

REZONING(S):

RZ-2017-006

**CITY OF SUWANEE
REZONING ANALYSIS**

CASE NUMBER: RZ-2017-006

REQUEST: PMUD (PLANNED MIXED USE DEVELOPMENT) TO PMUD (CHANGE OF CONDITIONS)

LOCATION: WHITE STREET AND INTERSECTION OF WHITE LANE AND BUFORD HIGHWAY

TAX ID NUMBER(S): 7-210-009, 7-210-010, 7-210-100, 7-210-105, 7-210-089, 7-210-063, 7-210-097, 7-210-010a, 7-210-106, 7-209-003, 7-210-099

ACREAGE: 32.2 ACRES

PROPOSED DEVELOPMENT: RESIDENTIAL NEIGHBORHOOD WITH SINGLE FAMILY DETACHED HOMES AND TOWNHOMES

APPLICANT: WHITE STREET VILLAGE LLC
1000 PEACHTREE INDUSTRIAL BOULEVARD
SUITE 6-387
SUWANEE, GA 30024

OWNER(S): WHITE STREET VILLAGE LLC
1000 PEACHTREE INDUSTRIAL BOULEVARD
SUITE 6-387
SUWANEE, GA 30024

CONTACT: JOHN BANANNO
PHONE: 770-367-9552

RECOMMENDATION: **APPROVAL WITH CONDITIONS**

PROJECT DATA:

The applicant requests a change of conditions to RZ-2015-005, which rezoned the subject property to PMUD (Planned Mixed Use Development) in 2016. The property is now under new ownership and the current owner/developer wishes to modify the concept plan to change the arrangement of housing units. Some of the proposed modifications would not comply with conditions of zoning and the original site plan. Changing or eliminating conditions of zoning requires the project to go through the zoning process.

The subject property is an assemblage of 11 parcels that were combined to develop a new neighborhood adjacent to White Street Park at the intersection of Buford Highway and McGinnis Ferry Road. The property is approximately 32 acres.

The original concept plan was approved for a new neighborhood of up to 205 residential units including small lot single family detached houses, single family detached cottages, single family attached townhomes, and stacked flats. The applicant requests a maximum of 227 units. The overall density for the proposed revised neighborhood plan would increase from 6.4 to 7 units.

The revised plan would still include single family detached, single family detached cottages, and single family attached townhomes, but the developer also proposes to include some stacked townhomes instead of any previously proposed stacked flats. These units would have the form of a townhome but would have a two story townhome stacked on top of a one story flat. The two units would both still have rear-entry garages on the ground level of each unit.

Similar to the original conditions of zoning, the applicant proposes a maximum number of units for each housing type. The sum of these maximums exceeds the overall maximum number allowed. The purpose of this is to allow for flexibility to adjust to market demands and design constraints as the project moves through more detailed engineering and development, but provide assurance to the City that the project will not exceed the expected level of density.

The proposed concept plan illustrates a mix of housing types including 80 single family detached lots, which could be cottages or small lot single family detached homes, and 128 townhomes (19 of which could be stacked townhomes). All lots would be served by rear alleys with the exception of 5-7 larger lots that back up to the stream between the neighborhood and McGinnis Ferry Road.

ZONING HISTORY:

The original rezoning to PMUD was approved in April 2016, per RZ-2015-005. In October of 2016, a revised concept plan was approved by City Council. The plan was revised in order to better incorporate cottages into the plan. The changes included slight alterations to the proposed street network of the original concept plan, but the plan still adhered to the conditions of zoning.

DEVELOPMENT COMMENTS:

If this request is approved, the proposed project will go through the development review and permitting processes in order to ensure compliance with applicable regulations. A PMUD (Planned Mixed-Use Development) requires the submittal of a plan book that conveys the character and vision for a new neighborhood including proposed site plan, all building elevations, building materials and colors, illustrations of public spaces, and other relevant information. A development permit will not be issued by the Planning Department until a plan book is approved by the City.

ANALYSIS:

The applicant’s proposed concept plan is not consistent with the original conditions of zoning for RZ-2015-005 and deviates from the concept plan linked to those conditions. The proposed

concept plan still meets the goals of the original zoning and the vision for this area per the Comprehensive Plan.

The property sits directly south and adjacent to White Street Park, zoned R-140. It is bound by the Norfolk Southern railway to the west, McGinnis Ferry Road to south and Buford Highway to the east. The Old Suwanee neighborhood is across the railroad tracks from the property but not within sight. Across Buford Highway, there is an undeveloped parcel zoned O-I (Office-Institutional), a two story office building zoned O-I, and a single family house zoned R-100. An existing truck terminal is on the land across McGinnis Ferry Road. A portion of the property belonging to the truck terminal is located directly adjacent to the southern boundary of the subject property. This remnant piece and the truck terminal are both zoned M-1 (Light Industrial).

The most significant proposed change to the concept plan is that the different housing types are more mixed and integrated throughout the neighborhood. The original plan consolidated more of the higher density housing further from Harvest Farm with detached housing located closer to White Street Park. The result was a plan that segregated the different housing types into three distinct phases, and the original conditions of zoning correlate to these three phases.

The proposed revised concept plan still keeps higher density townhomes out of view of the property adjacent to Harvest Farm. The new plan accomplishes this by tucking the townhomes at the edges behind single family lots that front White Street and White Street Park. The proposed plan integrates the street network of the townhome and single family lots and attempts to integrate the agrarian open space character of the proposed neighborhood into not just the single family areas but the townhomes as well by arranging townhomes with outdoor courtyards facing a series of open spaces. This arrangement allows the townhomes to serve as a buffer to the railroad and Buford Highway traffic as well.

Many of the conditions are narrowly tailored not just to a specific concept plan but to a specific developer/builder with specific housing types. As such, for the project to move forward changes to the conditions would need to be made in order for the project to proceed. Any reference to the original phases, each with its own housing type, would need to be eliminated and replaced with conditions regulating the specific housing types instead since the proposed plan integrates them more.

The proposed conditions for the townhomes would not change other than an allowance to reduce the driveway depth requirements for the single family townhomes (not the stacked townhomes). The applicant has requested to reduce driveway lengths to 5 feet in order to make room for front courtyard areas for townhomes. The new proposal includes 192 delineated on-street parking spaces throughout the neighborhood that should enable the project to accommodate more parking.

The proposed conditions for single family detached homes would be simplified to regulate the minimum sizes for lots, building and setbacks within the neighborhood. This would give the developer flexibility to accommodate a diversity of detached single family housing types and sizes within the framework of the concept plan. Architecture and relationship to the street would be regulated by a plan book to be approved by the City. The proposed development would still

include homes with master bedrooms on the main floor as well as some 1.5 story cottages with a scale similar to the existing homes on White Street.

The revised concept plan and changes to conditions would not compromise the vision for this area and the housing goals of the Downtown Master Plan. Townhomes and small lot, single family development are encouraged in the Comprehensive Plan to increase housing choices and affordability and address the needs of smaller households. The proposed development provides these types of housing. Homes smaller than 1,400 square feet and carriage homes were both recommended in the recently adopted Downtown Suwanee Master Plan, which states that cottages and other housing types that permit more compact development would appeal to seniors, young families and others. This is consistent with the Comprehensive Plan, which calls for a diversity of housing types to meet the needs of a growing workforce and an aging population.

Another change to the plan is the relationship to Buford Highway. The original concept plan had residential units facing Buford Highway and the main entrance into the neighborhood off of Buford Highway. The new plan would still have two access points for the neighborhood, but there would no longer be direct access into the neighborhood from Buford Highway. Instead, the neighborhood would have both entrances come off the new extension of White Street that would connect to Buford Highway. This would present an opportunity to preserve some of the existing trees along Buford Highway thus preserving the rural character of that portion of the corridor, would make the new neighborhood feel more like part of Old Town, and would reinforce its association with adjacent White Street Park. This approach is consistent with the Downtown Master Plan's vision for the southern portion of Buford Highway.

As stated in analysis for the previous proposal for this property, the 2009 Downtown Suwanee Master Plan further refined the vision for this unique property. The Plan established 10 distinct character districts to guide future development within downtown Suwanee. The proposed development is within the Suwanee Farm Village District, also known as Williams Farm Village District, which is anchored by Harvest Farm at White Street Park. The Plan calls for the Suwanee Farm Village District to be predominately residential and include a mix of dwelling types. Per the vision of the 2009 Downtown Suwanee Master Plan, the City's community garden known as Harvest Farm was built. It was intended that this park would set the tone for the development of this area.

The architecture for this development is an important element in achieving the goal of creating a neighborhood that is suited to this unique district. While plans encourage density at this location, they also encourage a distinct character influenced by the adjacent White Street Park. The City has made significant investment in creating a park that fits in with the rural nature of the property surrounding White Street Park. Harvest Farm barn and community garden create a identity referencing Suwanee's agrarian history for this part of Suwanee. The City recently completed the orchard at White Street Park. The park will be an amenity to the proposed neighborhood, and the neighborhood should complement and enhance the aesthetic character of White Street Park as well. Any approved architecture should reflect this vision; therefore, a plan book is essential to guiding this development.

The revised concept plan meets all of the goals of the Comprehensive Plan. The proposed development implements the desired network of streets called for in the Downtown Suwanee Master Plan as well as the pedestrian connections to Buford Highway and White Street. This

new network would provide a needed and safer connection between the multi-use path on McGinnis Ferry Road and White Street Park and improve access to and from this area of Old Town.

Finally, the proposed revised concept plan still creates significant new park space within the neighborhood. While the previous concept had one much larger central park, the new plan has one medium sized park and several scattered smaller but usable open spaces. The plan also still includes a natural open space of approximately 4.5 acres that is adjacent to McGinnis Ferry Road and a park area directly adjacent to White Street Park. The area new McGinnis Ferry Road is heavily wooded with mature hard wood trees and a spring running through the bottom of a ravine.

In conclusion, the requested changes to conditions of are appropriate for the subject property. Ultimately the mix of uses and number of units is very similar to the original proposal. The new plans is simply a different approach with more integration of the housing types and a different approach to how the project addresses Buford Highway. As such, the Planning Department recommends **APPROVAL WITH CONDITIONS** of **RZ-2017-006**.

Recommended Conditions
RZ-2017-006

The Planning Department recommends approval of the requested change of conditions for the subject property as follows:

1. Develop in accordance with the concept plan (dated June 28, 2017) and associated attachments and exhibits approved by City of Suwanee, and incorporated herein by reference, with changes as necessary to meet conditions of zoning or other development requirements. This shall include all proposed densities, roadways, land uses, planting, sidewalks, multi-use paths, detention areas, or other proposed features shown on the submitted plan. If needed due to conditions of zoning that require substantial changes to the concept plan, within 180 days of approval, submit revised plans to the City that reflect the changes required herein by the conditions of zoning. Said plan shall be subject to the review and approval of the City Council.
2. Development shall occur consistent with the uses and development standards outlined as follows. Development shall be limited to a maximum 110 single family detached units, a maximum of 130 single family attached units that may include up to 19 stacked townhomes (each with 2 units).

A. Single Family Detached shall be subject to the following development standards:

- i. Minimum lot width: 35 feet
- ii. Minimum lot size: 2,500 square feet
- iii. Minimum front yard: 5 feet from the back of the sidewalk but not within the right-of-way
- iv. Minimum side yard setback: 0 feet
- v. Minimum building separation: 5 feet
- vi. Minimum rear yard setback: 5 feet
- vii. Minimum unit size: 1,400 square feet
- viii. Maximum building height: 35 feet
- ix. Minimum parking required: 2 spaces per unit within a garage.
- x. All units shall be rear loaded, unless noted differently elsewhere.
- xi. Carriage homes shall be allowed as accessory use on single family detached lots larger than 4,000 square feet subject to the following standards:
 - a. Minimum unit size: 800 square feet
 - b. Maximum building height: 2 stories
 - c. Building or structure shall comply with section 604.A, B, and C of the City of Suwanee Zoning Ordinance.
 - d. Exterior finish shall be consistent with the finish of the primary residence.

B. Single Family Attached shall be subject to the following development standards:

- i. Minimum unit width for attached units: 22 feet
- ii. Minimum front setback from Buford Highway: 15 feet

- iii. Minimum front yard: 0 feet
- iv. Minimum building separation: 20 feet
- v. Minimum unit size: 1,700 square feet
- vi. Minimum driveway length for attached units: 5 feet
- vii. Maximum building height: 3 stories
- viii. Minimum parking required: 2 spaces per unit within a rear entry garage accessed by a private alley

C. Stacked Townhomes shall be subject to the following development standards:

- i. Minimum unit width for attached units: 22 feet
- ii. Minimum front setback from Buford Highway: 15 feet
- iii. Minimum front yard: 0 feet
- iv. Minimum building separation: 20 feet
- v. Minimum unit size: 900 square feet. The 2 stacked units combined shall have a minimize size of 2,000 square feet.
- vi. Minimum driveway length: 22 feet
- vii. Maximum building height: 3/4 split
- viii. Minimum parking required: 4 spaces per stacked townhome. Each staff townhome shall include a minimum 2 car garage. Driveways shall be a minimum of 22 feet long in order to be able to count towards the minimum parking requirement. On-street parking spaces directly adjacent to the stacked townhomes may also count towards minimum parking requirements.

- 3. Overall development shall not exceed 227 residential units.
- 4. A minimum of 20 Single Family Detached units shall be designed as 1.5 story cottages. A majority of units located along the White Street extension, including all those that front onto the open space across the street from the White Street Park, should be cottages.
- 5. A maximum of 7 units may be front loaded. This allowance only applies to lots that back up to the creek adjacent to McGinnis Ferry Road. Where front loaded lots are developed the use of shared driveways, narrow driveways, ribbon driveways or other options that minimum the presence of the driveways should be explored. Garages on these lots should be located at least 10 feet behind the front plain of the house.
- 6. Prior to issuance of a development permit the developer shall prepare a plan book for review and approval by the City. The goal of the plan book will be to convey the architectural style, character, and vision for the new neighborhood. The plan book will include potential elevations, building materials, colors and conceptual illustrations of open spaces. The plan book should include illustrations and sections that clearly illustrate the relationship of the buildings to the street. The plan book for this project will seek to achieve a neo-rural/farmhouse style.

The neighborhood should seek to feature single family homes with cementitious fiber siding, complimenting existing homes in Old Town. Buildings should minimize the number of materials and the number of roof pitches with the goal of keeping the architecture simple. Roofs should have a pitch between 6:12 and 12:12. Brick and stone

should be allowed as materials but their use should be minimized and they should not be used in combination. Usable (minimally 6 feet deep and ideally 8 feet deep) front porches are encouraged throughout the neighborhood.

Townhomes should feature the use of molded brick (or comparable) as the primary material for 3 sides.

The color palette should include “pops” of color dispersed throughout the neighborhood. The first floor elevation of homes should seek an elevation of 18 inches to 3 feet (townhomes 18 inches to 6 feet) above grade as allowed by site conditions. Simulated divided lite windows should be used. Metal or architectural shingled roofs should be used. Any side of a building that faces a street is subject to additional architectural scrutiny. Garages should not be visible from the street. The architecture of non-residential buildings and structures (mail kiosks, amenity area buildings, etc.) shall adopt the same neo-rural character as the residential buildings in the project.

7. A minimum of 30 percent of all single family detached units shall have the master bedroom on the main floor.
8. Street Standards: All streets within the development shall be public and constructed to City standards as approved by the City Engineer. Road sections should be consistent with those shown in Exhibit ‘A’ with the City Engineer having final approval of the road design. Street Trees shall be planted on 40 foot centers and be a minimum of 3 inch caliper at the time of planting. Root barriers shall be provided for all street trees.
9. All rear alleys shall be constructed as approved by the City Engineer and shall be located on private property.
10. Should traffic signalization be determined to be needed, signals shall be mast-arm style signals subject to the review and approval of Georgia Department of Transportation. Any signals installed to serve development of property shall be installed at the expense of the developer.
11. All new utilities shall be located underground.
12. The developer shall provide a comprehensive signage plan prior to issuance of a Development Permit. Said signage plan shall minimally address sign standards for any ground signs, wall signs, directional signs, street signs, entrance monuments, and any on-site marketing signs (temporary or permanent) for the project.
13. Provide bicycle racks with a minimum of 5 spaces near the entrance of any non-residential building.
14. Explore meeting detention requirements off site where feasible.
15. A direct hard surface bicycle and pedestrian connection will be made into White Street Park connecting the multi-use trail at the corner of Buford Highway and McGinnis Ferry Road to the trail within the park.

16. A 5-foot-wide sidewalk shall be provided along the western side of Buford Highway from McGinnis Ferry Road to the northern property line of subject property. Said sidewalk shall connect to the multi-use trail along McGinnis Ferry Road.
17. Existing trees along Buford Highway shall remain undisturbed to the greatest extent possible. Where the existing tree canopy is sparse or is eliminated trees shall be planted in a manner that recreates the environment that existed prior to development. The landscape plan for the project shall address the provision of trees along Buford Highway. Said plans shall be reviewed for compliance prior to issuance of a development plan for the project and is subject to the approval of the Planning and Inspections Director.
18. Landscaping for the project shall be subject to the approval of the Planning and Inspections Director.
19. Include parks as shown in the concept plan dated June 28, 2017. At least one park shall include at a building constructed as a community facility that is a minimum of 800 square feet. Said facility shall serve as the mail kiosk for the development or a gathering place. A 25-yard-long swimming pool shall be included within this park.
20. On the portion of the project adjacent to White Street Park, construct an open space that includes hard surface paths that connect to White Street Park. The landscaping and design of the open space shall be coordinated with the City plans for White Street Park. If a water quality facility is constructed within this open space, said facility shall be designed as either a subsurface facility or a wet pond as much as practical. Minimally the facility shall be landscaped with the landscaping approved by the City. For the purpose of clarity of ownership and future maintenance, the developer or homeowner's association shall donate said land to the City at no cost. Said land shall be donated to the City no later than prior to issuance of the last Certificate of Occupancy within the development. Once donated the City will maintain the land for public use as an extension of White Street Park.

Standards Governing Exercise of Zoning Power

Pursuant to Section 2006 of the City of Suwanee Zoning Ordinance, the City finds the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the unrestricted use of property and shall govern the exercise of the zoning power therewith.

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

The proposed rezoning for the construction of townhomes and single family homes would permit a use that is suitable in view of the adjacent White Street Park and community garden, Harvest Farm. Harvest Farm is agrarian in character and benefits aesthetically from the current rural environment of its surroundings. The proposed development plans to front White Street Park and White Street with open space and small scale single family detached homes including cottages similar in scale to existing homes on White Street.

- B. Whether the zoning proposal will adversely affect the existing uses or usability of adjacent or nearby property;

Approval of the request would not likely affect the existing uses or usability of nearby property. This development will actually aid any future development of nearby property by bringing sewer and connectivity to the area.

- C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned;

The subject property has a reasonable economic use as currently zoned.

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

Approval of the request likely would not result in excessive or burdensome use of existing streets, transportation facilities, utilities or schools.

- E. Whether the zoning proposal is in conformity with the policy and intent of the Land Use Plan;

The proposed concept is in conformity with the general policy and intent of the Land Use Plan, which calls for a Mixed Use Village at this location.

- 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;

There are no 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.

REZONING APPLICATION

AN APPLICATION TO AMEND THE OFFICIAL ZONING MAP OF CITY OF SUWANEE, GEORGIA

APPLICANT INFORMATION*	OWNER INFORMATION*
NAME: <u>White Street Village LLC</u>	NAME: <u>White Street Village LLC</u>
ADDRESS: <u>1000 PEACHTREE INDUSTRIAL BLVD, STE 6-387</u>	ADDRESS: <u>1000 PEACHTREE INDUSTRIAL BLVD. STE 6-387</u>
<u>SUWANEE GA 30029</u>	<u>SUWANEE GA 30029</u>
PHONE: <u>678.926.13476</u>	PHONE: <u>678.926.3476</u>





CONTACT PERSON: John Bonaiuto CONTACT PHONE: 770.367.9552
 EMAIL ADDRESS: JBONAIUO@JTG HOLDINGS.COM FAX NUMBER: _____

PROPERTY INFORMATION
 PRESENT ZONING DISTRICT(S): PMUD REQUESTED ZONING DISTRICT PMUD
 PROPOSED DEVELOPMENT: White Street Village
 TAX PARCELNUMBER(S): 7-209-003; 7-210-063, 089, 099, 100, 097, 019, 010A, 01
 ADDRESS OF PROPERTY: 3823 White Street
 TOTAL ACREAGE: 32.2 PUBLIC ROADWAY ACCESS: Buford Highway + White Street

FOR RESIDENTIAL DEVELOPMENT:	FOR NON-RESIDENTIAL DEVELOPMENT:
NO. OF LOTS/DWELLING UNITS: <u>227 max</u>	NO. OF BUILDINGS/UNITS: _____
DWELLING UNIT SIZE (SQ. FT.): <u>Varies</u>	TOTAL GROSS SQUARE FEET: _____

CERTIFICATIONS

I hereby certify that the above and attached information is true and correct. I am also aware that pursuant to Section 2004 no reapplication on the same land which has been denied by the City Council shall be acted upon within 12 months from the date of last action unless said time period is waived by the Council. In no case shall a reapplication be acted upon in less than 6 months from the date of last action by the Council. I am also aware that pursuant to Section 2003 of the Zoning Ordinance any and all conditions which may be attached to the property shall be binding on the property and all subsequent owners.

 Signature of Applicant* Timothy E Gehan, Manager, White Street Village, LLC Print Name*	<u>6/29/17</u> Date	 Signature of Owner* Timothy E Gehan, Manager, White Street Village, LLC Print Name*	<u>6/29/17</u> Date
 Signature of Notary	<u>6/29/17</u> Date	 Signature of Notary	<u>6/29/17</u> Date

* If Additional Applicant or Owner Information is Needed Please Complete Additional Application Form(s)

CITY OF SUWANEE USE ONLY

Date Received: _____ Case No.: RZ-2017-006 Accepted By: _____

REZONING APPLICANT'S RESPONSE
STANDARDS GOVERNING EXERCISE OF THE ZONING POWER

Pursuant to section 2006 of the 1998 Zoning Ordinance, the city council finds that the following standards are relevant in balancing the interest in promoting the public health, safety, morality, or general welfare against the right to the unrestricted use of property and shall govern the exercise of the zoning power.

Please respond to the following standards in the space provided or use an attachment as necessary:

- (A) Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property:

PROPOSAL IS REQUESTING MODIFICATIONS TO THE CURRENT ZONING.

- (B) Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property:

NO, PLAN IS CONSISTENT WITH CURRENT ZONING.

- (C) Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned:

ZONING DISTRICT TO REMAIN THE SAME.

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

PROPOSAL IS CONSISTENT WITH CURRENT ZONING AND INTENT OF LAND USE PLAN

- (E) Whether the zoning proposal is in conformity with the policy and intent of the land use plan:

PROPOSAL IS IN CONFORMITY WITH THE POLICY AND INTENT OF THE LAND USE PLAN.

- (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:

PROPOSAL SEEKS TO MITIGATE THE IMPACTS OF RAILROAD AND BUFORD HIGHWAY FUTURE RESIDENTS.

CITY OF SUWANEE USE ONLY

Date Received: _____ Case No.: _____ Accepted By: _____

R2-2017.006

**White Street Property
Zoning Modification
Letter of Intent**



June 30, 2017

RZ-2017.006

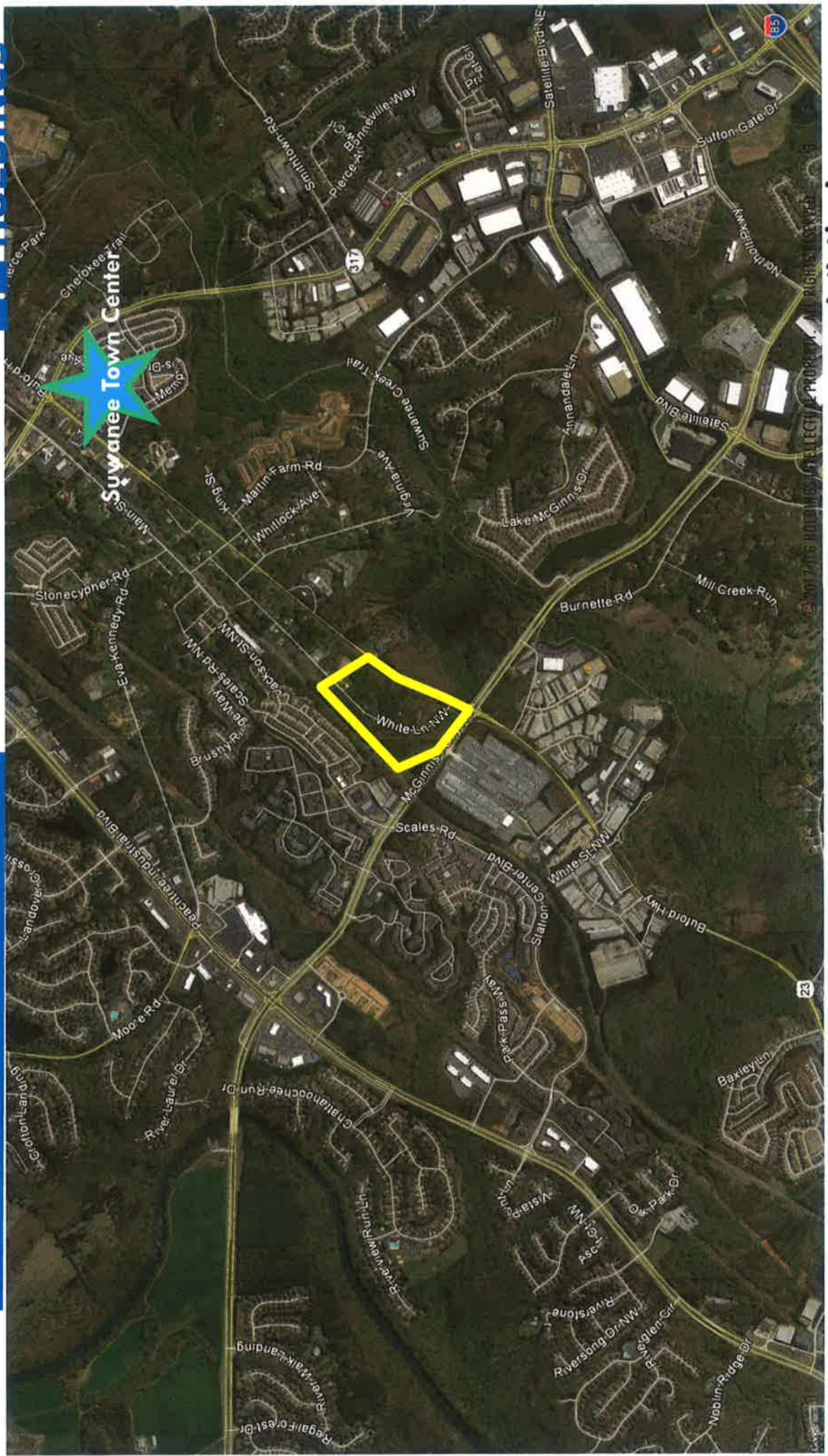
Exhibit A

OVERVIEW



1. Location & Content Map
2. Proposed Plan
3. Single Family Requests
4. Townhome Requests
5. Overall Requests
6. Design Standards
7. Appendix

PROPOSED PLAN



R2-2017.006

Exhibit A

PROPOSED PLAN



JTG Holdings proposes extending the city's organic farm-oriented theme to the community by:

- Making Harvest Farms and the Orchard the central focus of the plan
- Integrating the various housing product types throughout the neighborhood
- Focus on open spaces throughout the plan
- Incorporating additional private residential outdoor spaces with public open space.
- Mitigating the impact of the railroad and Buford Highway on the community

Proposed Plan Overview:

- 32.2 Acres
- Zoning District PMUD (Current Zoning)
- 227 Total Lots
 - Single Family Detached Homes
 - Townhomes or Stacked Townhomes

PROPOSED PLAN



Concept Sketch Plan for
WHITE LANE FARM
for JTG Holdings
6/28/2017

A scale bar showing distances from 0 to 400 feet. A north arrow is also present.



RZ-2017.004

SINGLE FAMILY REQUESTS



1. Replace the SFD “Phasing” Conditions with one set of Conditions.

Standards	Single Family Detached	Conditions
Maximum Units	110	
Minimum Lot Width	30 feet	
Minimum Lot Size	1,500 square feet	
Minimum Front Yard	5 feet from back of sidewalk but not within the right of way	
Minimum Side Yard	0 feet	
Minimum Building Separation	5 feet	
Minimum Rear Yard Setback	5 feet. Detached garages or surface parking are permitted within the rear yard setback	
Minimum Unit Size	1,200 sq. ft.	
Maximum Building Height	3 story from front	
Maximum Parking Required	2 spaces per unit	

TOWNHOUSE REQUESTS



1. Replace the Stacked Flat Option with Stacked Townhome Option.

Standards	Townhomes	Stacked Townhomes
Maximum Number of Buildings	128	19
Minimum Lot Width	20 feet	20 feet
Minimum Building Separation	20 feet	20 feet
Minimum Setback from Hwy	15 feet	
Minimum Unit Size	1,400 sq. ft.	900 sq. ft.
Maximum Building Height	3 stories	¾ Split or 45 feet
Minimum Parking Required	2 spaces per unit within a rear entry garage accessed by a private alley	2 spaces per unit within a rear entry garage accessed by a private alley
Minimum Driveway Length	5 Feet	20 feet

OVERALL REQUESTS



1. Overall Development shall not exceed 227 residential units: consisting of single family detached residential units and single family attached townhomes and/or single family attached stacked townhomes.
2. 30% of Single-Family Detached units to have master on the main floor plan.
3. Elevations fronting White Street Extension shall be varied and include a mix of one story, one and a half story and two story homes.
4. At least one building constructed as a community facility that will include a mail kiosk for the development or a gathering place.
5. A swimming pool shall be included as part of the conceptual plan.
6. On the portion of the project adjacent to White Street Park, construct sidewalk that includes hard surface paths that connect to White Street Park.
7. The developer shall the donate open space between White Street Road Extension and White Street Park to City (see appendix slide “Park Donation”).
8. Developer shall prepare a conceptual grading plan and based upon that concept plan develop a plan book.

DESIGN STANDARDS



1. All Street and Alleys shall be constructed to City Standards as approved by City Engineer.
2. All Travel Lanes shall be approximately 10 feet wide except where no designated on-street parking is provided.
3. Minimum width of any road with no designated on-street parking shall be 24 feet.
4. 5-foot-wide sidewalk shall be installed a minimum of 5 feet behind the back of curb along all streets to create a landscape strip between the curb and sidewalk.
5. Where streets have continuous on-street parking sidewalk to be located adjacent to parking space curb.
6. Plant 3-inch caliper street trees on 40 foot centers.
7. Sidewalk along Buford Hwy.

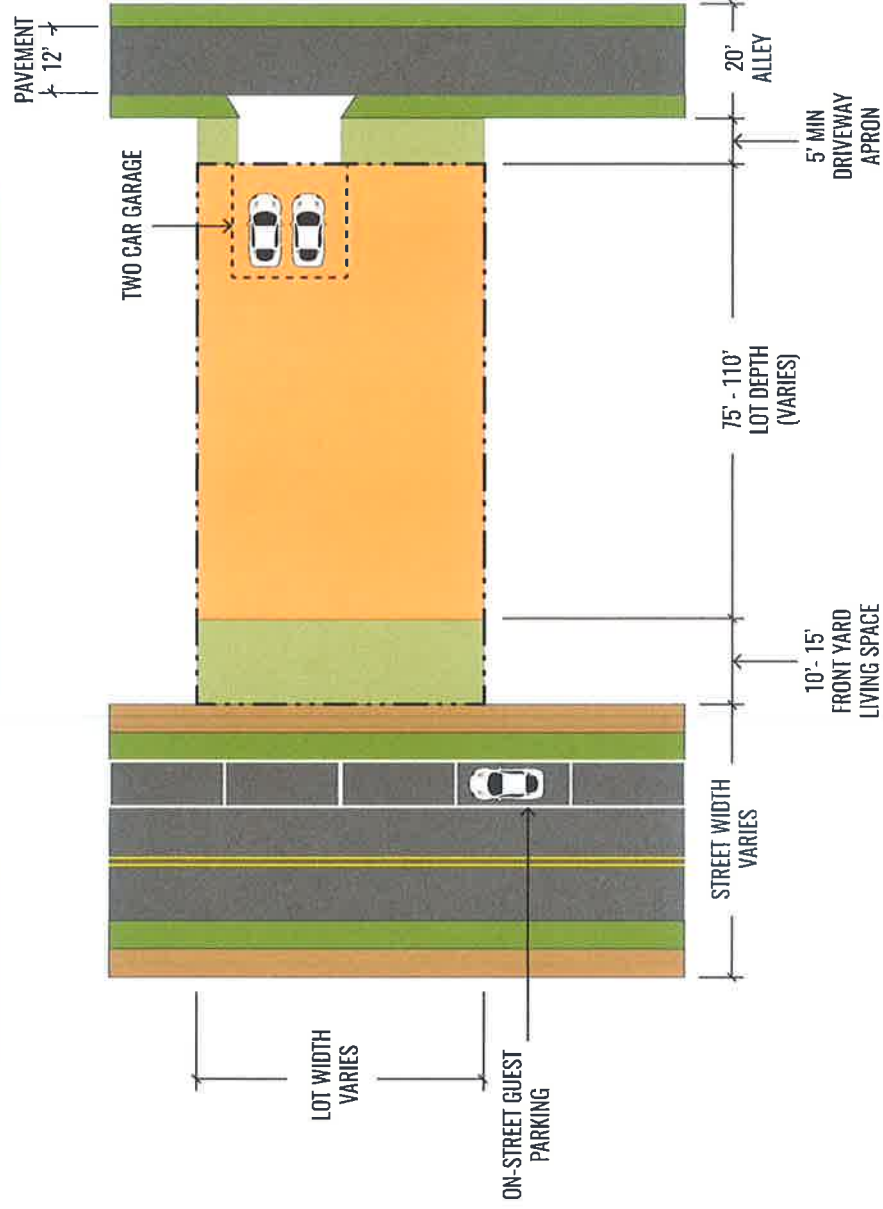
APPENDIX



R2-2017.006

Exhibit A

TYPICAL ALLEY-LOADED LOT



PARK DONATION

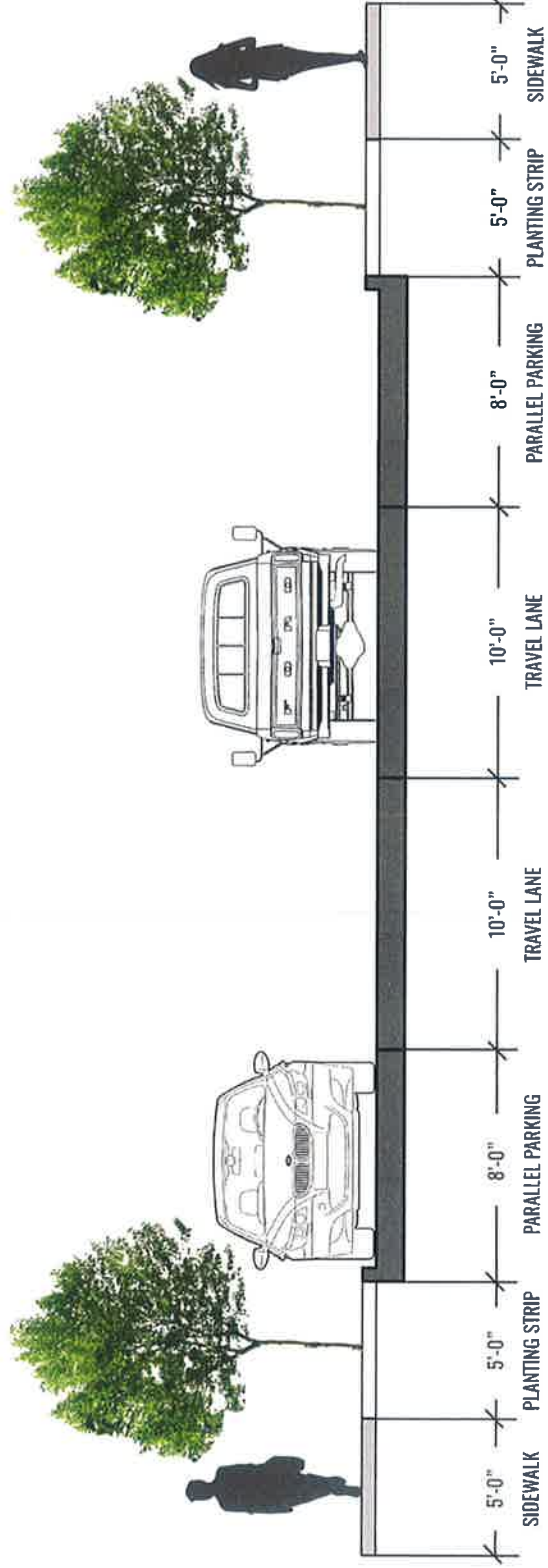


Concept Sketch Plan for
WHITE LANE FARM
for: JTG Holdings
6.28.2017
TSW



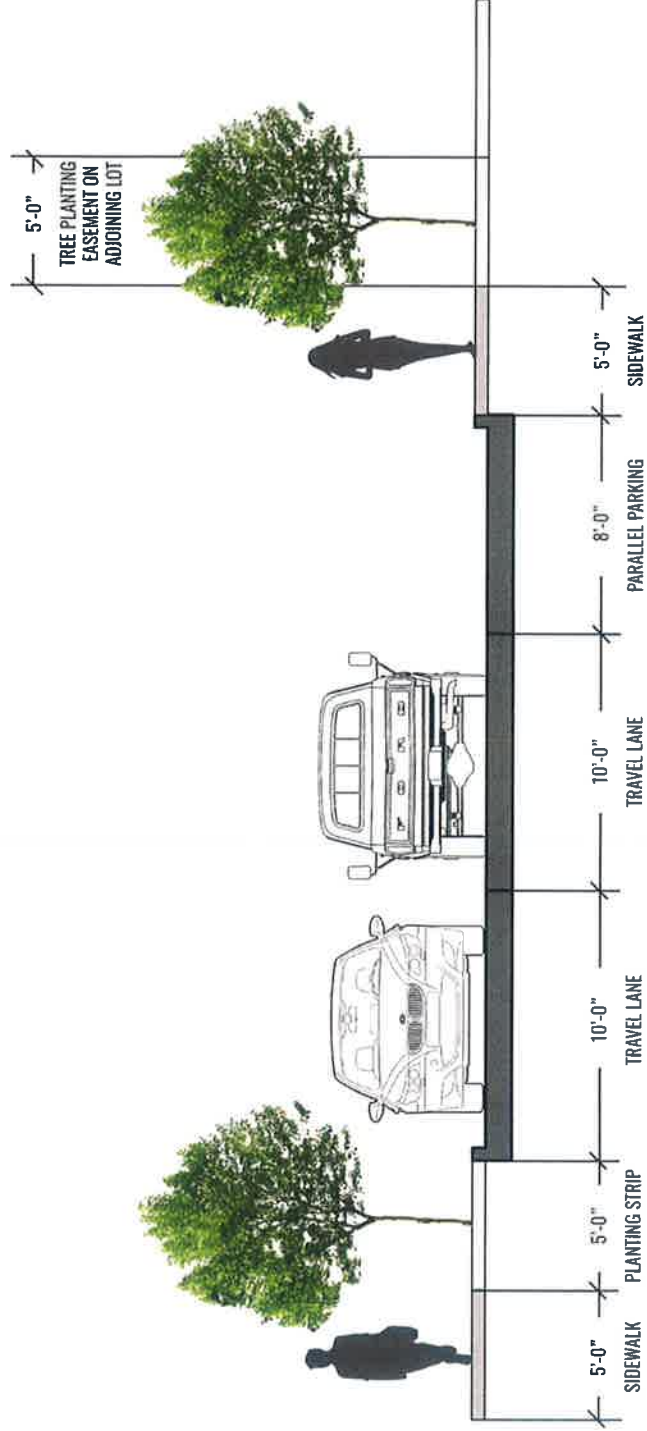
Green highlighted space is the proposed park dedication.

TYPICAL SECTION



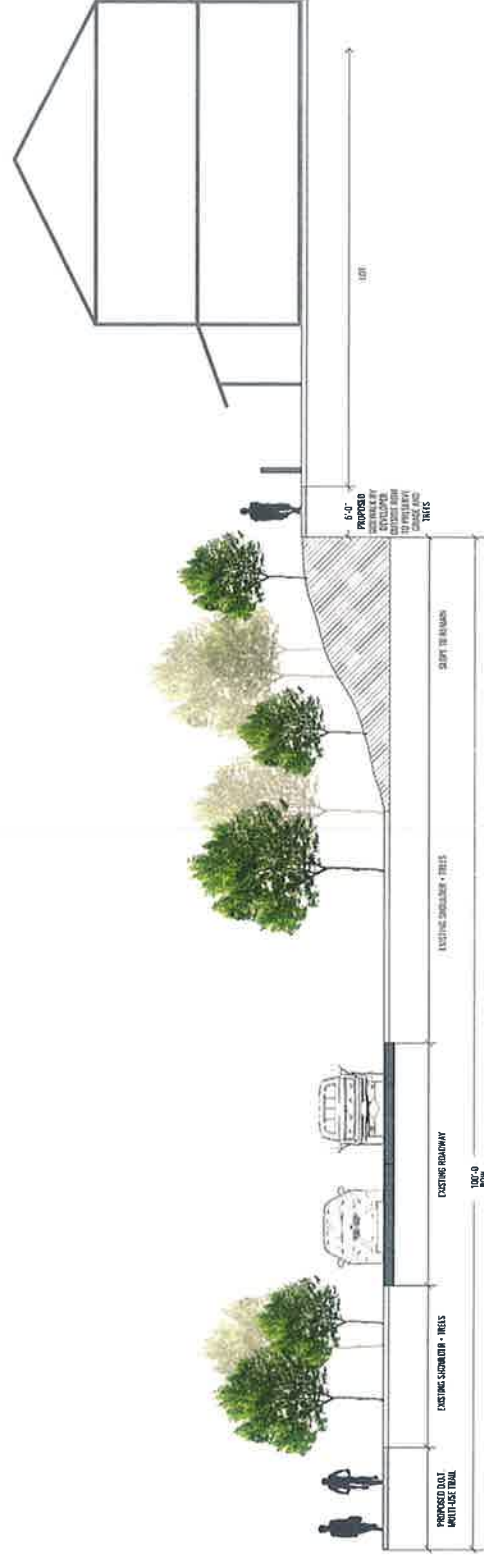
WHITE STREET

TYPICAL SECTION

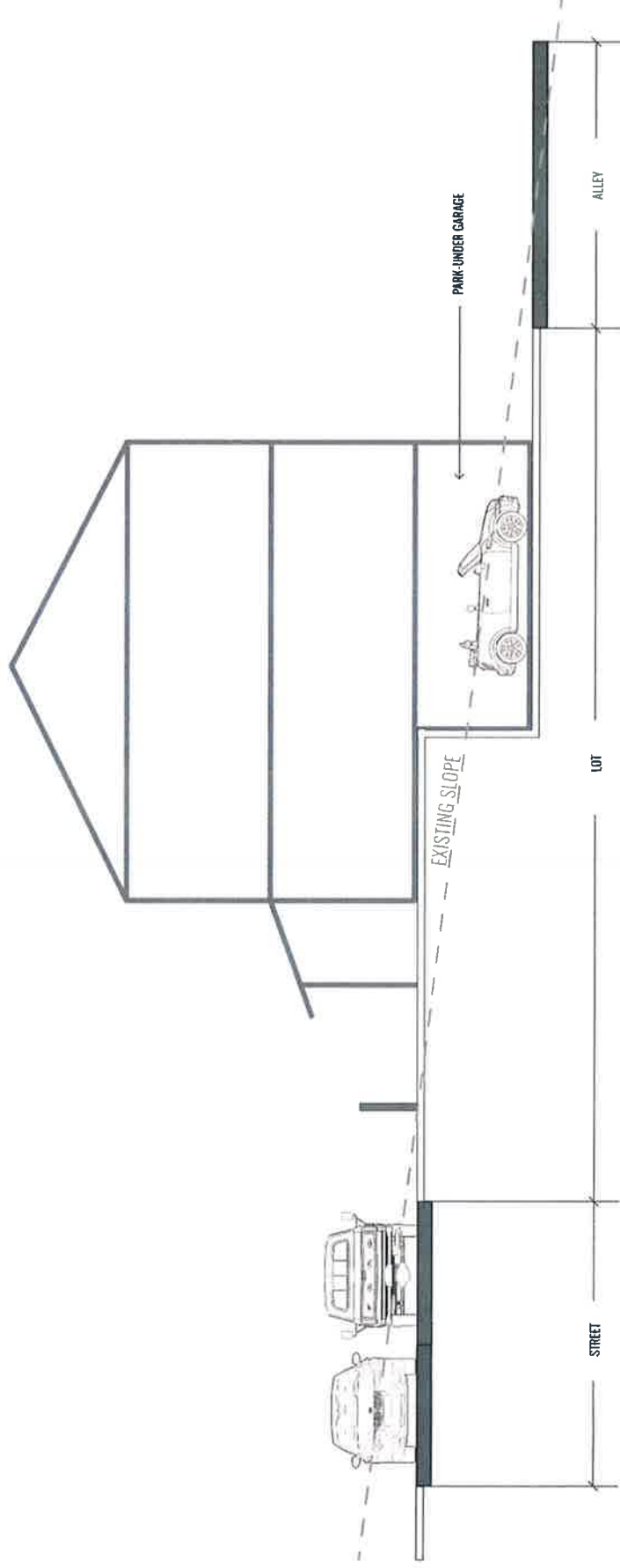


TYPICAL STREET WITH PARKING ONE SIDE

SECTION AT BUFORD HWY



TYPICAL PARK UNDER LOT



JTG HOLDINGS INTRO



JTG Holdings, LLC was founded in 2016 by investor Timothy Gehan as a real estate investment and development firm focused on identifying attractive, high-quality real estate whose value can be enhanced through the company's capital and expertise, resulting in the creation of neighborhoods that will enhance the Suwanee community.

JTG Holdings, LLC has offices in Dallas and Atlanta.



Tim Gehan
CEO, Founder

Former President and CEO of Gehan Homes for 25 years.
Led Gehan Homes start-up to Top 30 Homebuilder.



John Bonanno
Sr. Vice President

30-year career as a Civil Engineer and Land Developer focused on creating residential communities in the Greater Atlanta area.

White Street Property
Zoning Modification
Product Conceptual Imagery



July 25, 2017

RZ-2017-006

Exhibit A

Product Imagery



- Product images included in this submittal have been selected as illustrations of architectural elements which can be adapted for the White Street Property.
- Images shown are from websites for existing communities, builders and planners. The images do not represent any commitments to any builder, planner or final product but are for the sole purpose of identifying design concepts to be incorporated into the community and plan book.
- Additional detail of product and materials will be included in the architectural plan book upon completion of a preliminary grading plan.

Streetscape



- Potential streetscape
- Product will probably have less masonry material.
- Mailboxes will be located at centralized kiosk
- On street parking will be provided per plan.
- Street trees at 40' on-center
- Landscape strip and sidewalk location per plan.

Single-Family Detached



- Image of relationship between two story product and one-half story product.
- Illustrates alternative front porch options

Single-Family Detached



Two-story product options:

- 2 story elevation
- 3/2 elevation
- Alternative roofline treatments
- Alternative entry feature treatments

Single-Family Detached



- Alternative massing and roofline options for two-story product
- Image on right has outdoor living space in front of house.

Single-Family Detached



The Acorn A



Project ID



The Acorn B



Project ID



The Dove A



Project ID



The Dove B



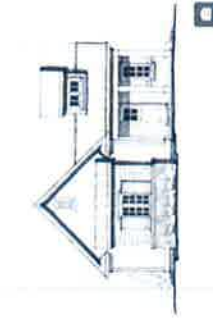
Project ID



The Millhouse A



Project ID



The Millhouse B



Project ID



- One and a half story product concepts.
- Illustrates alternative treatments for massing and rooflines.

Single-Family Attached



- Product moves outdoor living spaces to front of units in addition to a more private deck in the rear.
- Illustrates front yard courtyard adjacent to common space.
- Product has less than 20' driveway in rear to accommodate front yard living space

- Alternative Townhome Products:
- Submitted land plan contemplates offering both types of product.



- Traditional rear entry townhome
- Outdoor living space in rear
- 20' driveway in rear

Stacked Townhomes



Stacked Townhomes:

- Looks and feels like one 24' wide traditional townhome
- Each owner has separate entrance and garage.
- Internally no shared or common space.
- Internal circulation via stairs.

John A. Bonanno, PE
Senior Vice President of
Operations

1000 Peachtree Industrial Blvd.
Suite 6-387
Suwanee, GA 30024

770-367-9552



WHITE LANE FARM SITE SUMMARY

Site Information
 Current Zoning: PMUD
 Total Site Area: 32.2 Acres

Parking Provided: 192 On-street
 Maximum Number of Allowable Units: 227 Units
 Townhomes (22'x75' min.): 109 Units
 Stacked Townhomes* (22'x75' min.): 38 Units
 Single Family Lots (35' min x 75'-110'): 80 Units
 Total: 227 Units

*Stacked Townhouse = 2 units per Townhouse Footprint

Proposed Number of Units (as shown on plan):
 Townhomes (22'x75' min.): 128 Units
 Single Family Lots (35' min x 75'-110'): 80 Units
 Total: 208 Units

Parking Provided
 Garages: 416 Spaces
 On-Street: 192 Spaces
 Total: 608 Spaces



Concept Sketch Plan for
WHITE LANE FARM
 for JTG Holdings
 6.28.2017



**Exhibit B
 Proposed Concept Plan
 6.28.2017**

RZ-2017.006

Exhibit B
 Current approved
 Concept Plan - October 2016



SITE SUMMARY

SITE INFORMATION:
 CURRENT ZONING: PH 1D
 TOTAL SITE AREA: 30.3 ACRES

PHASE I
 DETACHED COTTAGES: 30 UNITS
 LARGE COTTAGES: 20 UNITS
 COTTAGES: 10 UNITS
 HIRSHAN COTTAGE SIZE: 1200 SF
 50% OF UNITS IN PH I AND 2 WILL HAVE MASTER ON MAIN
 PARKING PROVIDED: (2 PER UNIT) 20 SPACES

PHASE I DEVELOPMENT STANDARDS
 HIRSHAN LOT WIDTH: 0 FEET
 HIRSHAN LOT SIZE: 0 SQUARE FEET
 HIRSHAN FRONT YARD: 5 FEET FROM BACK OF SIDEWALK
 HIRSHAN SIDE YARD: 0 FEET
 HIRSHAN REAR YARD: 5 FEET
 HIRSHAN SETBACK: 5 FEET
 HIRSHAN SETBACK: 1200 SF
 HIRSHAN PARKING: 2 SPACES PER UNIT
 HIRSHAN PARKING: 0 FEET UNIT

PHASE II
 DETACHED SINGLE FAMILY: 30 UNITS
 20' WIDE PRODUCT: 30 UNITS
 20' WIDE PRODUCT: 60 UNITS
 50% OF UNITS IN PH I AND 2 WILL HAVE MASTER ON MAIN
 PARKING PROVIDED: (2 PER UNIT WITH GARAGE) 12 SPACES

PHASE II DEVELOPMENT STANDARDS
 HIRSHAN LOT WIDTH: 35 FEET
 HIRSHAN LOT SIZE: 5000 SQUARE FEET
 HIRSHAN FRONT YARD: 5 FEET FROM BACK OF SIDEWALK
 HIRSHAN SIDE YARD: 0 FEET
 HIRSHAN REAR YARD: 5 FEET
 HIRSHAN SETBACK: 1750 SF
 HIRSHAN SETBACK: 35 FEET
 HIRSHAN PARKING: 2 SPACES PER UNIT WITH GARAGE

PHASE III
 TOWNHOMES: 80 UNITS
 20' WIDE X 50' DEEP DRIVE UCKER: 20 UNITS
 22' WIDE X 40' DEEP: 60 UNITS
 PARKING PROVIDED: (2 PER UNIT WITH GARAGE) 160 SPACES

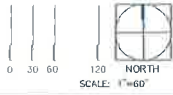
PHASE III DEVELOPMENT STANDARDS
 HIRSHAN SETBACK: 20 FEET
 HIRSHAN FRONT SETBACK: 15 FEET
 HIRSHAN REAR SETBACK: (FROM BUREAU) 20 FEET
 HIRSHAN SETBACK: 1400 SF
 HIRSHAN DRIVEWAY LENGTH: 20 FEET
 HIRSHAN DRIVEWAY WIDTH: 8 SPACES
 HIRSHAN PARKING: 2 SPACES PER UNIT WITH GARAGE

OVERALL DEVELOPMENT
 HIRSHAN NUMBER OF ALLOWABLE UNITS: 308 UNITS
 PROVIDED NUMBER OF UNITS: 190 UNITS
 PARKING PROVIDED: 382 SPACES
 DRIVEWAY ON STREET: 12 SPACES
 ON STREET: 12 SPACES



**SUWANEE
 CONCEPT PLAN**

Prepared for:
 Oak Hill Companies, LLC
 5255 Peachtree Road, Suite 115
 Atlanta, GA 30341
 DATE: 03/11/2016



Development Consultants, Inc.
 111 Peachtree Street, Suite 1000, Atlanta, GA 30309
 Phone: 404.525.1111
 Fax: 404.525.1112
 Website: www.developmentconsultants.com



SUMMARY
 Site area - 32.2 ACRES
 Total Number of Units - 205
 Density - 6.39 units per acre
 Lot Area - 1.07 AC
 Proposed Zoning - RMU2

PHASE 1
 Single Family Courtyard Patio Homes

PHASE 2
 Single Family detached zero Lot Line Homes

PHASE 3
 Townhomes & Condominiums

NOTES
 1. Proposed locations of water quality facilities approved by DPWS, MAZDC.

DATE: 02-22-2016

RZ-2015-005
ORIGINAL - FEB. 2016
CONCEPT PLAN

White Lane Tract




RZ-2015-015

Exhibit B
Original approved
Concept plan - April 2016

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Legend

-  RZ-2017-006
-  Streets
-  Rail





Zoning



1,080 Feet

0 270 540

