



CITY COUNCIL AGENDA ITEM

TO: Mayor & City Council **DATE:** June 13, 2013

FROM: John McDonough, City Manager

AGENDA ITEM: **201201766 (DRI)** - 4550, 4558, 4586, 4616 Roswell Road,
Applicant: JLB Partners, to rezone from A-1 (Apartment District) to
MIX (Mixed Use District) to allow a mixed-use development
(residential, office, and commercial), with a use permit and
concurrent variances

MEETING DATE: For Submission onto the June 18, 2013, City Council Regular
Meeting Agenda

BACKGROUND INFORMATION: *(Attach additional pages if necessary)*

See attached:

Memorandum
Rezoning Petition

APPROVAL BY CITY MANAGER: JFM APPROVED

PLACED ON AGENDA FOR: 6/18/2013

CITY ATTORNEY APPROVAL REQUIRED: () YES () NO

CITY ATTORNEY APPROVAL: [Signature]

REMARKS:



To: John McDonough, City Manager
 From: Angela Parker, Director of Community Development 
 Date: June 7, 2013 for submission onto the June 18, 2013 City Council meeting

Agenda Item: 201201766 4550, 4558, 4586, & 4616 Roswell Road a request to rezone the subject property from A-1 (Apartment Dwelling District) to MIX (Mixed Use District) with a use permit to exceed the district height, with a concurrent variance to allow 700 apartments, 90,000 square feet of retail/commercial and 30,000 feet of office.

Department of Community Development Recommendation:

DEFERRAL of a request to rezone the subject property from A-1 (Apartment Dwelling District) to MIX (Mixed Use District) with a use permit to exceed the district height, with a concurrent variance to allow 700 apartments, 90,000 square feet of retail/commercial and 30,000 feet of office.

Background:

The subject site is located in the west side of Roswell Road. The properties are currently zoned A-1 (Apartment Dwelling District). The property contains approximately 21.32 acres.

Existing			
	Versailles	Chastain	Total
Acres	13.23	8.09	21.32
Units	264	172	436
Density	20 units/ac	21.26 units/ac	20.45 units/ac
Bedrooms			812

Proposed			
	Residential	Retail/Commercial	Office
Units/Sqft	700	90,000	30,000
Density	32.83	4,236.09	1,412.03
Height	6 stories	1 or 2 stories	1 or 2 stories
Bedrooms			910

Discussion:

The case was heard at the September 25, 2012, April 23, 2013 and May 14, 2013 Design Review Board meetings. The Board **Recommendation for Approval** (4-0, Ealick-Anderson, Bartlett, Landeck, and Roberts; Lichtenstein and Richard absent; Mobley not voting.) subject to the following conditions: 1) The exterior design of the apartments are more similar to the retail component of the complex. 2) Phase I height of the apartments closest to the residences be four (4) stories and the Phase II height of the apartments closest to the residences be five (5) stories. 3) Maintenance of the landscape is the

responsibility of the developer and extends from the residential to the commercial components of the development.

The case was heard at the May 16, 2013 Planning Commission meeting. The Planning Commission **Recommend Deferral** (6-0, Frostbaum, Nickels, Squire, Maziar, Porter and Tart for; Duncan not voting) to the June 20, 2013 Planning Commission meeting, to allow the applicant time to work with the neighbors.



Rezoning Petition No. 201201766

HEARING & MEETING DATES

Community Zoning Information Meeting	Design Review Board Meeting	Community Developer Resolution Meeting	Planning Commission Hearing	Mayor and City Council Hearing
September 25, 2012	September 25, 2012 April 23, 2013 May 14, 2013	October 25, 2012 April 25, 2013	May 16, 2013	June 18, 2013

APPLICANT/PETITIONER INFORMATION

Property Owners	Petitioner	Representative
Roswell Windsor LTD.	JLB Partners	Nathan V. Hendricks

PROPERTY INFORMATION

Address, Land Lot, and District	4550, 4558, 4586, & 4616 Roswell Road Land Lot 94, District 17
Council District	6
Frontage:	Approximately 965 feet.
Area:	21.32 acres

A-1 (Apartment Dwelling District) developed with the Chastain Apartments and Versailles Apartment complexes.

Existing Zoning and Use	Versailles	Chastain	Total	
	Acres	13.23	8.09	21.32
	Units	264	172	436
	Density	20 units/ac	21.26 units/ac	20.45 units/ac
	Bedrooms			812

Overlay District 2027	Suburban District
Comprehensive Future Land Use Map Designation	Live Work -Neighborhood (LWN), Node: 1 Windsor Parkway

MIX (Mixed Use District)

Proposed Zoning	Residential	Retail/Commercial	Office	
	Units/Sqft	700	90,000	30,000
	Density	32.83	4,236.09	1,412.03
	Height	6 stories	1 or 2 stories	1 or 2 stories
	Bedrooms			910

INTENT

To rezone the subject property A-1 (Apartment Dwelling District) to MIX (Mixed Use District) with a use permit to exceed the district height, to allow 700 apartments, 90,000 square feet of retail/commercial and 30,000 feet of office.

Additionally, the applicant is requesting three (3) concurrent variances from the Zoning Ordinance and Stream Buffer Protection Ordinance as follows:

1. Variance from Section 109-225.a 2 of the Stream Buffer Protection Ordinance to reduce the twenty-five (25) foot impervious surface setback to seventeen (17) feet to allow for the construction of a retaining wall.

2. Variance from Section 33.26.H.1 to allow a second monument sign along the Roswell Road frontage.
3. Variance from section 18.2.1 to reduce the required parking from 1,581 to 1,493, a reduction of 88 parking spaces.

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION

201201766 - APPROVAL CONDITIONAL
201201766 Use Permit - APPROVAL CONDITIONAL
201201766 Variance #1- APPROVAL CONDITIONAL
201201766 Variance #2- APPROVAL CONDITIONAL
201201766 Variance #3- DENIAL

DESIGN REVIEW BOARD RECOMMENDATION

Recommendation for Approval (4-0, Ealick-Anderson, Bartlett, Landeck, and Roberts; Lichtenstein and Richard absent; Mobley not voting.) subject to the following conditions: 1) The exterior design of the apartments are more similar to the retail component of the complex. 2) Phase I height of the apartments closest to the residences be four (4) stories and the Phase II height of the apartments closest to the residences be five (5) stories. 3) Maintenance of the landscape is the responsibility of the developer and extends from the residential to the commercial components of the development.

PLANNING COMMISSION RECOMMENDATION

Recommend Deferral (6-0, Frostbaum, Nickels, Squire, Maziar, Porter and Tart for; Duncan not voting) to the June 20, 2013 Planning Commission meeting, to allow the applicant time to work with the neighbors.

EXISTING LAND USE AND ZONING OF ABUTTING PROPERTY

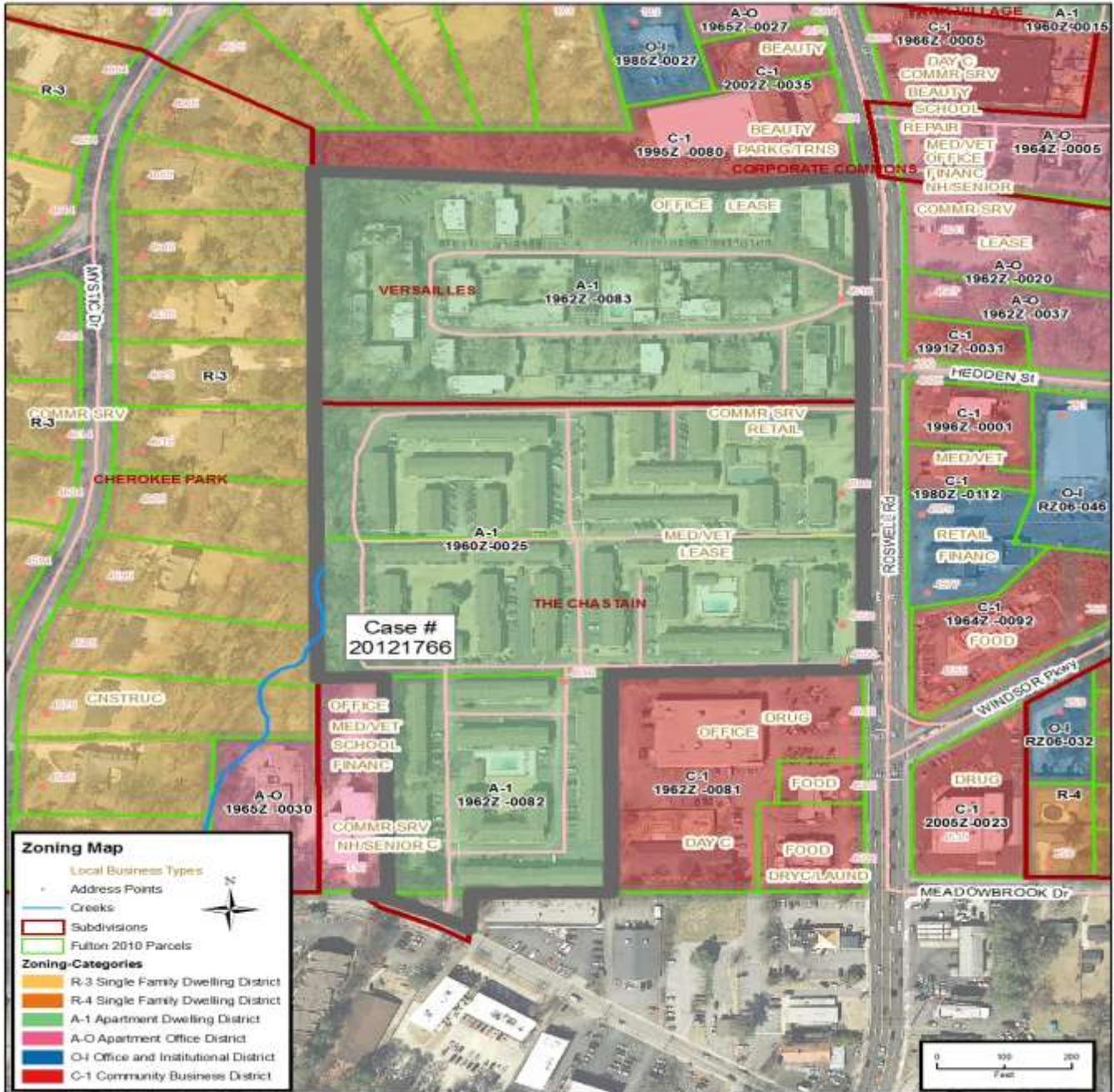
SUBJECT PETITION 201201766	Requested Zoning	Proposed Use	Land Area (Acres)	Square Footage/ Units	Density (Square Footage per Acre)
	MIX	Apartments, Retail, and Office	21.32	700 Units 90,000 Retail 30,000 Office	32.83 units/ac 4,221.38 sf/ac 1,407.13 sf/ac

Location in relation to subject property	Zoning	Use	Land Area (Acres)	Square Footage/ units	Density (Square Feet or Units Per Acre)
North	C-1 Z95-0080	4654 Roswell Road Self Storage	2.39	122,224±	±51,139.75 s.f./ac
East	C-1 Z64-0092	4555 Roswell Road Popeye's	0.77	4,000 s.f.	5,195 s.f./ac
East	O-I RZ12-007	4579 Roswell Road Funeral Home Art/ Auction Gallery	2.07	22,500	10,869 s.f./ac
South	C-1 Z62-0081	4540 Roswell Road Rite Aid	2.87	23,082	±8,042.50 sf/ac

West	R-3	4585, 4595, 4605, 4615, 4625, 4635, 4645, 4655 Mystic Drive Single Family Homes	7.6798	8	±1.042 units/ac
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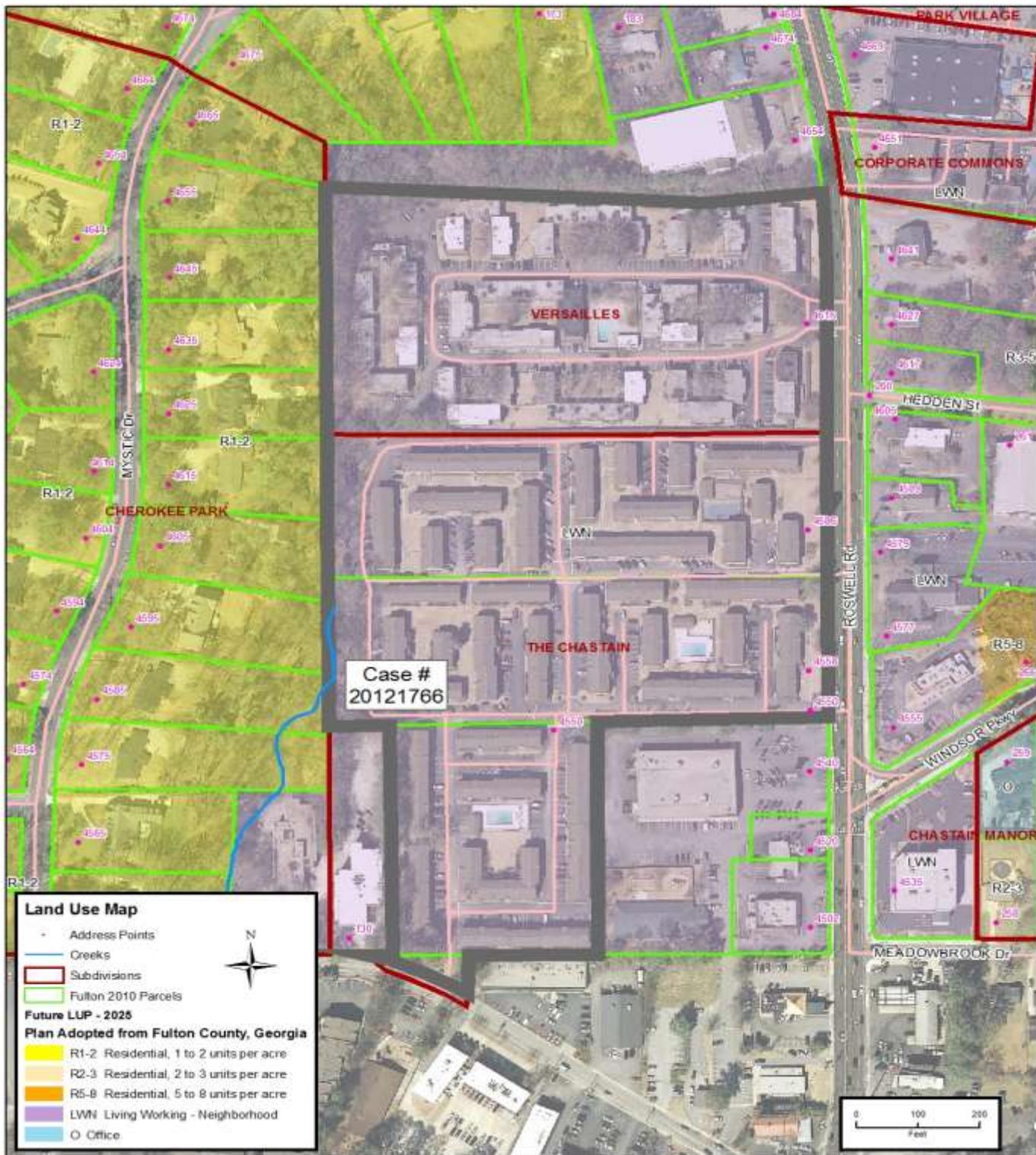
Zoning Map

4586 and 4616 Roswell Road



Future Land Use Map

4586 and 4616 Roswell Road



ZONING IMPACT ANALYSIS

The applicants intent is to rezone the subject property A-1 (Apartment Dwelling District) to MIX (Mixed Use District) with a use permit to exceed the district height.

	Residential	Retail/Commercial	Office
Units/Sqft	700	90,000	30,000
Density	32.83	4,236.09	1,412.03
Height	6 stories	1 or 2 stories	1 or 2 stories
Bedrooms			910

Per Article 28.4.1, *Zoning Impact Analysis by the Planning Commission and the Department*, the staff shall make a written record of its investigation and recommendation on each rezoning petition with respect to the following factors:

A. *Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property.*

Finding: The staff is of the opinion that the proposed use is suitable in view of the use and development of adjacent and nearby property. The adjacent uses are as follows: Self Storage (north), Veterinary Clinic, Art/Auction Gallery/ Funeral Home, and a Restaurant (East), Retail (south) and Single Family Residential (west). The proposed development would be replacing the two 1960 era apartment complexes. The retail/office components of the mixed use development are proposed to be located along Roswell Road and the apartments are proposed along the west property line allowing proper transition into the adjacent single family neighborhood.

B. *Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property.*

Finding: The staff is of the opinion that the proposal will not adversely affect the use of the adjacent or nearby properties. The properties to the north, east and south are all commercial properties. The residential neighborhood to the west will be adjacent to the apartment component of the proposed development. The site is currently developed with apartments. In addition, the existing buildings are approximately twenty-five (25) feet from the property line with no buffer. The proposed apartments are approximately one hundred (100) feet from the property line with a fifty (50) foot buffer and a ten (10) foot improvement setback. The applicant has provided cross sections and a balloon test on the site to show the amount of screening provided. In addition to the minimum requirements of the zoning ordinance, staff has included the following conditions regarding lighting:

- All exterior lighting attached to the westerly and northerly building facades directly abutting and/or visible to single family residential properties shall be attached at no level above the first floor and shall be shielded so that the light source is not visible from the adjacent residences and is directed downward.
- All lighting along the westerly driveway (from West Wieuca Road to the entrance to the most northerly multi-family building) and any other lighting placed between the most westerly buildings and the westerly property line shall be at a height which can be screened by the zoning buffer and tributary buffer, as determined by the City Arborist, and be shielded so the light source is not visible from any residential properties.
- All parking lot lighting shall be shielded so that the light source is not visible from any residential property.

C. *Whether the property to be affected by the zoning proposal may have reasonable economic use as currently zoned.*

Finding: The staff is of the opinion that the subject property has a reasonable economic use as currently zoned. The property is currently developed with two older apartment complexes containing a total of 463 units.

D. *Whether the zoning proposal will result in a use which will or could cause an excessive burdensome use of existing streets, transportation facilities, utilities, or schools.*

Finding: The staff is of the opinion that the proposal will not cause an excessive or burdensome use of the existing infrastructure if transportation improvements are implemented. The application was reviewed by the Georgia Regional Transportation Authority (GRTA) and the Atlanta Regional Commission (ARC). Both organizations recommended approval of the project with requirements related to transportation improvements. The conditioned improvements will also address the existing problems. These conditions have been added to the staff’s recommended conditions. The existing site does not have a stormwater management system and encroaches into the state stream buffer. The proposed development will be required to install a stormwater management system and will be removing 5,500 square feet of impervious surface of existing stream buffer encroachment. The Fulton County School Board report is attached.

E. *Whether the zoning proposal is in conformity with the policies and intent of the land use plan.*

Finding: The staff is of the opinion that the proposed use is consistent with the intent of the future land use plan, but the proposal is not consistent with the property designation of Live Work Neighborhood (LWN), Node 1: Windsor Parkway. The applicant is requesting a density of 32.83 units/acre, which exceeds the Node 1 recommendations. However, the existing developed density of 20.45 units per acre also exceeds the Plan recommended density of 5 units per acre. The Comprehensive Plan includes guidelines and policies for the Windsor Parkway Node that provide for density and height bonuses beyond the recommendations of the Comprehensive Plan. The Windsor Parkway Guidelines and Policies section of the plan is incorporated in the bullets below the table. Additionally, other plan policies that staff considered in developing the recommendation for this proposal are also listed.

Existing Density	Proposed Density	Comprehensive Plan
Residential – 20.45 units/ac Height- 2 stories	Commercial- 4,236.09 sqft/ac Office- 1,412.03 sqft/ac Residential – 32.83 units/ac Height- 6 stories	LWN (Node 1) Commercial -10,000 sqft/ac or less Residential – 5 units/ac or less Height- 2 stories

The project is consistent with the following polices set forth in the comprehensive plan:

- **Node 1**
 - Density and/or height bonuses, beyond the recommendations of the Comprehensive Plan, may be approved by the Mayor and City Council for the development or redevelopment of assembled properties comprising 5 or more acres. The approval of bonuses will be based on the merits of the project relative to whether it provides desirable attributes that meet or exceed the goals and objectives of the Comprehensive Plan. Such goals may include, but not be limited to:
 - Providing significant green space that exceeds the minimums established in Table 1.5.
 - The elimination of multiple curb cuts along Roswell Road.
 - The use of more neighborhood-scale architecture and design in accordance with new

urbanism principles.

- The corresponding zoning for Live Work Neighborhood is MIX zoning classification.
 - Provide incentives and bonuses for additional density and/or height for the redevelopment of obsolete commercial areas along the Roswell Road corridor.
 - Redevelopment areas in Sandy Springs should be pedestrian and transit friendly.
 - During rezoning and development application review, carefully address the interface between protected neighborhoods and commercial areas, especially within the Roswell Road corridor.
 - When a rezoning or use permit proposal is received in a transitional area, the proposal should carefully regulate through conditions, the building height, building placement, intensities, densities, location of parking, placement of accessory uses, buffers, tree protection, landscaping, exterior lighting, site amenities and other site planning features to be compatible with protected neighborhoods. "Compatible" means that the characteristics of different land uses or activities located near each other are in harmony and without conflict.
 - A variety of housing types, including multi-family should be permitted in transit-oriented live-work areas.
 - Place higher-density housing near commercial centers, transit lines and parks, to enable more walking, biking and transit.
 - Parking requirements for transit-oriented developments should be less than those required for conventional development not served by transit.
 - Shared parking arrangements and reduction of on-site parking requirements should be encouraged in mixed-use developments.
 - Provide for incentives in support of mixed-use redevelopment in live-work areas. The following list includes actions which have been identified as qualifying for incentives:
 - Installation of street grid segments.
 - Construction of sidewalks, bicycle and greenway paths exceeding minimum required standards.
 - Green space in an amount exceeding minimum required live-work area standards.
 - Reduction of surface parking.
 - Compliance with Main Street Architectural requirements outside the Main Street Zone.
 - Installation of sidewalks, street trees and pedestrian lights on internal drives.
 - Assemblage of multiple, smaller properties.
 - Reduction of curb cuts on Roswell Road.
 - Connection of single family neighborhoods to nearby businesses through sidewalks and bicycle paths.
 - Density and/or height bonuses, beyond the recommendations of the Comprehensive Plan, may be approved by the Mayor and City Council for the development or redevelopment of assembled properties comprising 5 or more acres. The approval of bonuses will be based on the merits of the project relative to whether it provides desirable attributes that meet or exceed the goals and objectives of the Comprehensive Plan. Such goals may include, but not be limited to:
 - Providing significant green space that exceeds the minimums established in Table 1.5.
 - The elimination of multiple curb cuts along Roswell Road.
 - The use of more neighborhood-scale architecture and design in accordance with new urbanism principles.
 - Urban Residential
 - Redevelopment of obsolete complexes is considered desirable, in order to improve neighborhood conditions.
 - Land uses other than multi-family are unlikely, although institutional and recreational facilities serving the developments may exist or be permitted. Redevelopment of urban residential may properly integrate neighborhood-serving retail and services uses
 - The vision also includes refurbishment and redevelopment of multi-family complexes for higher quality residences, at greater density and height than provided in existing complexes.
-

- Living Working Categories
 - Within these areas, there must be an appropriate transition of land uses, height and density/intensity at the edges abutting protected neighborhoods. Such areas should be planned with connections to adjacent properties where compatible, and to serve surrounding neighborhoods.
 - Some areas are designated this category in order to encourage the redevelopment of underutilized commercial, office and residential areas and to reshape sprawling commercial corridors into a more compact, mixed use, pedestrian-oriented environment.
- Policies Regarding Housing Mix
- Rezoning for new, freestanding apartments is discouraged. This policy does not preclude the replacement of existing multi-family units.
- Encourage a variety of home styles, densities and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
- The redevelopment of apartment complexes to condominiums and mixtures of housing types, including detached, single-family starter homes where feasible, is encouraged.

F. *Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.*

Finding: The staff is of the opinion that there are no existing or changing conditions affecting the use and development of the property, which give supporting grounds for approval or denial of the applicant's proposal.

G. *Whether the zoning proposal will permit a use which can be considered environmentally adverse to the natural resources, environment and citizens of Sandy Springs.*

Finding: The staff is of the opinion that the proposal would not permit a use which could be considered environmentally adverse to the natural resources, environment, or citizens of Sandy Springs. The existing site does not have a stormwater management system, encroachments into the stream buffer, and has very little green space. The proposal will be required to meet all current City Codes including, but not limited to stormwater management system, replanting of required buffers, landscape strips, interparcel access to eliminate curb cuts, and streetscape. Additionally, the encroachments into the stream buffer will be reduced.

VARIANCE CONSIDERATIONS

The applicant is requesting three (3) concurrent variances as outlined below.

1. **Variance from Section 109-225.a 2 of the Stream Buffer Protection Ordinance to reduce the twenty-five (25) foot impervious surface setback to Seventeen (17) feet to allow for the construction of a retaining wall.**

The applicant has indicated that the variances being requested will be in harmony with the policy and intent of the Sandy Springs Stream Buffer Protection Ordinance and not result in any harm to the health, safety and welfare of the general.

Section 109.225 of the Sandy Springs Stream Buffer Protection Ordinance provides the following:

Sec. 109-225. Land development requirements.

(b) *Variance procedures.* Variances from subsection (a) of this section may be granted in accordance with the following provisions:

(3) Variances will be considered only in the following cases:

a. When a property's shape, topography or other physical conditions existing at the time of the adoption of the ordinance from which this article is derived prevents land development unless a buffer variance is granted.

Finding:

The property's shape, topography, and physical conditions existed at the time of the adoption of the ordinance. Staff notes the stream buffer covers approximately 1/8th of the property. The parcel slopes from northeast to southwest towards the stream. The site has a change in elevation of forty-four (44) feet. The existing site has 5,600 square feet encroaching within the stream buffer and the proposed encroachment of the retaining wall will be 100 square feet. Reduction of the encroachment would not be possible without this variance. Based on these reasons, staff is of the opinion this condition has been satisfied.

b. Unusual circumstances when strict adherence to the minimal buffer requirements in this article would create an extreme hardship.

Finding:

Staff notes the stream buffer covers approximately 1/8th of the property. An extreme hardship is presented when strict adherence to the minimal buffer requirement is followed. The proposal will reduce the amount of impervious surface in the stream buffer by 5,500 square feet. The location of the retaining wall will stabilize the area adjacent to the internal driveway. Based on these reasons, staff is of the opinion this condition has been satisfied.

(5) The following factors will be considered in determining whether to issue a variance:

a. The shape, size, topography, slope, soils, vegetation and other physical characteristics of the property;

Finding:

The property is rectangular in shape. The parcel slopes from northeast to southwest towards the stream. The site has a change in elevation of forty-four (44) feet. The existing site has a 5,600 square foot encroachment of asphalt parking located in the stream buffer. The applicant is proposing to remove the all pavement from the stream buffer and re-plant to buffer standards. Staff is of the opinion that the property does exhibit extraordinary and exceptional conditions related to its size, shape, or topography.

b. The locations of all streams on the property, including along property boundaries;

Finding:

All streams on the property have been identified on the site plan. The stream is located on the south west portion of the property and flows from northeast to southwest towards the City of Atlanta.

c. The location and extent of the proposed buffer or setback intrusion;

Findings:

The location of the retaining wall located in the twenty-five (25) foot impervious setback has been identified on the plans. The retaining wall will reduce the impervious setback from 25 feet to 17 feet.

d. Whether alternative designs are possible which require less intrusion or no intrusion;

Findings:

Alternative designs have been discussed with the staff regarding the proposed building location. Therefore, staff is of the opinion this condition has been satisfied.

e. *The long-term and construction water quality impacts of the proposed variance;*

Findings:

The applicant will be required to use Best Management Practice (BMP) during the construction of the house. The City will monitor the sites BMPs.

f. *Whether issuance of the variance is at least as protective of natural resources and the environment.*

Findings:

Staff is of the opinion that issuance of the variance is more protective of the natural resources and environment than the existing site condition.

- 2. Variance from Section 33.26.H.1 to allow a second monument sign along the Roswell Road frontage**
The applicant has indicated that the variances being requested will be in harmony with the policy and intent of the Sign Ordinance and not result in any harm to the health, safety and welfare of the general.

The standards which shall be considered for granting a variance from the standards of this Article shall be only the following:

Section 33.12.D. Standards

The topography of the lot on which the sign is located or to be located renders it impossible to comport with the strict standards of this Article.

Findings:

The property slopes eight (8) feet from the north entrance to the south entrance along Roswell Road. Even though the topography does not make it impossible to comport with the ordinance, the 965 feet of frontage will make directing people into the site difficult without a sign at both entrances. Problems with way finding at the entrance of the site could potentially cause traffic issues along Roswell Road. Therefore, based on this reason the staff is of the opinion this standard has been satisfied.

The natural features of the lot on which the sign is located or to be located, or of the land immediately adjacent to the lot, impairs the visibility of the sign such that it cannot be seen.

Findings:

The natural features of the lot would impact visibility of the sign from the adjoining DOT right-of-way. The property frontage is 965 feet along Roswell Road. The distance between the 2 entrances is approximately 400 feet. The distance could create a way finding issue on the site directing people to only one entrance with the potential to create a traffic issue along Roswell Road. Therefore, based on this reason the staff is of the opinion this standard has been satisfied.

- 3. Variance from section 18.2.1 to reduce the required parking from 1,581 to 1,493 a reduction of 88 parking spaces.**

Article 22 of the Zoning Ordinance indicates the following are considerations in granting variances, of which only one has to be proven:

1. *Relief, if granted, would be in harmony with, or, could be made to be in harmony with, the general purpose and intent of the Zoning Ordinance; or,*
2. *The application of the particular provision of the Zoning Ordinance to a particular piece of property, due to extraordinary and exceptional conditions pertaining to that property because of its size, shape, or*

topography, would create an unnecessary hardship for the owner while causing no detriment to the public; or,

The applicant has indicated that the variances being requested will be in harmony with the policy and intent of the Zoning Ordinance and will not result in any harm to the health, safety and welfare of the general.

*Staff is of the opinion that the request to reduce the required number of parking spaces from 1,581 to 1,493 is not in harmony with the intent of the Zoning Ordinance. The applicant has not shown that the site would function properly without the required spaces. Additionally, the required count already includes a shared parking reduction as allowed by section 18.2.2 of the Zoning Ordinance. Therefore, based on these reasons, the staff recommends **DENIAL** of this variance request.*

USE PERMIT CONSIDERATIONS

The applicant is requesting a use permit to exceed the district height from sixty (60) feet to eight-four (84) feet for residential building phase II.

Per Article 19.2.4, *Use Permit Considerations*, the City Council shall consider each of the following:

- A. *Whether the proposed use is consistent with the Comprehensive Land Use Plan and/or Economic Development Revitalization plans adopted by the City Council;*

Finding The staff is of the opinion that the proposed use is consistent with the intent of the future land use plan, but the proposal is not consistent with the property designation of Live Work Neighborhood (LWN), Node 1: Windsor Parkway. The applicant is requesting a density of 32.83 units/acre, which exceeds the Node 1 recommendations. However, the existing density of 20.45 units/acre also exceeds the recommended 5 unit/acre. The commercial and office components meet the recommendations of the plan. The applicant is requesting a use permit to exceed the district required sixty (60) foot height limit to allow eight-four (84) feet. The applicant has provided cross sections and conducted a balloon test on the site to potential view from the single family residence to the west. The buildings will be located approximately one hundred (100) feet from the property line and a fifty (50) foot buffer and ten (10) foot improvement setback will be required. The policies in the Comprehensive Plan allow for height bonuses for apartment redevelopment when additional green space is provided. Staff finds that the apartments should transition more appropriately in to the neighborhood and should be limited to four (4) stories on the exterior of all buildings adjacent to the single family residential properties along the west property line and five stories on the exterior of all building adjacent to nonresidential uses along the west property line. This finding is based on the plan recommendation of 15% green space for Live-Work Regional level developments. The applicant is proposing 17% green space, which is not significantly above the minimum requirements. The following polices are set forth in the Comprehensive Plan regarding height:

- **Node 1: Windsor Parkway**
 - Density and/or height bonuses, beyond the recommendations of the Comprehensive Plan, may be approved by the Mayor and City Council for the development or redevelopment of assembled properties comprising 5 or more acres. The approval of bonuses will be based on the merits of the project relative to whether it provides desirable attributes that meet or exceed the goals and objectives of the Comprehensive Plan. Such goals may include, but not be limited to:
 - Providing significant green space that exceeds the minimums established in Table 1.5.
 - The elimination of multiple curb cuts along Roswell Road.
 - The use of more neighborhood-scale architecture and design in accordance with new urbanism principles.

- When a rezoning or use permit proposal is received in a transitional area, the proposal should carefully regulate through conditions, the building height, building placement, intensities, densities, location of parking, placement of accessory uses, buffers, tree protection, landscaping, exterior lighting, site amenities and other site planning features to be compatible with protected neighborhoods. “Compatible” means that the characteristics of different land uses or activities located near each other are in harmony and without conflict.
- Place higher-density housing near commercial centers, transit lines and parks, to enable more walking, biking and transit.
- The vision also includes refurbishment and redevelopment of multi-family complexes for higher quality residences, at greater density and height than provided in existing complexes.
- Living Working Categories
 - Within these areas, there must be an appropriate transition of land uses, height and density/intensity at the edges abutting protected neighborhoods. Such areas should be planned with connections to adjacent properties where compatible, and to serve surrounding neighborhoods.

B. *Compatibility with land uses and zoning districts in the vicinity of the property for which the Use Permit is proposed;*

Finding: The staff is of the opinion the proposed use is compatible with the land uses and zoning districts within the vicinity of the property.

C. *Whether the proposed use may violate local, state and/or federal statutes, ordinances or regulations governing land development;*

Finding: The staff is of the opinion the proposed uses would not violate any local, state, and/or federal statutes, ordinances, or regulations.

D. *The effect of the proposed use on traffic flow, vehicular and pedestrian, along adjoining streets;*

Finding: The staff is of the opinion that the proposal will not result in a use that will cause an excessive or burdensome use of the existing infrastructure if transportation improvements are implemented. The application was reviewed by the Georgia Regional Transportation Authority (GRTA) and the Atlanta Regional Commission (ARC). Both organization recommended approval of the project with requirements related to transportation. These requirements have been added to the recommended conditions of zoning. The applicant will be required to construct all project improvement conditioned by Georgia Regional Transportation Authority (GRTA).

E. *The location and number of off-street parking spaces;*

Finding: The *Basic Off-street Parking Requirements* for the facility are as follows:

The total parking required is 1,581 spaces and the applicant is providing 1,493 spaces. The applicant is seeking a variance for the reduction in parking. The site currently meets the parking requirements for the commercial portion of the property. However, the residential component requires 1,122 spaces and the applicant is proposing 1,034 spaces, a reduction of 88 spaces. The applicant has not provided documentation to support a reduction in parking and shared parking reductions have been applied consistent with the Zoning Ordinance.

F. The amount and location of open space;

Finding: The site currently has very little open space. The applicant is proposing 24% green space and open space which is above the required 20% of live work regional category. The comprehensive plan allows for height and density bonuses when significant green/open space is provided.

H. Protective screening;

Finding: The site currently has very little protective screening. The applicant is required to provide a fifty (50) foot buffer and ten (10) foot improvement setback along the west property line. The buffer will be replanted to buffer standards subject to the Arborist's approval. In addition to the fifty (50) foot buffer and ten (10) foot improvement setback, the applicant will also be removing the existing pavement from the buffer area and re-planting the seventy-five (75) foot stream buffer in the south west portion of the property.

H. Hours and manner of operation;

Finding: The standard/typical hours and manner of operation would be consistent with other mixed use development.

I. Outdoor lighting; and

Finding: In addition to the minimum requirements of the zoning ordinance, staff has included the following conditions regarding lighting:

- All exterior lighting attached to the westerly and northerly building facades directly abutting and/or visible to single family residential properties shall be attached at no level above the first floor and shall be shielded so that the light source is not visible from the adjacent residences and is directed downward.
- All lighting along the westerly driveway (from West Wieuca Road to the entrance to the most northerly multi-family building) and any other lighting placed between the most westerly buildings and the westerly property line shall be at a height which can be screened by the zoning buffer and tributary buffer, as determined by the City Arborist, and be shielded so the light source is not visible from any residential properties.
- All parking lot lighting shall be shielded so that the light source is not visible from any residential property.

J. Ingress and egress to the property.

Finding: The property will have two ingress and egress points on Roswell Road and one (1) in the City of Atlanta on West Wieuca Road. The property will also, be require have interparcel access.

DEPARTMENT COMMENTS

The staff held a Focus Meeting with Transportation, Building and Permitting, Fire, Code Enforcement, Site Development, and the Arborist on April 9, 2013 at which the following departments had comments. The staff has received additional comments from the Fulton County Board of Education and Fulton County Department of Water Resources (see attachments).

Transportation Planner	<ul style="list-style-type: none">▪ Applicant shall dedicate 55 feet of right-of-way along entire property frontage of Roswell Road or a one-foot from back of sidewalk, whichever is greater.▪ Property frontage is within the COSS suburban overlay. Pedestrian street lights and trees shall be located behind the sidewalk.▪ If private streets are proposed, streets shall comply with public street standards of the Development Ordinance, Section 103-70.▪ Proposed western-most interparcel access easement shall be aligned to provide direct two-direction driveway access to east-west center drive.▪ Proposed driveways shall meet City of Sandy Springs requirements for sight distance per the Development Ordinance, Section 103-77. Monument signs shall be placed outside of proposed right-of-way and out of corner sight triangles. Northern driveway shall exit into southbound Roswell Road through lane not into the deceleration lane for southern driveway. It appears that the primary, southern driveway centerline does not align with concept plan. Further coordination with public works is required.▪ Applicant will need separate driveway permit from the City of Atlanta for the West Wieuca Road entrance.▪ Site shall provide direct pedestrian paths to all site arrival points from both Roswell Road/SR 9 and West Wieuca Road. Pedestrian access shall be direct from MARTA bus stops.▪ Development shall provide a minimum of one bicycle parking space for every 20 automobile spaces.▪ Incorporation of conditions from the Georgia Regional Transportation Authority (GRTA) Development of Regional Impact (DRI) # 2290: Chastain Mixed Use Transportation Analysis.▪ Capital Improvement Program (CIP) T-0019 is along the property frontage.
Georgia Department of Transportation	<hr/> <ul style="list-style-type: none">▪ Development shall comply with the Georgia Stormwater Management Manual Stormwater Runoff Quality Standard by providing practices that treat the <i>water quality volume</i> by infiltration and/or evapotranspiration <hr/> <ul style="list-style-type: none">▪ There are no GDOT requirements that need to be addressed at this time. <hr/>

PUBLIC INVOLVEMENT

Required Meetings

The applicant attended the following required meetings:

- Community Zoning Information Meeting held September 25, 2012 at the Sandy Springs City Hall
- Community/Developer Resolution Meeting held October 25, 2012 and April 25, 2013 at the Sandy Springs City Hall

Public Comments (See attached letters)

Opposition

- Density/ bad precedence
- Building height too high/ don't exceed 4 stories
- Increase in traffic
- Scale to neighborhood
- Thru road to West Wieuca
- Lack of amenities
- Lack of a common gathering place
- Cars in complex (existing/ proposed)
- Transition
- Lighting
- Parking/ no parking variance
- Fencing/ division between properties
- Noise
- Policing trash / maintenance
- Buffering
- West Wieuca currently over taxed
- Cut through traffic (Franklin, Hedden, Jolyn, etc.)
- Traffic calming devices needed on cut through streets
- Congestion on Roswell Road
- Relocation of Windsor Pkwy for the benefits this project/ tax money being used
- Will market support 700 apartments
- Work with Rite Aid to obtain the property
- Fair compensation for property taking
- Don't wave impact fees
- Don't go over 60/40 split of renters/ owners
- Lower density to reduce the number of lanes
- Pervious pavers
- Pull grocery store closer to Roswell Road
- Reduce apartments to 550
- Breakdown of realignment cost
- Turn lane is restricting access to office building on West Wieuca
- Reduction of property values
- Parking on side streets
- Develop townhomes
- Will Auction House still be able to operate?

Notice Requirements

The petition has been advertised in the May 8, 2013 (Sandy Springs Neighbor) and May 3, 2013 (Sandy Springs Reporter). The applicant posted a sign issued by the Department of Community Development along the frontages of Roswell Road on April 16, 2013.

Public Participation Plan and Report

The applicant has met the Public Participation Plan requirements. The applicant is required to submit the Public Participation Report seven (7) days prior to the Mayor and City Council Hearing on June 18, 2013.

CONCLUSION TO FINDINGS

It is the opinion of staff that the proposal is in conformity with the intent of the Comprehensive Plan Policies. While the proposal does call for a residential density and height that is higher than recommended, the Plan clearly contemplate density and/or height bonuses above the plan density designation for the Windsor Parkway Node. The redevelopment of two older apartment complexes into a mixed use development that includes higher quality residences is, in staff's opinion, consistent with policies and intent of the Comprehensive Plan. Staff's recommendations regarding building, height, buffers lighting and seek to address the impact of the proposed project on the residential properties to the west. Therefore, based on these reasons, the staff recommends **APPROVAL CONDITIONAL** of the Rezoning and Use Permit petition and associated concurrent variances #1 and #2 and **DENIAL** of the associated concurrent variance #3 for a reduction in parking.

STAFF RECOMMENDED CONDITIONS

Should the Mayor and City Council decide to rezone the subject property from A-1 (Apartment Dwelling District) to MIX (Mixed Use District), the staff recommends the approval be subject to the following conditions. The applicant's agreement to these conditions would not change staff recommendations. These conditions shall prevail unless otherwise stipulated by the Mayor and City Council.

1. To the owner's agreement to restrict the use of the subject property as follows:
 - a. Office and associated accessory uses at a maximum density of 1,412.03 gross square feet per acre or 30,000 gross square feet, whichever is less.
 - b. Retail and associated accessory uses at a maximum density of 4,236.09 gross square feet per acre or 90,000 gross square feet, whichever is less.
 - c. No more than 700 residential units at a maximum density of 32.83 units per acre, whichever is less.
 - d. The maximum building height shall be four (4) stories on the exterior of all residential buildings adjacent to single family residential properties along the west property line or 60 feet, whichever is less, for the residential building for Phase I and five (5) stories on the exterior of all buildings adjacent to nonresidential uses along the west property line, whichever is less, for the residential building for Phase 2 as shown on the site plan dated received May 7, 2013. (Use permit 201201766)
2. To the owner's agreement to abide by the following:
 - a. To the site plan received by the Department of Community Development on May 7, 2013. Said site plan is conceptual only and must meet or exceed the requirements of the Zoning Ordinance, the Development Standards contained therein, and these conditions prior to the approval of any Land Disturbance Permit. In the event the Recommended Conditions of Zoning cause the approved site plan to be substantially different, the applicant shall be required to complete the concept review procedure prior to application for a Land Disturbance Permit. Unless otherwise noted herein, compliance with all conditions shall be in place prior to the issuance of the first Certificate of Occupancy.
3. To the owner's agreement to provide the following site development standards:
 - a. All project improvements required by Georgia Regional Transportation Authority (GRTA) outlined in the Notice of Decision dated received on February 4, 2013 shall be completed prior to the issuance of any certificate of occupancy. Except that West Wieuca @ Driveway 3 -Construct an eastbound left-turn lane along West Wieuca Road into the site shall be completed prior to issuance of any certificate of occupancy in phase II.

- b. To subject retaining wall shall be constructed in accordance with the proposed site plan, provided by the applicant dated received May 7, 2013 by the Department of Community Development, for the variance herein, showing a reduction in the 25 foot impervious surface setback to seventeen (17) feet to allow a retaining wall, where necessary to accommodate the portion of the encroachment only. (Variance 201201766)
- c. Development shall comply with the Georgia Stormwater Management Manual Stormwater Runoff Quality Standard by providing practices that treat the water quality volume by infiltration and/or evapotranspiration.
- d. The tributary buffer designated in condition 2.a. shall be planted and maintained subject to the City Arborist in order to ensure full screening of the proposed development from the abutting residences.
- e. All exterior lighting attached to the westerly and northerly building facades directly abutting and/or visible to single family residential properties shall be attached at no level above the first floor and shall be shielded so that the light source is not visible from the adjacent residences and is directed downward.
- f. All lighting along the westerly driveway (from West Wieuca Road to the entrance to the most northerly multi-family building) and any other lighting placed between the most westerly buildings and the westerly property line shall be at a height which can be screened by the zoning buffer and tributary buffer, as determined by the City Arborist, and be shielded so the light source is not visible from any residential properties.
- g. All parking lot lighting shall be shielded so that the light source is not visible from any single family residential property.
- h. A vegetative screening subject to the approval of the City Arborist, shall be placed at the westerly end of the driveway aligned with the relocated Windsor Parkway in order to ensure that headlights can be screened from adjacent residences. This planting wall may be placed within the 10-foot improvement setback of the tributary buffer.
- i. Provide physical screening for the commercial loading docks so that noise can be abated to both Cherokee Park and to the proposed apartments.
- j. No detention facilities (above or below ground) shall be placed in the tributary buffer or the improvement setback.
- k. In order to ensure the protection of the adjacent neighborhood, traffic calming shall be placed along the length of the driveway from the relocated Windsor Parkway intersection to West Wieuca Road.
- l. All property boundary fencing shall have a durable black coating to minimize its visual impact from the residential neighborhood to the west.
- m. No air conditioning units or other mechanical equipment shall be located between the face of the most westerly buildings and the westerly property line. All mechanical equipment located on rooftops shall be fully screened and shielded from adjacent residential properties.
- n. All dumpsters and trash containers for the residential buildings, as well as service areas, will be located within the buildings.
- o. No construction access is permitted from West Wieuca Road.

Attachments

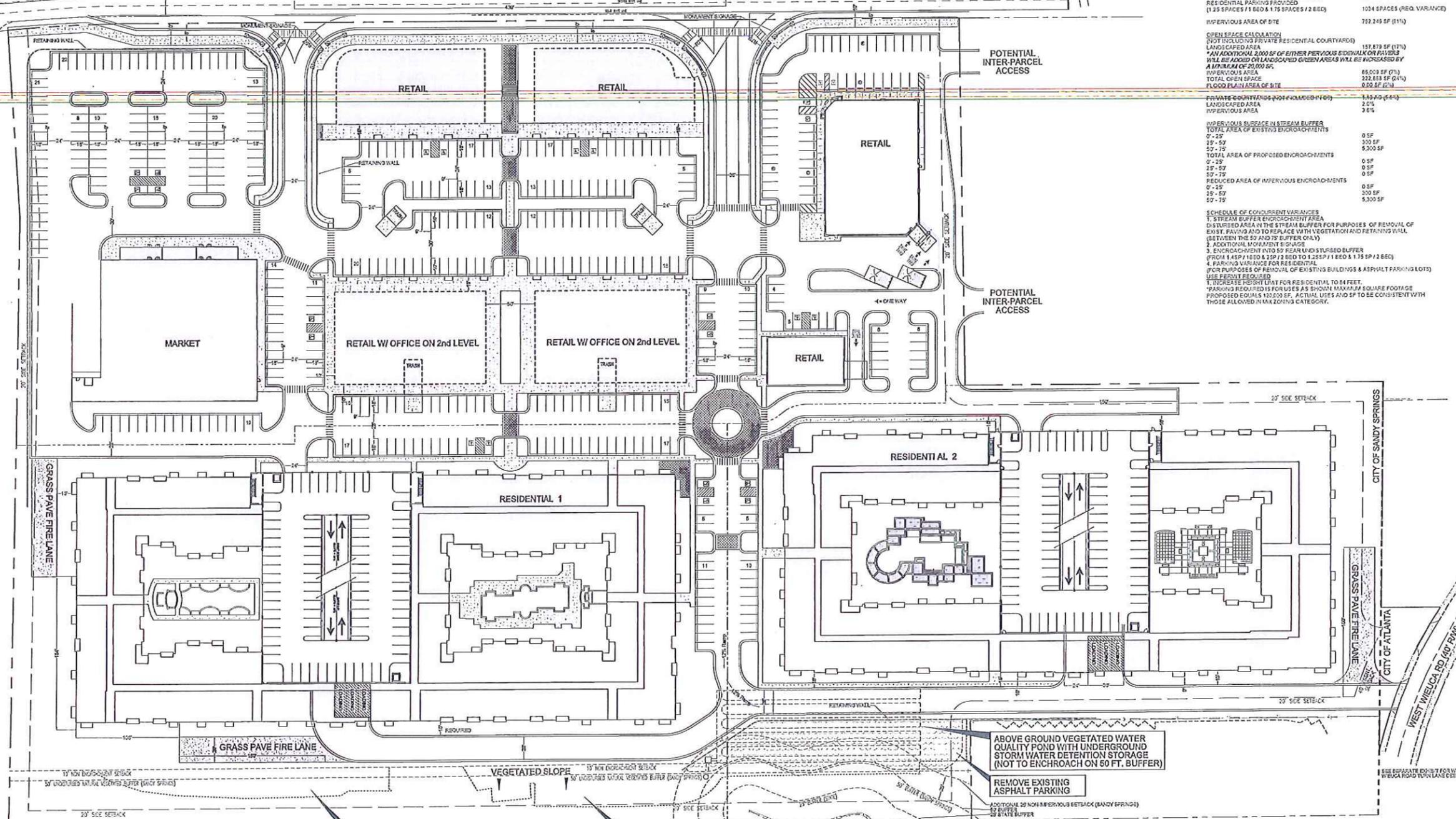
- Letter of Intent
- Site Plan dated received May 7, 2013
- Renderings dated April 24, 2013
- Elevation/ Cross Sections/ Balloon Test dated May 3, 2013
- Georgia Regional Transportation Authority Letter of Decision dated February 4, 2013
- Atlanta Regional Commission Findings dated September 17, 2012
- Impact Statement Fulton County Schools
- Water Resources, Fulton County Department of Health Services and Fulton County Department of Planning and Community Service
- Fulton County Health Department
- Letters of Support (2)
- Letters of Opposition
- All other supporting documentation will be available at the meeting

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City of Sandy Springs
Community Development

ROSWELL ROAD US HWY. 19 (65' R/W) - 35 MPH



DEVELOPMENT STATISTICS SUMMARY CHART

TOTAL AREA	21.32 AC
RETAIL AREA	9.01 AC
RESIDENTIAL AREA 1	6.61 AC
RESIDENTIAL AREA 2	5.70 AC
OFFICE	50,000 SF. (23%)
RETAIL PARKING REQUIRED (5' / 1000 SF)	35,000 SF. (17%)
OFFICE PARKING REQUIRED (2' / 1000 SF)	450 SPACES - NO REDUCTION
*PARKING REQUIRED WITH REDUCTION FOR SHARED USES PER SANDY SPRINGS CODE (15:2)	60 SPACES - NO REDUCTION
*SHARED RETAIL / OFFICE PARKING PROVIDED	459 SPACES
RESIDENTIAL BUILDINGS (FOOTPRINT)	166,576 SF. (77.5%)
RESIDENTIAL PARKING DECK (FOOTPRINT)	64,677 SF. (30%)
RESIDENTIAL PARKING PROVIDED	700 UNITS (303 SF AVG)
RESIDENTIAL PARKING REQUIRED	1,122 SPACES
RESIDENTIAL PARKING PROVIDED	1,024 SPACES (REQ. VARIANCE)
(1.25 SPACES / 1 BED & 1.75 SPACES / 2 BED)	
IMPERVIOUS AREA OF SITE	722,249 SF (31%)
OPEN SPACE CALCULATION (NOT INCLUDING PRIVATE RESIDENTIAL COURTYARDS)	
LANDSCAPED AREA	157,879 SF (7%)
*AN ADDITIONAL 2,000 SF OF EITHER PERVIOUS SIDEWALK OR PAVES WILL BE ADDED OR LANDSCAPED GREEN AREAS WILL BE WORSEASED BY A MINIMUM OF 20,000 SF	
IMPERVIOUS AREA	65,009 SF (3%)
TOTAL OPEN SPACE	222,833 SF (10%)
FLOOD PLAIN AREA OF SITE	0.00 SF (0%)
PRIVATE COURTYARDS (NOT INCLUDED IN PD)	1.49 AC (6.9%)
LANDSCAPED AREA	2.2%
IMPERVIOUS AREA	3.6%
IMPERVIOUS SURFACE IN STREAM BUFFER	
TOTAL AREA OF EXISTING ENCROACHMENTS	0 SF
0' - 25'	350 SF
25' - 50'	5,200 SF
50' - 75'	0 SF
75' - 100'	0 SF
TOTAL AREA OF PROPOSED ENCROACHMENTS	0 SF
0' - 25'	0 SF
25' - 50'	0 SF
50' - 75'	0 SF
75' - 100'	0 SF
REDUCED AREA OF IMPERVIOUS ENCROACHMENTS	0 SF
0' - 25'	230 SF
25' - 50'	5,200 SF
50' - 75'	0 SF
75' - 100'	0 SF

SCHEDULE OF CONCURRENT VARIANCES

- STREAM BUFFER ENCROACHMENT AREA
- DISTURBED AREA IN THE STREAM BUFFER FOR PURPOSES OF REMOVAL OF EXIST. PAVING AND TO REPLACE WITH VEGETATION AND RETAINING WALL (BETWEEN THE 50' AND 75' BUFFER ONLY)
- ADDITIONAL MOWED BERM COURSE
- ENCROACHMENT INTO 50' REAR LAND DISTURBED BUFFER (FROM 1.45 SP / 1 BED & 1.75 SP / 2 BED TO 1.25 SP / 1 BED & 1.75 SP / 2 BED)
- PARKING VARIANCE FOR RESIDENTIAL (FOR PURPOSES OF REMOVAL OF EXISTING BUILDINGS & ASPHALT PARKING LOTS) USE PERMITTED
- INCREASE HEIGHT LIMIT FOR RESIDENTIAL TO 84 FEET.
- *PARKING REQUIRED IS FOR USES AS SHOWN. MAXIMUM SQUARE FOOTAGE PROPOSED EQUALS 150,000 SF. ACTUAL USES AND SF TO BE CONSISTENT WITH THOSE ALLOWED IN MAX ZONING CATEGORY.

JLB
PA 8716 EB
One National Plaza
Suite 400
Atlanta, GA 30308
(404) 525-1000

summit
Engineering Consultants, Inc.
510 Stephens Court, Suite 100
Sandy Springs, GA 30328
(770) 454-9000

CORE PROPERTY CAPITAL

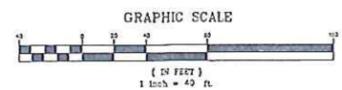
Revision Schedule

Date	No.	By	For
	1	CA	CD
	2	DR	DR
	3	CA	CA
	4	DR	DR
	5	CA	CA
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	7	CA	CA
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	97	CA	CA
	98	DR	DR
	99	CA	CA
	100	DR	DR

SITE PLAN
SANDY SPRINGS GATEWAY
CITY OF SANDY SPRINGS
FULTON COUNTY, GEORGIA

Project No. 141422
Design Dr. CA
Drawn By: DR
Checked By: CA
Date: 10/20/12
Scale: 1" = 40'

Drawing No. 101



CAUTION
THE UTILITIES SHOWN HEREON ARE FOR THE CONTRACTOR'S CONSIDERANCE ONLY. THERE MAY BE OTHER UTILITIES NOT SHOWN ON THESE PLANS. THE CONTRACTOR ASSUMES RESPONSIBILITY FOR THE LOCATION, DEPTH AND TYPE OF ALL UTILITIES. THE CONTRACTOR IS RESPONSIBLE TO VERIFY ALL UTILITIES WITHIN THE LIMITS OF THE WORK. ALL DAMAGE MADE TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.



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Community Development
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SANDY SPRINGS GATEWAY

Smallwood, Reynolds,
 Stewart, Stewart
 & Associates, Inc.

**NILES BOLTON
 ASSOCIATES**

JLB
 PARTNER

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Community Development



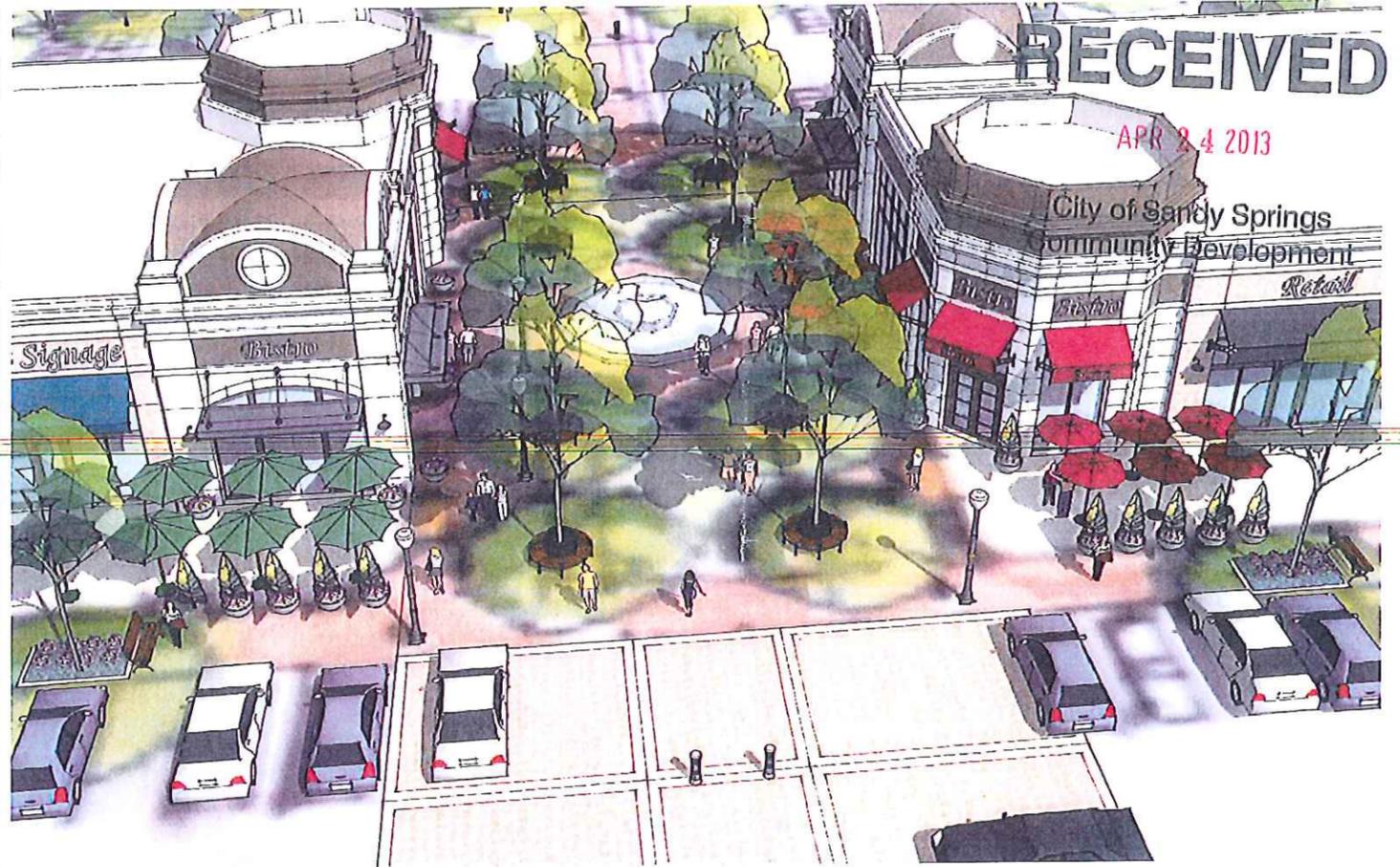
SANDY SPRINGS GATEWAY

Smallwood, Reynolds,
Stewart, Stewart
& Associates, Inc.

**NILES BOLTON
ASSOCIATES**

JLB
PARTNERS

**CORE PROPERTY
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SANDY SPRINGS GATEWAY

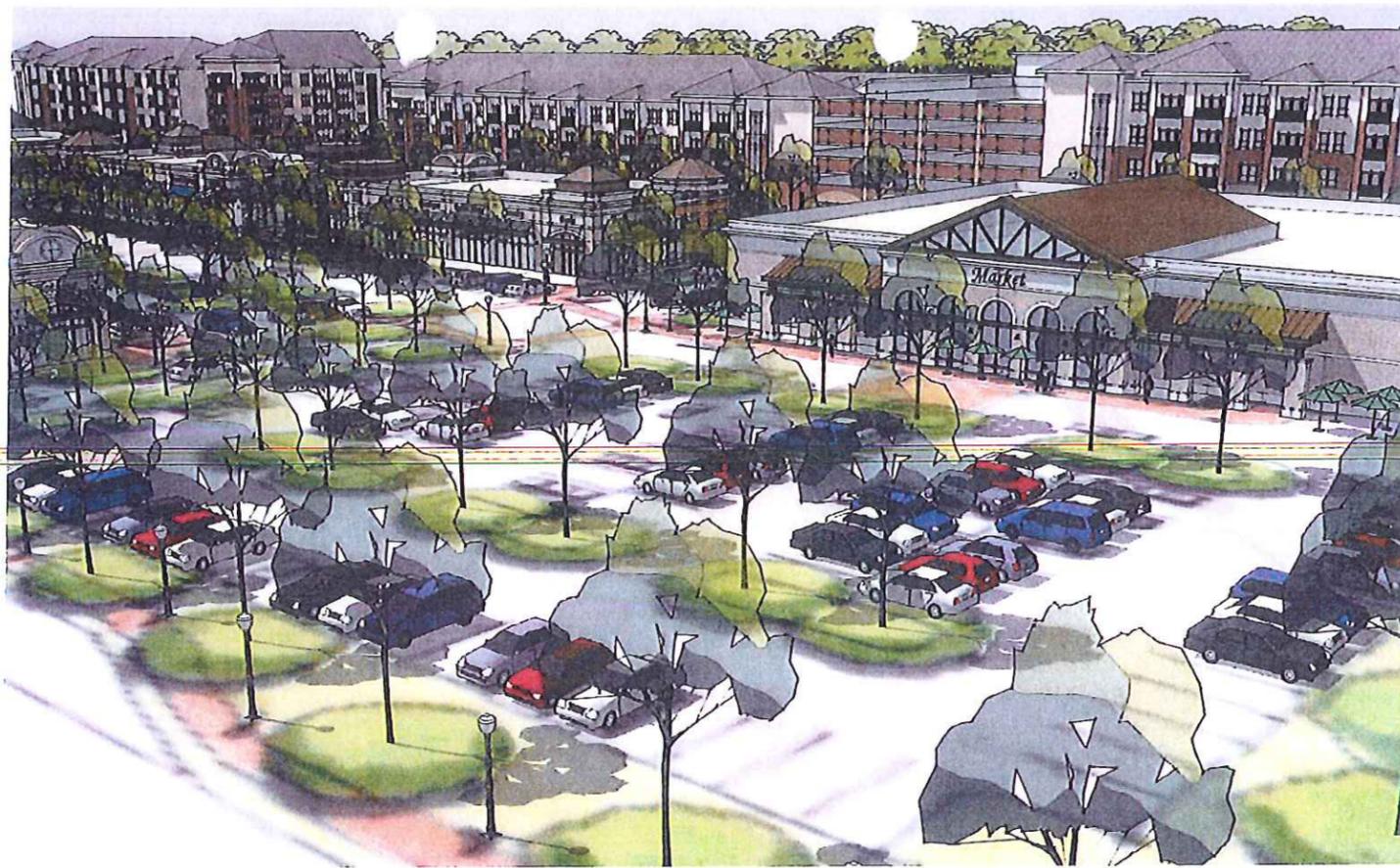
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**NILES BOLTON
 ASSOCIATES**

JLB
 REALTY



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SANDY SPRINGS GATEWAY

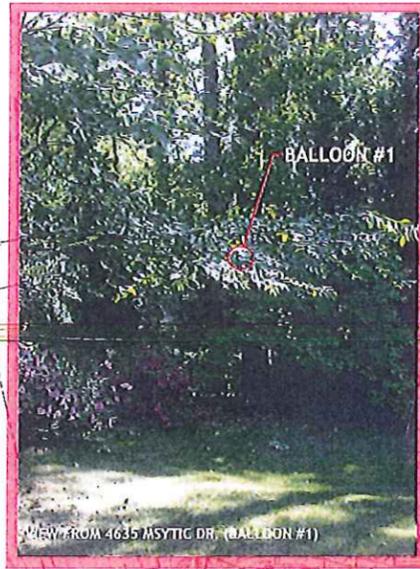
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Stewart, Stewart
& Associates, Inc.

**NILES BOLTON
ASSOCIATES**

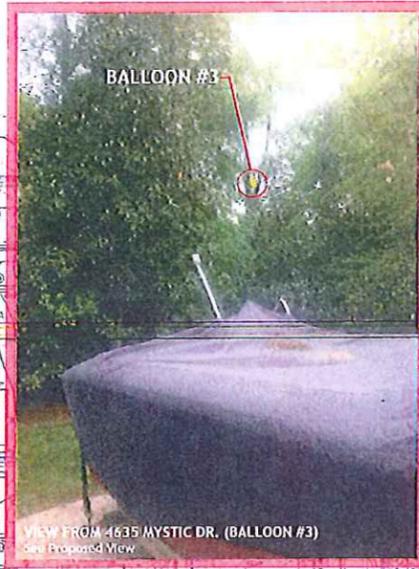
JLB
PARTNERS



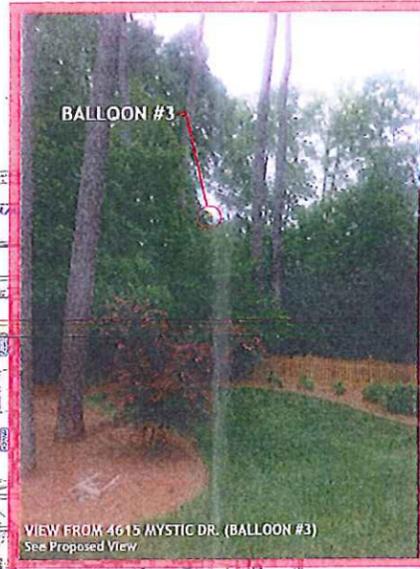
**CORE PROPERTY
CAPITAL**



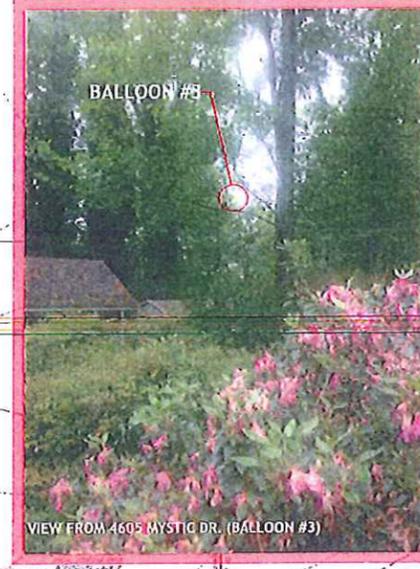
VIEW FROM 4635 MYSTIC DR. (BALLOON #1)



VIEW FROM 4635 MYSTIC DR. (BALLOON #3)
See Proposed View



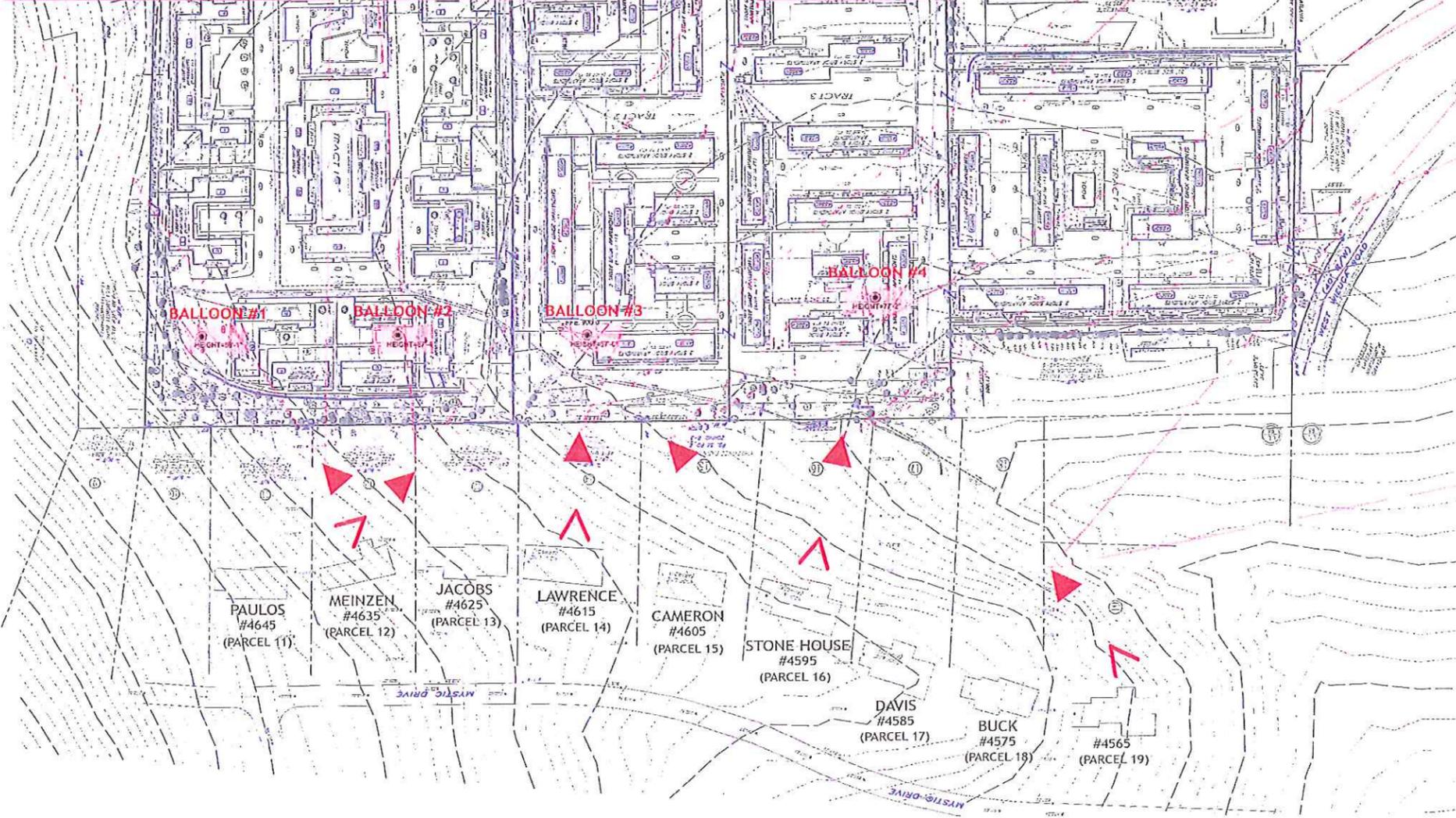
VIEW FROM 4615 MYSTIC DR. (BALLOON #3)
See Proposed View



VIEW FROM 4605 MYSTIC DR. (BALLOON #3)



VIEW FROM 4595 MYSTIC DR. (BALLOON #4)
See Proposed View



VIEW FROM 4565 MYSTIC DR. (BALLOON #4)
See Proposed View

KEY

- APPROXIMATE LOCATION OF PHOTOGRAPHED VIEW
- APPROXIMATE LOCATION OF PROPOSED VIEW

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VIEW FROM 4635 MYSTIC DRIVE (PARCEL 12)



VIEW FROM 4615 MYSTIC DRIVE (PARCEL 14)



VIEW FROM 4635 MYSTIC DRIVE (PARCEL 12)



VIEW FROM 4615 MYSTIC DRIVE (PARCEL 14)

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VIEW FROM 4595 MYSTIC DRIVE (PARCEL 16)



VIEW FROM 4565 MYSTIC DRIVE (PARCEL 19)



VIEW FROM 4595 MYSTIC DRIVE (PARCEL 16)

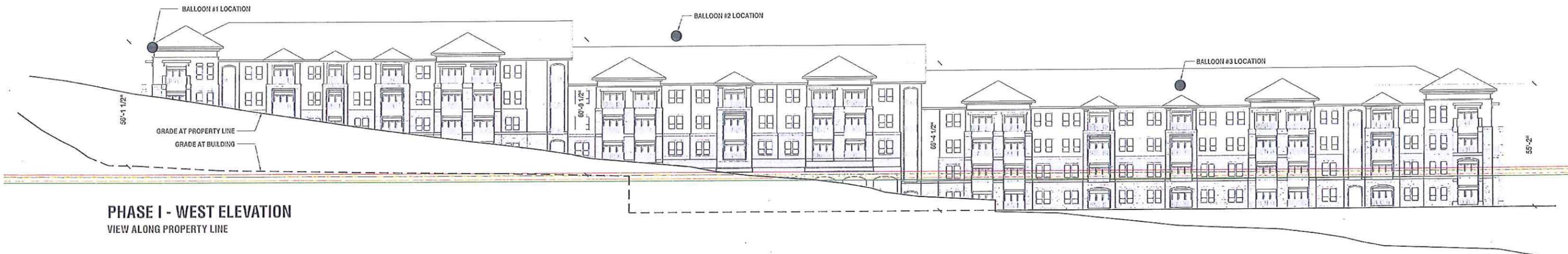


VIEW FROM 4565 MYSTIC DRIVE (PARCEL 19)

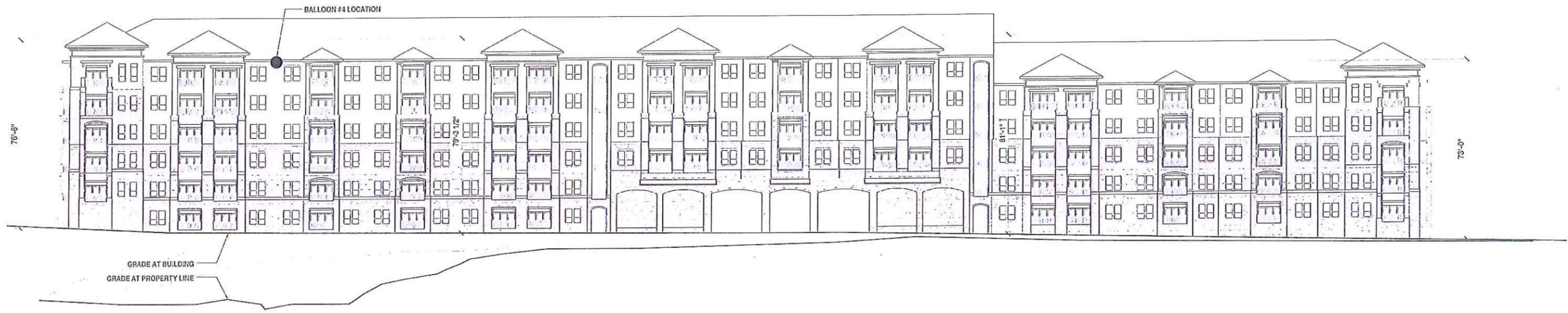
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Community Development



PHASE I - WEST ELEVATION
VIEW ALONG PROPERTY LINE



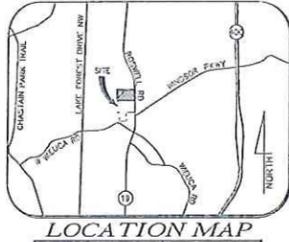
PHASE II - WEST ELEVATION
VIEW ALONG PROPERTY LINE

MAXIMUM HEIGHT ELEVATION EXHIBIT FACING MYSTIC DRIVE
NOTE: SEE ELEVATIONS SUBMITTED ON APRIL 9, 2013
FOR AVERAGE GRADE PLANE CALCULATIONS

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City of Sandy Springs
Community Development



SITE DATA

DEVELOPER/OWNER: Summit Engineering Consultants, Inc.
 520 Higham Court, Suite 100
 Atlanta, GA 30324
 Office: 770-497-3074
 Fax: 770-497-3073

SURVEYOR: Hardy Surveying Group LLC
 7 Dunwoody Park, Suite 115
 Atlanta, GA 30328
 Office: (770) 455-0179
 Fax: (770) 455-0179

SITE ADDRESS: 11111 Roswell Road
 PARCEL ID #: 17-0074-001-151-5

ZONING REGULATIONS

2010 ZONING ORDINANCE FROM THE CITY OF SANDY SPRINGS, GEORGIA. ALL RESTRICTIONS MUST BE OBSERVED BY DEVELOPER OF PLANNING AND ZONING.

SECTIONS: FRONT - 45 FEET
 SIDE - 25 FEET (ADJACENT TO A SIDE LOT)
 REAR - 45 FEET (ADJACENT TO A STREET)

LOT FRONTAGE: 35 FEET OR MORE FRONT
 REAR FRONTAGE: LESS THAN ONE (1) OF TOTAL LOT AND SIDE

TRACT 1
 8.177 ACRES
 356,190 SQ. FT.
 ZONING: A-1

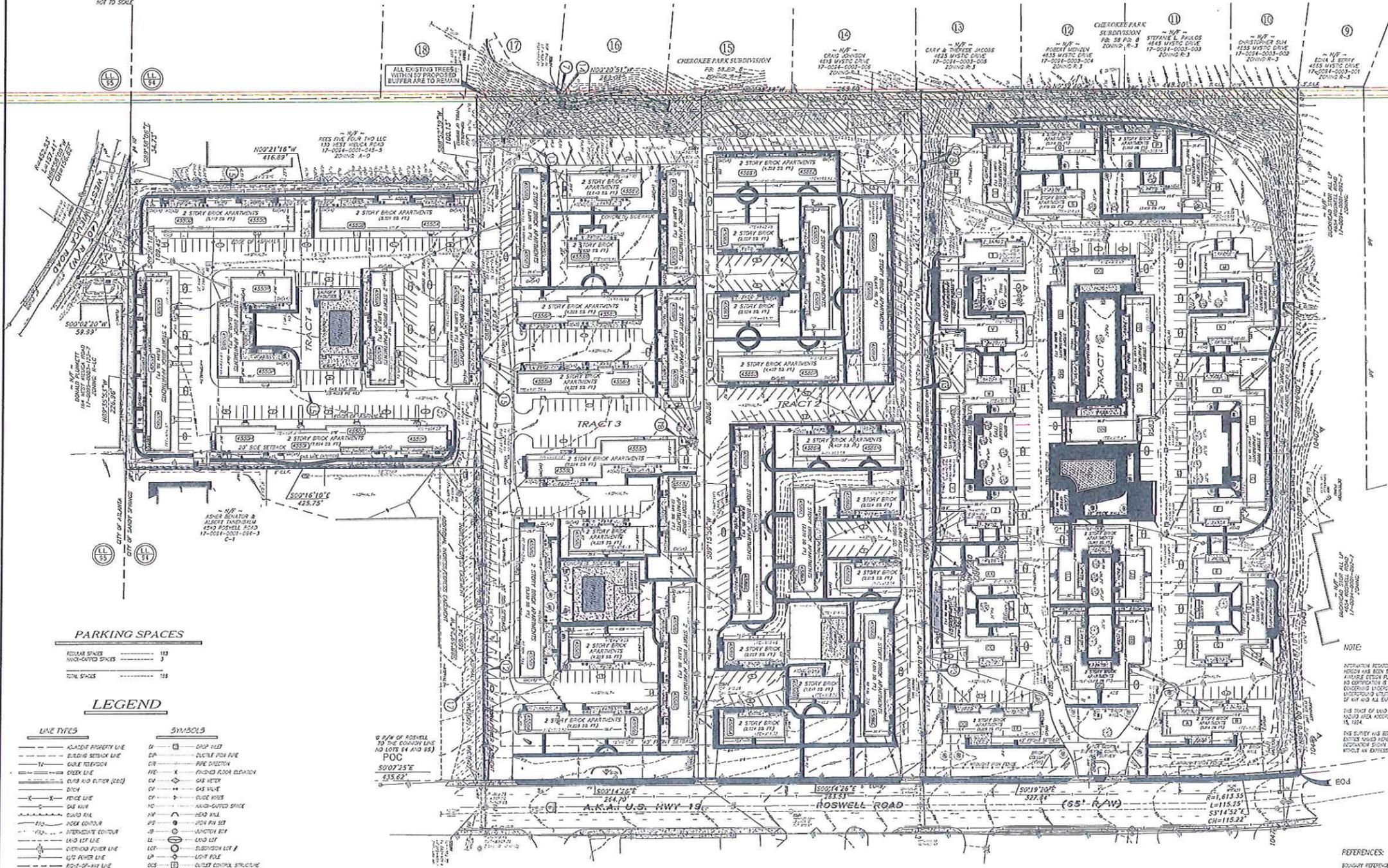
TRACT 2
 4.872 ACRES
 212,230 SQ. FT.
 ZONING: A-1

TRACT 3
 4.939 ACRES
 215,135 SQ. FT.
 ZONING: A-1

TRACT 4
 3.257 ACRES
 141,891 SQ. FT.
 ZONING: A-1

TRACT 5
 0.083 ACRES
 3,617 SQ. FT.
 ZONING: A-1

TOTAL
 21.328 ACRES
 922,063 SQ. FT.



TREE LEGEND

- 1 - BIRCH
- 2 - CATALPA
- 3 - CEDAR
- 4 - CHERRY
- 5 - DOGWOOD
- 6 - GUM
- 7 - HICKORY
- 8 - HOLLY
- 9 - MAPLE
- 10 - OAK
- 11 - PALM
- 12 - PINE
- 13 - REDWOOD
- 14 - SYPHARE
- 15 - YEW

PARKING SPACES

- 1 - STANDARD SPACES
- 2 - HANDICAPPED SPACES
- 3 - TOTAL SPACES

LEGEND

- | LINE TYPES | SYMBOLS |
|----------------------------|-----------------------------|
| --- ADJACENT PROPERTY LINE | ○ DRAIN PILE |
| --- BUILDING SETBACK LINE | ○ DUCTILE IRON PIPE |
| --- CURB ELEVATION | ○ FIRE HYDRANT |
| --- DRIVE LINE | ○ FROSTED FLOOR ELEVATION |
| --- DRIVE AND CURB (S&S) | ○ GAS METER |
| --- DITCH | ○ GAS VALVE |
| --- FENCE LINE | ○ GROUND ROSE |
| --- GAS MAIN | ○ HAND-CURBED BRIDGE |
| --- GAS MAIN | ○ HEAD HILL |
| --- INTERMEDIATE CONDUIT | ○ IRON PIN SET |
| --- LAND LOT LINE | ○ JUNCTION BOX |
| --- OVERHEAD POWER LINE | ○ LAND LOT |
| --- UPS POWER LINE | ○ SUBSTATION LOT |
| --- 100'-0" R/W LINE | ○ LOT POLE |
| --- 10'-0" R/W LINE | ○ OUTER CONTROL STRUCTURE |
| --- 10'-0" R/W LINE | ○ OPEN TOP PIPE FOUND |
| --- 10'-0" R/W LINE | ○ OPEN TOP PIPE FOUND |
| --- 10'-0" R/W LINE | ○ PARKING COUNT |
| --- 10'-0" R/W LINE | ○ POWER METER |
| --- 10'-0" R/W LINE | ○ POWER POLE |
| --- 10'-0" R/W LINE | ○ REINFORCED CONCRETE PIPE |
| --- 10'-0" R/W LINE | ○ REBAR FOUND |
| --- 10'-0" R/W LINE | ○ TRAFFIC SIGN |
| --- 10'-0" R/W LINE | ○ SANITARY SEWER EXISTENT |
| --- 10'-0" R/W LINE | ○ SANITARY SEWER MANHOLE |
| --- 10'-0" R/W LINE | ○ SANITARY SEWER SERVICE |
| --- 10'-0" R/W LINE | ○ SINGLE WIRE OPEN BANK |
| --- 10'-0" R/W LINE | ○ TITLE DESCRIPTION |
| --- 10'-0" R/W LINE | ○ TELECOMMUNICATION MANHOLE |
| --- 10'-0" R/W LINE | ○ TRANSFORMER |
| --- 10'-0" R/W LINE | ○ WATER METER |
| --- 10'-0" R/W LINE | ○ WELDED IRON PIPE |
| --- 10'-0" R/W LINE | ○ WATER MAIN |
| --- 10'-0" R/W LINE | ○ WATER MAIN |

NOTE:

ATTENTION REGARDING THE PRESENCE, SIZE AND LOCATION OF UNDERGROUND UTILITIES BROWN HATCH HAS BEEN SHOWN BASED ON THE LOCATION OF THE ASSESSOR'S INFORMATION. AVAILABLE ECTION PLANS, AND PLANS AND PAINT PLACED BY THE UTILITY PROVIDER SERVICE. NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION CONCERNING UNDERGROUND UTILITIES AND STRUCTURES BROWN HATCH. FEEL FREE TO CONTACT THE UTILITY PROVIDER SERVICE FOR MORE INFORMATION. ALL UTILITIES SHOWN ARE ASSUMED TO BE AS SHOWN UNLESS OTHERWISE NOTED.

THE STATE OF GEORGIA HAS A DESIGNATED 100 YEAR FLOOD HAZARD AREA. THE STATE OF GEORGIA HAS A DESIGNATED 100 YEAR FLOOD HAZARD AREA. THE STATE OF GEORGIA HAS A DESIGNATED 100 YEAR FLOOD HAZARD AREA.

THIS SURVEY HAS BEEN PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY WHOSE NAME IS ON THE TITLE. NO EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION OR THE RESULTS OF THE SURVEY ARE MADE WITHOUT AN EXPRESS REAGREEMENT BY THE SURVEYOR OF RECORD.

REFERENCES:

BOUNDARY REFERENCE WAS TAKEN FROM ALTA/SURVEY FOR CHASTAN APARTMENTS, ROSWELL, GEORGIA, PROJECT DATED, ADDRESS, L.L. FEDERAL HOME LOAN MORTGAGE CORPORATION AND FIRST FLOOR TITLE MORTGAGE COMPANY PREPARED BY PERSON AND ASSOCIATES DATED SEPTEMBER 12, 1988.

BOUNDARY REFERENCE WAS TAKEN FROM SURVEY FOR JOHN WOODCOCK VITAL LIFE ASSURANCE COMPANY AND TITLE INSURANCE COMPANY OF GEORGIA, PREPARED BY PERSON AND ASSOCIATES DATED SEPTEMBER 03, 1988, DATED JANUARY 26, 1978 AND BOUNDARY REFERENCE ON SEPTEMBER 12, 1988.

RECEIVED

MAY 03 2013



Know what's below
Call before you dig

SCALE



City of Sandy Springs
Community Development

NOTE:
 ALL EXISTING TREES LOCATED WITHIN THE PROPOSED 50' BUFFER ARE TO REMAIN.
 ALL EXISTING TREES NOT LOCATED IN THE PROPOSED 50' BUFFER ARE ASSUMED TO BE REMOVED.

Summit Engineering Consultants, Inc.
 520 Higham Court, Suite 100
 Atlanta, GA 30324
 Office: 770-497-3074
 Fax: 770-497-3073

Hardy Surveying Group LLC
 7 Dunwoody Park, Suite 115
 Atlanta, GA 30328
 Office: (770) 455-0179
 Fax: (770) 455-0179

Project No.: 11-107
 Surveyed By: W.A.S.
 Drawn By: B.J.L.
 Checked By: S.A.S.
 Date: 9/20/11
 Scale: 1"=40'

TOPOGRAPHIC & TREE SURVEY
 JLB PARTNERS
 SOUTHEAST, INC.
 LAND LOTS 94-17th DISTRICT
 FULTON COUNTY, GEORGIA
 CITY OF SANDY SPRINGS

11-017-COMPLD.dwg
 11/01/2011 07:10:00



~~CANCELLED~~

NOTICE OF DECISION

To: Douglas Hooker, ARC
(via electronic mail) Sonny Deriso, GRTA
Bob Voyles, GRTA
Dick Anderson, GRTA

Lara Hodgson, GRTA
Al Nash, GRTA
Ken Stewart, GRTA

To: Mayor Eva Galambos, City of Sandy Springs
(via electronic mail Scott Schlosser, JLB Realty, LLC
and certified mail)



From: Jannine Miller, GRTA Executive Director

Copy: Kirk Fjelstul, GRTA
(via electronic mail) Laura Beall, GRTA
Jon West, DCA
Jon Tuley, ARC
Mike Lobdell, GDOT District 7
Greg Floyd, MARTA

Garrin Coleman, City Sandy Springs
Linda Abaray, City of Sandy Springs
Josh Mello, City of Atlanta
John Karnowski, Foresite Group
Hudson Hooks, JLB Realty, LLC
Pete Hendricks, Nathan V. Hendricks III Law

Date: January 30, 2013

Re: DRI 2290 Chastain Mixed Use

Attachment A – General Conditions

Conditions to GRTA Notice of Decision:

Access Management

- All internal intersections must be a minimum 1/5 parcel depth per GDOT Driveway Manual from Roswell Road
- Provide an internal direct vehicular connection between access points on Roswell Road to access point on W. Wieuca Road
- ~~◦ A maximum of two site access points are allowed onto Roswell Road~~
- No outparcels shall have direct access onto Roswell Road
- Provide stub-outs to allow for future inter-parcel connections

Transit Facilities

- Provide bus shelter(s) at relocated MARTA bus stops near driveways, as approved by MARTA, for southbound and northbound transit riders along Roswell Road

Pedestrian Facilities

- Provide crosswalks at all site driveways and intersections
- Provide pedestrian sidewalks along property frontage on Roswell Road
- Provide direct pedestrian connections between buildings
- Provide pedestrian paths for safe crossing of the parking field
- Provide bike racks throughout site

Roadway Improvements as Conditions to GRTA Notice of Decision:

Roswell Rd @ Windsor Pkwy (Intersection 6)

- Re-align Windsor Pkwy to Driveway 2
- Convert Driveway 2 to serve DRI as a main site driveway ✓

Roswell Rd @ Hedden St / Driveway (Intersection 4)

- Construct a southbound right-turn lane along Roswell Road ✓

Roswell Rd @ New Main Driveway (Intersection 5)

- Restripe two-way left-turn median into northbound and southbound left-turn lanes
- Construct a southbound right-turn lane along Roswell Road into site
- Signalize, if warranted, as approved by GDOT

W. Wieuca Rd @ Driveway 3

- Construct an eastbound left-turn lane along W. Wieuca Road into the site

Attachment C – Required Improvements to Serve the DRI

Pursuant to Section 1-201.R. of the *Procedures and Principles for GRTA Development of Regional Impact Review*, a "Required Improvement means a land transportation service [def. in Section 1-201.N] or access [def. in Section 1-201.A.] improvement which is necessary in order to provide a safe and efficient level of service to residents, employees and visitors of a proposed DRI."

The Required Improvements in the study network were identified in the Review Package as necessary to bring the level of service up to an applicable standard before the build-out of the proposed project. These requirements are identified in Sections 1 and 2 of this Attachment. Section 1 contains improvements that do not require GRTA approval at this time because they are to be constructed prior to the completion of the DRI Plan of Development. However, GRTA approval shall be required in the event state and/or federal funds are proposed at a later date to be used for any portion of the improvements described in Section 1. Section 2 contains improvements that require GRTA approval prior to the expenditure of state and/or federal funding. Subject to the conditions set forth in Attachment A and Attachment B, GRTA approves the expenditure of state/and or federal funding for the improvements contained in Section 2.

Section 1.

Roswell Rd @ Windsor Pkwy (Intersection 6)

- Re-align Windsor Pkwy to Driveway 2
- Convert Driveway 2 to serve DRI as a main site driveway

Roswell Rd @ Hedden St / Driveway (Intersection 4)

- Construct a southbound right-turn lane along Roswell Road

Roswell Rd @ New Main Driveway (Intersection 5)

- Restripe two-way left-turn median into northbound and southbound left-turn lanes
- Construct a southbound right-turn lane along Roswell Road into site
- Signalize, if warranted, as approved by GDOT

W. Wieuca Rd @ Driveway 3

- Construct an eastbound left-turn lane along W. Wieuca Road into the site

Section 2.

Roswell Rd @ Mt Paran Rd (Intersection 1)

- Construct an eastbound right-turn lane along Mt Paran Rd

Roswell Rd @ Belle Isle Rd (Intersection 2)

- Construct an eastbound left turn lane along Belle Isle Rd

Roswell Rd @ W. Wieuca Rd (Intersection 7)

- Construct a westbound left-turn lane along W. Wieuca Rd

Roswell Rd @ Wieuca Rd (Intersection 8)

- Construct a westbound left-turn lane along Wieuca Rd

Powers Ferry Rd @ Jett Rd (Intersection 9)

- Construct a northbound left-turn lane along Powers Ferry Rd

Powers Ferry Rd @ W. Wieuca Rd (Intersection 10)

- Construct a westbound right-turn lane along W. Wieuca Rd



REGIONAL REVIEW FINDING RECEIVED

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax: 404.463.3105 • www.atlantarregional.com

DATE: Sep 13 2012

ARC REVIEW CODE: R1208242

TO: Mayor Eva Galambos
ATTN TO: Linda Abaray, Senior Planner
FROM: Douglas A. Hooker, Executive Director

SEP 17 2012
City of Sandy Springs
Community Development

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Chastain Mixed-Use
Submitting Local Government: City of Sandy Springs

Review Type: Development of Regional Impact
Date Opened: Aug 24 2012

Description: The proposed Chastain Mixed-Use development is located to the northwest of the Roswell Road at W Wieuca Rd intersection on approximately 21.3-acres. The site has roadway frontage along Roswell Road and W Wieuca Rd. The existing tracts and parcels of land are occupied by apartment buildings to be demolished. The site will consist of residential space with retail and office components. The main commercial component is proposed to be a grocery store, restaurant, and specialty retail with the office component expected to be a bank. The residential component is planned as high-density apartments with structured parking.

DRI Checklist Summary:

Regional Consistency Assessment (50%): 100%
Local Impacts Assessment (30%): 95%
Quality Development Assessment (20%): 74%

Overall Weighted Score: 94%

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Comments: Regional Context:

According to the ARC Unified Growth Policy Map (UGPM) and Regional Development Guide (RDG), proposed the Chastain Mixed-Use development is within an area designated as Maturing Neighborhoods and is located along a Redevelopment Corridor. The UGPM and RDG state that Maturing Neighborhoods "are areas in the region characterized by older neighborhoods that include both single- and multifamily development, as well as commercial and office uses at connected key locations. Though commercial and office buildings are aging, they nonetheless are often incorporated into neighborhoods, providing an active mix of uses and amenities. Maturing neighborhoods are denser than established suburbs and the development pattern is more similar to that of pre-1970s urban development. These areas represent the part of the region that is facing infill and redevelopment pressures. In many cases, the infrastructure is in place to handle the additional growth, however in some areas, infrastructure is built out with limited ability to expand. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as a regional route for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment and adaptive reuse of existing buildings in this area should be balanced with the preservation of existing single family neighborhoods. Consideration should be given to the need for additional usable parks and greenspace close to residents, as well as developing and maintaining pedestrian-friendly amenities such as trails and sidewalks. Maturing Neighborhoods are areas

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING

ARC DATA RESEARCH

GEORGIA DEPARTMENT OF NATURAL RESOURCES

CITY OF ATLANTA

ARC TRANSPORTATION PLANNING

ARC AGING DIVISION

GEORGIA DEPARTMENT OF TRANSPORTATION

DEKALB COUNTY

ARC ENVIRONMENTAL PLANNING

GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS

GEORGIA REGIONAL TRANSPORTATION AUTHORITY

If you have any questions regarding this review, Please contact Jon Tuley at (404) 463-3307 or jtuley@atlantaregional.com. This finding will be published to the ARC website.

The ARC review website is located at: <http://www.atlantaregional.com/land-use/planreviews>.

Is this project consistent with any applicable regional transportation plan(s)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development avoid or mitigate negative impacts on the surrounding transportation network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If not, do pending projects included in the funded portion of the applicable transportation plan (STIP/TIP/LRTP) mitigate all identified project impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
V. LOCALLY ADOPTED PLANS	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the host government's Future Development Map and any applicable sub-area plans?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development consistent with any adjacent or potentially affected local government's Future Development Map?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
VI. COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY (CEDs)	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" or "N/A" answers)	Recommendations (to the Developer for Improving the Project)
Is the development consistent with the region's CEDs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
RCA POINTS:				33	OUT OF A POSSIBLE:	33
RCA SCORE:				100	RCA WEIGHTED SCORE (50%):	50

ALL QUESTIONS FROM PART 2 – LOCAL IMPACT ASSESSMENT AS WELL AS PART 3 – QUALITY DEVELOPMENT ASSESSMENT, WILL BE USED IN DETERMINING THE STAFF FINDING FOR THIS DRI AS WELL.

FINDING (OVERALL ASSESSMENT OF REGIONAL CONSISTENCY)

<i>Is the preponderance of answers above "Yes"?</i>	<input type="checkbox"/> YES , "the proposed action IS in the best interest of the region and therefore of the state." <input type="checkbox"/> NO , "the proposed action IS NOT in the best interest of the region and therefore not of the state." Other Issues of Regional Concern:
<i>Has the host local government or the developer agreed to changes that would successfully resolve "No" answers above?</i>	<input type="checkbox"/> YES. <input type="checkbox"/> NO. Narrative:
<i>Was the answer to both questions in this section "No"?</i>	<input type="checkbox"/> YES. The Regional Commission should consider making a "not in the best interests of the region and therefore of the state" finding. <input type="checkbox"/> NO.

NOTE: This and other DRI Review forms provided by the Department are intended for use as tools to assist regional staff in the formulation of their recommendations to their executive directors and Regional Councils and to the communities they serve. Their proper use facilitates statewide procedural consistency and service delivery. Regardless of the recommendations generated by this form, all findings subsequently issued by the Regional Commission are reflective solely of the Commission's own judgment and discretion. Nothing presented in this form is binding upon the exercise of the authority granted to the Regional Commission by Georgia law and Departmental rules. The findings issued by the Regional Commission are purely advisory and are in no circumstance binding upon the authority granted to the host local government by Georgia law.

If the development is predominately industrial, is it located with reasonable proximity to an intermodal station or other freight transfer location?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will developer-funded mitigation of the transportation impacts of this development be adequate to address needs generated by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
enhancements and/or improvements of the items already listed in the applicable transportation plan (STIP/TIP/LRTP)?						
If not, will enhancements and/or improvements already listed in the applicable transportation plan (STIP/TIP/LRTP) be adequate to address needs generated by the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
III. ACCESS MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
If the size and type of development warrant, is access to the site effectively managed through the use of internal roadways, access roads, or shared driveways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development is adjacent to more than one roadway, is access provided via the lowest functionally classified roadway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are access points to the site aligned with opposing access points and with existing, planned or likely median breaks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are proposed traffic signals located at the intersection of public roadways that provide access to the entire site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Relative to the size and traffic volume of the adjacent roadways, does the proposed development provide an adequate, uninterrupted driveway throat lengths at all access points?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	WHILE THE PROPOSED DRIVEWAYS MEET CITY STANDARDS, GDOT REGULATIONS SHOULD BE CONSULTATED SINCE ROSWELL ROAD IS A STATE ROUTE.	
Are all proposed access points outside of the functional area of any adjacent intersections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Do the proposed access points meet minimum spacing requirements established by GDOT (and GRTA, where appropriate)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
IV. RESOURCE MANAGEMENT	Yes	No	N/A	Score 0, 1, or 3	Explain (optional for "Yes" answers, required for "No" answers)	Recommendations (to the Developer for Improving the Project)
Are potential impacts upon WATER SUPPLY WATERSHEDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are potential impacts upon WETLANDS adequately addressed in the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

QDA

Georgia
Community Affairs

QDA



**ATLANTA REGIONAL COMMISSION - DEVELOPMENT OF REGIONAL IMPACT REVIEW
PART 3: GEORGIA QUALITY DEVELOPMENT ASSESSMENT**

To be completed by the ARC Staff

JURISDICTION:	CITY OF SANDY SPRINGS				Date QDA Completed, M/D/YYYY: 8/23/12	
DRI #:	2290				RC DRI Reviewer: JT	
TENTATIVE NAME OF DEVELOPMENT:	Chastain Mixed-Use					
TYPE OF DEVELOPMENT:	Mixed Use				Action Triggering Review: Zoning	
I. MIX OF USES	Yes	No	N/A	Score 0,1, or 3	Explain <small>(as necessary for "Yes" and "No" answers)</small>	Recommendations <small>(to the Developer for Improving the Project)</small>
Does the development incorporate a mixture of complementary land uses?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the development have vertically mixed uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	0		
If the development is primarily residential, are a healthy mix of uses (e.g., corner grocery stores, community facilities) located within an easy walking distance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
For developments without a residential component, does the development add a compatible new use that is not prevalent in the immediately surrounding area/neighborhood?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
II. TRANSPORTATION ALTERNATIVES	Yes	No	N/A	Score 0,1, or 3	Explain <small>(as necessary for "Yes" and "No" answers)</small>	Recommendations <small>(to the Developer for Improving the Project)</small>
Are there sidewalks within the development?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT HERE WILL BE SIDEWALKS THROUGHOUT THE SITE ADJACENT TO ALL USERS AND INTERCONNECTED VIA CROSS WALKS WHERE INTERNAL ROADS ARE CROSSED.	
Are there existing or proposed sidewalks along all adjacent external street frontages that connect to the internal sidewalk network?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are sidewalks designed to comply with ADA, AASHTO standards of width and accessibility?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT SIDEWALKS WILL COMPLY WITH ADA AND AASHTO STANDARDS.	
Is bicycle parking provided at all non-residential buildings, multi-family buildings, and other key destinations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT BICYCLE PARKING WILL BE PROVIDED	

Where appropriate, will the development employ mid-block alleys?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
IV. PARKING	Yes	No	N/A	Score 0,1, or 3	Explain <small>(as necessary for "Yes" and "No" answers)</small>	Recommendations <small>(to the Developer for Improving the Project)</small>
Does the development provide no more parking than the minimum required by the local jurisdiction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does development seek reduced parking requirements for commercial and residential developments, particularly when nearby parking alternatives or public transit is available?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development seek shared parking arrangements that reduce overall parking needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does development use landscaped tree islands and medians to break up large expanses of paved parking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	THE DEVELOPER HAS INDICATED THAT THE FINAL PLANS WILL HAVE EXTENSIVE PLANTER ISLANDS AND MEDIANS TO MEET THE OPEN SPACE REQUIREMENT FOR THIS SITE, PER SANDY SPRINGS, FOR A REGIONAL DEVELOPMENT (20% OPEN SPACE WITH 15% REQUIRED TO BE GREEN SPACE).	
Is the development's parking located where it does not visually dominate the development from the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does the parking design allow for easy and safe pedestrian access to buildings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
V. INFILL DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain <small>(as necessary for "Yes" and "No" answers)</small>	Recommendations <small>(to the Developer for Improving the Project)</small>
Is the development proposing to locate on an infill site with existing infrastructure in place?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Does this project involve redevelopment of abandoned structures; a brownfield site; other underutilized properties?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development re-use or rehabilitate existing and/or historic structures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development designed to blend into existing neighborhoods with compatible scale and design (e.g., small scale apartment buildings, multi-family that looks like a single residence from the street, etc)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Are new housing opportunities being created out of former, underused commercial, warehouse, or industrial spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

Are structures designed with small setbacks, and porches (where appropriate) that contribute to a continuous orientation to the street that is pedestrian-friendly and encourages interaction with neighbors and/or passers-by?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Are accommodations included for on-street parking and/or rear alleyway access for residents'/visitors' automobiles?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
VIII. OPEN/GREEN SPACE CONSERVATION	Yes	No	N/A	Score 0,1, or 3	Explain <small>(as necessary for "Yes" and "No" answers)</small>	Recommendations <small>(to the Developer for Improving the Project)</small>
Is the development in close proximity with direct access to permanently protected open/greenspace?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
Is the development clustered to preserve open/green space within the development site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development set aside a substantial percentage of total land area as permanently protected open or green space, preferably connected to a green space network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development include provisions to permanently preserve environmentally sensitive areas by setting them aside as public parks, trails, greenbelts, etc?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design of the development incorporate significant site features (view corridors, water features, farmland, wetlands, etc.) as amenities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
If public water/sewer is unavailable, does the design of the development make use of common area drain fields and/or neighborhood-scale wastewater treatment systems to reduce parcel size and facilitate cluster development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
IX. ENVIRONMENTAL PROTECTION	Yes	No	N/A	Score 0,1, or 3	Explain <small>(as necessary for "Yes" and "No" answers)</small>	Recommendations <small>(to the Developer for Improving the Project)</small>
Does the development avoid critical environmental areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the project avoid land physically unsuitable for development (steep slopes greater than 20%, floodplains, stream corridors, groundwater recharge areas or wetlands), prime agricultural lands/soils and/or propose the appropriate mitigation measures?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the development include measures to retain/protect a large proportion of existing trees and to maintain the health of new trees included in the development's landscaping?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

For developments with a residential component, does the development add a new housing type to the immediately surrounding neighborhood?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3		
If the development includes a senior housing component, does the development include affordability and accessibility features and proximity to services and transportation alternatives?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater housing options for low and middle income residents and families?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			

XI. ECONOMIC DEVELOPMENT	Yes	No	N/A	Score 0,1, or 3	Explain <small>(as necessary for "Yes" and "No" answers)</small>	Recommendations <small>(to the Developer for Improving the Project)</small>
Are the economic returns associated with the development projected to offset the local/regional costs for any infrastructure and service enhancements necessary to serve development?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development enhance diversity in the local/regional economic base?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Does the design/location of this development clearly reflect consideration of the local and regional jobs/housing balance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development located in a tax abatement zone, a tax allocation district, a designated/planned redevelopment area, an enterprise zone, or other governmentally supported redevelopment zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will this development use or is it likely to enhance local or regional small-business development program(s)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Will the development provide greater employment opportunities for low and middle income residents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
Is the development likely to spur other activities aimed at improving the quality of the local/regional workforce?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			
QDA POINTS:	69			OUT OF A POSSIBLE:	93	
QDA SCORE:	74			QDA WEIGHTED SCORE (20%):	15	

OVERALL ASSESSMENT OF QUALITY

<i>Is the preponderance of answers above "Yes"?</i>	<input type="checkbox"/> YES , the proposed development qualifies for expedited review. <input type="checkbox"/> NO , the proposed development <u>DOES NOT</u> qualify for expedited review.
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MEMORANDUM

TO: ~~Jon Tuley, Land Use Division~~

FROM: Nathan Soldat, Transportation Planning Division

DATE: August 21st, 2012

SUBJECT: **Transportation Division Review of DRI # 2290**

Project: Chastain Mixed-Use DRI

County: Fulton

Location: 4585 & 4616 Roswell Road, Atlanta, GA 30342

Analysis:

Expedited

Non-Expedited

cc: David Haynes
TD

The following input is provided for the Infrastructure section of the DRI Report. This DRI proposal is being considered for review under the Georgia Regional Transportation Authority Non-expedited Review Process. The applicant proposes to develop an approximately 21.3 acre site into a mixed-use development located northwest of the Roswell Road and West Wieuca Road intersection. The development will primarily front Roswell Road with additional frontage on Wieuca Road. The proposed site will consist of residential space including retail and office components. The primary commercial component is a grocery store, restaurant and specialty retail with an office component which is expected to be a bank. The residential component is planned to be high-density apartments with structured parking. The breakdowns of uses are as follows:

- 56,918 SF of anchor/grocery store space
- 56,096 SF of specialty retail/office space
- 3,000 SF of restaurant space
- 3,935 SF of bank space
- 700 multi-family residential units

The proposed project would be built in two phases with phase one build-out complete in 2015 and phase two build-out complete in 2017. Phase two is the southern residential pod on West Wieuca Road.

What are the numbers of crashes adjacent to the proposed project?

The Georgia Department of Transportation shows for the last three years:

- 1 crash (no fatalities) at or near the intersection of Roswell Rd and Hedden St NE
- 7 crashes (no fatalities) at or near the intersection of Roswell Rd and Windsor Pky NE
- 4 crashes (no fatalities) at or near the intersection of Roswell Rd and Meadowbrook Dr NE
- 6 crashes (no fatalities) at or near the intersection of Roswell Rd and W. Wieuca Rd
- 6 crashes (no fatalities) at or near the intersection of Roswell Rd and Wieuca Rd NE

What other issues should be considered during the traffic study or in general for the proposed development?

- The developer should review design guidelines related to ARC's Policy and Investment Networks. The proposed development is located in an employment/activity center and LCI area. Roswell Road is on the Strategic Truck Route Network, Regional Thoroughfare Network, Bicycle and Pedestrian Network and Concept 3 Network.
- The site plan presented during the pre-application meeting on July 30th, 2012 shows "Bike and Pedestrian Access" along Roswell Road in front of the "Retail C" building and not the entire frontage of the site. The developer should continue bike and pedestrian access along the entire Roswell Road frontage of the site.
- Inner-site connectivity and internal circulation is of concern. The site plan shows the center of the development as a large parking lot with no pedestrian facilities. Pedestrians need to be able to travel safely between uses/buildings within the site.
- Safe crossings should be maintained at Roswell Road and Windsor Parkway NE and pedestrian appropriate infrastructure should be installed at the new full access intersection of Hedden Street and Roswell Road to ensure pedestrian safety.
- Please refer to GDOT's "Regulations for Driveway and Encroachment Control" manual as an additional resource regarding access points to the site.

Jonathan Tuley

From: Mello, Joshua D. <JDMello@AtlantaGa.Gov>
Sent: Monday, September 10, 2012 9:20 AM
To: Jonathan Tuley
Subject: RE: DRI Review Notification - Chastain Mixed-Use (City of Sandy Springs, DRI #2290)
Attachments: 2012-09-07_Comments_DRI2290Chastain[COATransportPlan].pdf

Jon:

The City of Atlanta Transportation Planning Division staff has reviewed the site plan and preliminary report for DRI #2290 Chastain Mixed-use and we offer the following comments (also noted on attached mark-up of site plan. We recognize that most of this site is located outside the City of Atlanta city limits. However, we believe that trips to and from this development will terminate within the City of Atlanta and that many of these trips will impact the roadway network within the City of Atlanta.

- Development should include a complete urban street framework connecting Roswell Road (US 19/SR 9), West Wieuca Road and abutting commercial parcels along Roswell Road (US 19/SR 9). This street network should include horizontal traffic calming measures (i.e. roundabouts, chicanes, chokers, etc.) to control motor vehicle operating speeds and regulate traffic volumes. This street network is essential for the even distribution of trips and will greatly mitigate impacts to the intersection of Roswell Road (US 19/SR 9) and West Wieuca Road. The access to West Wieuca Road as currently designed is cumbersome, inadequate and will be difficult to navigate. This will create circulation and congestion issues.
- Buildings fronting Roswell Road (US 19/SR 9) should be moved closer to the street with all parking located behind the plane of the building façade. This will create an environment much more conducive to bicycling, walking and riding transit.
- Sidewalks should be constructed along all property frontages and clear and level walkways should connect the sidewalks to the building entrances within the development.
- As West Wieuca Road is designated as a Secondary Bicycle Connection in the *Connect Atlanta Plan*, the entrance to the development from West Wieuca Road should include provisions for bicyclists (i.e. bicycle boxes, bicycle lanes, bicycle ramps, signage for bicycle parking, etc.).
- As Roswell Road (US 19/SR 9) is designated as a Secondary Bicycle Connection in the *Connect Atlanta Plan*, we would recommend that a southbound on-road five-foot-wide bicycle lane be installed along the property frontage.
- As Roswell Road (US 19/SR 9) is designated as a bus rapid transit corridor in the *Concept3 Regional Long-Range Transit Vision* and *Connect Atlanta Plan*, we would recommend that the developer coordinate closely with MARTA staff to locate/relocate transit amenities (i.e. bus stop pads, benches, shelters, signs, queue-jump lanes, etc.) along the property frontage.

Joshuah D. Mello, AICP
Assistant Director of Planning - Transportation

Office of Planning | Department of Planning and Community Development
City of Atlanta | 55 Trinity Avenue SW, Suite 3350, Atlanta, GA 30303-0331

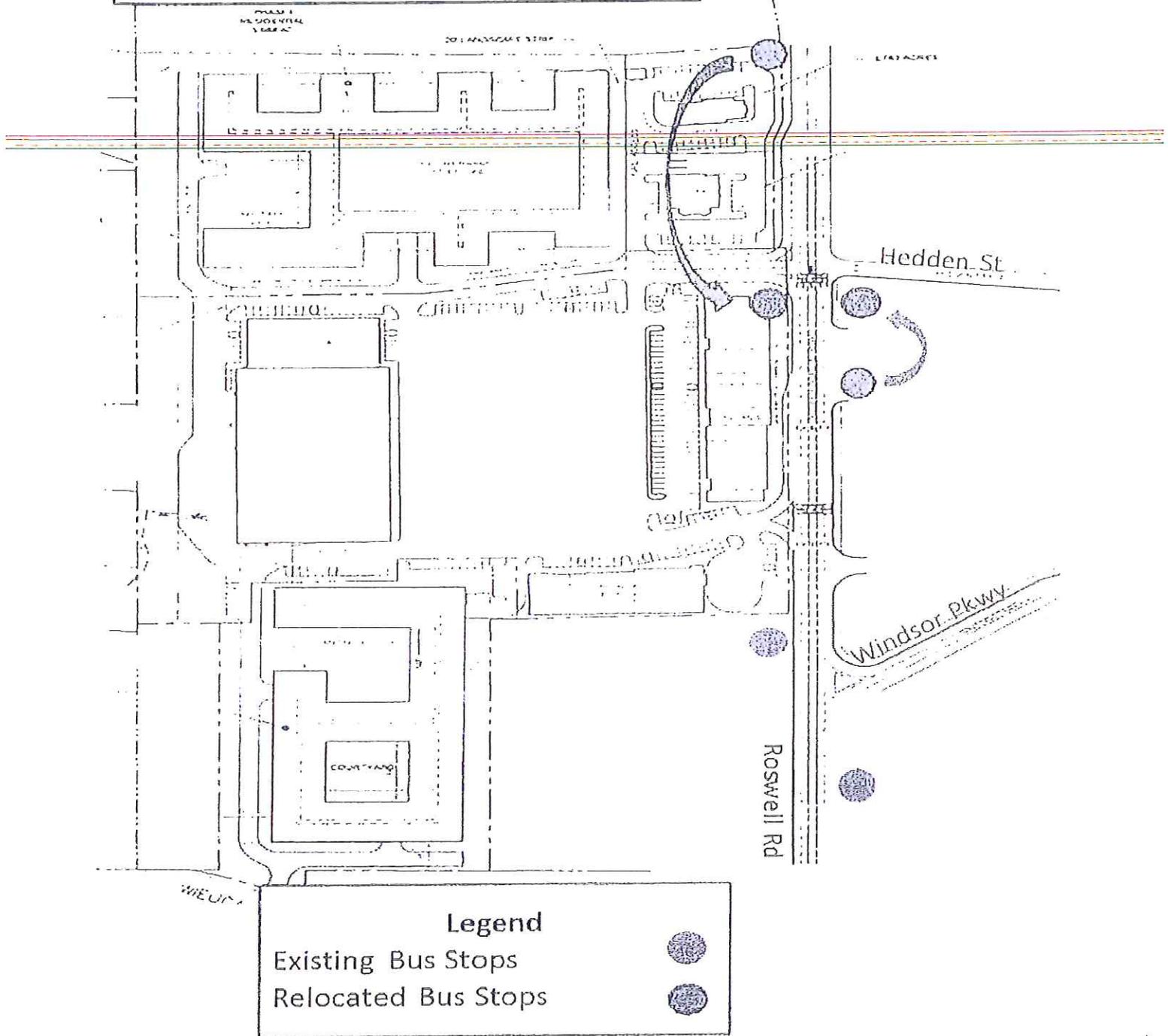
E-mail: jdmello@atlantaga.gov | Office: 404-330-6145 | Direct: 404-330-6785 | Mobile: 404-576-5282

From: Jonathan Tuley [<mailto:JTuley@atlantaregional.com>]
Sent: Friday, August 24, 2012 5:21 PM
To: jud.turner@gaepd.org; 'mfowler@dot.ga.gov'; 'cindy.vandyke@dot.state.ga.us'; 'alware@dot.ga.gov'; 'nichawilliams@dot.ga.gov'; 'ccomer@dot.ga.gov'; Hood, Alan C. (ahood@dot.ga.gov); 'Mike.Lobdell@dot.state.ga.us'; lbeall@grta.org; 'Julie McQueen'; 'wstinson@itsmarta.com'; 'Crocker, John'; 'Floyd, Greg'; 'Jon West'; Parker, Angela; Dickerson, Patrice (PDickerson@SandySpringsga.gov); nvh@cobbandhyre.com; Mello, Joshua D.; 'Stearns, Brennan'; 'Qawiy, Shawanna'; Keeter, Patrece (pgkeeter@dekalbcountyga.gov)
Cc: Landuse; Jim Santo; Nathan Soldat; Jim Skinner; Sammie Carson; Carolyn Rader
Subject: DRI Review Notification - Chastain Mixed-Use (City of Sandy Springs, DRI #2290)

Figure 1

Recommended Improvements

DRI # 2290 Chastain Mixed Use



DRI Initial Information Form

Project Size (# of units, floor area, etc.):	119,949 SF Retail/Office/Restaurant/Bank & 700 Residential Units
Developer:	JLB Partners, LP
Mailing Address:	3715 Northside Parkway
Address 2:	Suite 4-200
	City:Atlanta State: GA Zip:30327
Telephone:	678-855-7900
Email:	hhooks@jlbpartners.com
Is property owner different from developer/applicant?	
If yes, property owner:	Roswell Windsor, LTD
Is the proposed project entirely located within your local government's jurisdiction?	
If no, in what additional jurisdictions is the project located?	City of Atlanta
Is the current proposal a continuation or expansion of a previous DRI?	
If yes, provide the following information:	Project Name:
	Project ID:
The initial action being requested of the local government for this project:	
Is this project a phase or part of a larger overall project?	
If yes, what percent of the overall project does this project/phase represent?	
Estimated Project Completion Dates:	This project/phase: 2013 Overall project: 2015
Back to Top	

Water Supply

Name of water supply provider for this site: City of Atlanta

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.135 MGD (No) increase over current flow
will be 0.0515 MGD

Is sufficient water supply capacity available to serve the proposed project? (not selected) Yes No

If no, describe any plans to expand the existing water supply capacity:

Is a water line extension required to serve this project? (not selected) Yes No

If yes, how much additional line (in miles) will be required?

Wastewater Disposal

Name of wastewater treatment provider for this site: Fulton County

What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? 0.135 MGD (No) increase over current flow
flow will be 0.0515 MGD

Is sufficient wastewater treatment capacity available to serve this proposed project? (not selected) Yes No

If no, describe any plans to expand existing wastewater treatment capacity:

Is a sewer line extension required to serve this project? (not selected) Yes No

If yes, how much additional line (in miles) will be required?

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)

Total Daily weekday Trips = 5,001
Total Saturday Daily Trips = 10,555
Daily AM Peak hour total = 441 ; Daily P.M. Peak hour total = 716

Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? (not selected) Yes No

Are transportation improvements needed to serve this project? (not selected) Yes No TBD

If yes, please describe below:

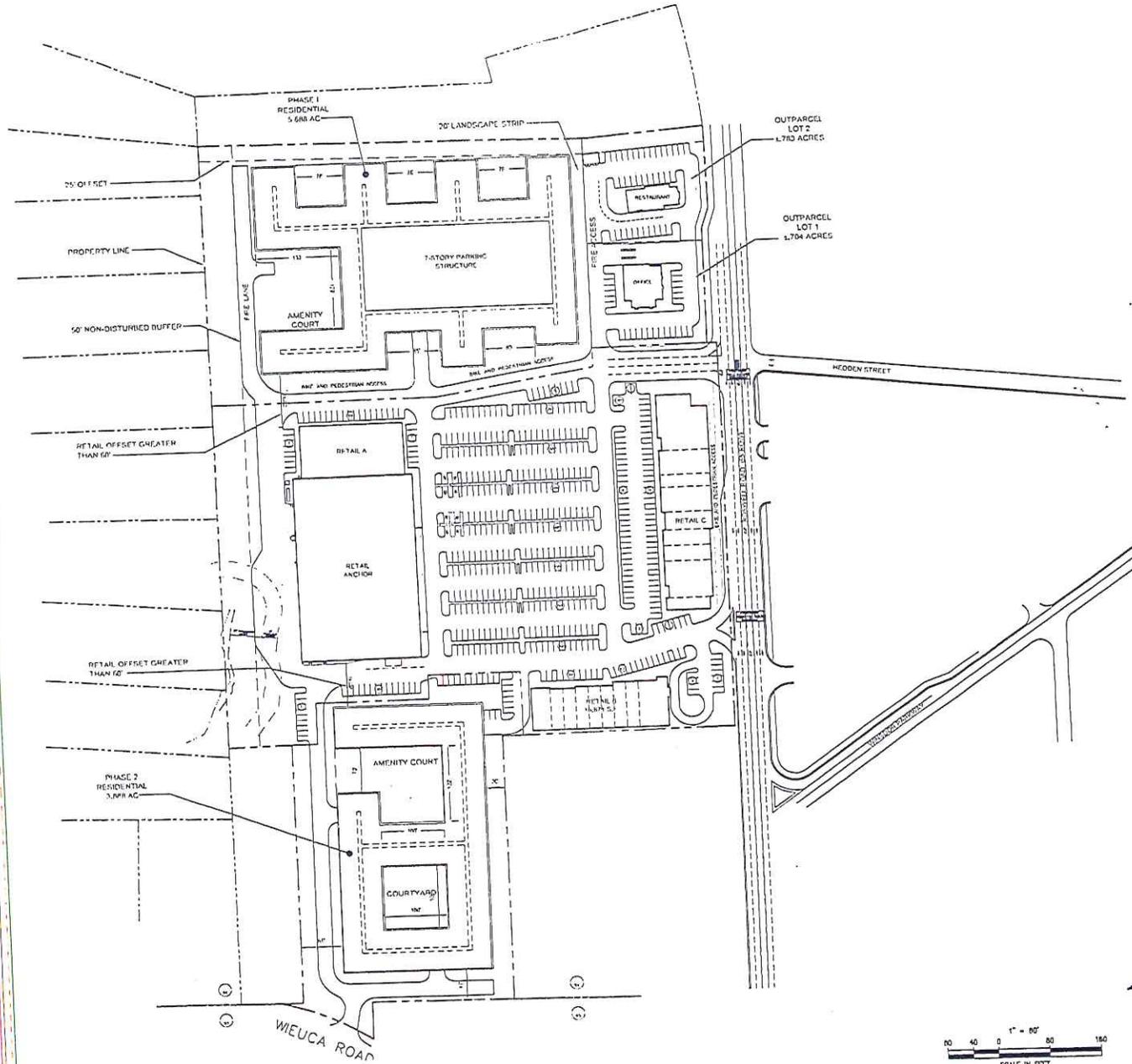
→ Sat. Daily Peak hour total = 763
Traffic study is underway

SITE STATISTICS	
TOTAL PARCEL SIZE	121,257 AC
RETAIL PARCEL SIZE	+10,102 AC
RETAIL OUT PARCELS	+1,487 AC
RESIDENTIAL PARCEL SIZE (PHASE 1)	+5,688 AC
RESIDENTIAL PARCEL SIZE (PHASE 2)	+3,888 AC

RETAIL STATISTICS	
TOTAL RETAIL	113,014 SF
ANCHOR/RETAIL @ 5 SPACES PER 1000 SF	
PARKING REQUIRED	568 SPACES
PARKING PROVIDED	508 SPACES

OUTPARCEL STATISTICS	
LOT 1 OFFICE USE	3,005 SF
PARKING REQUIRED	20 SPACES
PARKING PROVIDED	26 SPACES
LOT 2 RESTAURANT USE	3,000 SF
PARKING REQUIRED	30 SPACES
PARKING PROVIDED	37 SPACES

RESIDENTIAL STATISTICS	
PHASE 1 BUILDING AREA	5 FLOORS W/ BASEMENT (TYPE 3) 9,000 LEASE/CLUBHOUSE 400 UNITS (AVERAGE SF/UNIT = 100 SF)
RESIDENTIAL UNITS	
PARKING:	7 LEVELS OF PARKING Phase I (assumes 400 units at 62% 1BR and 38% 2BR): 576 stalls required for units plus 27 stalls for leasing offices (9,000 SF @ 3 stalls/1000 SF) = 603 stalls
PHASE 2 BUILDING AREA	4 STORY OVER 2 LEVELS OF STRUCTURED PARKING: Phase II (assumes 300 units at 62% 1BR and 38% 2BR): 413 stalls required under plus 27 stalls for leasing offices (9,000 SF @ 3 stalls/1000 SF) = 440 stalls
RESIDENTIAL UNITS	300 UNITS
TOTAL RESIDENTIAL UNITS	700 UNITS



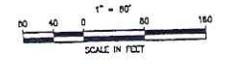
WAKEFIE BEASLEY ASSOCIATES
ARCHITECTS INT

565 Peachtree Parkway
Building 300, Suite 3000
Norcross, Georgia 30092
770 209 5355 (residence)
770 209 7050 (fax)

Jacksonville Office:
281 First Federal Bank Drive
Ponte Vedra Beach, FL
304 245 6565 (residence)
304 245 6564 (fax)



07.27.2012
07.27.2012
PRELIMINARY SITE PLAN
PSP.0



Rezoning Impact Statement Fulton County School System

PETITION: 201201766

JURISDICTION:

USE	# UNITS
SF	0
TR / Condo	0
MF	700

HOME SCHOOL	ESTIMATED # STUDENT GENERATED		CAPACITY ^A	PROJECTED ENROLLMENT ^B		PROJECTED UNDER/OVER CAPACITY ^C		# PORTABLE CLASSROOMS	CAN FACILITY MEET DEMAND? ^{**}
High Point ES	218	to 459	850	857	to 909	7	to 59	3	NO
Ridgeview MS	42	to 85	1200	1,070	to 1,136	-130	to -64	0	NO
Riverwood HS	70	to 125	1325	1,652	to 1,754	327	to 429	3	NO
TOTAL	330	to 669							

HS REGION:	AVERAGE	to	AVERAGE + 1 STD. DEV.	
Riverwood HS				
One single famiy unit generates:	0.074927	to	0.172316	elementary school students per unit
	0.016288	to	0.049691	middle school students per unit
	0.057476	to	0.139399	high school students per unit
One multifamily or apartment unit generates:	0.311914	to	0.655484	elementary school students per unit
	0.059433	to	0.121822	middle school students per unit
	0.100613	to	0.178167	high school students per unit
One residential town home unit generates:	0.037075	to	0.082516	elementary school students per unit
	0.009549	to	0.025481	middle school students per unit
	0.05447	to	0.11755	high school students per unit

AVERAGE OPERATIONAL COST PER STUDENT:		
TOTAL COST:\$na	PORTION LOCAL REVENUE SOURCES: \$tbd	PORTION STATE AND OTHER REVENUE SOURCES: \$tbd

^A Updated Georgia Department of Education state capacity.
^B Projected enrollment is for fall of the 2013-14 school year based on forecasted enrollment.
^C Positive values indicate numbers of students a facility is over state capacity / negative values indicate number of stduents a facility is under state capacity.
* State capacity indicates space. However due to the number of special programs at the school, portable classrooms may b3 needed to accommodate the instructional needs of the school.
** Impact based on 2013-14 school boundaries

COMMENTS ON PUBLIC SERVICES AND UTILITIES

NOTE: Various Fulton County departments or divisions that may or may not be affected by the proposed development provide the following information. Comments herein are based on the applicant's conceptual site plan and are intended as general non-binding information and in no manner suggest a final finding by the commenter. All projects, if approved, are required to complete the City of Sandy Springs and the Fulton County Plan Review process prior to the commencement of any construction activity.

WATER AND WASTEWATER (SEWER):

WATER:

Anticipated water demand: 100 gallons per day (gpm) per 1,000 square feet x 111,997 square feet (retail space) = **11,200** gallons per day

Anticipated water demand: 100 gallons per day (gpm) per 1,000 square feet x 4,000 square feet (office space) = **400** gallons per day

Anticipated water demand: 270 gallons per day (gpm) x 700 residential units = **189,000** gallons per day

Total Anticipated water demand: **11,200** gallons per day plus **400** gallons per day plus **X 189,000** gallons per day = **200,600** gallons per day

This project is within the City of Atlanta water jurisdiction.

SEWER:

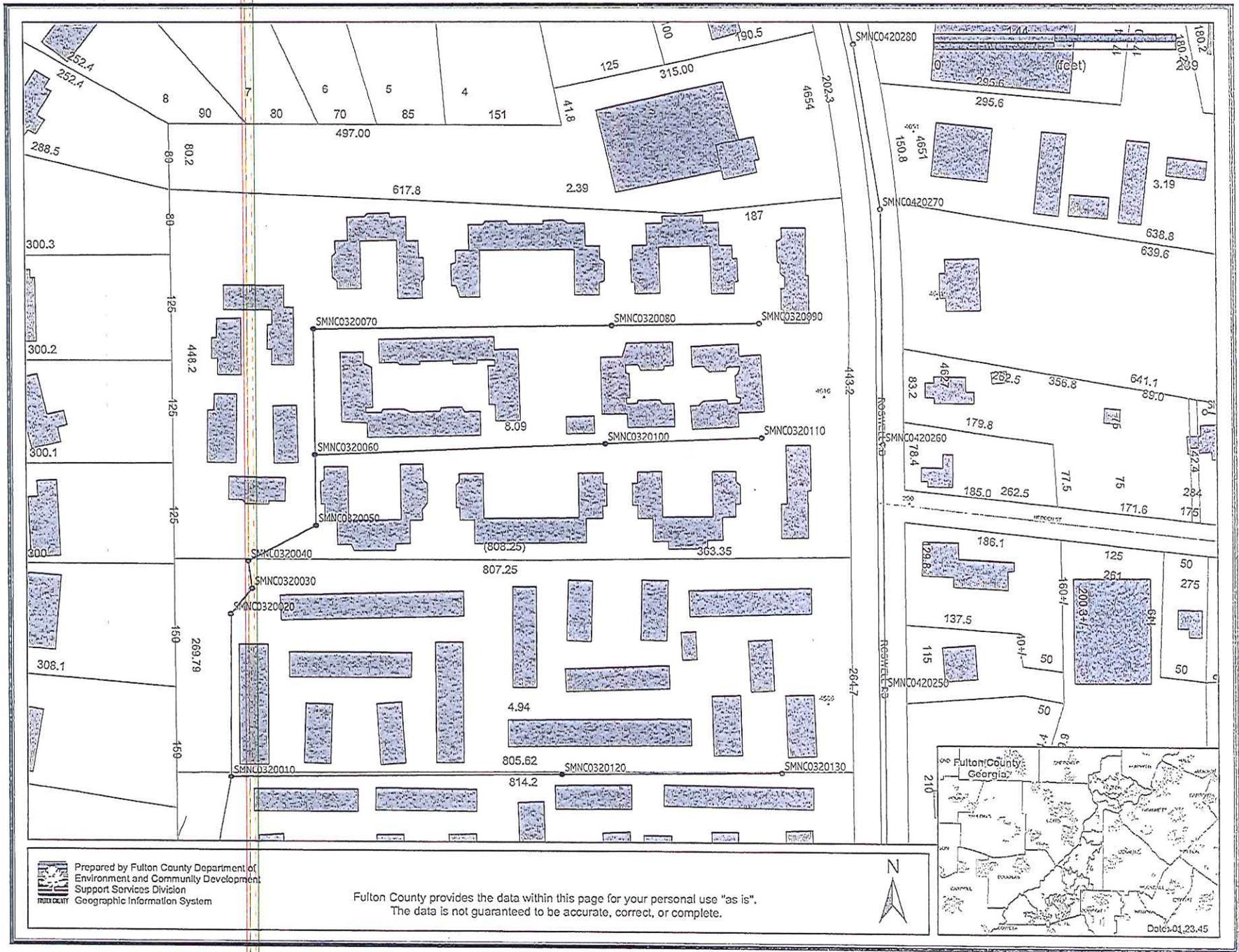
Basin: Nancy Creek

Treatment Plant: R.M. Clayton Treatment facility (City of Atlanta)

Anticipated sewer demand: **180,540** gallons per day

There are fifteen wastewater manholes within the project boundary of the existing apartment complex 4550, 4558, 4586 and 4616 Roswell Road (sewer manhole # **SMNC0320090** to sewer manhole # **SMNC0320140**) located in Land Lot **94**, District **17**.

Comments: This information does not guarantee that adequate sewer capacity is available at this time or will be available upon application of permits. Please contact the Department of Public Works for more information.

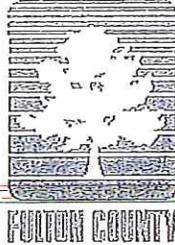



 Prepared by Fulton County Department of
 Environment and Community Development
 Support Services Division
 Geographic Information System

Fulton County provides the data within this page for your personal use "as is".
 The data is not guaranteed to be accurate, correct, or complete.



Dept. of Water Resources (Public Works)
141 Pryor Street, S.W., Suite 6001
Atlanta, GA 30303
Telephone: (404) 730-7400
Fax: (404) 224-0978



Kun Suwanarpa, P.E.
Interim Director

August 6, 2012

Ms. Tara Payne
Foresite Group, Inc.
2128 Moores Mill Road, Suite C
Auburn, Alabama 36830

Subject: 8.090 Acre Tract: 17 -0094-0001-069-5 (4616 Roswell Road, Sandy Springs, 30342)

File: 317.012012

Dear Ms. Tara Payne:

The above subject property is located in the Nancy Creek Sewer Service Area. Sewage treatment capacity is currently available. There are seven sewer manholes located within the property boundaries of 4616 Roswell Road (Sewer manholes # SMNC0320040 to # SMNC0320090) located in land lot 94, district 17.

The City of Atlanta operates the potable water system for this area. Please contact that jurisdiction for verification of water service.

Sincerely,

A handwritten signature in black ink, appearing to read "Lamar Lambert", is written over the typed name.

Lamar Lambert
Engineering Administrator
Water Services Division



MEMORANDUM

To: Bennett White, Chief Engineer
 David Adams, Fire Protection Engineer
 Michael Barnett, Chief Environmental Compliance Officer
 Johnny Lavler, Manager of Building and Development
 Sandra DeWitt, City Arborist
 Robert Wheeler, Building Officer
 Kevin Walter, Director of Public Works
 Kristen Wescott, Transportation Planner
 Al Ferrell, Code Enforcement Manager

From: Patrice S. Dickerson, Manager of Planning and Zoning

cc: Linda Abaray, Senior Planner

Date: September 27, 2012

Re: *Focus Meeting - Preliminary Zoning Agenda*

Please be advised, the material details the zoning petitions received on or before the September 4, 2012 submittal deadline. We are writing to solicit your comments with regard to these applications. If you have not received full sized plans please contact our division.

We will be holding a Focus Meeting on Wednesday, October 3, 2012 at 11:00 a.m. in the Department of Community Development to collect your comments. Please submit your comments to Linda Abaray by e-mail no later than October 12th. Thank you for your attention to this matter.

Zoning Agenda					
Agenda Item	Council District	Meeting Dates**	Staff Recommendation	Planning Commission Recommendation	
Rezoning					
1.	201201766 4550, 4558, 4586, & 4616 Roswell Road <i>Applicant: JLB Partners, L.P.</i> *To rezone the subject property from A-1 (Apartment District) conditional to MIX (Mixed Use District) to allow the development of mixed-use residential, office, and commercial project, with a use permit to exceed the maximum district height and with concurrent variances.	6	DRB - 9/25/12 CZIM - 9/27/12 CDRM - 10/25/12 PC - 11/15/12 MCC - 12/18/12	TBD	TBD
Zoning Modifications					
2.	201202129 5730 Glenridge Drive <i>Applicant: 5730 Glenridge Partners, LLC</i> *To modify conditions #4 to allow access the twenty-five (25) natural undisturbed buffer and deleting condition #6 of zoning case Z79-0074.	5	DRB - N/A CZIM - 9/27/12 MCC - 11/20/12	TBD	TBD

** Meeting Codes: CZIM - Community Zoning Information Meeting; DRB - Design Review Board; CDRM - Community/Developer Resolution Meeting; PC - Planning Commission; MCC - Mayor and City Council



Rezoning Petition No. 201201766

HEARING & MEETING DATES

Community Zoning Information Meeting	Community Developer Resolution Meeting	Planning Commission Hearing	Mayor and City Council Hearing
September 27, 2012	October 25, 2012	November 15, 2012	December 18, 2012

APPLICANT/PETITIONER INFORMATION

Property Owners Roswell Windsor LTD	Petitioner JLB Partners L.P.	Representative Nathan V. Hendricks
--	---------------------------------	---------------------------------------

PROPERTY INFORMATION

Address, Land Lot, and District	4550, 4558, 4586, and 4616 Roswell Road Land Lot 94, District 17
Council District	6
Frontage and Area	Approximately 971.32 feet of frontage along the west side of Roswell Road and approximately 144 feet of frontage along the north side of West Wieuca Road. The subject property has a total area of 22± acres.
Existing Zoning and Use	A-1 (Apartment Dwelling District)
Overlay District	Suburban District
2027 Comprehensive Future Land Use Map Designation	LWN (Living-Working Neighborhood)
Proposed Zoning	MIX (Mixed Use District)

INTENT

To rezone the subject property from A-1 (Apartment Dwelling District) to MIX (Mixed Use District) to construct a Mixed Use development.

Additionally, the applicant is requesting one use permit and two (2) concurrent variances from the Zoning Ordinance and Stream Buffer Protection Ordinances as follows:

Use Permit

1. Use Permit from section 19.4.5 to exceed the Mixed Use District height from sixty (60) feet to eight-four (84) feet.

Variances

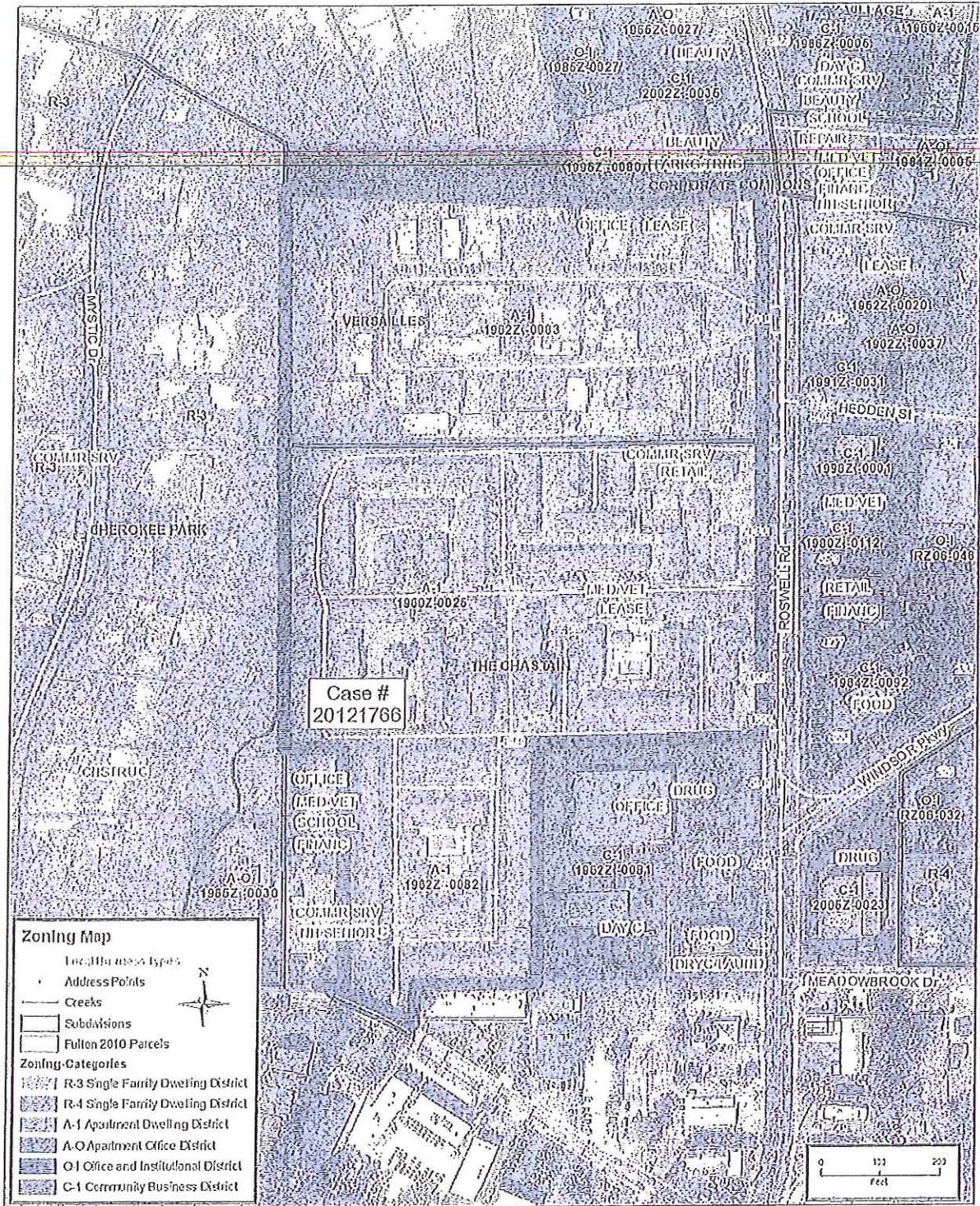
1. Variance from Section 109-225.a 1 and 2 of the Stream Buffer Protection Ordinance to reduce the 75 foot buffer and setback requirements (50 foot undisturbed natural buffer and 25 foot impervious surface setback) to forty-four (44) to allow for the construction of a driveway.
2. Variance from Section 33.26.H.1 to allow an additional monument sign along the Roswell Road frontage.

DEPARTMENT OF COMMUNITY DEVELOPMENT RECOMMENDATION

RZ201201766 - TBD
 U201201766 - TBD
 CV201201766 #1- TBD
 CV201201766 #2- TBD

Zoning Map

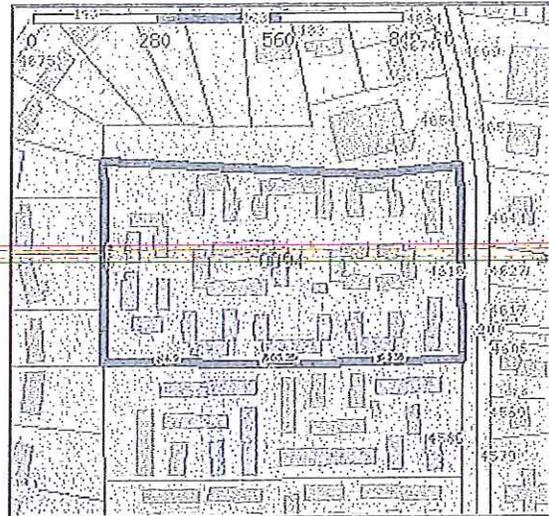
4586 and 4616 Roswell Road



Report for Tax Digest 2010

Tax Digest

Tax Digest	2010
Parcel Id Number	17 -0094-0001-069-5
Property Address	4616 ROSWELL RD
Owner Name	STEWART ALEENE H ET AL
Mailing Address	P O BOX 450233 ATLANTA GA 31145



Tax Digest Not Yet Complete
Try earlier Digests for more info

Tax District	59 (Sandy Springs)
Market Value	\$ 10,000,000
Assessment	\$ 4,000,000

City of Atlanta Exemption Code

Fulton County Exemption Code

Land Assessment

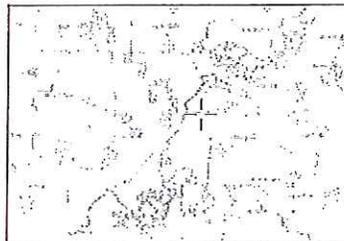
Improvement Assessment

Land Size (acres) 8.090

Property Class C4

Landuse Class 2B1

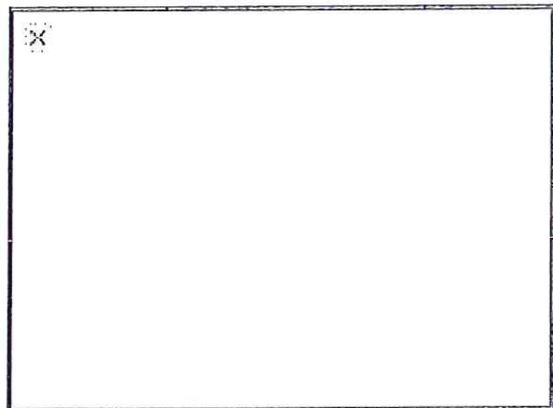
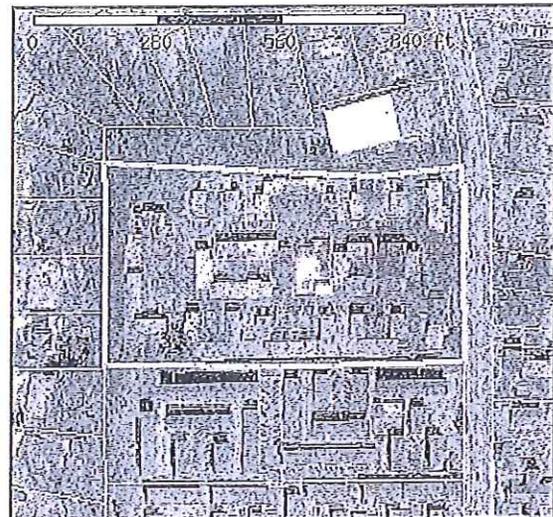
[More info from www.fultonassessor.org](http://www.fultonassessor.org)



Red markers indicate location
of property in Fulton County



Information provided by the
Fulton County Board of Assessors



click image to enlarge

Report for Tax Digest 2010

Tax Digest 2010

Tax Digest 2010

Tax Digest 2010

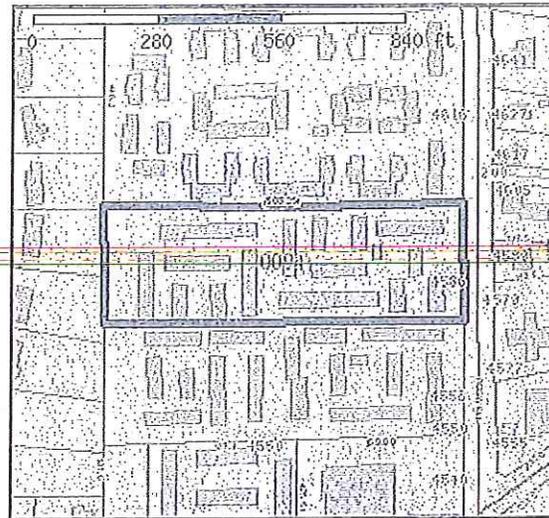
Parcel Id Number 17-0094-0001-089-3

Property Address 4586 ROSWELL RD

Owner Name ROSWELL WINDSOR LTD

Mailing Address P O BOX 450233

ATLANTA GA 31145 0233



Tax Digest Not Yet Complete
 Try earlier Digests for more info

Tax District 59 (Sandy Springs)

Market Value \$ 5,757,500

Assessment \$ 2,303,000

City of Atlanta Exemption Code

Fulton County Exemption Code

Land Assessment

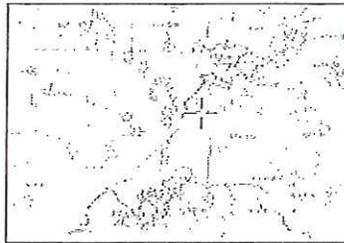
Improvement Assessment

Land Size (acres) 4.940

Property Class C4

Landuse Class 2B1

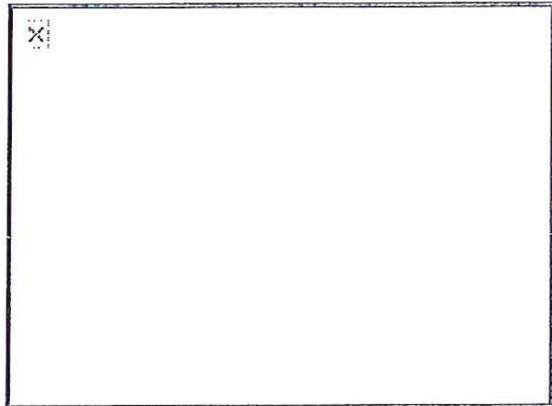
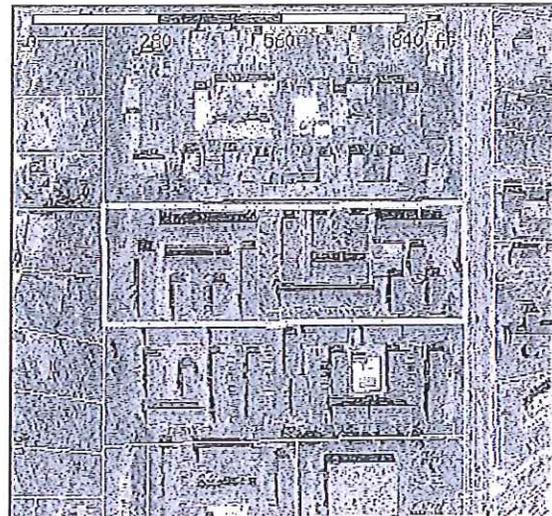
[More info from www.fultonassessor.org](http://www.fultonassessor.org)



Red markers indicate location of property in Fulton County



Information provided by the Fulton County Board of Assessors

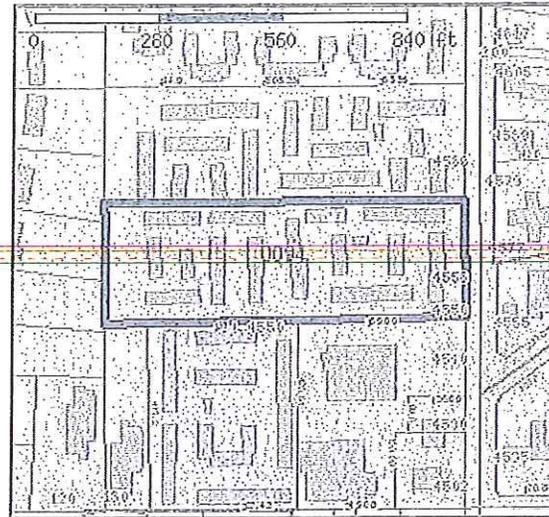


click image to enlarge

Report for Tax Digest 2010

Tax Digest

Tax Digest 2010
 Parcel Id Number 17-0094-0001-090-1
 Property Address 4558 ROSWELL RD
 Owner Name ROSWELL WINDSOR LTD
 Mailing Address P.O. BOX 450233
 ATLANTA GA 31145



Tax Digest Not Yet Complete
 Try earlier Digests for more info

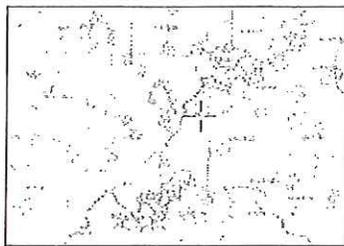
Tax District 59 (Sandy Springs)
 Market Value \$ 5,296,900
 Assessment \$ 2,118,760

City of Atlanta Exemption Code
 Fulton County Exemption Code

Land Assessment
 Improvement Assessment

Land Size (acres) 4.950
 Property Class C4
 Landuse Class 2B1

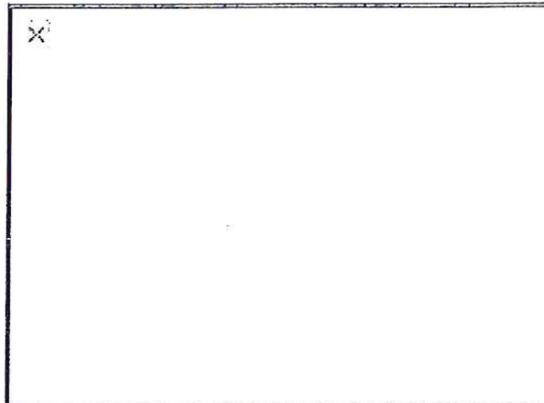
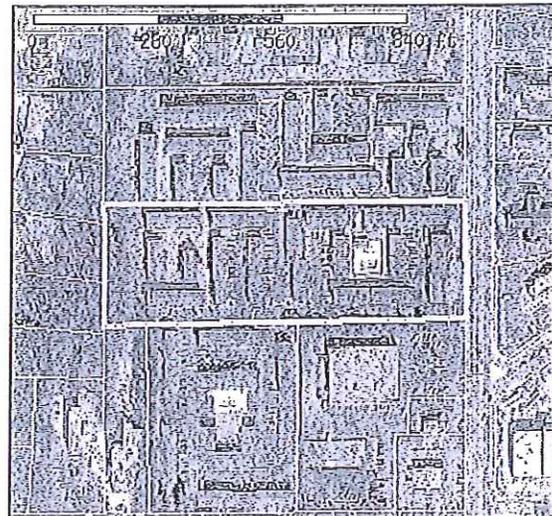
[More info from www.fultonassessor.org](http://www.fultonassessor.org)



Red markers indicate location of property in Fulton County



Information provided by the Fulton County Board of Assessors

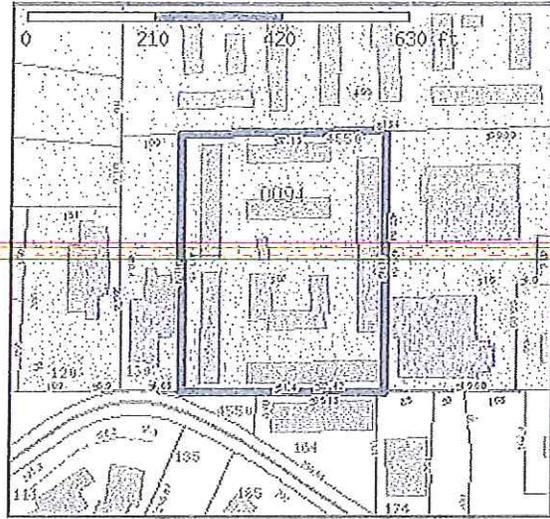


click image to enlarge

Report for Tax Digest 2010

Tax Digest 2010

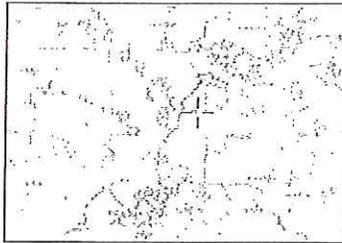
Tax Digest 2010
Parcel Id Number 17-0094-0001-067-9
Property Address 4550 ROSWELL RD
Owner Name ROSWELL WINDSOR LTD
Mailing Address P O BOX 450233
ATLANTA GA 31145 0233



Tax Digest Not Yet Complete
Try earlier Digests for more info

Tax District 59 (Sandy Springs)
Market Value \$ 4,145,600
Assessment \$ 1,658,240
City of Atlanta Exemption Code
Fulton County Exemption Code
Land Assessment
Improvement Assessment
Land Size (acres) 3.070
Property Class C4
Landuse Class 2B1

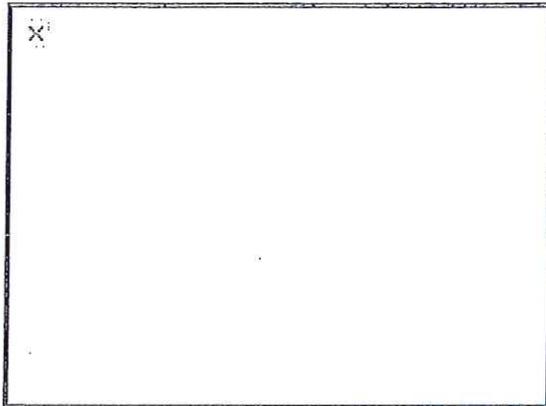
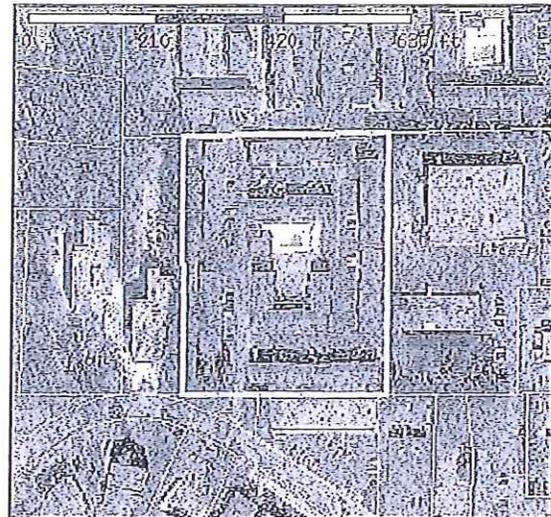
[More info from www.fultonassessor.org](http://www.fultonassessor.org)



Red markers indicate location
of property in Fulton County



Information provided by the
Fulton County Board of Assessors



click image to enlarge



MEMORANDUM

TO: Patrice S. Dickerson, Manager of Planning & Zoning
 City of Sandy Springs, Department of Community Development

FROM: Monica Robinson, B.S., M.B.A., Environmental Planner
 Department of Health Services, Office of the Director

DATE: October 19, 2012

SUBJECT: Zoning Comments for 201201766 & 201202129

RECEIVED
 OCT 31 2012
 City of Sandy Springs
 Community Development

AGENDA ITEM	ZONING COMMENTS
201201766	<p>The Fulton County Department of Health Services recommends that the applicant be required to connect the proposed mixed-use development to public water and public sanitary sewer available to the site.</p> <p>Since this proposed development constitutes a premise where people work, live, or congregate, onsite sanitary facilities will be mandatory, prior to use or occupancy.</p> <p>This mixed-use development must comply with the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 – Health and Sanitation, Article III – Smokefree Air. If a facility that serves persons under the age 18 is a part of this development, then no smoking will be allowed on the premises of that facility at any time.</p> <p>If this proposed development includes a food service facility in accordance with the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 – Health and Sanitation, Article V – Food Service, the owner must submit kitchen plans for review and approval by this department before</p> <p>Since this proposed development includes a public swimming pool as defined in the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 – Health and Sanitation, Article XII – Swimming Pools and Natural Bathing Beaches including spas, whirlpools, etc., the owner or contractor must submit plans for review and approval by this department and must obtain a Department of Health Services permit to construct before issuance of a building permit. Also, the owner of the facility must obtain a Department of Health Services permit to operate the pool prior to opening.</p> <p>If a tourist accommodation, as defined in the Department of Human Resources rules and regulations for tourist accommodations as adopted by Fulton County as the Fulton County Code of Ordinances and Code of Resolutions, Chapter 34 – Health and Sanitation, Article XIII – Tourist Accommodations, is proposed, the Fulton County Department of Health Services requires that the owner or contractor must submit plans for review and approval by this department before issuance of a building permit and beginning construction. The owner must obtain a tourist accommodation permit prior to opening.</p> <p>This department is requiring that plans indicating the number and location of outside refuse containers along with typical details of the pad and approach area for the refuse containers be submitted for review and approval.</p>
201202129	<p>The Fulton County Department of Health Services does not anticipate any health problems with the modifications to the conditions of the Fulton County Petition Z79-0074 as proposed so long as the design of the pedestrian and vehicular intersections minimizes the risk of injury and improves traffic flow in the immediate area.</p>

Abaray, Linda

RECEIVED

MAY 16 2013

City of Sandy Springs
Community Development

From: Heath Milligan <hmilligan@naibg.com>
Sent: Thursday, May 16, 2013 4:57 PM
To: COSS Planning and Zoning
Subject: Sandy Springs Gateway

Good Afternoon,

My name is Heath Milligan and I live at 430 Pine Forest Road. I am writing to voice my strong support for the SSG project being proposed by JLB Partners and CPC. This project would bring badly needed restaurants and shops to south Sandy Springs while also eliminating an apartment complex that has been a nuisance to our community. I can assure you this is something we as residents have been longing for.

The proposed plan will take a disjointed, fragmented intersection with dying retail/apartments and turn it into a development that Meadowbrook/Highpoint/Chastain can all enjoy. It will reduce crime, raise property values and add to the tax rolls. This project seems to be a fantastic solution to multiple problems and I hope it will be the catalyst needed to redevelop all of Roswell Road south of I-285.

Please do not let a few squeaky wheel, pessimistic, grumpy neighbors prevent us from seizing on such a great opportunity!!

Sincerely,

Heath

HEATH MILLIGAN | VICE PRESIDENT
hmilligan@naibg.com

[Heath Milligan Listings](#)

NAI Brannen Goddard | www.naibg.com
Suite 1100 | 5555 Glenridge Connector | Atlanta GA 30342
T 404 812 4037 | C 770 655 3133 | F 404 836 0024

NAI Global | www.naiglobal.com
Over 5,000 Professionals | 350 Offices Worldwide | 55 Countries
\$40 Billion Transaction Volume | 300 Million SF Managed

Abaray, Linda

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

From: Marc Blumberg <ppimab@aol.com>
Sent: Thursday, April 25, 2013 4:34 PM
To: COSS Planning and Zoning
Subject: 4616 roswell road

I live in north buckhead and office on west wieuca and i am in favor of this project

Sent from my iPad

Marc Blumberg
241 W. Wieuca Road, Suite 230
Atlanta, Georgia 30342
404 229 7052
ppimab@aol.com

Abaray, Linda

From: Jill Bates <bates12345@gmail.com>
Sent: Thursday, April 25, 2013 4:15 PM
To: COSS Planning and Zoning
Subject: Fwd: 21 acre development

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

Gordon Certain needs a reality check. He has been president of NBCA too long.

please see my comments below.

----- Forwarded message -----

From: Jill Bates <bates12345@gmail.com>
Date: Thu, Apr 25, 2013 at 9:28 AM
Subject: 21 acre development
To: NorthBuckhead@yahoo.com

Embrace the new development while we can!

The current buildings/complexes/sea of concrete is an eyesore and I would much rather see a new more upscale development. Don't kid yourself, traffic is not going away. People in Atlanta are moving intown and people are moving from out of town everyday.

--
Jill Bates
CEO Domestic Operations

--
Jill Bates
CEO Domestic Operations

Cherokee Park

CIVIC ASSOCIATION

RECEIVED

MAY 03 2013

City of Sandy Springs
Community Development

JLB/CORE Proposed Development Review

Case No. 201201766

CHEROKEE PARK ISSUES

- The CPCA has been working with the developer to review the impact of building heights on the neighborhood. The developer placed balloons at the height and location of the buildings to assist in visualizing the impact of the proposed height. The developer also committed to preparing cross sections reflecting both the heights of the proposed buildings at final grade and location. To this point, the CPCA cannot support the use permit to allow the increase in height of the buildings from 60 feet to 84 feet. Based on the topography of the site and the scale of plantings in the tributary buffer, CPCA remains unconvinced that the buildings can be appropriately screened from the Cherokee Park homes by the tributary buffer, even when mature in many years. However, the applicant has indicated that they will prepare additional information, and CPCA is open to discussion based on new information.
- We will continue to work with the applicant regarding conditions of zoning to protect the homes that are adjacent to the development. This includes the tributary buffer, lighting, traffic calming, noise, dumpster and air conditioner locations and provisions, and height and visibility. The proposed conditions are preliminary because of the limited time frame to respond to the revised proposal.
- The issue of quality of the commercial development continues to be of concern. The CPCA wants to continue to work with the applicant on materials and design, on a pedestrian friendly environment and on a common gathering space.
- CPCA would like JLB/Core to identify a single construction site contact tasked with responding to construction related concerns that may arise from time to time from the surrounding residents.

Cherokee Park
CIVIC ASSOCIATION

RECEIVED
MAY 03 2013
City of Sandy Springs
Community Development

Re Case No. 201201766

May 2, 2013

Mr. Chairman and Members of the Planning Commission:

The Cherokee Park Civic Association (CPCA) appreciates the opportunity to offer its comments on the proposed JLB development at Roswell Road and Windsor Parkway. We have been working diligently with the applicant to resolve the issues that impact our development and want to offer our suggested conditions and outstanding issues at this time. We have all worked diligently, but not all of our issues have been resolved. In support of our continuing concerns about the heights of the apartment buildings proposed adjacent to our subdivision, we also have submitted photographs reflecting the existing buffer on our residential properties both when in full leaf and when the leaves have fallen.

We ask you to incorporate our proposed conditions into the case as it moves forward to City Council. We also look forward to continuing our dialogue with the applicant.

CPCA has met and approved this transmittal.

Thank you for your consideration.

Sincerely,

Original signed by
Robert W. Meinzen
CPCA President

Attachments: Proposed Conditions for 201201766, Cherokee Park Issues, Photos - Cherokee Park and the Potential Impacts of the Proposed JLB/Core Project

Cc: Mayor and Members of the City Council
Angela Parker, Director of Community Development
Patrice Dickerson, Manager of Planning and Zoning
Linda Abaray, Senior Planner

Cherokee Park

CIVIC ASSOCIATION

PROPOSED CONDITIONS FOR 201201766
JLB Properties, L.P.

RECEIVED

MAY 03 2013

City of Sandy Springs
Community Development

-
- The tributary buffer designated in condition ___ shall be planted and maintained with a mix of loblolly pines at 12-14 feet in height, Darlington Oaks at 4 inch caliper, Southern Magnolia at 12-14 feet in height, spacing and distribution subject to the City Arborist in order to ensure full screening of the proposed development from the abutting residences.
 - All exterior lighting attached to the westerly and northerly building facades directly abutting and/or visible to single family residential properties shall be attached at no level above the first floor and shall be shielded so that the light source is not visible from the adjacent residences and is directed downward.
 - All lighting along the westerly driveway (from Wieuca Road to the entrance to the most northerly multi-family building) and any other lighting placed between the most westerly buildings and the westerly property line shall be at a height which can be screened by the tributary buffer, as determined by the City Arborist, and be shielded so the light source is not visible from any residential properties.
 - All parking lot lighting shall be shielded so that the light source is not visible from any residential property.
 - A wall of 10-12 foot holly or magnolia, placement and material subject to the City Arborist, shall be placed at the westerly end of the driveway aligned with the relocated Windsor Parkway in order to ensure that headlights can be screened from adjacent residences. This planting wall may be placed within the 10-foot improvement setback of the tributary buffer.
 - Provide physical screening for the commercial loading docks so that noise can be abated to both Cherokee Park and to the proposed apartments.
 - No detention facilities (above or below ground) shall be placed in the tributary buffer or the improvement setback.
 - In order to ensure the protection of the adjacent neighborhood, traffic calming shall be placed along the length of the driveway from the relocated Windsor Parkway intersection to Wieuca Road.
 - All property boundary fencing to have a durable black coating to minimize its visual impact from the residential side.
 - No air conditioning units or other mechanical equipment shall be located between the face of the most westerly buildings and the westerly property line. All mechanical equipment located on rooftops shall be fully screened and shielded from residential properties.
 - All dumpsters and trash containers, as well as service areas, will be located within the buildings.

EXAMPLES OF QUALITY RETAIL AND MIXED-USE DESIGN

Submitted to the Sandy Springs Design Review Board for consideration related to the JLB/CORE proposed project by the Cherokee Park Civic Association JLB/CORE Project Review Committee on April 23, 2013.

ARCHITECTURAL CHARACTER



WALKABILITY & GREENSPACE



ARCHITECTURAL CHARACTER & MATURE VEGETATION



QUALITY ARCHITECTURE & LANDSCAPING



QUALITY APARTMENT DESIGN



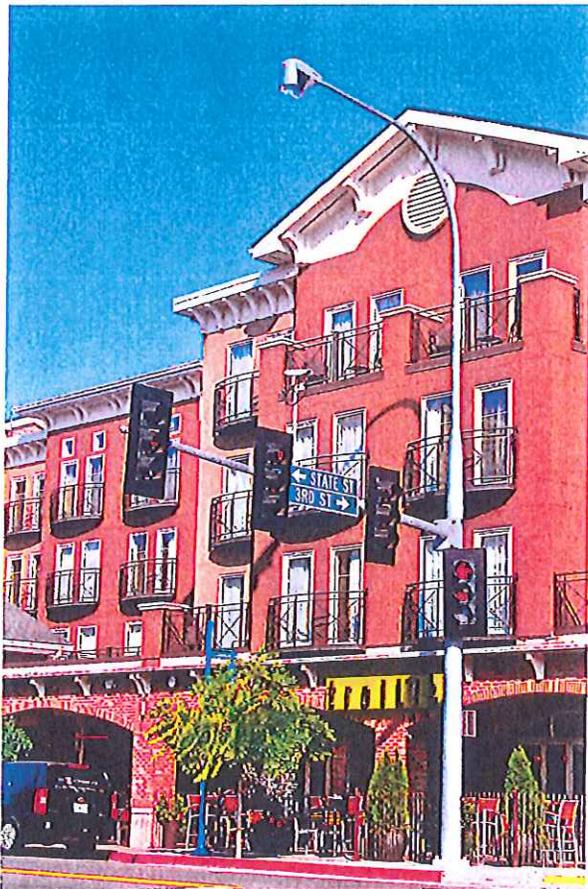
ARCHITECTURAL DESIGN: WATER-THEMED ELEMENT



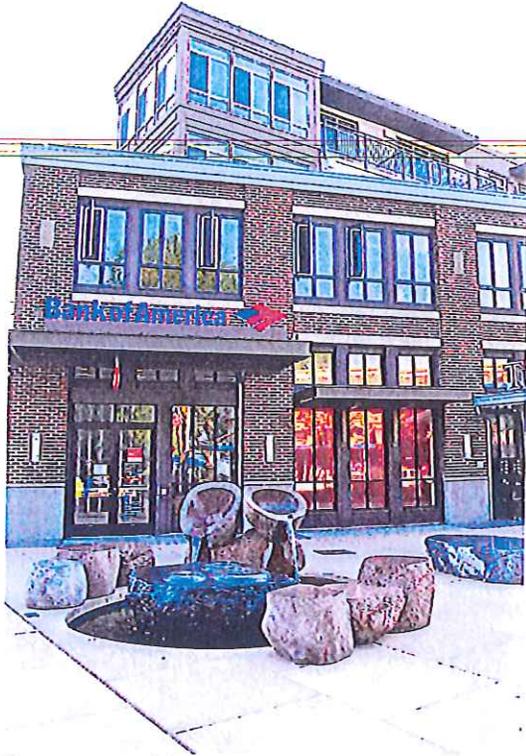
QUALITY LANDSCAPING: MATURE VEGETATION



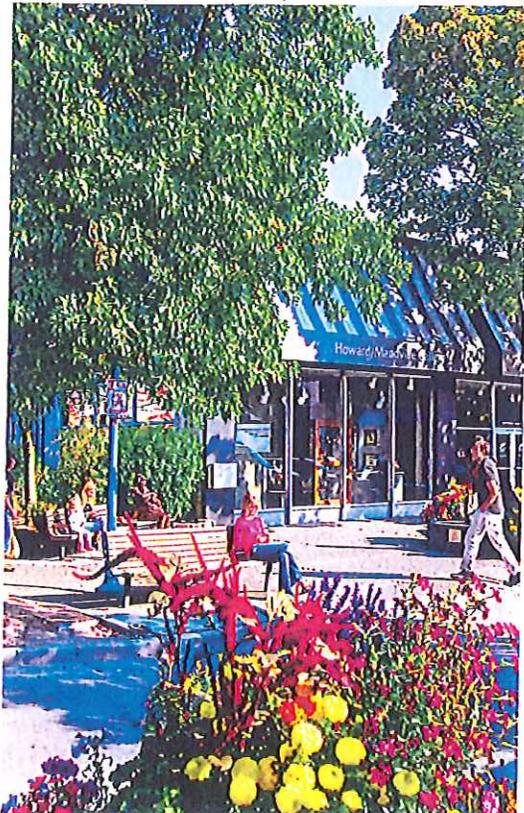
TRUE MIXED-USE DESIGN



HARDSCAPE WITH PUBLIC WATER-THEMED SCULPTURE



INTENSE, MATURE, GREEN STREETSCAPE



CHEROKEE PARK AND THE POTENTIAL IMPACT OF THE PROPOSED JLB/CORE PROJECT

VIEW OF MYSTIC DRIVE, CHEROKEE PARK, SANDY SPRINGS



FRONT YARD AT 4645 MYSTIC DRIVE



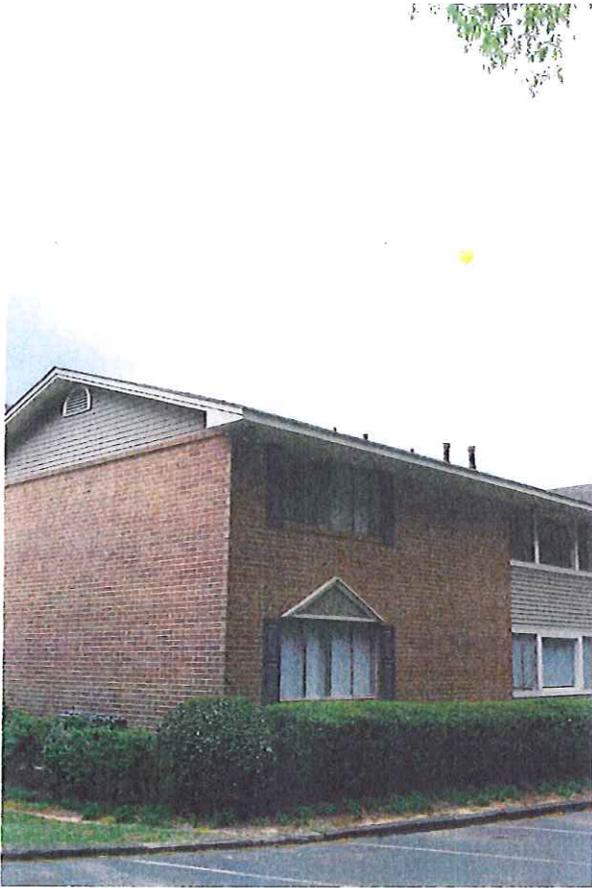
VIEW LOOKING EAST FROM 4645 MYSTIC DRIVE, TOWARD ROSWELL ROAD AND OVER THE CHASTAIN AND VERSAILLES APARTMENT COMPLEX DURING SPRING.



VIEW LOOKING EAST FROM 4645 MYSTIC DRIVE, TOWARD ROSWELL ROAD AND OVER THE CHASTAIN AND VERSAILLES APARTMENT COMPLEX DURING WINTER.



VIEW OF PROPOSED APARTMENT BUILDING HEIGHT FROM THE VERSAILLES COMPLEX LOOKING WEST TOWARD CHEROKEE PARK.



VIEW OF PROPOSED APARTMENT BUILDING HEIGHT FROM THE VERSAILLES COMPLEX LOOKING NORTHWEST TOWARD CHEROKEE PARK.



BACKYARD VIEW OF PROPOSED APARTMENT BUILDING HEIGHT FROM 4625 MYSTIC DRIVE.



BACKYARD VIEW OF PROPOSED APARTMENT BUILDING HEIGHT FROM 4615 MYSTIC DRIVE.



RECEIVED

MAY 06 2013

City of Sandy Springs
Community Development

HIGH POINT CIVIC ASSOCIATION

In a comprehensive sense, the High Point Civic Association considers the following items to be essential in considering any development which affects our neighborhood:

Public Safety, Traffic Management, Home Values, and Schools.

While we approve of the concept of the Chastain/Versailles MIX Project and see significant potential benefit for the surrounding community, we have certain reservations based on the above essential values.

- We are concerned about traffic management relative to the residential density. We would like the number of apartment units reduced to 550 with no variance for parking.
- We would like to see a definitive traffic study encompassing different times of the day and different locations north, south and east of the proposed development.
- We would like to know the approximate cost participation breakdown between the developer and Sandy Springs of the Windsor Parkway/Roswell Road intersection improvement.
- We approve of the proposed quality and individual metering of the proposed apartments.
- We are distressed that some homeowners may be injured by intersection changes and anticipate fair compensation for any such injury.
- We ask that additional consideration be given to Meadowbrook neighborhood's safe access to Roswell Road.
- We would like to know the estimated tax base increase from this project.
- Finally, we believe it is imperative to maintain an adequate buffer for this and any subsequent development along Roswell Road.

The HPCA is committed to a growing, vibrant Sandy Springs and to our core values. We will work with the City and developers to ensure a proper Sandy

Springs Gateway, and we think that this development, properly implemented, will be beneficial to the community. So, from this point on, The High Pont Civic Association expects to be involved in whatever changes, however small, which take place.

Zach Wilson

President

Julian Thome

Zoning Chair

Abaray, Linda

From: Jane Kelley <janekelley@mindspring.com>
Sent: Friday, May 03, 2013 3:55 PM
To: Abaray, Linda; COSS Planning and Zoning
Subject: Rezoning: 201201766 (DRI) / JLB Partners

RECEIVED

MAY 06 2013

City of Sandy Springs
Community Development

Rezoning: 201201766 (DRI) / JLB Partners

Dear Planning and Zoning,

~~Please include this letter in the packets going to the Planning Commission, Council and Mayor, etc.~~

I am writing on behalf of the Windsor Park Place HOA, one block from this proposed development off of Hedden Street.

We are in favor of an attractive mixed use development within walking distance but have many concerns about the project as proposed. The Developers have done a nice job of improving the look and layout of the center in regards to Community comments, but they have not reduced the density one bit.

I frequently push to stick to our Comprehensive Land Use Plans, but in this case I actually agree that the Comp Plan is probably inappropriate. The Comp plan would allow 120 residential units where 436 now stand, yet more commercial space than is being proposed. However, the Community has stated loudly that the proposed 700 apartments is ALSO inappropriate and can not be supported by the infrastructure, even rerouting Windsor Parkway.

Here are our concerns and requests --

- **Impact on Roswell Rd/Windsor Parkway traffic and cut-through traffic** on Hedden, Jolyn, Meadowbrook and Dalmer. The GA DOT estimates this will lower Roswell Rd from a "D" rating to an "E", adding over 22% more traffic on Roswell. Rerouting Windsor Parkway will help those of us on Windsor get to Roswell Rd but will do very little once that traffic hits Roswell Rd one block south, at W. Wieuca and Wieuca. This will only add congestion there.
- **Vehicle traffic will be much higher** since many current residents ride public transportation or walk, PLUS vehicles from the added apartments and all the commercial traffic. Although the project is Mixed Use, the office component is very small so most residents will be commuting to work.
 - **We request traffic calming devices on Hedden Street** as other nearby streets (Jolyn and Franklin) already have.
- **Setting a precedent by exceeding our CLUP on density by this much.**

As proposed, this will set a dangerous precedent on residential density that will cascade north on Roswell Rd, adding further gridlock to Roswell Rd at peak hours.

Let's not solve one problem but create many others! This development will lead to others. Let's be prudent.

 - **Please lower the number of apartments allowed.** We suggest 550 as a compromise. At almost every rezoning hearing I attend, lawyers are pointing to a previous rezoning case as a reason to approve their massive request.
- **Please lower the number of apartments allowed here so no parking variance is necessary.**

Our neighborhood already deals with the overflow from the Gallery 63 Auction business each and every month. Cars continue to be parked on both sides of Hedden Street and on the grass on Hedden, Roswell Rd and Windsor Parkway. This overflow will end up on our neighborhood streets too.
- **Lack of transparency with the City telling the Community there were TWO potential plans for relocating Windsor Pkwy** but at the same time telling the Developers to draw their revised plans with the entrance directly across from the Church.
- **High cost to Sandy Springs to make infrastructure improvements** to benefit a commercial development we believe is too large for the area.
 - **Please share the cost with the Developers and do not waive any impact fees.**
 - **Please do not delay intersection improvement at Glenridge/Roswell Rd.**
- **Please do not allow a variance on any buffers.** Each of these hurts an adjacent neighborhood and sets a bad precedent.
- **Please consider the percentage of owner-occupied housing versus rentals.**

It's close to 50/50 now. 60/40 is desired. The more apartments we approve, the greater the imbalance becomes.
- **Gallery 63 after the relocation of Windsor Parkway.** If Windsor Parkway is rerouted through the Church building on Paul Brown's property, that will further reduce his available parking. Would he be allowed to continue to operate Gallery 63 with even LESS parking? It's already a nightmare for our neighborhood! We much preferred the City Plan to reroute Windsor Parkway through Popeye's because

it affected our neighborhood less -- including the Hedden St Townhomes, who may lose their backyards and certainly their property values.

- **Potential use of Eminent Domain on both residences and businesses** to relocate Windsor Parkway. Please offer fair compensation to the residences involved.
- **Negative effect on Meadowbrook's safe access to Roswell Rd.** Please consider additional measures to help Meadowbrook safely access Roswell Rd.

Thank you.

--Jane Kelley
Windsor Park Place HOA Representative & High Point Civic Association Board / Zoning Committee member

Abaray, Linda

From: Heard, Susan <Susan.Heard@harrynorman.com>
Sent: Friday, May 31, 2013 2:10 PM
To: COSS Planning and Zoning
Cc: trishathompsonfox@comcast.net; janekelley@mindspring.com;
mdhinson@bellsouth.net
Subject: More potential Development
Attachments: SBC_CPR_20113053112520.pdf

RECEIVED
MAY 31 2013
City of Sandy Springs
Community Development

Hi Patrice and Linda,

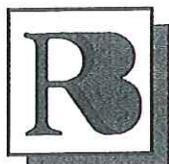
Just letting you know that the Gateway project is bringing more developers to our area. This one wants to put our homes in a retail assemblage with Paul Brown, which we are not interested in - we want to stay in our homes.

Wanted you to have this as part of the record.

What a Pandora's Box!

Susan Heard
susan.heard@harrynorman.com

From: vl4522cchastainback@harrynorman.com [vl4522cchastainback@harrynorman.com]
Sent: Friday, May 31, 2013 12:52 PM
To: Heard, Susan
Subject: Message from 45C-5



Richard Bowers & Co.
Real Estate

RECEIVED
MAY 31 2013
City of Sandy Springs
Community Development

May 29, 2013

Susan Heard
286 Windsor Parkway
Atlanta, GA 30342

Ms. Heard,

I've been trying to reach you regarding your home located on Windsor Pkwy. I've spoken to most of the home owners within your development, but need to speak with you before we begin making offers. I specialize in land assemblage for developers in Atlanta. We are working with several of the parcel owners surrounding your property and would like to work with you as well. Please contact me as soon as possible so we can discuss the particulars. You can also contact my associate Brad Cooper with NAI Brannen Goddard at 404-797-7325. We look forward to hearing from you!

Cordially,

Michael Cheney

Richard Bowers & Company

Commercial Real Estate
260 Peachtree Street
Suite 2400
Atlanta, GA 30303
Office 404.816.1600
Cell 404.644.6699
Fax 404.880.0077
mcheney@richardbowers.com

Richard Bowers & Company is Atlanta's largest local, independently owned Commercial Real Estate firm engaged in the leasing and buying of commercial properties. We are well known in the Atlanta business community as an ethical, aggressive and successful full-service company. We have earned our reputation by reacting quickly, working hard and negotiating the very best terms and conditions for the benefit of our clients. For further insight into the successful track record of Richard Bowers & Co., please visit our web site at www.richardbowers.com.



Abaray, Linda

From: Sallie Duncan <salliecduncan@gmail.com>
Sent: Wednesday, May 29, 2013 9:55 PM
To: COSS Planning and Zoning
Subject: Sandy Springs Gateway Development

RECEIVED
MAY 30 2013
City of Sandy Springs
Community Development

To Whom It May Concern,

I would like to "second" this letter by Jane Kelley. I think that I speak for many people in my neighborhood who are excited about this development, but who fear the traffic. I live in the neighborhood directly across the street. The traffic is bad enough during busy hours. The last thing we want is for it to get worse, which makes it even harder for us to get out of our neighborhood - both on Roswell Road and Windsor Parkway. We also don't want to see any precedents set for future developments. Thank you.

Sincerely,
Sallie Duncan

Hi. I'm Jane Kelley, 4590 Windsor Park Place, Sandy Springs.
I'm representing the High Point Civic Association, residents on Hedden Street, and the Windsor Park Place HOA, which is MY street, one block from this development.

We are in favor of an attractive, mixed use development but have MANY concerns about the project as proposed. The Developers have improved the look and layout of the center, but they have not reduced the density ONE BIT. That creates SERIOUS concerns about parking, traffic -- and MOST of all, setting a DANGEROUS precedent.

I frequently push to stick to our Comp Plans, but in this case I actually agree that the Comp Plan is probably inappropriate. It would allow 120 residential units where 436 now stand. But the proposed 700 apartments is ALSO inappropriate and CANNOT be supported by the infrastructure, EVEN by rerouting Windsor Parkway.

The Developers will try to argue that they are only adding 100 bedrooms, but we can't talk ONLY in terms of bedrooms because THESE bedrooms will have a much more negative affect on parking and traffic than the CURRENT ones.

We anticipate the NEW units -- targeting more affluent renters -- will average 2 cars per unit, so that's 1400 cars. The CURRENT renters frequently walk, carpool or ride public transportation. So don't for a minute believe that the number of resident cars won't TRIPLE. And that doesn't even CONSIDER the trips created by the 120,000 sq ft of commercial property!

Our BIGGEST worry is that if the City approves this density and variances HERE, they will CASCADE up Roswell Rd like wildfire. We've heard that developers are waiting with baited breath to see if this MASSIVE proposal gets approved. Once a precedent on both rezoning AND variances is set HERE, you can't take it back. EVERY time I am before you, some lawyer is citing a precedent as the reason why you must legally allow THEIR client's request. Think about how many apartment complexes Sandy Springs has -- and if they ALL increase more than 60%?? Sandy Springs would become gridlocked and we would LOSE the lifestyle we all love -- AND which attracts businesses. Who will want to develop OTHER properties if no one can access them?

Please ALSO consider the percentage of OWNER-OCCUPIED housing versus RENTALS. Sandy Springs is close to 50/50 now. You know that 60/40 is desired. Other communities have placed MORATORIUMS on apartments to even their balance. The MORE apartments we approve, the GREATER our imbalance becomes.

The current residential units per acre on this property is about **20**. They are proposing nearly **33**. We're willing to compromise on a **25% increase to 25 units per acre**. This would SET A PRECEDENT of a **25% INCREASE IN DENSITY** as a bonus for redeveloping old apartment complexes THROUGHOUT Sandy Springs.

So let's REALLY consider whether it's wise! And remember, this project ALSO asks for **120,000 sq ft** of commercial space in ADDITION to the apartments.

We also request that NO parking variance be granted. These variances also come back to haunt us time and time again. Please follow the Staff DENIAL of this variance.

PLEASE preserve the character of our surrounding neighborhoods and the quality of life THROUGHOUT Sandy Springs by REDUCING this inappropriate scale. If approved as proposed, this precedent will be one we'll regret forever!

Thank you. --Jane Kelley

Sallie Duncan
kduncs@comcast.net
404-257-1227
404-547-7060 cell

RECEIVED

Abaray, Linda

From: Andrea Bennett <andrea0599@gmail.com>
Sent: Friday, May 17, 2013 2:09 PM
To: Abaray, Linda
Subject: Re: 201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road
Attachments: Renderings from Sandy Springs City Website.pdf

MAY 20 2013

City of Sandy Springs
Community Development

Linda,

Just a note to follow up on my original email of April 25.

The project renderings (attached) indicate that, for the most part, the retail development in this proposal is attempting to follow the principles of good urbanism.

That of course is mandated by the city's Master Plan.

However, the glaring exception continues to the parcel labeled "Market" on the north end of the project. Although this problem is deemphasized in the renderings, the plan still shows a large surface parking lot at the street, with the building set far back approximately 100 feet on the far side of the parking lot. Hence, pedestrian access to the market can only be achieved by walking across the large surface lot.

This is in direct contravention of the Master Plan and with principles of good urbanism.

A review of the materials submitted in support of this application does not reveal any justification for such an aberration.

Before any consideration is given to approval, this very significant error should be corrected the applicant.

If there is any alleged justification for such a departure, it should be clearly spelled out so that both staff and the Commission can evaluate whether such a detrimental deviation from the Master Plan can be allowed.

Thanks again for your consideration.

Andrea Bennett

On Tue, Apr 30, 2013 at 2:34 PM, Andrea Bennett <andrea0599@gmail.com> wrote:
Linda,

Thank you for taking this into consideration.

Abaray, Linda

From: Patty Burns <pbsalon@yahoo.com>
Sent: Monday, May 13, 2013 8:49 PM
To: Galambos, Eva; Paulson, John; Fries, Dianne; Collins, William "Chip"; Sterling, Gabriel; DeJulio, Tibby; McEnery, Karen; COSS Planning and Zoning; Abaray, Linda
Cc: rbeehey@comcast.net; janekelley@mindspring.com; sheila@sheilawrites.com; Jack Shaw
Subject: JLB Partners Redevelopment at Roswell Rd / Wieuca 201201766-- OPPOSED TO THIS DIVERSION OF BUDGETED CAPITAL FUNDS

Round Hill Condominium Association, Inc.
5400 Roswell Road,
Sandy Springs, Georgia 30342
May 8, 2013

**To Members of the Planning Commission
The Mayor & City Council
RE: 201201766 JLB Partners Roswell Road**

Dear Mayor Galambos, Planning Commission and City Council Members,

The 130 homeowners of The Round Hill Condominium Association, Inc. are outraged at the possibility of the City of Sandy Springs redirecting already budgeted capital project funds. These funds are budgeted for 2013 for the realignment of the intersection of Roswell Road and Glenridge Drive. This dangerously misaligned intersection is the cause of accidents on a weekly basis with at least one car totaled per month and numerous injuries over the years. The risk of fatalities is ongoing and imminent.

Our hard working taxpayers literally take their lives in their hands every time they enter or exit our community. Driving by and being inconvenienced for a few minutes is nothing compared to the dangers the residents of Round Hill experience on a daily basis. This is the most dangerous intersection in Sandy Springs and for six years, it has been ignored.

THE FORGOTTEN CORRIDOR: From I-285 South to Windsor Parkway, Roswell Road has been the forgotten corridor of Sandy Springs as far as roadway improvements are concerned. In fact, since the city was founded, there have been few improvements at all. However, finally last year, the City Council recognized the dangers of the Glenridge/ Roswell intersection, as well as the potential liability it represents for Sandy Springs, and budgeted the \$1 million dollars (T-0019) necessary to correct this misaligned intersection in 2013.

The City of Sandy Springs also budgeted \$2.3 million dollars (T-0019) for the long awaited sidewalks and street scapes that will replace the muddy ruts that run along Roswell Road from the Prado to Long Island Drive.

Now it is being proposed that, instead using this money for what it was voted for, a large portion of the \$1 million and the \$2.3 million in funds needed for these capital projects should also be redirected. (See JLB/CORE redevelopment paragraph, below)

PRECEDENT: Since its inception, the City of Sandy Springs has had its challenges and learning experiences on many decisions for our City. It is no secret the rezoning case #RZ09-001 at 5395 Roswell Road was

awkwardly lost based on the precedent of a previous church and synagogue. It is now an abandoned large piece of property that is an eyesore for all who drive by, not to mention, it is the first building Round Hill Residents see as they are leaving the community. Like all of the property this company owns around the nation, this area looks like a Sandy Springs Ghetto.

ROSWELL ROAD: There is no denying that Roswell Road is in need of a complete and long term renovation. There are many apartment complexes that are old and need to be replaced. It is up to the members of our Zoning Board, Planning Commission and City Council to be diligent and conscientious and set an appropriate first precedent on how the future of our city will develop.

This major JLB/Core redevelopment project will set the precedent for many redevelopments along Roswell Road. Other developers are watching to see how this is handled, and are ready to pounce if they see an opportunity to jump on board a Sandy Springs gravy train to fatten their profits at the expense of Sandy Springs taxpayers. To avoid this catastrophe, please consider the following.

JLB/CORE redevelopment, #201201766:

1. We ask that this project be scaled back to one of reasonable density more consistent with the Comprehensive Land Use Plan. As it is currently proposed, it is an increase of 640% over the CLUP for residential units, an increase of 160% over the existing residential units per acre, plus they're adding 120, 000 sq ft of commercial space.
2. We ask that you strongly consider the impact of traffic on Roswell Road, the existing side streets, neighborhoods and the proposed streets and intersections.
3. We ask that the Sandy Springs taxpayer funds not pay for any developers' infrastructure expenditures.
4. We ask that the allocation of the taxpayer's funds by the City Councils 2013 Budget be used for the Capital Improvements it was voted for.
5. We ask that the funds budgeted for the Roswell / Glenridge intersection remain in place and that the intersection improvements be carried out this year as committed to by the City Council last year.

Sincerely,

Patty Burns,
President, Round Hill Condominium Association, Inc.
pbsalon@yahoo.com

RECEIVED

MAY 06 2013

Abaray, Linda

From: manuel.elkourie@gmail.com on behalf of Manuel Elkourie
<melkourie@mindspring.com>
Sent: Friday, May 03, 2013 1:58 PM
To: Galambos, Eva; Paulson, John; Fries, Dianne; Collins, William "Chip"; Sterling, Gabriel;
DeJulio, Tibby; McEnery, Karen; COSS Planning and Zoning
Cc: Robin Beechey WG 20
Subject: RE: JLB Partners Redevelopment at Roswell Rd / Wieuca 201201766--OPPOSED TO THIS
HIGH DENSITY

City of Sandy Springs
Community Development

Willow Glen Condominium Association Inc.

60 Willow Glen NE, Sandy Springs, GA 30342

404-252-7177 melkourie@mindspring.com

To Members of the Planning Commission

The Mayor & City Council

May 2, 2013

201201766 JLB Partners Roswell Road

The Willow Glen Condominium Association, representing 72 homeowners in Sandy Springs, wishes to make the following representations about the application (in its current form) to replace 436 apartments on the 21 acre site, with 700 apartments, 90,000 sq.ft. of commercial / retail and 30,000 sq.ft. of offices:

1. The Association agrees with other local neighborhood organizations that, in its current form, the proposed redevelopment is at too great a density, and will adversely affect the neighborhoods in the vicinity.

2. This development request does not comply with the City's Comprehensive Plan. Redevelopment at this density is in excess of the City's Comprehensive Plan and will create a precedent which will make it impossible to resist similar densities on other possible redevelopment sites on Roswell Road.

3. Redevelopment at this density will create an unacceptable increase in traffic on Roswell Road and on other streets in the vicinity.

~~4. Taxpayer funds should not be used to pay for road infrastructure, the need for which is occasioned only by the size of this proposed redevelopment.~~

5. Any commitment of taxpayer funds to this project by the City Council should not result in the diversion of funds from other projects in the Capital Budget (e.g. Roswell Rd / Glenridge Drive Intersection Improvement; Roswell Road Streetscape Improvements, both of which are badly needed and have strong local support).

The Association therefore:

(a) requests that approval should only be given to a redevelopment at a substantially reduced density

(b) strongly opposes any diversion of funding from other already approved priority projects to facilitate this redevelopment.

Manuel Elkourie

President, Willow Glen Condominium Association, Inc.

Abaray, Linda

RECEIVED

MAY 03 2013

City of Sandy Springs
Community Development

From: Mary Alice Shinall <mshinall@bellsouth.net>
Sent: Friday, May 03, 2013 9:18 AM
To: DeJulio, Tibby; McEnery, Karen; hshook@atlantaga.gov
Cc: COSS Planning and Zoning; Abaray, Linda
Subject: Comments on the Proposed Sandy Springs Gateway Development and Relocation/Widening of Windsor Parkway

> I am opposed to the proposed development and to the relocation and widening of the Roswell Rd./Windsor Parkway intersection.

> I am a native Atlantan and have been living in my current home in the Meadowbrook neighborhood since 1981. During this time, I have watched families come and go, continually make improvements to their homes, and maintain a safe, friendly, caring neighborhood. At the same time, I have witnessed an increase in traffic on Roswell Rd., an increase in cut through traffic in the neighborhood, water run off from Roswell Rd, a new street and homes built off of a current street in the neighborhood, and Popeyes, Walgreens and other developments along Roswell Rd.

>

> I believe this neighborhood needs to be protected from any further encroachment, disruption and potential safety issues.

>

> I have read all the information I can find on the proposed plans and also attended the Community Developer/Resolution meeting on April 25, 2013. At that meeting, the developers stated they could not make a profit if they reduced the residential capacity for their proposed development. As well, the plans for relocating and widening the intersection of Roswell Rd./Windsor Parkway was not part of the meeting. I have seen the conceptual drawings of the two options being considered. In my opinion they do not provide clear and understandable information on the scope of this project. But, what is clear is that Windsor Parkway will get wider and Walgreens in/out access will be limited, which will increase the cut through traffic from Windsor Parkway into the neighborhood at Jolyn and Dalmer.

>

> My specific concerns relating to the impact on the Meadowbrook neighborhood are:

> 1) Heavier traffic in the Roswell/Windsor/W. Wieuca corridors

> 2) Egress from our neighborhood at Roswell/Meadowbrook and Windsor/Dalmer

> 3) Cut through traffic through our neighborhood at Jolyn, Dalmer, and Meadowbrook

> 4) There will no longer be access from the new Windsor to Walgreens, with access to Walgreens from Roswell and Meadowbrook only. Inevitably, this will cause more cut through traffic on Jolyn, Meadowbrook, and possibly Dalmer to get to Walgreens from the new Windsor.

>

> Hopefully, the proposed plans will not be approved. However, if they are, the following are suggestions to help mitigate these concerns, which I would like to be considered:

> 1) Paint a DO NOT BLOCK box on the pavement on Roswell Rd. at the Roswell/Meadowbrook intersection

> 2) Install a "demand driven" traffic light at the Windsor/Dalmer intersection. It would be green for Windsor unless someone is trying to get out of Dalmer or Brinkley

> 3) Make Jolyn a dead end street, with no outlet to or from Windsor Parkway. This would eliminate cut through traffic and congestion in both directions, with people using these streets as cut throughs to Walgreens and/or Roswell Rd.

>

> I am not against progress but I am in favor of thoughtful and smart progress. The homes in the Meadowbrook neighborhood, as well as the homes closer to the proposed development have been part of this community for years. They are part of the "character" of Atlanta and Sandy Springs. In my opinion, if the proposed plans were approved,

Sandy Springs would be "selling out" this "character" of the community, increasing traffic and downgrading the quality of life for many residents in Sandy Springs and the city of Atlanta.

>

> Your consideration to my thoughts and suggestions is appreciated.

>

> Mary Alice Shinall

> 397 Valley Brook Dr NE

> Atlanta, Ga. 30342

>

>

RECEIVED

MAY 03 2013

City of Sandy Springs
Community Development

Abaray, Linda

From: Patricia CONTI <pattyconti1@bellsouth.net>
Sent: Friday, May 03, 2013 9:32 AM
To: DeJulio, Tibby; McEnery, Karen; hshook@atlantaga.gov
Cc: COSS Planning and Zoning; Abaray, Linda; pattyconti1
Subject: My concerns for Proposed Sandy Springs Gateway

I have been living in my current home on Jolyn Place, in the Meadowbrook neighborhood, now Sandy Springs, since 1989. ~~Our neighborhood is known for its appeal to young married couples buying their first home as well as those who have~~ been here for years because of its friendly, safe, family oriented environment. The Garden Club sponsors so many events for our families and we even have our own neighborhood "Angie's list". We can rely on our neighbors to help us find the right person if we need a nanny, a new roof, someone to clean our house etc. It is truly neighbors helping neighbors. With so many young children, the increase in cut through traffic in the neighborhood is disarming. We are experiencing the results of increasing new developments in the area with our unwanted cut thru traffic and an increase in water run off from Roswell Rd and other newer developments along Roswell Rd. and extending to the Franklin Road area.

I believe this neighborhood needs to be protected from any further encroachment, disruption and potential safety issues.

We need to stop and reconsider the proposed development to replace the Versailles and Chastain apartments with the planned upscale residential/business structures. All this without widening Wieuca or Roswell Road. We will be dumping more traffic onto those streets. The negative impact on daily traffic is bad enough, but not to consider the huge impact that additional traffic would have on a concert event at Chastain or all the Sporting events that happen there is irresponsible. I do not support the plan as the developers presented at the Community Developer/Resolution meeting on April 25, 2013. At that meeting, the developers stated they could **not make a profit** if they reduced the residential capacity for their proposed development. So I heard them say it is this big or not as all. Most folks in attendance were opposed to the presented size.

Additionally my street (Jolyn Place) will be hugely effected by the closing of the current Windsor Parkway and the widening of the new Windsor Parkway. Anyone coming from the Dunwoody area using Windsor Parkway to go to Walgreens is **NOT** going bear slightly right to go on the new Windsor, stop at the traffic light, and get out on Roswell Road, then have to take a left into Walgreens.....**NO**. They are going to cut thru Jolyn and turn into Walgreens from Meadowbrook! Of course. I would like to propose that we close off Jolyn Place as well.

My specific concerns relating to the impact on the Meadowbrook neighborhood are:

- 1) Heavier traffic in the Roswell/Windsor/W. Wieuca corridors
- 2) Egress from our neighborhood at Roswell/Meadowbrook and Windsor/Dalmer
- 3) Cut through traffic through our neighborhood at Jolyn, Dalmer, and Meadowbrook
- 4) There will no longer be access from the new Windsor to Walgreens, with access to Walgreens from Roswell and Meadowbrook only. Inevitably, this will cause more cut through traffic on Jolyn, Meadowbrook, and possibly Dalmer to get to Walgreens from the new Windsor.

Suggestions to help mitigate these concerns, which I would like to be considered are:

- 1) Paint a DO NOT BLOCK box on the pavement on Roswell Rd. at the Roswell/Meadowbrook intersection
- 2) Install a "demand driven" traffic light at the Windsor/Dalmer intersection. It would be green for Windsor unless someone is trying to get out of Dalmer or Brinkley
- 3) Make Jolyn a dead end street, with no outlet to or from Windsor Parkway. This would eliminate cut through traffic and congestion in both directions, with people using these streets as cut thrus to Walgreens and/or Roswell Rd.

I am not against progress but I am in favor of thoughtful and smart progress. The homes in the Meadowbrook neighborhood, as well as the homes closer to the proposed development have been part of this community for years. They are part of the "character" of Atlanta and Sandy Springs. In my opinion, if the proposed plans were approved, Sandy Springs would be "selling out" this "character" of the community, increasing traffic and downgrading the quality of life for many residents in Sandy Springs and the city of Atlanta.

And lastly, as our "neighbors keepers" we can not forget those folks being transplanted from their homes from the different facets of this project. Sandy Springs needs to consider as a community is this really the right thing. Your consideration to my thoughts and suggestions is appreciated.

Patty Conti
4565 Jolyn Place
Sandy Springs, Ga. 30342



Abaray, Linda

RECEIVED

From: Jovi Jovanelly <steve.jovanelly@gmail.com>
Sent: Wednesday, May 01, 2013 6:57 PM
To: Abaray, Linda; DeJulio, Tibby
Subject: Sandy Springs Gateway Dev concern

MAY 02 2013

City of Sandy Springs
Community Development

Linda and Tibby,

Hi. I know you've been gathering feedback from folks on the Gateway Dev. My wife and I live in Meadowbrook on Jolyn Drive down by the Popeyes. ~~We really like the idea of upgrading the current apts on Roswell Road and we both are~~ confident that you guys will do what is best for traffic. The big concern that we have is the use of Jolyn as a cut through. As you know, we already have a lot of cut through traffic because of the light on Windsor and RR. We have SS police here some mornings giving tickets because of the high number of illegal turns and speeding through our street. After looking at the plans, we fear that it will get much worse with folks cutting through to get to Walgreens or just miss the light and go to RR south because of the increased traffic. We've heard of the possibility of closing off Jolyn at Windsor and making it a cul de sac. We are definitely for that.

Anyway, thanks for taking in all this feedback. We appreciate your service to our community. If you have any questions or need any more feedback, please let us know.

Thanks!

Jovi

--

Steve Jovanelly
770.823.5684 m
twitter: @sjovanelly
linkedin: <http://www.linkedin.com/in/stevejovanelly>

Abaray, Linda

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

From: ronlenore@gmail.com
Sent: Thursday, April 25, 2013 2:44 PM
To: COSS Planning and Zoning
Cc: NorthBuckhead@yahoo.com
Subject: 201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road

To Whom It May Concern,

I am forwarding my email below regarding my opposition to the subject redevelopment at Roswell Road and Wieuca. Thank you.

Ron Lenore

----- Forwarded message -----

From: Fries, Dianne <DFries@sandyspringsga.gov>
Date: 25 April 2013 10:25
Subject: RE: Opposed to Redevelopment at Roswell Rd and Wieuca
To: "ronlenore@gmail.com" <ronlenore@gmail.com>

Thank you for your email

Dianne

From: ronlenore@gmail.com [mailto:ronlenore@gmail.com]
Sent: Thursday, April 25, 2013 9:58 AM
To: McEnery, Karen; DeJulio, Tibby; Sterling, Gabriel; Collins, William "Chip"; Fries, Dianne; Paulson, John; yadrean@atlantaga.gov; hshook@atlantaga.gov; Galambos, Eva
Cc: NorthBuckhead@yahoo.com; Rasmus Wegener; Eileen Desai; Mike Dowdle
Subject: Opposed to Redevelopment at Roswell Rd and Wieuca

Dear Ms. Galambos, Sandy Springs City Council Members, Mr. Shook, and Ms. Adrean,

My name is Ron Lenore, and I live at 12 Wieuca Trace, Atlanta, GA 30342. I have lived in this house for about 14 years. I am writing to you because I would like to voice my opposition to the below redevelopment proposal near Roswell Road and Wieuca Road. I agree with all of the points made by Gordon Certain of the NBCA below. I believe the redevelopment as proposed will negatively affect the quality of life for everyone near this location. We do not want to kill this project, just to downsize it. I hope you will either vote or voice your opinion against it as currently proposed.

Ron Lenore
12 Wieuca Trace
Atlanta, GA 30342
[\(404\) 252-2510](tel:(404)252-2510)

21 acre development threatens Roswell Road traffic - time to act

Originally published in the April 19-May 2, 2013 edition of the Buckhead Reporter

Motorists face a formidable new onslaught of traffic on frequently clogged Roswell Road if developers' plans are rubber stamped by Sandy Springs. Buckhead and Sandy Springs neighborhoods along Roswell Road worry about the \$150 million "Sandy Springs Gateway" (SSG) proposal to redevelop 21 acres. With some eager to replace the Chastain and Versailles apartments, ~~we should be wary of swapping one set of problems for another.~~

JLB Realty and Core Development revised SSG plans on April 9. Neighborhood leaders met with them the next day. Clearly, the new plans were better, addressing many neighborhood comments. But, SSG is still too dense, exceeding the area's comprehensive development guidelines. If nearby roads had unused capacity, overlooking this excessive density might be easier. But they don't and we can't.

Almost completely in Sandy Springs, SSG significantly impacts traffic in Atlanta. According to their traffic studies, SSG will generate 8,900 to 10,700 daily vehicle trips on nearby streets, 54% in Atlanta. A 22.5% traffic increase is forecast on Roswell Road at West Wieuca Road. Neighborhoods are rightly concerned with density, traffic and whether associated road changes use tax money wisely.

SSG's traffic study foresees traffic being no worse after completion assuming needed road improvements are made. Our experience is that traffic models struggle to replicate congestion resulting from human behavior. Other reasons for doubt exist. For example, SSG's study didn't consider Chastain Amphitheater and Chastain Park athletic events. Additionally, the recent proliferation of apartments in the area was largely ignored. In North Buckhead alone, some 1,400 apartments are under review or under construction, a 28% increase in its housing units. This apartment flood is yet another bubble waiting to burst. Unfortunately, after the bubble, we'll be stuck with those buildings and their traffic.

SSG would replace 436 apartments with

- • 700 apartments (buildings to 84 feet high)
- • 120,000 square feet of retail/office
- • 1572 parking spaces including two parking decks

Documentation at www.nbca.org/SSGateway.htm.

The Atlanta Regional Commission designated SSG a Development of Regional Importance" and the Georgia Regional Transportation Authority conditioned project approval on road changes, including

- • **Move Windsor Parkway intersection to meet Roswell Road at a right angle.** This will remove a historic church (now a funeral home) and, reportedly, six private homes. Old Windsor will become an unsignalized dead-end, making shopping at Walgreens harder while encouraging cut-through traffic.
- • **Add an eastbound West Wieuca Road left turn lane to feed the project's Atlanta entrance.** Atlanta must pay for road widening including condemning commercial property. No funding is offered by SSG or Sandy Springs. *So, cash-short Atlanta would be forced to spend to strengthen Sandy Spring's tax base while worsening Atlanta traffic!*

We don't want to kill this project but we don't want it to strangle us, either. Buckhead residents, contact your Atlanta City Councilmembers. Sandy Springs, disallow this density; follow your own comprehensive development plans!

This map shows SSG and related road changes. Meadowbrook Drive (North Buckhead's northern boundary) follows the city limits. A short nub of SSG extends to Atlanta's West Wieuca Road.

21 acre development threatens Roswell Road traffic - time to act

Contact Information – Please contact these officials. Atlanta

City Council:

District 7 (including North Buckhead area)

Councilmember **Howard Shook** [404-330-6050](tel:404-330-6050) hshook@atlantaga.gov

District 8 (including Chastain Park area)

Councilmember **Yolanda Adrean** [404-330-6051](tel:404-330-6051) yadrean@atlantaga.gov

Sandy Springs City Council:

District 1 **John Paulson** jpaulson@sandyspringsga.gov

District 2 **Dianne Fries** dfries@sandyspringsga.gov

District 3 **Chip Collins** ccollins@sandyspringsga.gov

District 4 **Gabriel Sterling** gsterling@sandyspringsga.gov

District 5 **Tiberio "Tibby" DeJulio** tdejulio@sandyspringsga.gov

Tibby's district includes the High Point neighborhood, immediately north of North Buckhead.

District 6 **Karen Meinzen McEnery** kmcenery@sandyspringsga.gov

Karen's district includes the Cherokee Park neighborhood and the site of this development.

North Buckhead Civic Association (NBCA):

NorthBuckhead@yahoo.com

NBCA's position:

- The developers are trying to cram too much into an area which has regular traffic problems.
- The project's traffic congestion forecasts are too optimistic and ignore key factors.
- Atlanta taxpayers shouldn't have to pay for roadwork for a private development in Sandy Springs.
- Sandy Springs' government should not approve this development as currently proposed. It should follow its own development guidelines and not grant variances leading to excess density.
- Road changes need to be neighborhood friendly.

- Don't kill this project; downsize it. Protect existing motorists and businesses. Don't let one project hog traffic resources to the extent that redeveloping the rest of Roswell Road is infeasible.

Meeting - Please attend.

Community Developer Resolution Meeting (open to public for their comments) Thursday April 25, 8 pm
Sandy Springs City Hall, 7840 Roswell Road Bldg 500
City Hall building map: <http://www.sandyspringsga.gov/Maps-Plats/City-Hall/City-Hall-Map>

Sandy Springs City Council is currently scheduled to vote on this application on June 18, 2013.

Gordon Certain President, North Buckhead Civic Association NorthBuckhead@yahoo.com April 25, 2013

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RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

Abaray, Linda

From: Pam Alexander <PAlexander@frenchwolffarr.com>
Sent: Tuesday, April 30, 2013 3:13 PM
To: COSS Planning and Zoning; DeJulio, Tibby; McEnery, Karen; hshook@atlantaga.gov; Abaray, Linda
Cc: northbuckhead@yahoo.com; Steve McConnell (smcconnell@msclaw.net); Pam Alexander
Subject: 201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road
Attachments: Roswell-Meadowbrook Proposal.pdf

Dear City of Sandy Springs Council Members DeJulio and McEnery and City of Atlanta Council Member Shook,

I am a resident of the Meadowbrook neighborhood living at 311 Meadowbrook Drive within the City of Atlanta, though our lot abuts the Sandy Springs city limit. I write to you today about the proposed "Sandy Springs Gateway" mixed-use development planned for the parcels on which the existing Chastain/Versailles apartments on Roswell Road now sit. While a thoughtful re-development of that property into walkable amenities of which my family and neighbors could take advantage would be most welcome, I have some serious reservations.

The current plans that have been filed by the development team of JLB Partners and Core Property Capital are still **TOO DENSE** at 700 apartments. Roswell Road between Windsor Parkway and Wieuca Road cannot handle the current traffic congestion during the afternoon rush hour or concerts/sports events at nearby Chastain Park. Adding in the additional 22.5% traffic increase suggested by the traffic study for the project will obviously cause even further gridlock.

Even if the Windsor Parkway/Roswell Road intersection is improved by re-routing it further north (though the details of those plans are still extremely unclear to impacted neighbors), it is inconclusive that traffic flow will be enhanced enough. The Meadowbrook neighborhood is extremely concerned, as a matter of fact, as to whether this "improvement" **will actually encourage the flow of cut-through traffic into our residential streets** 1) at the intersections of Dalmer Road and Jolyn Place for those westbound Windsor Parkway travelers desiring to avoid the light at Roswell, or 2) at Meadowbrook Drive for northbound Roswell Road Drivers wishing to skip the extra distance/light to turn onto Windsor Parkway. Anyone wishing to access Walgreens coming from the east will now cut through our neighborhood to use the Meadowbrook Drive curb cut, since they'll no longer be able to drive in via Windsor Parkway. While considering your recommendation, my neighbors and I **urge you to add appropriate cut-through mitigation measures into your plan.**

Additionally, we request that in order to deal with the additional congestion on Roswell and Windsor, that you **consider measures to improve our egress from the neighborhood** onto these streets. I realize that Roswell is a State Road falling under the jurisdiction of GDOT, but we ask for your advocacy on our behalf. The current signage at the Roswell/Meadowbrook intersection is insufficient to discourage drivers blocking the intersection to existing traffic; I've attached an illustration of how this could potentially be improved. Any other suggestions you have would be welcome.

Thanks for your time and attention to this vitally important matter.

Regards,

Pam

Pamela T. Alexander
311 Meadowbrook Drive, NE
Atlanta, GA 30342

RECEIVED

Abaray, Linda

APR 30 2013

From: Mike Dowdle <mike@dowdle.net>
Sent: Thursday, April 25, 2013 3:23 PM
To: COSS Planning and Zoning
Subject: Opposed to 201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road

City of Sandy Springs
Community Development

fyi

From: Mike Dowdle [mailto:mike@dowdle.net]
Sent: Thursday, April 25, 2013 11:18 AM
To: 'kmcenery@sandyspringsga.gov'; 'tdejulio@sandyspringsga.gov'; 'gsterling@sandyspringsga.gov'; 'ccollins@sandyspringsga.gov'; 'dfries@sandyspringsga.gov'; 'jpaulson@sandyspringsga.gov'; 'yadrean@atlantaga.gov'; 'hshook@atlantaga.gov'; 'egalambos@sandyspringsga.gov'
Cc: 'NorthBuckhead@yahoo.com'; 'Rasmus Wegener'; 'Eileen Desai'; 'ronlenore@gmail.com'
Subject: Opposed to Redevelopment at Roswell Rd and Wieuca

Dear Ms. Galambos, Sandy Springs City Council Members, Mr. Shook, and Ms. Adrean,

I am also opposed to this development as presented and I'm in agreement with Mr. Certain.

I believe this project, when downsized, can be beneficial to the area. I have lived at 10 Wieuca Trace, Atlanta 30342 for 15 years and travel daily to frequent many of the businesses in the immediate vicinity of this development. Anyone who has ever driven in that area knows traffic is often unbearable.

If this development goes as planned, you can bet the Meadowbrook neighborhood (which is both in S. Springs and ATL) will see a huge increase in cut-through traffic. I know that's how I'll be avoiding the traffic.

Mike

Michael B. Dowdle
mike@dowdle.net
404.307.2100

From: ronlenore@gmail.com [mailto:ronlenore@gmail.com]
Sent: Thursday, April 25, 2013 9:58 AM
To: kmcenery@sandyspringsga.gov; tdejulio@sandyspringsga.gov; gsterling@sandyspringsga.gov; ccollins@sandyspringsga.gov; dfries@sandyspringsga.gov; jpaulson@sandyspringsga.gov; yadrean@atlantaga.gov; hshook@atlantaga.gov; egalambos@sandyspringsga.gov
Cc: NorthBuckhead@yahoo.com; Rasmus Wegener; Eileen Desai; Mike Dowdle
Subject: Opposed to Redevelopment at Roswell Rd and Wieuca

Dear Ms. Galambos, Sandy Springs City Council Members, Mr. Shook, and Ms. Adrean,

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below. I believe the redevelopment as proposed will negatively affect the quality of life for everyone near this location. We do not want to kill this project, just to downsize it. I hope you will either vote or voice your opinion against it as currently proposed.

Ron Lenore
12 Wieuca Trace
Atlanta, GA 30342
(404) 252-2510
RonLenore@gmail.com

21 acre development threatens Roswell Road traffic - time to act

Originally published in the April 19-May 2, 2013 edition of the Buckhead Reporter

Motorists face a formidable new onslaught of traffic on frequently clogged Roswell Road if developers' plans are rubber stamped by Sandy Springs. Buckhead and Sandy Springs neighborhoods along Roswell Road worry about the \$150 million "Sandy Springs Gateway" (SSG) proposal to redevelop 21 acres. With some eager to replace the Chastain and Versailles apartments, we should be wary of swapping one set of problems for another.

JLB Realty and Core Development revised SSG plans on April 9. Neighborhood leaders met with them the next day. Clearly, the new plans were better, addressing many neighborhood comments. But, SSG is still too dense, exceeding the area's comprehensive development guidelines. If nearby roads had unused capacity, overlooking this excessive density might be easier. But they don't and we can't.

Almost completely in Sandy Springs, SSG significantly impacts traffic in Atlanta. According to their traffic studies, SSG will generate 8,900 to 10,700 daily vehicle trips on nearby streets, 54% in Atlanta. A 22.5% traffic increase is forecast on Roswell Road at West Wieuca Road. Neighborhoods are rightly concerned with density, traffic and whether associated road changes use tax money wisely.

SSG's traffic study foresees traffic being no worse after completion assuming needed road improvements are made. Our experience is that traffic models struggle to replicate congestion resulting from human behavior. Other reasons for doubt exist. For example, SSG's study didn't consider Chastain Amphitheater and Chastain Park athletic events. Additionally, the recent proliferation of apartments in the area was largely ignored. In North Buckhead alone, some 1,400 apartments are under review or under construction, a 28% increase in its housing units. This apartment flood is yet another bubble waiting to burst. Unfortunately, after the bubble, we'll be stuck with those buildings and their traffic.

SSG would replace 436 apartments with

- • 700 apartments (buildings to 84 feet high)
- • 120,000 square feet of retail/office
- • 1572 parking spaces including two parking decks

Documentation at www.nbca.org/SSGateway.htm.

The Atlanta Regional Commission designated SSG a Development of Regional Importance" and the Georgia Regional Transportation Authority conditioned project approval on road changes, including

- • **Move Windsor Parkway intersection to meet Roswell Road at a right angle.** This will remove a historic church (now a funeral home) and, reportedly, six private homes. Old Windsor will become an unsignalized dead-end, making shopping at Walgreens harder while encouraging cut-through traffic.

- • **Add an eastbound West Wieuca Road left turn lane to feed the project's Atlanta entrance.**
Atlanta must pay for road widening including condemning commercial property. No funding is offered by SSG or Sandy Springs. So, *cash-short Atlanta would be forced to spend to strengthen Sandy Spring's tax base while worsening Atlanta traffic!*

We don't want to kill this project but we don't want it to strangle us, either. Buckhead residents, contact your Atlanta City Councilmembers. Sandy Springs, disallow this density; follow your own comprehensive development plans!

This map shows SSG and related road changes. Meadowbrook Drive (North Buckhead's northern boundary) follows the city limits. A short nub of SSG extends to Atlanta's West Wieuca Road.

21 acre development threatens Roswell Road traffic - time to act

Contact Information – Please contact these officials. Atlanta City Council:

District 7 (including North Buckhead area)
Councilmember **Howard Shook** 404-330-6050 hshook@atlantaga.gov

District 8 (including Chastain Park area)
Councilmember **Yolanda Adrean** 404-330-6051 yadrean@atlantaga.gov

Sandy Springs City Council:

District 1 **John Paulson** jpaulson@sandyspringsga.gov

District 2 **Dianne Fries** dfries@sandyspringsga.gov

District 3 **Chip Collins** ccollins@sandyspringsga.gov

District 4 **Gabriel Sterling** gsterling@sandyspringsga.gov

District 5 **Tiberio "Tibby" DeJulio** tdejulio@sandyspringsga.gov
Tibby's district includes the High Point neighborhood, immediately north of North Buckhead.

District 6 **Karen Meinzen McEnery** kmcenery@sandyspringsga.gov
Karen's district includes the Cherokee Park neighborhood and the site of this development.

North Buckhead Civic Association (NBCA):

NorthBuckhead@yahoo.com

NBCA's position:

- • The developers are trying to cram too much into an area which has regular traffic problems.
- • The project's traffic congestion forecasts are too optimistic and ignore key factors.
- • Atlanta taxpayers shouldn't have to pay for roadwork for a private development in Sandy Springs.
- • Sandy Springs' government should not approve this development as currently proposed. It should

follow its own development guidelines and not grant variances leading to excess density.

- • Road changes need to be neighborhood friendly.
- • Don't kill this project; downsize it. Protect existing motorists and businesses. Don't let one project

hog traffic resources to the extent that redeveloping the rest of Roswell Road is infeasible.

Meeting - Please attend.

Community Developer Resolution Meeting (open to public for their comments) Thursday April 25, 8 pm
Sandy Springs City Hall, 7840 Roswell Road Bldg 500
City Hall building map: <http://www.sandyspringsga.gov/Maps-Plats/City-Hall/City-Hall-Map>

Sandy Springs City Council is currently scheduled to vote on this application on June 18, 2013.

Gordon Certain President, North Buckhead Civic Association NorthBuckhead@yahoo.com April 25, 2013

RECEIVED

Abaray, Linda

APR 30 2013

From: YURFEST@aol.com
Sent: Thursday, April 25, 2013 3:08 PM
To: COSS Planning and Zoning
Subject: Gateway project "201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road"

City of Sandy Springs
Community Development

This is a terrible idea!
Too many transient residents and too much traffic!

Paul Yurfest DDS
Sandy Springs Resident
404-851-9074

RECEIVED

Abaray, Linda

APR 30 2013

From: Jeffrey Folinus <jeffrey.folinus@icloud.com>
Sent: Thursday, April 25, 2013 3:41 PM
To: McEnery, Karen; DeJulio, Tibby
Cc: COSS Planning and Zoning; Gordon Certain
Subject: 201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road

City of Sandy Springs
Community Development

As a resident of this area since 1965, and a registered architect since 1977, I have reviewed the goals and plans for this ~~proposed development with some interest.~~

Based on that review, my professional evaluation has these concerns:

1. This area currently has some of the worst traffic in the area. Congestion originating in this area daily has impact as much as mile away. This development will likely create additional congestion.
2. The drawings indicate that the taller portions of the project are those abutting existing residences, and the lower-rise portions abut Roswell Road. This seems basically the reverse of what would seem most desirable: which is to use the new development to improve the neighborhood. A real concern is the likely negative impact of the multi-story buildings on the residences and neighborhood to the west.
3. It is not clear why the area needs additional office space, given there is a brand new vacant office building less than a mile away at Belle Isle and Roswell Road. Similarly, there are two retail complexes already dealing with vacancy concerns in that area.

It is, however, worthy to see additional investment refreshing the area.

Jeffrey Folinus

Abaray, Linda

RECEIVED

From: Wendy Bennett <benfam5@gmail.com>
Sent: Thursday, April 25, 2013 4:07 PM
To: COSS Planning and Zoning; NorthBuckhead@yahoo.com
Subject: Fwd: VOTE NO! [201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road]

APR 30 2013

City of Sandy Springs
Community Development

Providing a copy of the email I just sent [below]. THANK YOU for your efforts!

Wendy Bennett

:::: :::: :::: :::: ::::

Bennett Family
Brandon*Wendy*Annie*Kendall*John
4737 Dudley Lane*Atlanta, GA 30327
H: 404.250.8995 / Wendy:404.606.3925

----- Forwarded message -----

From: Wendy Bennett <benfam5@gmail.com>
Date: Thu, Apr 25, 2013 at 4:00 PM
Subject: VOTE NO! [201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road]
To: jpaulson@sandyspringsga.gov, dfries@sandyspringsga.gov, ccollins@sandyspringsga.gov,
gsterling@sandyspringsga.gov, tdejulio@sandyspringsga.gov, hshook@atlantaga.gov, yadrean@atlantaga.gov,
kmcenery@sandyspringsga.gov

We've recently been made aware of the development plans for the Sandy Springs / North Buckhead area near West Wieuca and Roswell. As a Chastain Park resident, this intersection is integral to 75% of our family's logistics. It is painfully congested at the present time and further density related to residential and/or commercial traffic is a RIDICULOUS and TERRIBLE idea -- the OPPOSITE of "improvement". My opposition points follow:

- Cramming too much into an area which has regular traffic problems.
- The project's traffic congestion forecasts are too optimistic and ignore key factors.
- Atlanta taxpayers shouldn't have to pay for roadwork for a private development in Sandy Springs.

Sandy Springs' government should not approve this development as currently proposed. It should follow its own development guidelines and not grant variances leading to excess density. ROAD CHANGES NEED TO BE NEIGHBORHOOD FRIENDLY!

Don't kill this project; downsize it. Protect existing motorists and businesses. This is a charming and UNIQUE location in Sandy Springs, with considerable neighborhood support to ensure Chastain Park continues to add to the appeal of Sandy Springs / North Buckhead area.

Don't let one project hog traffic resources to the extent that redeveloping the rest of Roswell Road is infeasible.

Thank you for your support.

Wendy and Brandon Bennett
:::: :::: :::: :::: ::::
Bennett Family
Brandon*Wendy*Annie*Kendall*John

4737 Dudley Lane*Atlanta, GA 30327
H: 404.250.8995 / Wendy:404.606.3925



Abaray, Linda

RECEIVED

From: cheri stills <cheristills@gmail.com>
Sent: Thursday, April 25, 2013 2:48 PM
To: Paulson, John; Fries, Dianne; Collins, William "Chip"; Sterling, Gabriel; DeJulio, Tibby; McEnery, Karen
Cc: COSS Planning and Zoning
Subject: 201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road

APR 30 2013

City of Sandy Springs
Community Development

~~Please stop this project as currently planned. Anyone who travels Roswell Road going north during rush hours, lunch, and weekends knows the traffic through here is already terrible. This project replaces 436 apartments with:~~

- 700 apartments (buildings to 84 feet high)
- 120,000-square-feet of retail/office
- 1,484 parking spaces, including two parking decks

This project's traffic congestions forecasts are too optimistic.

In addition, the project will add an eastbound West Wieuca Road left-turn lane to feed the project's Atlanta entrance. **Atlanta must pay for road widening including condemning commercial property. No funding is offered by SSG or Sandy Springs. So, cash-short Atlanta would be forced to spend to strengthen Sandy Spring's tax base while worsening Atlanta traffic!**

Sandy Springs' government should not approve this development as currently detailed.

This complex would be terrible for our beautiful Atlanta community and gateway to Sandy Springs.

Thanks,

Cheri Stills

Lakemoore Colony Condominiums

Abaray, Linda

From: langley.respass@ubs.com
Sent: Thursday, April 25, 2013 3:07 PM
To: COSS Planning and Zoning
Subject: Sandy Springs Gateway apartments problem
Attachments: Legal Disclaimer.txt

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

Good afternoon:

I am a resident of North Buckhead. My family lives on Loridans, close to West Wieuca. The new Sandy Springs Gateway apartment complex is going to be a huge problem.

Have you ever driven down West Wieuca to get to Chastain for a kids baseball or softball game at NYO (Northside Youth Organization)? It's already very congested. If we don't stop this new development or at least not allow a turn-in from West Wieuca then getting kids to Chastain will become a nightmare. Drive it yourself now and then envision all the traffic from the apartments!

Please call me at 404-760-3230 if you want to talk.

Thanks
Langley

[Visit my website](#)

Langley K. Respass

Senior Vice President - Investments
Senior Portfolio Manager
Private Wealth Advisor
UBS Financial Services Inc.
3455 Peachtree Road, N.E., Suite 1700
Atlanta, Georgia 30326
(404) 760-3230 Direct

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

Abaray, Linda

From: Andrea Bennett <andrea0599@gmail.com>
Sent: Thursday, April 25, 2013 4:41 PM
To: COSS Planning and Zoning
Subject: 201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road
Attachments: Site Plan showing parking lots at the street.pdf; Sections from Sandy Springs Master Plan dealing with subject area.pdf

~~Dear Planning Director:~~

This development is a clear departure from the Sandy Springs Master Plan.

Having put so much work into developing the plan, it is sad to see it abandoned upon the first request by a developer.

The subject property should be redeveloped, but consistently with the city's Master Plan.

In particular, the retail parcel on the north end of the project has the parking lot out front and the building set far back from the street.

That is directly opposite the stated intent of the Sandy Springs Master Plan to create a walkable, pedestrian friendly community.

As Maria Saporta wrote a few days ago in her article [A more walkable Atlanta equals a healthier and more prosperous city](#):

"Nothing kills street life more than a surface parking lot or a lifeless concrete garage butting up to a sidewalk."

They should reverse the layout on this parcel, and put the building at the street with the parking lot behind. It doesn't cost any more to do that in the development stage.

Otherwise this development will perpetuate the auto dominated character of Roswell Road by literally setting it in concrete.

That would be an enormous and costly mistake that will resonate in Sandy Springs for decades to come.

I strongly urge you not to let this happen.

Andrea Bennett

(404) 231-4130 Telephone
(877) 491-0773 Fax

Abaray, Linda

From: Placement Central Inc <placement@mindspring.com>
Sent: Thursday, April 25, 2013 4:59 PM
To: COSS Planning and Zoning
Subject: FW: Sandy Springs Gateway Project

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

From: Placement Central Inc [<mailto:placement@mindspring.com>]

Sent: Thursday, April 25, 2013 11:02 AM

To: 'gsterling@sandyspringsga.gov'

Subject: Sandy Springs Gateway Project

Dear Council Member Sterling,
Please work to downsize the Sandy Springs Gateway Project. We have too much traffic as it is.

Sincerely,
Gina Gallucci & Philip Dreger
3945 Sheldon Dr.
Atlanta, GA 30342

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Abaray, Linda

From: Placement Central Inc <placement@mindspring.com>
Sent: Thursday, April 25, 2013 4:59 PM
To: COSS Planning and Zoning
Subject: FW: Sandy Springs Gateway Project

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

From: Placement Central Inc [mailto:placement@mindspring.com]

Sent: Thursday, April 25, 2013 11:04 AM

To: 'kmcenery@sandyspringsga.gov'

Subject: Sandy Springs Gateway Project

Dear Council Member McEnery,
Please work to downsize the Sandy Springs Gateway Project. We have too much traffic as it is.

Sincerely,
Gina Gallucci & Philip Dreger
3945 Sheldon Dr.
Atlanta, GA 30342

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Abaray, Linda

From: Placement Central Inc <placement@mindspring.com>
Sent: Thursday, April 25, 2013 4:59 PM
To: COSS Planning and Zoning
Subject: FW: Sandy Springs Gateway Project

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APR 30 2013

City of Sandy Springs
Community Development

From: Placement Central Inc [<mailto:placement@mindspring.com>]
Sent: Thursday, April 25, 2013 11:02 AM
To: 'ccollins@sandyspringsga.gov'
Subject: Sandy Springs Gateway Project

Dear Council Member Collins,
Please work to downsize the Sandy Springs Gateway Project. We have too much traffic as it is.

Sincerely,
Gina Gallucci & Philip Dreger
3945 Sheldon Dr.
Atlanta, GA 30342

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Abaray, Linda

From: Placement Central Inc <placement@mindspring.com>
Sent: Thursday, April 25, 2013 4:59 PM
To: COSS Planning and Zoning
Subject: FW: Sandy Springs Gateway Project

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

From: Placement Central Inc [<mailto:placement@mindspring.com>]

Sent: ~~Thursday, April 25, 2013 11:02 AM~~

To: 'dfries@sandyspringsga.gov'

Subject: Sandy Springs Gateway Project

*Dear Council Member Fries,
Please work to downsize the Sandy Springs Gateway Project. We have too much traffic as it is.*

*Sincerely,
Gina Gallucci & Philip Dreger
3945 Sheldon Dr.
Atlanta, GA 30342*

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Abaray, Linda

From: Placement Central Inc <placement@mindspring.com>
Sent: Thursday, April 25, 2013 4:59 PM
To: COSS Planning and Zoning
Subject: FW: Sandy Springs Gateway Project

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

From: Placement Central Inc [<mailto:placement@mindspring.com>]
Sent: Thursday, April 25, 2013 11:02 AM
To: 'jppaulson@sandyspringsga.gov'
Subject: Sandy Springs Gateway Project

Dear Council Member Paulson,
Please work to downsize the Sandy Springs Gateway Project. We have too much traffic as it is.

Sincerely,
Gina Gallucci & Philip Dreger
3945 Sheldon Dr.
Atlanta, GA 30342

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APR 30 2013

City of Sandy Springs
Community Development

Abaray, Linda

From: Teddy Russell <teddyr@rlg.cc>
Sent: Thursday, April 25, 2013 5:05 PM
To: COSS Planning and Zoning
Subject: 201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road

I am very concerned about the Sandy Springs Gateway project at Windsor Pkwy and Roswell Rd.

~~I live very close and the traffic is already difficult. Please consider the traffic issues at this location.~~

Thank you,

Teddy Russell
Russell Landscape Group, Inc
Cell: 770.560.2315
Office: 770.446.3552
<http://www.russelllandscapegroup.com>



Atlanta/Savannah/Hilton Head/Charleston/Nashville/Birmingham/Destin

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

Abaray, Linda

From: Jan Rabinowitz <rabinowitzster@gmail.com>
Sent: Thursday, April 25, 2013 5:19 PM
To: COSS Planning and Zoning
Subject: 201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road

Dear Ms. Abaray,

~~I am very upset to learn JUST NOW that the Community Resolution Meeting is tonight, as I have a previously scheduled engagement and can't be there.~~

I hope that my comments can be read. I wrote to the City Council members a couple of weeks ago.

This redevelopment should NOT be approved for several reasons:

1. Does not fit the Comprehensive Land Use Plan for this location.
2. The area cannot accommodate such a huge increase in traffic as this will create.
3. Funds for road improvements are showing as being taken away from redevelopment of the Glenridge/Roswell Road intersection that was approved for inclusion in this year's capital budget. This is a much more pressing need than adding more apartment and retail density.
4. Sandy Springs still has enough empty retail space that it seems imprudent to add more.
5. As the area's population growth has been primarily due to growth at the lower income levels, why would we build apartments geared to young professionals when there are numerous complexes planned and existing for this demographic already? The two apartment complexes being replaced may have some crime issues, but overall they are well kept and include green space which will have to be removed.

I am very upset about this turn of events, and hope that the city can keep those of us who will be affected by this redevelopment informed in a timely manner of any meetings relating to the issue. The last I had heard was that the meetings had been postponed until June because the paperwork had not been submitted to the city.

Jan Rabinowitz
55 Osner Dr. NE
Sandy Springs

Abaray, Linda

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

From: John Day <jsday@bellsouth.net>
Sent: Thursday, April 25, 2013 5:43 PM
To: COSS Planning and Zoning
Subject: FW: Proposed Sandy Springs Development at Roswell Rd and Wieuca

I was just informed that I should send my comment to you.

From: John Day [mailto:jsday@bellsouth.net]
Sent: Thursday, April 25, 2013 2:06 PM
To: 'hshook@atlantaga.gov'; 'yadrean@atlantaga.gov'
Cc: 'northbuckhead@yahoo.com'
Subject: Proposed Sandy Springs Development at Roswell Rd and Wieuca

This is to register my concern about the proposed development at the border of City of Atlanta and Sandy Springs.

The traffic burden from this development doubles the number of apartments from the current number and dramatically increases the amount of retail space. Also, the City of Atlanta receives none of the tax dollars from the project but will have to incur costs to handle the traffic.

The intersection of Wieuca and Roswell Rd is close to impassable now at peak rush hours. Also the proposed left turn lane to enter the project direct to Wieuca Road will exaggerate the current problem at the light at Roswell and Wieuca Road. The intersection of Windsor Parkway and Roswell Road is very difficult to navigate because often Roswell Rd headed South is blocked due to the traffic light. If the road is relocated to the entry of the expanded development, it will make this light much more difficult.

The large increase in apartments is a significant increase. It is unclear where the children that live in these apartments will attend school. If Sarah Smith, it creates a risk that the quality and number of students at Sarah Smith will be negatively impacted.

Since it is a Sandy Springs project, our options might be limited. At a minimum, the City should object to any access to the project from Wieuca Road.

John Day

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

Abaray, Linda

From: Karin Bridges <karinhbridges@comcast.net>
Sent: Thursday, April 25, 2013 6:50 PM
To: COSS Planning and Zoning
Cc: NorthBuckhead@yahoo.com
Subject: 201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road

This plan will greatly impact my ability to "travel" to Sandy Springs, to visit businesses, doctors, etc.

If it is built, as planned, I will go out of my way to avoid the increased traffic. I will take 400 to go beyond Sandy Springs or simply only frequent businesses away from this "district."

Why would you make it HARDER for us to get to your existing tax base of small and large businesses?

David and Karin Bridges

Abaray, Linda

From: Lisa Frank <lafrank@comcast.net>
Sent: Thursday, April 25, 2013 9:09 PM
To: COSS Planning and Zoning
Subject: PLEASE: Downsize Roswell Rd, W Wieuca, Windsor Parkway project

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

Thank you for adding my comment to the public record.

From: Lisa Frank [mailto:lafrank@comcast.net]

Sent: Thursday, April 25, 2013 9:52 AM

To: 'hshook@atlantaga.gov'; 'yadrean@atlantaga.gov'; 'jpaolson@sandyspringsga.gov'; 'dfries@sandyspringsga.gov'; 'gsterling@sandyspringsga.gov'; 'tdejulio@sandyspringsga.gov'; 'kmcerny@sandyspringsga.gov'

Cc: 'northbuckhead@yahoo.com'

Subject: PLEASE: Downsize Roswell Rd, W Wieuca, Windsor Parkway project

Dear representatives: I have lived near this intersection for 33 years. PLEASE do not make the mistake of allowing greatly increased traffic from over density ruin our ability to get in and out of our neighborhood.

PLEASE follow existing development guidelines without exception.

This intersection is already well beyond capacity every single day, and is much worse when Chastain Park concerts occur.

We strongly oppose the plan as it stands. We are relying on you to make compromises that benefit all of us.

Thank you for doing the right thing.

Lisa Frank

FRANK RELATIONS

404-255-8567

lisafrank@frankrelations.com

Abaray, Linda

From: Lisa Braun <lwbraun89@yahoo.com>
Sent: Thursday, April 25, 2013 9:26 PM
To: Sterling, Gabriel; hshook@atlantaga.gov; yadrean@atlantaga.gov; Paulson, John; Fries, Dianne; Collins, William "Chip"; DeJulio, Tibby; McEnery, Karen
Cc: NorthBuckhead@yahoo.com; COSS Planning and Zoning
Subject: 201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road - Vote No

RECEIVED
APR 30 2013
City of Sandy Springs
Community Development

~~We are writing to express our disapproval of the proposed Sandy Springs Gateway (SSG) project. As currently designed, our issues are as follows:~~

- Developers are seeking to build a project which exceeds the area's comprehensive development guidelines.
- Nearby roads are already at capacity. The project's traffic congestion forecasts are overly optimistic and do not take into account all factors.
- Atlanta taxpayers should not be forced to pay for roadwork needed for a private development in Sandy Springs.

We look to Sandy Springs' government to lead the way and not projects that do not comply with their own development guidelines. Further, we ask that variances that lead to excess density not be granted.

Thank you for your time,

Jim and Lisa Braun

Abaray, Linda

From: Tennant, Monica Nelson <monica.tennant@emoryhealthcare.com>
Sent: Friday, April 26, 2013 2:55 PM
To: COSS Planning and Zoning
Subject: FW: Meadowbrook is Opposed to SSG

RECEIVED

APR 30 2013
City of Sandy Springs
Community Development

I live (and vote) from the Meadowbrook neighborhood which would be negatively affected by the SSG development at Windsor Parkway and Roswell Road. I have been hit twice attempting to leave my neighborhood via the ~~Meadowbrook/Roswell Road intersection. Once before the "stop here when light is red" sign and once after the sign~~ was placed. There has never been a police officer enforcing the sign and white line since placement.

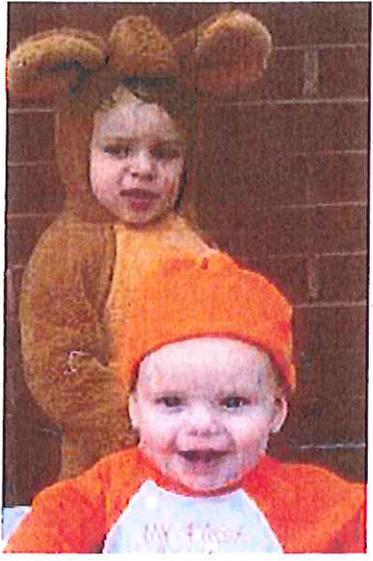
Why don't I use the Windsor Parkway/Walgreen's exit? Because no one lets you turn left out of Walgreen's on to Windsor parkway. Why don't I leave my neighborhood via Jolyn? Same reason: Windsor Parkway is too jammed with speeders. Why don't I leave my neighborhood via Dahlmer? Same reason: speeders.

Our neighborhood is boxed in and has been working with the city of Atlanta and Sandy Springs to increase visibility at all these intersections to no avail. Cars routinely speed over 45 miles an hour on Windsor and this complex would only increase the volume of people fighting for an alternative to Roswell Road.

Lake Forrest Drive has become the "mini-GA 400" to offset volume on Roswell. Over building another apartment+retail complex at SSG would do the same for Windsor Parkway.

Meadowbrook is a walking neighborhood. Visit us any day of the week, especially when the weather is good and you will see most of the neighborhood walking to the neighborhood eateries. That is why we purchased our home when we already owned 2 in other areas of Atlanta/Roswell. While we welcome the idea of additional places to explore, the traffic volume and issues cannot be controlled. The SSG development is a pedestrian fatality waiting to happen as you cannot prevent commuters using our neighborhood as a "cut-through" if SSG is built. My children are 2 and 4 years old and learning to ride their bike/tricycle. Please remember their faces when you consider SSG and future developments at the Roswell/Wieuca/Windsor Parkway intersections.

Monica Tennant, MSN, APRN, CCNS



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RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

Abaray, Linda

From: Wegener, Rasmus <Rasmus.Wegener@Bain.com>
Sent: Thursday, April 25, 2013 4:40 PM
To: COSS Planning and Zoning
Subject: 201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road

To Whom It May Concern,

I am forwarding the email below regarding our opposition to the redevelopment at Roswell Road and Wieuca.

Thank you,

Rasmus Wegener

From: Fries, Dianne [mailto:DFries@SandySpringsga.gov]
Sent: Thursday, April 25, 2013 16:22
To: Wegener, Rasmus
Subject: RE: Opposed to Redevelopment at Roswell Rd and Wieuca

Thank you for your email
Dianne

From: Wegener, Rasmus [mailto:Rasmus.Wegener@Bain.com]
Sent: Thursday, April 25, 2013 3:07 PM
To: Mike Dowdle; McEnery, Karen; DeJulio, Tibby; Sterling, Gabriel; Collins, William "Chip"; Fries, Dianne; Paulson, John; yadrean@atlantaga.gov; hshook@atlantaga.gov; Galambos, Eva
Cc: Bennett Wiggins; 'Eileen Desai'; ronlenore@gmail.com
Subject: RE: Opposed to Redevelopment at Roswell Rd and Wieuca

Dear Ms. Galambos, Sandy Springs City Council Members, Mr. Shook, and Ms. Adrean:

I'd like to voice a very similar position here.
We, too, strongly oppose the SSG plans/redevelopment at Roswell Rd in their current form and density.

This project could be quite valuable to the community, if scaled down and done right. In their present form the plans will further deteriorate the already difficult traffic situation in our neighborhood, negatively impacting quality of life and property values.

As our elected officials I call upon you to prioritize helping our community tackle existing traffic issues first (e.g. consistent speeding on Wieuca Road) before permitting untenable further cars onto already clogged main arteries and neighborhood side roads.

Sincerely,

Dr. Cornelia Wegener and Dr. Rasmus Wegener
6 Wieuca Trace
Atlanta, GA 30342
(404) 846 5356

From: Mike Dowdle [<mailto:mike@dowdle.net>]
Sent: Thursday, April 25, 2013 11:18
To: kmcenerny@sandyspringsga.gov; tdejulio@sandyspringsga.gov; gsterling@sandyspringsga.gov; ccollins@sandyspringsga.gov; dfries@sandyspringsga.gov; jpaulson@sandyspringsga.gov; yadrean@atlantaga.gov; hshook@atlantaga.gov; egalambos@sandyspringsga.gov
Cc: NorthBuckhead@yahoo.com; Wegener, Rasmus; 'Eileen Desai'; ronlenore@gmail.com
Subject: Opposed to Redevelopment at Roswell Rd and Wieuca

Dear Ms. Galambos, Sandy Springs City Council Members, Mr. Shook, and Ms. Adrean,

~~I am also opposed to this development as presented and I'm in agreement with Mr. Certain.~~

I believe this project, when downsized, can be beneficial to the area. I have lived at 10 Wieuca Trace, Atlanta 30342 for 15 years and travel daily to frequent many of the businesses in the immediate vicinity of this development. Anyone who has ever driven in that area knows traffic is often unbearable.

If this development goes as planned, you can bet the Meadowbrook neighborhood (which is both in S. Springs and ATL) will see a huge increase in cut-through traffic. I know that's how I'll be avoiding the traffic.

Mike

Michael B. Dowdle
mike@dowdle.net
404.307.2100

From: ronlenore@gmail.com [<mailto:ronlenore@gmail.com>]
Sent: Thursday, April 25, 2013 9:58 AM
To: kmcenerny@sandyspringsga.gov; tdejulio@sandyspringsga.gov; gsterling@sandyspringsga.gov; ccollins@sandyspringsga.gov; dfries@sandyspringsga.gov; jpaulson@sandyspringsga.gov; yadrean@atlantaga.gov; hshook@atlantaga.gov; egalambos@sandyspringsga.gov
Cc: NorthBuckhead@yahoo.com; Rasmus Wegener; Eileen Desai; Mike Dowdle
Subject: Opposed to Redevelopment at Roswell Rd and Wieuca

Dear Ms. Galambos, Sandy Springs City Council Members, Mr. Shook, and Ms. Adrean,

My name is Ron Lenore, and I live at 12 Wieuca Trace, Atlanta, GA 30342. I have lived in this house for about 14 years. I am writing to you because I would like to voice my opposition to the below redevelopment proposal near Roswell Road and Wieuca Road. I agree with all of the points made by Gordon Certain of the NBCA below. I believe the redevelopment as proposed will negatively affect the quality of life for everyone near this location. We do not want to kill this project, just to downsize it. I hope you will either vote or voice your opinion against it as currently proposed.

Ron Lenore
12 Wieuca Trace
Atlanta, GA 30342
(404) 252-2510

21 acre development threatens Roswell Road traffic - time to act

Originally published in the April 19-May 2, 2013 edition of the Buckhead Reporter

Motorists face a formidable new onslaught of traffic on frequently clogged Roswell Road if developers' plans are rubber stamped by Sandy Springs. Buckhead and Sandy Springs neighborhoods along Roswell Road worry about the \$150 million "Sandy Springs Gateway" (SSG) proposal to redevelop 21 acres. With some eager to replace the Chastain and Versailles apartments, we should be wary of swapping one set of problems for another.

JLB Realty and Core Development revised SSG plans on April 9. Neighborhood leaders met with them the next day. Clearly, the new plans were better, addressing many neighborhood comments. But, SSG is still too dense, exceeding the area's comprehensive development guidelines. If nearby roads had unused capacity, overlooking this excessive density might be easier. But they don't and we can't.

Almost completely in Sandy Springs, SSG significantly impacts traffic in Atlanta. According to their traffic studies, SSG will generate 8,900 to 10,700 daily vehicle trips on nearby streets, 54% in Atlanta. A 22.5% traffic increase is forecast on Roswell Road at West Wieuca Road. Neighborhoods are rightly concerned with density, traffic and whether associated road changes use tax money wisely.

SSG's traffic study foresees traffic being no worse after completion assuming needed road improvements are made. Our experience is that traffic models struggle to replicate congestion resulting from human behavior. Other reasons for doubt exist. For example, SSG's study didn't consider Chastain Amphitheater and Chastain Park athletic events. Additionally, the recent proliferation of apartments in the area was largely ignored. In North Buckhead alone, some 1,400 apartments are under review or under construction, a 28% increase in its housing units. This apartment flood is yet another bubble waiting to burst. Unfortunately, after the bubble, we'll be stuck with those buildings and their traffic.

SSG would replace 436 apartments with

- 700 apartments (buildings to 84 feet high)
- 120,000 square feet of retail/office
- 1572 parking spaces including two parking decks

Documentation at www.nbca.org/SSGateway.htm.

The Atlanta Regional Commission designated SSG a Development of Regional Importance" and the Georgia Regional Transportation Authority conditioned project approval on road changes, including

- **Move Windsor Parkway intersection to meet Roswell Road at a right angle.** This will remove a historic church (now a funeral home) and, reportedly, six private homes. Old Windsor will become an unsignalized dead-end, making shopping at Walgreens harder while encouraging cut-through traffic.
- **Add an eastbound West Wieuca Road left turn lane to feed the project's Atlanta entrance.** Atlanta must pay for road widening including condemning commercial property. No funding

is offered by SSG or Sandy Springs. So, cash-short Atlanta would be forced to spend to strengthen Sandy Spring's tax base while worsening Atlanta traffic!

We don't want to kill this project but we don't want it to strangle us, either. Buckhead residents, contact your Atlanta City Councilmembers. Sandy Springs, disallow this density; follow your own comprehensive development plans!

This map shows SSG and related road changes. Meadowbrook Drive (North Buckhead's northern boundary) follows the city limits. A short nub of SSG extends to Atlanta's West Wieuca Road.

21 acre development threatens Roswell Road traffic - time to act

Contact Information – Please contact these officials.

Atlanta City Council:

District 7 (including North Buckhead area)
Councilmember **Howard Shook** 404-330-6050 hshook@atlantaga.gov

District 8 (including Chastain Park area)
Councilmember **Yolanda Adrean** 404-330-6051 yadrean@atlantaga.gov

Sandy Springs City Council:

District 1 **John Paulson** jpaulson@sandyspringsga.gov

District 2 **Dianne Fries** dfries@sandyspringsga.gov

District 3 **Chip Collins** ccollins@sandyspringsga.gov

District 4 **Gabriel Sterling** gsterling@sandyspringsga.gov

District 5 **Tiberio "Tibby" DeJulio** tdejulio@sandyspringsga.gov
Tibby's district includes the High Point neighborhood, immediately north of North Buckhead.

District 6 **Karen Meinzen McEnerny** kmcenerny@sandyspringsga.gov
Karen's district includes the Cherokee Park neighborhood and the site of this development.

North Buckhead Civic Association (NBCA):

NorthBuckhead@yahoo.com

NBCA's position:

- The developers are trying to cram too much into an area which has regular traffic problems.
- The project's traffic congestion forecasts are too optimistic and ignore key factors.
- Atlanta taxpayers shouldn't have to pay for roadwork for a private development in Sandy Springs.

- • Sandy Springs' government should not approve this development as currently proposed. It should follow its own development guidelines and not grant variances leading to excess density.
- • Road changes need to be neighborhood friendly.
- • Don't kill this project; downsize it. Protect existing motorists and businesses. Don't let one project hog traffic resources to the extent that redeveloping the rest of Roswell Road is infeasible.

Meeting - Please attend.

Community Developer Resolution Meeting (open to public for their comments) Thursday April 25, 8 pm
Sandy Springs City Hall, 7840 Roswell Road Bldg 500
City Hall building map: <http://www.sandyspringsga.gov/Maps-Plats/City-Hall/City-Hall-Map>

Sandy Springs City Council is currently scheduled to vote on this application on June 18, 2013.

Gordon Certain President, North Buckhead Civic Association NorthBuckhead@yahoo.com April 25, 2013

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Abaray, Linda

From: Jennifer Sadler <jlsadler12@hotmail.com>
Sent: Friday, April 26, 2013 3:19 PM
To: Paulson, John; Fries, Dianne; Collins, William "Chip"; Sterling, Gabriel;
hshook@atlantaga.gov; yadrean@atlantaga.gov
Cc: COSS Planning and Zoning; North Buckhead Civic Association
Subject: Comments about SSG Plans - 201201766 (DRI) 4550, 4558, 4586, 4616 Roswell Road"

To our local representatives,

I'd like to share my thoughts about JLB Realty and Core Development's revised SSG proposal shared with the community on April 9. While the new plans are better, I feel that SSG is still too dense, exceeding the area's own comprehensive development guidelines. The developers are trying to cram too much into an area which has consistent traffic problems. Nearby roads do not have the unused capacity needed to overlook this excessive density. I don't want to kill this project, but I do think it needs to be downsized to protect motorists, businesses and our residential communities.

Many thanks for your consideration.

Jennifer Sadler Daniel
North Buckhead Resident
(404) 271-8812

RECEIVED

APR 30 2013

City of Sandy Springs
Community Development

Abaray, Linda

RECEIVED

From: Tim Venghaus <tim.venghaus@gmail.com>
Sent: Thursday, April 25, 2013 11:30 AM
To: Abaray, Linda
Subject: Sandy Springs Gateway Project

APR 25 2013

City of Sandy Springs
Community Development

Hello Linda,

~~I hope this email finds you well. I am a Sandy Springs resident and member of HPCA and have been trying to~~
keep abreast of the discussions surrounding the proposed development at the intersection of Roswell Rd. and Windsor Pkwy (which is about 1 mile from my home). I was recommended to contact you regarding the records of these meetings/discussions and would like to request that any correspondence related the the matter be kept as part of the public's response to the proposed development.

It is a large project and, I believe, can be a very nice improvement to our community. However, I do have concerns, as do many of my neighbors, about the proposed density increases and subsequent impacts on traffic in the area- already a very congested section of Roswell Rd.

Hopefully tonight's meeting will be a good opportunity to hear more about the project!

Thank you for your attention to this matter.

-Tim

--

Tim Venghaus
830 E. Powderhorn Rd.
Sandy Springs, GA 30342

RECEIVED

Abaray, Linda

From: David Seidel <seidelhd1223@yahoo.com>
Sent: Thursday, April 25, 2013 9:00 AM
To: Abaray, Linda
Subject: Sandy Springs Gateway project

APR 25 2013

**City of Sandy Springs
Community Development**

Hi Linda,

~~I am a homeowner on Hedden Street that will be greatly impacted by the planned Sandy Springs Gateway project on Roswell Road. My house is the first one down the hill from Roswell Road. I've been following some of the developments and changes to the project through the local newspapers and plan on attending the meeting tonight.~~

While I think the project has a lot of merit and welcome an upscale "center" within walking distance from my house, I am greatly concerned about the traffic problems that will come along with it. I've seen the GRTA plans to move and widen the Windsor Parkway/Roswell Road intersection. I hope that the funding for this will come from the developer themselves, as I feel my taxpayer money should not be used specifically for a private development.

Also, and more directly concerning to me is the cut-through traffic in front of my house on Hedden. Three out of four houses on our side of the street have young children that like to play outside in the yards. Three years ago, we asked the city to install speed bumps. EVERY neighborhood and street surrounding us has them, but evidently we did not qualify based on the studies that were done. Frankly, I don't see how this is so. I anticipate that as the traffic density increases on Roswell Road and Windsor Parkway, especially during the reconstruction of the intersection, the cut-through traffic will worsen exponentially. I ask that as part of this plan, several speed bumps be installed to decrease and slow down the cars speeding up and down our street. With everything that is planned, and the fact that Meadowbrook subdivision, Franklin Road, and all the other surrounding streets have them, I feel that this is a minor expense and should be a major priority. Thank you in advance for your attention to including this in the overall plan.

Sincerely,
David Seidel
284 Hedden Rd.
Sandy Springs, GA 30342
404-435-8787

rudyschmatz@gmail.com; juliahodges@bellsouth.net; Jennifer.Rangel@ge.com; jaog43@comcast.net;
ronaldbarfield@abhelaw.com; alfredfernandez@gmail.com; ann@cyphersinc.com; wbhoa.treas@gmail.com;
mdhinson@bellsouth.net

Subject: Roswell Road Development and Relocation of Windsor Parkway

RECEIVED

APR 24 2013

City of Sandy Springs
Community Development

Honorable Mayor and Council Members,

I came before you when we were against the Funeral Home going in at Gallery 63, ~~City of Sandy Springs~~ to the townhomes on Windsor Parkway where I have lived for 26 years. We in the townhomes currently pay over \$21,000 a year in taxes, quite a bit of revenue for you from a little less than an acre. We are very concerned about the Proposed Development on the other side of Roswell Road, as our homes will be greatly impacted by the ridiculously large proposed Relocation of Windsor Parkway that will take part or all of our properties, and/or affect their values!

Besides the possible loss of all or some of our properties and the huge amount of traffic that Roswell Road will experience, the traffic on Hedden, Windsor, Meadowbrook and Jolyn will also surely increase. This project will immensely affect all 28 taxpaying homeowners off of Hedden and all the taxpaying homeowners of Meadowbrook Subdivision, in one way or another, and it's not even on our side of Roswell Road! We are the ones who will bear the burden of this development, more so than the homeowners on the other side of Roswell Road.

It is beyond comprehension that, on the heels of the Mayor and Council (except for Tibby) whole-heartedly approving the Funeral Home in October, you would now 5 months later even consider an option tearing down that property with relocation of Windsor and deny that petitioner the opportunity you so willingly gave him.

In addition, you have just recently spent our tax dollars on sidewalks and moving telephone poles on Windsor Parkway. Our money will now be thrown away if Windsor Parkway is relocated, as the same sidewalks and telephone poles will have to be torn up and redone.

The prospects of the above are starting to give the impression that our government would be operating on fickle whims instead of a well thought out plan. Holding a developer to doing something that could possibly be a win-win for the community, and within the definition of the Comprehensive Land Use Plan, is much too simple.

I had high hopes when I stood in line for several hours to vote for the City of Sandy Springs, which would give us a voice and better the community envisioned by the citizens that put this government into place. I think it's safe to say that today our Nation is in a mess. This great Country's leaders and elected officials seemingly forget that they are put in their positions to represent the people, rather than make decisions based on lobbyists, etc. and they begin to think they "know better" than we do about what is good for us, resulting in an even bigger mess.

With that in mind, in our case, in this community of Sandy Springs, only 4 to 6 people will be able to decide the fate of many. This matter is attracting not only our attention, but the attention of many neighborhoods and associations. I trust that you will take everyone's concerns into consideration, will take care to not create larger additional problems by trying to eliminate the problems that come with aged apartment communities, and that you will not forget that you represent us.

I respectfully ask that you either require the developer to reduce the density to a point that the traffic is not horrendous and Windsor Parkway can stay where it is, with no relocation, or simply deny the request.

Thank you.

Susan Heard

susan.heard@harrynorman.com

RECEIVED

Abaray, Linda

From: Ron Commander <commanderr@bellsouth.net>
Sent: Tuesday, April 16, 2013 5:46 PM
To: Abaray, Linda
Cc: Parker, Angela; Hall, Andrea; McDonough, John; Galambos, Eva
Subject: Proposed Development at Roswell Rd and Windsor Parkway

APR 17 2013

City of Sandy Springs
Community Development

Dear LAbaray,

~~I don't know what you do in the Sandy Springs Government. I was given your email address by another concerned citizen.~~

and asked to send you an email regarding the above referenced project. I have lived in the area off of Windsor Pkwy since 1962. My family lived on Huntley Drive before the Chateau Villa and Knob Hill apartments were built. Our property backed up to their back property line. Back then no one wanted those apartments. In an owner occupied dwelling no one wants apartments. We later lived on Tall Oaks Dr., Starlight Ct. and for the past 23 years on Inland Ridge Way. All owner occupied dwellings. That all said, I was appalled to read in the email sent to me by the concerned citizen that owner occupied vs renter ratio was about at 50 50 in Sandy Springs. By comparison, Alpharetta is 85% owner and only 15% renters.

Sandy Spring government seems to talk out of both sides of their mouth. I have heard the mayor say many times that the ratio of renters vs owners needs to be more owner occupied dwellings. Now you seem to support increasing apartments rather than limiting them base on the several approved projects yet to be built.

There are many issues with this proposed project, traffic and road capacity being paramount. Do you think for one second that the citizens of Sandy Springs should fund one dollar towards road improvements for this project? I don't think so and I won't! The developers are the ones to pay since they will be financially rewarded for the project, not Sandy Springs residents. Eventually crime creeps into renter occupied dwellings (case in point being the apartments surrounding Roswell Rd and 285). Again I have heard the mayor lament their existence many times. Do you think those apartments started out to be less than A number one? I was here before EVERY single apartment on Roswell Road was built. None of them, in the long run, have had a positive contribution to the area. Crime permeates many of the apartment complexes. Hell, there's been shootings more than once in the upscale apartments on Glenridge Dr.

Here's what. The approval of this project should be limited to only replacing apartment units one for one and the developer pays for ALL offsite improvements and land acquisition. There needs to be stringent requirements as to building facades, setbacks, parking, retail uses and landscaping.

Lastly, Eminent Domain. As planned now quite a few property owners will be displaced. This should only be voluntary. Eminent domain is for land taking that will have universal benefit to the surrounding area and that are not private in nature and profit driven. This is not a road, a school, a public building, a park, a nonprofit regional hospital. Nothing in the private sector qualifies for eminent domain taking of land, NOT EVER!

In my opinion Sandy Springs government support for this project is strictly TAX DOLLAR DRIVEN.
What Say All of You?

Ron Commander
240 Inland Ridge Way, NE
Sandy Springs, Georgia 30342
Home: 404-252-3488
Cell: 404-488-2068

SOCIETY OF ST. VINCENT de PAUL GEORGIA

Changing Lives...One at a Time, Since 1903



Society of St. Vincent de Paul Holy Spirit Conference
4465 Northside Dr. N.W.
Atlanta, GA 30327

December 10, 2012

JLB Development
2102 Midway Road
Douglasville, GA 30135

Roswell Windsor Ltd.
c/o Stuart M. Neiman
1050 Crowne Pointe Pkwy. #850
Atlanta, GA 30338

Ms. Aleene H. Stewart
Po Box 450233
Atlanta, GA 31145

Dear Sir or Madam:

For the past several years, the Society of St. Vincent de Paul's volunteers at Holy Spirit Catholic Church's conference (one of 73 chapters of the Society in North Georgia known as "conferences") have called upon and provided financial assistance to numerous persons at The Chastain and Versailles apartment complexes by helping them to complete their rent payments. Both complexes are located within Holy Spirit conference's service area. When members of the Holy Spirit conference heard that these complexes had been sold and that they are scheduled for demolition and redevelopment in 2013, we became concerned about the displacement of the current residents, including the many that we have served.

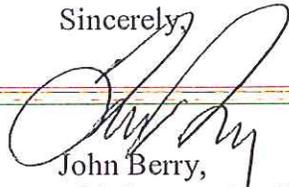
We would request information in regard to provisions that have been made to transition the current residents of The Chastain and Versailles, and have the following questions:

- How much notice will tenants receive before relocation?
- Are landlords offering any assistance for the relocation of current residents and if so, what?
- Will security deposits be refunded?
- What will be the landlord's policy if a current resident "breaks" their lease "early"?

Providing answers to these questions will assist us in responding to questions posed to our case workers by residents of the complexes and allow us to more effectively advocate on our clients' behalf in fulfillment of our organization's mission, which is to empower people, regardless of their background, ethnicity, or faith, to achieve self-sufficiency by offering financial, material, educational, and spiritual support.

We would welcome the opportunity to meet or speak by phone with a designated representative(s). Thank you for your attention and consideration.

Sincerely,



John Berry,
Chief Executive Officer and Executive Director
Society of St. Vincent de Paul Georgia



Wendy King,
President, Holy Spirit Conference
Society of St. Vincent de Paul Georgia

cc: Mayor Eva Galambos, City of Sandy Springs
Linda Abaray, Senior Planner, City of Sandy Springs
Wanda Santiago, Property Manager, The Chastain Apartments
Annette Parks, Property Manager, Versailles Apartments

The Chastain Apartments
4558 Roswell Rd
Atlanta, GA 30342

Versailles Apartments
4616 Roswell Rd
Atlanta, GA 30342

Abaray, Linda

From: Milam Propst <milamwritesbooks@gmail.com>
Sent: Thursday, November 15, 2012 2:19 PM
To: Abaray, Linda
Subject: Roswell Road at Windsor Parkway

RECEIVED
NOV 15 2012
City of Sandy Springs
Community Development

November 15, 2012

To Linda Labaray,

My husband and I are writing regarding the new development on Roswell Road at the current location of Chastain and Versailles Apartments. It has come to our attention that our neighborhood, Westfield Park, is regarded as "NEUTRAL"!!! This is far from the truth. Just today, a group of women in Westfield Garden Club met in our home, many expressing fear about the congestion and the dreadful traffic situation should this development come to be.

As homeowners and residents of Sandy Springs, we live on Cherrywood Lane, which is just around the corner off of Windsor Parkway. The traffic light at Windsor and Roswell Rd. already is causing a terrific backup. We can only imagine that such a project will add hundreds, perhaps a thousand plus cars causing major delays and traffic jams for all residents who live around this area. Nor do we not want widening and more roads in our beautiful community to accommodate a development of this size.

Our second concern is for our safety as a new walking community. Even now mothers strolling babies, cyclists, and dog walkers take our lives in our hands trying to cross Windsor Parkway. Our safety will be threatened all the more. We would like to *safely* use the sidewalks Sandy Springs so wonderfully completed for us last year.

Sandy Springs has been so good to the residents of this growing city since becoming incorporated. Our hope is that it will continue to protect its citizens and our interests. We are not opposed to redevelopment; IN FACT WE WELCOME A NEW AREA OF SHOPPING, DINING, AND LIMITED HOUSING. But this project, at the size it is now, will certainly threaten our community and our ability to attract new residents and tax paying homeowners.

Jamey and I are asking you to please reconsider the density of this project as it is currently planned and enforce restrictions on height and number of apartments.

Respectfully submitted,

Jamey and Milam Propst

4750 Cherrywood Lane

Atlanta, GA 30342

Abaray, Linda

From: Mary Stratton <marymstratton@gmail.com>
Sent: Thursday, November 15, 2012 12:58 PM
To: Abaray, Linda
Subject: concerned Sandy Springs resident

RECEIVED

NOV 15 2012

City of Sandy Springs
Community Development

I am writing to convey my concern regarding the new development on Roswell Road where the Chastain and Versailles Apartments are currently. From what is posted on the Sandy Springs website, the development is ~~currently planned to include ___ apartments and a 7 story parking deck. Being a homeowner and resident in~~ Sandy Springs just around the corner off of Windsor Parkway and Franklin Road, this is deeply concerning. The main concern is the density of the project. Currently, the traffic light at Windsor and Roswell Rd. already is very congested and this project will add hundreds of cars causing major delays and traffic jams for all residents who live around this area. We do not want widening and more roads in our beautiful community to accommodate a development of this size either.

The second concern is our safety as a new walking community. We cannot handle this kind of added traffic on our residential roads, nor do we want them to change to become a high traffic area as walking neighbors, children walking to school, exercising, and our community feel will be adversely affected by just this traffic alone. Our safety will be threatened....we would like to safely use the sidewalks Sandy Springs just built last year. If Roswell Road gets more backed up in this corridor, our secondary roads will no longer be the "residential roads" we know and love and why we decided to make Sandy Springs our home to begin with.

Sandy Springs has been so good to the residents of this growing city since becoming incorporated. My hope is that it will continue to protect it's citizens and their interests. We are not opposed to redevelopment in a thoughtful and careful way....but this project, at the size it is now, will certainly threaten our community and it's ability to attract new residents and tax paying homeowners. I am asking you to please reconsider the density of this project as it is currently planned and enforce restrictions on height and number of apartments.

Respectfully submitted,

Mary Stratton

4875 Lansbury Drive

Atlanta, GA

30342

Abaray, Linda

From: Parker, Angela
Sent: Friday, October 26, 2012 9:16 AM
To: Abaray, Linda
Cc: Dickerson, Patrice
Subject: Fwd: mixed use development/Roswell Road

RECEIVED
OCT 26 2012
City of Sandy Springs
Community Development

Angela Parker
Community Development Director
City of Sandy Springs, GA
angela.parker@sandyspringsga.gov
O 770.206.1574

Begin forwarded message:

From: "Kraun, Sharon" <SKraun@SandySpringsga.gov>
Date: October 26, 2012 6:19:47 AM EDT
To: "McDonough, John" <JMcDonough@sandyspringsga.gov>, "Parker, Angela" <Angela.Parker@SandySpringsga.gov>
Subject: Fwd: mixed use development/Roswell Road

Sharon Kraun
Communications Director
City of Sandy Springs
678-468-0064 /cell

Pardon my tapistakes - sent from my iPhone

Begin forwarded message:

From: Elaine LaCour <eb1@thelacours.org>
Date: October 25, 2012, 9:23:22 PM EDT
To: <skraun@sandyspringsga.gov>
Subject: RE: mixed use development/Roswell Road

Dear Ms. Kraun,

I'm sure the city is well aware of the mixed-use development that is being proposed on Roswell Road where the Chastain and Versailles apartment buildings are located.

Is the Mayor and/or the city council trying to block this development? The proposal includes a high-rise with 700 apartments. Roswell Road-Windsor

Parkway-Wieca Road would become a traffic nightmare.

Thank you.

Elaine LaCour

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Susan Olt Graham
4840 Lansbury Drive, NE
Atlanta, GA 30342

RECEIVED

OCT 25 2012

October 24, 2012

City of Sandy Springs
7840 Roswell Road, Building 500

City of Sandy Springs
Community Development
201201766

Sandy Springs, GA 30350

Attn: Community Development- Linda Abaray

Dear Mayor, City Council Members and Ms. Abaray:

I am writing to express my concern regarding the proposed new development on Roswell Road in Sandy Springs. Being a homeowner and resident in Sandy Springs just around the corner off of Windsor Parkway, this of great concern to my husband and me. My main concern is the density of the project. Currently, the traffic light at Windsor and Roswell Rd. is very congested. In addition, the traffic on the W. Wieuca, toward Chastain Park, is even more unmanageable! This project will add hundreds of cars to what is already an unacceptable traffic situation. Just as a frame of reference, at 9:00 a.m. and 5:30 p.m. currently, there can be as many as 50 or more cars in line on Windsor Parkway waiting to turn left on to Roswell Road. This prompts many cars to "cut through" the surrounding neighborhoods to find a more rapid exit onto Roswell.

My second concern is safety for what is a new walking community. We want our children and neighbors to be able to walk safely to existing businesses on Roswell Road and ride bikes in the Pine Meadow, Westfield Park and High Point communities. If Windsor Parkway gets more backed up in this corridor, our roads will no longer be residential ones. This is why we have been residents in this area for 15 years!

Finally, as a long time resident I have seen a 3rd grocery store (Harris Teeter) in the 2 mile radius go out of business. There is not demand for another. Residents in southern Sandy Springs have a Publix, Kroger and another Publix within easy access. In addition, we have the specialty grocer Fresh Market.

Sandy Springs has carefully considered its development plans since becoming incorporated. I am not opposed to redevelopment in this area in a thoughtful way, in fact I welcome a project that will result in quality of life and tax revenue improvements! I am just very concerned that this proposed development is NOT the answer!

Respectfully submitted,

Susan Graham

Concerned Citizen

RECEIVED

OCT 25 2012

Abaray, Linda

From: Hamilton Williams <williamshamilton@yahoo.com>
Sent: Wednesday, October 24, 2012 8:43 PM
To: Collins, William "Chip"; Fries, Dianne; Galambos, Eva; Sterling, Gabriel; Paulson, Jason; kmcenery@sandyspringsga.gov; DeJulio, Tibby; Abaray, Linda
Subject: Concern for High Density Development at Roswell and Windsor

City of Sandy Springs
Community Development

Mary and Curtis Hamilton Williams
4775 Cherrywood Lane
Sandy Springs, GA 30342

October 24, 2012

City of Sandy Springs
7840 Roswell Road, Building 500
Sandy Springs, GA 30350

Attn: Community Development- Linda Abaray

Dear Mayor, City Council Members and Ms. Abaray:

My wife and I live on Cherrywood Lane, off of Windsor Parkway, 3 streets away from the intersection of Roswell Road. This is part of the Westfield Park neighborhood. I am writing you with great concern over the new development proposed on Roswell Road near the intersection at Windsor Parkway.

The current traffic load at Windsor Parkway and Roswell Road is unbearable in the morning and evenings. At these hours, Cherrywood Lane, Westfield, and Brinkley/Huntley receive a significant amount of cut through traffic from Windsor Parkway through our streets to Franklin Road, connecting to Roswell and to High Point Road. This cut through traffic blatantly violates our 25 mph speed limit in Westfield Park.

We have collectively over 25 children under the age of 10 in Westfield Park. The majority of us are not comfortable allowing our children to play in our front yards or allow our children to ride their bicycles on the street due to the cut through traffic and its speed at present.

Over the past few years, I have written to councilman DeJulio and our contacts with the Sandy Springs Police about the amount of speeding that occurs on our streets by this cut through traffic. I have been told that our streets are not approved for radar detection monitoring and therefore the Sandy Springs police department has declined to help us in regards regulating the speeding that continues to occur in our neighborhood.

It would be great to replace the apartments at this proposed location on Roswell Road with a mixed use development of much less density than what is proposed. The current density proposed is too high. 700 apartments, a 7 story parking deck, plus retail and a grocery store is much more than the traffic flow can handle on Roswell at Windsor Parkway. I can only imagine what the traffic backlog at

Windsor and Roswell will be like, which will drastically increase the cut through traffic and speed of cars we already have moving through Cherrywood, Westfield, and Brinkley/Huntley. In addition, I think there would be a lot of additional cut through traffic for Hedden as well

Given that we cannot let our children safely enjoy our neighborhood as is, I hope you will recognize the increased problem burden this high density development poses to our families and our safety. I am asking you to please reconsider the density of this project as it is currently planned and enforce restrictions on height and number of apartments.

Regards,

Mary and Hamilton Williams

Abaray, Linda

From: Amy French <amyrob28@hotmail.com>
Sent: Wednesday, October 24, 2012 4:50 PM
To: Collins, William "Chip"; Fries, Dianne; Galambos, Eva; Sterling, Gabriel; Paulson, John; kmcenery@sandyspringsga.gov; DeJulio, Tibby; Abaray, Linda
Subject: Take control of over-dense development

RECEIVED

OCT 25 2012

City of Sandy Springs

~~7840 Roswell Road, Building 500~~

Sandy Springs, GA 30350

Attn: Community Development- Linda Abaray

October 24, 2012

City of Sandy Springs
Community Development

Dear Mayor, City Council Members, and Ms. Abaray:

I am writing to convey my concern regarding the new development on Roswell Road where the Chastain and Versailles Apartments are currently. From what is posted on the Sandy Springs website, the development is currently planned to include 700 apartments and a 7 story parking deck. Being a homeowner and resident in Sandy Springs just around the corner off of Windsor Parkway and Franklin Road, this is deeply concerning. The main concern is the density of the project. Currently, the traffic light at Windsor and Roswell Rd. already is very congested and this project will add hundreds of cars causing major delays and traffic jams for all residents who live around this area. We do not want widening and more roads in our beautiful community to accommodate a development of this size.

The second concern is our safety as a new walking community. We cannot handle this kind of added traffic on our residential roads, nor do we want them to change to become a high traffic area as walking neighbors, children walking to school, exercising, and our community feel will be adversely affected by just this traffic alone. Our safety will be threatened....we would like to safely use the sidewalks Sandy Springs just built last year. If Roswell Road gets more backed up in this corridor, our secondary roads will no longer be the "residential roads" we know and love and why we decided to make Sandy Springs our home to begin with.

Sandy Springs has been so good to the residents of this growing city since becoming incorporated. My hope is that it will continue to protect it's citizens and their interests. We are not opposed to redevelopment in a thoughtful and careful way....but this project, at the size it is now, will certainly threaten our community and it's ability to attract new residents and tax paying homeowners. I am asking you to please reconsider the density of this project as it is currently planned and enforce restrictions on height and number of apartments.

Respectfully submitted,
Amy French
4755 Westfield Drive
Sandy Springs, GA 30342

Questions and Comments Raised at Community Meeting on September 13, 2012:

1. Rob Meinzen/Cherokee Park Civic Association:
Issues: Traffic & Density.
No transition to residential to the west.
Lacks true mix of uses. 6316
P. 2/10/06
VERS CHART
QSO YBR

2. ~~Tricia Thompson/Sandy Springs Council of Neighborhoods:~~
Issues: Strip Mall with a grocery.
Is there fast food? YES
What is the elementary school served? WILLOW
What are the traffic improvements?
3. Sally Silver/NPU-B:
Issues: Number of parking spaces and number of units existing with square footages of units.
4. Workforce housing to be displaced. Can you offer some units at reduced rates? (i.e. for police and City employees). Many are currently dependent on MARTA Bus Routes. NO ~~SECURE HOUSING~~
5. Concern over the back of the shopping center up against residential to the west with issues of trash pick up, deliveries and lighting. REPAIR - FLOW COMING
6. Construction traffic should have a schedule and staging plan. Have a traffic Plan for trucks coming and going. No construction traffic on W. Wieuca. OK
7. Utilize solar, green roofs and renewable energy. SOE
8. Build apartments to Condo grade. YES.
9. Want pictures of other JLB communities.
10. Want to know square footages of apartment units and price points. 920-930 LET 950.445 GROSS
11. Want to know percentage of green space and can it be larger.
12. Want to know if you can reduce the number of parking spaces. TBD
13. Want to above ground detention as it can be an amenity. If detention is under-ground can you use gray water on site. POSSIBLE.
14. Want to know location of Heritage Trees on the site. 5230/5110
15. If the entire Property is demoed at the same time, would like to see the Phase 2 portion planted with grass. YES
16. Want to know the height of the buildings from the streets.
17. Can you move the north apartment building to front on Roswell Road?

11' FLOOR

- 18. Want the streetscape and landscaping which is to the Sandy Springs Overlay District standards to match the City of Atlanta streetscape and landscaping standards of the properties on the west side of Roswell Road in the City of Atlanta immediately to the south (i.e. AAA). **YES**

- 19. Would like for the Developer to pay for completion of the sidewalk on the north side of W. Wieuca to Chastain Park. **TRY. BEST EFFORT**
- 20. What is the scope of the Traffic Study? Light signal timing is a key issue. **CROSS GREEN**
- 21. Would like to have green roof tops and amenities on roof tops. **WHITE ROOF @ GROCERY**
PLANTING @ REST AMENITIES @ REST
- 22. Would like to see a Balloon Test to confirm building heights.
- 23. Would like to see building heights not exceed three stories. **IF 1 ↓ → 1 ↑**
TH @ PHASE 2
- 24. Concern was raised over noise that would come from balconies and the swimming pool area. **BE-THINK** **25-30 ft**
- 25. Would like for the signage to exceed the signage standards. **YES**
- 26. Would like to see stacked flats over retail. **NO**
- 27. Want bike racks included. **YES**
- 28. Do not want Development to include any Bars. **OK**
- 29. Would like to see the Impact Fees that will be paid applied to the immediately surrounding area. **GOOD BUT LOSS**
- 30. Would like so see a Dog Walk area included. **PROB. (ROOF?)**
- 31. Building heights need to be in feet and not in stories. **✓**

PARTIES IN ATTENDANCE: Cherokee Park Civic Association Represented
 NPU-B Represented
 Sandy Springs Council of Neighborhoods Represented
 High Point Civic Association Represented
 Chastain Park Civic Association Represented
 Patty Berkovitz
 Mark Sampl

BERKOVITZ
 4 to 4 1/2 / 1,000 is below code

**15%
 BUFFER**

BIG BOX - COND.

LANDSCAPING

PED CONNECTIVITY.

**THE WIEUCA EXCHANGE
120 WEST WIEUCA ROAD, SUITE 204
ATLANTA, GEORGIA 30342
404-797-1694**

RECEIVED

OCT 23 2012

City of Sandy Springs
Community Development

VIA Email and U.S. Mail

October 22, 2012

Ms. Linda Abaray
Senior Planner
Sandy Springs Georgia
7840 Roswell Road, Suite 500
Sandy Springs, Georgia 30350

RE: 120/130 West Wieuca Road
Atlanta, Georgia 30342
JLB Rezoning: 4550-4116 Roswell Road

Dear Ms. Abaray:

I am writing regarding the upcoming redevelopment and rezoning of the 4550, 4558, 4586 and 4116 Roswell Road by JLB Development Corporation. I have some concerns regarding many aspects of the development which I would like to voice and have addressed.

The office development which I currently own (120/130 West Wieuca) is immediately adjacent to the redevelopment and is essentially wedged between the new development and the natural boundary of the development and the Chastain neighborhood, which is the creek. After the development, my property will become the only piece of property inside Sandy Springs on the Northside of Wieuca and West of the creek. My property is currently zoned under the same overlays provided my adjacent neighbor. My first request is that I be offered the same concurrent zoning/overlays as my neighbor in order to preserve the integrity and value of the property as I am the only remaining parcel.

My second area of concern regarding the proposed property plan is that I believe it will adversely affect my property for 2 major reasons. The current density request will make it difficult if not impossible for me and my tenants to access the property during the busiest hours of the work day. The increased number of vehicles attempting to enter and exit such a small entrance on Wieuca, on a very dangerous curve, creates not only a significant traffic hazard but a huge inconvenience and hurdle for my tenants. I believe that significant road work and turn lanes need to be created and required. Secondly, the view from my property will also be diminished as it will become the back loading dock and dumpster area of the proposed grocery store with limited landscaping and screening.

At this point I am neither for nor against redevelopment, but am looking for some assurances regarding my property. At this point and in its current proposed state, I am leaning against the development as it would be a detriment to my property. I am, however, open to ways to improve it. I would be happy to ~~discuss alternatives or ideas with anyone in the future.~~

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Alexander', with a long horizontal flourish extending to the right.

Steven T. Alexander
Managing Partner

CC: Karen Meizen McEnery

Abaray, Linda

From: Dickerson, Patrice
Sent: Thursday, September 06, 2012 10:44 AM
To: Abaray, Linda
Subject: FW: The fate of the Chastain Apartments

Patrice

From: Coffey, Dan
Sent: Thursday, September 06, 2012 8:17 AM
To: Dickerson, Patrice
Subject: FW: The fate of the Chastain Apartments

From: marie burson [<mailto:nmb1055@yahoo.com>]
Sent: Wednesday, September 05, 2012 10:46 PM
To: Coffey, Dan
Subject: The fate of the Chastain Apartments

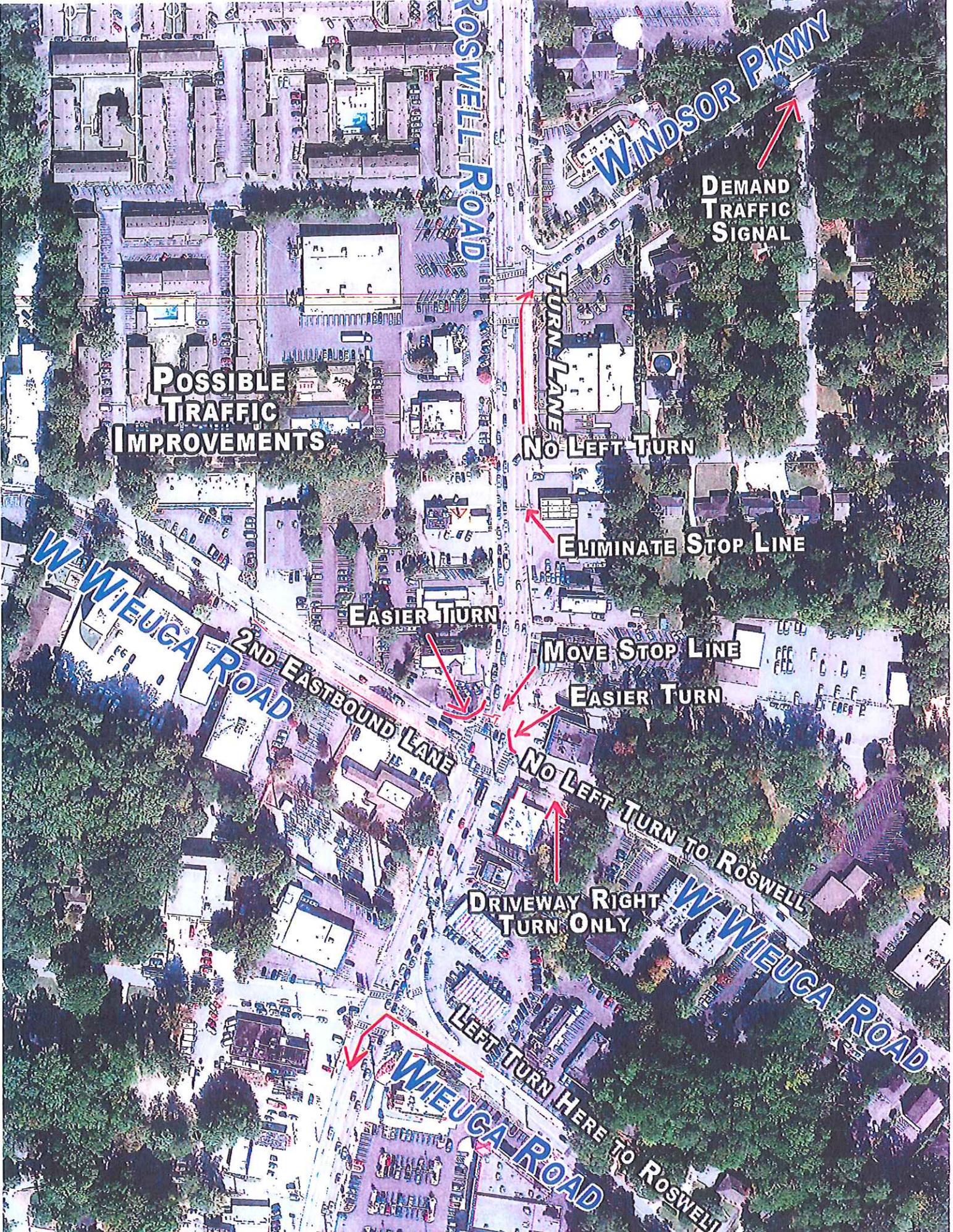
I am writing to you today to express my concerns about the proposal that stands to be determined to the fate of The Chastain apartments. I moved to these apartments because of the location to my job, and the accessibility I have to Marta to get to and from work. As the sole provider for my family this is very important to me. I also love the location to High Point Elementary in which my daughter attends. With the news coverage I have seen on the television you can imagine the fear I have to our future. I hope that when it comes to the final say that this proposal does not go through. There are a lot of families in the same situation as mine. In these times of hardships for many families including my own; if we are forced out I fear I will not be able to keep my job that I have worked hard to work my way to a manager in. I love the area as it is, I don't want to think of having to start all over again. I'm not even sure if this is directed at the right person. My daughter is even worried; she is only 6. Who would want to come in and take away

people's homes? Please I ask that if you have any say in the matter please think of the families that will be effected and left with hardship because of this deal.

Sincerely,

Concerned Resident

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POSSIBLE TRAFFIC IMPROVEMENTS

WINDSOR PKWY

DEMAND TRAFFIC SIGNAL

ROSWELL ROAD

TURN LANE

NO LEFT TURN

ELIMINATE STOP LINE

EASIER TURN

MOVE STOP LINE

EASIER TURN

W WIEUGA ROAD

2ND EASTBOUND LANE

NO LEFT TURN TO ROSWELL

DRIVEWAY RIGHT TURN ONLY

W WIEUGA ROAD

WIEUGA ROAD

LEFT TURN HERE TO ROSWELL

Abaray, Linda

From: Arnold C. Moore, Jr. <acm@phrd.com>
Sent: Monday, December 17, 2012 10:34 AM
To: Paulson, John; Fries, Dianne; Sterling, Gabriel; DeJulio, Tibby; McEnery, Karen; Galambos, Eva; Abaray, Linda
Cc: Arnold C. Moore, Jr.
Subject: All in Favor of JBL's Development at Roswell and Windsor Parkway; but Against Ashton Woods' Residential Development on Peachtree Dunwoody

Ladies and Gentlemen:

I live in Derby Hills which is near Windsor Parkway and Peachtree Dunwoody.

I wanted to thank you so much for voting in favor of JBL's Development at Roswell and Windsor Parkway. That sounds like a wonderful project to make Roswell Road much nicer and eliminate the existing buildings which should have been razed 30 years ago. I read about it in the Sandy Springs Reporter a few months ago and have been meaning to thank you for your efforts to make Sandy Springs inside I-285 more beautiful. I hope you can find more mixed used projects like that to make the area nicer. I went to a party for my 5 year old at Lifetime Fitness in the Prado this summer, and thought how wonderful it would be if all the buildings on Roswell Road were that nice.

On the other hand, I am opposed to Ashton Woods' proposed residential development on Peachtree Dunwoody. If they want that kind of density, they need to build along Roswell Road. It would be a scam for them to buy property on Peachtree Dunwoody at a much lower price than they would have to pay for property along Roswell Road and rezone it for density that high. And it would open the flood gates to destroying the character of our residential neighborhood.

Best regards,

Arnold C. Moore, Jr.
1320 Old Woodbine Road, NE
Atlanta, GA 30319

Abaray, Linda

From: Nancy Hamburger <nhamburger@bellsouth.net>
Sent: Thursday, April 18, 2013 11:01 AM
To: Abaray, Linda
Subject: Letter of dissent regarding JLB's rezoning application

RECEIVED
APR 18 2013
City of Sandy Springs
Community Development

Dear Linda,

~~I am writing to express my consternation and dissent for the proposed project of JLB at the intersection of Roswell Rd. and Windsor Parkway.~~

I live in the Westfield neighborhood east of Roswell Rd and just north of Windsor Parkway. The neighborhood was established in 1958 and is comprised of about 6 streets. It is a quiet residential area of primarily original brick ranch style homes.

The proposed development of the two older apartments into mammoth structures of apartments, parking and retail can provide, in my opinion, no benefit to our neighborhood but can only be a detriment to the area.

Traffic is already a hardship. During peak traffic times, both Roswell Rd. and Windsor Parkway are at a standstill and are backed up. My street, Franklin Rd. has 6 speed bumps over a short linear span in an effort to slow down "through" traffic.

The carrying capacity for the existing streets was never intended to support traffic as it now exists.

The previous statement leads me into the site plans for widening Windsor Parkway. I am disheartened by the thought of adding more lanes which, in turn, changes "the sense of place" of North Buckhead/Sandy Springs.

Over burdened streets can only get worse. And, I don't want to add more "drive through" use of Franklin Rd.

Infrastructure demands including roads, sewage, water run-off will only be made worse the the JLB's proposed use of the property.

While I am not qualified to discuss the tax effects of the proposed development, I can hypothesize that neighbor's property taxes will rise to offset infrastructure requirements while our individual property values will not increase and may, in fact, be adversely affected by yet another apartment complex.

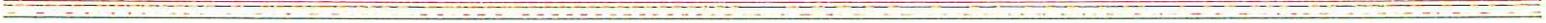
Sandy Springs and Roswell Road are suburban in concept and in design. The apartment complex is not a solution for the needs of the area now and in the future. The character of the area will be radically changed for the worse, and, I believe, that the complex will be a future slum and blight on the neighborhood.

Please express my thoughts at the City's meeting. Also, add my name and email for future information on this issue.

I appreciate the opportunity to voice my grave concerns.

Nancy Hamburger
Landscape Design

425 Franklin Rd., NE
Atlanta, GA. 30342
















NOTICE OF REZONING

Parcel Number: 201201766

Property Location: 4556, 4558, 4586, 4616
Roswell Rd

Request: To rezone from A-1 to MIX, with
concurrent variances

Public Hearing(s): Planning Commission 
May 16, 2013 _____ at 7:00 p.m.
Mayor and City Council
June 18, 2013 _____ at 6:00 p.m.

Location: Sandy Springs City Hall
Morgan Falls Office Park
7840 Roswell Road, Building 500
Sandy Springs, Georgia 30350

For additional information, please contact Planning and Zoning at 770-730-5600 or visit
www.sandyspringsga.org  

