

Master Planned Development Report

August 1st, 2025
Revised October 3rd, 2025

Homewood Village

Athens, Georgia



*Report modifications are indicated in blue text.

The following changes have been made to the zoning proposal:

1. Realignment of the western driveway for better circulation and flow.
2. Redesign of the façade of the first two stories of Building 100 and 200 into townhome-like residential units that provide street level entry to individual units.
3. Request to paint yellow curb in front of townhomes along Magnolia Blossom Way to address neighbors' concerns about on-street parking
4. Proposed zoning condition stipulating a reimbursement to the Magnolia Blossom Way HOA for removal of the wooden fence, to be paid prior to issuance of LDP for Phase 1 Townhome construction. Reimbursement not to exceed \$20,000.

Additionally, the following Exhibits, Documents & References have been provided in the Appendix or Submittal Package:

- Site Improvements Tabulation
- Proposed Building Heights Exhibits
- Updated Building Elevations & Renderings
- Shared Parking Exhibit
- Shared Parking Calculations
- Tree Coverage Exhibit
- Tax Value Per Acre Tabulation
- Support Petition

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Introduction

The proposed redevelopment at 2415 Jefferson Road is a phased, mixed-use project designed to revitalize an aging retail plaza through strategic site redesign and the introduction of new multi-family housing and single-family attached housing. The project will include reactivated sidewalks, revitalized retail and improved pedestrian connectivity. Residential units will be located at the rear of the site, addressing housing demand near the new UGA Health Sciences Campus and expanding Medical District. and providing a built-in customer base for retail. This redevelopment supports Athens-Clarke County's (A-CC) goals for infill development, improved land use efficiency, and sustainable economic growth. The 15.952-acre site is proposed to be developed multiple phases detailed below.

Phased Schedule – Homewood Village

The redevelopment of Homewood Village will be executed in two phases, designed to accommodate existing lease obligations while enabling incremental improvements that advance the site's transformation into a mixed-use, walkable environment.

Phase 1A – Façade Renovations & Parking Lot Enhancements (Estimated: Q3 2026)

- Exterior renovations to the remaining commercial structures to visually and functionally integrate with the new development
- Milling, overlay, and re-striping of the existing parking lot to improve surface quality, circulation, and aesthetics
- Installation of new landscaping islands, tree planting, upgraded lighting, and enhanced pedestrian circulation around retail areas
- Transit stop improvements in coordination with A-CC Transit
- Preparation work for retail tenant relocation in subsequent phases

Phase 1B – Retail Reconfiguration, La Parrilla Relocation & Outparcel Improvements (Estimated: Q3 2026 – Q1 2027)

- Demolition of select rear retail spaces that are currently vacant or underutilized
- Relocation of La Parrilla (included in the Planned Development) to the existing outparcel building at the north end of the retail center, including full renovation of the structure to support its ongoing operation in a higher visibility location
- Demolition and cleanup of the former Chevron site (outside the PD boundary), with the intent to replace it with a new commercial use to strengthen the corridor's appearance and activate the site's northern edge
- Continued site work and infrastructure preparation to support future residential construction
- Ongoing pedestrian and landscape upgrades along primary circulation routes

Phase 1C – Residential & Mixed-Use Development with Plaza Construction (Estimated: Q4 2026–Q3 2028)

- Vertical construction of two five-story multifamily residential buildings totaling 234 units (382 beds), each featuring ground-floor retail and integrated public space
- The northern building will include approximately 2,000 square feet of ground-floor retail opening directly onto a 29,000-square-foot plaza and amphitheater, designed as a central public gathering space for events, performances, and daily community activity
- The southern building will include approximately 4,000 square feet of ground-floor retail opening onto an 8,000-square-foot plaza, providing an intimate, flexible space for outdoor dining, markets, and small gatherings
- Development of 8 townhomes that front Magnolia Blossom way as an opportunity to step the scale from the single-family housing to the town center.
- Development of shared residential amenities, including a leasing center, fitness and wellness spaces, interior courtyards, and community lounges
- Completion of the central “main street” corridor between the buildings, featuring parallel parking, enhanced sidewalks, street trees, decorative lighting, and pedestrian-scale design that fosters a walkable, vibrant environment
- Permanent closure of the Magnolia Blossom Way entrance to vehicular traffic (except emergency vehicles), with conversion of this connection into a pedestrian- and bicycle-prioritized access point, including new sidewalks, street trees, and connectivity to the internal network
- Implementation of utility and stormwater infrastructure improvements, including a timed-release sewer solutions in coordination with A-CC PUD
- Final pedestrian and bicycle circulation improvements to unify the site and promote future connections to the Greenway Trail network

Potential Future Phase 2 – Long-Term Mixed-Use Redevelopment Vision (Non-Binding)

While the binding portion of the Planned Development application concludes with the construction of the multifamily buildings and plaza spaces in Phase 1C, a potential Phase 2 is included for illustrative purposes to demonstrate how the eastern portion of the site may continue to evolve once existing leases expire and redevelopment opportunities become viable. This conceptual phase is non-binding, but establishes a framework for long-term planning and growth aligned with the Town Center vision. As shown in the most recent density study (Scheme "N"), Phase 2 envisions the redevelopment of the right-hand side of the property with a continued emphasis on walkable mixed-use development, enhanced public space, and structured parking. Concept elements include:

- Demolition of part of the remaining 92,000-sf of existing retail, selectively removing underutilized space to open up the site and support a more integrated development pattern

- Addition of two new retail/restaurant buildings totaling approximately 21,750 square feet, positioned along the internal spine road to frame the public realm and create active ground-level uses that support a vibrant streetscape
- Construction of a 300-space parking deck along Jefferson Road, enhancing parking efficiency and enabling recruitment of high-quality retail tenants who require dedicated parking visibility and convenience
- Renovation of approximately 47,000 square feet of existing retail, with updated façades, signage, and connectivity improvements that visually and functionally tie into the adjacent plazas, residential buildings, and future open spaces
- Angled parking along the spine road, continuing the town center design aesthetic and reinforcing the pedestrian-oriented character of the corridor
- Incorporation of a mountable island between the four future-oriented retail buildings, serving dual purposes of slowing traffic and improving pedestrian circulation, while also introducing landscaping and human-scaled design elements
- Expanded pedestrian pathways and bicycle infrastructure to promote non-vehicular movement across the site and strengthen connections to future greenway alignments

This potential future phase provides a compelling vision for how the eastern half of the site can mature over time into a complete town center node, aligning with Athens-Clarke County’s goals for walkability, infill development, and strategic reinvestment in legacy commercial corridors.

Refer to the appendix for non-binding conceptual layouts detailing the abovementioned phases.

Site History and Current Use

The subject property at 2415 Jefferson Road, located at the intersection of Jefferson Road and Homewood Drive, is a 15.952-acre parcel currently zoned C-G. Originally developed in the early 1970s as a retail shopping plaza, the site has experienced ongoing vacancy challenges—particularly in the rear portions of the plaza that are furthest from Jefferson Road and suffer from limited visibility. 41,000-sf of existing 138,000-sf retail space is currently vacant. Of the proposed 46,000-sf of demo, 33,000-sf is currently vacant.

Despite multiple renovations and additions over the decades, these deeper areas of the site remain difficult to lease, resulting in persistent vacancies that negatively impact the functionality, appearance, and overall safety of the center. Vacant spaces have contributed to minimal foot traffic, a lack of activation, and issues with loitering that detract from the retail experience.

Zoning and Future Land Use

The subject parcel is currently zoned C-G (Commercial General). A variety of uses are permitted within the designated zone including the current uses as well as the proposed Multi-Family Residential.

At the time of this application, the Future Land Use (FLU) for the parcel is General Business, therefore the application has been prepared in consideration of meeting the General Business FLU guidance. Both the existing site and the proposed redevelopment meet the character requirements of the FLU designation.

Additionally, the applicant has been made aware of the potential upcoming changes to the Future Land Use Map. A-CC has approved a Growth Concept Map that indicates a future Town Center designation for this area. The definition of Town Center as described by planning staff is as follows:

“These areas are envisioned to be developed and re-developed centers that have a mix of uses including residential, commercial, office, and entertainment where people can live, work, and play. These centers will have the mid-level intensity of areas like Beechwood Shopping Center, based on the character of the surrounding neighborhood. These nodes will be designed for walking, biking, and transit access. Parking will be handled at the district level, providing an environment where people can park once and access all of their destinations on foot. Multi-story buildings are expected to be oriented towards the street; however, the edges of nodes should be designed to transition to the surrounding neighborhood. Nodes will be designed as compact, walkable spaces with dedicated open space, a functional grid system, and a prioritization on multi-modal transit. Nodes should have design standards to create and respect a cohesive character for each center. Auto-oriented uses are not included in this designation.”

While the specific parcels proposed to receive this FLU designation have not yet been finalized or established, we understand the 15.952-AC subject parcel is one of the parcels proposed to receive this designation, but the applicant assumes it is not the only parcel on this corridor to encompass a Town Center character.

While the proposed redevelopment represents a much needed step toward realizing the long-term vision articulated in the Future Town Center designation, this parcel alone features significant limitations to fulfilling those goals:

1. Approximately 55% of the site perimeter is land-locked by the bypass loop, active railroad, and restricted access State Route (**Figure 1**). This configuration precludes the future possibility of a meaningful “functional grid system” of streets and inter-parcel access desired by the Town Center FLU.

2. In comparison to the Beechwood Shopping Center cited in the Town Center definition, the 15.952-AC site is relatively small compared to the 42-AC of interconnected parcels and uses of the Beechwood Center (not counting outparcels).
3. Topography. There exists a 70-FT elevation drop from northeast to southwest of the parcel. The majority of the site sits an average of 15-ft below the bypass, State Route, and Homewood Drive.

However, assuming that the Homewood Shopping Center is one parcel among others adjacent parcels on the corridor and neighborhood that will, in time, achieve this character is plausible. In that regard, the proposed redevelopment contributes:

- mix of uses including residential, commercial, office, and entertainment
- mid-level intensity
- Multi-story buildings are expected to be oriented towards the street (proposed internal streets)
- Walkable spaces with dedicated open space
- These nodes will be designed for walking, biking (dependent on long term Proposed Greenway Trail Network, see **Figure 2**.)
- transit access (dependent on transit growth. Currently A-CC Transit identifies this node as a low propensity node and corridor. See **Figure 3**).



Figure 1. Parcel Perimeter Restricted Access



Figure 2. Proposed (Yellow) Greenway Trail

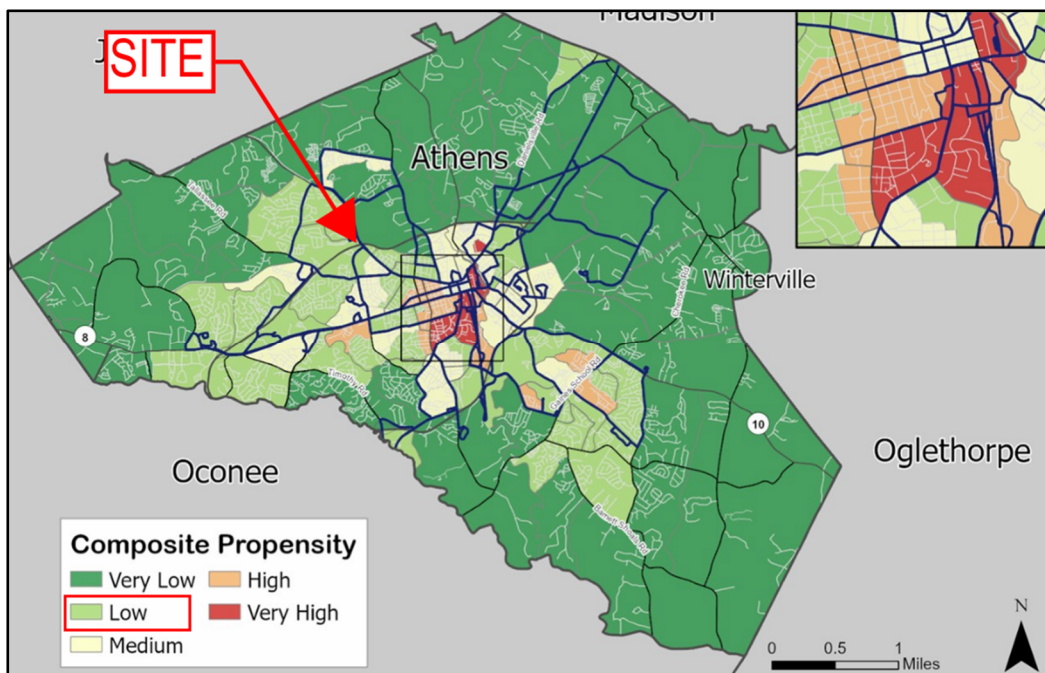


Figure 3. Transit Propensity Low (Light Green)

Site Constraints

In the short-term, there are additional constraints related to existing long-term lease obligations that preclude full-scale redevelopment at this time (See **Figure 4**). These constraints relate to parking, access, deliveries and more. An incremental phased redevelopment provides immediate improvements that will encourage the overall revitalization and redevelopment of the parcel, in conjunction with other adjacent parcels to the north to achieve the desired Town Center characteristics.



Figure 4. Portion of the Site With Long-Term Lease Obligations & Restrictions

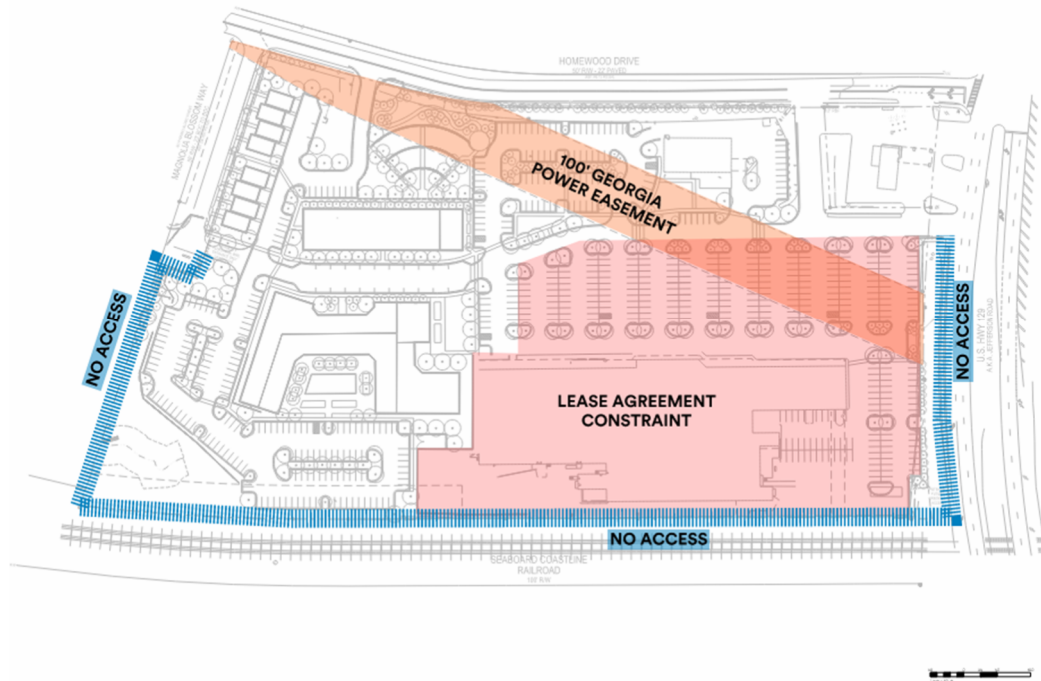


Figure 5. Site Constraints

As previously noted, this project and parcel alone are not sufficient to fulfil the Town Center goals, the project nonetheless introduces key elements of the town center framework and lays the groundwork for future transformation.

Most notably, the addition of multi-family housing directly aligns with the land use vision of creating a balanced mix of residential, commercial, office, and entertainment uses. Integrating housing on the site supports the "live, work, and play" objective while also increasing the resident population needed to support walkable retail, local services, and transit usage in the future.

The project also significantly enhances the site's physical form and public realm in ways that embrace the town center's design principles. New pedestrian circulation paths and green space improve walkability and provide welcoming, human-scaled outdoor areas. Transit amenities, such as designated shelters or enhanced connections to existing transit routes, directly support the goal of prioritizing multi-modal access.

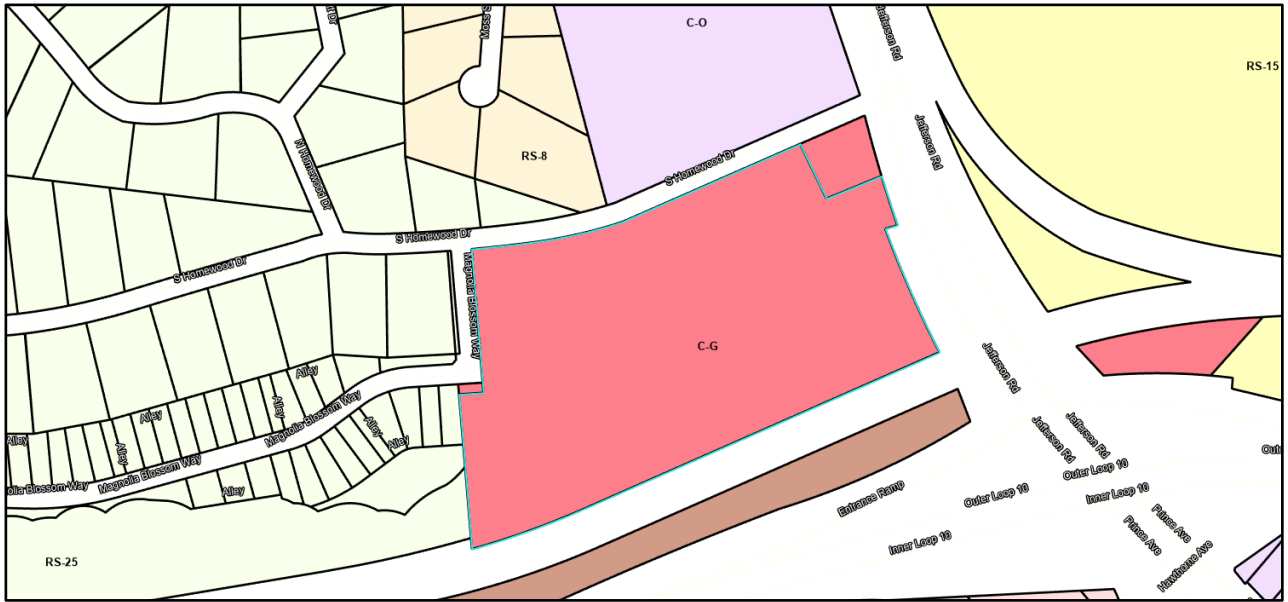
The site currently receives a 34/100 Walk Score and 27/100 Bike Score according to Walkscore.com. So while auto-oriented uses remain in parts of the property – and will likely remain for years to come on account of a very limited sidewalks in the surrounding neighborhoods, location along the bypass, and frontage on a 4-lane split median State Route, the proposed improvements and additional housing

encourage walkability and bicycle usage to better engage the surroundings of the property. For example, Magnolia Blossom Way currently looks to the rear of a largely vacant strip center and provides no sidewalk connectivity to residents of Magnolia Blossom Way but the proposed development would extend a streetscape and sidewalk to more coherently connect the streets and neighborhood.

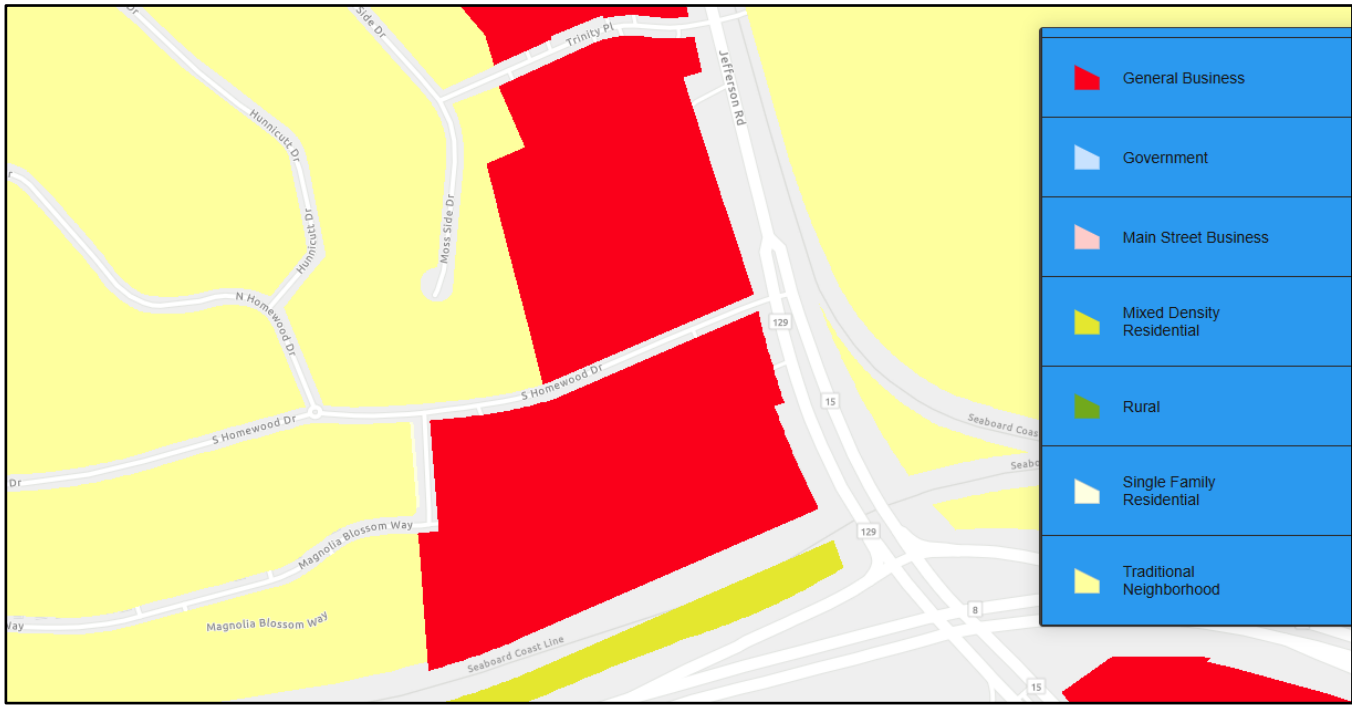


Figure 6. Magnolia Blossom Way view of subject site

The proposed redevelopment is not the culmination of the Town Center vision—but it is a deliberate and meaningful step in that direction and reflects a practical, incremental strategy that aligns with long-term goals while respecting the site's current constraints.



Zoning Map – C-G



Future Land Use Map – General Business

Proposed Use & Benefits to the Community

The proposed redevelopment aims to address the longstanding issues through a strategic reduction in overall retail square footage and the introduction of a multi-family residential component. This residential development will be located where traditional larger retail spaces have underperformed. Instead, the residential structures will house more neighborhood scale commercial in portions of the ground floor.

In addition to improving land use efficiency, the proposed redevelopment will deliver several critical benefits:

Support for Local Institutions: The residential component will help serve housing demand generated by the UGA Health Sciences Campus and hospitals in the area, offering convenient, nearby options for healthcare workers and other staff.

Improved Public Safety: By eliminating vacant, inactive retail space, the development will reduce opportunities for loitering and enhance the sense of safety and order across the site.

Stronger Retail Environment: A consistent base of nearby residents will support remaining retail tenants and allow the plaza to focus on attracting higher-quality commercial uses. The addition of more neighborhood scale commercial nearest the multi-family will provide a diverse retail experience.

Enhanced Site Design: A reduced and modernized retail footprint, along with planned façade improvements, will revitalize the property and better align with the expectations of today's consumers and community members.

This proposal represents a forward-looking reinvestment in a legacy commercial site that has struggled to perform under its existing configuration. By introducing complementary residential use and improving the remaining retail experience, the redevelopment will better serve the needs of both the immediate community and the region as a whole.

Architecture

Athens Homewood Village is a proposed multifamily residential development designed to provide high-quality, market-rate housing geared toward a post-undergraduate demographic. The multi-family portion of the project will include a total of 358 beds across 225 units, offered in a mix of one- and two-bedroom layouts. Additionally, eight townhomes will flank Magnolia Blossom Way, each having three bedrooms.

The development will consist of two five-story, wood-framed apartment buildings. Building 1, located along the southern edge of the site adjacent to the railroad tracks, will feature a vibrant outdoor pool courtyard and serve as the hub for shared amenities, including the leasing office, fitness center, and other resident-oriented spaces. Building 1 will also contain 4,000 square feet of neighborhood scale, ground-floor retail that will activate and enhance the plaza space. Building 2, positioned to the north will be smaller in scale and have more immediate access to the public amphitheater/plaza that will double as the building's passive recreation area. Building 2 will also contain 2,000 square feet of ground-floor retail adjacent to the public plaza.

A variety of interior and exterior amenity spaces will support resident well-being, with areas designated for leisure, social interaction, and academic use. The design promotes an active, community-oriented lifestyle.

Surface parking will be provided throughout the site, with some shared parking areas serving both the residential and existing retail uses. These shared spaces will be managed in accordance with applicable rights and agreements to ensure appropriate usage across both components.

The project's architectural character will reflect contemporary multifamily residential trends and align with the surrounding context. Exterior materials will include cementitious lap siding and cementitious panel systems, complemented by a mix of full-depth and Juliet balconies. [Ground floor architectural materials will be brick to better align with surrounding neighborhood context.](#) Final finishes and color schemes will be selected to harmonize with other recent developments in the area.

A central “main street”-style drive aisle will run between the two residential buildings, incorporating parallel on-street parking, pedestrian-friendly paving, street trees, decorative lighting, and landscaping to create a vibrant, walkable environment. Adjacent to this corridor will be an approximately +/-29,000-square-foot public plaza, enhancing outdoor gathering opportunities and promoting a mixed-use atmosphere.

The construction of Athens Homewood Village will require the partial demolition of an existing retail structure located west of the existing Dollar General. However, a portion of the existing retail space will remain and undergo exterior renovations to visually and functionally integrate it with the new residential components—creating a cohesive mixed-use environment that connects living, shopping, and gathering in one development.

Parking and Circulation

The existing site contains 639 parking spaces, a surplus of the required 437-500-spaces. Based on the proposed redevelopment, which includes a reduced retail footprint and the addition of 382 residential beds, approximately 633 spaces will be provided. This is short of the 769 spaces required by code and a parking waiver will be requested to address the shortfall.

While shared parking will be used in parts of the site to improve efficiency, flexibility is limited in areas where the largest retail tenant retains exclusive parking rights under an existing lease. These allocations cannot be modified at this time. [See appendices for shared parking analysis and map.](#)

Circulation throughout the site will be improved to support both vehicular and pedestrian access. (See **Figure 6**). Enhancements will focus on the relationship between the multi-family residential area, the central plaza, and the retail uses. New internal connections and pedestrian pathways will strengthen overall site access and help establish a framework for a more walkable, town center-style environment over time. [Access paths are provided for future greenway connection.](#)

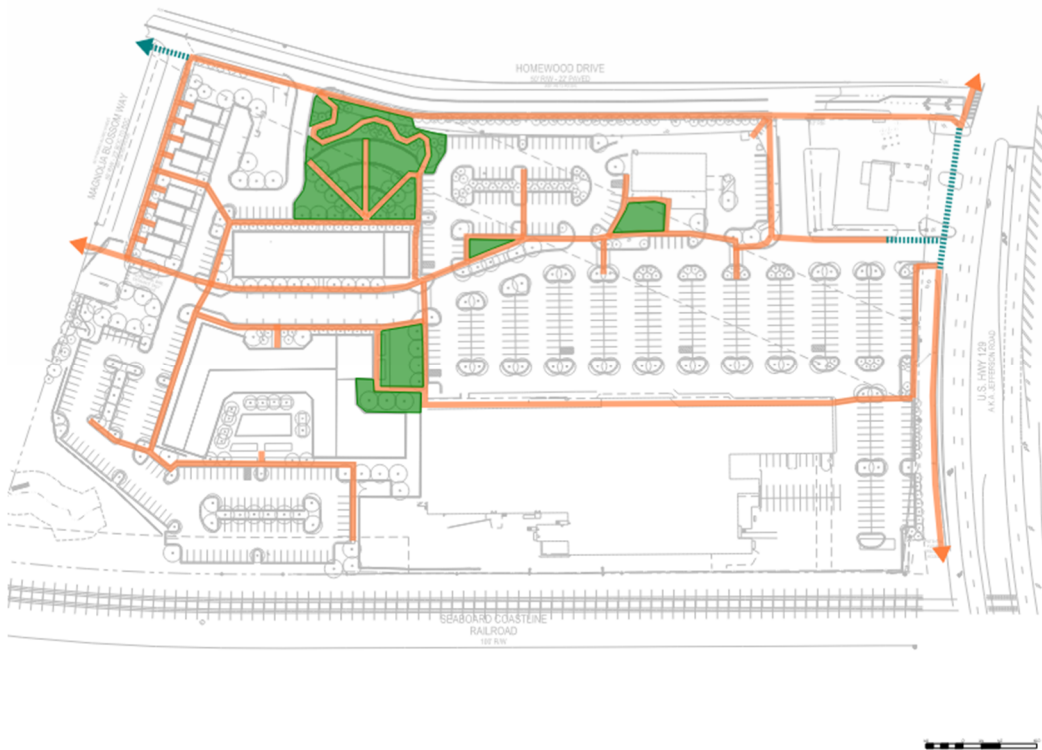


Figure 6. Pedestrian Circulation

Transit

Transit currently serves the Homewood Shopping Center 7 days a week and evenings. During Plans Review, the applicant will work with A-CC Transit to incorporate any required improvements to the site's

transit stop. While currently a low-propensity site for transit, the future development of the medical school just south along Prince Avenue provides a desirable live/work transit option for future residents of the project and surrounding neighborhood. With the redevelopment, the site density, lighting and safety improvements will make the Homewood transit stop more appealing.

Traffic

A Traffic Impact Study (TIS) has been prepared and included in the application for A-CC Transportation to review. The project team has met with the Georgia Department of Transportation (GDOT) and A-CC Transportation to review the study findings. The TIS includes an analysis of traffic demand, traffic safety and traffic movements and the applicant will work with GDOT and A-CCTPW to incorporate improvements, as needed.

Three community meetings were held to receive feedback from local residents. One concern of local residents was the impact of traffic. See below for future build level of service. All levels are A or B with the exception of the main entrance on Homewood Drive. This entrance remains a levels C after development. It has been determined by this traffic study there is no significant traffic impact is occurring due to the suggested redevelopment and the travel time added is no more than two seconds during peak hours.

Trip Generation:								
Land Use: ITE 221-Multifamily Housing (Mid-Rise)	Size (DU)	AM Peak Hour:			PM Peak Hour:			24 Hour:
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
Building A:	132	11	38	49	31	20	51	599
Building B:	110	9	32	41	26	17	43	499
Total:	242	20	70	90	57	37	94	1098

Intersection:	No-Build Conditions - Without Development:		Build Condition (2026) - With Development:	
	AM Peak	PM Peak	AM Peak	PM Peak
	2026			
1) Jefferson Rd at S Homewood Dr	A (9.0)	B (12.1)	A (10.9)	B (12.1)
2) Entrance at Cottages of Homewood (from S Homewood Dr)	NA	NA	A (9.6)	B (11.8)
3) Entrance Near China Wok (from S Homewood Dr)	A (9.3)	B (11.8)	NA	NA
4) Entrance Behind Chevron (from S Homewood Dr)	A (9.5)	B (11.5)	A (9.9)	B (11.5)
5) Entrance South of Chevron (from Jefferson Rd)	C (20.0)	C (18.9)	C (21.0)	C (18.5)

*The above information reflects the previous TIA for the site. There has been continued coordination

with A-CC TPW. It is agreed that minimal changes would be expected with the new layout. The TIA is in the process of being updated and will be provided to A-CC TPW at their request.

Utilities and Services

As expected, the existing site has access to water, sewer and other utilities. However, A-CC PUD has notified the developer that the parcel is located in a sewer delivery basin that is experiencing failures and lack of capacity during rain events greater than 0.5" in a 24 hour period. This lack of capacity impacts a large swath of land between Whitehead Road and Jefferson Road. Scheduled upgrades to these lines are nearly a decade away. Various other sewer delivery basins in the County are similarly impacted.

Given the circumstances, PUD is exploring alternate solutions to provide sewer service. One option proposed to the applicant is the construction of a timed-release holding tank that would allow sewer release at non-peak hours and periods of rainfall to avoid line capacity constraints. While common in some municipalities, this strategy is new to A-CC and PUD is still determining the requirements of this system. The applicant will continue to work with A-CC PUD to outline the necessary conditions of this solution. The applicant has coordinated with A-CC PUD since the last public meeting to begin determination of the system requirements. Continued coordination will occur during the construction documentation process.

The existing site is comprised of +/-138,000 square feet of commercial space. Re-development of this parcel will include demolition of +/-46,000 square feet of commercial space. Proposed new improvements include 225 multi-family apartments (358 beds), Eight townhomes (24 beds), and upgraded commercial facilities. The total commercial square footage will be reduced to +/-97,000 square feet.

Pre-Redevelopment Total Demand

Water = 34,408 GPD

Maximum Day Demand = 35.8 GPM

Peak Hour Demand = 89.6 GPM

Sewer = 34,408 GPD

Post-Redevelopment, Multifamily, Total Demand

Water = 74,966 GPD

Maximum Day Demand = 78.1 GPM

Peak Hour Demand = 195.2 GPM

Sewer = 74,966 GPD

Change in Demand, Pre-Post Multifamily

Water = 40,558 GPD Increase

Maximum Day Demand = 42.3 GPM Increase

Peak Hour Demand = 105.6 GPM Increase

Sewer = 40,558 GPD Increase

Stormwater Management and Water Quality

The parcel's lot coverage is approximately 83.9% impervious. C-G zone allows for 80% lot coverage. Proposed condition is approximately 76.7% impervious. This 7.2% reduction in impervious will bring the site into compliance and reduce resulting stormwater volumes. This parcel qualifies for Runoff from Existing Impervious Surfaces standards as part of Code Section 5-7(c). This development will work with ACC Transportation and Public Works (TPW) to manage existing erosion issues, decrease impervious area, and increase infiltration within the site.

During several community meetings held by the applicant, neighbors have indicated that the current lack of stormwater management is causing downstream issues. Presently, stormwater leaves Homewood Village via shallow concentrated flow from a concrete flume that sits hazardously and approximately 15-ft above ground elevation. This stormwater rushes from the parking lot, into a ditch that drains to an existing creek. The velocity of stormwater as it crashes into the ditch and ultimately to the creek is detrimental to downstream safety and stability. This condition will be resolved, as proposed site stormwater will be collected and routed to a stabilized outfall via a proposed stormwater network. Disturbance within GA EPD's 25-ft State Waters Buffer will be avoided. Beyond the buffer, erosive areas will be stabilized. Additionally, the proposed development will decrease site impervious area by 7.2%, infiltrate the first 0.5-in of stormwater on site, and offer canopy interception of 340-new trees. This means less stormwater will leave the site. Together, these three improvements (stabilized outfall, stabilization of eroded areas, decreased stormwater volume) will drastically improve downstream conditions for Magnolia Blossom neighbors.

This development will reduce the overall peak flow rate of stormwater exiting the site. In addition, this development will eliminate the illicit discharge of stormwater from the site at destabilized and dangerous outfalls. This development proposes stormwater infrastructure to safely collect, route, and discharge the site's stormwater runoff.

The applicant held a pre-stormwater plan meeting on 4/24/2025 with A-CC PW to review the proposed approach and ensure it will meet A-CC Stormwater requirements.

Environmental Impacts

The southwest corner of the site once housed a detention pond. With little to no maintenance and not being built to current standards, many years ago the dam failed. Currently, there is no stormwater detention for the entire 15.952-AC site. The former detention pond site is so heavily eroded that it has exposed spring heads and is now classified as State Waters. It has also served as an illegal dumpsite filled with trash and debris. A State Waters buffer will be preserved. The new development will meet water quality and stormwater management requirements to bring much needed improvements to stormwater management for the site.

Landscaping and Buffering

Existing tree canopy on the site is limited to 11.9% of the tract, with most located within a deteriorated stormwater facility that will be removed to accommodate upgraded stormwater infrastructure. A portion of canopy will remain in the southwest corner, and although a waiver from conserved canopy requirements is being requested, phased replanting across the site will ultimately exceed minimum canopy standards to a total canopy coverage of 47% (7% greater than the required 40% for C-G zone). 340-trees will be planted across the site. The most notable improvement will be to parking lot conditions. Please appendices for documentation of existing and proposed canopy conditions.

A key feature of the landscape plan is a proposed community park and amphitheater positioned to be accessible by residents of the development and the neighborhood alike. The plan for this area is conceptual in nature as the engineering will need to be finalized during the plans review process. It is designed to provide a public access point for the development while managing the challenging grade change between Homewood Drive and the development. While primarily composed of greenspace, the amphitheater is designed to function as a flexible gathering area and visual anchor for future development. It provides a critical transition between distinct neighborhood uses, softens the edge conditions, and introduces a civic element that reinforces the site's shift toward a walkable, mixed-use town center. The amphitheater park intends to meet the criteria set forth in 9-25-8F.2 of the Athens-Clarke County code.

Streetscape Enhancements and Site Framework

The redevelopment introduces targeted streetscape improvements while recognizing long-term topographic constraints that limit full edge engagement. Although the site is fronted on three sides, grade changes restrict meaningful streetscape connections along much of the perimeter—both now and in the future.

The most impactful improvements will occur along the new multi-family residential building frontage, where on-street parking, sidewalks, and street trees will create a walkable, inviting edge that aligns with

town center goals.

The remainder of the site, which will continue to operate as retail due to existing leases, has been adjusted to include tree plantings within parking areas, softening the environment and contributing to the site's overall greening strategy.

Importantly, the plan lays the groundwork for a future internal streetscape corridor that could bisect the site, improving circulation and supporting a more connected, mixed-use form as the area evolves.

Trash Disposal and Recycling

The multi-family portion of the site will plan on using a trash valet service. A location for a 30 yard compacter has been provided. This area will be screened from view per A-CC standards and will be serviced by a private collector. The townhome portion of the development will use tip carts serviced by Athens-Clarke County.

Lighting

Proposed lighting areas include parking lots, amenity areas, plazas, pedestrian ways and façades. All lighting is expected to conform to A-CC standards and will be subject to review during the plans review process. The proposed retail parking lot improvements will include lighting designed to A-CC standards.

Requested Waivers From A-CC Zoning & Development Standards

8-7-15.c – Tree Canopy Cover Required by Zoning District

Existing total canopy coverage is 11.9%. This includes canopy along the slope abutting Homewood Drive and canopy within the site's current stormwater outfall area. Canopy within existing stormwater outfall area is growing under hazardous conditions or lack true canopy and are overwhelmed by invasive species. Photos of existing canopy within the stormwater outfall area 4/29/25 below:



The applicant requests a waiver from the required 10% conserved tree canopy (67,597 SF) to a 4% conserved canopy requirement. The existing site is predominantly asphalt with minimal tree canopy, most of which is located within an area that will be reconfigured during development. Please see tree coverage exhibit further documentation of the site's existing canopy coverage.

Proposed conserved canopy is 4%. Please note this does not include the canopy potentially conserved along Homewood Drive. While the area represents 1.2% of canopy coverage, it was not included due to its proximity to construction. Every effort will be made to maintain the canopy.

Proposed planted canopy is 43%. This represents 340 proposed trees – most are parking lot or street trees. The site's current condition provides 0-parking lot or internal drive street trees. There is no remaining open soil surface on site for additional proposed trees.

Together the total canopy is 47%. This percentage was discussed with the arborist during a site visit on 4/3/25 and 47% was the agreed upon target. Proposed total canopy is 7% greater than the 40% required canopy. Ultimately, final site canopy may be closer to 49.2%, or nearly half the parcel!

This waiver allows flexibility where conservation is impractical while still meeting the ordinance's canopy intent through substantial new plantings. Additionally, the applicant has responded to the staff report's request to remove the invasive Bradford Pears along Homewood Drive. They are slated to be replaced with Small Canopy trees as existing overhead utilities prevent the use of Medium or Large Canopy trees.

Conserved canopy, state waters, and existing stormwater management deficiencies are intricately related. Presently, stormwater leaves Homewood Village via shallow concentrated flow from a concrete flume that sits hazardously and approximately 15-ft above ground elevation. This stormwater rushes from the parking lot, into a ditch that drains to an existing creek. The velocity of stormwater as it crashes into the ditch and ultimately to the creek is detrimental to downstream safety and stability. This condition will be resolved, as proposed site stormwater will be collected and routed to a stabilized outfall via a proposed stormwater network. Disturbance within GA EPD's 25-ft State Waters Buffer will be avoided. Beyond the buffer, erosive areas will be stabilized. Additionally, the proposed development will decrease site impervious area by 7.2%, infiltrate the first 0.5-in of stormwater on site, and offer canopy interception of 340-new trees. This means less stormwater will leave the site. Together, these three improvements (stabilized outfall, stabilization of eroded areas, decreased stormwater volume) will drastically improve downstream conditions for Magnolia Blossom neighbors.

9-10-2.L(1) – Ground Floor Residential

The applicant requests a waiver to allow ground floor residential use within a zoning district that typically requires non-residential uses at street level. The proposed multifamily development replaces approximately 46,000 SF of underperforming retail space (of which 33,000-sf is currently vacant), while approximately 92,000 SF of viable commercial space with superior visibility and access will be retained and rehabilitated. A portion of the ground floor residential buildings will house +/-6,000 square feet of neighborhood scale commercial retail. An additional +/- 10,000-sf of ground floor area will be used for

leasing and amenity space. These areas will engage the proposed internal streetscape. Proposed conditions provide 92,000-sf of Homewood Village commercial space, of which +/- 16,000-sf is integrated into multifamily buildings. Remaining ground floor area will be residential within Phase 1.

Reaching +/- 16,000-sf of ground floor non-residential use within the multifamily buildings is the absolute most the development can accommodate. Across Athens-Clarke County ground floor commercial space stands vacant. Please see appendices for ground floor commercial market study.

This waiver is requested only for Phase 1 – multifamily development. Every effort has been made to architecturally engage ground floor residential with walk up access and brick exterior finish. The form will feel more like retail-commercial, while functioning as residential. The proposed residential use also provides a logical land use transition—from Jefferson Highway, to existing retail, to multifamily housing, and ultimately to adjacent single-family neighborhoods—supporting both economic viability and thoughtful site integration.

9-25-8.C.3 – Block Size

Please note – this waiver exclusively relates to existing conditions that will be redeveloped in future phases. This waiver is not necessary for Phase 1 as shown on the Site Plan. This waiver is only for the remainder of the site which is currently non-conforming, and will be redeveloped at a future date.

The applicant requests a waiver from block size and perimeter requirements due to two primary constraints - existing topography and legacy retail leases. The site features approximately 70 feet of elevation change and sits significantly below adjacent roads, limiting feasible street and block connections due to grade constraints. Street connectivity to the south is further restricted by the presence of an active rail line and adjacent highway GA-10 Loop. Additionally, long-term lease agreements with major tenants restrict the reconfiguration of access, parking, and service areas, particularly in the site's interior. While full compliance is not possible, the proposed plan introduces internal circulation routes, and pedestrian connections that move the site closer to A-CC goals. The waiver allows for incremental improvement toward a more walkable, connected form within the limits of existing conditions.

9-25-8.F.1a & b – Additional Standards for Large Scale Developments

Please note – this waiver exclusively relates to existing conditions that will be redeveloped in future phases. This waiver is not necessary for Phase 1 as shown on the Site Plan. This waiver is only for the remainder of the site which is currently non-conforming, and will be redeveloped at a future date.

The applicant requests a waiver from the requirements that no new buildings or contiguous groups of buildings exceed 300 feet in length (9-25-8.F.1a) and that all on-site circulation systems include a streetscape with curbs, sidewalks, pedestrian-scale lighting, and street trees (9-25-8.F.1b).

The new proposed buildings do comply with this standard, the existing lease restricted ones do not and necessitate a waiver. The existing retail building that will remain under long-term lease agreements exceeds the 300-foot length limit. These existing lease agreements also restrict the ability to fully reconfigure the site's circulation system or implement all required streetscape elements. However, enhancements have been incorporated where feasible to improve connectivity and alignment with ACC development goals.

9-25-8.F.4a – Parking Standards

Please note – this waiver exclusively relates to existing conditions that will be redeveloped in future phases. This waiver is not necessary for Phase 1 as shown on the Site Plan. This waiver is only for the remainder of the site which is currently non-conforming, and will be redeveloped at a future date.

The applicant requests a waiver from the requirement that no more than 50 percent of the total required parking spaces be located between the building façade and the street. The site is uniquely constrained on three sides by public right-of-way, which forces building frontages to face multiple directions and limits opportunities to locate parking behind buildings. In addition, steep topographic changes across much of the site, along with existing long-term retail leases, further prevent the reconfiguration of primary parking fields without significant disruption to current operations. Given these constraints, the proposed configuration represents the most feasible option—avoiding the consolidation of parking into a single expansive lot by distributing spaces across smaller areas and aligning with the intent of the code to the greatest extent possible under current site conditions. It should be noted that the current existing conditions provide only +/-6% of parking behind the buildings. The proposed site modifications improve this condition greatly by providing +/-32.6% of parking behind buildings. Multifamily frontage is along the proposed internal drive, therefore the only parking between building façade and frontage street is 22-spaces. Townhomes are exclusively parked at the rear of the units. Proposed development of townhomes and multifamily fully satisfy this standard.

9-30-2 - Parking Spaces Required

The applicant requests a waiver from the minimum parking requirement. The proposed development provides **633** spaces throughout the site, while the parking code requires **769** spaces based on the

proposed mix of uses. This reduction is intentional and reflects a shared parking strategy between the residential and commercial components, which have complementary peak demand periods. A shared parking analysis is shown in Appendices F and G along with a Share Parking Exhibit showing how the reasonable allocation of parking that utilizes varying peak time uses serve to reduce surface parking yet provide adequate spaces for various uses.

The shared parking analysis based on the programmed uses shows that 630 parking spaces would be adequate during weekdays and that 24% of the spaces would typically be “shared”, meaning used by different users and different times. Weekend analysis is very similar. The proposed plan includes a very diverse tenant roll, both in type and size (refer to Appendix B). This diverse mix of neighborhood scale commercial uses along with residential uses allows for the reduced parking.

Additionally, the project includes coordination with ACC Transit to improve the existing transit stop from a Level 1 to a Level 3. The increased residential density and enhanced pedestrian infrastructure further bolster the anticipated use of transit to the site. While the site is currently identified by ACC as a low-propensity transit area, these improvements aim to make transit a more viable option over time and further reduce overall parking demand. This approach aligns with the city's goals for walkability, multimodal access, and more efficient land use.

Appendices:

- A. Conceptual Non-Binding Inspirational Imagery
- B. Schematic Leasing Plan & Potential Future Buildout
- C. Site Improvements Tabulation
- D. Proposed Building Heights Exhibits
- E. Updated Building Elevations & Renderings
- F. Shared Parking Exhibit
- G. Shared Parking Calculations
- H. Tree Coverage Exhibit
- I. Tax Value Per Acre Tabulation
- J. Support Petition
- K. Ground Floor Retail Study

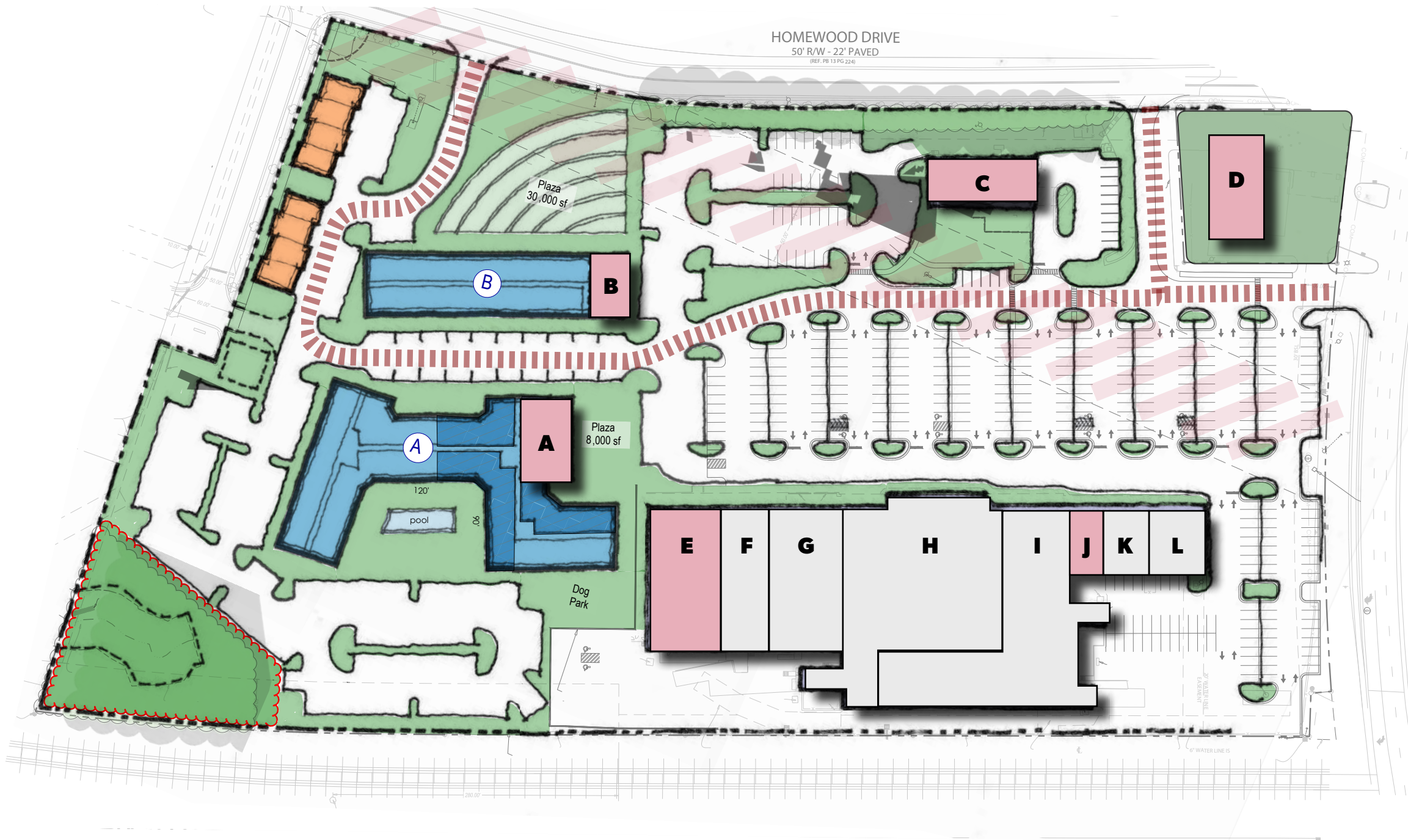
A. Conceptual Non-Binding Inspirational Imagery





B. Schematic Leasing Plan & Potential Future Buildout

RETAIL PLAN: PHASE 1



Building A Retail

- 4,000 SF of retail on the bottom floor of Building A
- Faces 8,000 SF plaza space

Potential Tenants:

- Coffee shop
- Co-working space

Building B Retail

- 2,000 SF of retail on the bottom floor of Building B

Potential Tenants:

- Gym/ Pilates / yoga studio

Suite C

- Taqueria La Parilla relocation to outparcel

Building D

Tenant: Chevron

Potential Tenants:

- Neighborhood sit down restaurant (pizza / wings / sandwiches / etc.)
- Will not be drive thru / auto shop

Suite E: ~11,500 SF

- Current Tenant: Atlanta Union Mission
- 1-2~ years of term remaining

Potential Tenants:

- Event / entertainment space
- Soft goods retailer
- Subdivide into smaller makerspaces for local businesses (candle shop, yarn store, art studio, etc.)

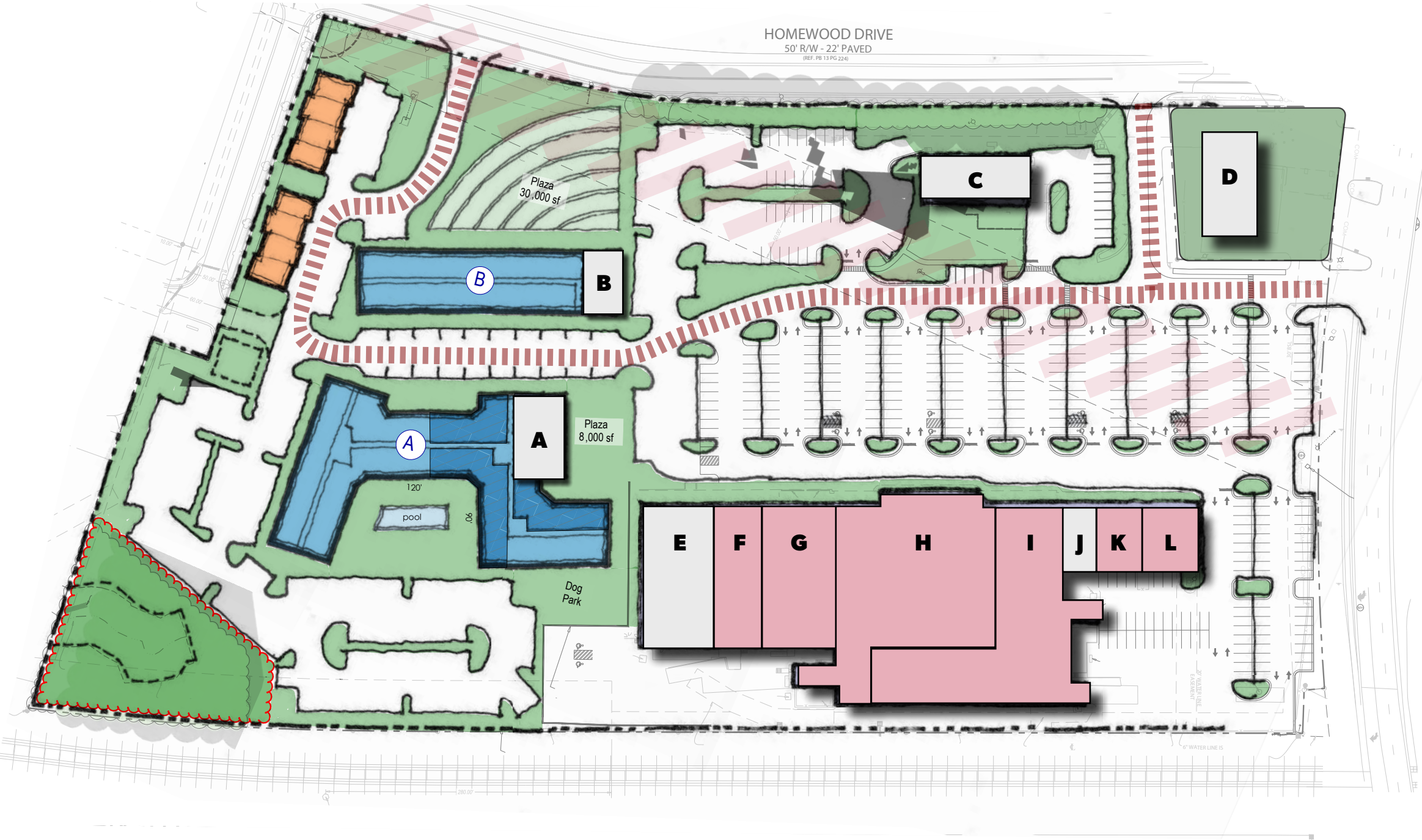
Suite J: 1,300 SF

Tenant: VACANT

Potential Tenants:

- Small restaurant
- Barber / hair salon

RETAIL PLAN: EXISTING TENANTS



Suite F: 5,000 SF
Tenant: AKF Martial Arts
Control: Through August 2034

Suite G: 10,333 SF
Tenant: Foothills Charter School
Control: Through December 2030

Suite H: 22,500 SF
Tenant: Dollar General Market
Control: Through January 2032

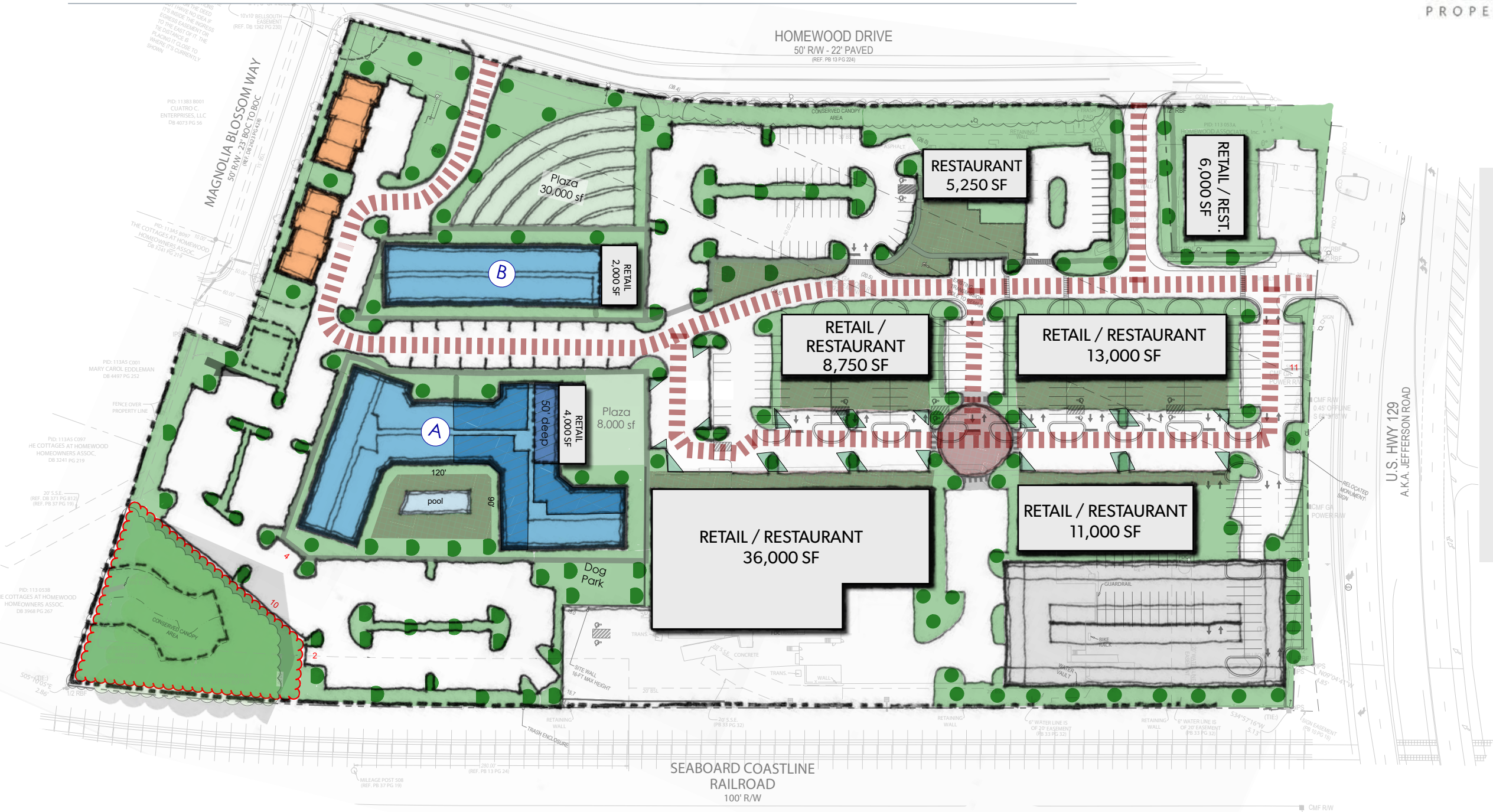
Suite I: 27,500 SF
Tenant: Dial America
Control: Through March 2037

Suite K: 2,800 SF
Tenant: Linda Fashions & Beauty
Control: Through January 2032

Suite L: 5,200 SF
Tenant: The Cellar Wine & Spirits
Control: Through March 2034

During Phase 1, we will actively work with the existing tenants to implement targeted façade enhancements and selective interior improvements, ensuring their spaces remain functional and visually updated. When suites become available - whether through early vacancy or upon lease expiration - we will pursue short term lease agreements that provide ongoing activation of the property while preserving the ability to move forward with Phase 2 redevelopment as soon as the existing long term leases conclude. All interim leasing will be structured to avoid any interference with the planned timing and execution of Phase 2.

POTENTIAL PHASE 2 SITE PLAN



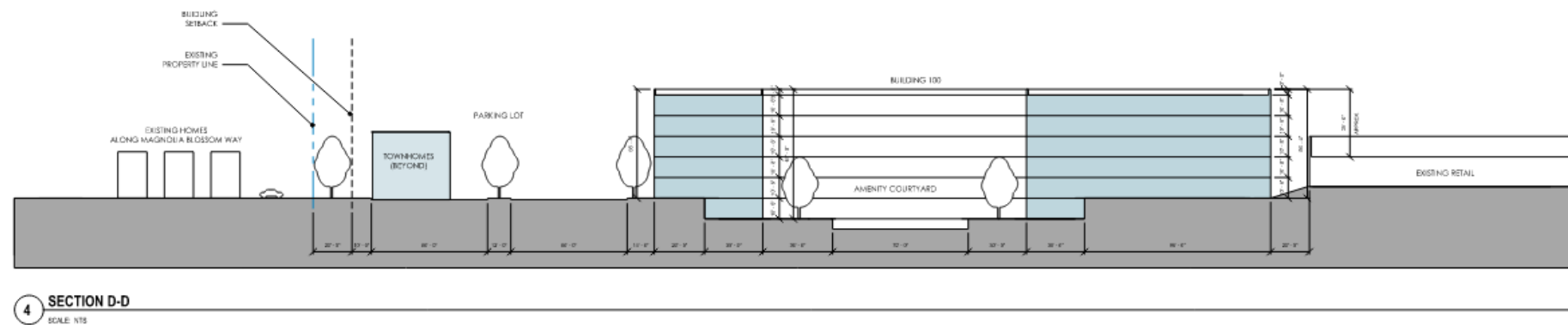
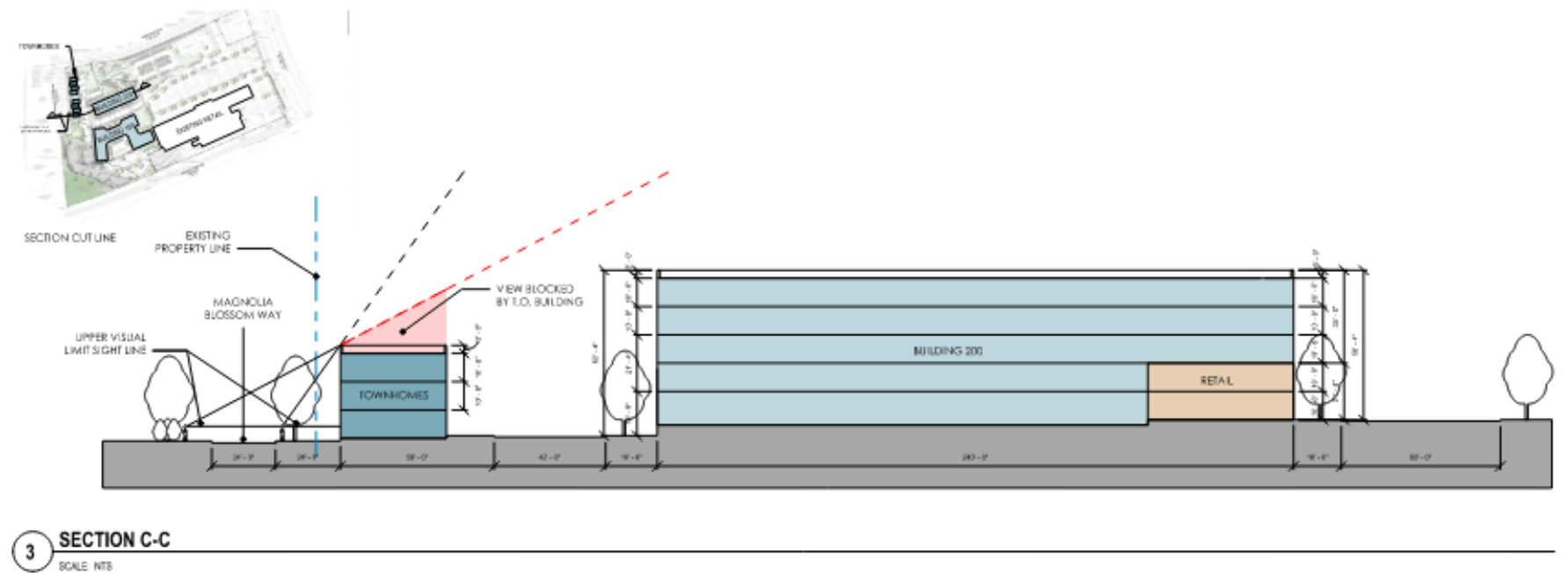
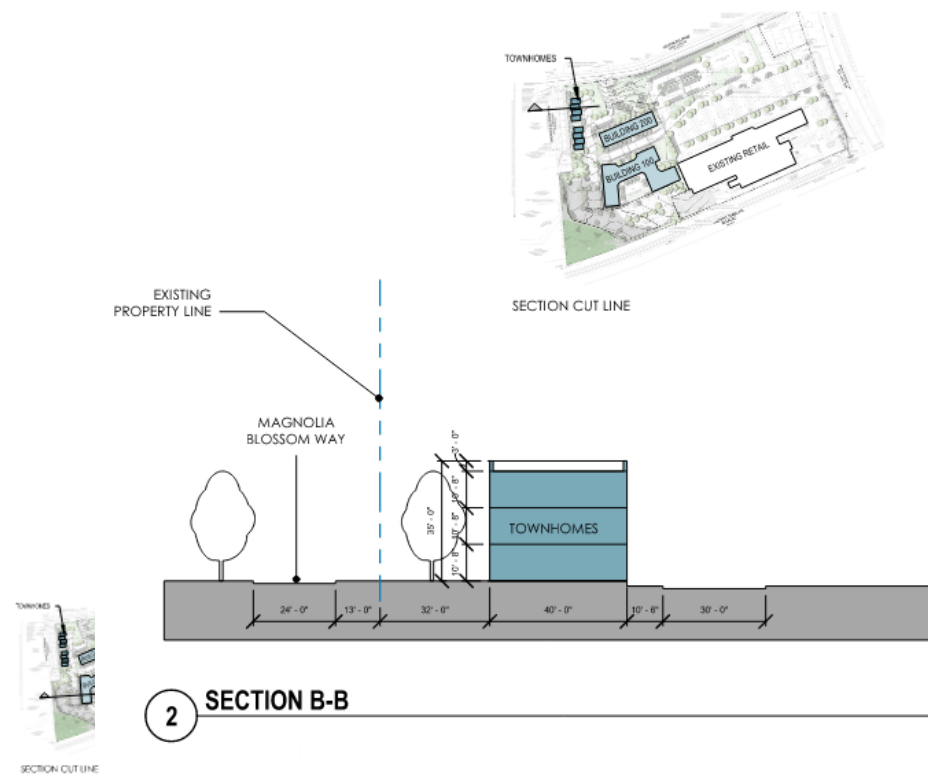
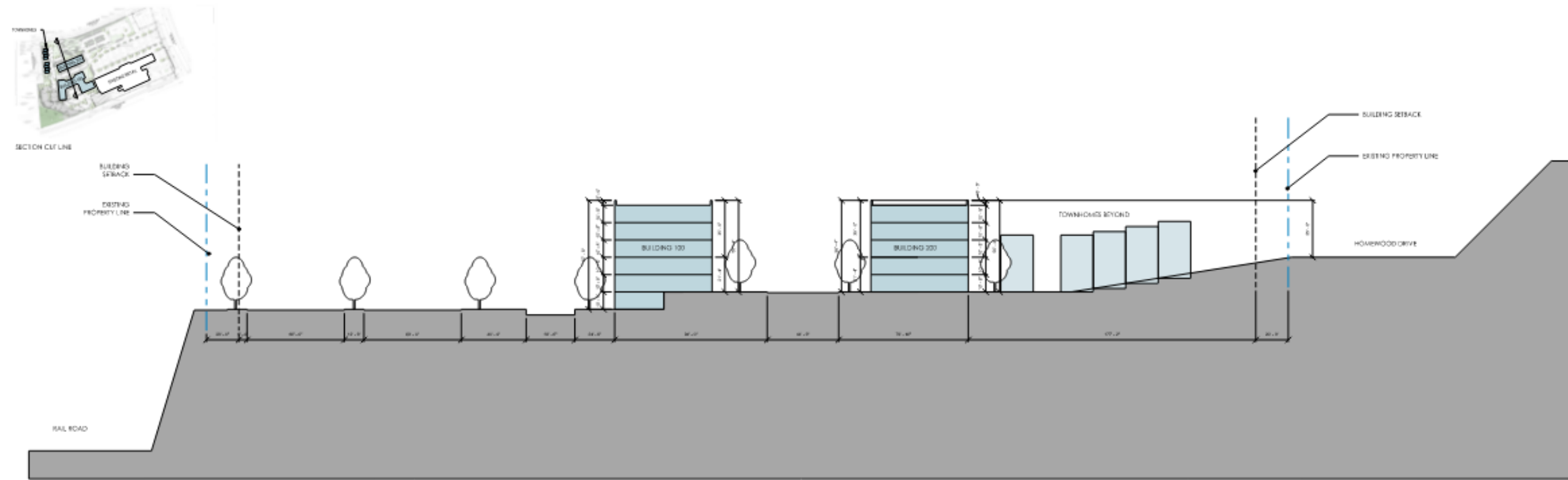
TOTAL:
80,000 SF
RETAIL / RESTAURANT
8 TOWNHOMES
235 UNITS

PARKING:
16 GARAGES
516 SURFACE SPACES
300 DECK SPACES
832 TOTAL SPACES

C. Site Improvements Tabulation

FEATURE/ITEM	EXISTING	PROPOSED
TREE CANOPY	11.9% of Site	47% of Site
OPEN SPACE	13%	23.3%
SURFACE PARKING SPACES	639	633
IMPERVIOUS SURFACE	83.9%	76.7%
TRANSIT STOP	Level 1.1 Lowest Level	Level 3 Stop Highest Level
VALUE PER ACRE	\$675,000	\$5,000,000
RESIDENTIAL UNITS	0	382
PEDESTRIAN PLAZA SPACE	0-SF	+/- 29,000-SF
PEDESTRIAN CONNECTIONS TO ADJACENT PARCELS	1	6

D. Proposed Building Heights Exhibits



D - Building Height Exhibit

See full size plan set for to-scale versions

E. Updated Building Elevations & Renderings



Hearth & Brew

Sol & Moon Yoga

Sol & Moon Yoga

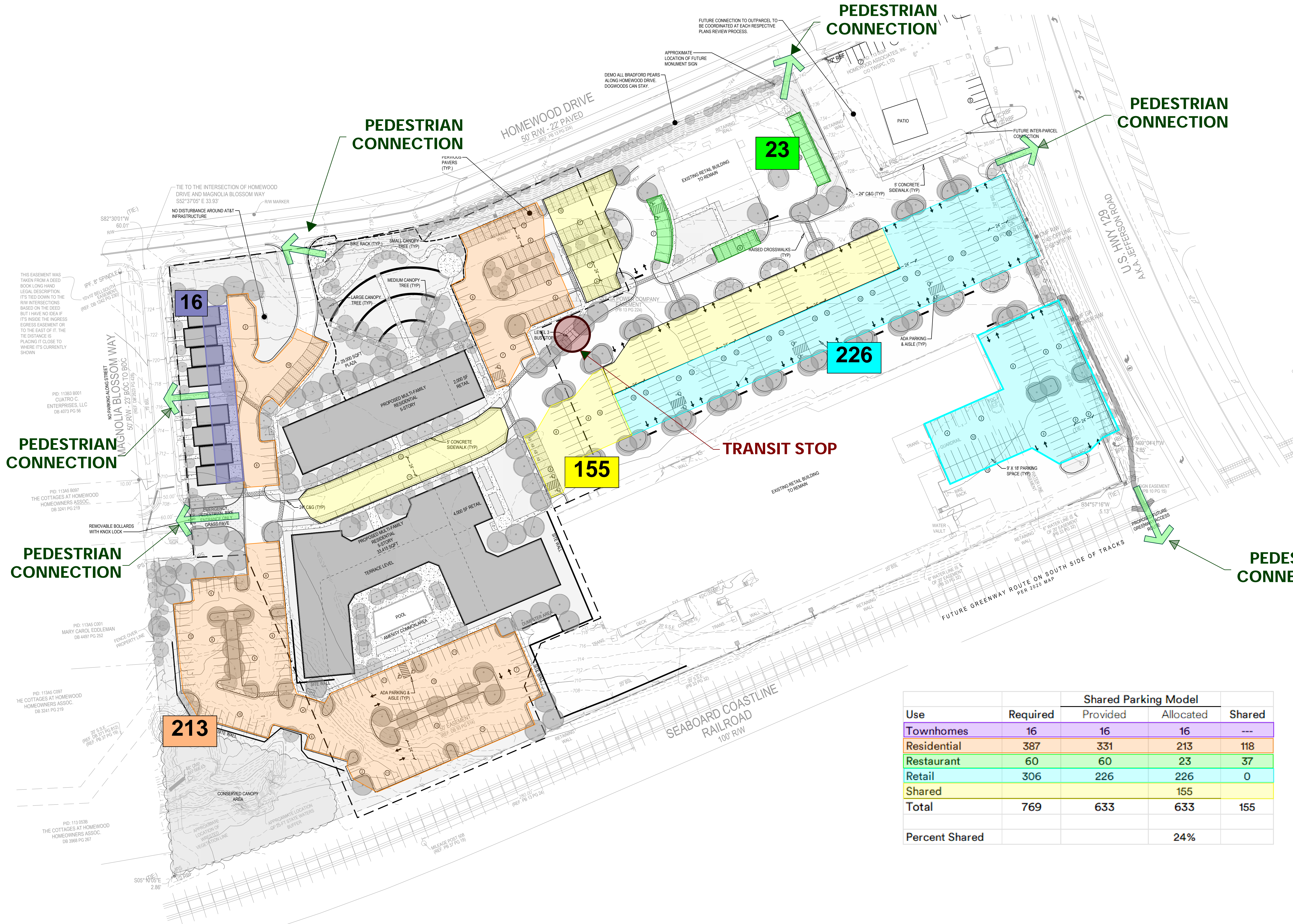




F. Shared Parking Exhibit



Location: 5511 Projects/Lucas, TJ - Homewood Village 2025-3522-03-Concepts/02-Entitlements/Master PD Revised Creation date: Thursday, October 2, 2025 2:37:46 PM
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Seals:

Project Info:

Homewood Village
Athens-Clarke County

Sheet Issue: 08/01/2025 Project No. 25-3522

No.	Date	Description
1	10/03/2025	Description of Revisions

Firm Info:



SPG Planners + Engineers

1725 Electric Avenue, STE 320
Watkinsville, GA 30677

706.769.9515
www.onespg.com

Sheet Title:

Shared Parking Exhibit

Use	Required	Shared Parking Model		
		Provided	Allocated	Shared
Townhomes	16	16	16	---
Residential	387	331	213	118
Restaurant	60	60	23	37
Retail	306	226	226	0
Shared			155	
Total	769	633	633	155
Percent Shared			24%	

G. Shared Parking Calculations

The following shared parking data is based on the publication, Shared Parking. This data was developed by ULI, the National Parking Association (NPA), and the International Council of Shopping Centers (ICSC) and is a resource for modeling parking in mixed-use settings.

Project: Homewood
Description: Mixed-Use

Shared Parking Demand Summary																		
Peak Month: DECEMBER -- Peak Period: 12 PM, WEEKEND																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit											1 PM	December		12 PM	December	
			Retail															
Retail (<400 ksf)	34,133	sf GLA	2.90	100%	99%	2.87	ksf GLA	3.20	100%	99%	3.17	ksf GLA	100%	100%	98	100%	100%	109
Employee			0.70	100%	99%	0.69		0.80	100%	99%	0.79		100%	100%	24	100%	100%	28
Discount Stores/Superstores	21,455	sf GLA	3.40	100%	99%	3.36	ksf GLA	3.80	100%	99%	3.76	ksf GLA	100%	100%	72	85%	100%	69
Employee			0.85	100%	99%	0.84		0.95	100%	99%	0.94		100%	100%	19	95%	100%	20
			Food and Beverage															
Family Restaurant	6,000	sf GLA	15.25	100%	89%	13.58	ksf GLA	15.00	100%	91%	13.72	ksf GLA	90%	100%	74	100%	100%	82
Employee			2.15	100%	99%	2.13		2.10	100%	99%	2.07		100%	100%	13	100%	100%	13
Fast Casual/Fast Food	4,000	sf GLA	12.40	100%	26%	3.19	ksf GLA	12.70	100%	32%	4.11	ksf GLA	100%	96%	12	100%	96%	16
Employee			2.00	100%	99%	1.98		2.00	100%	99%	1.97		100%	100%	8	100%	100%	8
			Entertainment and Institutions															
			Hotel and Residential															
Residential, Suburban																0%		
Studio Efficiency	35	units	0.43	100%	100%	0.43	unit	0.43	100%	100%	0.43	unit	40%	100%	6	68%	100%	10
1 Bedroom	57	units	0.45	100%	100%	0.45	unit	0.45	100%	100%	0.45	unit	40%	100%	10	68%	100%	18
2 Bedrooms	133	units	0.83	100%	100%	0.83	unit	0.83	100%	100%	0.83	unit	40%	100%	44	68%	100%	75
3+ Bedrooms	8	units	1.25	100%	100%	1.25	unit	1.25	100%	100%	1.25	unit	40%	100%	4	68%	100%	7
Reserved	50%	res spaces	0.69	100%	100%	0.69	unit	0.69	100%	100%	0.69	unit	100%	100%	161	100%	100%	161
Visitor	233	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	100%	5	20%	100%	7
			Office															
Office 25 to 100 ksf	27,500	sf GFA	0.30	100%	100%	0.30	ksf GFA	0.03	100%	100%	0.03	ksf GFA	45%	100%	4	90%	100%	1
Reserved		emp	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
Employee			3.49	100%	93%	3.24		0.35	100%	93%	0.32		85%	100%	76	90%	100%	8
													Additional Land Uses					
													Customer/Visitor		265	Customer		284
													Employee/Resident		204	Employee/Resident		186
													Reserved		161	Reserved		161
													Total		630	Total		631
													Shared Parking Reduction		24%			18%

SITE PROGRAMMING BASED ON SITE CONCEPT PLAN

SITE CONCEPT SHOWS 633 PARKING SPACES

SITE PROGRAMMING BASED
ON SITE CONCEPT PLAN

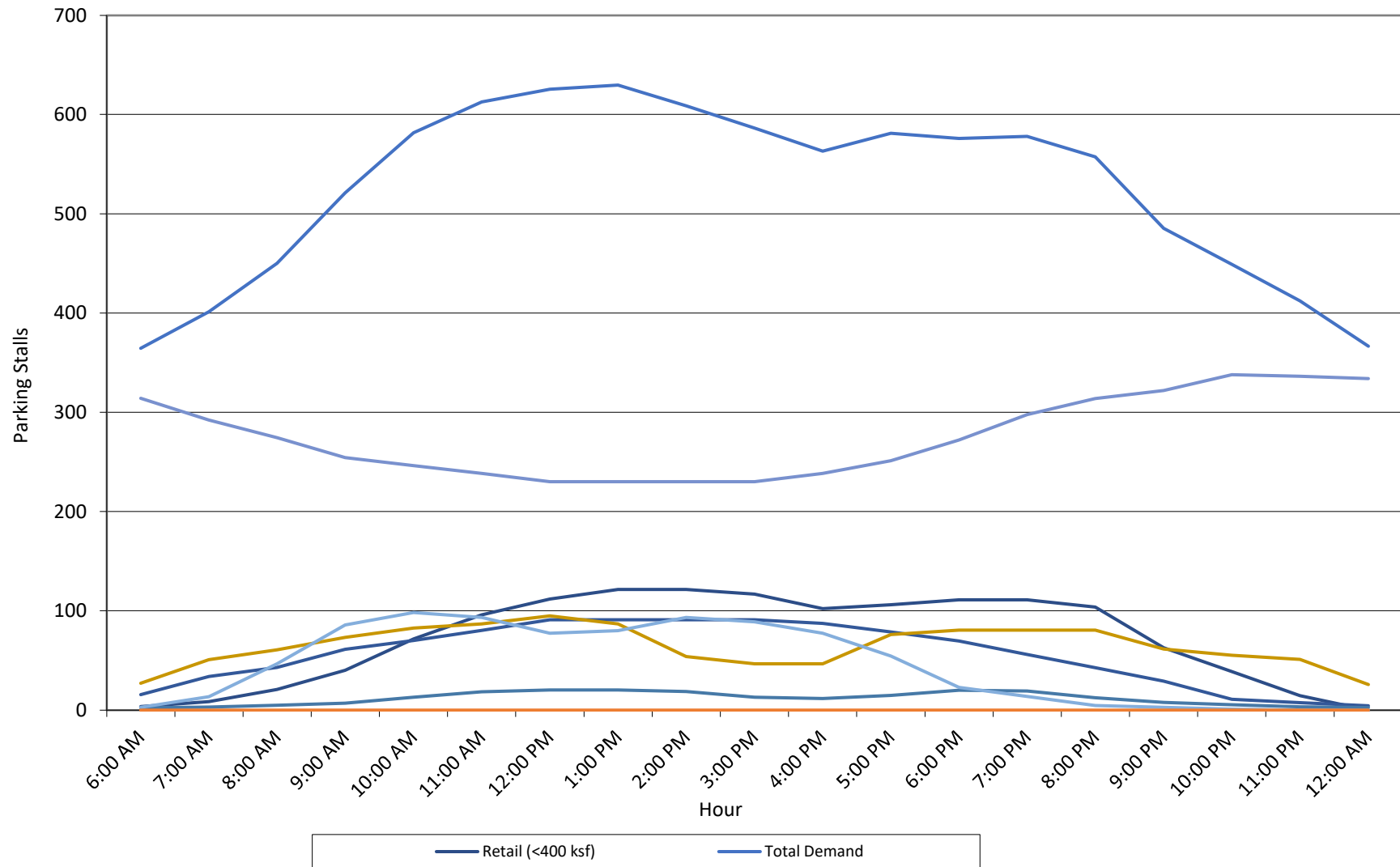
SITE CONCEPT SHOWS 633
PARKING SPACES

Project: Homewood
Description: Mixed-Use

Monthly Comparison Summary								
Month	Weekday							
	Overall Pk		AM Peak Hr		PM Peak Hr		Eve Peak Hr	
	Time	Demand	Time	Demand	Time	Demand	Time	Demand
January	12 PM	552	11 AM	545	12 PM	552	7 PM	505
February	12 PM	554	11 AM	546	12 PM	554	6 PM	506
March	12 PM	581	11 AM	569	12 PM	581	6 PM	529
April	12 PM	573	11 AM	562	12 PM	573	6 PM	522
May	12 PM	587	11 AM	574	12 PM	587	6 PM	534
June	12 PM	582	11 AM	569	12 PM	582	6 PM	530
July	12 PM	574	11 AM	560	12 PM	574	6 PM	523
August	12 PM	579	11 AM	564	12 PM	564	6 PM	527
September	12 PM	565	11 AM	555	12 PM	565	6 PM	516
October	12 PM	576	11 AM	565	12 PM	576	6 PM	525
November	12 PM	588	11 AM	574	12 PM	588	6 PM	535
December	1 PM	630	11 AM	613	1 PM	630	7 PM	578
Late December	1 PM	587	11 AM	564	1 PM	587	6 PM	531

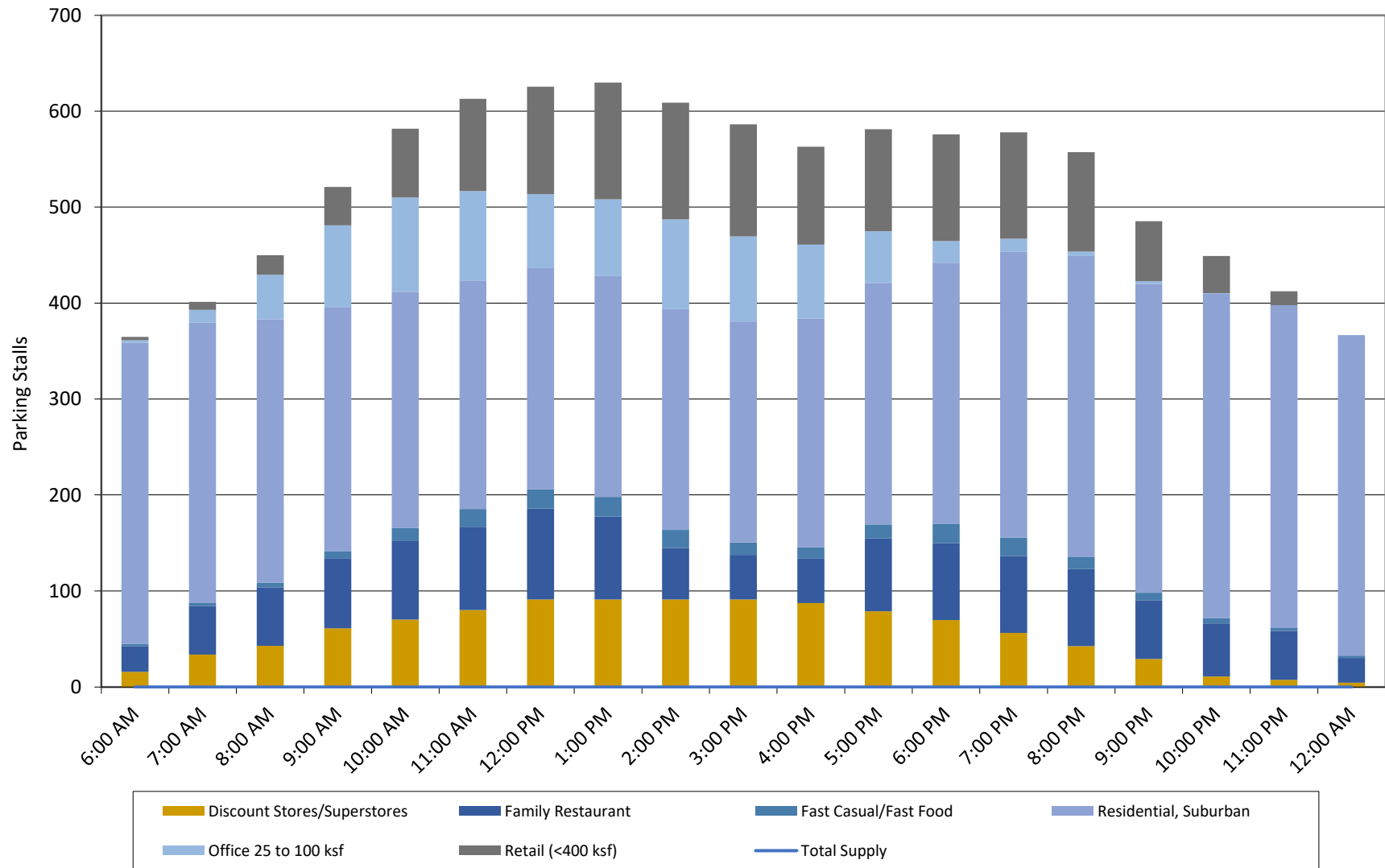
Monthly Comparison Summary								
Month	Weekend							
	Overall Pk		AM Peak Hr		PM Peak Hr		Eve Peak Hr	
	Time	Demand	Time	Demand	Time	Demand	Time	Demand
January	12 PM	539	11 AM	515	12 PM	539	6 PM	513
February	12 PM	542	11 AM	517	12 PM	542	6 PM	515
March	12 PM	569	11 AM	542	12 PM	569	6 PM	537
April	12 PM	561	11 AM	534	12 PM	561	6 PM	530
May	12 PM	575	11 AM	547	12 PM	575	6 PM	542
June	12 PM	570	11 AM	543	12 PM	570	6 PM	538
July	12 PM	563	11 AM	535	12 PM	563	6 PM	530
August	12 PM	568	11 AM	540	12 PM	568	6 PM	534
September	12 PM	553	11 AM	528	12 PM	553	6 PM	524
October	12 PM	565	11 AM	537	12 PM	565	6 PM	534
November	12 PM	576	11 AM	548	12 PM	576	6 PM	544
December	12 PM	631	11 AM	586	12 PM	631	6 PM	573
Late December	1 PM	586	11 AM	537	1 PM	586	6 PM	556

Peak Month Daily Parking Demand by Hour (Weekday)



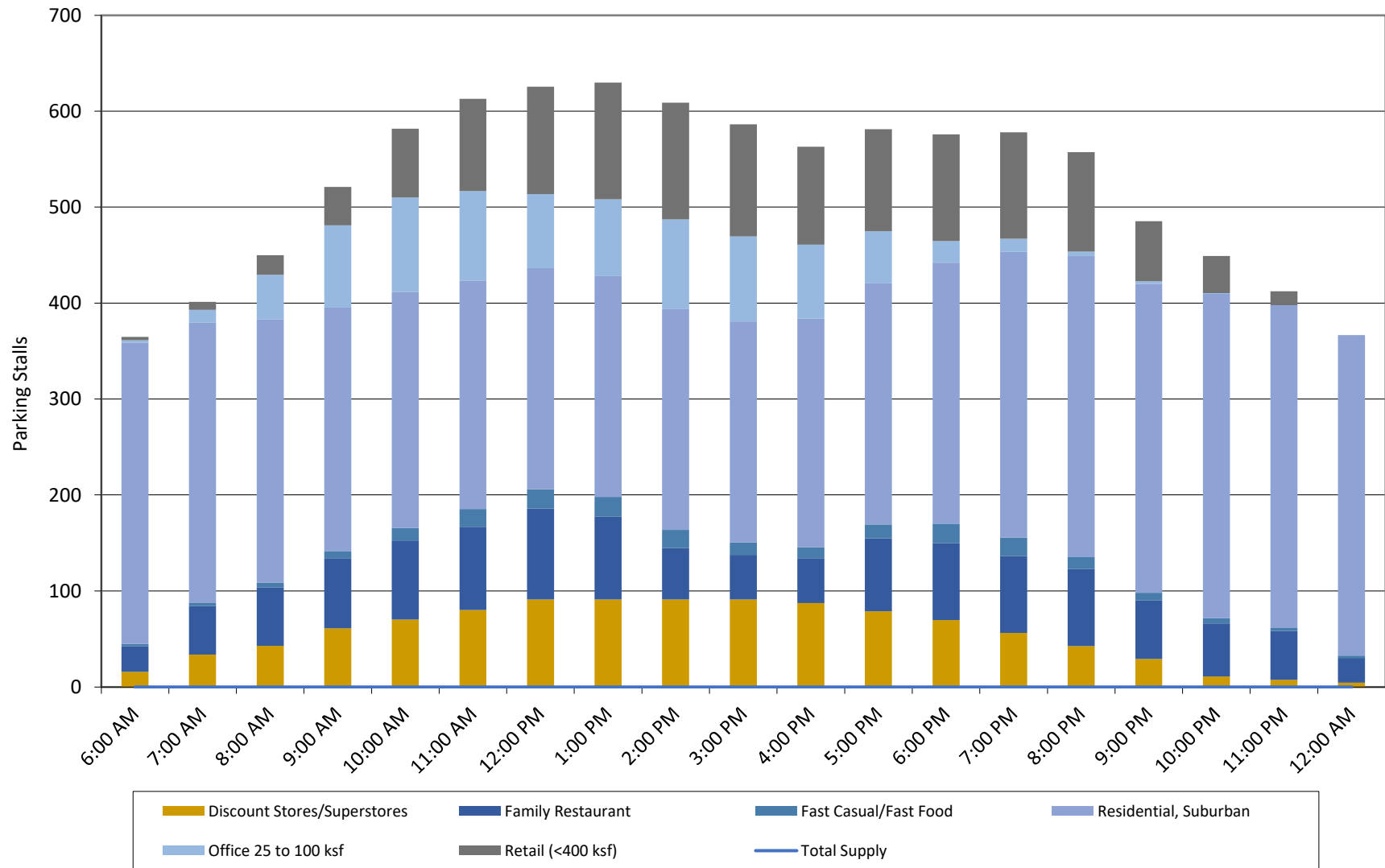
September 2018 Program (Un-Nested Residential)

Peak Month Daily Parking Demand by Hour (Weekday)



September 2018 Program (Un-Nested Residential)

Peak Month Daily Parking Demand by Hour (Weekday)

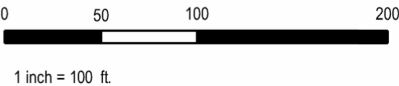
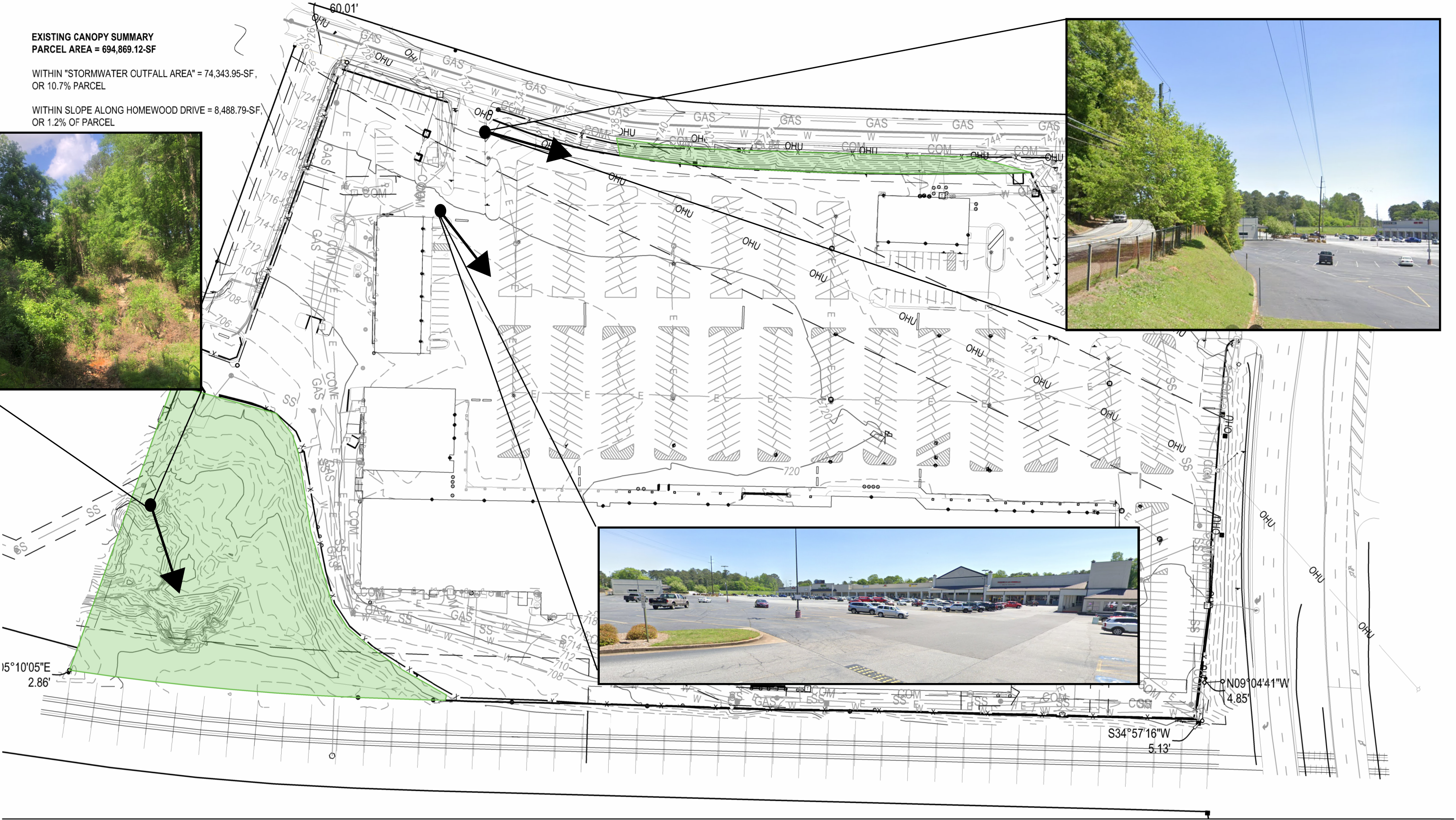


H. Tree Coverage Exhibit

EXISTING CANOPY SUMMARY
PARCEL AREA = 694,869.12-SF

WITHIN "STORMWATER OUTFALL AREA" = 74,343.95-SF,
OR 10.7% PARCEL

WITHIN SLOPE ALONG HOMEWOOD DRIVE = 8,488.79-SF,
OR 1.2% OF PARCEL



PROPOSED TREE CANOPY SUMMARY

CONSERVED CANOPY - 4% AT STORMWATER OUTFALL,
1.2% AT HOMEWOOD (NOT INCLUDED IN TMP CALC DUE TO
PROXIMITY TO CONSTRUCTION)

PLANTED CANOPY - 43%

PROPOSED TOTAL CANOPY - 47%
REQUIRED TOTAL CANOPY - 40%

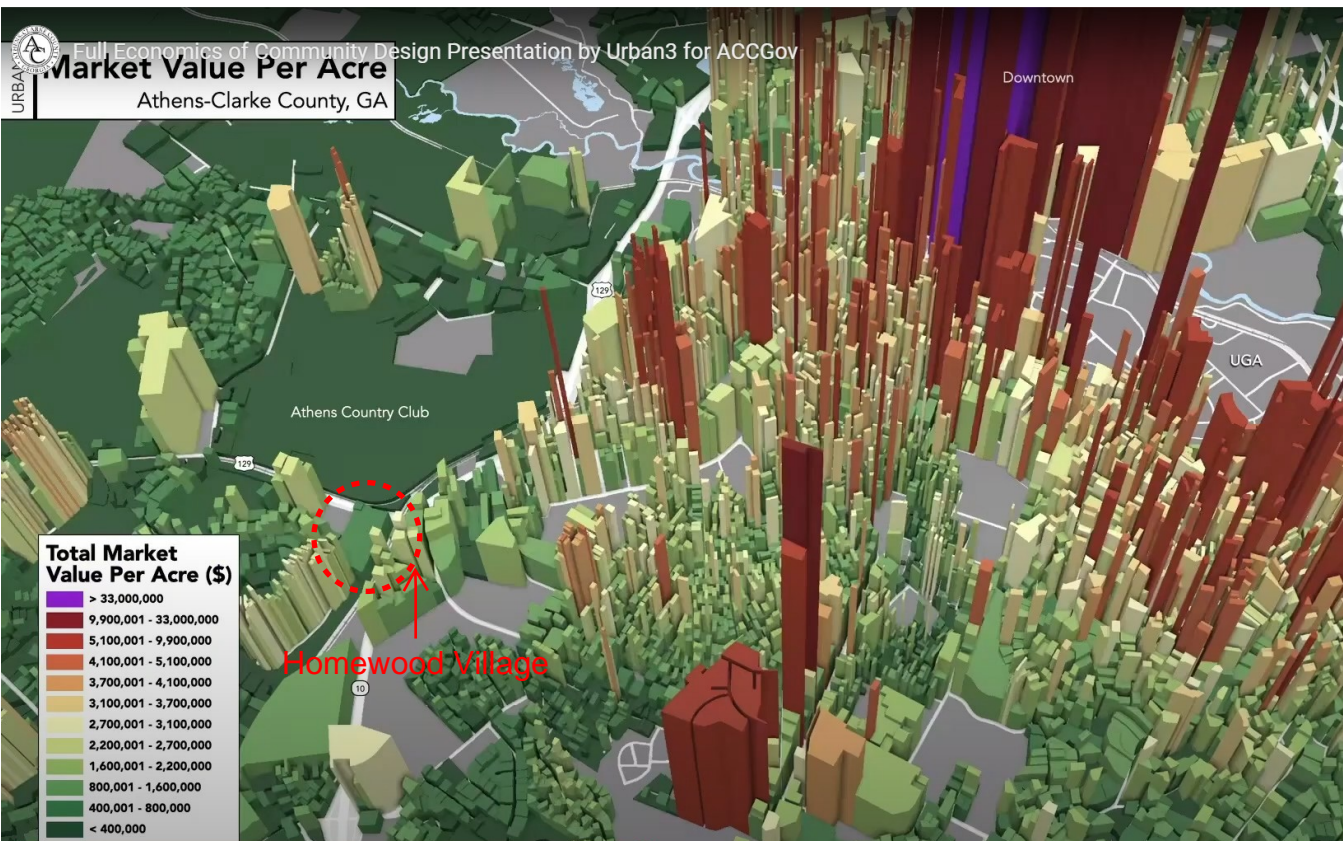


I. Tax Value Per Acre Tabulation

Value Per Acre Contribution for Proposed Redevelopment

EXISTING		PROPOSED	
ASSESSED VALUE OF EXISTING PROJECT	\$10,774,593	ESTIMATED VALUE OF PROPOSED PROJECT	\$80,000,000
SITE ACREAGE	15.952 AC	SITE ACREAGE	15.952 AC
TOTAL VALUE-PER-ACRE	\$675,438 / AC	TOTAL VALUE-PER-ACRE (VPA)	\$5,015,045

Homewood Current Value Per Acre



J. Support Petition

09/03/2025 13:22:17

Suzanne Reichner

sreich7676@gmail.com

Being a lifelong Homewood Hills resident, I believe the Homewood Village redevelopment is long overdue. The revised plan for the building and land use is a significant improvement over the original rendering, and I think it will be a real benefit to our area.

Unfortunately, I won't be able to attend the September 4 meeting, but I want to express my support for the changes. While I understand some concerns about additional traffic—an issue that falls more under city and state infrastructure—this redesign feels more thoughtful and engaging.

Overall, I believe this project will add value to our community, which has gone too long without proper attention and management. That said, I do hope you will reconsider keeping the gas station building, as it could make a charming space for a coffee shop or bar.

09/18/2025 12:58:34

Rita Raines

ritasraines@gmail.com

I am irritated that the planning commission tabled the proposal. It was a well planned and solidly explained portfolio. This was the best presentation of that night.

I also feel that the planning commission doesn't do a good job of listening, and are lacking in concept comprehension areas such as height, width, and right of way.

I just was floored that this beautiful plan was not approved.