

**MINUTES**  
**CITY OF SUWANEE, GEORGIA**  
**PLANNING AND ZONING COMMISSION**  
**March 1, 2016**

**PLANNING AND ZONING MEMBERS:** Present: Pete Charpentier, Anthony Manners, Lila Adams, Michelle Budd and Glenn Weyant. Staff members present: Josh Campbell, Alyssa Durden, and MaryAnn Jackson.

**CALL TO ORDER**

Anthony Manners called the meeting to order at 6:30 pm

**ADOPTION OF THE AGENDA**

*Glenn Weyant moved to approve the agenda as presented, second by Pete Charpentier Motion carried 5-0.*

**ADOPTION OF THE MINUTES: February 2, 2016**

*Glenn Weyant moved to approve the February 2, 2016 meeting minutes, second by Michelle Budd. Motion carried 5-0.*

**OLD BUSINESS**

**RZ-2015-005** - Owners: Mark S. Brock, Mary Ann Folger, Donald Johnson, Beverly Burnette Long, Linda J. Cochran, A.M. Laski, Inc., Teresa D. Kimble, Mike and Robin McGuire and Shawn Adams Nollen. Applicant: Vanquish Property Partners, LLC. The applicant requests a rezoning from R-100 (Single Family Residential) and C-2 (General Commercial) to PMUD (Planned Mixed Use Development) to allow for a planned mixed use development with a mix of single family attached and detached units. The site is located in Land Lots 209 and 210 of the 7<sup>th</sup> District along White Street and White Lane at the northwest corner of the intersection of Buford Highway and McGinnis Ferry Road and contains approximately 32.2 acres.

*Lila Adams recused herself from RZ-2015-005.*

Josh Campbell presented as follows: This PMUD (Planned Mixed-Use Development) rezoning request is for the construction of a maximum of 205 housing units on the property adjacent to White Street Park. The overall density would be approximately 6 units per acre. The applicant has revised the plans since the original request to incorporate the Planning Department's recommendations from the original analysis.

The revised concept plan shows a mixture of townhomes, small lot single family homes, stacked flats, and master-on-the-main cottages. This is consistent with the proposed land use in the City's recently adopted 2015 Downtown Suwanee Master Plan, which encourages the introduction of new and smaller housing types. Residential units smaller than 1,400 square feet and carriage houses were both recommended in the Master Plan. This is also consistent with the Comprehensive Plan, which calls for a diversity of

housing choices to meet the needs of smaller households, a growing workforce, and an aging population.

The concept plan includes 34 cottages in Phase I, 65 single family homes in Phase II, and 70 townhomes and 36 stacked flats in Phase III. Townhomes would be a minimum of 20 feet wide and a minimum of 1,400 square feet with two car garages; stacked flats would have a minimum unit size of 1,000 square feet and would be in the form of three 3-4 story buildings with elevators and surface parking; single family homes would be a minimum of 1,750 square feet on 35-45 foot wide lots with two car garages; and cottages with master bedrooms on the main level would be a minimum of 1,200 square feet with two car garages. All garages would be accessed by rear alleys.

Per the revised plan, the property closest to White Street Park and Harvest Farm would be developed with smaller scale single family homes, or “cottages.” This is consistent with the 2015 Downtown Suwanee Master Plan. These smaller homes will be compatible with the scale of existing residential along White Street and the prescribed character for the Suwanee Farm District. Small lot single family homes would line both sides of a proposed new linear park in the center of a new street from the main neighborhood entrance at Buford Highway. Small lot single family homes will also line the extension of White Street from Harvest Farm to this proposed new linear park. The new concept plan relocates the densest part of the proposed development to the southern end of the property furthest from Harvest Farm and closest to McGinnis Ferry Road as prescribed in the Comprehensive Plan.

The proposed project implements a desired new network of streets including the realignment of White Street and new multimodal connections to Buford Highway from White Street. The neighborhood would have two access points from Buford Highway and one from White Street. White Street would extend into the new neighborhood from White Street Park. The White Street extension would continue through the neighborhood between the open space adjacent to White Street Park and the single family cottages to connect to Buford Highway approximately 1,500 feet north of McGinnis Ferry Road. A gravel road, White Lane, that currently connects White Street to Buford Highway (shown in Exhibit ‘D’) would be abandoned as part of this development. A new street with a tree lined, linear park down the center would be the main entrance into the neighborhood from Buford Highway, approximately 900 feet north of McGinnis Ferry Road. Three new perpendicular streets within the neighborhood would connect this new street to the White Street extension. These new streets connecting Buford Highway and White Street will improve access to and from this area of Old Town.

In addition to the connective street and sidewalk network within the neighborhood, the proposed development would include a new sidewalk along the western side of Buford Highway from McGinnis Ferry Road to the northern boundary of the property where the White Street extension meets Buford Highway. This would provide a needed and safer connection between the Suwanee multi-use trail system and White Street Park.

Anthony Manners asked about the timing of the various phases for the project. Josh Campbell stated that the applicant has not indicated that there is a specific order for the phases.

Anthony Manners called upon the applicant.

Mike Embry, 1105 Charlestown Square, Sandy Springs, GA. Mr. Embry stated that the development of the project will all take place at one time. The sewer will need to be run under Buford Highway. We have not yet decided which buildings will be constructed first. There will be ample parking along the open space area and throughout the development.

Pete Charpentier asked about the elevation between Buford Highway and the townhomes. Mike Embry indicated that the townhomes along Buford Highway will be level with Buford Highway.

Anthony Manners asked if the applicant was comfortable with the conditions. Mike Embry answered yes.

Dave Boccolucci, 11340 Lakefield Drive, Johns Creek, GA.

Pete Charpentier asked about the master on main product. Dave Boccolucci stated that the master on main will have a second story with a loft or two bedrooms upstairs. Pete Charpentier asked about the flats. Mr. Boccolucci indicated that the stacked flats will have smaller square footage and be served by an elevator.

Anthony Manners called for opposition.

Derek Forester, 714 White Street, Suwanee, GA. Mr. Forester likes the plan, but does not want White Street to look like Scales Road where it looks good at one end and not the other. White Street is very narrow and needs to be widened and have a curb and gutter to handle new traffic.

Josh Campbell stated that the City of Suwanee could not require the developer to update White Street. Updating White Street would be a system improvement.

Discussion ensued amongst Josh Campbell, Planning Commission and Mr. Forester regarding White Street Road improvements.

Josh Campbell noted comments at previous meetings from other residents asking that the City not change the character of White Street. Derek Forester indicated that safety was his main concern. Mr. Campbell stated that widening White Street and putting in curbs would make it easier to travel faster, and that the existing conditions provide desired traffic calming that make it uncomfortable to travel fast.

***Michelle Budd moved to approve RZ-2015-005 with amended staff conditions dated 2/22/16, second by Pete Charpentier. Motion carried 4-0-1(Lila Adams did not vote).***

1. Develop in accordance with the concept plan (dated February 22, 2016) and associated attachments and exhibits approved by City of Suwanee, and incorporated herein by reference, with changes as necessary to meet conditions of zoning or other development requirements. This shall include all proposed densities, roadways, land uses, planting, sidewalks, multi-use paths, detention areas, or other proposed features shown on the submitted plan. If needed due to conditions of zoning that require substantial changes to the concept plan, within 180 days of approval, submit revised plans to the City that reflect the changes required herein by the conditions of zoning. Said plan shall be subject to the review and approval of the City Council.
2. Development shall occur consistent with the phases, uses, and development standards outlined as follows and as shown in the “Phasing” exhibit:
  - A. Phase I Conditions:
    - a. All facades facing a public road shall include a covered porch with a minimum depth of 6 feet covering at least 50 percent of the façade. At least one façade for every unit shall have a covered porch with a minimum depth of 6 feet covering at least 50 percent of the façade.
    - b. The small park located near the entrance at White Street shall be redesigned so that the private road separating the homes from the park is eliminated.
    - c. Any mail kiosk shall be designed in a style consistent with the architecture of the primary structures.
    - d. Shall be limited to a maximum of 40 single family detached residential units including those uses found in the IRD zoning district. Said units shall include master bedrooms on the main floor. Garages shall be prohibited from facing any public street. Development within this phase shall be limited to the following standards.
      - i. Minimum lot width: 0 feet
      - ii. Minimum lot size: 0 square feet
      - iii. Minimum front yard: 5 feet from the back of sidewalk but not within the right-of-way.
      - iv. Minimum side yard setback: 0 feet
      - v. Minimum building separation: 6 feet
      - vi. Minimum rear yard setback: 5 feet. Detached garages or surface parking are permitted within the rear yard setback.
      - vii. Minimum unit size: 1,200
      - viii. Maximum building height: 1.5 stories
      - ix. Minimum parking required: 2 spaces per unit. Parking for individual units may be located off site of individual lots in group parking structures to create a more “farmhouse” development character and clustering of buildings.

- x. Carriage homes shall be allowed as an accessory use within this phase subject to the following standards: 1) Minimum unit size: 800 square feet, 2) Maximum building height: 1.5 stories. Buildings or structures shall comply with Section 604.A, B, and C of the City of Suwanee Zoning Ordinance. Exterior finish shall be consistent with the finish of the primary residence.

B. Phase II Conditions:

- a. Include a linear park as shown in the concept plan dated February 22, 2016. This park shall include at least one building constructed as a community facility that is a minimum of 800 square feet. Said facility shall serve as the mail kiosk for the development and a gathering place. A 25-yard-long swimming pool shall be included within this park. The architecture of any building in this phase shall be consistent with a “rural store.”
- b. On the portion of the project adjacent to White Street Park, construct an open space that includes hard surface paths that connect to White Street Park. The landscaping and design of the open space shall be coordinated with the City plans for White Street Park. If a detention facility is constructed within this open space, said facility shall be designed as a wet pond as much as practical. Minimally the facility shall be landscaped with the landscaping approved by the City.
- c. Shall be limited to a maximum of 70 single family detached residential units including all those uses found in the IRD zoning district. Development within this phase shall be limited to the following standards.
  - i. Minimum lot width: 35 feet
  - ii. Minimum lot size: 3,500 square feet
  - iii. Minimum front yard: 5 feet from the back of the sidewalk but not within the right-of-way
  - iv. Minimum side yard setback: 0 feet
  - v. Minimum building separation: 5 feet
  - vi. Minimum rear yard setback: 10 feet.
  - vii. Minimum unit size: 1,750 square feet
  - viii. Maximum building height: 35 feet.
  - ix. Minimum parking required: 2 spaces per unit within a garage or carriage house located behind the rear wall of the primary house it serves.
  - x. Carriage homes shall be allowed as an accessory use within this phase subject to the following standards: 1) Minimum unit size: 800 square feet, 2) Maximum building height: 2 stories. Buildings or structures shall comply with Section 604.A, B, and C of the City of Suwanee Zoning Ordinance.

Exterior finish shall be consistent with the finish of the primary residence.

- xi. All units shall have a front porch with a minimum depth of 6 feet covering at least 75 % of the width of the front façade.

C. Phase III conditions:

- a. Prior to issuance of a development permit for any phase of construction that includes stacked flats, provide a site section showing the relationship between building heights for the stacked flats and any nearby single family residential units or future single family residential units. No stacked flats shall be constructed within a transitional height plane starting at the property line of adjacent single family residential to a height of 35 feet and then extending 30 feet horizontally and then upward at a 45-degree angle.
- b. Shall be limited to a maximum of 130 single family attached residential units and/or stacked flats including all those uses found in the IRD zoning district. This phase is intended to give flexibility to construct townhomes or stacked flats served by elevators or some combination of the two housing types. Development within this phase shall be limited to the following standards:
  - 1. Single Family Attached development standards:
    - i. Minimum unit width for attached units: 20 feet
    - ii. Minimum front setback from Buford Highway for attached units: 15 feet
    - iii. Minimum building separation: 20 feet
    - iv. Minimum unit size for attached units: 1,400
    - v. Minimum driveway length for attached units: 20 feet
    - vi. Maximum building height: 3 stories
    - vii. Minimum parking required: 2 spaces per unit within a rear entry garage accessed by a private alley.
  - 2. Stacked flats development standards:
    - i. Minimum unit size: 1,000 square feet
    - ii. Maximum building height: 3/4 split
    - iii. Minimum building separation: 20 feet
    - iv. Every floor of each building must be served by an elevator
- 3. Overall development shall not exceed 205 residential units.
- 4. A plan book that conveys the character and vision for the new neighborhood including proposed site plan, all building elevations, building materials and colors, illustrations of public spaces, and other relevant information shall be submitted prior to issuance of a development permit. The following requirements shall be incorporated into the plan book:

A. Architecture shall be “farmhouse” in style and form.

- a. For single family detached residential homes this means simple roof lines, metal or architectural shingle roofs, cementitious fiber siding, windows with simulated divided lites, a maximum of 2 different roof pitches with the main roof of the house having a minimum pitch of 6:12 and a maximum pitch of 12:12, a color palette that is unique and incorporates pops of bright colors complimentary to adjacent harvest farm, and the number of materials limited to 2 per house excluding windows, doors and foundations walls.
  - b. For single family attached this means at least the use high quality building materials, such as brick and/or stone and windows with simulated divided lites.
  - c. For non-residential or stacked flat buildings, the architecture shall be approved on an individual basis.
- B. The finished floor elevation of the main floor of all single family detached units shall be located a minimum of 18 inches but no more than 3 feet above grade. Units in Phase I may eliminate the minimum standard for accessible units.
- C. Surface parking other than on-street parking shall be located behind or within buildings. Any off-street parking areas shall meet the minimum landscape standards for parking lots as indicated in the City of Suwanee Zoning Ordinance.

The Planning and Inspections Director shall have final approval of the plan book. Said plan book shall become a binding restriction on the structures within the development and may be amended or supplemented subject to the approval of the City.

5. Street Standards: All streets within the development, whether private or public, shall be constructed to City standards as approved by the City Engineer. Any streets shown as grey in the approved concept plan shall be publicly dedicated and accessible. Sidewalks along these streets shall also be accessible to the general public. All travel lanes shall be approximately 10 feet wide except where no designated on-street parking is provided. The minimum width of any roads without designated on-street parking spaces shall be 24 feet from front of curb to front of curb. The extension of White sheet shall include two 10-foot wide travel lanes and 8-foot deep parking spaces on both sides of the road, as much as practical. Outside of the roadway, a minimum 5-foot-wide landscape strip shall provide along both sides of all private and public streets. Within the landscape strip plant 3-inch caliper street trees on 40 foot centers. Provide a root barrier for all street trees. Outside the landscape strip, provide a minimum 5-foot-wide sidewalk on both sides of all public and private streets. Landscape strips and sidewalks are not required for alleys.
6. All rear alleys shall be constructed as approved by the City Engineer and shall be located on private property.

7. Should traffic signalization be determined to be needed, signals shall be mast-arm style signals subject to the review and approval of Georgia Department of Transportation. Any signals installed to serve development of property shall be installed at the expense of the developer.
8. All utilities shall be located underground.
9. The developer shall provide a comprehensive signage plan prior to issuance of a Development Permit. Said signage plan shall minimally address sign standards for any ground signs, wall signs, directional signs, street signs, entrance monuments, and any on-site marketing signs for the project.
10. Provide bicycle racks with a minimum of 5 spaces near the entrance of any non-residential building.
11. Explore meeting detention requirements off site for the detention pond at the north end of the property. If the pond is able to be moved off site in a manner that meets all City requirements, the area may be developed in a manner consistent with Phase I requirements.
12. A direct hard surface bicycle and pedestrian connection will be made into White Street Park connecting the multi-use trail to the trail within the park.
13. A 6-foot-wide sidewalk shall be provided along the western side of Buford Highway from McGinnis Ferry Road to the northern property line of subject property. Said sidewalk shall connect to the multi-use trail along McGinnis Ferry Road.
14. Southern Red Oak trees, or a comparable substitute, shall be planted within a 10-foot-wide landscape strip along Buford Highway on 40 foot centers. Said trees shall be a minimum of 3" caliper trees at the time of planting. If needed, a root barrier shall be planted for all trees adjacent to a sidewalk. An arborist shall be consulted in order to maximize the health and growth of these trees. The Planning and Inspections Director shall review and approve the location and species of trees.
15. Landscaping for the project shall be subject to the approval of the Planning and Inspections Director.

### **NEW BUSINESS**

### **OTHER BUSINESS**

### **ANNOUNCEMENTS**

**ADJOURNMENT**

Pete Charpentier moved to adjourn at 7:08 pm.