

CONDITIONAL USE & CONCURRENT VARIANCE

13-0083

CU-201300068

CANTON CITY WALK

LENNAR MULTIFAMILY INVESTORS, LLC

188 Norcross Street

Land Lot 426

Jackie Deibel stated that this is a conditional use request, 201300068 and a concurrent variance, 201300701 locate at Norcross Street and Frazier Street. The applicant is requesting a conditional use for a multi-family community developed under the new Grove Way Community Hybrid Form Base Code. That is the request this evening and the Planning Commission will go through that.

Jackie Deibel presented an aerial of the property that is located at Frazier and Norcross Streets. It is surrounded by Liberty Town Homes and Lofts, office/town homes to the east. It is zoned R-4 HR. It is in the historic district. Deibel provided a copy of the Grove Way map. As one can see this is located basically on the northern portion of the property at Frazier and Norcross Streets.

The applicant is requesting to develop 320 one and two bedroom units using the Grove Way Form Base Code. They are also requesting a concurrent variance for a reduction in the number of parking spaces that are required. A copy of the site plan was provided that has been submitted for review and approval. There are five buildings, four stories.

The required parking is 520 parking spaces that are required. The applicant's site plan indicates 430 spaces so they have shown a reduction of 82 spaces, which is 16 percent. The staff is recommending removal of an additional eight spaces that are located at the entrances and exits along Frazier and Norcross Streets to remove two spaces and four spaces from some of those basically to prevent stacking or making it a little bit simpler for people to move in and out and for some additional landscaping to be shown right at the beginning of the entrance to the parking.

Staff has reviewed the application based on the Grove Way Community Code. In their staff report, that has been outlined for the Planning Commission. They also had an outside architect review the site plan and their comments are in the packet. These are prospective elevations. These elevations were submitted by the applicant. The elevations will be approved... if this is approved by the mayor and city council in May; these elevations have to be approved by the Roswell Historic Preservation Commission. So, if this is approved by mayor and city council in May, the applicant still must go through the Historic Preservation Commission for a demolition permit and approval of their project. This is the third drawing of their prospective elevations. As stated, the Historic Preservation Commission has to approve all of the elevations.

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The staff is recommending approval of the conditional use request this evening base under the Grove Way Form Based Code and approval of the concurrent variance to the reduction of the parking spaces with conditions:

1. The site plan that was submitted on April 2, 2013.
2. That all existing overhead utilities and new be placed underground.
3. That a combination plat be approved and recorded prior to the LDP issuance.
4. That all mechanical equipment shall be located on the roofs of the buildings and screened.
5. That all Dumpsters on the property shall be screened.
6. That the applicant shall construct a 50-foot eastbound left turn lane with a 50-foot taper on Norcross Street.
7. That the applicant shall construct a 50-foot westbound turn lane with a 50-foot taper on Norcross Street and a turn onto to Myrtle Street. This item would be eligible for impact fee credits because it is a system improvement and not a project improvement.
8. The owner/developer shall dedicate 12 feet of right-of-way on Frazier Street to meet the requirements within the Grove Way Form Based Code, which requires all streets to be 50 foot right-of-way.
9. The owner/developer shall dedicate sufficient right-of-way on Norcross Street to meet the requirements on Norcross Street for that.
10. The owner/developer shall replace the existing concrete sidewalks with brick along the frontages of Frazier and Norcross Streets.

Jackie Deibel stated that there are two conditions that she wants to go over with the Planning Commission. The first condition is no. 4. The Grove Way Form Base Code indicates that equipment can be located on the roofs or on the ground as long as they are screened. That is an option that can be done and the applicant is looking more for putting them on the roofs and on the ground but as a mixture. So, the Grove Way Ordinance does allow it to be screened and located on the ground.

The last condition is no. 10. Staff did speak to the legal department about this condition. The Grove Way Form Base Code does not require brick sidewalks and since they are looking to be developed under this they would be allowed to put in new concrete sidewalks at this location.

Jackie Deibel stated that ends her presentation and asked if the Planning Commission has any questions.

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

Harvey Smith stated that one question he has initially is what is the city of Roswell's opinion of this first application towards the Form Based Code? It is a whole new concept. Does the city feel like with this condition...they look at people that come in here asking

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for conditions. Is this the best application for this opportunity? Could staff voice an opinion there? How would they rate this opportunity here under the new guidelines?

Community Development Director Alice Wakefield stated that she would first give the Commission a little background in that form base is very different from Euclidean zoning, which everyone is use to where one regulates by segregating everything and they regulate by numbers and separating uses. When they went through the process of Grove Way and developing a Grove Way code, they took additional time working with council to get the assurance that what they were comfortable with was a form base code. So, in terms of the code, Wakefield stated that she is very comfortable with the code. Is it the best code? No code is the best code. And she thinks as they go through the UDC process they will continue to tweak and continue to improve upon the code.

In terms of this application as the first application to come under the Grove Way Ordinance, Alice Wakefield stated that she would definitely give it an A because if one looks at the report that was prepared by Jackie Deibel and Brad Townsend it was very thorough. They went through every section of that code to make a determination if this development complied with the code. The development is only asking for a variance to the parking requirements and the parking requirements are in the base zoning ordinance. It is not unusual for someone to ask for a reduction in parking, so Wakefield is very comfortable with this because they wanted to make sure that they get it right the first time.

They had an architect to review the plan, the applicant has taken a look at those recommendations and Alice Wakefield believes there were changes that were made to the site plan based on those recommendations.

The planning director is very comfortable with what has been submitted. Wakefield thinks that this adds value to the city thus the reason for the staff's recommendation for approval.

Harvey Smith stated that as far as a conditional use for the neighborhood mixed use district he was just reading the code requirements. Staff did a nice job setting that out in their pamphlet but as far as apartments being considered it would be a conditional use for any of them.

What examples of other conditional uses would fit within the neighborhood? What are some other options for conditional uses?

Jackie Deibel stated that under the neighborhood mixed use area in the Grove Way other items that are conditional include: automobile sales and service, extermination and pest control businesses, non-profit service organizations, dwellings-multi family, cemeteries, communication towers and antennae, helicopter landing areas.

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Under the neighborhood mixed use those items were all listed as conditional.

Harvey Smith clarified that multi-family...would multi-family mean town houses? What would be examples of multi-family that would fit?

Jackie Deibel stated that dwellings, multi-family including apartments and condominiums are listed as conditional uses in the neighborhood mixed use area.

Harvey Smith thanked Jackie Deibel.

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

Greenway stated that she had a couple. She stated that Alice Wakefield indicated that she is comfortable with the reduction in parking. Help her there because when Greenway tries to look at the numbers, it concerns her that there is not enough parking there for the number of units that they are looking to build.

Alice Wakefield stated that what the city of Roswell is envisioning for Grove Way is a walkable community and not a community that is dominated by automobiles. So, that is the reason that they are comfortable with the reduction in parking. They believe that this is not going to be a development of couples with a lot of children. It is probably going to be empty nesters and single people just starting out. It is not necessary to have the two or the 2.3 or whatever it is spaces for the residents there.

Cheryl Greenway stated that it is 195 one bedroom units and 125 two bedroom units. So if she takes one bedroom unit and have one car and she takes two bedroom unit and have two cars, that is 445 parking spaces and they are wanting 430? So she is already 15 more than they have spaces and that really doesn't allow anything for people coming by to visit or anything like that. She knows they are trying to get away from having so many automobiles but it just...

Alice Wakefield stated that it is a balancing act. Do they want a sea of parking spaces or do they want to create that walkable community where they have less dependence on the automobile?

Cheryl Greenway stated that Wakefield might need to go to the map that Jackie Deibel had up before, but could she kind of show the turn lanes. What the city is wanting them to put in there as far as how these turn lanes...does she have a street map that she can show? She thinks it would be good visually if they could just show what they are asking for there.

Muhammad Rauf, city traffic engineer stated that the Roswell Transportation Department put in two conditions. The first one was listed as number six of the 10 conditions. They are asking for a left turn lane into the development, a new driveway off of Norcross Street opposite to Myrtle Street. And they are also asking for a westbound left turn lane

onto Myrtle Street. This is the one where they are saying some impact fee credits could be given. So the two left turn lanes they are requesting are on Norcross into the new site driveway and into Myrtle Street.

Rauf stated that if one could look at the screen it shows the new entrance off of Norcross Street. So they are asking for an eastbound left turn lane into the development and they are also asking for a westbound left turn lane onto Myrtle Street. This westbound left turn lane is where they are saying that they could give some impact fee credits.

Cheryl Greenway asked if there were any questions from anyone on the Planning Commission.

Lisa DeCarbo stated that she does have one more question for transportation. They are going to have these left turn lanes, they are asking for that. Is that going to end up having a signal at that intersection?

Muhammad Rauf stated that he did not believe that they will have enough traffic. They do have enough traffic to require a left turn lanes in but they will not have enough to require traffic signals.

DeCarbo clarified that there would be no stop on Norcross Street. It is just two-way traffic continuous there and a left-hand turn lane. Muhammad Rauf stated that there is free flow traffic on the main street and stop controlled on side street.

Cheryl Greenway asked if there were any other questions for the city or transportation. Hearing none she asked the applicant to please come forward.

Pete Hendrix stated that he practices law at 6085 Lake Forest Drive in Sandy Springs, GA. Jackie Deibel has gone over appreciably the application. He thinks everyone is well-familiar with the Frazier Street Apartments. It is a 10.68 acres tract of land. It currently has 152 units located on it, all of which are very sizable two bedroom units. What the applicant proposes out of the 320 is 195 one bedroom and 125 two bedroom units.

Chris Cassidy, who is president of the southeastern division of Lennar, which is the applicant. He will speak to the Commission with a history of their developments, the number of units that they handle and the adequacy of parking.

Pete Hendrix stated that he knows that a lot of their jurisdictions in the metro area that actually are moving toward a requirement of no longer a minimum of but not to exceed for the very purpose of trying to put into play the pedestrian engagement that they think this piece of property is uniquely suited for. If one takes the property and he takes the uses that are either contiguous or within the immediate walking area of the property and it is very much pedestrian engaging.

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As they all appreciate, this is the first one out of the box under that Grove Way that was adopted by city council on the 9th of April, 2013. With that in mind, they did a great deal of reach out and engagement with the Roswell staff much before the filing of the application to be certain that they and all of the professionals on their team had a thorough and complete understanding of exactly what it is that is the flavor and intent of Grove Way and what is being looked to. To and including was specificity, the look, the feel, the schematics of the architectural, building materials that were presented and made a part of the approval of Grove Way. Hendrix hopes that the Planning Commission finds that what the applicant is presenting to them will be reflective of that.

The request that the applicant has made on the parking reduction is for up to 20 percent. But as Jackie Deibel has recited, they are actually showing 430 on the plan although they want to nick them by eight because of the safety issues with being able to queue at a couple of the throat entry parts to the property. Staff has done a very thorough and Hendrix thinks good review of the application. They move to their standards of review which are on pages 23-25. Out of those 23 standards of review, there are eight of which that are not required to have materials submitted. The rest of them that went through review and analysis were found to be favorable. It is with that review that the staff has come up with their recommendation of approval for the conditional use as well as of approval for the concurrent variance and the parking reduction that is being requested.

With that, Pete Hendrix asked Chris Cassidy to step up and walk the Planning Commission through who the applicant is, what experience they have with the development of multi-family and how they would be positioned to come in and to do these for rent flats that they are proposing.

Chris Cassidy stated that Lennar Multi-Family is at 6285 Barfield Road in Sandy Springs, GA. Before he gets in and talks about the merits of the plan tonight, he wants to tell the Planning Commission a little bit about Lennar and then really a little bit about their vision for the project because this is a unique development to Roswell. They feel like it will benefit everyone here tonight to really understand the context of why they think a project like this will work here.

Lennar was founded in 1953. They are a publicly traded company. Most people know them as a home builder. They are in 18 states throughout the country. He thinks they made their entrée into Atlanta about three years ago on the single family and town home side. Lennar multi-family came to Atlanta about 18 months ago.

Prior to starting with Lennar, Chris Cassidy stated that he started his career in the apartment business about 20 years ago mostly doing in town, in-fill developments very similar to the project that they are proposing here. He started with Post Properties, a firm the Commission is probably very familiar with and left there in 1998 and formed a company called Highlands Residential. They did several projects in Dekalb County, city of Atlanta and then also down in Florida as well. Both for lease and for sale.

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When one looks at that housing industry today and he looks at population and demographic trends, the US continues to grow. They are thinking that it is going to grow roughly by 51 million people over the next 20 years. If one looks at Atlanta, Atlanta is one of the fastest growing MSAs in the country and the ARC has estimated Atlanta to grow by 2.3 million people. When people make a decision to come to Atlanta they have got to decide where they are going to live. There are going to be young people, there are going to be folks who may want to come here and retire and today really all of the communities are competing. Roswell is competing with Alpharetta, Sandy Springs, Decatur, the perimeter area. And the Planning Commission is making decisions and lifestyle choices on where they want to live today.

So, when one looks at it there has really been a shift in sort of what Cassidy would call the housing paradigm. So over the last 50 years, families with children have sort of driven the housing industry. After World War II families moved out of the cities and moved to the suburbs. Today, married couples with children really make up less than 25 percent of American households and there really has been a shift on what is driving that.

So, what has really backfilled are the single professionals. Generation Y, which are roughly from age 14 to, he thinks the leading edge of Generation Y today is roughly in their early 30s. They are projected to be the largest demographic, larger than the baby boomers, larger than Generation X. In some cases Cassidy has seen well over 100 million. In addition to that one has dual career couples, empty nesters and baby boomers. These groups of individuals are really demanding different choices for houses. And today, what one sees is really a hole in Roswell that they don't have a community that really can serve all of these different demographics that choose to live here.

One of the things that all American households want is they are finding that there really is a trend away from drivable communities. One looks at when Roswell grew and Sandy Springs grew they were very suburban. Today what one has are a lot of areas that were very suburban are really becoming more walkable. What they find is when they achieve this balance of different housing types and areas that are walkable to restaurants and entertainment venues that these communities become more sustainable and really they are less susceptible to sort of the cyclical rises and falls of most communities.

Chris Cassidy stated that he wants to talk a little bit about who they see as a resident for their proposed development. If this project was in Buckhead or Midtown or Decatur or in some areas he thinks they would probably envision it being more 24 to 35 year olds, more young professionals and single couples. He thinks that because it is in Roswell and the proximity to Canton Street they are going to really have a mix of residents. If one goes to Canton Street tonight or any other week night or on the weekend, he sees young singles, he sees retirees, and he sees families with children. So they would build a product here that would really cater to single professionals, childless couples, empty nesters and active adults. They think that there is really a need with the jobs that are coming to Roswell for a community that will really cater to that young professional. Cassidy stated that he has friends that their children grew up in Roswell, they still live here, they have

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gone off to college and they are coming back after graduating and they want to move closer to their parents. But, today there is really not an opportunity for them. They like what is taking place on Canton Street, they like the walk-ability, they like the parks, they like all of the amenities that Roswell has to offer and effectively they are looking for a lifestyle. Cassidy's opinion is when they come back to Roswell they are going to live in an area like this and they are the future residents that are going to buy the homes that the empty nesters are going to want to sell and they are going to raise their children here in Roswell and they are now really creating an opportunity to lower the average age of the Roswell resident. They are really providing an opportunity for them really merely to come back to where they started their lives and where they grew up.

One of the things that they find when they look at the lifestyle preferences of young singles and empty nesters is effectively people today that are at that point in their life don't want the burdens of a big home. They want to have sort of a lock and leave lifestyle and they really want to be in an area where their needs are catered to. They have a place where they can live, where they can entertain and it feels as comfortable as the home they grew up in or the home that they may have sold and made a decision to downsize. One of things that Lennar tries to do is really create a distinctive living environment for this discretionary individual that wants to lease over home ownership. They provide professional on-site management. In some cases they have concierge services. They try to find out really what their preferences, what their needs are and they try to really provide a lifestyle in a community that really fits those needs.

Chris Cassidy stated that Highlands of West Village is a project that he developed over in...it is off Atlanta Road and I-285. When they went in front of Cobb County they made this same presentation or a very similar presentation. They really told them that based on the history of projects that they built, because of the...in this case the integration of uses. There was some ground floor retail with residential above it. Really it would be a different profile of individuals that would want to live there. They said that this is going to be community that is not going to be really built or tailored for families with children. It may be a single mom with one or two school-age children or a divorced dad that may have his kids on the weekends but predominately it is going to be empty nesters and it is going to be young professionals that work and live in the area. But they are really buying and they are living because of the lifestyle. They may have to drive to work but when they come home they want to park their car and they want to have restaurants and they want to have entertainment venues very close by. So, they went back and they looked at it. The average age there after they had leased the project up was 36 years old. The average incomes were over \$80,000 a year and 18 percent were married and the balance was either divorced or single. Predominantly a lot of young, single women live there as well. So it played out the way they thought it would and their sense is this community in Roswell would be the same as well.

Chris Cassidy stated that he wanted to talk a little bit about the plan. He thinks to repeat and Jackie Deibel sort of talked about what is there today. Today the project consists of a little over 10 acres. It has 16 apartment buildings that are two-story. They were built back

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in the 1940's -1950's. It was built sort of in a very suburban fashion with large parking fields, parking in some cases in the front yard and really built with development standards that were developed really in the 1950's and 1960's when a lot of the suburbs grew. As one can see they are in the Grove Way Community. They are at the top northeast corner. This slide sort of contextually shows where they are in relation to city hall, the Canton Street district, and the neighborhoods behind. It is a very short walk to entertainment, dining, even if potentially some of these folks live and work in the area. Because the product that they would build here really caters to the price point that they will start in some respects will be workforce housing. So there maybe somebody that works at, a manager or somebody that works at one of the restaurants that would want to live here. But the units would then be very affordable. They will build a unit that they can afford that is in their sort of square foot range.

So, when one looks at this development, there are a couple of things that they tried to do. They tried to make it very urban and pedestrian oriented. So when they look at the Grove Way plan, the buildings are pushed up to the street and they are trying to really accentuate Norcross Street with street trees, sidewalks. In addition to this plan they not only pushed the buildings up on Norcross, on Frazier Street as well but one can see that they created sort of an internal spine road that goes in across from Myrtle and then it goes up and it makes a left hand turn and it goes and connects onto Frazier Street. So one of the things that they are trying to create here is not a sense of when one drives by the project that he is looking at a subdivision or a 10-acre tract that is segregated from the city. They wanted to build something that is really contiguous and it was part of the fabric of the community. So what one really has here are really two large super blocks. It is 10 acres but they now have really created a five-acre super block in the corner of Frazier and Norcross Streets and then behind that they have created another super block. They have tried to really push the buildings up to the street, put the parking in the rear so that one really can't see the parking from the right-of-way and really try to create and frame what they think would be a great catalyst for this part of Roswell. When one looks outward, he has SR 9 and so on one side of SR 9 there is Canton Street with restaurants and retail. On the other side there is existing offices and retail and then they would have the applicant's proposed development which they think is a pretty good transition from the higher density retail and office back into the town homes and then back into single-family beyond that. So, they do think this is a good use for that property. It is a very good transitional use as one begins to step down intensity, density and he gets down to more town homes which is a little denser than the single family beyond that.

Some of the elements that this slide wants to highlight...if one looks in the top left hand corner, he will see sort of a horseshoe shaped building with a pool area in it. This building will house three levels of residential units. It will also have about a 7500 square foot leasing business and amenity building which will house a club. It will have a very large fitness center for their residence. The picture that one sees in the top left hand corner would be sort of a proposed look that they might have. The project won't have any retail, but one of the goals is to really make the ground floor look and feel like there is some retail in the project. They think that it is important that in the evening hours that

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there is life on the street, it is lit up down there; one sees activity so when one is going up Norcross Street or he is going down Frazier Street it doesn't appear that it is all single family. So, in the evenings when there will be people down working out, one looks in the building and he will be able to see life and activity.

The bottom pictures are really illustrative of what the applicant sees as some of the streetscapes. Wide, generous sidewalks, street trees, street lighting and in some cases some of the buildings will have direct access. The units will have direct access on to Frazier Street and Norcross Street or the internal street. In other cases they will have multiple portal entries onto those streets where one may live in an upper floor unit where he does not have to go down a set of stairs and go through a parking lot to get down onto Frazier Street or Norcross Street. He will have an opportunity to go right out onto the street. There will be multiple entry points.

Because they anticipate a fair amount of young, single women here, all of the buildings will be secured at the building location. This will not be a gated community, it will be open and accessible to the general public to walk through and enjoy some of the common and public spaces that they have. So, if one lives and is a resident here, he will park his car, walk to his building and he will have a swipe card and it will allow one access into each of the individual buildings.

The slide to the far right of the screen is an example of what one may see on some of the ground floor units. Some of those ground floor units may have their own little private space that really buffers them from the sidewalk and then what he may have either on Frazier or Norcross Street. Most people don't really feel sometimes comfortable being right up on a sidewalk so they have created a little bit of a passive, private space that is adjacent to the public space that really they can use as their own outdoor space. Because they won't have an opportunity to have a balcony like some of the upper floor units.

This is a slide that sort of shows some of the portal entries that the applicant is sort of describing. The architecture will be very different but these are other projects that they tried to draw as examples. The one in the upper left hand corner is a large opening where if one is walking down Frazier Street and he has the u-shaped building. As he walks by he can look in and look through and he may see the pool and the courtyard beyond. So what they are trying to do there is they are trying to create this urban environment where one is connected to the inner spaces but it does provide some separation for the residents and it does give them a little bit of privacy.

The other two images below really sort of are images that would be for either an individual unit that would connect to the street and/or a common entryway that would go into a corridor or a breezeway that would access some of the upper floor units.

Last, these are a couple of images that would merely convey some of the interior, urban sort of courtyards that they would try and build inside the community. The photograph to the right is just really illustrative of a pool area that they did out at West Village. This

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shows the building as four stories. All of their buildings are proposed to be three stories. Cassidy stated that he thinks earlier someone may have commented that they were four. But they all are going to be three stories as well.

So, today this is what one would see looking south down Frazier Street and this is what the elevation will look like. Chris Cassidy backed up and stated that when he says this is what the elevation will look like; these are the initial building perspectives and renderings that they submitted the initial concept renderings. Since they have produced these and submitted their initial application they have met with several stake holders, a lot of them with the Downtown Development Authority and the Historic Preservation Commission. They have received enormous input and these have evolved and they continue to evolve and like Jackie Deibel stated if they are successful in May and they go back in front of the Historic Preservation Commission to get final approval on all of their building elevations. They are attempting to do that today and they are continuing to meet with some of those folks to get their input to ensure that they aren't potentially successful in May and then have to go back and start over. So they have elicited input and...but what he is showing the Planning Commission today are merely just the original renderings and concepts that they came up with. He thinks that from a massing and a scale they are still pretty representative of what they would build.

Chris Cassidy presented another view looking down Norcross Street. This is sort of a prospective view once the project is complete. This is that opposite view so they are looking up Norcross Street and what they think it could look like.

Cassidy stated that he will be more than happy to take any questions if the Planning Commission has any.

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

Lisa DeCarbo stated that she does see why the applicant wanted to do apartments, have a transition from retail to the apartment to town homes and what they have beyond. The question is was there any particular reason that they didn't want to incorporate retail at the ground level?

Chris Cassidy stated that they don't think today that this particular location would support market rate retail. They have owned and developed Highlands at West Village. They built 67,000 feet of ground floor retail there. That was at the time when that project was built it would support retail. Their fear is when they look at projects like this is that one builds retail and it is very, very difficult to lease and he ends up putting lifestyle images in the retail and it stays dark. And so their solution to that really is in some of the higher trafficked areas are to put their leasing and their business and their club room there because then it will be active in the mornings, it will be active throughout the day and it will be active in the evening. There will be light in there and it will have a retail or more of a commercial look. If this project were the second or third project to go in and the stuff in front of them had been redeveloped depending on what was there, they may consider

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some smaller retail. But again when one begins to vertically integrate the retail and the residential he exponentially increases his construction cost because they have a two-hour fire separation between those, he has to deal with venting and things of that nature. So, today the applicant does not think there is a viable market for retail at this location.

Harvey Smith stated that when Chris Cassidy is obviously talking about how Lennar arrived at this proposal. Was consideration given towards they feel like this is the minimum density that they had to do to make the business model work or was consideration given to developing condominiums or town homes? Would that have worked financially? How did they come to the conclusion because Smith knows that they build single-family or multi-family town homes for sale, not just lease? How did they come to this conclusion for rental flats?

Chris Cassidy stated that his division and his group builds multi-family. And today they are building mostly multi-family for lease. They think that in some certain locations that there may be an opportunity for a for sale product, more of a for sale stack flat. Based on the size of the property and based on the number of units that they need to have the maximum operating efficiencies, 320 units worked very well. It worked from a scale and a massing the way the project lays out and quite frankly, they could have put more units on the property. They felt that based on the price point where they will be today they wanted to keep the parking all at grade but they wanted to build a project that was very urban and that felt very...would work well at this location. Today, they don't believe that a for sale product would work here. He is not certain that they would get the density for town homes but a product like this today he does not believe that a for sale product would work although he would say as the real estate markets begin to mature and this area begins to sort of redevelop he would not discount the fact that they or another buyer of this project may come in and say that they are going to convert the first two buildings. They may take two buildings and convert the for sale and keep the balance as rental and over time convert those. Quite frankly, Cassidy thinks there may be an opportunity on some smaller sights up and down SR 9 in close proximity to Canton Street potentially for a for sale product. Not of this size or scale, probably in the 20 to maybe 30 unit range.

Bryan Chamberlain asked Chris Cassidy if he could give the Planning Commission an idea of the respective square footprints of the various...in their current day and market rental rates.

Chris Cassidy stated that they will have approximately 60 percent studios and one bedrooms. Those will range from 625 square feet and go up to probably just under 800 square feet. The rents for those units will start at about \$1050. That is the rental rate they projected today. There will be some premiums on top of those whether they are view premiums or floor premiums. In addition to that the renter will pay some additional fees on a monthly basis for valet trash and some other things. Effectively, the starting point will be about \$1115 a month. The two bedrooms and the two bedroom dens will start at about 1000 feet and Cassidy believes the largest one is about 1400 feet. They had a handful of two bedroom dens today proposed. The rent on those units will start at about

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\$1500 a month and they will go up to probably in excess of \$2000 a month. Those rents are commensurate to what the Amlee North Point project today is getting on Mansell Road right there at North Point Mall. Quite frankly, Cassidy thinks this is a much better location and he thinks this is going to be a much better location than what another development company is proposing up at Avalon. He is of the understanding that their rents today are sort of underwritten and projected at a higher rate than the applicant is sort of doing their initial underwriting. But he would assure the Planning Commission that once they build it and they see that people like the product, which he believes they will, they will continue to increase rates to maximize the value.

Bryan Chamberlain mentioned that Cassidy stated that he felt that this was a better product than the Amlee or the Avalon. What are the factors of that? Chris Cassidy stated that he thinks Roswell has something that is very unique. Roswell has several characteristics that are unique but he thinks that when one looks at Canton Street and he looks at what it has to offer, one looks at Avalon. They are trying to recreate that. Roswell has that. It is a historic street; it was the main street in downtown Roswell. It has gone through many economic cycles and it is now revived. It is very strong and it is walkable and one has housing, there are businesses and it gets better and better every day and every year. Cassidy stated that they three projects in Atlanta currently. They bought the site across the street from the forum in Peachtree Corners and they bought a site in John's Creek and they have this site. He can tell the Commission that the city of Peachtree Corners is dying to have something like Canton Street. They want that across from the forum. They want a mix of housing and retail and office. Alpharetta wants the same. Cassidy's sense is what happens with a lot of those projects, if one is familiar with Misner Park in Boca Raton, FL, that was touted as one of the best new urbanist projects that was built. He thinks it was done 15 years ago. But what it did in his opinion and in reality what it did for Boca Raton is it killed the main street. So, Palmetto Park Road was Canton Street in Boca Raton. They built that project and it really decimated that main street that went from Federal Highway all the way to the beach. If one drives there today, all of the shops are empty. There are a handful, there are a couple of restaurants, and there are a couple of new developments that are proposed there. So, Cassidy believes that what Roswell has in Canton Street has been a catalyst for a lot of new single family and town homes. It is going to be a catalyst for a lot of new residential that he thinks will be a credife to Roswell and it will help build from that center and that base in the historic district and continue to make Roswell a sustainable community. Where one would be less susceptible to the cyclical nature of the economic cycle.

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

Lisa DeCarbo stated that Chris Cassidy was talking about the different rental rates and she has a little concern about what the units on the ground floor are going to look like. Are people going to be concerned being right there, not being grade separated, not being up say a half step like one would be in say a Brownstone? Does the applicant believe that is going to make those the lower value units? Chris Cassidy stated that he did not think so and their experience and history tells them that that is not the case. He will tell DeCarbo

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that in most cases one is going to get a premium for being on the ground floor and he is going to get a premium for being on the top floor. Sometimes one gets a little less of a premium for being sandwiched between because there may potentially be noise issues. But the way they will design this project is really to provide a sense that that ground floor resident isn't right on the street. They are not right on the sidewalk and they are not right on the road. So, there will be a small sort of outdoor passive or private space that will really provide as a separation or a barrier. They found that quite honestly, some people like the ground floor unit. They want the ability to park their car in front, take their groceries right in. They don't have to park in sort of a parking field and have to walk and go through a corridor. They want to walk right in and they are willing to pay a premium for that. So, one will have folks that want to live on the top floor and some that will want to live in different parts of the community, closer to the fitness center and the pool. Others are going to want to be farther away from that.

So Cassidy does not see that as a negative at all. He does not think that traffic moves fast enough along Frazier Street really to be an impediment and the noise issues they don't really anticipate as well.

Lisa DeCarbo stated that one of the questions she had too was the applicant mentioned that he has received a variety of design comments from folks. One of the things that struck DeCarbo as a little odd and a little awkward was having the pitched roof and then having the parapet in front. Is that something that Cassidy is going to address? Is that one he wants to take care of?

Chris Cassidy stated that in both cases one will not be in a position to really see that pitched roof from the street. Because a pitched roof is much more cost effective and less maintenance intensive they have made a decision to really try to do a low pitched roof and bring the parapets up to give it the look and the feel that they are trying to achieve from an architectural style. But they have built projects like this in the past where at the ground level; at grade one will not see that roof. Now, if he is back up on a hill, he may see the roof. In some cases what they have done is they really have mixed, they tried to take some of the historic elements of Roswell and some of the different design vernaculars here and really bring them together. So in some cases one will see those roofs and those roofs are part of the architecture. In other cases the buildings are really more conducive to look like they have a flat roof and so they have made a choice to really hide that roof by elevating the parapet to achieve that.

Lisa DeCarbo stated that one of her questions related to that is when one typically has a flat roof with the higher parapets; he has the opportunity to hide all of his HVAC units instead of having anything ground mounted. What are Cassidy's thoughts on that?

Chris Cassidy stated that any HVAC units for units that they would have that would face Frazier Street or Norcross Street or even this probably internal street, those would be up on the roof and would be sort of behind a parapet. What they may decide to do is in areas where one does not have a view of...they may put some of those units on the ground

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floor back in the parking areas and sort of in the back of the building where they can screen those. They have a little bit more green space and they can screen those. But they are committed not to be able to see those units from the right-of-way. That is a request that staff has made but that is something from a design standpoint that they try and do as well. They are as committed to making this...they want to be proud of this when it is done and they don't want to just build something...build it, finish it and then walk away. They want to build with integrity. That is something that they would look at anyway. They would do a combination of on the roof and some that were screened that may be on the ground.

Lisa DeCarbo thanked Chris Cassidy. Cheryl Greenway asked if there were any additional questions for the applicant.


Cheryl Greenway stated that she had a couple of questions. She knows that the applicant has to go back before the Design Review Board and Historic Preservation Commission for a lot of the different approvals he would need. But what is his general plan for lighting on the parking lot with consideration of his neighbors as far as cars coming in to park so that their lights aren't going into other peoples' houses or condos or lofts as such.

Chris Cassidy stated that right now they intend to put up a landscape strip around the property. They would plant that and in some cases they have talked about doing some fencing back in those areas. He thinks where that may come into play...their grade is well above Liberty Lofts so his sense is that if cars do pull in there they are going to be well above the living levels for those town homes that are over there. But they will landscape around that screen.

From a lighting standpoint, typically they try and do a, sort of a parking lot light that doesn't emit a lot of sort of light pollution. It sort of directs the light downward so that it lights up the parking lot but it doesn't throw a lot of light up in the sky. So the project doesn't sort of glow at night.

From a streetscape standpoint Chris Cassidy stated that they will have a street light and a street tree program on the internal street and on Norcross Street and Frazier Street as well. So those sidewalks will be lit up. There will be not only the lights from the buildings that will light those sidewalks up so people will feel safe as they walk by. But there will also be a street light and a street tree program that will accomplish that as well.

Cheryl Greenway asked if it was from Cassidy's previous experience with these developments that he feels the parking reduction will work. Chris Cassidy stated that it is. They haven't finalized the final unit mix yet but if typically they build one per bedroom, they have more than enough parking for a project like this. In a suburban garden development they may build at a parking ratio of say 1.75 spaces per unit. On a very urban project where they have a much higher concentration of one bedroom and studios they may be at a 1.25. He thinks they are at a 1.44 here today. So, they felt they were adequately parked with this plan. If they need to pick up a few spaces, they can probably

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work some things around to accommodate that. But they have not finalized the unit mix yet, but they are pretty close. Once they come up with a final building plan then at that point they will sort of start plugging in the units and they may be at a few more one bedrooms than twos, which then would adjust their parking. But from an operational standpoint, they feel comfortable with the parking that they have on the plan that it will work and that they can park their residents. And that is important to the applicant because there is no other place for the residents to park and if they come home at night and there is not a space for them, the applicant is going to hear about it.

Cheryl Greenway agreed with Cassidy and thanked him.

Harvey Smith stated that since this is new to the Planning Commission too and one of the requirements under the Grove Way Form Base Code Requirement would be some type of public art. Is the applicant aware of that? Smith stated that he was reading through his material and he is just curious. Is the applicant familiar with that, public art in the complex? Could he elaborate? That was a recommendation from the community development department. It is part of the criteria. Has the applicant addressed that? It said that it would be approved by the Historic Preservation Commission.

Chris Cassidy stated that they have not finalized that yet. So they are really trying to determine how they are going to accomplish that whether they did maybe some sort of a competition or some way to get the community involved with the artwork. But they have not finalized a decision on how they will accomplish that but obviously they intend to meet that.

Harvey Smith jested that there would be no statues of public officials, right? Cassidy had no comment.

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

Sidney Dodd stated that he had a question about the parking. He realizes why in urban-style apartments surface based parking spaces are financially feasible. If one has 195 one-bedroom apartments and 125 two-bedroom apartments and there are studios mixed into the one's. At one space per bedroom, that is about 445 spaces. Young people and empty nesters, obviously they have friends. Dodd is wondering how does one accomplish, and he assumes that the applicant does a great job of managing and leasing and they will be in the mid-90's of occupancy. How does one balance those who visit the complex, those who have relatives that are in from out of town, those that want to park there once they get to that 90th percentile of occupancy?

Chris Cassidy stated that one of the things that he found is the most full one will find the parking lots is typically on a Sunday morning. But usually, during the week a lot of their residents travel, some work out of the house. A lot of their residents will be single, have one vehicle, but lease a two bedroom apartment. They may use it as an office; they may use it maybe for a divorced dad that wants a place for his children to come on the

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weekends. So, they typically, traditionally have found that one space per bedroom is amply parked for the daytime, the evening time. But to be honest, typically late on a Saturday night and Sunday morning those parking lots are pretty full at that point. But during the week, people's schedules are typically different and there is more than ample parking. They look at parking fields; they look at proximity to buildings. Right now they have three garage buildings proposed for the project so they want to they want to typically build some covered parking that they can lease to residents that really don't want to have their car parked outside. They want to have their own private garage that they can use.

But once they finalize the mix then they will go back in at that point and finalize the parking. Today, they are sort of asking for the variance to ensure or to at least get the 20 percent reduction that may be allowed and then they will make a business decision on the final number of spaces that they put in. But, his sense is that they will put in more than the variance would allow. The variance would allow them to reduce more parking and they will probably end up putting closer to the one per bedroom or it may be greater.

Bryan Chamberlain stated as a sidebar, the way they have seen it handled in many urban communities is some integration of surface spaces and structured spaces. He understands what a structured space does to a development budget but it is something to think about especially if one can potentially increase the density of the number of units. And if one phases the construction of the units as such that they have surface spaces, potentially structured space, if he runs into an issue with parking on site.

Chris Cassidy stated that they don't believe they are going to have a parking issue and he would say today, based on the economics of this development it would probably be very cost prohibitive to build structured parking. On grade parking is probably the way to go. The cost is \$1800 to \$2200 per space of surface parking. But when one gets into structured parking, even a very efficient parking structure, those spaces run anywhere from \$9000 to \$11,000 per space. So if one built all structure parking then obviously he has now increased his cost by about \$15,000 to \$17,000 per unit.

Bryan Chamberlain asked if there was not a way to push the density in essence to cover those costs. Or in essence, divide that cost by a greater number of units? Chris Cassidy stated that one would not divide it by a greater number of units because he is building the same ratio of parking spaces per unit. If he built a portioned structure parking then he would be able to share those costs. Cassidy stated that he thinks the misnomer sometimes is that density is the solution to a lot of problems. He thinks a lot of developers went back in and took a lot of pieces of property, they over-densified it to get to a seller's land price. When one starts to add density, he starts to increase his construction costs exponentially. These are three-story buildings today. So when one goes to four-story buildings, he introduces elevators and structured parking. So Cassidy feels like here that they have sort of struck a balance between the product they want to build, the rent they think they can achieve, and the cost to deliver that and they sort of feel that they are at that point. But to really add additional density and...320 units is from a leasing standpoint, is a good

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number because what it does is allows one to lease the property up at a 19 to 23 unit a month absorption and he can lease it up fully before he starts having his first leases start to turn over. So, when one gets beyond 320, he gets up into the 350 and higher he begins to cannibalize on himself and it can be difficult to sort of stabilize that property. So, from an operating standpoint and the efficiencies of those operations, 320 is a pretty good number for the applicant.

Bryan Chamberlain thanked Chris Cassidy. Cheryl Greenway asked if there were any further questions for the applicant. Hearing none she thanked the applicant and stated that she will now move to the public session as far as comments.

She asked that anyone that would like to speak in favor of the applicant to please come forward to the microphone.


Ian Maury
410 Independence Way

Ian Maury stated that he thinks this is a good project. He thinks this is a good thing for the city of Roswell. He thinks it is a catalyst for things to come. He has a few problems with the density of stuff and parking. But overall, he thinks that if the plans are tweaked he thinks this is a plus for the city. He thinks if they don't go forward with this, the city is going to be hard to find some other developers as they have been waiting for developers for many a year to come along. And these guys are putting \$35 million of their own money up front. It is not touching taxpayer's money at all. He thinks it is a plus but he does have a problem with density and the parking problem.

Susan Quick
720 Freedom Lane

Susan Quick stated that she is part of the Liberty complex as well. She would agree with Ian Maury in that she thinks this is a fairly good project. She has a lot of questions. It seems that there are too many ifs or proposals so maybe she is not fully, well-versed in this process. But, the density, she is sorry but she does not agree with their numbers. If one is building studios and one bedroom, co-habitation rates at the age demographic that they are looking at is extremely high these days. To get empty nesters in here, they are not going to walk three floors to get upstairs to a two-bedroom or even two floors. She would just ask that the Planning Commission consider that.

In the parking they have shown two different pictures of the parking lot. The first one showed no buildings. The applicant did just say that there would be three parking buildings so Quick does not know how they ensure that that stays as a part of the plan. Her concern is that the parking is all in the back of the property, which is great for Frazier Street and for Norcross Street, but those of us that live underneath them, there is no noise abatement. And they are going to say that they are going to landscape it but quick is

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sorry, she lives there now. She hears their music and she is underneath where they are. So, she does not know how one ensures that they do that.

On the part of the property, from where Quick is when the cars come up they will hit her second floor. In the other part of the property they will probably hit the first floor...lights. And all of that parking in the back she just sees a huge noise issue and lighting issue.

So if they can somehow get that worked out she agrees with Ian Maury that she thinks it is time that Roswell moved to the next step and have something good there. That's it.

STEPHANIE DeLAO
602 Roswell Landings Drive

Stephanie DeLao stated that she is on Norcross Street from Liberty, well, not Liberty but Leftwing Lane, one over in the condos. So, they are lower in stature. Her problem is the height and putting HVAC on top is just going to make it higher. Everything around there is either two stories or one story. This will be the first three-story building that they have and it is going to be blatantly higher than everything else. This is what they are going to see and this is what they are going to get. There is also the noise problem because there is no grass land or protection right now. Making sure that goes in to stop the noise.

Secondly, a lot of the condominiums around there do not allow motorcycles. Who wants to hear a Harley Davidson cranked up at 3:30 in the morning. That is the other problem. Noise is a big problem for DeLao.

But otherwise it is a good problem. Frazier has been there for a very long time and she thinks it is a detriment to the Roswell area. But this will improve the value of the stuff. Again, just the noise problem and the height issue is what Quick has concerns about.

Cheryl Greenway asked if anyone else wished to speak in favor of the applicant. No one else came forward. Greenway asked anyone who would like to speak in opposition of the applicant to please come forward.

Duane Hebert
310 Independence Way

Duane Hebert stated that he is in opposition of the project. He would like to point out a couple of facts that he does agree with. One, he does agree with the fact that that area does need to be redeveloped. He does understand that it is zoned for apartments so it would be ridiculous to think that apartments would not go in. One of the things that Hebert is opposed to is the density of the property. According to the slides Chris Cassidy presented, all of his indications of what would be a benefit or a promotion to the city of Roswell are not actually implemented in the actual project. One of the slides Hebert is pointing to is the new housing paradigm. It talks about mixed use and interacting retail, restaurants and so forth. There is none of that in this project at all.

The next item is on the density of the properties. At 1100 to 2400 per unit, Hebert doubts very seriously that they would not have a minimum of one, majority being two vehicles per unit. He is not necessarily concerned with the parking, but he is concerned with the actual traffic and the roadways. The current density right now is 152 units and over 60 percent of those parking spaces are vacant on a daily basis. And if one goes by during the day, over 40 percent of those vehicles that are there are still there during the day. So it creates no traffic pattern changes to the city of Roswell. By increasing the parking, let's say there are 320 units and each has one vehicle. By increase the vehicles traveling on their streets to and from the apartment complex, there are only a couple of different ways one can get to SR 400. It is a great concept of live here work here. There is not an abundance of jobs to create for all of these units. So, after all these people will be driving to work. It is not a walkable to work area. Walkable for play, walkable for restaurants, all of that is great. But one will drastically increase traffic coming in and out of that area. Norcross Street is already backed up. The circle pattern, roundabout helped considerably but that is not going to have a positive impact once one adds so many vehicles to the roadways.

The last thing that Hebert would like to bring up is that all of the benefits that were presented are great. But they only benefit the actual developer by increasing the density. So, all of the things that were presented today were as a benefit to get the complex rented. It serves no benefit to the city of Roswell or the residents of Roswell other than redeveloping the area. He thinks they all agree the area needs to be redeveloped but not at any cost. Being the first Grove Way project, Hebert thinks they need to take this seriously. He doesn't think that they spent enough time doing research on this project. Like the lady said before when she was for it, there are a lot of ifs, ands and possibilities about it. Being the first project this is going to be the stage moving forward. Everything else is going to be based off of this. How does one approve one project and then in the future find out that it was not beneficial to the city and tell the next project, "No, you can't do it." When they have already approved a different one.

Hebert thinks that actually need to take a step back and spend a little bit more time doing some research on the project before they actually approve it. Herbert stated that he actually likes the aesthetics of it. He likes the concept, but he does not like the fact that it has over doubled the density and also the fact that it is all apartments. There is no mixed use, there is nothing being brought to the city so there is basically not going to be any benefit to the city other than the redevelopment of that complex.

Duane Hebert thanked the Planning Commission for their time.

Donna O'Berry
2100 Constitution Court

Donna O'Berry stated that she lives in Liberty and owns a piece of rental property on Myrtle Street. She thinks that Duane Hebert stole her notes, so she will try not to repeat.

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O'Berry stated that she lived in Chicago for five years and loved it so she is not one that is all up in arms about density and high buildings and all of that if done right. She won't repeat everything that Hebert said but she really does believe that in this area of Grove Way, if one looks at that whole overlay if she understands it correctly; there is a chunk in there down on Oxbo at the south end that is designated for all apartments. There are other chunks in there that are designated for residential. This is a chunk that is designated for mixed use. Yes, it does have the possibility of conditional use for apartments. She actually looks at it the completely opposite of Chris Cassidy. If they were four years down the road into Grove Way development and there were no apartments anywhere. She would say to give a conditional use for 100 percent apartments on this piece of land would be a no-brainer. But this is the first project. So, she loves what their stuff looks like and it does look like that they are a company that will probably follow through on this. One won't drive around there and see a bunch of holes in the dirt with a chain link fence around it. She thinks it will get done. That is a positive.

But she does think that the mixed use will bring so much more to that and it will also help the potential traffic problems. Everything Hebert said, O'Berry believes. One can't live in Roswell and work anywhere but Canton Street and do it with public transportation. Atlanta is not known for stellar public transportation. One has to drive somewhere. Her back entrance is right on Norcross Street and kudos to the roundabout. It works great for traffic flow. Sometimes it is 10 minutes getting out of that back gate because the traffic is constant. One does not get the break like he used to get with the red light. So, the traffic flow is working great. But, one ought to try to get out of some of those side streets at rush hour. All apartments are going to dump all of those cars into that traffic pattern twice a day, five days a week. A mixed use development will dump less during the rush hour and other all during the day as people will be coming and going. O'Berry thinks that it would even help the traffic pattern.

So, O'Berry loves what they are proposing. She thinks they ought to stick to the mixed use and think about the traffic issues.

Donna O'Berry thanked the Planning Commission for listening to the speakers.

Kendra Cox
250 Meadow Wood Drive

Kendra Cox stated that she lives east off of Grimes Bridge Road between the roundabout and Oxbo. She agrees with everything that has been said so far and she won't duplicate. Her main concerns fall into two buckets, the first is traffic. Just getting here to this meeting tonight at 7 p.m. it was backed up on Norcross Street from SR 9 past Liberty to Crestview, at 7 p.m. on a Tuesday. So, when they are talking about dumping 400 more cars on the street, and that is what is going to happen. If one is paying \$1500 a month rent he probably has a pretty good job so he is going to need to drive to it.

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The concern Cox wants to bring up is about the disconnect between this proposed project and the intent of the Grove Way initiative. The intent of the Grove Way initiative is mixed use, smart, step-wise, thoughtful development for the city of Roswell. What Cox is seeing is this over here, 21 houses going in on Myrtle Street over at Chattahoochee and Pine and what she is worried about is all of these things are happening without a cohesive vision, which is what the Grove Way is supposed to be.

Her family moved to Roswell over 30 years ago. She graduated from Roswell High School. She came back after she had spent her roaring 20s in the Highlands she got married, had a child and bought a house here in Roswell. Ever since she can remember there has needed to be something done with Frazier Street. It represents a great opportunity and the Planning Commission has the opportunity to make the first project in the Grove Way dynamite and make it exactly align with what Roswell wants the Grove Way to be about. Cox does not think they have to take the first offer that comes along. Developers have been chomping at the bit for that piece of land for a long time. Don't rush. Take a step back and think about the implications to infrastructure, think about the implications of density, think about what the citizens want Roswell to look like and proceed from there.

Donna O'Berry thanked the Planning Commission. She knows that they face a challenge to balance all of these different interests and she knows it not easy. She thanked the Commission and hoped that they have the best interest of Roswell long term.


Connie Suhr
1300 Freedom Lane

Connie Suhr stated that she is a resident in the Liberty Lofts and Town Homes condominium community. She wanted to thank everybody on the Planning Commission for giving their time to the city of Roswell and helping them work through this project and find the right solution.

Right now they have a wonderful opportunity to create the Grove Way overlay. Suhr wants to agree with the people that have spoken ahead of her that the overlay was a great and wonderful vision that the city developed. The citizens of the city came together and built the overlay and created this wonderful vision. Let's stick to the vision.

When one walks around some of the mixed use areas that have sprung up around Atlanta, the Highlands area, around Emory University, even around Northside Hospital, it is vibrant. It is exciting. There are people walking around out on the sidewalks, stopping and talking to their neighbors because everybody is out. The entrances are exciting. One has retail spaces, he has sidewalk cafes, there are lots of opportunities to gather and Suhr thinks Roswell has the opportunity here right now to create that in this area.

There will be a lovely walk from along Norcross Street that will take one right out to SR 9. And that could be a very exciting, vibrant area right across from the library, leading

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directly into the cultural arts center and up to city hall. This is a lovely pathway that they could create right here. Suhr is not sure that apartments are the right thing to do. Apartments can be very isolating. She thinks that the people that move into apartments are short term residents and they don't bring ownership into the city and Suhr thinks they should have more ownership. She thinks Lennar's photos and their drawings are very beautiful. She thinks it could be a great project but there is no ownership and there is no mixed use. This particular area under the Grove Way overlay is designated as mixed use.

Suhr urged the Planning Commission to keep it that way. Let's have mixed use in this area. Let's look for some ownership. Maybe Lennar could bring some family dwellings to them and some condos instead.

Having served on the board at Liberty for many years, Suhr understands the prices of the lofts that are rented out are anywhere from 800 to 1400 square feet. And some of the town homes are also rented. They are not seeing the kinds of rents that Lennar was bringing up in the discussion this evening. An 800 square-foot loft is around \$800. They are not anywhere close to the \$2000 even when they are talking about a 2400 square-foot town home. Those are not going for more than \$1500. So Suhr has to question the values that Lennar is assigning to a 650 or 675 square-foot unit. That doesn't make any sense.

The lofts and the town homes at Liberty are very elegant. They have stainless steel appliances, hardwood floors, there are balconies and porches, and they have granite counter tops. They are very elegant. Perhaps Lennar's will be too, but Suhr doesn't see the rents coming in at Liberty. She can't imagine Lennar could get more than what they are getting at Liberty.

Right now Suhr sees the apartments coming in requesting the conditional use. It is just more apartments replacing apartments with a higher density. This is sort of to her a step back away from the Grove Way and more back to the standard zoning that is just higher density. It is just apartments replacing apartments but with more. Not ownership and not mixed use.

Suhr urged the Planning Commission to stand behind the Grove Way overlay.

Cheryl Greenway thanked Connie Suhr and asked if anyone else would like to speak in opposition to the applicant. Hearing no one Greenway stated that she will give the applicant a chance to come back and add any additional comments they would like to make.

Chris Cassidy stated that he was going to address some of the questions probably not in the order that they were asked. One of the ladies' discussed rents and why does the applicant think that they can achieve the rents that they have underwritten and performed here. He thinks it is simple for them and there have been studies done and one can look in Atlanta with a lot of the shadow condominiums. Typically a professionally managed community gets a premium to a community that may be fractured or have some rentals

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and some home ownership. Typically when somebody comes into rent from an owner of a condo or flat or a town home, if there is an issue with the toilet or a maintenance issue they have got to call them, they now have to call a plumber or somebody to come out and work on it. In emergency cases the applicant provides 24-hour maintenance. They guarantee their residents that if they have a maintenance issue that it will be fixed within 24 hours. So, they provide a level of service and a lifestyle and a level of amenities that in a lot of cases a lot of these town home communities don't have and/or maybe a condominium community. They find that their residents are willing to pay for that and they have done studies. The apartment industry has done studies to show that typically in a professionally managed community one gets a premium to communities that may have some home ownership and some units that are rented as well.

One of the ladies mentioned that she lived in the Highlands. Cassidy thinks that is a great example. When he looks at Canton Street he thinks of parts of Virginia Highlands. When one goes out beyond Canton Street he thinks of parts of Virginia Highlands. There are buildings and communities just like the ones that the applicant is proposing that are in Virginia Highlands that don't have ground floor retail. Because a district or an area is designated for a mix of uses, it doesn't necessarily mean that one has to have ground floor retail in every building. Again, Cassidy thinks that when it works, it works well. When it doesn't work it really doesn't work well at all and those spaces stay dark. He thinks they have all learned. He thinks planners have learned, he thinks Planning Commissions and city council members have learned through this last cycle. Starting early in the 2000's, everyone was discussing new urbanism. One has to have ground floor retail; he has to vertically integrate the uses. And one can drive all over this city where there is housing that is full, but the retail is empty.

So, as businessmen and professionals that build this, Cassidy assures the Commission that if they thought they could build retail there they would. Because they think it would be an amenity to their future residents. But they think when one builds a project like this, he has the retail. It is on Canton Street. It is up on SR 9. That is where the retail needs to be. And at some point if a corner café makes sense then they may convert a space and come back in and ask for a variance for that. But today, Cassidy does not think that really is going to be economically viable.

Somebody asked about the benefit to Roswell. Chris Cassidy stated that Lennar is going to be an owner. They are going to be a resident of Roswell. The property manager that is going to run this property day to day is most likely going to live here. And their residents, the average resident is going to live here for a year or maybe longer. In some of their communities they have residents that have lived there for several years. He does not have the empirical data with him today, but the National Multi-Housing Council has done studies where they show that individuals that lease in communities participate, they are active and they bring an added value to those communities. They are not transient residents. Cassidy has friends that he knows that their children want to move back to Roswell. There is not an opportunity for them. His sense is that when a project like this is built they will move here, they will support Canton Street, they will support a lot of the

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other businesses in this area and then when they choose to own a home, they might buy a town home or single family home in Roswell.

So, the applicants' thought is that this is a great entrée for someone to move to Roswell that today may not have a housing option that is available for them.


Chris Cassidy stated that looking back on the rents, when they look at the type of projects that they are going to build here, they will have wood flooring, and they will have granite countertops, nine and 10 foot ceilings, stainless steel appliances. They will have all of the finishes and amenities that \$400, 500, 600, \$700,000 homes will have. That will be a standard and a base finish here. What they find is that typically a resident that wants to live here, they don't necessarily want square footage, they just want a nice, highly amenitized unit to live in where they can feel comfortable to entertain and bring their friends in and then really furnish.

Cassidy thinks that traffic was addressed and was an issue. The city of Roswell requested that the applicant do a traffic study. They performed one. They city actually requested that they expand the scope of that traffic study. One of the things that they came up and one of the recommendations was to build the turn lanes on Norcross Street. And those are system improvements. Those today will help traffic go to and from SR 400 up to SR 9 and across. So, he thinks that those will be improvements. When one looks at traffic patterns Cassidy would venture to say that today there may be more cars at this community. He cannot empirically say that the cars are going to put that much of an additional burden on the current infrastructure that is there. In fact, the traffic study that was done said that this community in and of itself would have a negligible impact on the existing traffic that already goes through Canton Street, SR 9 and that area.

The only other thing that Cassidy would like to understand is one of the gentlemen said that they discussed a lot of ifs, ands or possibilities. That confused him a little bit. He thinks they are pretty clear on the vision and what they would propose here. So he would ask that if he is unclear and if there was something that he needed to make clearer, he will be more than happy to do that. But he felt like that they tried to not to really; sort of paint a vision with a lot of gaps and holes. They are pretty definitive on what they want to build; who they think is going to live here, what those amenities are going to be. They are still working with the greater community to determine what it looks like when it is finished but they feel like they are very close to doing that and they have tried to listen to a lot of the stakeholders to understand what their concerns are and what they want the project to look like.

Cheryl Greenway asked if there were any additional questions from the Commission to the applicant.

Lisa DeCarbo stated that she had a couple of questions. One of the things that she wanted to address before was the number of children the applicant is projecting for the development. She hears a lot of talk about it being a very small number. It is going to be

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empty nesters and young singles. But the Fulton County Schools are estimating it to be up to somewhere between 170 and 265 children. She does wonder about that in terms of parking. She also wonders about that in terms of having any playground area for children, things that are more geared to them. She does think that as far as the parking concerns go she thinks that if they have a lot of single moms and dads, they are going to have teenagers that come on the weekend. If they are with mom or dad, one is going to have additional cars. She thinks all of the children issues do play into this.

Chris Cassidy stated that he does not know the full basis for the Fulton County study, but he does not think that they necessarily take into consideration the type of community, the size of the units, and the number of bedrooms. He thinks they say for a one bedroom one is going to have X number of children, two bedrooms X number and a three bedroom X number. And he can only speak from their history and products that they build like this. He used West Village as a case study and in a community like this they expect very few if any school age children. There may be a couple, but not a lot and again that is based on projects that they have built and developed in areas similar to this and in more even in some cases, more urban communities like Buckhead or Decatur and urban areas like that. But, based on the unit sizes and the unit mix it is not really built or tailored for families. It is predominantly one and two, roughly 60 percent studios and one bedroom units and then the balance would be two bedrooms or two-bedroom dens. They just don't anticipate that. They also follow fair housing and fair housing restricts the number of occupants per bedroom. So one is limited on who can live there. Cassidy is not certain today if Frazier Street enforces fair housing. But he can assure the Commission that they will and they do because that is just something that they do as a practice for all of their communities.

Lisa DeCarbo stated that there was one other question that she had. One of the folks from the audience addressed the quality of the materials in the units and the applicant is assuring the Commission that there will be hardwoods and all high-quality materials. One of the things she noticed in the description of the units in their application is that it is not actually wood flooring. It would be luxury vinyl tile instead of actual hardwood flooring. Chris Cassidy stated that was correct. DeCarbo added that there would be comparable quality on the countertops with the granite.

Chris Cassidy stated that typically today they would use granite. One may go to a Corian or a quartz-type material. They are not planning on using plastic laminate. So the luxury vinyl tile is a vinyl tile that accomplished a couple of things:

1. One looks at it and it looks like a hardwood floor. It is very difficult to tell the difference depending on the grade that he uses.
2. It minimizes noise transmission from floor to floor.
3. They also put in an Acoustomat system that minimizes noise transmission.
4. They find that typically they put some hardwood floors in that what happens on occasions is women may come in with high heels and one finds that from a maintenance standpoint it becomes very difficult to maintain.

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So, they have gone to this luxury vinyl tile that has a wood floor look and they do that throughout the living areas. They may carry it into the bathrooms. If they don't do that then they typically put hard tile in the baths and the only place one really has a carpet would be in the bedrooms. That is a standard finish that they are using on their Johns Creek development and they are proposing that for here as well.

Lisa DeCarbo stated that she wondering how long the applicant had worked with that because her personal experience with a luxury vinyl tile is one will have more problems with heel marks that he would on real hardwood flooring. That is just one of her concerns.

Chris Cassidy stated that the great thing about that is it comes in a plank material so when one does need to replace it he does not have to replace the whole floor or sand the floor to get it to match. They have enough stocked so when one goes in and if somebody moves out or they scratch it, with the old linoleum he had to either patch it or he had to pull the whole floor out. Now, one can pull it out into planks and if he has two or three planks that are destroyed, he pulls those out and puts them back down. It makes the repairs very easy, especially on turn key and when things to happen. Somebody drops a pot and they might burn the floor. It makes it great from a maintenance standpoint.

Lisa DeCarbo thanked Chris Cassidy.

Cheryl Greenway asked if there were any further questions for the applicant. Hearing none she thanked Chris Cassidy and closed the public session of this discussion. She asked if there were any questions or other discussions among the Planning Commission. They can ask staff a question.

Harvey Smith asked Muhammad Rauf about the traffic study or what was conducted. Can Rauf elaborate on how they arrived at...Smith thinks the city deferred or did Lennar pay for the traffic study? Smith stated that according to the comments he read somewhere that it was conservative. He guessed the way it was revised at one time and was resubmitted in March and Rauf felt like it was a conservative estimation? Is that a fair categorization?

Mummad Rauf stated that it was. Just to elaborate on that a little bit, the proposed development generates enough trips to trigger the need for a traffic study so that is why they required it. And the way they normally do it they would look at the number of units that they are putting in and using the institute of transportation and the Geneos Manual for trip generation. That is a pretty reliable document that the city of Roswell and the transportation department uses all of the time for looking at developments and redevelopments. So, looking at that document and in looking at the number of trips that are going to be generated by the 320 units they will look at that number and then they exclude the number that is currently generated by the residents or the number of units that exist today.

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Knowing the fact that the current owners at the apartments, not all of them own cars. It is a low income type of apartments where they believe not everybody drives or owns cars. So, Rauf required the traffic study to be resubmitted and just reduce, lower the number for the existing trips that are being generated. The applicant chose to just totally ignore the existing traffic that is generated. So, the traffic study is done with the trips that are generated by 320 apartments and nothing was excluded for the existing apartments. So that is a conservative way to look at the traffic.

Muhammad Rauf stated that he has the numbers here which generated during the a.m. and p.m. peak. The existing number for the a.m. peak hours is like 129 trips, which is like two cars a minute. Everyone new development is going to have its traffic impacts but two cars a minute is not much in his mind looking at the area that they are making the development in.

Harvey Smith stated that to compare to...they talk about if this is the best application for this 10 ½ acres. If the average mixed-use development, he doesn't even know how Muhammad Rauf can even estimate this, but could they compare the traffic generated from this project to an average mixed use development that had retail underneath and where would one park those cars? Smith knows what Canton Street has turned into. One cannot park anywhere. Could Rauf comment on that or is that a fair question to ask. He knows it is very nebulous.

Muhammad Rauf stated that he thinks parking is a different issue and he thinks community development can comment on the required parking or not enough parking. But he can tell the Commission that for the number of trips that generated there are obviously a lot more when there are 320 apartments versus if there were 20 large, single family homes.

Harvey Smith clarified that the criteria though if it is a mixed use development...then it would fall back into a parking requirement per square foot. Rauf stated that was correct. Smith stated that they are going to have to make allowances for that but if it is the number of trips...

Alice Wakefield stated not necessarily. It is probably difficult for Muhammad Rauf to answer that question because it depends on the mixed use. Being mixed use, commercial and office has a very different peak hour than residential. Also, it depends on the mixed use, the actual use that determines parking. Restaurants require more parking than office. Retail requires something somewhere in the middle. So it is probably a difficult question to answer. But, as was said there is no doubt there are additional residential units so there is going to be additional traffic.

Harvey Smith stated that Alice Wakefield's guess would be though that if it were an average mixed use development for that site...if one took a Canton Street and plugged it right there on 10 ½ acres...Wakefield stated again that if one thinks about Canton Street, Canton Street as it is currently built cannot be built under today's standards. So that is

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very difficult to say that that is going to be less of an impact. It just depends on the mixture of the uses, the breakdown of the uses to make that determination. Anything over 152 units is going to be additional parking be it commercial, be it not because most of what they have on Canton Street is.... most of it is restaurants that require a lot more parking than retail. So, if one takes that and puts Canton Street there then he is probably going to have a similar parking issue if he went with the basic requirements for restaurants there.

Harvey Smith stated that he was not talking just about necessarily parking, but the amount of traffic it would generate. So it would depend on...Alice Wakefield stated that it depends on the mixture of uses. Smith stated that the next applicant, the Commission just wouldn't know until they cross that bridge what it would entail.

Alice Wakefield stated that in the best world someone would assemble all of the property and bring it in and the Commission would be able to look at it all at one time similar to what happened with Atlantic Station but that rarely, rarely happens. It is going to probably be parcel by parcel. It might be two or three parcels but it is probably going to occur parcel by parcel.

Harvey Smith clarified that the applicant was comfortable with the study that has been done. He feels like it is fairly accurate or conservative with their findings. Chris Cassidy stated that it is.

Bryan Chamberlain stated that he had a couple of general observations. There has been a lot of discussion about the two-bedroom and one bedroom flat concept meeting the needs of the area served versus mixed use. Mixed use being places to live and places to work and the statement was made, "Well, we are just not there yet. We need more places for people to work before they provide places for them to live." This is kind of the chicken and egg syndrome. During the 2030 Comprehensive Plan research there was quite a bit of demographic study and presentation. The prevalent demographic trend between now and 2030 was going to single resident, old and young, and the most common problem for Roswell was there was no place for, particularly the young single, to live absent the current apartments that as a general rule of thumb most could be considered blighted and places that they young professional would not feel comfortable living not would they live there. They are going someplace else to live more in town.

So chicken or egg, which do they do first? They have apartments there that they know accommodate people. They have a 10+ acre assemblage of land that accommodates housing and they have a little more concentrated housing...not quite of concentrated housing east of in Liberty and then individual houses beyond that and retail to the west of it. In a normal planning phase one goes through screening of retail, then multi-family, then less dense multi-family and then retail.

Bryan Chamberlain stated that it would appear that they have good mix and the benefit to Roswell right now of having an apartment complex there, so closely located to an

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extremely thriving mixed use of things, office, professional, retail, restaurant. It is all within walking distance and the trend is development of some really nice looking as someone had pointed out, nice looking ways to walk there. He is not sold yet on the idea that they have the cart ahead of the horse. They do know that they have a qualified development group with money to develop this property, have an interest in doing it in relatively tough economic times. And Roswell is on the cusp of blossoming. It seems to Chamberlain that if they want to capture that young demographic that can be headed their way and has indicated in visioning meeting that they want to be here, they just need a place to live and they are not necessarily going to be buying houses. This could be a perfect opportunity.

Cheryl Greenway asked if there were other comments from the Commission.

Lisa DeCarbo stated that she agrees with Bryan Chamberlain. She thinks it is a very handsome, very interesting looking community. She does have a little bit of concern in terms of going with just residential on the first large parcel that is going to be redeveloped. She would be so much more comfortable if they had simultaneously some idea what was happening to the parcel across the street. One of the other things that she had meant to ask Chris Cassidy was the view that they are going to have along Frazier Street right now is going to be the back of a strip center. She is concerned about how that will impact the values. She does not know if that is something that is in the works and the Planning Commission just doesn't know about it, that there is a redevelopment plan for that area, if it is going to stay retail, if it is going to become mixed use. She is not 100 percent sure on that. She thinks personally, if they do want to maintain this mixed use vision and she thinks it is important not only to increase the housing stock. She realizes that for retail one always has to have a reasonable number of homes at a reasonable income level within a certain distance for it to go in and for it to be supported. It would be so much nicer if they could do that simultaneously, bring it up. She is a little concerned that right now the biggest projects that are on the books are residential only. The infill on Myrtle Street and then this property as well. She would love to be able to say that it is all going to happen. But until she has seen some of that other retail or some office, that kind of thing happening, she is just a little skeptical. She would have loved to have seen something a little more integrated. She is not one that says Avalon's approach is the best. Because she thinks that sometimes when one is trying to build a neighborhood from the ground up like that and do all of the elements at the same time, there is almost and dare she say the "Disney-esque" quality to it and she does like the idea of having these parcels all come together organically. But she really would love to see the original vision and the balance of all those uses really, really happen in close proximity. She understands that there is an economic incentive to put the mixes adjacent to each other versus stacking them. But, she would really love to see this thing be absolutely out of the park with everything there since it is going to be the first project, really large project under Grove Way and it is going to be the one that inspires everybody going forward. She would love it to be just a flagship project for Lennar because it seems like from what she understands they are entering this apartment market. This is really a new push for Lennar. It could be a feather in their cap and for CORO's if all that was integrated.

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Sidney Dodd piggy-backed Lisa DeCarbo's comments. This would be the first significant project in the significant core of Roswell. Many of them have a lot of history here. He has raised toddlers that are now adults in Roswell. And certainly the city has really evolved. His daughter, who lives in the mid-town area of Houston in a high-rise, is exactly the type of person that the applicant would be trying to attract to this project. She is an oil and gas executive, high income and she recently came home and told Dodd that there are more young people coming to Canton in her circle of friends that are going in the Buckhead area. That concerned Dodd as a parent but at the same time he realized that there has been a demographic shift in Roswell that he is sure that the applicant sees. And then of course, if they look at some of the other developments, mixed use developments that have been highly successful and the one he is talking about is along Abernathy that Semlar did. It had a significant residential component but they also took advantage of the retail and the commercial and some of the live work type components and traffic is... they are doing the best they can to manage it but that is another issue.

But from a risk standpoint of view and Dodd understands the risk to the developer. He really does because that is what he does. He provides equity and he can tell the applicant that there has to be a balance of risk, being that this is the first significant project in that overlay. And that risk that Dodd is speaking about, where there is a risk to the city of Roswell if they don't get it right the first time. They have really compromised the future of the city. And the risk to the developer is he while he has to maximize, he is an ally and they all know, and Dodd can say it and he is not afraid to say it. Multi-family is the single most financially feasible product that is out there. There is very little of it, not many parcels being approved, investors are buying in significant quantities. They know that is the marketplace that they live in not to mention the fact that with the foreclosure environment that they faced in the last few years there are many people that are looking for housing.

And lastly, Dodd might say that Roswell was named the top suburban community in the United States. And then it was named that the top suburban community in Atlanta for development. He thinks they finished ahead of Smyrna and some other ALSA ratings. That is probably not fair but that is what Dodd really means. It simply means that they have an opportunity to do this correctly and he is hoping that there is a way...he thinks Lennar is a wonderful company, he really does. He followed it for many years. He is hoping that there is a way that this risk can be balanced between Lennar as a developer and the city of Roswell to ensure that this development is not only successful, but that it keeps with the spirit of what they are trying to do, what they are trying to accomplish within the overlay. Those are Dodd's humble feelings and like he said, he thinks the applicant does a great job but understand that they are the first. In other words, it has to be correct, it has to succeed. Otherwise they lose the full faith and confidence of the general public.

Harvey Smith told Sidney Dodd that was well said. His only comment is to kind of piggy back on what Dodd is saying. He thinks that he has concerns about the traffic, the amount

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of traffic that it would generate, the parking, but obviously those are concerns that they naturally will have for a project of this magnitude that hasn't been developed in such a long time in Roswell. For the residents nearby Smith thinks that if they are looking down the road and they are trying to look at the bigger picture, this type of project, if approved will provide a catalyst for the redevelopment that they have all wanted for so many years. Namely, the old Southern Skillet, the shopping center.

Smith scarcely doubts, and they don't know what is coming down the pipeline there but he thinks that other developers that see this type of project, that the city of Roswell is being progressive and they are trying to say to the development world out there that they are willing to re-write and make this conducive to bring new positive developments into the city and that they are open for business. They are looking for progressive projects.

This would not have come before the Planning Commission under the current zoning if it had not been for the Grove Way Overlay, the whole concept plan being redeveloped. He thinks it is something that can be good in the long term. He thinks they all have concerns. This is a recommending body that will go before city council but it also, because it is in the historic district has got to go back before the Design Review Board and Historic Preservation Commission. A lot of questions that weren't answered tonight...Smith thinks before it is all said and done and final approval and a land disturbance permit (LDP) is issued a lot of the questions and concerns that he thinks a lot of people have right now he thinks will be fully answered when it is properly vetted through the process. He thinks because it is the first project that has come through the pipeline, he thinks the city has gone to a great extent to make sure these questions have been answered.

So, Smith is satisfied that they are going through the right process. He has seen some things that he has had his concerns of in the past that how resolution and compromise was arrived. But he thinks they are on the right track here. That is Smith's humble opinion.

Cheryl Greenway stated that all she will add to it is that she thinks it is a beautiful project. She thinks it is a lot of what Roswell needs. It is a big step forward and a risk on the developer's half but hopefully one that is going to be very successful. She also feels that there are still some issues that have got to be worked out but she thinks they will be done through the normal process that one has to go through with the city to continue with a development and get the permits to start building. Issues relating to being sure about the parking, proper lighting, and all those. Roswell has very tight rules that will help govern that and keep that in mind with the other people surrounding the property. She kind of feels it is fine for it to be apartment only from the standpoint that it does give one a phase from what hopefully will be more of that mixed use between these apartments and Roswell Road. That is where Greenway thinks they will see more of that mixed use and then that gives them a way to filter then to the apartments to the town houses and condos and the single homes and such. So it is just a good transition. She would not be surprised if down the road if this really grows and works well, that they might not end up taking some of those downstairs units and turning it into a Starbuck's or a coffee shop of some type or a sandwich shop or other type of structures. That corner building that they are

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going to be surrounding is a beauty salon. So there are going to be other needs of that nature that the people and residents are going to have and that is going to tend to bring more of the retail in.

Going back to the chicken or the egg, Cheryl Greenway thinks they have a successful situation going on Canton Street. She thinks they need more of the residents, the younger ones close by. And with them being there then she thinks more of the retail will come. But that is just her opinion. But she thinks it is a wonderful project that has got a lot more work that it is going to have to get done through the process to be able to construct it and she has faith in their system that it will help work out the issues that are there.

With that, Cheryl Greenway called for a motion.

Motion

Bryan Chamberlain stated that as it relates to CU 201300068 and CV 201300701, 188 Norcross street he made a motion that the Planning Commission approve both of these.

Harvey Smith seconded the motion.

The motion passed 3-2. Cheryl Greenway, Bryan Chamberlain and Harvey Smith vote in favor of the motion. Sidney Dodd and Lisa DeCarbo were opposed. The motion carried.

Lisa DeCarbo stated that she would like to say that they reason that she does not want to vote for it as it is, is they had a variety of conditions that she would have liked to have included in that.

Sidney Dodd stated that the issue of parking and sort of the imbalance of risk is why he is opposing. Otherwise he would love to vote for it.

Cheryl Greenway stated that Lisa DeCarbo's reservation was about the conditions. DeCarbo stated actually also about parking.

Sidney Dodd stated that his issue is parking and the lack of any other component but multi-family. It would be nice if live work or retail, something could be there that would...

Cheryl Greenway asked Jackie Deibel to help her out. But since the Commission has already voted she does not know if they can go back, can they? Cheryl Greenway stated since he said that he was recommending an approval, can that be considered to have automatically have included the conditions.

Jackie Deibel stated that the resolution includes all of the conditions. That means the motion would include all of the conditions that staff has indicated. Even if one does not

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say all staff conditions, it was in the resolution and making that motion it includes the staff conditions, all 10.

Cheryl Greenway clarified that all 10 conditions would have automatically been included thereby. Jackie Deibel stated that was correct.

Bryan Chamberlain stated that it was intended that it was the resolution.

Cheryl Greenway asked Lisa DeCarbo if she wanted to change her vote. DeCarbo stated that she did not. Greenway stated that the vote stands as is.

Harvey Smith stated for the record that he was seconding it based on that assumption because they have a resolution here that included the 10 conditions and he assumed they included that when he seconded the motion.

Cheryl Greenway stated for the record that she voted the same way for that. There is still a long way to go on this. She thanked everyone for their time and they were so succinct and very good with their comments.

At this time the Planning Commission took a five-minute break before the go to their next item.

**REZONING, CONCURRENT VARIANCE & CONDITIONAL USE
RZ-201300146, CV-201300149, CU-201300151
REGINA CAELI ACADEMY
UNITED COMMUNITY BANK/ROBERT DONNER
2370 & 2380 Holcomb Bridge Road
Land Lot 730**

Jackie Deibel stated that this is a request to rezone to OP (office-professional) with a conditional use to allow for a private school. The applicant is requesting variances to the setback and the buffer. Deibel presented an aerial view of the properties. The 2380, for some reason the arrow is not on there, it is pointing to the smaller one, and one just can see it.

To the north of the property is single family residential zoned FC-A, Fulton County Annexed. To the south across Holcomb Bridge Road is Church. To east is single family residential and the west the first one is vacant land right on the corner. The second one is a single family home. It is zoned FC-A, Fulton County Annexed with an underlying zoning from Fulton County as AG1, agricultural.

Deibel presented the proposed site plan. The applicant has met with staff and has worked out issues with storm water, engineering and fire related to comments from them during the process. And they have also listened to what the Design Review Board had to say and she believes push the building over a little bit further, closer to the vacant property and

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