



Memo

To: Mayor and City Council

From: Bradford D. Townsend, AICP
Planning and Zoning Director

Date: July 31, 2014

Subject: PV 201401064, Land Lot 365
205 W. Crossville Road

Variance request for a reduction of the 175' buffer/150' buffer with a berm to a 40' buffer with a 20' building setback on the northern and eastern property lines.

The applicant is requesting a variance to the Parkway Village buffer requirements when abutting the perimeter of the district. In Article 12 of the zoning ordinance, table 12.2.1 states that a 175' buffer or a 150' buffer with a berm is required for non-single family large tracts when abutting the perimeter of the district. The subject property abuts the perimeter of the district on the northern and eastern property lines. The proposed plan shows a 40' foot buffer with an additional 20' building setback for a total of 60 feet.

The proposed project is for a 92 unit townhouse development on 15.368 acres. The property contains a lake on the site which takes up approximately 6 acres.

Table 12.2.1 in the Roswell Zoning Ordinance, contains four categories related to the proposed use and they are as follows: Single-Family minimum lot size of 18,000 SF, Single-Family minimum lot size 9,000 to 17,000 SF, Non Single Family Large Tract, and Small Tract.

The proposed project falls under the category of Non Single Family Large Tract because it contains more than 7 acres and the use is for townhomes not for single family homes on individual lot sizes of 9,000 SF to 17,000 SF or 18,000 SF plus.

The following are comments from city staff.

Engineering

1. Please label topographic contours with elevations; ideally showing two foot contours on the site plan.

CODE
ENFORCEMENT

BUILDING
INSPECTIONS

PLANNING
& ZONING

ENGINEERING

ECONOMIC
DEVELOPMENT

BUSINESS
REGISTRATION

City of Roswell

38 Hill Street

Suite G-30

Roswell, Georgia 30075

(770) 641-3780

www.roswellgov.com

2. Please note on the plan and in the conditions: Sidewalk is required on both sides of streets. Private streets must be constructed according to the identical standards as public streets.

3. Please note on the plan and in the conditions that engineering the site plan may require additional variances, reduction in lots or a revised site plan.

Please note that the following items should be provided with the LDP application.

1. A Steep slope analysis pre-approved by engineering staff.
2. A Stormwater Concept Plan pre-approved by the city water resources engineer.
3. A certified wetlands and state waters delineation that has been pre-approved by engineering staff.
4. Site Lighting Plan with Photometric Analysis and fixture details in compliance with the city construction standard specifications.
5. Copies of the plans submitted to GDOT should be included. Please note that a GDOT Permit is required prior to issuance of the LDP.
6. A geotechnical analysis of the dam and inspection report on the present outlet works for the pond.

Transportation

1. Transportation has no comment on the buffer variance request.

FYI, Land Disturbance comments will include:

1. Obtain permit from GDOT;
2. Verify intersection sight at Crossville Road/SR 92 is adequate as per AASHTO. Provide sight distance sketches.
3. Provide right turn deceleration lane along Crossville Road/SR 92.
4. New sidewalk along Crossville Road/SR 92 frontage shall be 5' wide with minimum 2' grass strip.
5. 5' wide sidewalk with 5' grass strip shall be provided each side of the internal street.
6. Provide street connectivity with adjacent parcel(s) where feasible. (i.e. Lexington Dr) or accommodate future street connectivity as feasible.

Fire

1. In accordance to the 2012 edition of the International Fire Code appendix D, that has been adopted as an ordinance, to separate and approved fire access roads. Please see section D106, D107 and D104.3. These sections were originally adopted in February 0f 2002, the edition of the Code was different, but the appendix has not changed.

2. On 4-14-2014 - had a meeting with Mike Smith.. Revised plans will be forthcoming that will show the intent to connect the Sterling at Crossville complex with this new complex via an access road with a gate. I have agreed to meet with or speak with the representative for Sterling to discuss the advantages for access should they have any questions or concerns.

Environmental

1. The west area called out as detention and water quality cannot be utilized for detention (with the goal of 80%TSS removal) due to drainage basin size limitation. It is likely that all detention will need to occur in the lake.

The Community Development Department does not support the variance requests from the required buffers within the Parkway Village Zoning District.