



# CITY OF WOODSTOCK

COMMUNITY DEVELOPMENT DEPARTMENT

PLANNING, DESIGN & SUSTAINABILITY

770.592.6050

To: Chairman and Members of the Planning Commission

From: Brian Stockton, City Planner

Date: 03.12.2012

RE: Z#053-11 and CUP#005-12

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## Case Information:

Case: Z#053-11 and CUP#005-12  
Applicant: The Residential Group  
Parcels: 15N18 009  
Zoned: DT-GC, DT-MRA  
Area: ±17.557 acres  
Location: North of Hwy 92, East of Railroad Tracks  
West of Laurelwood Dr  
Property Owner(s): Andrew Albert Fowler, et al.

## Applicant's Request:

- Rezone entire 17.557 acres to DT-MRB
- Grant a Conditional Use Permit to allow 18 Multi-Family Rental units per acre
- Variance from LDO 7.726(14) requiring structured parking
- Variance from LDO 7.730(11a) to allow properly screened mechanicals on the side or rear of buildings

## Comprehensive Plan Compatibility:

### TRANSIT ORIENTED DEVELOPMENT (SD-TOD)

The plan anticipates the development of a transportation hub which may include a commuter rail station along the existing railroad track. This transportation hub would provide a better quality of life for Woodstock residents, create greater mobility, reduce congestion and create higher, more stable property values. The plan for the area around the station incorporates the principles of station-oriented design, which calls for a live, work, play and shop community to be developed around the station at high densities. Buildings should be designed vertically to provide a compact and dense character area. A transit orientation can enable a community to use market forces to increase densities near a transportation hub to increase walkability and foot traffic

for area business and where most services are located to enable the development of efficient subcenters that minimize sprawl. The area's mixture of existing infrastructure, nearby land uses, accessibility, topography, location along an active rail road, and other factors make it an ideal location for a mixed use character area based on transit oriented development. The transit oriented development is an approach to combat traffic congestion and protect the environment.

### **Surrounding Land Uses:**

NORTH:	DT-LR
EAST:	DT-MRA (Multi-family)
WEST:	DT-CMU
SOUTH:	DT-GC

### **Background, Issues and Analysis:**

The property included in this application is bounded by existing multi-family uses to the east, railroad and commercial uses to its west and a single-family neighborhood to its north. Furthermore the only access to this property at the current time is directly onto Highway 92. The applicant has worked closely with staff to ensure that the site is developed so that future connections to other areas, if and when they are redeveloped, are taken into consideration. The property is included on the Future Development Map as TOD, which promotes higher-density residential and commercial developments given its relationship to transportation infrastructure. The site is not conducive to further commercial development in the area due to the challenges of accessibility.

The proposed curb cut on the plan submitted as part of this application is at a busy intersection that has a lot of truck traffic use as part of the business across the street. It is also adjacent to the railroad crossing and a 7-lane wide highway. The proposed curb cut location is limited due to the fixed median break and presents sight distance challenges that could create serious safety risks due to the amount and speed of traffic in that area. Staff has recommended due to all of the potential conflicts at this intersection that this curb cut not be permitted and that a connection road to the existing Laurelwood Drive be constructed as the entrance to this complex.

### **Development Process Committee Recommendation :**

At the February 15, 2012 Development Process Committee (DPC) Meeting The DPC voted to Approve the applicants request Z#053-12 and CUP#005-12 to rezone to DT-MRA at 18 UPA with a Conditional Use Permit for Multi-Family with the following conditions;

- 1) A Conditional Use Permit, CUP#005-12, is granted to allow Multi-Family Residential limited to a maximum of 18 Density Units Per Acre on the ±17.557 acre site.
- 2) There shall be no curb cut allowed on Hwy 92.
- 3) The subject development shall provide vehicular and pedestrian ingress and egress to Laurelwood Dr. at the location indicated on Exhibit "C" attached to this ordinance and made a part hereto by reference.
- 4) The owner of the subject property shall dedicate to the City of Woodstock, Georgia a seventy (70) foot wide Right of Way from the terminus of Laurelwood Dr. to the rear

property line abutting the Woodglen Subdivision for a future road connection. Agreement for the aforementioned dedication shall be executed and submitted to the City of Woodstock prior to zoning.

- 5) Building mechanical and accessory features shall be located on the side, rear or the roof of the structures erected on the property and shall be screened as to not be visible from any public open space or sidewalk area.
- 6) Site design shall reflect future connectivity from the north property line to Woodglen Dr. at a location to be coordinated by the applicant and the Development Process Committee.
- 7) Applicant agrees to sign and adhere to these Conditions of Zoning.