



Planning Commission
March 3, 2008

Special Called Meeting

Board Members Present	Roger Rupnow (Chair), Bob Wiley (Vice Chair), Donald Boyken, Lee Duncan, Susan Maziar, David Rubenstein, and Wayne Thatcher
Board Members Absent	N/A
Staff Present	Nancy Leathers, Chris Miller, Harmit Bedi, Patrice Ruffin, and Mark Moore

CALL to Order	Roger Rupnow called the meeting to order
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1.	RZ07-021/U07-008/CV07-020 5775 & 5795 Glenridge Drive Rupnow: All Right. I'm listening. Susan Maziar: Can we vote on whether we want a public comment on the new plan or not? Rupnow: I'll have to defer. We don't have our esteemed attorney here. Nancy? Nancy: [Inaudible] because it's not an advertised public hearing and you didn't continue, you did not continue the public hearing when you took the action at the Planning Commission the other night. Therefore, what you have before you is what you instructed us to do. It didn't get advertised and it didn't get announced at that meeting and therefore I believe you can't. I can call the attorney and ask him if you want to do a transportation study first and let me find out from him whether you can [inaudible]. Don Boyken: As I recall, Nancy, what was said was that we will be meeting with the developer and challenge him to come back with a new plan and we were having this is a particular room to where the public could attend but not comment. Nancy Leathers: That's correct. Don Boyken: That's correct. Nancy Leathers: That's exactly, that's why I'm concerned about opening it up to a public hearing without that being in the [inaudible]. Yeah. That was the direction we left it with. Lee Duncan: I think that Wayne was very specific and I think the Planning Commission was very precise in what the expectations were going to be and to the extent the developers reacted appropriately it's either an up or down at this point in time and in line with the City Council. Roger Rupnow: I would accept that as the position of the Planning Commission. So the answer, I think, is "no" to your question. All right you have it before you. Are we going to discuss it among ourselves or are we going to listen to something from the applicant? Well I think we want questions for the applicant. Roger Rupnow: Okay. I know Wayne had a great opportunity to talk along this morning. You want to say what--
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Wayne Thatcher: Well I'd be happy to take the lead on it because Thursday night a week ago, we gave the developer absolute, direct, not vague instructions on what this Board would approve or not approve. In an effort to make sure that the developer understood what the Board's position is, we met the developer, with the land planners, reviewed the documents that they would bring to us and found a small error that did not comply with our instructions back to them. Therefore, I expect to see a little different document than I see right here. So having said that we have gotten approval from the neighborhood council and what we are doing and how we are doing it and I thought we were all on the same page, so I'm a little bit surprised at that statement this morning that the directions were vague because we were very precise and the documentation that you will see today complies fully with those, with the directive that went out of this room on Thursday night. So I can go through what this drawing shows, what it depicts or do you want--

Don Boyken: No; I don't think you should represent the applicant. I think the applicant should represent himself.

Roger Rupnow: I would agree with that.

Wayne Thatcher: I just want to show us what, where we are at this point.

I'd be glad to walk through it.

That's good enough.

Yeah.

Basically what we did was we eliminated three [inaudible]: We removed the residential back 30 feet, 70 feet from the original property line. In exchange for that, we show this is a two-story podium with four stories of (inaudible) on top. The frontage on Glenridge will be four stories and we've got elevations that we didn't have time to prepare. In fact [inaudible]. We're showing this from 40 feet to 118 feet, averaging 80 feet, but if you want to do it at 70 feet across, we really are good to do it either way. We think that plan looks and feels better. You know if you have a line along the 70 feet, we think that kind of converges and doesn't feel as good but, again, we don't have a dog-n-net fight. We'd do it either way. This averages about 80 feet. The setback obviously keeps a lot of trees in place here. This one honors the full 70 feet along the way, so I think we can go either way. I think that's basically the changes we made in the plan.

Don Boyken: Help me out on this residential. It's going to be four stories on the front and—

Well let me show you an elevation that'll explain in a nutshell. If you're sitting on Glenridge, which is here, there's four stories. You see the elevation and the slope that gets to drop down?

Yes.

So here is the two stories of parking. It actually goes under grade in front of Glenridge. And here are four stories of residential across the top, so from an elevation standpoint, does everybody follow that?

Roger Rupnow: And that sets back how far from Glenridge?

It's 70 feet from the original property line.

Don Boyken: Now, is that the elevation we can expect to see?

Yes.

Lee Duncan: Is there a distinction between the current property line and the original property line?

It's about three different lines that come into play with the 55 feet of right-of-way or 10½ feet back to curb, so where it really comes into play is right here at this jog in the property line so I think we'll probably rewrite it with Staff to, at one place it's 65, at one place it's 57, but to be simple in front of all of us today, what we have said, it will be 70 feet from the original property line.

Lee Duncan: Is Staff okay with that? You understand what is going on here?

Nancy Leathers: We understand. We will have a graphic for you shortly which will show you what that 70 foot line looks like from the new dedicated right-of-way, because we can have that and will continue to make a distinction in how you want to handle it. I believe there are two places where it's an issue.

Lee Duncan: Yeah; we need to be clear. In order for us to make this work, it needs to be 70 feet from the existing property line not the rededicated property line.

What can [inaudible]?

Nancy Leathers: It's fairly significant because of the dedication, again, the new dedicated right-of-way which is where you will have, because you have the 10½ feet from back of curb which includes all of the improvements in the in the right-of-way and then you've got landscaping and that was part of the [inaudible]. We'll have that graphic for you momentarily and I think then you can look at it and you can decide how you want to handle that and it won't be 70 feet upon dedication which is what will be the developed situation on the site. It's just a question of how you want to improve it.

Roger Rupnow: What do you mean it won't be 70 feet on..

Nancy Leathers: There are two places on the site to my recollection, and we'll have it here shortly, that where the 70 foot is pierced by buildings or parking.

It's 70 feet from the original property line. Hold on a second I think I can walk you through this and explain this: When we originally turned in our plan, there was no mention of a 55 foot, of us getting the 55 feet of right-of-way from the center point of Glenridge, okay, that came in round two or three and after that point, and I think it's good reason, Staff decided that they wanted this road right here which was a merge into two lanes and then a decel lane here. They decided they wanted that lane to run all the way through. Well the way the condition is written is we give property line, or right-of-way, to 55 feet or 10½ feet from back to curb. Well as you get to 55 feet and then add the back of curb, that line with this, there is a jog on the property line where there is a jog in this building that impacts stuff so what happens is your 70 feet line right here from the old or new it's basically the same line and as you get to that jog it comes back to, I think, about 57 feet and then as you go north on the site, it goes back up to 65-ish or so.

You want this to decrease?

Which line is which?

This is the original line right in here.

The reason this is important to us is basically these apartments are on 30 foot modules, so we have worked to make this thing fit and our [inaudible] are really tight to make the economics work of sliding the thing back. So here again shows this is the original property line and that's the design of the building, 70 feet from that. Now when you get, and this is showing the old where there is an acceleration lane and then we would come in here, so that doesn't reflect the plan today with this lane basically continues through and by continuing through with us donating the right-of-way in the 10½ feet from the back of that property line, that's where you get the jog inside that.

Are you also doing the work on that road?

Yes. So we're donating the right-of-way, we're building the road.

Roger Rupnow: Is there any reason you just can't move the whole building back 5 or 6 feet?

Yes.

Roger Rupnow: I'm listening?

We [inaudible-papers shuffling] and economically if that makes sense.

Roger Rupnow: You don't have to move, shift the whole [inaudible] back.

Well, no, you've got 60 feet here that you've got to maintain between the existing building.

Roger Rupnow: Well wouldn't it be better to minimize the [inaudible] reduction in the distance between those two buildings?

It's a fire code issue.

Roger Rupnow: The fire code issue tells you that you have to have 60 feet?

Well if you get less than 60 feet, then you'd have to treat the waterproofing differently.

Roger Rupnow: What's the jog distance in the building: 8 or 10 feet?

Yes, sir.

Roger Rupnow: All right. Anything else?

And, again, we've split it by 30 feet from where it was in the plan [inaudible] for. That 30 feet stays the same. The 30 feet [inaudible].

Roger Rupnow: Any other comments about the connections with the plan? One of the issues that we had, I recall, was there was going to be one building one of the high rise buildings on the site and you obviously showed two, so I guess my question is would you care to explain why we show two?

What we heard was that we would approve this plan subject to us coming back through the public process in regards to revised traffic study. So I think we would show both buildings on the plan and what we would like to do, if it's okay with y'all, we think for the most part that that would be the first building that's built. But we may have a tenant come along and for whatever reason likes a blonde instead of a brunette would rather be in this building. So what we'd rather do is have the Staff write a condition that basically says whichever building is first, the second one is conditioned upon that renewed public process as we submit a revised traffic study to you.

And that's what we asked for.

Roger Rupnow: Well, not quite, but it's reasonable and acceptable. I thought we were talking about just one building.

That's what we asked for.

No, no. We asked for the whole plan for the whole project.

Roger Rupnow: Okay.

One of the other things that you asked for that I'd like to comment on if I may is you asked that we limit parking to the minimum required by the City.

Yes.

We request not to do that. Let me just explain why: Right now this project is parked at about four spaces per thousand, and we are showing about 3.25 per thousand for the entire project when we're done which is where the market is today. And all I would ask is that you allow us to build what's to market. I promise you at about 12 to 15,000 dollars a space, we're not going to build one space more than we have to, but if you limit us to 2.8 per thousand, we won't ever build this. That's not where the market is from a [inaudible] show today.

Roger Rupnow: Well, is the 2.8 is that our requirement; is that the City standard?

Patrice Ruffin: It is, only for the first 250,000 square feet of office space.

Roger Rupnow: What is it after that?

Patrice Ruffin: Three per thousand and then the residential and the hotel have their own separate requirements from that so that 2.8 doesn't apply to the whole development.

All I can say is the parking we've shown is the parking we feel we need to have the project be successful but, trust me, we don't want to build one more space than we have to build. They're expensive.

Roger Rupnow: Well I recognize that, but the problem I have with this is that if we're building something within the idea of MARTA or public transit systems, then the explanation that you have to have so many [inaudible] to me doesn't apply. And you cannot accept—you can't have your cake and eat it, too.

There are plenty of buildings that sit right next to MARTA that have 3.5, 3.7--

Roger Rupnow: I know. I've fought for them, against it for some time and I think frankly the industry has got to face up to the fact that they don't require—go back to your financier and tell him you aren't going to build it with the parking that he decides or requires.

Well I don't agree with that [inaudible]

Roger Rupnow: Well, you can't have your cake and eat it, too.

Lee Duncan: The entire Planning Commission needs to be involved in this discussion here and what we're looking at now is we're setting aside green space areas here. We're requiring him to keep that up. Now if he wants to put in a parking deck because that makes this building more marketable and adding that parking deck, I think that's absolutely acceptable. We're here to set aside green space areas, to set aside open space areas, and to give him zoning, and if he has a minimum parking requirement, he meets it, that's his business. This is an economic decision, not a Planning decision.

Roger Rupnow: But he doesn't meet the minimum requirements.

Lee Duncan: He is meeting the minimum requirements.

Roger Rupnow: Excuse me, he did.

Lee Duncan: If he exceeds it, that's his business.

Roger Rupnow: Do we draw a distinction between exceeding the square footage of building that we give him?

Lee Duncan: No.

Roger Rupnow: We don't give him that option.

Lee Duncan: That's a different discussion.

Don Boyken: It's different because we give him a maximum amount, we can then reduce this amount. I mean if 400,000 square feet is going to be put in this new building, he can choose to reduce it. He can't go above it.

Roger Rupnow: That's up to the choice of the Commission.

Susan Maziar: I just had a question about what she just handed out.

Nancy Leathers: You can go ahead and ask.

Susan Maziar: Is Staff still recommending [inaudible] four stories?

Nancy Leathers: Yes.

Susan Maziar: Just under live-work regional, to comply with the plan it says unlimited height unless in conflict with single family than eight stories. Would this be the...

Nancy Leathers: The [inaudible] that you see in this area meets the requirements in the plan in the regional section of the plan. We've reviewed those and given that they're towards the back of the property adjacent to 400 and 285, that we believe the heights are conducive with the plan.

Susan Maziar: Okay. And 15 percent of...

Roger Rupnow: All right, any other questions? I'll entertain a motion.

Well what are we going to do about the 70 feet [inaudible]?

Susan Maziar: The neighborhood was asking for 100 feet, it's across the street.

No. It says the minimum 70 feet buffer from the old trees would be left, no clear cutting in those landscapes. This is from the neighborhood.

The most recent?

Yeah this is most recent. The document that we have is not the most recent, not what was given to us today, but what was in our package, allows more trees.

Let me see that one. No. The other site plan. I mean I've got this one in front of me, I just don't have that one.

Lee Duncan: What are the buffer standards between the hotel and Glenridge, Nancy?

Patrice Ruffin: There aren't any. Under the mixed-use standards, they are required to have a 20 foot landscape strip but there isn't set-back or buffer standard.

Nancy Leathers: This is a transitional condition that the neighbors had asked for and as you know, all of our [inaudible] from the dedicated driveway. They always are and always will be and so whatever condition you, whatever you choose to have that [inaudible], it will be for the new dedicated driveway, because we don't keep landscape strips and buffers in our right-of-way because we do work in our right-of-way. We put sidewalks there. We put utilities in our right-of-way. So clearly anything that's in the right-of-way will not be protected so whatever you choose that want to be, that will be where it will be. The condition needs to be clear as to what the result is for everybody, for both the applicant and for the neighbors. And if it isn't clear, if you talk about the existing right-of-way, because part of that, part of what you're talking about is [inaudible]

Lee Duncan: Is there a step-up in buffer standards, planning standards, or something we can pull right now from where we are right now that we could go to in lieu of providing him or trying to accommodate this set-back issue?

Nancy Leathers: He did not discuss that with us other than to maintain those existing trees and then what we would do would be the standard landscape strip that we have in the Overlay District and he would have to do that as a matter of course in that area. We've been allowing him some flexibility given the existing trees to work those in with the landscaping standards that are required in the Overlay District.

Lee Duncan: Tell me what the landscaping standards in the Overlay are required in this area: Give me a sense of what that would be.

Nancy Leathers: They require street trees which we would probably substitute those existing trees that we're maintaining and then there would be the additional lower plantings that we normally require, and I don't have the precise details of that. But those, I mean you see it on most new developments in Sandy Springs, and those would be the standards that we would apply to the area. What it would do is you would take the existing tree and then you would have a lower level of landscaping that would be done in addition to that so that you preserve the existing trees and you would put in the remaining [inaudible].

Lee Duncan: I'm looking as an option if this Commission should elect to go that route, if we could create some type of a higher standard, if you will. Is that available to us?

Nancy Leathers: We could do a developer's standards, but I'm not sure that's what you want to do. I would suggest that if that is your direction that you give us that direction, and move ahead with the arborist to develop some mixed standard use between the landscape strip and buffer that would give you both the decorative effect of the landscape strip and protective effect of a buffer and we can come back.

Actually I think that's all ready a condition is that we plant that area to buffer standards.

Susan Maziar: Roger, can I ask a quick...

(Overlapping conversation)

Susan Maziar: I think we should talk about traffic.

Roger Rupnow: I want to finish with the landscaping.

Ok.

Ok. This area, is it PPID?

Nancy Leathers: It is, but it is not in the PPID Overlay. This is a good section of it because the other side of the street is in the Sandy Springs Overlay. What you'd want to do in making sure that you have landscape standards that [inaudible] each other were to make both sides of any street the same standard because they look at each other. And so even though this is in the Perimeter CID for taxing purposes, for purposes of the landscape strip on the front and landscape standard that they must meet in the Sandy Springs Overlay District area. And you will have several of those that you will run into because the other side of the street is the Sandy Springs overlay district.

Roger Rupnow: This is not even saying it's on both sides of the [inaudible]?

Nancy Leathers: That is correct.

Roger Rupnow: It will be the standard that's on the east side?

Nancy Leathers: Yes.

Roger Rupnow: Okay.

Can you show us on the plan down there where the subject from the dedicated right-of-way would be?

This one [indicating]?

Yes.

Well it doesn't really show the new...the problem is that line does that. So I think what we try to do to make this less confusing so that Staff and us can work out the conditions afterwards. But I think if you would do this to honor the plan we've shown you, then the language would be something like—and I'm throwing it out I don't know if it's exactly right—but 70 feet along the majority of this, no less than 57 feet in front of the [inaudible] from the dedicated, the new right-of-

way line. And that would be the same thing as 70 feet from the old right-of-way line. Again, you get the 55 foot line and then the 10½ foot back to curb drives it and those lines kind of do a little bit of this. So we're 57 feet at its lowest point and I think that point's right here.

Roger Rupnow: The line that we have on this map here, it shows 70 feet. That's from the center line of Glenridge?

No, the original property line.

Nancy Leathers: It's from the 70 feet that we have on the map before you [inaudible] the new, dedicated right-of-way.

Roger Rupnow: He just said it wasn't.

Nancy Leathers: That's our map.

That's Planning's map, that's not his map.

Roger, the requirement that we have in Sandy Springs—and correct me if I'm wrong, Nancy—but the requirement that we have is 40 feet for this land use, for the use of land. And what we're trying to do and attempting to do is comply with what the neighbors have requested, again the 70 feet. And it looks like you're imposing in there what: 4 or 5 feet? 2 feet?

Nancy Leathers: It depends on where. The hotel actually...

Forget the hotel for a second; we'll deal with that in a second. We're talking about the residential.

Nancy Leathers: It's quite close.

Roger Rupnow: Tell me where the [inaudible] is measured from.

Nancy Leathers: From the new dedicated right-of-way.

Roger Rupnow: Okay.

Nancy Leathers: Let me be clear: He can describe it to you any way, but you need a condition that the Staff can use in directing this issue when they do a land development permit and that line must be the new dedicated right-of-way. That gives us the point at which we start. We have to have a point certain.

[Inaudible – overlapping conversation]

What is the distance from Nancy's lot to the face of your building?

We say that at this corner, at its shortest amount is 57 feet, along this front it's 70. We have no problem meeting the 70. At that point we think it's 57 feet [inaudible].

Okay.

But Live-Work community setback requirement is what?

Forty feet.

Forty feet.

Is that correct?

Nancy Leathers: That's correct.

[Inaudible - overlapping conversation]

Nancy Leathers: All we're doing is reflecting back to you what was given.

Wayne Thatcher: The reason that this happened is we've asked him to put a thru-lane through there, an additional thru-lane which takes away another 13 feet.

Nancy Leathers: Actually we do the 55 feet from center line all the way along...

Let me try to explain where the right-of-way...

Good luck. (Laughter)

We'll give it a try.

Wayne Thatcher: Mark, just answer that question.

Mark Moore: Repeat the question.

Wayne Thatcher: Okay. We've asked them to give us the thru-lane in front of a residential in lieu of just a ride-out. Okay, now we're given a thru-lane all the way through the project. Therefore when we ask them to give another 13 feet, now we're asking them to move, to measure from the new 13-foot line. Yes or no? Yes or no?

Mark Moore: I don't understand the question.

Nancy Leathers: The answer is yes.

Wayne Thatcher: Okay so what that does is when he gives us more land, then it [inaudible] the location of the building.

Mark Moore: To some extent. Let me, can I, Let me briefly explain, really briefly, how we come to right-of-way and how we write the conditions. Every road we have big charts, on every road, that gives, based on our plans for the road, conditions of the road as to how many lanes it is, how many feet from center line we require. All of our standard conditions are X number of feet from the center line or 10½ feet from the back of the curb, whichever is greater. So if you take the legal center line of Glenridge Drive, you go out 55 feet and you draw a line, that's where your dedication is going to be unless 10½ feet from the back of the curb from wherever your final road frontage improvements are is greater and we did require him to take an additional lane along the entire frontage and where he's showing it is exactly what he is talking about where he shows this is the current condition. It continues the lane all the way through, all the way up to this frontage and then it drops into a right turn lane. So this position right here, 10½ feet behind the back of the curb, the new curb line that he would build may or may not be greater than that 55 feet.

It is.

And if it is, then that's, I think it is in this section where it jogs in, and if I remember right from looking at that and working with Patrice on that mess, the rest of this, the 55 feet, is the standard line and is further back into the site. Here the 10½ feet from back to curb is further in because of the jog in the property. So that's why it's not one simple answer for the entire frontage which leads us to the problem.

But I want to be clear so I'm understanding. All this, the base of what we've got is the 70 feet. The land use requirement is 40 feet and the 70 feet is our own self imposed guidelines based on what the [inaudible] 0:29:49 was.

That's my understanding.

Okay.

(Overlapping conversation)

Now, well, I'm still on landscape.

Do we still have our coverage that we were looking for which is the, what is it 25 percent of which 15 percent is at least green space?

Lee Duncan: I think we've got 37 percent which is non-impervious or impervious rather. Impervious, yeah, more than 15 percent is.

Okay. And the areas that are going to be in front of the hotel, no matter how we angle it and the areas that we are going to have in front of the residential, what is the long term use of that, not to be developed?

Yes; it's undisturbed buffer. I mean I think the only thing we would add...

It is disturbed because you have contoured, construction and everything else?

No. We wouldn't [inaudible].

Nancy Leathers: If you want to leave those trees, they can't disturb most of that area.

We might want to bring some utilities through, but that would be it and then we would be real careful about that, but the intent is it would remain just as it is and that we would supplement it with landscaping as well, so.

But beyond your development, that stays undisturbed?

All this frontage would remain that way. Yes, sir.

Susan Maziar: Since we're talking about frontage, I don't know if we'd want to talk about this now or wait. He's asking for five freestanding signs out front and the ordinance zone allows one.

I thought we talked about that last time.

Susan Maziar: We never did.

Oh, okay. But let's...

Susan Maziar: We can come back to that.

We solved the landscape problem.

The buffer problem, do you want to see more trees with this detail or less trees with what the neighborhood's asked. The 70 foot setback gives us less buffer in front of the hotel.

This shows us going from 40 to I think about 118 at that corner. So we average about 80. And, again, we really don't care. We do care in that we think in terms of the project, this is a better set-up. It squares up and everything works better. But I think also from a buffer standpoint, I think it's better than the 70-foot line. I think part of that is just simply when you have two lines that are parallel, it draws your attention to the building. When the building is done like that and the lines aren't parallel, they're nonconverging, I think there's less to draw your attention but, again, we've just submitted two different looks at it and we're open to input from anybody and go either way.

Roger Rupnow: I'll entertain a motion to make a decision on the landscaping of the motel.

I like the original plan. It's more green space in front of the property which is what we're trying to promote. We do it the other way we wind up putting it inside which less people will enjoy.

Susan Maziar: Why don't we ask neighbor--

Roger Rupnow: No, no, no. We're not going to ask people in the neighborhood. We're making this decision among the Planning Commission members.

It's 70 feet back from the hotel?

Yes.

With 43 in this corner, 118 at this corner, we average about 80.

Why don't we just average these two and [inaudible] down 70 and the developer determines the exact amount of [inaudible] in this building.

We're saying the average 80.

Yeah, but what if the Staff determines that the other plan works better...

I mean there may be a specimen tree out there we don't know about. They may need to do a...

The whole span is 70 all the way; is that correct? So they average 70 or more.

Uh-huh.

And we'll let the staff look at it. We'll let them figure out which is best.

Do you like that, Nancy?

Nancy Leathers: No. [Laughter]...time [inaudible] in the future when that will be determined, there is a great deal of detail that goes in to it. I don't want them spending a lot of money on development plans and then to find out that it's not acceptable to Staff. You need to set up the minimum and let us, I mean give us something to work with, but doing an average, that just spends a lot of money before the [overlapping conversation].

How would you want to phrase or resolute a motion on this, Nancy, in this particular condition where he says 45 foot going up to 130, how would you want us to--

Nancy Leathers: I mean I would make it subject to the site plan and say everything between the edge of this building and the right-of-way is subject to conditions [overlapping conversation]

I guess the question we have to answer is, which is more beneficial to the community: Is more buffer or larger minimum setback?

Look, I'm comfortable with Plan A or Plan B to be very honest with you.

The professional seems to like the 40 to 117.

Roger Rupnow: As for a motion, I'm waiting to hear.

I would like to see us go with the site plan as proposed including the residential portion as well as the hotel portion.

What kind of, do you want to call this a specific plan name versus what this was, something we can reference here?

What's the one on the bottom?

Just throw that one away. We're going to go with this one. It's all ready confusing (laughter).

Nancy Leathers : If you can condition into a site plan that will give you a date, that's how we need to reference this because that's the only thing we can ...

Both plans have got the same date.

We want to use this one that you sent us last Thursday.

Nancy Leathers: Okay.

And that includes the infringement on the most northern piece of this building by the few feet that it is.

Nancy Leathers: What was the date?

Patrice: February 27th.

Nancy Leathers: If you'll just condition it to say on February 27th.

That's just for set-back purposes?

Nancy Leathers: Yes.

Okay.

All right...Second?

Second.

Roger Rupnow: Any further discussion? All those in favor of that, say I.

I.

Roger Rupnow: Opposed?

Good.

Roger Rupnow: Well the I's have it. The motion was made by Mr. Boyken, seconded by Mr. Duncan to accept the site plan for buffer purposes dated February 27th '08.

Now, we want to talk about some of the other conditions which were signage?

Susan Maziar: Well I thought that we should talk about it. He's asked for several variances.

Wayne Thatcher: Well that signage thing kind of goes away when we take all that retail out front.

That's what I thought. I thought when we set this back, we said we were going to do one sign at the main entrance.

Patrice Ruffin: They had several variances for signs and some of us may want to reconsider. The first one was increase the number of signs along Glenridge from 1 to 5 and No. 3 and No. 4 were to allow internal signage, directional signage for the building.

[Overlapping conversation]

Roger Rupnow: I'd say no.

Patrice Ruffin: You would have to make an action on that because the mixed-use district doesn't allow for internal signage so they would need some direction from you on that.

Roger Rupnow: Is there a question that we'd need to look at it at some point in the future about if it's mixed-use requirement we ought to do something to that?

Roger Rupnow:

Patrice Ruffin: [Inaudible]

Roger Rupnow: All right, the signage issue that we have?

Wayne Thatcher: Well I think it needs two signs, the hotel sign and a lakeside sign, that's it. I can't see where you would have a whole bunch of signs there.

39:13

Internal signs are okay then.

Wayne Thatcher: Internal, well we need to address the internal anyhow. It doesn't make any sense that in a very big complex you can't figure out how to get around.

Yeah.

You've got to have signage.

Roger Rupnow: I guess that's the question what becomes a sign. Can we start this out as to the number of signs on Glenridge, and we'll take them about one at a time.

You're talking about free-standing signs; right?

Free-standing signs.

Well one of the signs proposed is this one which is a description location sign that would be located on to tell you that you've arrived at that complex.

Susan Maziar: That's at the entrance?

That would be correct. I got that right?

Roger Rupnow: Good. That would be where the median break is in the Glenridge buffer.

We would like to replace that dog ugly sign sitting in front now with a good-looking sign.

Externally lit.

Roger Rupnow: Okay. What's next?

Lee Duncan: You got to put one in there or you'll need a panel on both sides or how are you going to do that?

Yeah; it'll be a panel on both sides.

Lee Duncan: Panel on both sides of it.

Now these site signs, where are they?

Susan Maziar: They're right here.

That would be right here.

So the concept is?

Internal signs.

Well, yes.

Well, here's what we're trying to get at with the signage is we want one sign at the front door that says Lakeside. Right now there's a bunch of tenant signs stuck on it and it just doesn't look good. We feel Hanover would like a monument sign in front of their area and especially now that the retail is within the buildings, if you're going to get a white tablecloth restaurant, in my opinion the monument signage, which is very good looking, is more important today even than it was before we got rid of the freestanding retail. Those kind of users need some kind of visibility so people will know where they are. So that was the concept is you would have one Lakeside sign, one for Hanover, one for the hotel, and two for restaurant or retail users within the park.

Lee Duncan: Okay, now you're getting into more trouble here again, because you're playing with your undisturbed buffer.

Yeah, well these are--

Lee Duncan: I'm just warning you.

We could slide them in between the three here.

Susan Maziar: And the fifth sign is on 285? Is that correct, the fifth sign that you were asking about?

Yeah. The one that we asked for up here, yeah.

It's been a long time since I've looked at signage, so I'd need to go back and look at that. Of course the one time that we don't have Tony here is today. But you asked specifically about the wall signs for the tenants, it would be, again, internal so far.

Roger Rupnow: The pleasure of a Commission.

Susan Maziar: I thought what Wayne suggested sounded very simple, only one is allowed, but we would grant him one more on Glenridge.

Lee Duncan: Would it make sense at this point in time, I mean this is a big thing we're trying to digest here, would it make sense, and Nancy if you need to jump in on this question real quick to defer signage and graphics plan until his graphics designer redoes what's in our package or reviews what's in our package and to the extent it deviates from the sign ordinance and then bring it back to us or bring it back to BZA, Nancy, I'm asking because.

Nancy Leathers: That would be the other option. Given the fairly significant change in the site's plan, the original signage plan which was [inaudible] was part of the total package and it was done specifically so that you would receive the total package on time. Because of the significant changes that they made [inaudible] that way he can go back and revisit the sign package given the new changes to the site plan [inaudible] and so my suggestion, you don't want to [inaudible] the City Council [inaudible]. You don't want to deny them, because then they can't come in for six months, so my suggestion would be that if it's okay with him, that you go ahead and recommend withdrawal and that way he can go forward separately before the Board of Zoning Appeals once they've gone back to relook at it.

Just the sign?

Just the sign, yeah.

Lee Duncan: Mr. Chair, Mr. Chair?

Roger Rupnow: Yes?

The applicant, he's bound to withdraw on the sign element of this package and I would like to suggest that we allow that to occur and make that recommendation to City Council.

Wayne Thatcher: Does that come back to us though?

Nancy Leathers: [Inaudible]

Do we care?

No.

Susan, do you care?

Susan Maziar: Do I care? I care. I care about the sign.

No, no, I mean do you care if you don't have the input on the signage package?

Susan Maziar: No, no. That'll be fine. I think five signs is accepted.

I do, too.

But he doesn't have the...

Susan Maziar: We still need to keep talking about it. I understand.

Roger Rupnow: Okay. Do we have a motion? I assume you...is there a second to that, authorizing the withdrawal of the sign portion, okay. All right. You understand the motion. All those in favor of that, say I.

I.

Roger Rupnow: Opposed? Okay. The motion was made by Mr. Duncan, seconded by Mr. Rubenstein to permit the sign portion of the package to be withdrawn. That's up to him what he does with it. All right. We have the, I guess the last issue is the transportation or the traffic issue.

We need to make sure that what we've just approved on this whole thing, we've touched on all the issues the staff has recommended, because I think that there were a number of items in the recommendation and we don't want to leave them hanging.

Roger Rupnow: Well we've got [inaudible]. We've withdrawn No. 1 and we've accepted the site plan dated that ...No. 2, 3, 4...

I was back here on this one, the original item. Can we begin with that one?

Lee Duncan: Patrice out of all the conditions that we've had on this particular application, the one that you sent to us dated March 3rd – or dated February 27th, I'm sorry.

Patrice Ruffin: These were not conditions. That was just listing to you what has been changed in the application.

Lee Duncan: Okay so the conditions that you have in the original application will survive this unless we change it?

Nancy Leathers: I would suggest to you that you add that you modify Condition 1 to make it conducive to what is now being proposed in terms of [inaudible]...

Lee Duncan: I will make that motion at this point.

Roger Rupnow: Condition 1 was what?

Removal of freestanding [inaudible]

Roger Rupnow: No, that's a different condition. What is Condition 1?

Patrice Ruffin: Condition 1 references all of the listings that are permitted so you would have to change 1A

Patrice Ruffin: Actually all of No. 1. It would reflect the [inaudible] that the retail is going to be internal to the other buildings on the site and what [inaudible] would be.

Nancy Leathers: So you'll be removing the existing second story tower.

Patrice Ruffin: That's what their intent was, yes.

Lee Duncan: Susan just for clarification purposes, I think that the second-story tower is part of the plan, but it is conditioned on a resubmittal of an updated traffic plan before that permit is issued on the second story.

Nancy Leathers: I need to comment on that. Staff makes it and staff is not comfortable with [inaudible]

Lee Duncan: That's not what we're suggesting, no. We expect to see it come back here again.

Nancy Leathers: Then it needs to be removed from the case and allowed to be resubmitted in the future. Then it's a rezoning, conditional to square footage. Otherwise [inaudible] to Staff, and we're not comfortable with that.

Lee Duncan: Well we're not suggesting that.

Nancy Leathers: [inaudible] site plan and just put future building.

Roger Rupnow: I thought there was some question whether they wanted to build, build which one of those two buildings first. I thought the idea was to give them a building at this point in time and the second one would be returned to us. How you word that is another...

Nancy Leathers: If you don't word it, you just take that building off the site plan and make them resubmit it in the future and they can just amend their plan at that point and it comes to [overlapping conversation] the whole site at one time.

But what's the issue we have now?

Roger Rupnow: The issue I have, Nancy, here is if we take one building off, which building do we take off?

We take it off... [overlapping conversation]

Roger Rupnow: Wait a minute, one at a time. Answer my question: How do we determine on a site plan if he wants—to give him the freedom of A or B at some point, but not both?

Nancy Leathers: You could indicate that one of those two buildings is approved and that only one is approved as part of the zoning but can either go in either location.

Wayne Thatcher: Okay. Can I read some terminology that's coming out of the neighborhood that I think is kind of important? Only one 16-story building is 8 foot but no larger than all ready shown. Any second tower would have to reapply and go through the full rezoning process at some future date with the full traffic study and public participation. Okay. That's what we want. That's what they want, but how we get that on that drawing that says either or, that's...

Nancy Leathers: Well, unless he knows which location.

Wayne Thatcher: He doesn't.

Nancy Leathers: I think he did.

Wayne Thatcher: The market's going to dictate the location.

Nancy Leathers: So why don't we ask them...

What I suggested to Staff is I think if we leave the plan as is, the narrative conditions would say that only one of the two buildings is approved.

Roger Rupnow: Yeah. That's fine. Thank you.

Nancy Leathers: You can have them both on, but only one would be approved and at the time of land disturbance, they would have to decide which one it's going to be and the other one will come off the revised site plan.

Okay. That's fine.

Roger Rupnow: Does the record show that? Okay. Motion to—well, are there other conditions we need to modify?

1A.

Staff recommendations right here, retail sign, residential... [Overlapping Conversation] well retail will be relocated into...okay so you'll modify it?

Patrice Ruffin: Right.

Residential, the density 11.5; will that still remain? There are 300 units up here, that'll still remain?

Patrice Ruffin: Right, uh-huh.

200-room hotel, which is what they've indicated, but it's four stories?

Patrice Ruffin: Right and we'll address the height.

1A, did you discuss 1A? That would have to be reduced.

Patrice Ruffin: Right. We'll take out one of the 16-story buildings.

Okay one building approved.

Patrice Ruffin: Uh-huh.

We need to revise the condition on the multifamily?

To what extent?

Well it's two levels parking and then four levels of units on top of it. Right now I think it's...

Patrice Ruffin: We'll revise the language of the height correctly.

Four levels at the front street which is the [inaudible].

At the street front.

Okay. Okay.

Where the land slopes down, that's where the parking goes down. We don't want to alterize a layer of parking that faces the street that you're going to see.

Right, okay.

Are we in agreement?

Roger Rupnow: We're in agreement as four stories.

All right. Maximum building height four stories or 60 feet of the residential building.

[Overlapping Conversation]

And then allow parking underneath due to land flow or spill.

Maximum building height four stories, 60 feet for the hotel, excluding any penthouses or mechanical [inaudible]

Okay. That's fine.

Maximum building height to be two stories or 60 feet, that's retail.

Roger Rupnow: That's okay.

Yeah.

In agreement with the site plan, now we'll try to change the date and provide the following, these are all modified: 3B would be modified per the site plan.

[Inaudible].

Per the site plan because we're allowing the encroachment on those two areas.

Right.

All right, [inaudible] 55-foot right-of way. That stays. [Inaudible]. That stays. No less than 38 percent to maintain green space and open space. That stays.

Susan Maziar: Let's ask 15 percent green space.

Open. And 15 percent green space.

Okay.

Roger Rupnow: Including.

Including.

Susan Maziar: Yeah.

Open.

Roger Rupnow: Must be open.

Susan Maziar: I think he's doing it anyway.

Streetscape Standards, Urban Sandy Springs Overlay. That stays.

Landscape plan 40 foot setback for Glenridge. That needs to be modified.

Okay. Change distance. And prior issued land disturbance permit...theatre parcel, has that deal been worked out with the neighboring parcel?

We're in conversations with them but that hasn't been formally worked out, no.

Roger Rupnow: [Inaudible]

What now?

We're set to put a curb at their property line that they can attach to when they come in for rezoning [inaudible - *laughter*].

That's why I started my business three years ago.

Really?

What property?

They were all [inaudible]

Is this 3-I still appropriate?

Roger Rupnow: Probably not.

Yes.

Okay.

Turn lane in.

How about J?

Working on the 285.

We talked about at one time where is it in these conditions that the work on 285 has to be done prior to getting a....

It's under J [inaudible]...be installed prior to the [inaudible].

Okay, good.

[Inaudible]...J, K [inaudible]. That stays. I guess we changed the date of the plan?

Uh-huh.

Okay. And then create a permitted number of freestanding sign. That one is withdrawn.

Susan Maziar: So we're leaving it at one for now?

Yes.

[Inaudible].

And increase the permitted number of standard information signs, that's withdrawn because we're going to do a small package.

Roger Rupnow: [Inaudible].

That's withdrawn.

Wayne Thatcher: [Inaudible].

I'm going to have them take my notes, because we're not recording this. It would make it easier.

Roger Rupnow: We are recording this.

Oh, okay. This one stays: No flashing signs or neons and so forth.

Roger Rupnow: Right.

It stays. Parking deck [inaudible]. That stays. That's the face of the parking street.

Roger Rupnow: All faces.

All faces.

No neon, that stays.

Susan Maziar: The next one needs to come out.

Drive-thru bank? We don't have a bank anymore, do we?

No.

Is it going to be in any of the office buildings? Okay so that comes out.

Shuttle service, well I guess that stays.

Roger Rupnow: It's existing. It stays.

Anything else?

No.

All right with all of these modifications then we should say that we're voting to approve. I got that right?

Susan Maziar: I just have one other question about traffic.

Okay.

Susan Maziar: How many....

Roger Rupnow: Mark was going to show me some place where I was in error when...

Mark Moore: [Inaudible – laughter]

Roger Rupnow: Twenty words or less, are we going to deal with Glenridge between now and let's say 2025.

Mark Moore: Yes actually midterm is between 15, if I remember correctly in the plan at the end of mid—well short of mid March. In this I've got it flagged I can show you. Glenridge is [inaudible] done with construction by the end of [inaudible]. It's on Table B1, D at the end.

[Inaudible].

Okay and which line item?

Mark Moore: I would say D8 is germane, D9 is germane and D4 is germane on that page. Flip back to [inaudible] those are probably [inaudible - overlapping conversations.]

Mark Moore: We do have some intersection improvement projects that are listed [inaudible – overlapping conversations].

Roger Rupnow: Okay. All Right.

[Overlapping conversations]

Roger Rupnow: Do you have a sense of what the traffic generation will be on the...

Susan Maziar: Before it extended it was going to generate 10,200 cars or 10,179. It's the removal of that second 16-story building.

The problem here is not the trips. The problem is the p.m. peak times.

Yes.

Susan Maziar: What's the 24-hour...

But, but it's actually going to net about 350 because we're taking down 45,000 to build the 400.

Okay that's going to reduce it by roughly 3,000 trips a day.

Look out that 16-story building.

So the project will now generate between 7 and 8 thousand...

And that also includes retail, does it not?

Yeah that includes retail.

Subtract the retail from that. But it's not the same square footage.

It is the same square footage.

Susan Maziar: Yeah.

You haven't reduced the square footage for retail so it wouldn't change on the trip enumeration. You've effectively cut the general office in half...

So you've got a little over 7,000...

[Inaudible].

Susan Maziar: And you can confirm that the level of service is going to be improved from an F to a C?

According to the calculation that the City engineers have done [inaudible] based on the improvements [inaudible].

Roger Rupnow: If you're going to put retail in the building, I gather, either in the five-story or the new 16-story, is that going to reduce the, obviously the height of the building will remain the same, okay, so you've got instead of 16 stories of office, you've got 14 and 2 or 13 and 1?

Don Boyken: Yeah, but, help me out. I don't understand. We just approved a 400,000 square foot building...

Susan Maziar: But we haven't voted...

Don Boyken: We've been asked to approve a 400,000 square foot building and we've taken 50,000 square feet of retail. We are going to put it inside the building somewhere which means we're going to eliminate office space. It's not my understanding I'm now approving a 450,000 square foot building or am I wrong?

Roger Rupnow: I think you're wrong, because the question that I just asked is correct. The building isn't going to get any taller and I assume that if I do the [inaudible], then that's not the case. A 16-story building is there. If you take a two-story retail and 14 stories of office, or a 15 and 1 or a 16 and 0, ...

Don Boyken: How big will the building be, 400,000 feet?

400,000 feet of office space.

Good.

Yeah.

Roger Rupnow: Well I that just answered his question.

Look guys we haven't gone back to that again. The way the plan shows right now, we have 50,000 feet originally as a week ago with 50,000 feet of retail stand alone. So now we're going to have to go back and look at our plan. But, yes, if we can find a restaurant that would fit inside a 400,000 foot building, we'll probably make it a 410,000 foot building with a 10,000 foot restaurant. But we have not gone back and replanned the site.

Roger Rupnow: So you could end up with a 450,000 square foot building based on your...

But it wouldn't have more than 400,000 square foot of office space.

And the height could not increase. What you're limiting is the amount of office and the height of those building to the extent that you're reallocating part of the 50,000 but then either the hotel or one of the other or—and they can go in an existing office building for that matter.

Or a multi-family.

A multifamily might look something like...

Nancy Leathers: Keep in mind what you're doing. You're approving a maximum number of square feet for them on each of the uses. As long as they fit the envelope of the site plan, as long as they do not exceed the requirement for the height, then if they can pick and choose how they put that in. If will fit, fine, if it doesn't, then they'll make choices, but that's in effect what you're doing. And you're providing a maximum trip generation rate on the basis of those numbers that are being approved. If they can't get them all there, then you don't get them all.

Roger Rupnow: All right. We have listed the conditions. We'll entertain a motion then to accept the conditions as listed.

I so move.

Second.

Roger Rupnow: Okay. Is there any further discussion about that? All of those in favor of that motion to accept or approve the project subject to the conditions that are the Staff, say I.

I.

Roger Rupnow: Opposed?

The motion is carried.

Roger Rupnow: Who seconded that?

Me.

Mr. Chairman, when does this go to City Council?

March 18th.

Wayne Thatcher: Do we [inaudible] Planning Commission ought to be there to [inaudible].

I'd like that we put it in writing. That way we can all approve it.

Wayne Thatcher: Well in writing or whatever but a lot of effort has gone into this with the neighborhood.

Roger Rupnow: Let me offer you a suggestion: Why don't you and Susan get together and put something in writing and then send it around and then I'd be happy to go and present it.

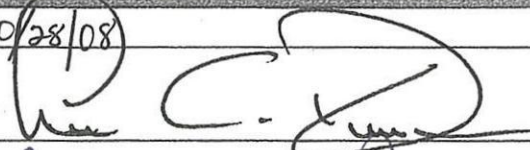
Wayne Thatcher: It works for me.

[Inaudible – distance from recording source]

They can't ask you a question you won't know the answer to.

	[Inaudible – overlapping conversations] End of recording.
	TRANSPORTATION MASTER PLAN
2.	SUMMARY/PRESENTATION: The discussion provided a wide-ranging guidance of planning priorities to accommodate the city's growing population. The plan is based on the forecast of the year 2030 and focuses on ways to support and enrich transportation needs so that people will be able to move easily throughout the city. A summary of the discussion to guide these decisions are listed as follow: <u>Mobility Needs Within the City:</u> Express Bus, Bus Rapid Transit System - comparable to an express bus route. The technology used is <i>signal preemption</i>. Bus approaches a traffic signal, turns the signal green thus providing a more continuous wave of lights, essentially the bus movement is being favored over other movements. Provision of Queue-Jumping – a type of technology measure to do reduce bus delay by giving buses signal priority. The bus would approach and move through the intersection and merge into a different lane without being held up by other through traffic. <u>Projects with Deficiencies:</u> Addressing these deficiencies in coordination with the goals that were set out in the Comprehensive Plan in an effort to be compatible with what was indicated within that plan. <u>Citizen Advisory Committee (CAC):</u> Work with the transportation subcommittee during the Comp Plan process for guidance on land use and transportation relationships. Forecast of the 20-year discussion of projects Additional plan summary provided a general discussion of efficient use of existing infrastructure, congestion hot spots, promoting pedestrian needs such as pet and bicycle facilities travel modes, minimizing the distance pedestrians are without connections, and suggested arterials and trying to find ways to do interparcel connections, issues that are already being pushed through the redevelopment process. Mentioned was a high priority and consideration of the functional improvement of the Roswell Road at I-285 interchange.

Meeting Adjournment

Approval Signatures	
Date Approved	10/28/08
Lee Duncan, Chairman	
Patrice Ruffin, Assistant Director of Planning and Zoning	Patrice S. Ruffin
Jocelyn Stephens, Administrative Assistant/Transcriber	Jocelyn Stephens