neighborhood. So, if one will look at these frontages, some on Houze some on Rucker they are done very well. If one looks at the middle right picture, the eastward view of the current frontage, so the first portion of that green buffer that one sees is actually what the Hole's did when they developed the Crabapple Reserve. Foley thinks that is awesome. He thinks that is a great frontage, that is the kind of frontage they would like to see so that this density is not so transparent.

The second part of that are the properties in question, the three houses and the three lots along Rucker. That is where one would be staring at the side of these houses that are fronting Rucker on the approach and then once one got in front of them, he would be looking straight through. On the right side one will see the other side of the Dale Murphy driveway and that again shows the distance between the current driveway and the backs of the Crabapple Woods.

The staff report was an interesting document. They think some of the questions were answered with rubber stamp answers, same as what's in the area, same as what's in the area. Foley does not believe it is identical to what is in the area and certainly this would show one what those five lots would look like and their proximity. So, Foley took one of the maps that didn't show the houses. None of the maps in the staff report show the houses themselves. So they took the developer's plat that did depict the houses, their proximity, the density and chose how close to Rucker Road they would be and what that appearance would be from Rucker Road.

Special Consideration No.1, this is the Scully Drive issue. Chris Foley stated that he was not going to waste the Commission's time. They have had plenty of people from the Reserve speak to this where this was a place holder in case Herman Costen wasn't going to get up here. But, anyway...remedies. If one looks at the remedies they are proposing he will see the same themes over and over, negotiations, work with the developers. They have a track record of working with developers on this, those in the immediate neighborhood.

And Special Consideration No. 2, Foley spoke briefly about the Alpharetta planned Rucker Road corridor improvements that have been funded. They spent somewhere between \$400,000 and \$500,000 on the design, as we speak. They are going forward with

that, they are picking up their end of the TSPLOST deal. Roswell, so far, according to Chris Jovan has not stepped up so to speak. The remaining portion between St. Thomas Aquinas Church on Rucker Road and the already improved by Fulton County intersection at Rucker and Houze is approximately $\frac{1}{4}$ of a mile.

So what they are asking as this subdivision goes in, they want it to go in. They want it to go in right, they want it to go in with the proper screening, bufferage and green space and if that is done in the right way the city has already mandated the wider sidewalks, they have already mandated the bike lanes, those are great things. Foley and his neighbors, who have been Roswell taxes for 30 years in Barrow Downs would really love to see the sidewalk that ends at St. Thomas Aquinas connected to the one that starts at Crabapple Cottages as part of this whole initiative and they would be part of that quarter mile of extension. It would be a shame for those folks to see the Welcome to Roswell sign and then see the road taper down and narrow and have a central turn lane turn into the accel/decel cut around lanes.

Foley stated that he took video footage today of people using those accel/decel lanes. So, if one is going to put them in for now, because that is what the code requires, and Roswell Transportation Department has not agreed to join that project yet. That is what this body does. The Commission looks down the road, they understand what is coming; they try not to spend money twice. So, if they got the width with the accel/decel lanes and they can apply some paint later and connect sidewalks later. They are fine with that. But let's be forward looking here and not leave orphan parcels of Roswell. The ones that have been in the longest in the wake because they decided to do this on a piece meal basis.

So, in summary they want to work with the Holes. They want to work with the city. They did this with the Crabapple Cottages. It was very successful. They originally wanted to put adjoined town homes with 1800 square-foot minimums. They negotiated with them on the number of units, they got that down. They now have this wonderful, if one looks at that frontage he will see the central green area that they have. They have great road buffer on Rucker Road. They are really proud. Do they look like the houses in Barrow Downs? No. Are they on much smaller lots? Yes. They are fine with it because they did a good job of presenting it and preserving the green space and not getting rid of all the permeable soil in the area and replacing it with concrete and asphalt roofs.

To exacerbate the known drainage issues that they have, the known traffic issues. They think the number of units speaks largely to that and they are prepared to move forward and to negotiate. All they ask of the Planning Commission here tonight is the opportunity and the mandate to do so and to enter into these negotiations.

Chris Foley thanked the Commission.

Cheryl Greenway stated that she would like to compliment Chris Foley on his work there to put together a good presentation like that, which is much more affective than random thoughts or comments thrown out there. But she also feels like since a lot of the audience

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made the effort to come out, she would like to give them a chance to just stand to indicate that they are in favor of what was just presented so they can see population wise where this stands.

With that, Cheryl Greenway stated that they have reached their 20-minute limit. It is now a chance for the applicant to comment on the comments that have been made. She asked the applicant to come back up. She does not know if it is going to be Don Rolader.

Don Rolader stated that he and Steve Rowe will both address some of the concerns that were raised. He would like to preface that by saying that they have already had discussions with a number of neighbors regarding the issues, particularly drainage which is an issue and traffic, which is an issue and they will continue to do so. What they do ask is that they reach some recommendation from this Planning Commission tonight so that they have a platform on which to go forward.

A couple of notes Rolader made on this is with the general impact of traffic in the area and the look at the density of all of the surrounding subdivisions to say one cannot have his 40+/- units, he can only have 28 has about the impact of throwing a BB in the Chattahoochee River compared to the problems in that area. So, Rolader does not think that is a reasonable resolution.

The center turn lane issue is interesting. Roswell has no intention of doing anything on Rucker Road right now. Don Rolader talked to the Alpharetta Transportation Department today and they said that they have commissioned a request for proposals on the design of some improvements to Rucker Road over the ongoing term. They have not funded at this point in time nor approved any particular method or reason of what to do. They are looking at it and Rolader thinks it is reasonable that they should.

The issue on the Crabapple Woods with the flooding on the back of two lots, Mr. Hole was out there and looked at it himself. Apparently there is a sink hole back there where certain things were buried that probably shouldn't have been buried when the subdivision was constructed. It has very little to do with the whatever water source is on the other side of the road. But there is an area there where things were buried and it doesn't dry very often. Don Rolader wanted the Commission to be aware of that.

On the road that connects to Houze Road, it will be built to city standards if it is approved by the transportation department. Rolader stated that his impression is the transportation department has not reviewed the design to the extent that they are ready to approve it or disapprove it. He does not see a representative from RDOT here tonight. And Rolader anticipates working with them as they always do. But it won't be an HOA maintained road it will be a road to Roswell city standards if it is built so that it will not a maintenance issue of anyone.

The property contains 25 percent green space as a minimum. That is required by the standards. So, structures and roads don't exceed 75 percent. If one looks at surrounding

neighborhoods, Rolader would ask him to look and say, "Where is the designated green space and parks on those?" He does not think that they carry them either. So, they are not asking for any special consideration, they are asking for the same consideration for a very small subdivision.

On the issue of the appearance of the houses on Rucker Road:

1. Rolader thinks that is a developer issue because he has to sell them.
2. The alternative would be to build the houses backwards facing the interior street and then one would have the rear of the houses plus whatever berm or fence he might put up visible from Rucker Road. He thinks that is a much less viable opportunity than what is presented by the developer.

Don Rolader stated that he was working with two or three different developers in two or three different jurisdictions right now and the mindset is to do rear entry houses along significant road frontages and to decorate and design up the front of them. It is an accepted practice and he does not think it affects anyone's health, safety, morals or welfare to have those houses looking out on Rucker Road. Particularly when there were three before and there are five now. On the other side of the driveway there is the side of a house and Rolader expects that it will be landscaped considerably.

Rolader stated that he wants to take a 30,000-foot view of this zoning, and the 30,000-foot view says they are not asking for anything exceptional. They are asking to do a subdivision that reflects the subdivisions that are presently in the area. If one will look down on it, it is the same thing. To put a different set of rules on this subdivision doesn't make any sense to Rolader. He does not see that they gain anything by doing that. The developer consulted with the staff, worked long and hard before he presented this plan to make sure that it did make sense. Rolader thinks that if the Commission looks at the staff's analysis of this subdivision, the analysis says that it makes sense. There are some issues to be resolved. They can only do storm water wise or lot wise what the city is going to permit them to do when they are through with a very exhaustive study. So, they may have 47 lots, they may have 41, they may have 43 but there is a method in there to fix that.

No. 2, the Planning Commission gets the input on the decision of how they manage the traffic. It is still Rolader's opinion that two outlets is better than one, it just makes good common sense.

His third statement is that the issue of whether or not the access will be built to Houze Road is one that will be handled by the city engineering department and the city transportation department. If it won't fly, they won't let it and if it will fly they will make sure that it is right.

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Don Rolader encouraged the Planning Commission to offer conditions tonight regarding a wooden guardrail, heavy landscaping, whatever they think is necessary to protect there to make it worthwhile and to make it work.

But Rolader's bottom line statement to each of the Commission members is they are not trying to do anything unusual here. They have a known developer with a good product in an area that is absolutely selling well and they want to in-fill this last little piece of acreage. They are as big as any subdivision lot in there except for Barrow Downs, which has been there since 1983 and otherwise they have done the same things. They will have the same sidewalks; they will have the same setbacks. The setback lines on Rucker Road don't necessarily mean at all that the house will sit right on the setback line. So, are they stacking houses right up on Rucker Road? No, they have the entire right-of-way plus the setback line. So there is an extensive area there before one does anything silly.

It would be the least reasonable thing a developer or a builder would do to put something up there that wouldn't sell. So one asks how is he going to do it? He is going to do as good a job of it as he can. If he has done it before and he is successful he is not going to make a mistake like that. So, they ask for no reduction in setbacks. They are just asking to build a good, solid subdivision.

Their statement on the access to the Reserve is that they think that they have a valid consideration. It is a different product than this. It has been there a long time. It is a nice, quiet little community and while Rolader has told the Commission that they are willing to do whatever it takes for the city to approve them, they honestly don't think that there is any advantage to be gained in the city by cutting through those people's property. It does throw yet another access on Rucker Road and he is not sure that close to the intersection if that is the right thing to do.

Those are the applicant's feelings. They ask that the Planning Commission give their best recommendation tonight for city council so that they have some guidance from the Commission on where they think they ought to go. Rolader commended the Commission and stated that they are always good at doing that.

He would leave it with saying that if Steve Rowe feels like there is anything he has to add they would let him. Other than that, if the Commission still has questions and there are things that they want to ask the applicant, please feel free to do so at this time. Otherwise Don Rolader stated that he has concluded.

Cheryl Greenway asked if there any questions for the applicant from the Planning Commission.

Bryan Chamberlain asked Don Rolader if he heard him say that the current plan has a 25 percent green space designed in it. Rolader stated that was correct. The city requirements, and he will ask the staff to help him with this, says that one has to have 25 percent green,



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75 percent can be improved. While there is not a designated park it is 25 percent green, grass, bushes, what have you.

Cheryl Greenway asked if that would include the detention ponds. Don Rolader stated that he would have to turn that over to Steve Rowe. He cannot tell the Commission that.

Steve Rowe stated that it would not include the land up to the 100 year flood elevation but some of the buffering and surrounding plantings within that would count towards that. Like Don Rolader said, he says they have at least 25 percent. Rowe is in no doubt that they are in excess of that 25 percent as well.

Harvey Smith stated that he had a couple of questions for comments. The five lots that will front Rucker Road, he thinks where he has seen that done that is very close is right up on Charlotte Drive a matter of fact in The Oaks on Reserve. But they have allocated he thinks, Ashton Woods used, those are almost one-acre lot sizes that created a nice, as a matter of fact Smith is very familiar with one in particular where the city of Alpharetta and the tree ordinance they made sure that the specimen trees remained. Smith thought the city of Roswell was bad but Alpharetta he thinks trumps them. But it does look nice where those were sewered lots, but those that fronted Charlotte they purposely designed them as deeper lots and bigger lots. So Smith would be a little concerned and he knows the applicant does not really know the size of the lot and he is not going to have enough room really to create a berm if they turned them around. But, again that is a developer, that is conceptually, they have to market the properties. He does not have a problem with that one way or another.

They are going to come up with a design that works best but that is just a comment on that. Where he has seen that done it does seem a little odd. When one goes into a normal cul-de-sac and he sees somebody's driveway where they have the back of the house facing the cul-de-sac and that is kind of peculiar. But again, that is their discretion; it is a marketing issue that they have to deal with.

Smith stated that he is more concerned really with the entrance to Houze Road because he thinks they are driving across a dam. He thinks Steve Rowe stated that it was not Category 1. Smith is just kind of curious how old are the satellite pictures that they have of the property because this aerial...he has a lot of water right there. It looks like a lake if one Googles it. He did not drive down there and look at it. He is sure they have had some unusual rain events in the last month. Google is what, a year old maybe? So it is showing a water body there that Smith is just kind of curious how that happened.

Don Rolader stated that he understood and that most of it is about 12 inches deep. Harvey Smith stated that the department comments that the city engineer put, is that just subject...his comments under city of Roswell Engineering Division, it says address the condition of the existing dam and modifications required to construct a road across. The city will not accept this as public right-of-way. So, are they saying that could



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change after a hydrology study is done? If one rezones it for them subject to what would...on page 14....

Don Rolader stated that he thinks it anticipates that one would have to design it in such a fashion that it pass muster with the city engineering department and the transportation department.

Harvey Smith asked if they were saying that initial and he does not know if Steve Rowe can address that, but it sounds like they have had discussions and they are saying regardless, they are not going to approve it.

Steve Rowe stated that the way he reads it, that condition is under its current condition without having any additional information. Just paving a road over the existing condition would not be acceptable. Rowe would agree with them on that. The one thing that he would say and this kind of goes to Mr. Equals' point, is if they don't build the road and don't do any improvements the drainage issues that they say exists today will never be addressed because those will be conditions that will be left as such and won't have any opportunity for a fix. At least by doing the road, allowing that extra access allows them the opportunity to get in there and deal with any problems that may be there that they weren't aware of.

Harvey Smith stated that he does not think it would be a question of density. He thinks that the country traffic, if one is going towards the mall and he is going out Houze Road, he wants to hang a right on Rucker, he would shoot through there before he would go up to the light. But if the engineering department did not permit that road or maybe just for emergency vehicles he thinks it would also solve the buffer issue that Smith thinks the folks in Crabapple Woods would have because one is right on their back...he doesn't know how they could do it. The width of that dam if it is not a Category 1, Smith does not see how one could do an adequate berm of any sort to screen that other than just put a guardrail.

Steve Rowe stated that Smith is making the belief that there would be no modification to the grades through there and no additional dirt or additional fill brought in. He does not want to go to the extent of trying to design it in front of the Commission but Rowe thinks there are some things they can do to make that a...

Harvey Smith stated that just generally though he has a concern and maybe Brad Townsend could address that. To what validity is that comment in the department comments? That is the engineering department that he assumes has met with them on numerous occasions that made that statement for their packet. Can Townsend address that or Jackie Deibel, what does that mean? Does that mean that they would be flexible on it?

Brad Townsend stated that is a statement that was made by the city engineer with her preliminary review of the rezoning and the information that came in front of the Commission that was supplied by the applicant.

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Harvey Smith clarified that they were saying that it is subject to change if they provide more information but the Commission is trying to make a decision based on what information they have tonight.

Harvey Smith stated that was all of his comments.

Lisa DeCarbo stated that she had a question to Steve Rowe, a follow up on the discussion with Harvey Smith. He is saying that if this road is not allowed to be built from the house into the subdivision that the existing storm water problems would not be fixed. DeCarbo thought Rowe also said that he is under the condition that he has to put less water from the adjacent property onto the others.

Steve Rowe stated that was correct but what they would do is at that part of the site if they were not allowed to do this road they would have to do a cul-de-sac here, rearrange these lots. And this part of the site would essentially be left untouched.

Cheryl Greenway asked Steve Rowe to show that again because that was not up. Rowe stated that what he would have to do is create another cul-de-sac here, rearrange these lots around that cul-de-sac and this portion of the site would become untouched. So this would be an untouched condition so it wouldn't enter into any of storm water conditions because it would be pre versus post, pre-development versus post-development. Since there is no post-development in this area all of the drainage is running this way. There would be no need to do any improvements within that area.

Cheryl Greenway asked Steve Rowe if his developer would own that property. Steve Rowe stated that he does not know how the land sale would go at that point. Greenway clarified that basically what Rowe is saying to the neighbors there on Camber Trace is either they do the road and fix their drainage problems or they are not going to touch it and the neighbors are going to have to live with it.

Steve Rowe stated that was harsh but the challenge they have is the water body is not on their property. The mechanism that holds the water back is and they are kind of at a disadvantage where they have the most liability with that dam being there but none of the benefit of the lake.

Cheryl Greenway stated that she understands that. She stated that if there is anyone on this panel that knows the liability of a dam, it is the former president of Martin's Landing. And that is why she is a little concerned about it. She knows more than she cares to about Category 1 and Category 2 dams and it certainly sounds and looks from the pictures like there is a little excess seepage on that and she thinks she would be very, very concerned if she were the people that lived below it.

The only comment that Harvey Smith had to kind of segue there is again, those were sins of the past. That is Fulton County. Now they are annexed in the city and the city of

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Roswell is going to responsible for this new development. So, regardless what happened with the Reserve or Crabapple Woods, that was before their time and they are just trying to mitigate that potential problem again. But, he thinks it could possibly....he thinks he is hearing that they want it to be developed, they want it to be developed correctly and not create problems for what is there. Anyway that is just a real question to Smith as far as whether they call that a lake or a detention pond or what's there because he thinks there is more water there than they think and it is like a watershed. If he recalls, across the road at Crabapple Manor, if they recall he thinks North Farm had issues evidently that is part of the watershed that comes across. He thinks that was a consideration there and then the one that they just approved that Ashton Woods built out overnight. But it is something that needs to be addressed without going into hydrology. He knows they don't want to go to the expense there until it is rezoned. Is there a worse case scenario of what the possible lot yield could be if they are already saying that the detention ponds as shown are inadequate? They probably are going to lose three or four lots. Could it be a moot point that they might get a lower density just by default when the study is done?

Steve Rowe stated that again, they took their best calculation of what the information they had based upon drainage areas and then working through the typical volumes one gets in a developed acre. They feel like they are tight but they do have adequate room to do what they are talking about. Again, they have not had detailed discussions with the storm water division only because they don't have enough information to have those detailed discussion. And the amount of engineering and dollars it cost to get to that point is fairly expensive and without having proper zoning it doesn't make a lot of sense for the developer to go to that next step until they have gone through this step first.

Harvey Smith stated that he can appreciate that. He thanked Steve Rowe.

Cheryl Greenway asked if there were any additional questions for the applicant.

Joe Piontek stated that he is looking at this and it sounds like this dam/road thing is the big problem here. Yet, they are interested in connectivity between the neighborhoods. There is a stub that was put there for some reason. If this long road to Rucker was not in, the stub was connected to the, he believes that is the Reserve next to them. It gives them no incentive to cut through the neighborhood and yet gives both of the neighborhoods now interconnectivity and two exits. Is that a consideration?

Don Rolader stated not from the people in The Reserve's point of view. He does not have much response other than that to it other than there would be two entrances on Rucker. They are fairly close together. He does not think he can analyze it beyond that. He does not know that it benefits The Reserve at all. It might give them a little bit of an extra entry but if one asks himself if he is going to go left, would he use it? No. If he is going to go right toward Alpharetta would he use it? No. So, it is an issue of going north or south. He does not know if it is a good solution to having a second entrance.



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Someone stated that he cannot speak to dams as Lisa DeCarbo can but he definitely tell the Commission about cut through neighborhoods because he lives in one, Willow Springs. That is what was done to them. He is looking at the traffic on the road right now and it is backed up all the way to Saddle Creek. To him, that seems like a more reasonable opportunity. He does not think that the connectivity was really for the use of the neighbors so much as it was for the fire department and some of the other services. He thinks that was the purpose of putting interconnectivity in the 2030 plan. That is just his comment.

Cheryl Greenway asked if there were any additional questions for the applicant. Hearing none she thanked the applicant. She asked if the Commission have any additional questions for the city.

Bryan Chamberlain stated that he was speaking to the issue of connectivity in the 2030 plan and now under UDC. It was his understanding that that was not just limited to vehicular traffic. But in some neighborhoods there may be connectivity as opposed to a fence or a wall that keeps people from being able to walk, bicycle, those kinds of things. Is that accurate?


Brad Townsend stated that it was all modes of transportation, which would include walking, bikes, cars.

Bryan Chamberlain stated that as he looked at The Reserve and this new proposed neighborhood it seems to him that there is a lot of sense to not creating more vehicle traffic through The Reserve or into this neighborhood from The Reserve. But, that there is a lot of sense to having connectivity that would allow for bicycles, walking, etc. and would actually be a benefit to both neighborhoods because one expands the subdivision space that he might see when he is on a walk, when they are riding their bicycle, etc. This is just an observation.

Cheryl Greenway asked if there were any additional questions for the city.

Sidney Dodd asked if Brad Townsend could speak to the extent of fire and emergency vehicles. Isn't that part of the connectivity? That is a primary concern. Can he give the Commission a little more insight as to why transportation has, other than the future plan...can he give them some additional background?

Brad Townsend stated that the fire code looks pretty specifically at any subdivision of more than 30 homes, having at least a secondary exit/entrance location, a way to get in and out. That way if one location is blocked for some matter, an accident, a tree or something they have an alternative to get to the location. The transportation desire, one can see the thought process when Fulton County made them put the asphalt clearly to the property line thinking there needs to be some secondary way of getting in and out and around Houze and Rucker's intersection for the people that live there as well as the people that travel through both communities. When the connectivity issue was brought up

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as part of the comprehensive plan, was brought up as part of the Unified Development Code, transportation is looking for as many alternatives as can be created possibly when they are dealing with development.

Sidney Dodd thanked Brad Townsend.

Bryan Chamberlain asked as it relates to traffic studies specifically for the Houze as well as the Rucker Road, is it not common before a project gets to this point in front of the Planning Commission that there is a traffic study done.

Brad Townsend stated that it really depends on the threshold of the development that is being proposed. For the transportation to require a traffic study it has to meet certain thresholds. He does not believe this single-family subdivision met the threshold of the new required or new anticipated traffic that it would create. So, they go more on their studies of what the roads and intersections have related to the area.

Chamberlain stated that there have been several issues brought up that for him, the Result of traffic studies would have been helpful to give them additional information to make decisions from. The assumption on several of the residents' parts was if one puts in the subdivision they are going to have absolute traffic mayhem with people just trying to get in and out of the neighborhood. Others would say that there are going to be too many cars going past their house and they won't be able to sleep at night. And then the issue of limited right-of-way onto Houze Road, very limited right-of-way. How do they create turn lanes? Are turn lanes even required based on the expected flow of traffic? So his thinking is a traffic study needs to be done on both roads to answer those rather key questions. And at the same time for those folks that are in opposition at least it gives them to understand should it not go in their favor.

Cheryl Greenway asked if there were any additional questions for the city. Hearing none, she closed the public portion of this session. She called for any discussion or a motion.

Harvey Smith asked what the name was of the subdivision across the street that was before Crabapple Manor. It had the interparcel access, it was there first. He can appreciate what the first gentleman that spoke...Brad Townsend stated The Registry. Smith stated that was correct. The Planning Commission did not require and it was not approved, even though it was suggested, they really allowed the developments. He thinks that when it came down to it they kind of negotiated that green space. Whatever happened to the lot that was proposed or set aside for interparcel access? Smith thinks it became a walking trail or a park. It worked out nice. Smith stated that he has no problem with no connectivity. That are a lot of reasons why, obviously the folks that bought in there the reason they bought in there is they thought for all intents and purposes it was a stub street, it was a cul-de-sac. For the issues, unless the city, if the Commission made that a requirement it would only be fair that the city would assume the liability for that corrugated metal pipe. So, Smith does not have a problem with that.

Deleting that requirement under No 2, Smith would just say that it would not connect. He has a problem with the Houze Road entrance and he thinks he would be willing to tie it in to the comments that they said a traffic study...if he does not know a more in depth...if the city could show a more mitigating reason that they needed that.

Brad Townsend stated that the mitigating reason is fire access.

Harvey Smith stated that was correct, but other than that with the exception...he is proposing that they have it as an emergency access only but not a public street for people to cut through. But just like the backside of Brookfield Country Club on Cox Road, they have it right across from a fire station there. But unless a traffic study can say that there is a real reason to have two entrances, which for the life of him he drives that everyday, he lives off Cox Road and he sees it. He plans his day as a matter of fact, he thought about driving through Crabapple Woods on the way to this meeting. He said he would get here about 8 o'clock if he did that. So he did not do it on the way over. But those are just his thoughts.

Smith stated that the development, the density that is going to deal with the hydrology study when the applicant gets to that point. He thinks everyone is supporting. They want to see a quality development. He thinks the number of lots ultimately is going to depend...he knows the city is stuck with storm water and those issues, he is confident that the city will do the right thing there.

Those are Harvey Smith's thoughts. He would add the condition that they would not have the Houze Road entrance to the development.

Lisa DeCarbo stated that she would agree with Harvey Smith. She thinks it would actually be in the best interest for both of the people that live on Camber Trace and the people that live in the new development to have that road there because she does think it would be good to have berm addressed, whatever that dam is. It would be good to have that done. She thinks for the fire safety it would make her nervous if she lived in there not to have that second entrance. But, for the folks that live on Camber Trace she would rather see them have very little traffic on it. So keeping it for emergency access she thinks is a good compromise. That, she could definitely support.

Joe Piontek stated that he drove through that Nesbit property that the Commission heard a couple of months ago. He was in a VW Bug. He got to the back of the neighborhood and he had to do a K-turn to get back out of there. The Commission did not require them to have a second connection into Nesbit Ferry just past Scott Road. So, they didn't require that second exit and it makes it very difficult to get in and out of there. The talk was that that long strip at the end would be so that a fire truck could turn itself around. Piontek could barely turn a VW around. He just thinks that if they don't look to the future and require this kind of connectivity here, he thinks the dam road doesn't make any sense at all. It is putting a public road in here where one has vehicles crossing what is now a driveway. That is going to require all kinds of work that he does not know how they

would put that into the conditions. But this other connectivity, and he hears the neighbors, no one wants to have anything change in their neighborhood. But the stub was put there for a reason and the reason was that when this property was developed there would be two entrances and two exits. So, Piontek thanks that makes a lot more sense than connecting to Houze Road. He sees Houze Road as being nothing but a cut through here.

Bryan Chamberlain stated that as it relates to both the connectivity to The Reserve and the Houze Road exit/fire road/ public street. It seems to him that on The Reserve stub something that the Commission talked about on that property that Joe Piontek referenced across the street, The Registry, was to have, and Chamberlain is not sure if they did this, but was to have a removable bollister that would prevent traffic from going through. So, it truly would remain an emergency road but it wouldn't be limited only to a fire truck being able to get in and get out if they had for example, a tornado and people couldn't get out the front. That bollister could be pulled up and they could go out through The Registry or they could go back down to Houze and go out that direction. Foot traffic, bicycle traffic, etc. could work around that and have that as a green space. So there is a reasonable compromise there that adds green space that allows for connectivity, it allows for traffic connectivity, but not on a daily basis but an emergency basis. And then down on Houze, Chamberlain totally agrees that that doesn't seem to make sense for that to be a regular road to go in and out. But with the amount of depth and distance from either Houze or Rucker that houses in the back of this property are going to have. There certainly needs to be an emergency exit beyond just going out the front onto Rucker Road.

Cheryl Greenway asked if there were any other comments.

Sidney Dodd stated that the traffic study would certainly help in understanding all of the options that would be available and then the most reasonable option would be apparent. He certainly believes that the homeowners in The Reserve and the applicant would benefit from this study as would the city of Roswell in terms of the decision that has to be made as to how to get vehicular traffic, emergency vehicles, it would be helpful. It is somewhat constricting to have to make these decisions without this information being available at this time.

So, Dodd would suggest that possibly with approval that the Commission would add a condition that would state that they had to revisit this and review a traffic study. Certainly transportation would certainly be involved with as well.

Bryan Chamberlain asked Brad Townsend if there is a way to address this issue relative to a traffic study without the applicant having to come back to the Planning Commission. Is that something that could be handled in the Design Review Board or some other place?

Brad Townsend stated that since the results of the traffic study, the professional opinions or conclusions of that could probably be debated both ways. He is not sure a conclusion

could be drawn either way. They have criteria that would say that there needs to be a secondary access for fire to analyze this. Should they not have the one on Rucker and only the one on Houze? Should they only have the one on Houze and only one on Rucker? Should they then connect to The Reserve and have three? They are debating into an area that Townsend is not sure...everyone knows that there are too many cars going through that intersection any time of the day. The two lanes, left turn lanes at Houze and Rucker don't function. They are inept; everyone will acknowledge that they are inept. The debate the Commission is having is if 47 more homes in this particular location, do the future homeowners understand what they are moving into and do the existing homeowners bear the burden of putting 47 more in the area? Should this property be rezoned from the existing large lots, three individual homes that were built back in the 1980s to something that is going to be occupied in 2015?

Joe Piontek stated that he is not hearing really any conversation about the density. The density doesn't seem to be an issue here. If the storm water runoff plan can support the number of homes that they put in? He thinks they are all talking more just about the design of the roads and to Piontek this doesn't even regard the 47 cars that come and go. It is building some sort of a network between Houze and Rucker that doesn't exist right now. It is broken; he thinks this is a broken solution to it. It is not a solution at all.

Bryan Chamberlain supposed that one way is they could fashion a requirement or condition would be that the proposed rezoning and conditional variance would be predicated, approval would be relative to this road and exit issue. It could be approved relative to the Houze connection being limited access for fire etc. unless a traffic study proves that this along with engineering could make this a full-blown public street and the developer have the opportunity to say, "yes, we are willing to put however much money is going to be required into this project to do it, or no, that is a deal killer." But they would have the secondary access for emergency purposes to satisfy fire.

Brad Townsend stated that he thinks there as a Commission, they probably need to clarify in a manner is what are they going to recommend to mayor and city council. They have six conditions in front of them; they have discussed the seventh, related to Houze Road access as emergency only. If they as a Commission have a majority that supports that, add that as a recommended condition and leave it to that.

Joe Piontek stated that one of those break away gates that they like to put at the end of all those roads.

Harvey Smith stated that if the Commission recommended just R2, it would be a 12,000 foot lot. That is one of the city of Roswell codes. But to clean up that to Fulton County Annexed, the one acre where it is blended would...that is more of a technical question that Smith forgot to ask Steve Rowe. But he does not know that when it nets out at the end of the day, if the Commission approves the R-3 and the hydrology study comes back and they lose ten lots, and he is just picking a number. He wondered if the bigger, the R2 lots, the 12,000-foot lots instead of 9000-foot lots might be of anymore improvement.

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One would have less impervious surface and it might net him the same thing. But he guessed that the Commission has to focus on the conditions that they have right now.

So, with said, Harvey Smith asked if Cheryl Greenway was ready to entertain a motion. Cheryl Greenway stated she was ready. Smith asked Bryan Chamberlain if he had another question.

Bryan Chamberlain stated that he just wanted to go back quickly through the enumerated problems; green space, access onto Rucker Road, character not in keeping with the area, drainage problems, and insufficient vegetation that kind of played in with the green space. The Commission has kind of beat to death the issue of access on Rucker Road. They have not touched much on character not in keeping with the other areas. Chamberlain thinks the Commission needs to address that. Green space it appears to Chamberlain that from what has been presented the 25 percent plus green space is in keeping with the city's requirements. Drainage Problems-Chamberlain stated that he did not have enough knowledge of that issue to address it, but he does know that engineering has said that this thing is not going forward if drainage isn't addressed. Cheryl Greenway stated that would be addressed by the engineering by the different departments and approvals they have to get.

Chamberlain is assuming that the vegetation and in keeping in character with the other neighborhoods would be addressed by the Design Review Board. Is that not accurate? Cheryl Greenway stated that it was not. Brad Townsend stated that single family subdivisions don't go to the Design Review Board. Chamberlain stated that the Planning Commission needs to pay some attention to that then.

Lisa DeCarbo stated that she wanted to talk about the density issue real briefly. One of the things that the applicant has stated is they were looking to do these 9000 square-foot lots to be in keeping with what the proposed category will be under the UDC.

UDC has not passed. They don't know that it is going to be passed in that form by the end of the year.

Once one gets into, and she admits the RS-9 is just one degree smaller as far as being more dense and having smaller lots. But one of the driving forces by allowing greater density, one of the pay offs has been to provide more green space. To provide community spaces as she said before. That is one of the reasons DeCarbo brought it up. If one wants to live by the greater density of the new code, she thinks they should also submit to all of the other conditions that go with it.

One of the things they talk about in terms of making a better quality of life is if these houses are going to be more dense, then one does provide more of a community space. They are trying to make these more walkable neighborhoods.

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Lisa DeCarbo stated that she would favor having something that is a true community space, maybe something that is close to where the stub in would be to The Reserve and have pedestrian access there. She thinks that if they are going to say they want to get all of the benefits from the new code they also have to give back to the community what the benefits are for them.

Joe Piontek stated that he went back through and he emailed the conceptual drawings that the applicant gave the Commission from Studio Design and it doesn't really show common areas, not like parks. It is just the green space in between either under RS-6 or the RS-9 that there is....he is a little adverse to throwing the concept of a park into this little spot here when nothing else has been going in there, nothing has been done for two years and now to say that they are going to give them the density that the UDC is ultimately going to call for in this area anyway, but they have to give them a park. He does not see that in these drawings.

Cheryl Greenway stated that she thinks the problem they are dealing with here is that for one there are a fair number of unknowns. Issues relating to the road going out to Houze Road, issues relating to whether the UDC will be adopted as it stands right now. Issues relating to the connectivity. There is just a lot here that based on one decision affects a multiple of other decisions. She is personally is more of the feeling that there should not be a connectivity between The Reserve and the new development because of the issues that have been brought up as to how that was developed and the problems that it would put on the road there to try to connect to the subdivision unless the city wants to step in and fix it so that it would not be detrimental to The Reserve inhabitants. Greenway feels that this is trying to go too much to the extreme of putting the number of lots on this, kind of going back a little bit to what Lisa DeCarbo had as far maybe a little larger lot size to make that work out appearance wise, more green space. Greenway thinks that green space could also again be done where the two community neighborhoods would back up to each other.

She also agrees that she thinks the driveway to Houze Road is going to have to be, it is something that is going to have to be checked into because there are too many studies that would have to be done, too many things that would have to be looked into, the feasibility of whether even a road would work there. Cheryl Greenway does not think they can get too deep into that as far as having to rely on the other mechanisms that are already set up in the city requiring approvals to do anything like that, drainage, transportation, etc.

Cheryl Greenway personally feels like it is trying to put a little too much into that area. There are some houses that are turned several different ways just trying to fit them all into this spot. She thinks that is just a little too much in one area. Therefore her problem is she thinks that there would have to be so many conditions they would have to put on it, it gives her concern passing anything trying to list all of the conditions that would need to be on it. But that is just her personal opinion.

Cheryl Greenway called for a motion.

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Motion:

Harvey Smith stated that he will make a motion that the Planning Commission recommends approval of a rezoning to R3-A for single-family development and approval of the concurrent variance for the reduction of the lot width to 60 feet with the following conditions that the staff recommended.

Of the six that are there, Smith would amend no. 2. The proposed subdivision shall not connect to the existing stub street in The Reserve at Crabapple as required by the Roswell Transportation Department. The connection shall not be shown on the plat, final plat and the Land Disturbance Permit plans.

Smith would add no. 7 that the entrance as shown, the subdivision entrance from Houze Road would be not a public right-of-way but for emergency vehicles only. It will be built to Roswell standards for emergency vehicles only, not public access. It will be gated with an access code for emergency vehicles only.

That is all that Harvey Smith would add.

Cheryl Greenway asked for a second to that motion. Sidney Dodd seconded the motion.

Bryan Chamberlain asked that Smith consider on that connectivity issue, no. 2 to have connection from the perspective not of vehicular traffic, but a bike path, walk way, etc. between the two neighborhoods.

Harvey Smith stated that he would defer that to the homeowner's association and the developer. He would not require it. He thinks that is something they would consider but Smith thinks that there is a number of reasons as stipulated before that they are happy, they bought....

Chamberlain stated that there is the connection desire under the 2030 Land Development Plan and the whole vent of the new UDC that does move toward that in these smaller land lot pocket neighborhoods for lack of a better term.

Harvey Smith stated that it was recommended as he said before. The Registry negotiated that between the two developments and he thinks both sides are happy with the result.

Cheryl Greenway asked if it would work if they amended the motion on the second one where they are saying it shall not connect.

Lisa DeCarbo suggested it say not provide vehicular access. Cheryl Greenway stated that that way it leaves it open if they want to do the other. Harvey Smith stated that he would agree with that.

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Cheryl Greenway stated that the Commission will amend condition no. 2 to be vehicular connectivity.

Sidney Dodd stated that he approved of the change.

Cheryl Greenway stated that they have an amended motion and a second. She called the question.

The motion passed 5-2. Cheryl Greenway and Joe Piontek opposed the motion. The motion carries.

PRELIMINARY PLAT

13-0323

TRATON HOMES/CROSSVILLE HARDCRABBLE

1010 Hardscrabble Road

Land Lots: 188 and 249

Brad Townsend stated that this is the preliminary plat for the subdivision at Crossville and Hardscrabble. Staff is recommending approval. It is an R-2 zoned property for 14 single family lots. Staff would recommend approval. Townsend provided a draft of the plat.

Harvey Smith asked how the Planning Commission could not approve it since they have already cleared the property and...it is almost developed.

Motion

Joe Piontek made a motion to approve the preliminary plat for 1010 Hardscrabble Road, Land Lots 188 and 249. Harvey Smith seconded the motion but how does the...

Brad Townsend stated that they are not clearing for the subdivision. They are clearing....Smith stated that they cleared for the road just as though...Townsend stated that they cleared for the access road into, which is not part of the subdivision.

Cheryl Greenway stated that the Commission has a motion and a seconded. She called the question. The motion passed 7-0.

DEFERRAL REQUEST

RZ-201301214

LENITY ARCHITECTURE

Intersection of Holcomb Bridge and Scott Roads

Applicant is asking for deferral to the August 15th Planning Commission meeting.

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