

AN ORDINANCE TO AMEND THE CODE OF ATHENS-CLARKE COUNTY, GEORGIA WITH RESPECT TO REZONING ONE PARCEL OF LAND COMPRISING APPROXIMATELY 15.95 ACRES LOCATED AT 2415 JEFFERSON ROAD FROM C-G (COMMERCIAL-GENERAL) TO C-G (PD) (COMMERCIAL-GENERAL, PLANNED DEVELOPMENT); AND FOR OTHER PURPOSES.

The Commission of Athens-Clarke County, Georgia hereby ordains as follows:

SECTION 1. The map constituting the component part of the Zoning Ordinance of Athens-Clarke County, Georgia, by virtue of and in compliance with Section 9-3-3 and Section 9-3-6 thereof, is hereby amended by changing the zoning of one parcel of land comprising approximately 15.95 acres located at 2415 Jefferson Road as shown on Attachment A hereto. Said affected parcel is more fully described in that certain document entitled "Master PD Site," designated in the lower right-hand corner as "PD-2," having an original issue date of August 1, 2025, being revised on October 3, 2025, prepared by Edward Lane, registered professional engineer, and being on file and available for public inspection in the office of the Athens-Clarke County Planning Department, 120 West Dougherty Street, Athens, Georgia.

The subject parcel comprising approximately 15.95 acres of land is also known as Tax Parcel Number 113 053 on the Athens-Clarke County Tax Map, being on file and available for public inspection in the office of the Athens-Clarke County Planning Department, 120 West Dougherty Street, Athens, Georgia. The date of this amendment to the Official Zoning Map of Athens-Clarke County as shown by Attachment A hereto shall be noted on said Official Zoning Map in the office of the Clerk of Commission and duly noted in the minutes of the Commission meeting.

SECTION 2. The binding master site plan associated with this ordinance and incorporated herein by reference consists of five (5) sheets in total. Each sheet is titled, numbered, and dated in the lower-right hand corner as shown in the table below.

Sheet No.:	Title	Issuance date (or most recent revision):
PD-2	Master PD Site	October 3, 2025
A4-01	Overall Elevations, Building 100	October 3, 2025
A4-02	Overall Elevations, Building 200	October 3, 2025
A4-03	Overall Elevations, Townhomes	October 3, 2025
A1	Overall Street Sections	September 29, 2025

Upon adoption hereof, said sheets shall be stamped "binding" and made available for public inspection in the office of the Athens-Clarke County Planning Department, 120 West Dougherty Street, Athens, Georgia.

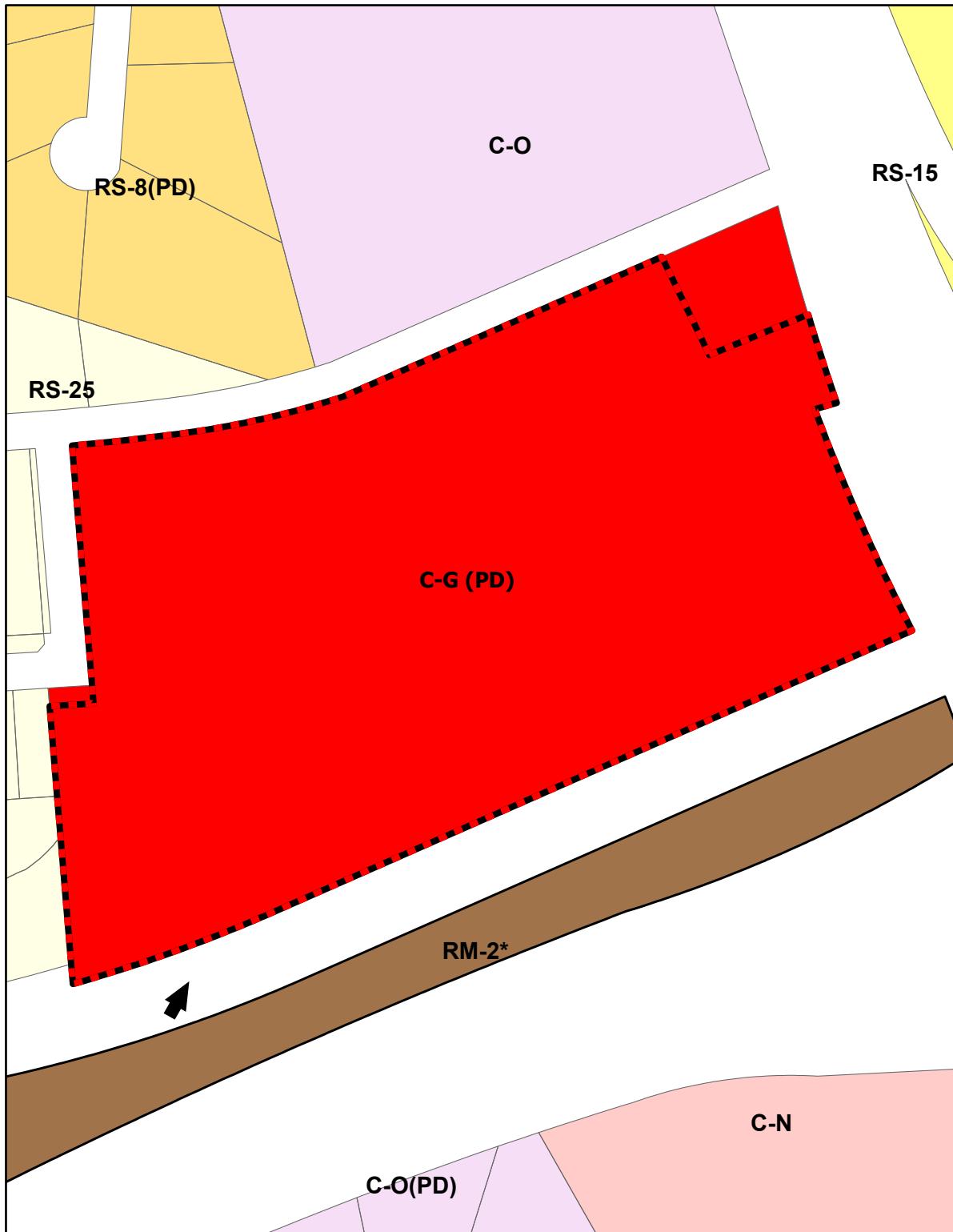
The binding written report associated with this ordinance and incorporated herein by reference consists of fifty-four (54) pages in total, is entitled "Master Planned Development Report," dated August 1, 2025, and revised on October 3, 2025. Upon adoption hereof, said written

report shall be stamped “binding” and made available for public inspection in the office of the Athens-Clarke County Planning Department, 120 West Dougherty Street, Athens, Georgia.

SECTION 3. The conditions of zoning associated with this ordinance are as follows:

1. The proposed area and location of the conserved canopy area adjacent to the railroad shall be binding.
2. 75% of Building 100’s northern frontage shall be used for leasable commercial or commercial-like amenity spaces.
3. The ground-floor apartments on the southern frontage of Building 200 shall have individual ground-floor entries to the street.

SECTION 4. All ordinances or parts of ordinances in conflict therewith are hereby repealed.

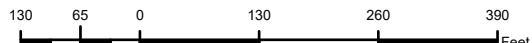


The Official Zoning Map of Athens-Clarke County

Legend

- Parks
- IN, Institutional
- C-G, Commercial-General
- C-D, Commercial-Downtown
- C-N, Commercial-Neighborhood
- C-O, Commercial-Office
- C-R, Commercial-Rural
- E-I, Employment-Industrial
- E-O, Employment-Office
- G, Government
- I, Industrial
- AR, Agricultural Residential
(1 unit per 10 acres)
- RM-1, Mixed Density Residential
(16 multi-family units per acre)
- RM-2, Mixed Density Residential
(24 multi-family units per acre)
- RM-3, Mixed Density Residential
(30 multi-family units per acre)
- RS-5, Single-Family Residential
(5,000 sq. ft. min. lot area)
- RS-8, Single-Family Residential
(8,000 sq. ft. min. lot area)
- RS-15, Single-Family Residential
(15,000 sq. ft. min. lot area)
- RS-25, Single-Family Residential
(25,000 sq. ft. min. lot area)
- RS-40, Single-Family Residential
(40,000 sq. ft. min. lot area)
- Winterville Boundary
- Bogart Boundary
- ACC Boundary
- Railroad
- Special Use
- Historic Landmark
- Downtown Design Areas
- (DHD), Downtown Historic District
- (WD), West Downtown
- (ED), East Downtown
- (DS), Dougherty Street
- (RIV), River
- (WE), West End
- Airport Overlay
- AZ1, Precision Approach Zone
- AZ2, Larger Than Utility Runway Nonprecision Approach Zone
- AZ3, Utility Runway Nonprecision Approach Zone
- TZ, Transitional Zone
- RPZ, Runway Protection Zone
- PSZ, Primary Surface Zone
- 78/316 Special District Overlay
- PPD, Planned Development
- * Zoning with Conditions
- Historic District
- RM-LTD, Mixed Density Residential Limited Overlay
- Conditional Use
- GSRC, Gaines School Road Corridor Special District Overlay
- MAC, Milledge Avenue Corridor Special District Overlay
- WBS, West Broad Street Special District Overlay

Parcel boundaries of the site are determined by legal description. The parcels shown on this map are to be used only as a guide.



ATTACHMENT A	PD-2025-05-0895 Master Planned Development 2415 JEFFERSON ROAD Ed Lane / SPG Planners & Engineers Homewood Village LLC		
	625	FROM: C-G	TO: C-G (PD)
		TAX PARCEL #	PLANNING COMMISSION MEETING DATE
		113 053	November 6, 2025
			ATHENS-CLARKE COUNTY COMMISSION MEETING DATE
			December 2, 2025

**ATHENS-CLARKE COUNTY PLANNING COMMISSION
RECOMMENDATION**

DATE: November 6, 2025	FILE NO: PD-2025-05-0895													
LOCATION: 2415 Jefferson Road														
APPLICANT: Ed Lane / SPG Planners & Engineers														
OWNER: Homewood Village LLC														
REQUEST: From C-G to C-G (PD) (Commercial-General to Commercial-General (Planned Development))														
COMMISSION DISTRICT: Five														
PLANNING COMMISSION MOTION AND RECOMMENDATION:														
NAME	YEA	NAY	ABSTAIN	NAME	YEA	NAY	ABSTAIN							
Chair: Kristen Morales Present				Carey McLaughlin Absent										
Vice-Chair: Sarah Gehring Present		X		Taylor Pass Present		X								
Jen Fleece Present	X			Alexander Sams Present	X									
Sara Beresford Present	X			Monique Sanders Present		X								
Matthew Hall Present	X			Michael Lord Absent										
NOTE: Chair does not vote except in case of tie.				TOTAL VOTES:	4	3								

For: Jack Murphy, TJ Laco, Ed Lane, Bryan Austin, (applicants) Jennifer Davidson
Against: Keith Hubbard, Mary Stribling (representing Cottages of Homewood Homeowners Assoc.), Grace Tuschak, Heather McElroy, Avery McElroy

Discussion: The applicant referenced feedback from neighbors when they decided to include the three-story townhomes on Magnolia Blossom Way as a means of stepping down from the five-story apartments. The applicant also contended that residents of Magnolia Blossom Way would not have the apartments towering over them because they are set far enough back in the subject site. The applicant went into detail discussing the rationale for the waivers and responding to Staff's recommended conditions. The applicant stated that Staff's condition reducing density would make the project financially unfeasible and that the condition about ground-floor commercial would mandate more commercial than the market can support. The applicant stated that conditions three and four about the tree canopy and fee-simple lot subdivision for the townhomes could be made to work, although he recommended requiring the townhomes be for sale instead of a fee-simple subdivision. The applicant stated that, in response to previous Commission feedback, this was their best work and presented a petition signed by neighbors supporting the project. Public comments supported the project as a revitalization of a decaying shopping center that has struggled to attract tenants due to the fact that the site has little visibility since it sits below the surrounding roadways. Other comments objected to the project as a mismatch between the Charleston-style neighborhood on Magnolia Blossom Way and the five-story apartments, and traffic concerns were voiced. One resident opposed the project because approval would mean the community would lose the opportunity to have a better-designed walkable town-center redevelopment in the future.

Commissioners sought clarity on Staff's condition about the density. Staff responded by saying that the applicant was pushing all of the site's allowable density next to the neighborhood instead of distributing it across the site, scaling down near the neighbors, and leaving some units for future phases of redevelopment. As currently proposed, the plan would become binding without a meaningful commitment to a second phase on the half not covered by the new apartments. Several Commissioners noted the challenges of the site and a Commissioner stated that what the community wants in a town center may not be economically feasible here. It could be many years before another proposal comes around. Given the lack of commitment to a Phase Two, a Commissioner stated that any master plan for the whole site would be nothing more than conjecture at this point. The applicant was asked about the price point, to which they responded by saying they would be market rate. The applicant stated that neighbors preferred market-rate apartments because market-rate units would price out undesirable people from living there. A Commissioner asked the applicant to confirm this statement, to which the applicant responded with confirmation. A Commissioner noted that one of the elevations (Drawing 4) was mislabeled as east instead of westward facing. After lengthy discussion Commissioners included two conditions that would mandate commercial and commercial amenity-like spaces on part of the ground-floor of Building 100 and ground-floor entries on part of Building 200 to activate the new street between the apartments. Commissioners concluded that the project, although not perfect, was better than the existing condition and voted to recommend approval with conditions.

Motion: Ms. Beresford motioned to recommend approval with conditions. Mr. Hall seconded the motion, which passed 4-3.

Conditions:

1. The proposed area and location of the conserved canopy area adjacent to the railroad shall be binding.
2. 75% of Building 100's northern frontage shall be used for leasable commercial or commercial-like amenity spaces.
3. The ground-floor apartments on the southern frontage of Building 200 shall have individual ground-floor entries to the street.



**STAFF REPORT
MASTER PLANNED DEVELOPMENT
2415 JEFFERSON ROAD
PD-2025-05-0895
NOVEMBER 6th, 2025**

APPLICANT:Ed Lane / SPG Planners + Engineers
OWNER:Homewood Village, LLC.
ZONING REQUEST:From C-G to C-G (PD)
TYPE OF REQUEST:Type II
LOCATION:2415 Jefferson Road
TAX MAP NUMBERS:113 053
COUNTY COMMISSION DISTRICT:District 5
PROJECT SIZE:15.95 Acres
PRESENT USE:Commercial
PROPOSED USE:Residential-Commercial Mixed Use
PUBLIC NOTICE POSTED:October 22nd, 2025
STAFF RECOMMENDATION:***DENIAL***
PLANNING COMM. RECOMMENDATION:***APPROVAL WITH CONDITIONS***
MAYOR & COMMISSION AGENDA SETTING: ...November 18th, 2025
MAYOR & COMMISSION VOTING SESSION:December 2nd, 2025

I. Summary Recommendation

The applicant is requesting a Planned Development for a portion of 2415 Jefferson Road. The proposal requests to add two apartment structures along with 8 townhomes and partially demolish the commercial buildings at Homewood Village Shopping Center. The site is 15.95-acre tract with 138,000 square feet of existing commercial multi-tenant structure, and a second 5,000 sf of commercial building and associated surface parking. The lot sits below the grade of the adjacent South Homewood Drive and Jefferson Road as well as being bound on the southern side by railroad right-of-way.

The proposal is for two 5-story apartment structures and 8 townhomes to replace 46,000 sf of the commercial buildings in the rear of the parcel and maintain 92,000 sf of the existing commercial. The request is seeking to use the full allowable residential density for the site, but the proposal states that future phases are not binding while offering to do some upgrades in those areas. The applicant references in their application that the Future Land Use Steering Committee has called for this location to be a “Town Center,” but the design focuses on adding the residential component and not creating a neighborhood business district. The applicant shows future phases, but does not commit to them. The Planned Development request could be more successful if aspects of the future design were incorporated at this time or if the proposed portion of the site to be used was either done by-right or only captured that percentage of allowable density and reserved the remainder when the rest of the site could be completed. Also, in terms of layout, the most intensive uses are proposed to be in close proximity to the existing single-family neighborhoods (Cottages at Homewood, Moss Side and Homewood Hills subdivisions) instead of a location in the interior of the site or adjacent to the commercial frontage of Jefferson Road.

Adequate infrastructure is a primary concern for this project as certain facilities do not meet current standards, and the site sits in a basin that cannot accept wet weather peak flow sewage. Attention should be paid to making this site more manageable for ACCGov utilities and potentially withhold additional density until the system can handle the additional demand. The site is also traversed by a Georgia Power transmission line that is challenging to relocate and restrictive in terms of having development beneath and near it. In phasing the project, the applicant also shows future structures in places they state are restricted. If those spaces can be used in the future, the applicant should take the necessary steps to have those incorporated into the site design now in an effort to provide for a more community-focused design on the site as a whole.

Revitalizing this aging shopping center and maximizing the use of the surface parking are admirable goals. As noted by the applicant, multiple commercial tenants have ongoing contracts that prevent some changes at this time, particularly with regard to significant portions of the parking lot. This should not prevent the applicant from installing a framework that could be built out in the future that creates a viable business district. The commercial spaces to be removed happen to be of the scale that work better for a smaller commercial center and could also support local businesses. The scale of the proposed buildings in relation to the surrounding neighborhoods is much taller and also of a significantly larger footprint. Staff supports the redevelopment of this property to provide additional housing and valuable business opportunities. However, this proposal places a large-scale and solitary residential development in very close proximity to existing housing of a much smaller scale and does not provide a network to build upon going forward.

The applicant has requested six waivers that are not supported by Staff, and these waivers are listed in Section F of this report. Staff notes that one waiver needs to be evaluated using Special Use standards and the application should provide information addressing those standards for that waiver. One waiver could be supported if the proposed design more closely approximated current code standards.

The proposal is not using the planned development process to accommodate uses not anticipated by the underlying zoning, or to provide design creativity. The planned development application is primarily asking for relief from code requirements. ACC Public Utilities Department has deemed that the project cannot be supported with the current or proposed infrastructure. **Staff recommends denial** of the proposal.

Conditions:

NOTE: Staff requests that the following conditions be considered if this proposal is recommended for approval:

- 1) The proposal may only construct the amount of residential density that would be allowed for the portion being redeveloped; this area is 8.8 acres which allows 211 bedrooms.
- 2) The proposal shall have ground-floor commercial along the frontage of both apartment buildings along the interior drive, shown on plans with parallel parking spaces.
- 3) The proposed area and location of the conserved canopy area adjacent to the railroad be binding.
- 4) Townhomes shall be constructed on fee simple lots.

Planning Commission Recommendation: Commissioners heard from the applicant about the rationale for the waivers and their response to the Staff's recommended conditions. In response to previous Commission feedback, the applicant confirmed that this proposal was the best work they could offer. Commissioners examined Staff's recommendations, but decided the need for redevelopment and the challenges of developing the site justified the applicant's proposal—noting

that it could be years before another redevelopment opportunity presented itself if this one was not approved. A Commissioner noted that one of the elevations (Drawing 4) was mislabeled as east instead of westward facing. After lengthy discussion, Commissioners included two conditions that would mandate commercial and commercial amenity-like spaces on parts of the ground-floors of both apartment buildings to activate the new street between them. **Commissioners** concluded that the project, although not perfect, was better than the existing condition and **voted to recommend approval with conditions**, as follows

Conditions:

1. The proposed area and location of the conserved canopy area adjacent to the railroad shall be binding.
2. 75% of Building 100's northern frontage shall be used for leasable commercial or commercial-like amenity spaces.
3. The ground-floor apartments on the southern frontage of Building 200 shall have individual ground-floor entries to the street.

II. Purpose of Applicant Request

A. Proposal

The applicant has requested a Planned Development on a Commercial General (C-G) parcel for the construction of an apartment complex at 2415 Jefferson Road. The request also mentions façade changes to the remaining, existing commercial space. However, the application does not provide information about changes to the architectural treatment for the commercial space, as is required for Planned Development consideration. The two proposed main buildings are placed to the rear of the site, both are five stories in height. The project also now proposes 8 townhome units along Magnolia Blossom Way which are two stories on top of pedestals. The combined residential structures would accommodate 382 bedrooms in 234 apartments (predominantly one- and two-bedroom units). The design also now shows two commercial tenant spaces on to the end of the structures (2,000 & 4,000 sq. ft. respectively). Multi-family projects are required to provide open space and recreational opportunity. The new design shows a 29,000 sq. ft. area which is mostly an amphitheater oriented toward the existing neighborhood.

The project would also demolish 46,000 sq. ft. of commercial space, leaving 92,000 sq. ft. in the larger format, commercial space (currently home to Dollar General Market, Foothills Charter School, Dial America, etc.). The site is proposed to be accessed from Jefferson Road, South Homewood Drive (two points) and a pedestrian-only path via Magnolia Blossom Way. The request also proposes 652 surface parking spaces, which does not meet the overall requirements for the site and includes areas referred to by the applicant as restricted. Lastly, the proposal has about 30,000 sq. ft. of open plaza space east of the residences and an amphitheater abutting S. Homewood Drive.

B. Existing Conditions

The property is located just outside of Loop 10 on Jefferson Road, adjacent to the neighborhoods of Homewood Hills, The Cottages at Homewood, and Moss Side as well as a church, adjacent office park and across Jefferson Road from the Athens Country Club. The site is bordered by the railroad to the south and has an outparcel at the intersection of Jefferson Road and South Homewood Drive (former Chevron). The total project area is 15.95 acres, but does not include the service station outparcel. Currently there is 138,000 square feet of commercial; large footprint in the front of the site (toward Jefferson Road) which is to remain and neighborhood-scale to the rear which is to be demolished. Main access to the site is via the signalized intersection at Jefferson Road and South

Homewood Drive. The area is served by Transit Route 7 (Prince Avenue).

The property is currently zoned C-G, the surrounding properties are mostly residential (RS-8, RS-15, RS-25 and RM-2), the adjacent church is zoned Commercial Office (C-O) and the outparcel is C-G. The existing RM-2 property nearby is across the railroad track and connects to Tallasseee Road, and there is a planned extension of the ACC Greenway Network through these properties, however the connection has not yet been designed and the note in this proposal is insufficient.

The property sits at an elevation that is lower than both South Homewood Drive and Jefferson Road, but has been internally graded and slopes gently southwest toward a dilapidated stormwater facility.

III. Policy Analysis

A. Compatibility with Comprehensive Plan

The 2023 Comprehensive Plan calls for the following policies that are supported in this project:

- *Infill and redevelopment should be prioritized over greenfield expansion.*

The 2023 Comprehensive Plan calls for the following policies that are not supported in this project:

- *Increase the supply and variety of quality housing units, at multiple price points, in multiple locations, to suit the needs of a variety of households.*
- *Improve safety and accessibility for people walking, biking, and busing around Athens.*

Overall, the proposal is partially compatible with the Comprehensive Plan. It does provide infill at an aging shopping center with an underused surface parking lot. However, the housing proposed by this development is consistent with the large-scale apartment complex form that has been developed in Athens-Clarke County over the past 15+ years (some with waning occupancy) but not specifically within the context of the surrounding neighborhoods that exist in this area. Additionally, the product that is being proposed could be built by-right with ground-floor commercial space or with a simpler Special Use and not require the Planned Development process.

As noted in a series of recent studies completed for Athens-Clarke County, the local housing market is deficient in housing forms that accommodate family occupancy and provide viable opportunities for prospective owner-occupants to enter into the residential market. The surrounding neighborhoods are characterized by one and two-story dwellings, and a smoother transition to those existing residences could include structures (or portions of the proposed structures) that are less than five stories in height and designed with more modest-scaled footprints. In discussions and guidance for renovating aging shopping centers, staff has been advised to respect the surrounding context and have the intensity of new development step-down as it approaches neighboring properties.

Staff supports the idea of ground floor residential in these nodes and notes that, when designed well, such uses can appropriately blend with neighboring properties. This proposal unfortunately provides minimal design to activate the ground floor and no access or porch space along the residential units which is common when allowing these in commercial zones. Using a mix of housing options would also allow this project to set the groundwork for future development and opportunity. Lastly, there have been plans for the Greenway Network Plan expansion to the site, but the proposal does not show a viable future interconnection in this regard.

B. Compatibility with the Future Land Use Map

The 2023 Future Land Use Map designates the subject parcel as *General Business*, which is described as follows:

General Business

These are commercial areas that serve a variety of needs for the residents of the region. It is intended for small- and large-scale retailing and service uses that are auto-oriented, such as Atlanta Highway, Lexington Road and US 29 North. Pedestrian-oriented design is particularly appropriate when these streets contain neighborhood-shopping areas or are adjacent to multifamily housing or residential neighborhoods. Pedestrian circulation in these centers is a primary concern, therefore, connectivity within and to surrounding areas should be encouraged. Internal pedestrian walkways should be provided from the public right-of-way to the principal customer entrance of all principal buildings on the site. Walkways should connect focal points of pedestrian activity such as, but not limited to, transit stops, street crossings, building, store entry points, and plaza space. Walkways shall feature adjoining landscaped areas that contribute to the establishment or enhancement of community and public spaces. The street level facade of these areas should have a scale and architectural elements that relate to pedestrians. Buildings should be oriented to the street corridors which should be lined with street-trees. Small and medium scale retail stores should frame the streets with large-scale retailers located behind with focus given to pedestrian circulation rather than automobiles. Parking lots should not be located at the street front and shared parking should be encouraged.

The applicant states that this site is being proposed as a “Town Center” node reflecting the recent land use consideration provided by the Future Land Use Steering Committee, and they are seeking to use that framework as justification for the request. Staff does see opportunities for horizontal mixing of uses in nodal areas such as this, however those pieces should complement one another, whereas this proposal treats the uses separately. Horizontal mixed-use should also allow a business district to step into the surrounding community, but this design puts the largest-scale structures next to the adjacent single- and two-story dwellings.

This proposal could set-up the site to be designed with an interior axial corridor and contextually-appropriate residential and commercial development features. However, the location and massing of the residential structures on the site is out of scale for the adjacent neighborhoods, separating the residential and commercial uses, and appears to give the existing large-scale commercial structures a simple facelift instead of creating a business district. The proposal is also seeking to use the allowed residential density for the entire site in these two structures, without code or design improvements for over half of the site. While portions of the site are currently lease-restricted, the design could include an interior road network, with some residential development, while leaving opportunity for the future, and plan for the eventual renovation of the remaining commercial areas of the property. This would create a balanced business district for the neighborhood and surrounding area to blend housing and commercial opportunity to the location. The application mostly speaks to existing visibility from Jefferson Road; however, this focus does not consider the full extent of what the current Future Land Use Plan suggests. Designing an internal pedestrian and vehicle network that is supportive of a variety of uses would begin rebuilding new utility and value at the site and allow it to grow more organically for the area, without requiring drive-by visibility from the adjacent thoroughfare.

No change to the Future Land Use Map is required since the proposed use is compatible with the current designation.

C. Compatibility with the Zoning Map

The purpose of instituting a Planned Development, as found in Section 9-14-1 *Intent*, is as follows:

It is the intent of this district to encourage development of compatible land uses on a scale larger than that of individual small parcels. This district is designed to be an overlay appended to a residential, commercial, or industrial district to provide greater latitude with regard to the internal site planning considerations of a planned development. Individual uses and structures in a planned development need not comply with the specific building location, height, type, building size, lot size, and other space limits of the underlying basic district provided that the spirit and intent of such requirements are complied with in the total development plan approved for such project.

This proposal is not meeting the intent of implementing a planned development, and the request is largely seeking relief from ACC code requirements.

The applicant has requested a Planned Development in a C-G zone. The waivers requested are intended to support the proposed design of the site rather than asking for new opportunities or a unique mixing of uses. Additionally, the site and potential business district would benefit from meeting many of the standards that the applicant is looking to waive. Creating human-scale development on a relatively small development site such as this one would fit best with the surrounding uses and allow for new housing and business in an aging commercial center.

The Athens-Clarke County Zoning Ordinance includes a list of defined uses and designates where they can or cannot be established. For this request, the most noticeable difference between the current C-G zoning and the proposed C-G (PD) zoning is to remove multiple design standards that most C-G developments already follow.

D. Consistency with Other Adopted ACCGov Plans, Studies, or Programs

The Greenway Network Plan has a connection through or adjacent to this site. The proposal does not include a design for such an interconnection.

IV. Technical Assessment

A. Environment

The Arborist has reviewed the tree management plan and offered the following comments:

- *The Arborist recommends that the conserved canopy waiver be worked out during plans review. The administrative waiver of tree conservation is an iterative process requiring dialogue between the ACC Planning Department and applicant to find a solution meeting code.*
- *Project will be required to meet all requirements of the community tree management ordinance at time of plan review.*

B. Grading and Drainage

The Transportation & Public Works Department has reviewed the proposal and recommended approval

C. Water and Sewer Availability

The Public Utilities Department has reviewed the proposal and recommend approval with the following comments:

- ACC water is available
- ACC sanitary sewer is available
- ACC water capacity is available
- ACC dry weather flow sewer capacity is available
- ACC wet weather flow sewer capacity is NOT available. A privately-designed, owned, and maintained sanitary sewer storage facility to retain sanitary sewer on site during wet weather conditions is required in order to serve the development with ACC sanitary sewer, or alternative solution as deemed acceptable by PUD Director
- Conflict currently exists with the proposed location of the onsite sewer storage facility and proposed tree planting. Trees must be located a minimum of 10' from the proposed sewer storage facility.

D. Transportation

The Transportation & Public Works Department has reviewed the proposal, recommended approval and offered the following transportation-related comment:

- *Installing yellow paint on curb of Magnolia Blossom Way, should follow the standard TPW Policy process that does result in Mayor and Commission consideration/approval.*
- *This project's location on the outer region of the Loop along the Jefferson Rd - Prince Ave corridors present some significant barriers to a safe and connected access to a multi-modal transportation facility. The CSX railroad that parallels Jefferson and the Loop 10 interchange are physical barriers that make travel on foot, bike, or other micro-mobility device difficult due to lack of consistent, dedicated facilities for these modes across these features. ACC's Greenway trail network plan identifies the Normaltown connector on the north side of SR129 that would provide a dedicated facility to be able to safely navigate this barrier.*
- *Other activities around this project location that ACC TPW will be coordinating with is a GDOT project currently under concept development that will be making improvements to the signalized intersection of SR129 and Homewood Hills Dr. TPW will work to collaborate with GDOT to improve multimodal connectivity in this area.*

E. Fire Protection

The Fire Marshal has reviewed the proposal, recommended approval and offered the following comments:

- *The Fire Marshal's Office has reviewed the proposed development at 2415 Jefferson Road (Homewood Village) and finds that the site provides adequate access for emergency response without negatively impacting response times or routing. However, the increase in bedrooms may contribute to a higher call volume in the area. The site has an adequate firefighting water supply of 1,900 gallons per minute at average flow, and hydrant placement will be coordinated with the developer. Due to the size and use of the proposed structures, fire protection systems will be required, including fire sprinklers, a fire alarm system, and standpipes. A fire department connection (FDC) must also be located in a remote, accessible, and visible location, with riser rooms and FDC placement to be coordinated during further plan review. The corridor between the buildings would be classified as an aerial access road, requiring no overhead obstructions, including the string lights shown on the plan. This can be addressed during the plan review process.*

V. Compliance with the Zoning Ordinance and Development Standards

A Planned Development designation is intended to encourage development of compatible land uses on a scale larger than that of individual small parcels. This designation can be used to request waivers to the typically required development standards in an effort to provide design flexibility to account for special circumstances unique to the design or the development site, as long as the proposal meets the spirit and intent of the code and Comprehensive Plan. Planned Development requests include a binding application report, site plan, and architectural elevations in an effort to guarantee to the community that what is proposed will be constructed if approved. All exemptions to the zoning and development standards must be identified in the application prior to approval of a binding proposal since the development will otherwise be expected to adhere to the applicable ordinance standards.

Concerns:

- This site and project could set the stage for significant redevelopment in an underutilized space, but the proposal is limited to two large buildings & eight townhomes surrounded by surface parking near a large commercial structure with existing surface parking.
- The phasing of the proposal gives no assurance that anything beyond the residential component and restaurant will be constructed. The applicant is focusing on one portion of the site at this time, and is proposing to use all of the residential yield from the total property acreage in that one area. This development approach is allowed by-right or through a simpler SUP, and does not need Planned Development approval to accomplish.
- The applicant does not propose to meet design requirements for over half the site, but is using the density for the full acreage.
- The residential portion requires 374 parking spaces + spaces for 6,000 sq. ft. of commercial, but only proposes 284 spaces and has stated that the other adjacent parking is under lease and restricted. The result is a deficiency of at least 90 parking spaces. A reduction in units to accommodate residents is advised, or a commitment to structured parking which would allow the proposed residences to meet functional parking realities.
- Breaking up of parking areas and providing pedestrian circulation as required in Sec. 9-25-8.C. needs attention.
- Front entry porch areas are required for residential developments in Commercial zones facing a street, applicant shall incorporate these for units abutting the interior road (shown on plans with parallel on-street parking).
- 8% of the area is required for recreation, please demonstrate compliance with code section 9-25-8 C. 7. a.
- Parking lot buffering needs to be shown.
- Creating a mixed-use business district, especially when requesting waivers or using the planned development process, needs to bring additional community benefit. One opportunity is to design to the urban standards in 9-10-6 or at least consider some of those options to create a neighborhood within an urban environment.

Requested Waivers

1. *Waiver from Section 8-7-15 – A waiver from required minimum 10% conserved tree canopy to be reduced to 4%.*

Applicant’s Purpose: The project site is predominantly asphalt and the existing stormwater facility which includes much of the canopy needs to be rebuilt and modernized.

Staff Analysis: The applicant states that due to existing paved areas of the site and the type and location of the remaining canopy that additional clearing is necessary to modernize the stormwater facility. Staff agrees that the site is limited for viable tree conservation and that the volunteer growth in the existing stormwater area should be addressed. Conserved canopy waivers, when allowed, work with an applicant to go above and beyond planting minimums, use larger sized trees and often trees of better benefit to the community, only one of those is being proposed and in a smaller fashion than typical. Staff does not support this waiver as currently requested.

2. *Waiver from Section 9-10-2. L(1) – A waiver from the requirement that residential units must be on the second floor and above or in the basement.*

Applicant’s Purpose: To separate the residential and existing, retained commercial.

Staff Analysis: Staff sees opportunities for horizontal mixed use or vertical mixed use as existing commercial sites and corridors are redeveloped. However, an integrated program for those uses is needed that provides more consideration to the ground floor of the residential units. There is little differentiation from the first floor residential and remaining stories. In other urban environments in Athens-Clarke County, ground floor residential has been demarcated with additional attention and even provided outdoor space for a tenant and softened the transition to the units. Staff suggests referencing ACC’s downtown design standards in sec. 9-10-6 as they address the defining characteristics that are expected as a community benefit in order to justify a waiver. Staff does not support this waiver in its currently designed form.

3. *Waiver from Section 9-25-8 C. 3. – A waiver from the maximum block size of 3 acres.*

Applicant’s Purpose: Maintain existing retail and work with topography on site.

Staff Analysis: The site constraints are a challenge, but also an opportunity. The proposal places a large footprint for two buildings, limited commercial and 8 townhomes surrounded by surface parking and connects to the existing surface lot. In looking at revitalizing aging commercial areas, Staff encourages a framework for a neighborhood business district with manageable blocks, exterior facing units (when feasible) and transitions into surrounding neighborhoods. This layout places two, five-story structures adjacent to one and two-story residences as well as a lot of parking between the surrounding neighborhood and the commercial space. This proposal has the ability to set the business district up for future infill with a guiding internal street network rather than treating the uses as completely separate and disconnected. Staff does not support this waiver.

4. *Waiver from Section 9-25-8. F. 1 a & b – Additional Standards for Large Scale Developments – A waiver from the requirement for buildings to be less than 300’ in length and provided curb, sidewalks and street trees.*

Applicant’s Purpose: Allow existing commercial to remain with minimal updates.

Staff Analysis: The applicant is requesting a waiver from these code sections to be applied to the existing retail spaces that are to remain. Staff supports working with the ownership to maintain some retail on site, but the current proposal does not adequately address the design standards associated with commercial developments of this sort. The applicant is proposing to remove the

business district-scaled retail and keep the large-scale tenant spaces. Staff understands that the current lease situation provides some limitations. However, these leasing realities have been agreed upon by the ownership and, if appropriate design considerations cannot be incorporated at this time as a result, then possibly this location is not yet right for redevelopment. The applicant has also stated that the remaining commercial structures will receive façade improvements, and such investment suggests that these structures will not be changed anytime soon. As designed, the residential and commercial uses do not cohesively mix and both are at a scale that does not suggest pedestrian friendliness or attention to the surrounding neighborhoods. Staff does not support this waiver.

5. *Waiver from Section 9-25-8. F. 4 a – Parking Standards between building and street.*

Applicant’s Purpose: Due to topography, amount of street frontages and existing parking, it is difficult to meet this standard.

Staff Analysis: Staff seeks to work with the applicant on the existing parking to address topographic challenges, however there are additional design solutions to minimize this request that are not being pursued. Staff also understands that a major factor on this site is the challenge of relocating the Georgia Power transmission line that runs through the center of the property. This fact appears to show that a swath of the property will never be developed for anything other than roads, parking or possibly open space. If that is not going to be addressed, the applicant should seek to best maximize that space and build around it, rather than address it. Staff does not support this waiver.

6. *Waiver from Section 9-30-2 - Parking Spaces Required.*

Applicant’s Purpose: Reduce the required parking amount due to the mix of uses.

Staff Analysis: The application report and plans show conflicting information about shared use facilities. They have supplied a shared parking exhibit that uses figures across the site including spaces in areas they state are off limits due to existing leases. The new uses added to the development include the residential space, 2 retail spaces and relocated restaurant. Those uses require 484 spaces; however, the project only proposes 295 spaces outside of the restricted area. Staff would like to see considerations for actual shared use, but the applicant contends that a bulk of the surface parking is off limits. Lastly, as noted by the Transportation and Public Works department, the project sits across an overpass with limited transportation options to head toward town, UGA Health Sciences campus or other job opportunities and daily needs. Staff does not support this waiver.

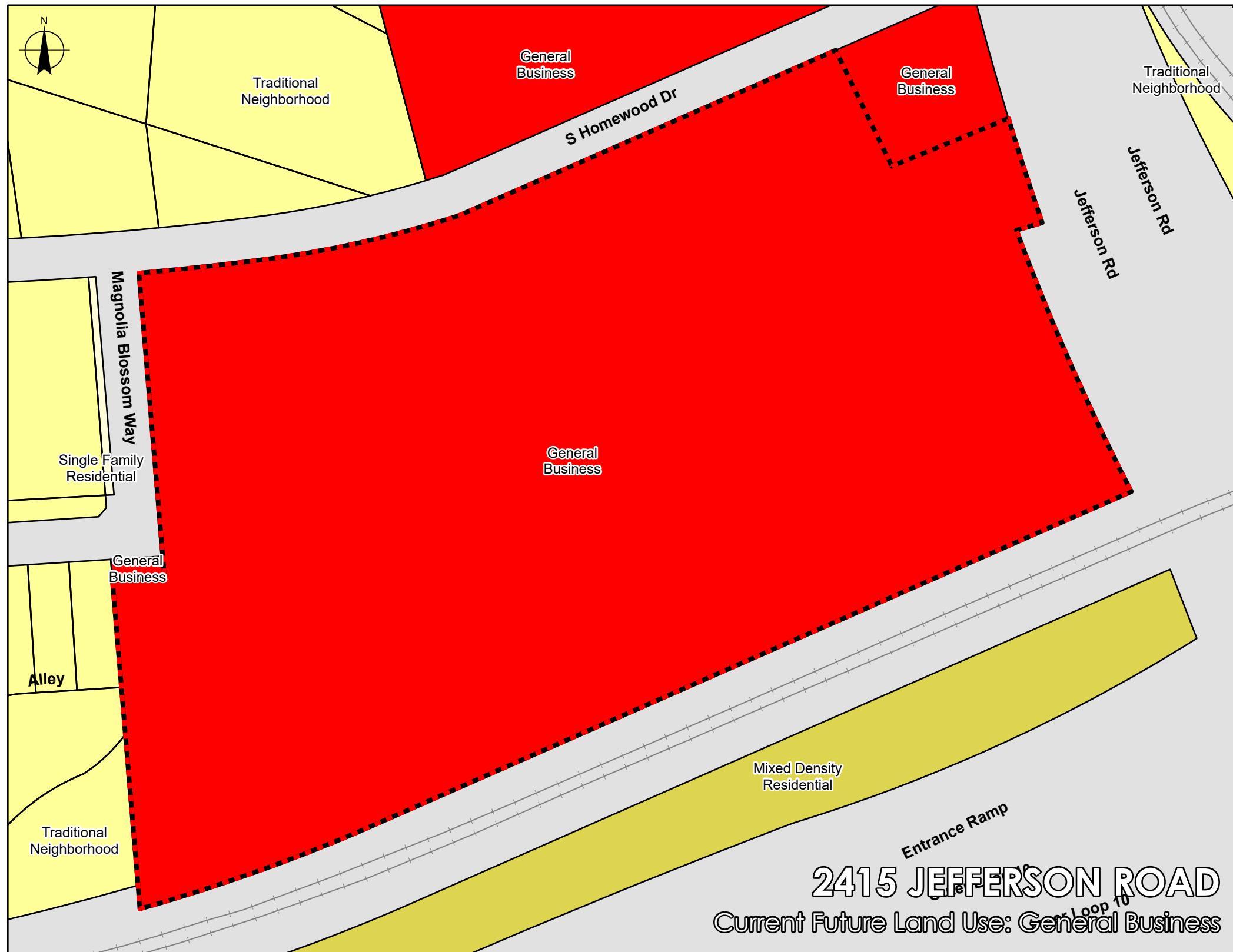
End of Staff Report.

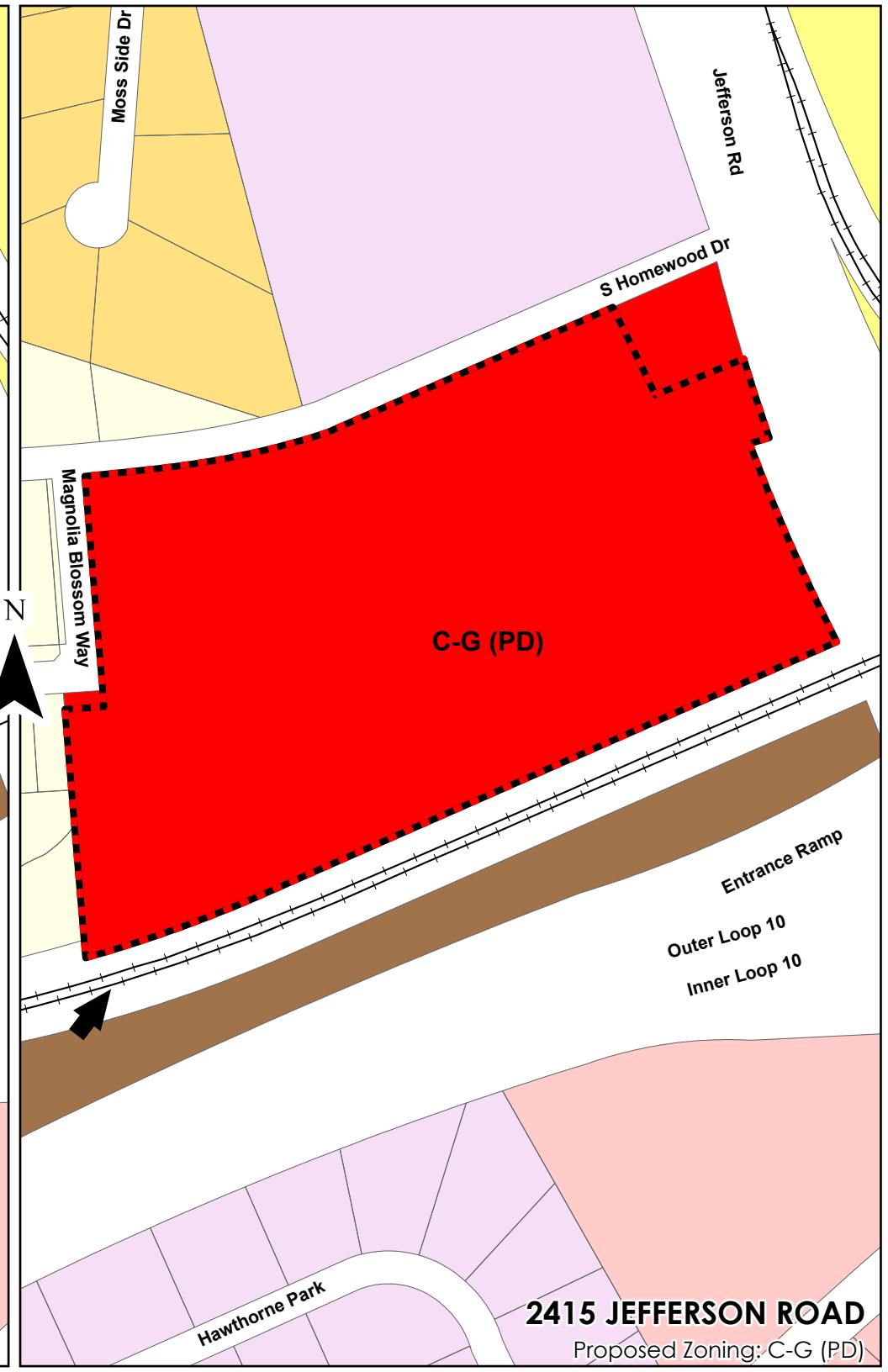
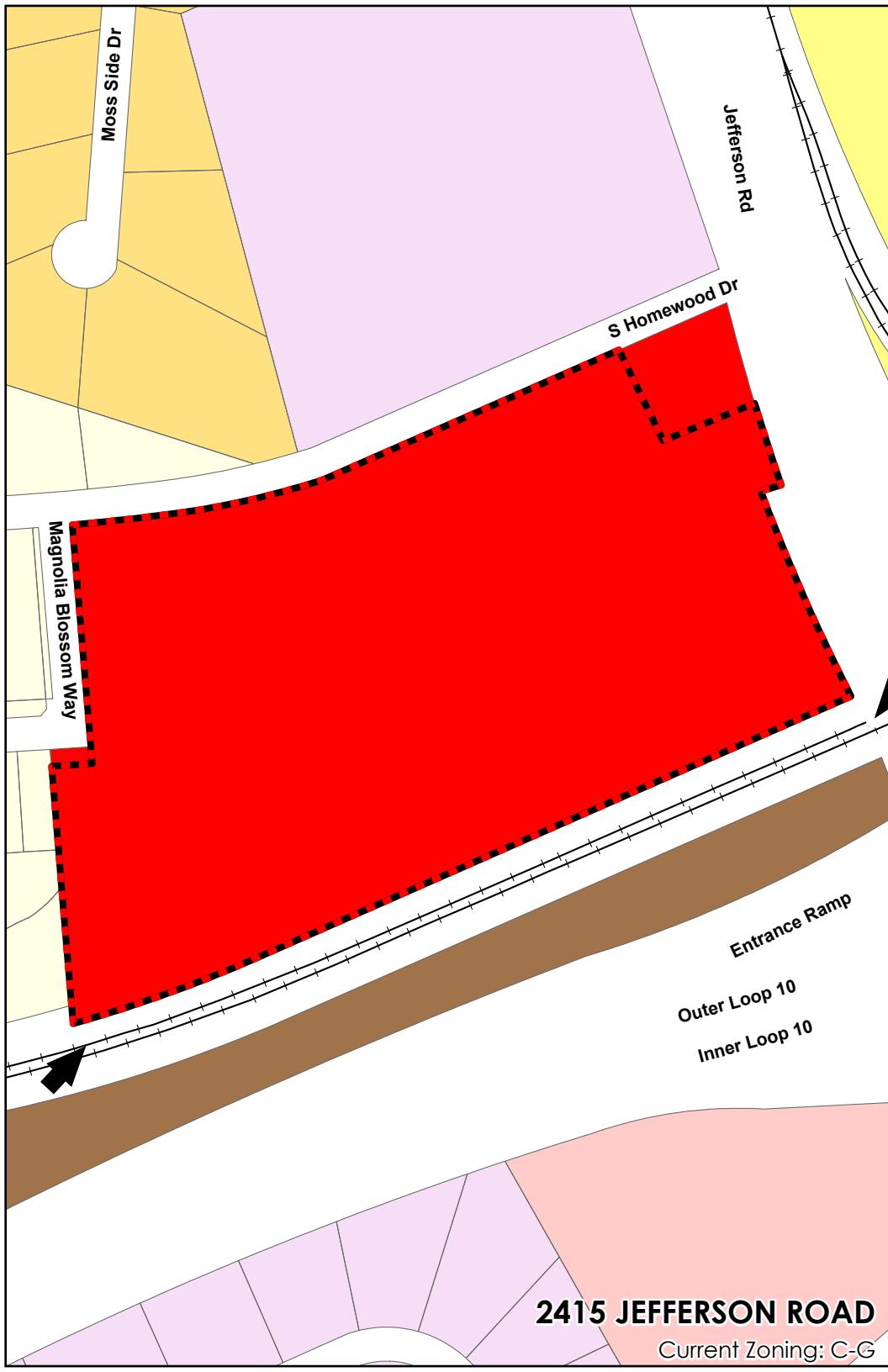
Reviewed

Zoning Criteria Considered by Staff

The following factors have been considered as set forth in *Guhl v. Holcomb Bridge Road Corp.*,
238 Ga. 322, 232 S.E.2d 830 (1977).

- The proposed zoning action conforms to the Future Land Use map, the general plans for the physical development of Athens-Clarke County, and any master plan or portion thereof adopted by the Mayor and Commission.
- The proposed use meets all objective criteria set forth for that use provided in the zoning ordinance and conforms to the purpose and intent of the Comprehensive Plan and all its elements.
- The proposal will not adversely affect the balance of land uses in Athens-Clarke County.
- The cost of the Unified Government and other governmental entities in providing, improving, increasing or maintaining public utilities, schools, streets and other public safety measures.
- The existing land use pattern surrounding the property in issue.
- The possible creation of an isolated district unrelated to adjacent and nearby districts.
- The aesthetic effect of existing and future use of the property as it relates to the surrounding area.
- Whether the proposed zoning action will be a deterrent to the value or improvement of development of adjacent property in accordance with existing regulations.
- Whether there are substantial reasons why the property cannot be used in accordance with existing zoning; provided, however, evidence that the economic value of the property, as currently zoned, is less than its economic value if zoned as requested will not alone constitute a significant detriment.
- Whether there are other existing or changing conditions affecting the use and development of the property that give supporting grounds for either approval or disapproval of the zoning proposal.
- Public services, which include physical facilities and staff capacity, exist sufficient to service the proposal.
- The population density pattern and possible increase or over-taxing of the load on public facilities including, but not limited to, schools, utilities, and streets.
- The possible impact on the environment, including but not limited to, drainage, soil erosion and sedimentation, flooding, air quality and water quantity.





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

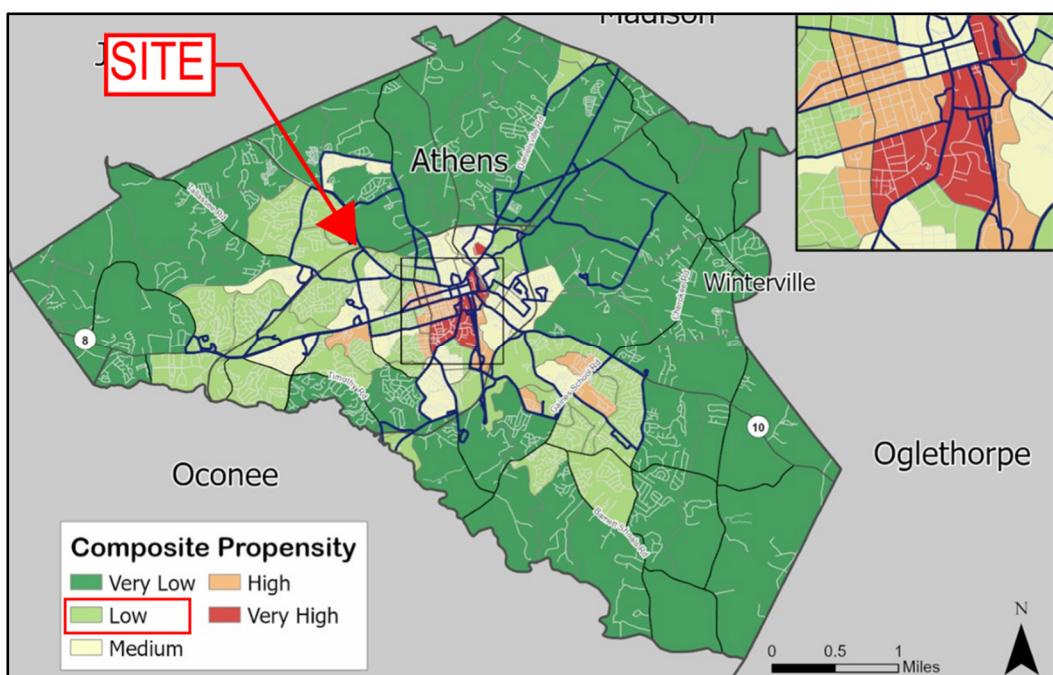


Figure 3. Transit Propensity Low (Light Green)

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

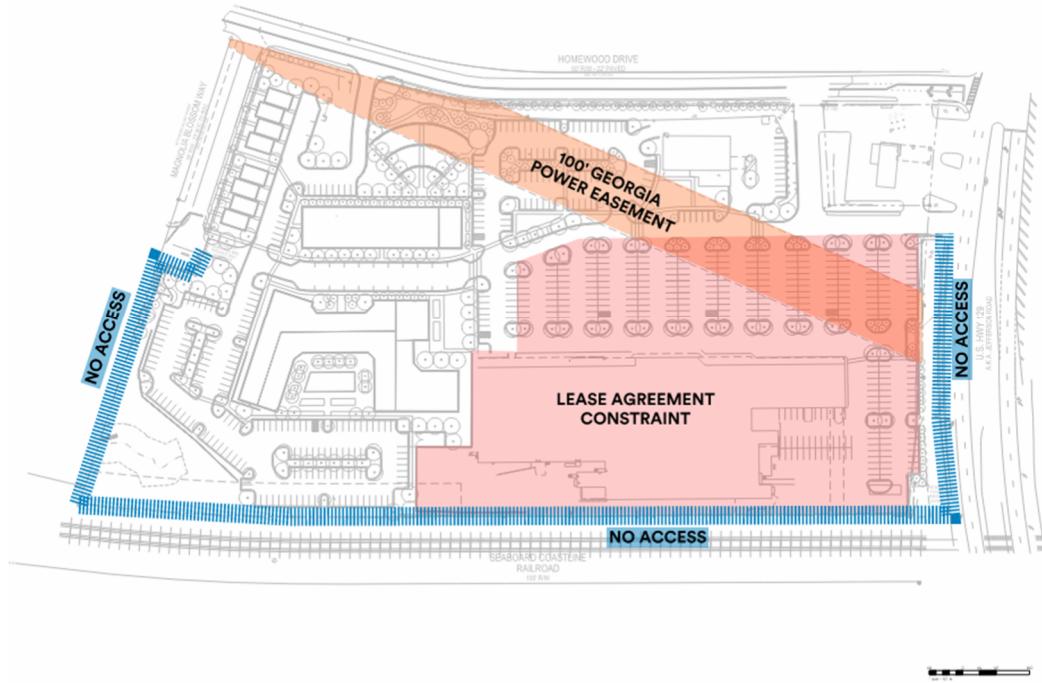


Figure 5. Site Constraints

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.

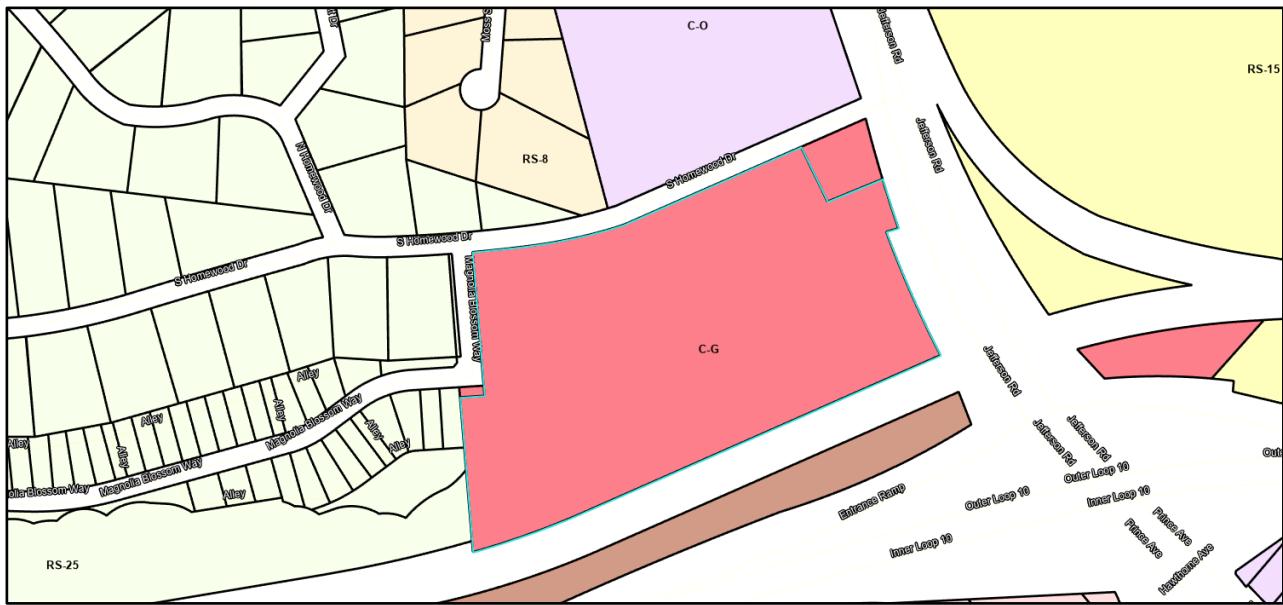
The site currently receives a 34/100 Walk Score and 27/100 Bike Score according to Walkscore.com. So while auto-oriented uses remain in parts of the property – and will likely remain for years to come on account of a very limited sidewalks in the surrounding neighborhoods, location along the bypass,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

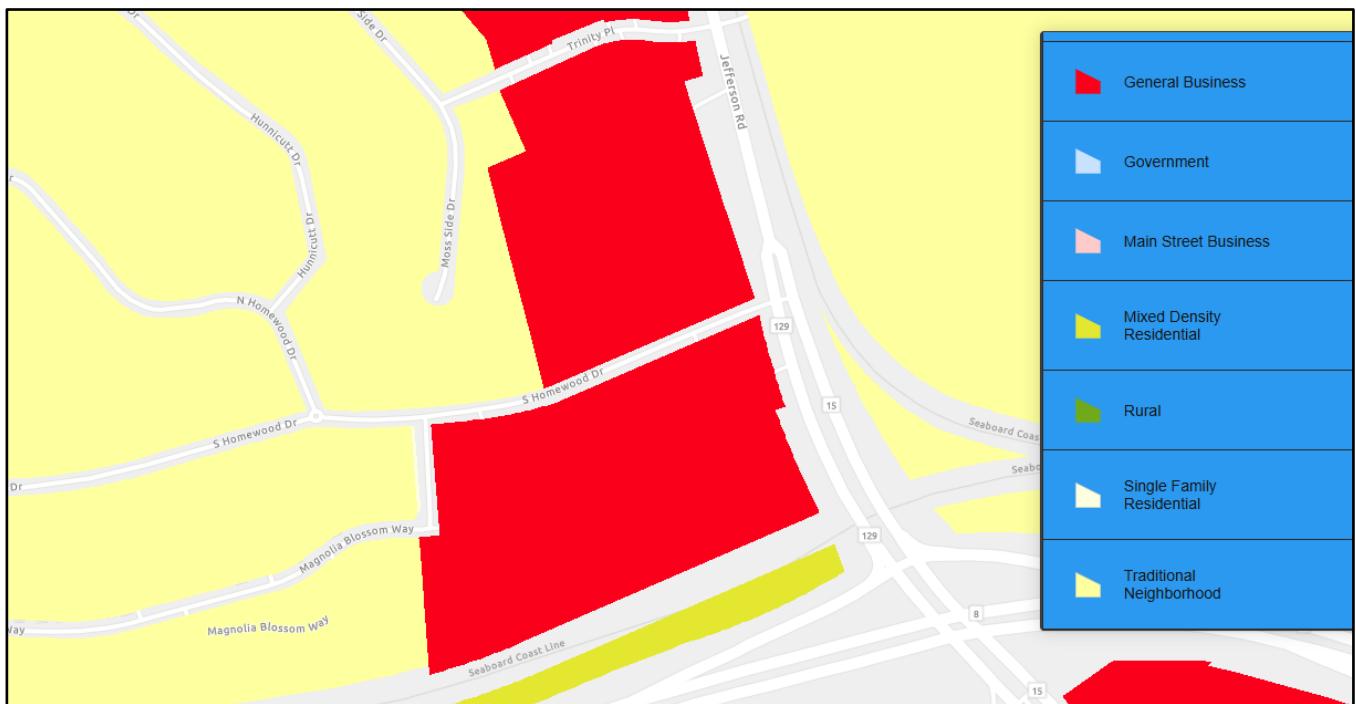


Figure 6. Magnolia Blossom Way view of subject site

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.](#)

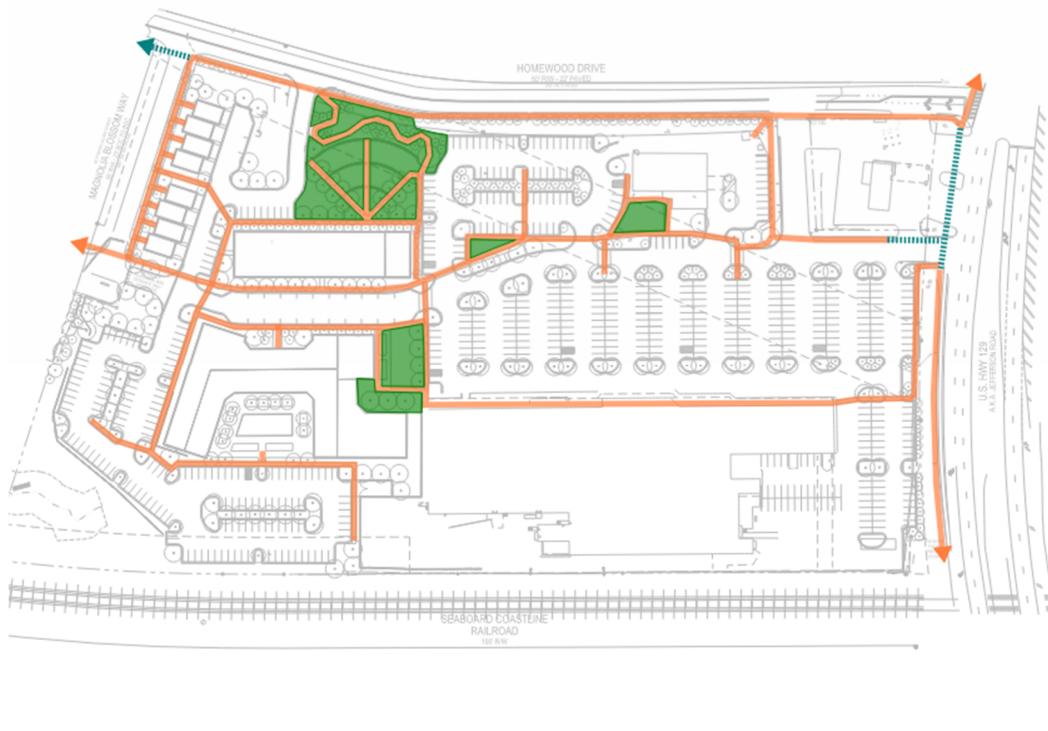


Figure 6. Pedestrian Circulation

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 level 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: Two-Way
		Enter	Exit	Total	Enter	Exit	Total	
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.

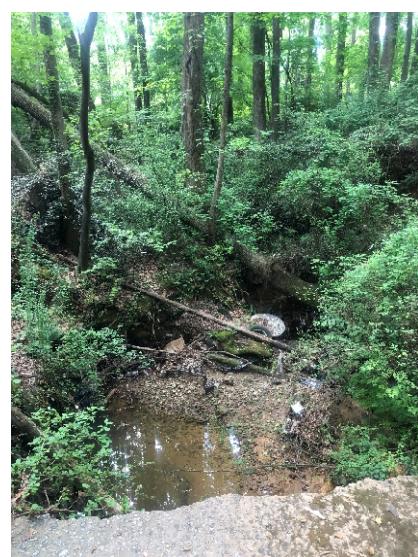
Lighting

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.

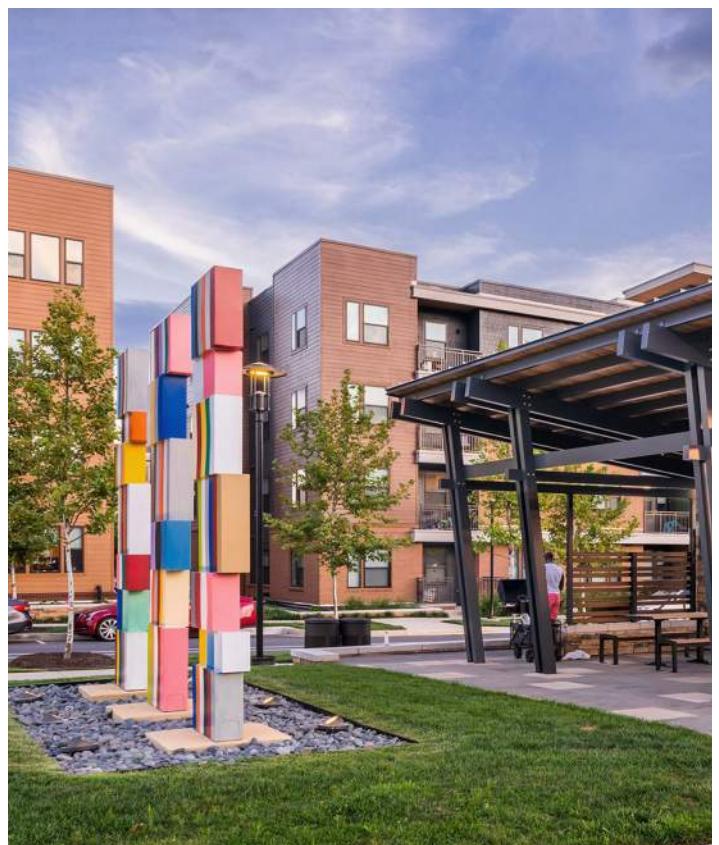
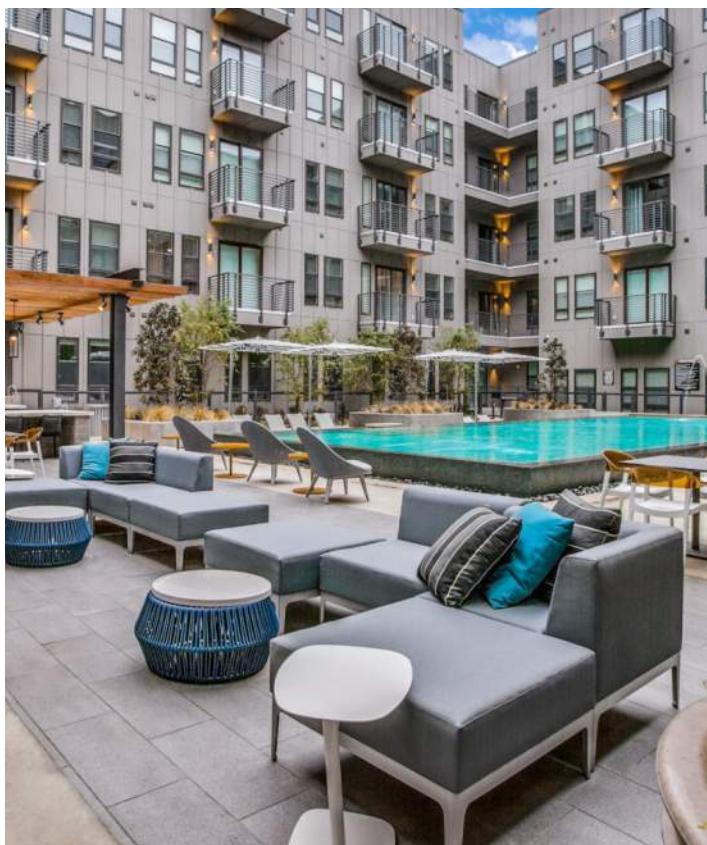
The shared parking analysis based on the programmed uses shows that 630 parking spaces would be adequate during weekdays and that 24% of the spaces would typically be “shared”, meaning used by different users and different times. Weekend analysis is very similar. The proposed plan includes a very diverse 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.

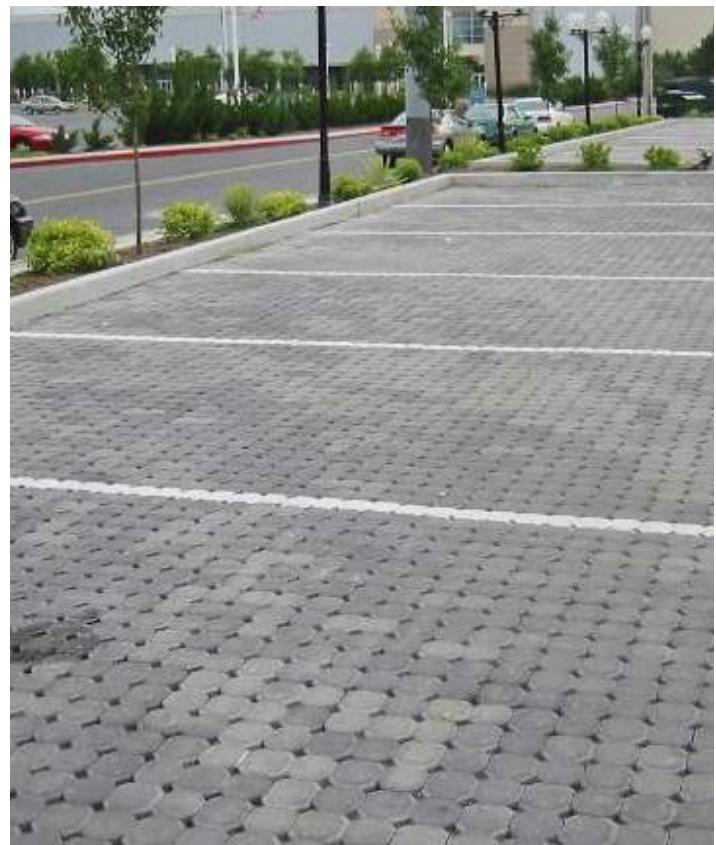
Additionally, the project includes coordination with ACC Transit to improve the existing transit stop from a Level 1 to a Level 3. The increased residential density and enhanced pedestrian infrastructure further bolster the anticipated use of transit to the site. While the site is currently identified 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

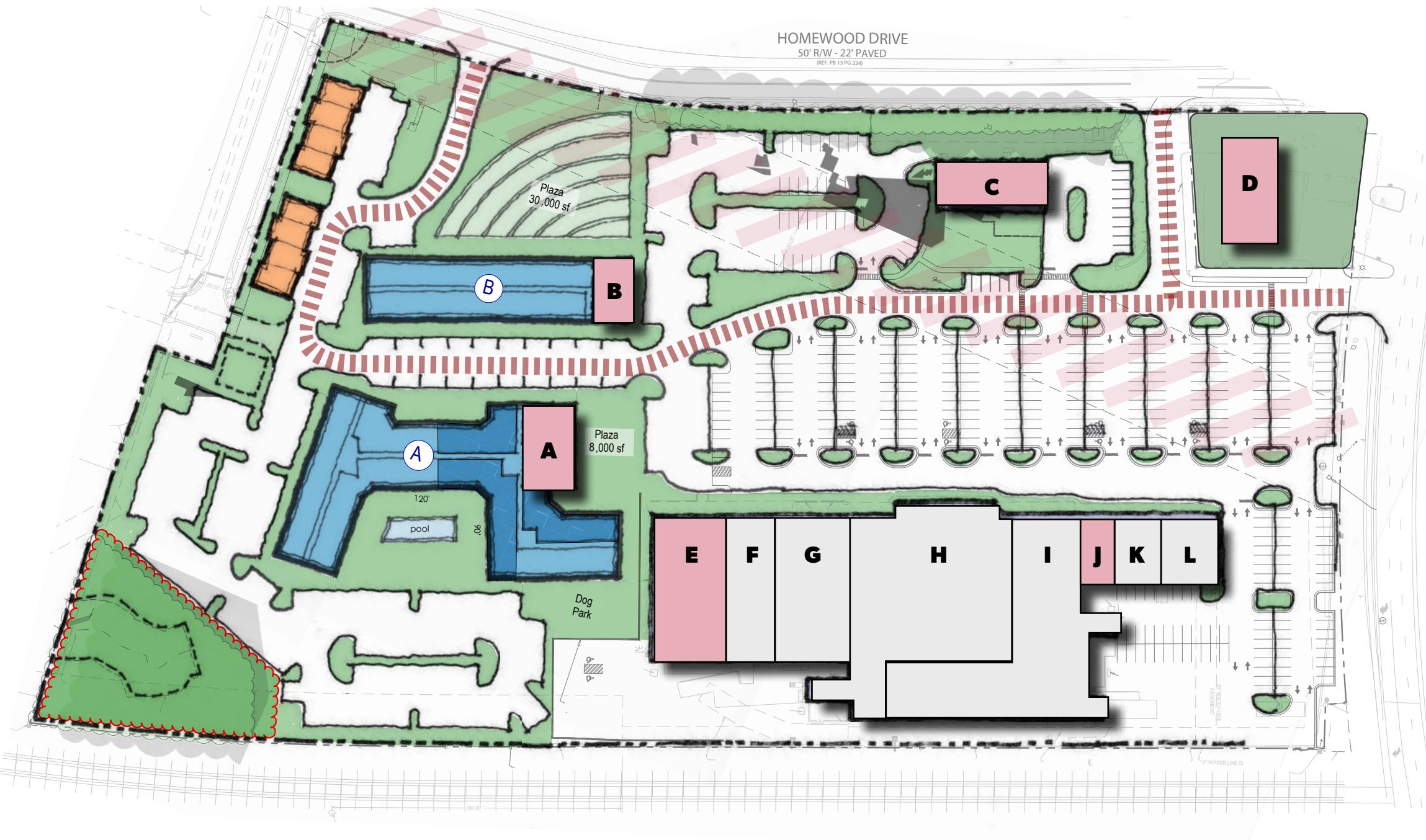
A. Conceptual Non-Binding Inspirational Imagery





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



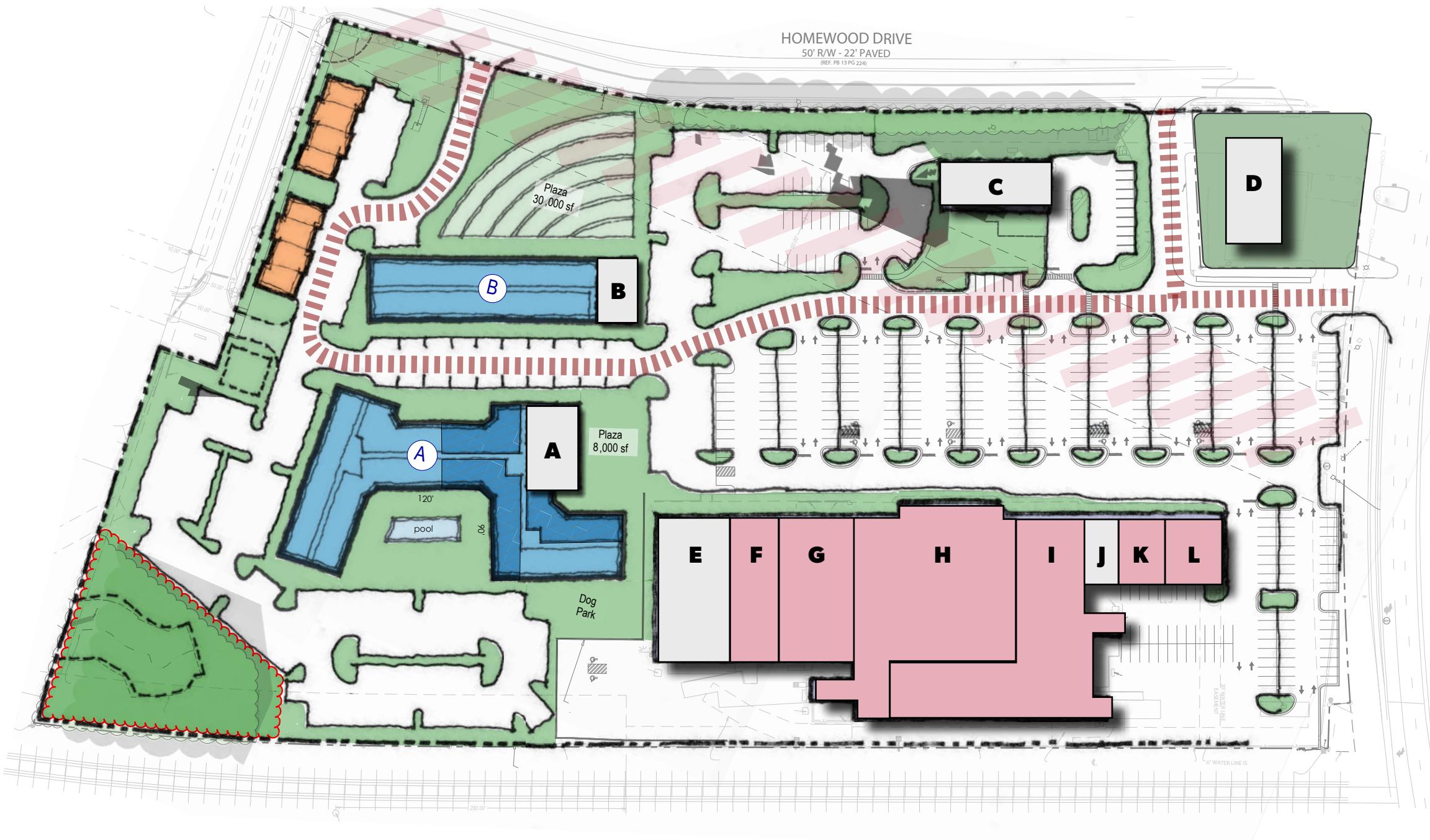
CARTER



AUSTIN
SUMNER
PROPERTIES



Fourth Oak Ventures, Inc.



Suite F: 5,000 SF

Tenant: AKF Martial Arts
Control: Through August 203

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



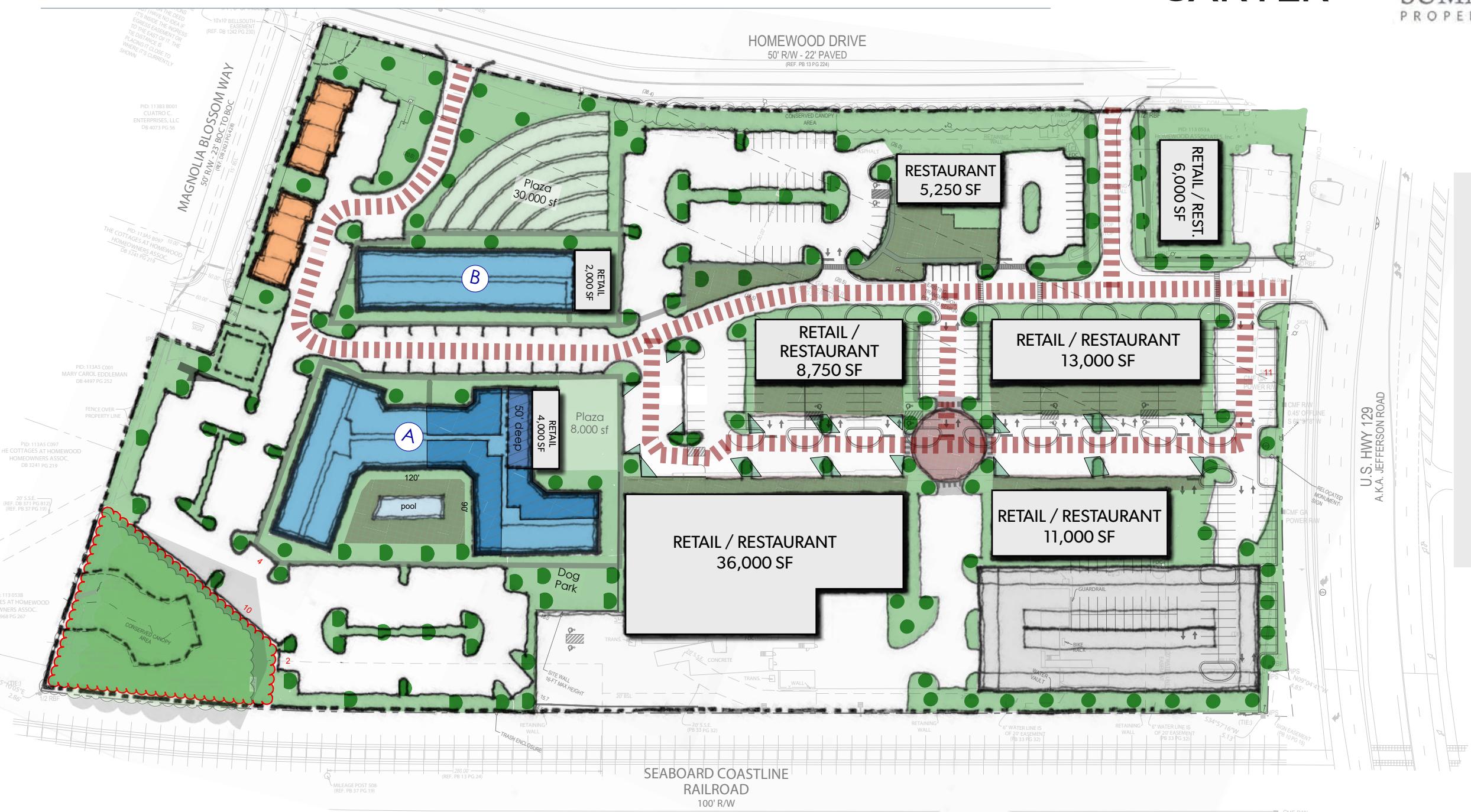
CARTER



AUSTIN
SUMNER
PROPERTIES



Fourth Oak Ventures, Inc.



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

PARKING:
16 GARAGES
516 SURFACE SPACES
300 DECK SPACES

832 TOTAL SPACES

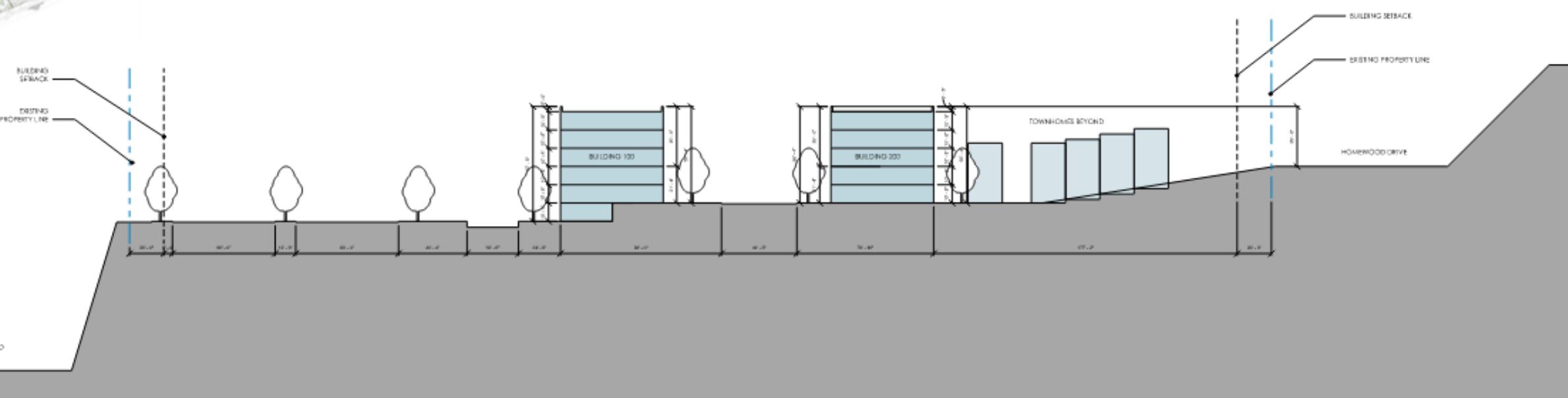
C. Site Improvements Tabulation

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



SECTION CUT LINE

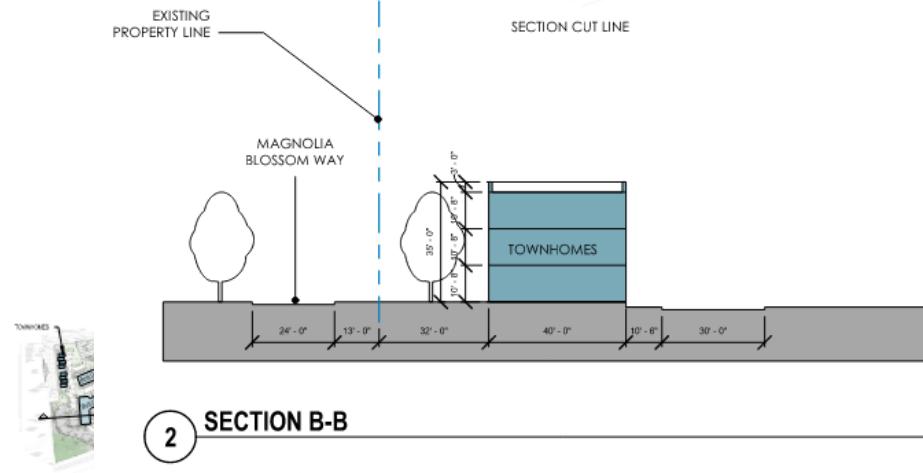


1 SECTION A-A

SCALE: NTS



SECTION CUT LINE

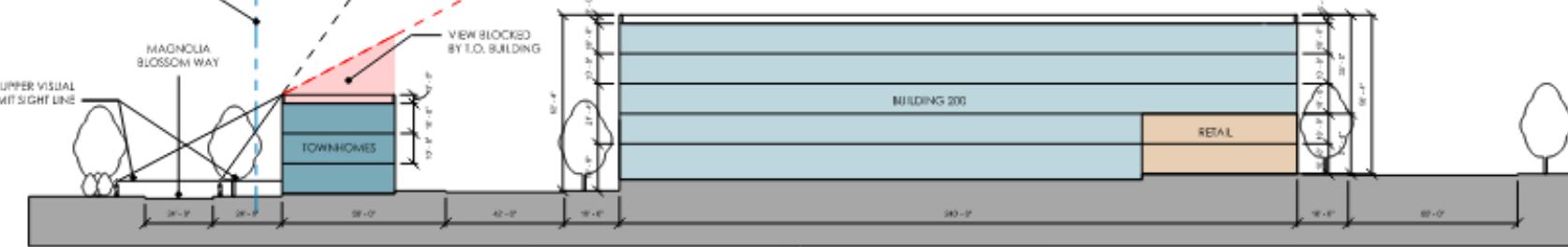


2 SECTION B-B

SECTION CUT LINE

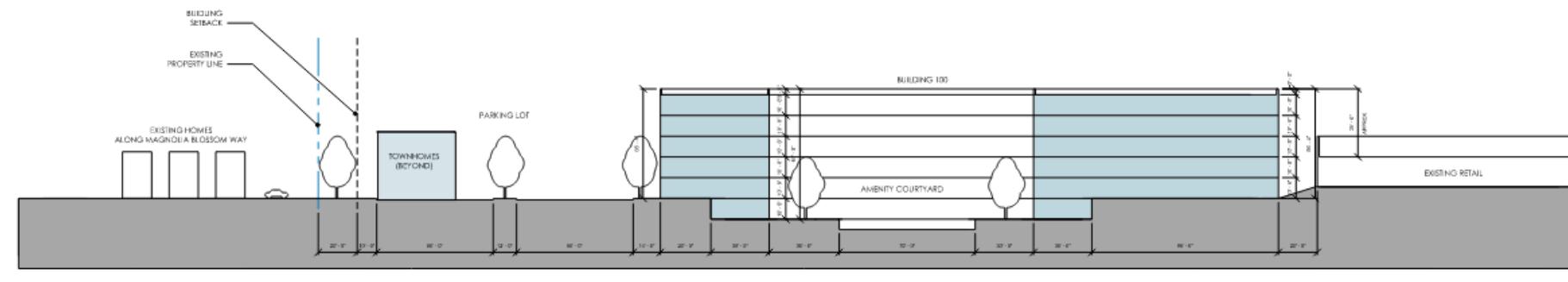


SECTION CUT LINE



3 SECTION C-C

SCALE: NTS



4 SECTION D-D

SECTION CUT LINE

D - Building Height Exhibit
See full size plan set for to-scale versions

E. Updated Building Elevations & Renderings





F. Shared Parking Exhibit

Location: S:\1\Projects\LaCo_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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PID: 113 053B
THE COTTAGES AT HOMewood
HOMEOWNERS ASSOC.
5-2628 PG 267

THIS EASEMENT WAS TAKEN FROM A DEED BOOK LONG HAND LEGAL DESCRIPTION. IT'S TIED DOWN TO THE R/W INTERSECTIONS BASED ON THE DEED BUT I HAVE NO IDEA IF IT'S INSIDE THE INGRESS EGRESS EASEMENT OR TO THE EAST OF IT. THE TIE DISTANCE IS PLACING IT CLOSE TO WHERE IT'S CURRENTLY SHOWN

PEDESTRIAN CONNECTION

PID: 113B3 B001
CUATRO C.
ENTERPRISES, LLC
DB 4073 PG 56

NO PARKING ALL
DAY

PEDESTRIAN CONNECTION

PEDESTRIAN CONNECTION

PID: 113A5 C097
THE COTTAGES AT HOMEWOOD
HOMEOWNERS ASSOC.
PP 2241 PG 219

Shared Parking Model				
Use	Required	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																		
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) Employee	34,133	sf GLA	2.90 0.70	100% 100%	99% 99%	2.87 0.69	ksf GLA	3.20 0.80	100% 100%	99% 99%	3.17 0.79	ksf GLA	100% 100%	100% 100%	98 24	100% 100%	100% 100%	109 28
Discount Stores/Superstores Employee	21,455	sf GLA	3.40 0.85	100% 100%	99% 99%	3.36 0.84	ksf GLA	3.80 0.95	100% 100%	99% 99%	3.76 0.94	ksf GLA	100% 100%	100% 100%	72 19	85% 95%	100% 100%	69 20
Food and Beverage																		
Family Restaurant Employee	6,000	sf GLA	15.25 2.15	100% 100%	89% 99%	13.58 2.13	ksf GLA	15.00 2.10	100% 100%	91% 99%	13.72 2.07	ksf GLA	90% 100%	100% 100%	74 13	100% 100%	100% 100%	82 13
Fast Casual/Fast Food Employee	4,000	sf GLA	12.40 2.00	100% 100%	26% 99%	3.19 1.98	ksf GLA	12.70 2.00	100% 100%	32% 99%	4.11 1.97	ksf GLA	100% 100%	96% 100%	12 8	100% 100%	96% 100%	16 8
Entertainment and Institutions																		
Hotel and Residential																		
Residential, Suburban Studio Efficiency 1 Bedroom 2 Bedrooms 3+ Bedrooms Reserved Visitor	35 57 133 8 50% 233	units units units units res spaces units	0.43 0.45 0.83 1.25 0.69 0.10	100% 100% 100% 100% 100% 100%	100% 100% 100% 100% 100% 100%	0.43 0.45 0.83 1.25 0.69 0.10	unit unit unit unit unit unit	0.43 0.45 0.83 1.25 0.69 0.15	100% 100% 100% 100% 100% 100%	100% 100% 100% 100% 100% 100%	0.43 0.45 0.83 1.25 0.69 0.15	unit unit unit unit unit unit	40% 40% 40% 40% 100% 20%	100% 100% 100% 100% 100% 100%	6 10 44 4 161 5	68% 68% 68% 68% 100% 20%	100% 100% 100% 100% 100% 100%	10 18 75 7 161 7
Office																		
Office 25 to 100 ksf Reserved Employee	27,500	sf GFA	0.30 0.00 3.49	100% 100% 100%	100% 100% 93%	0.30 0.00 3.24	ksf GFA	0.03 0.00 0.35	100% 100% 100%	100% 100% 93%	0.03 0.00 0.32	ksf GFA	45% 100% 85%	100% 100% 100%	4 - 76	90% 100% 90%	100% 100% 100%	1 - 8
Additional Land Uses																		
SITE CONCEPT SHOWS 633 PARKING SPACES												Customer/Visitor Employee/Resident Reserved			Customer Employee/Resident Reserved			
SITE CONCEPT SHOWS 633 PARKING SPACES												265 204 161			284 186 161			
SITE CONCEPT SHOWS 633 PARKING SPACES												Total			Total			
SITE CONCEPT SHOWS 633 PARKING SPACES												630			631			

SITE PROGRAMMING BASED
ON SITE CONCEPT PLAN

Shared Parking
Reduction 24% 18%

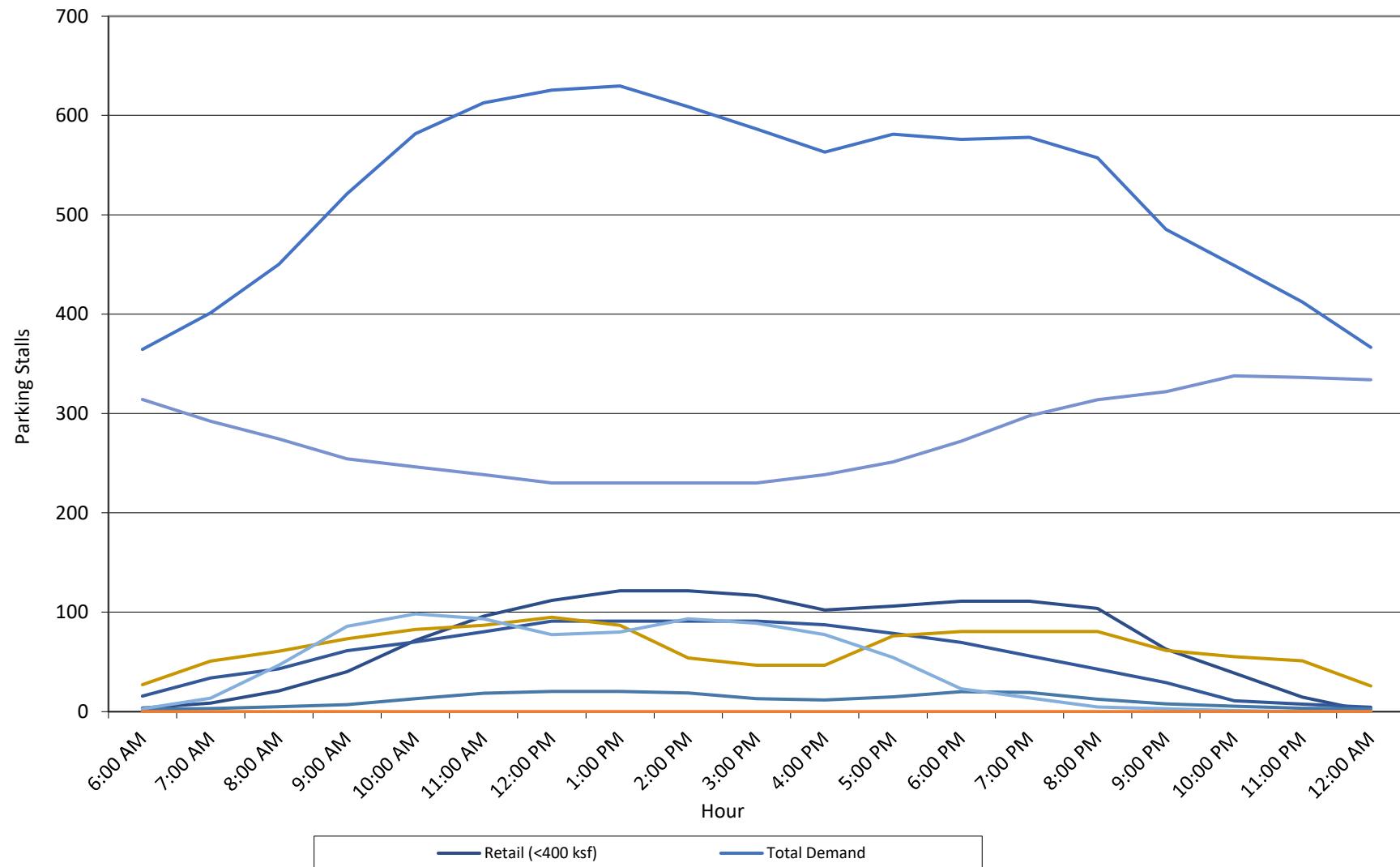
Project: Homewood
Description: Mixed-Use

Month	Monthly Comparison Summary							
	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

Month	Monthly Comparison Summary							
	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

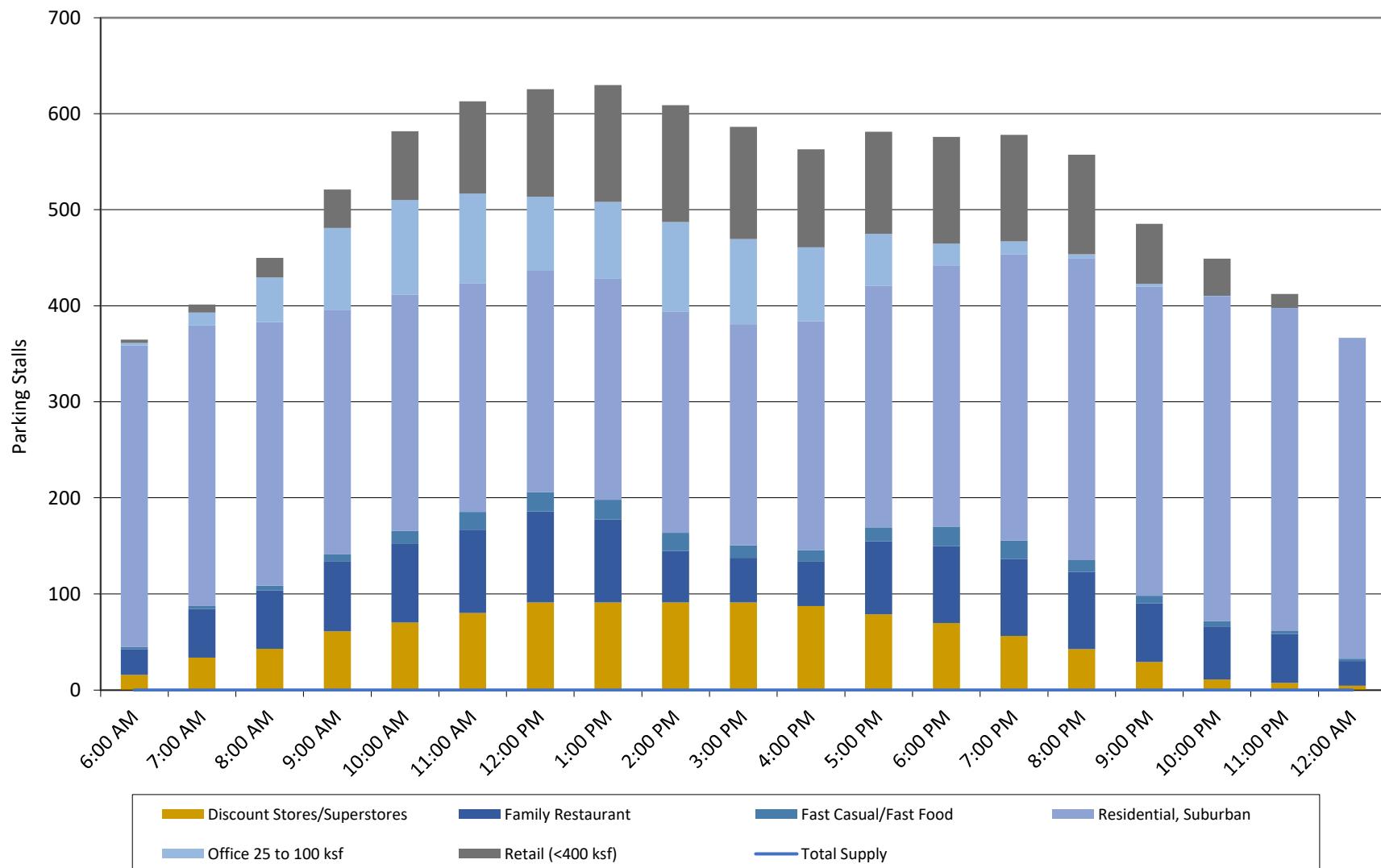
September 2018 Program (Un-Nested Residential)

Peak Month Daily Parking Demand by Hour (Weekday)



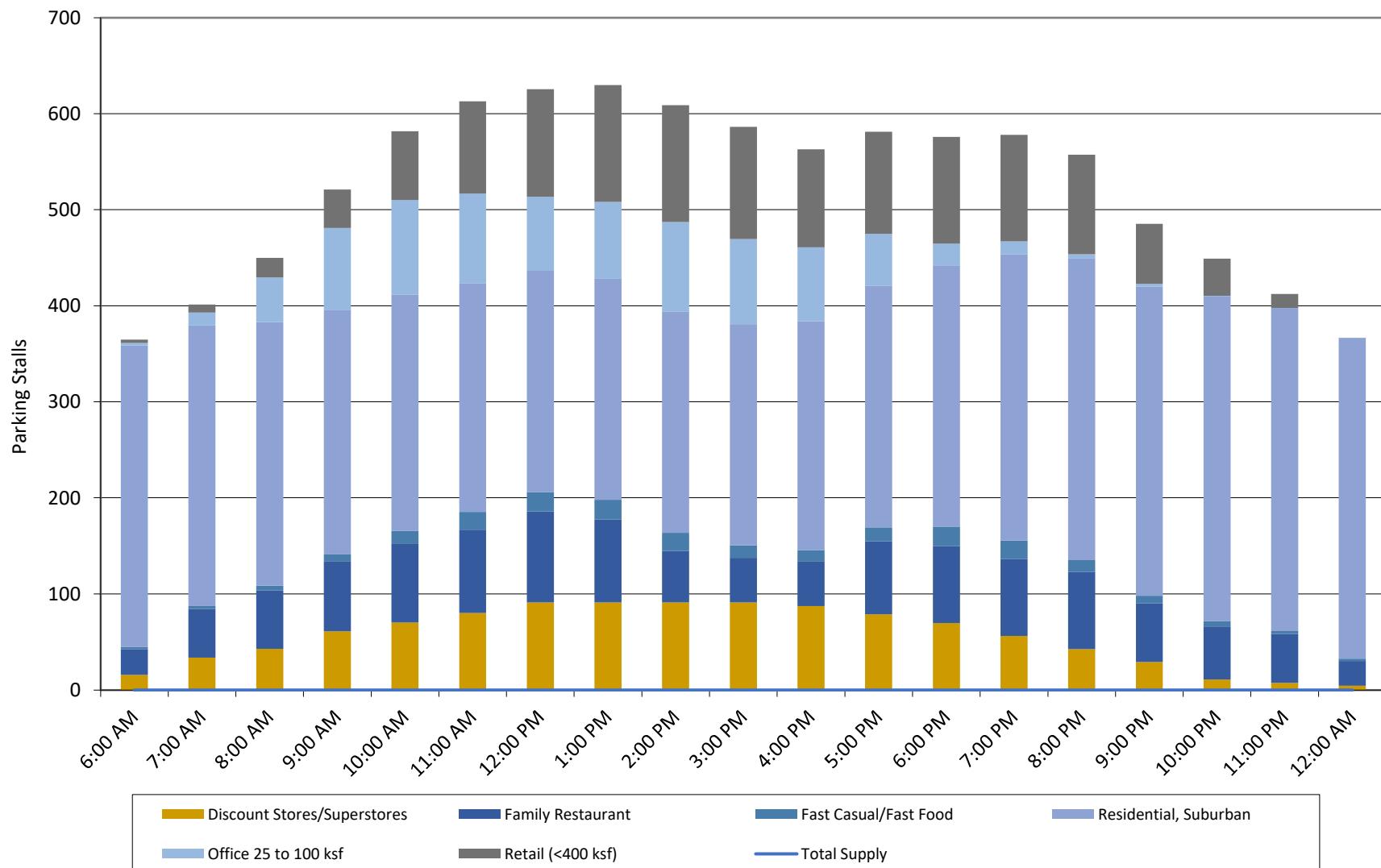
September 2018 Program (Un-Nested Residential)

Peak Month Daily Parking Demand by Hour (Weekday)



September 2018 Program (Un-Nested Residential)

Peak Month Daily Parking Demand by Hour (Weekday)

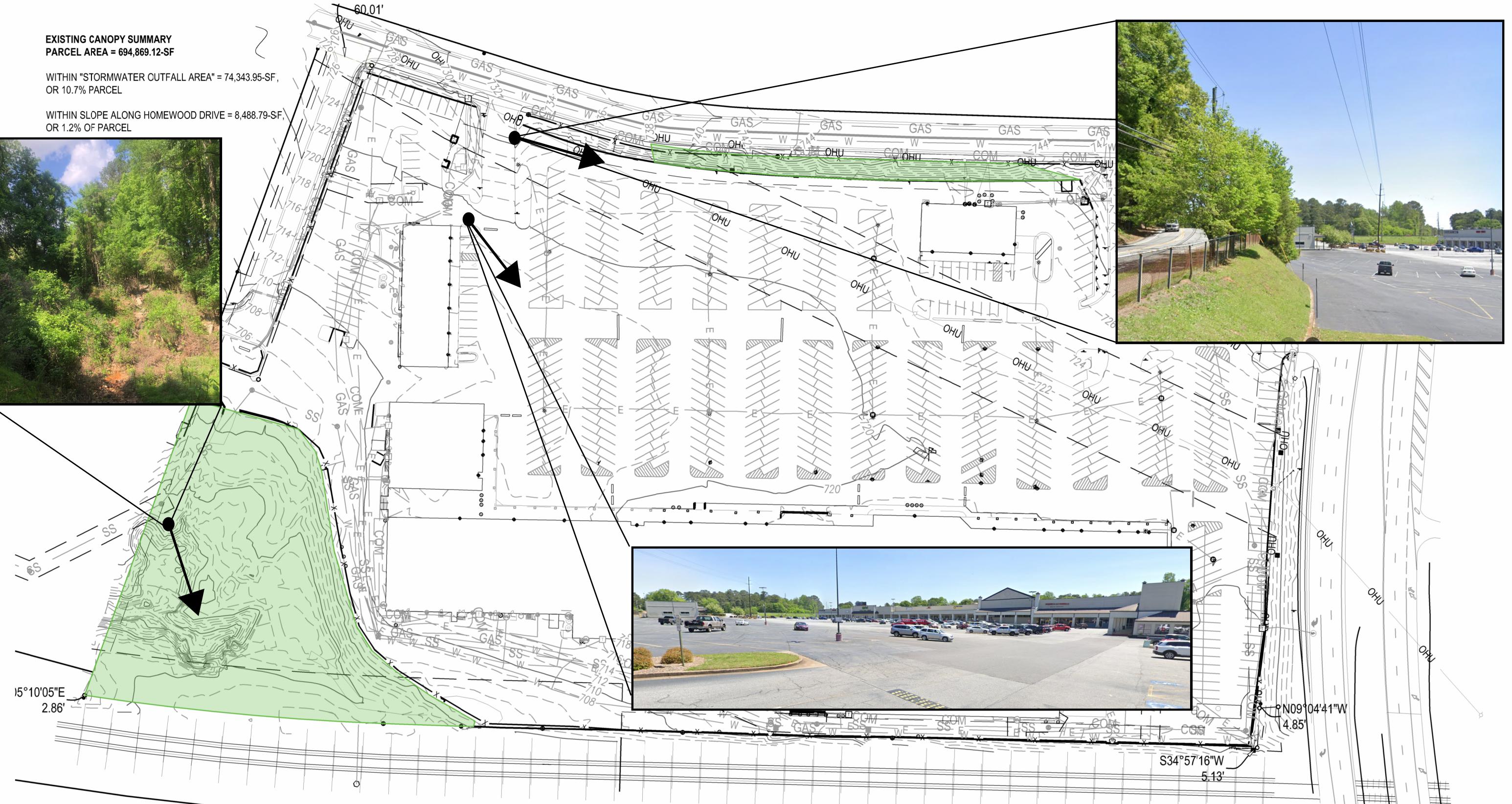


H. Tree Coverage Exhibit

EXISTING CANOPY SUMMARY
PARCEL AREA = 694,869.12-SF

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

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



Homewood Village - PD | Existing Canopy Exhibit

PROPOSED TREE CANOPY SUMMARY

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

PLANTED CANOPY - 43%

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

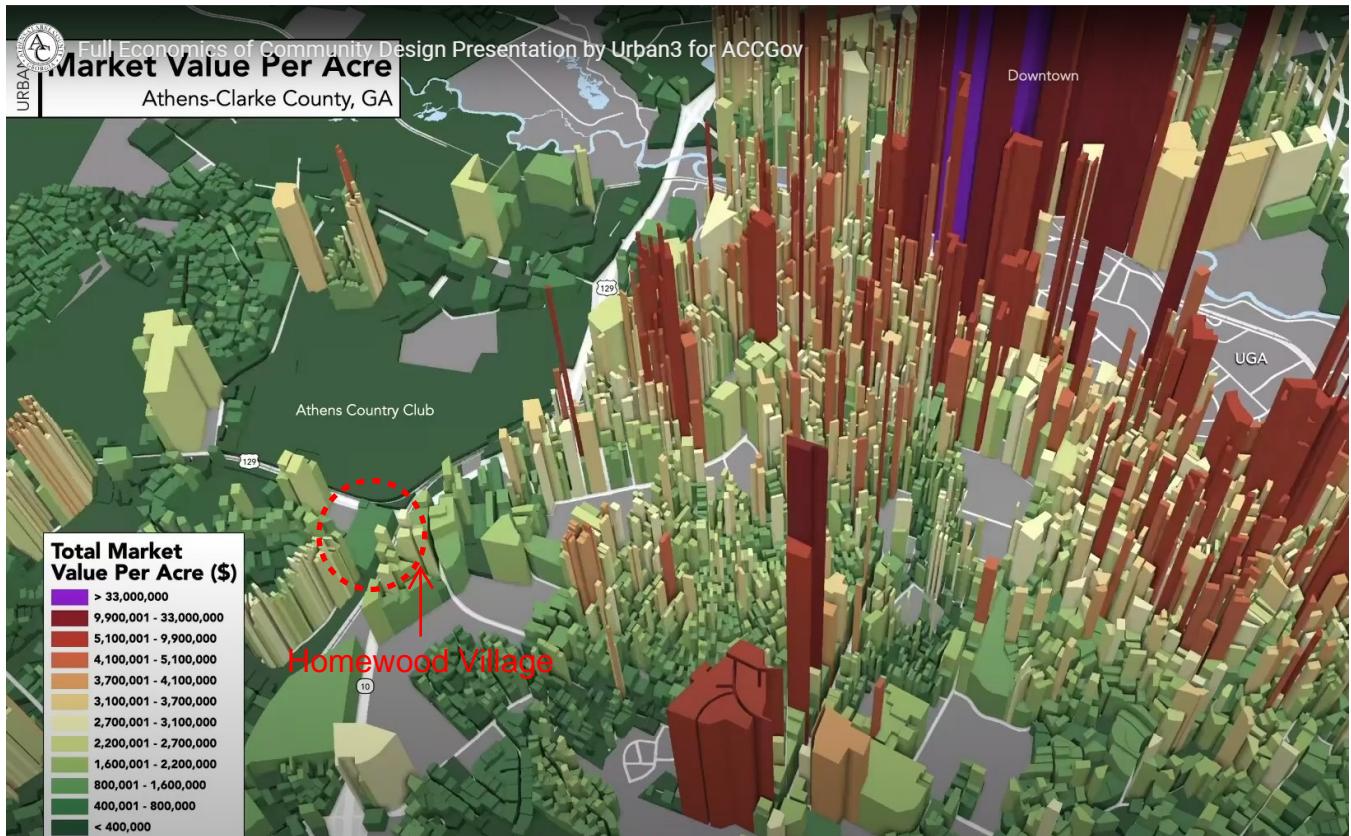


I. Tax Value Per Acre Tabulation

Value Per Acre Contribution for Proposed Redevelopment

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

Homewood Village

Athens, GA
Athens-Clarke County

spg

Master Planned Development

08/01/25

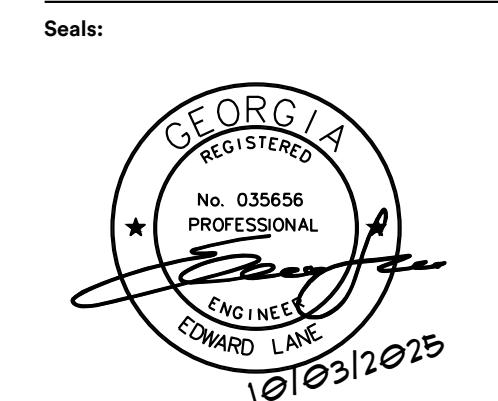


Location: SM Projects/Laico, T4 - Homewood Village 2025-352203 Concepts/02-Environments/Master PD Revised Creation date: Tuesday, September 30, 2025 7:02:06 AM
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Sheet Index

Sheet No	Description
PD-0	Cover Sheet
PD-1	Existing Conditions
PD-2	Master PD Site
PD-3	Master PD Conceptual Utility Plan
PD-4	Master PD Tree Management Plan
AR-01	Architectural Renderings
AR-02	Architectural Renderings
AR-03	Architectural Renderings
AR-04	Architectural Renderings
AR-05	Architectural Renderings
A4-01	Overall Elevations Building 100
A4-02	Overall Elevations Building 200
A4-03	Overall Elevations Townhomes
A1	Overall Street Sections



Project Info:
Homewood Village
Athens-Clarke County

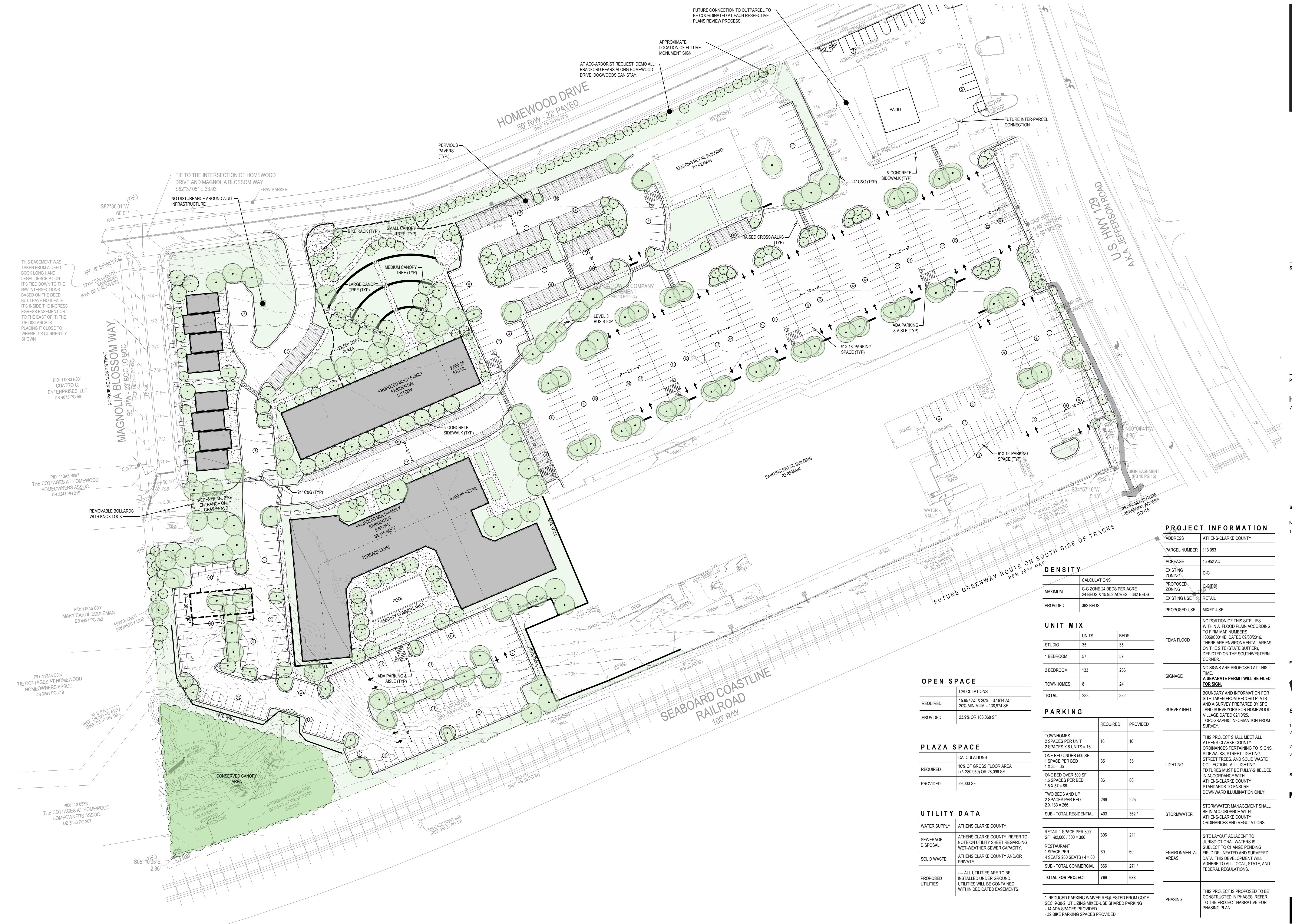
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No. Date Description
1 10/03/2025 Description of Revisions

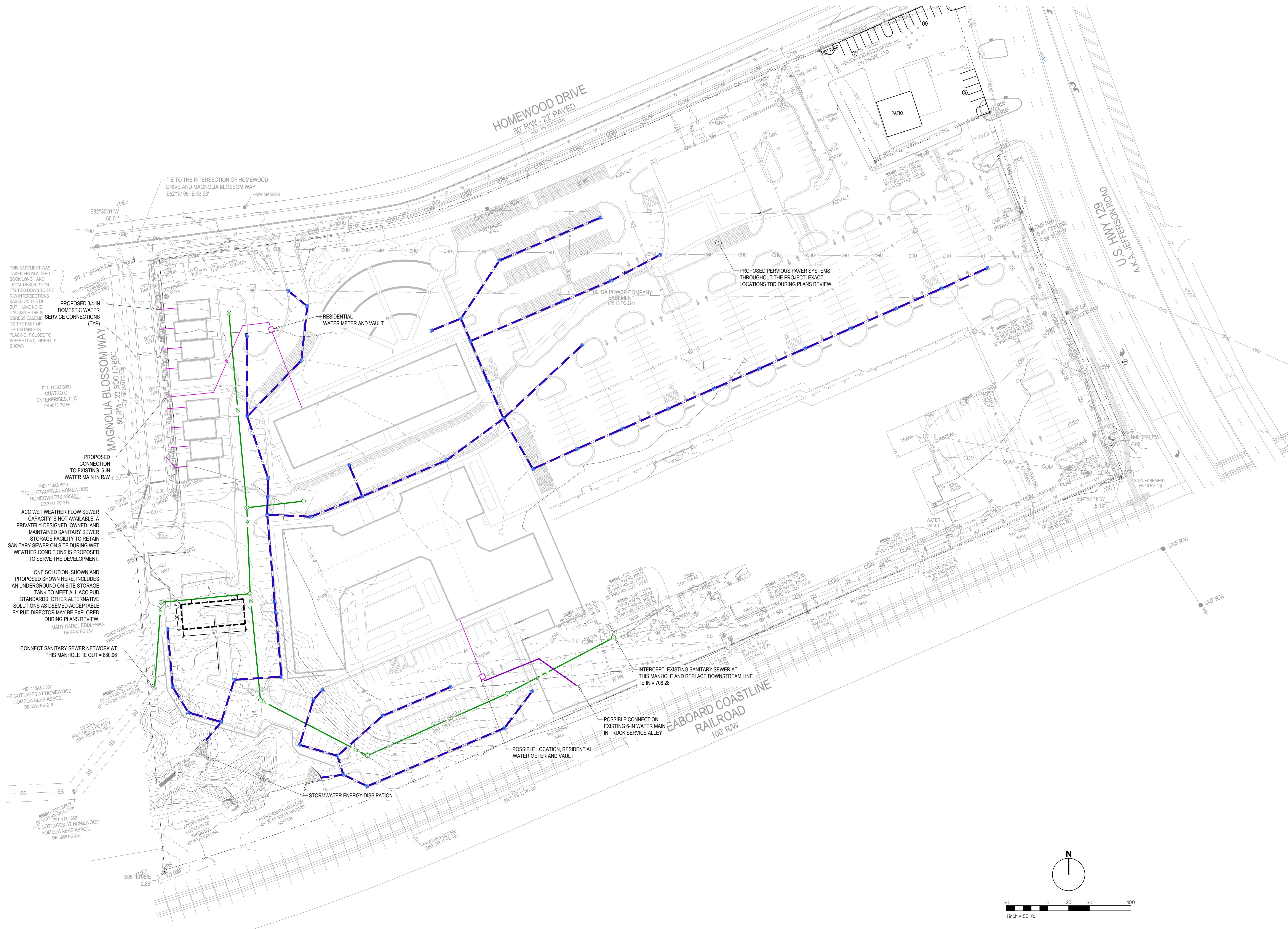
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 Planners + Engineers

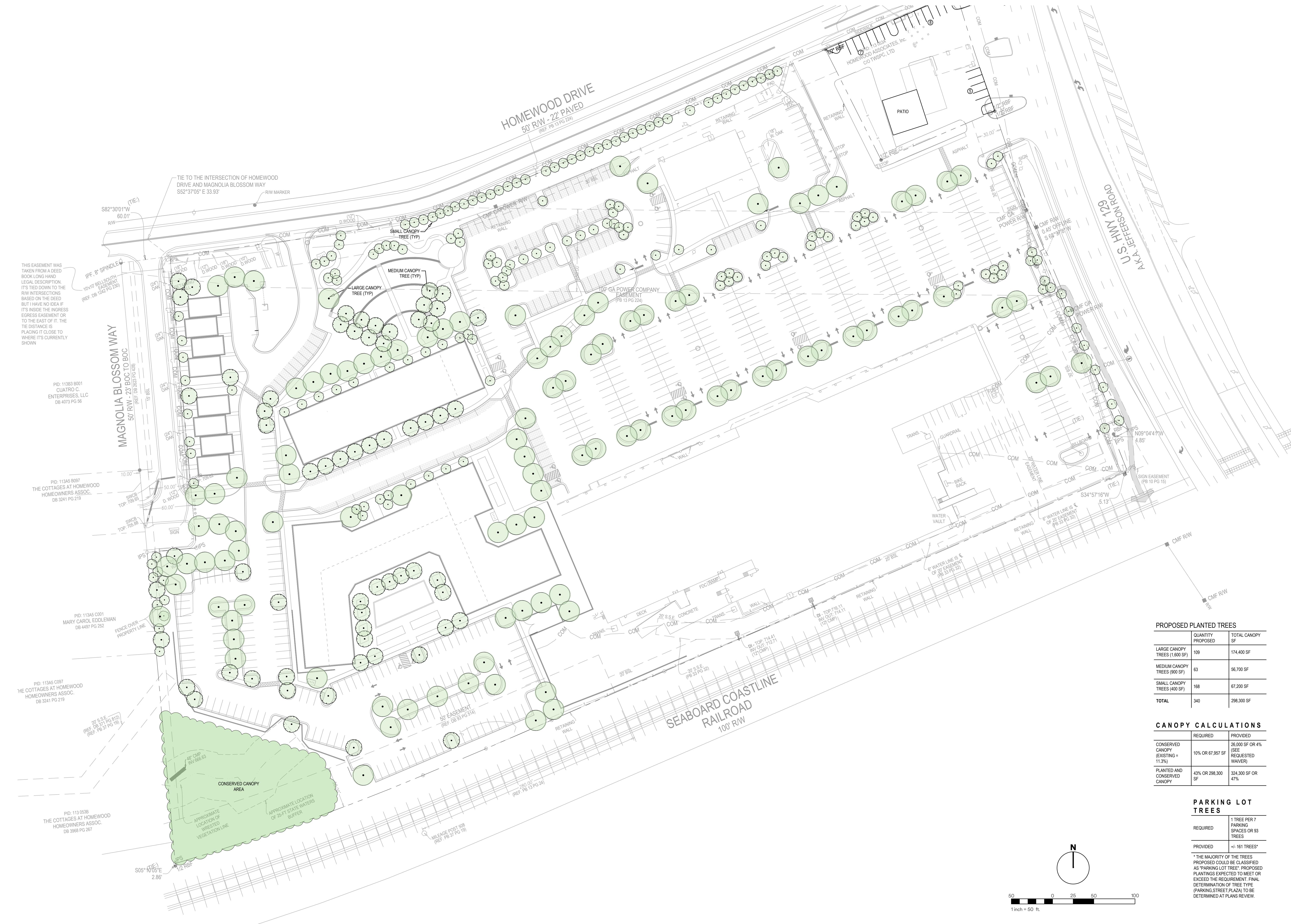
SPG Planners + Engineers
1725 Electric Avenue, STE 320
Watkinsville, GA 30677
706.769.9515
www.onespg.com

Sheet Title:
Cover Sheet

PD-0









VIEW ALONG HOMEWOOD DR.



2 VIEW HOMewood DR. & MAGNOLIA

PRESTON

ARCHITECT

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115 Perimeter Center Place, Suite 1000
Atlanta, Georgia 30346
Contact: Andrew Butler
Tel. 478.542.4599

CLIENT

Carter USA
39 Georgia Avenue, SE, Suite 200
Atlanta, GA 30312
Contact: TJ Laco
Tel. 678.232.3509

SEAL

PROJECT

Carter/Austin Sumner Properties

FOR Carter USA

ISSUE

ZONING SUBMISSION

DATE

10/03/2025

JOB NUM

SHEET TITLE

ARCHITECTURE

AB 01

COMMENTS



VIEW BETWEEN BLDG 100 & 200



VIEW BETWEEN BLDG 100 & 200

PRESTON

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PROJECT

Carter/Austin Sumner Properties

FOR Carter USA

SHEET HISTORY

ISSUE

ZONING SUBMISSION

DATE

10/03/2025

2443804

ARCHITECTURE

AR-02



VIEW FROM MAGNOLIA DR.



VIEW AT RETAIL TOWARDS BLDG 100

PRESTON

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SEAL

PROJECT

Carter/Austin Sumner Properties

FOR Carter USA

ISSUE

ZONING SUBMISSION

10/03/2025

10/03/2023

1000

2445004

RENDERINGS

AKU

AR-03



1 EXISTING RETAIL WITH PROPOSED MIXED-USE



VIEW FROM PROPOSED RESTAURANT

PRESTON

ARCHITECT

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SEAL

PROJECT

Carter/Austin Sumner Properties

FOR Carter USA

ISSUE

ZONING SUBMISSION

10/03/2025

10/03/2023

2442804

SHEET TITLE

SHEET NUMBER

AR-04



VIEW BETWEEN BLDG 100 & 200



VIEW BETWEEN BLDG 100 & 200

PRESTON

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SEAL

PROJECT

Carter/Austin Sumner Properties

FOR Carter USA

ISSUE

ZONING SUBMISSION

10/03/2025

10/03/2023

2443804

SHEET TITLE

ARCHII

STRUCTURAL RENDERINGS

SHEET NUMBER

AP 65

AR-05

ARCHITECT
 The Preston Partnership, LLC
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 Contact: Andrew Butler
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CLIENT
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 Atlanta, GA 30312
 Contact: TJ Laco
 Tel. 678.232.3509

SEAL

PROJECT
Carter/Austin Sumner Properties

FOR Carter USA

SHEET HISTORY
 ISSUE DATE

ISSUE
ZONING SUBMISSION

DATE 10/03/2025

JOB NUMBER 2443804

SHEET TITLE
**OVERALL ELEVATIONS
BUILDING 100**

SHEET NUMBER

A4-01

COMMENTS



2 BUILDING 100 - WEST ELEVATION

SCALE: 1/16" = 1'-0"



3 BUILDING 100 - EAST ELEVATION

SCALE: 1/16" = 1'-0"



1 BUILDING 100 - NORTH ELEVATION

SCALE: 1/16" = 1'-0"

INTERIOR LAYOUT IS STILL IN DEVELOPMENT. FINAL AMENITY/LOBBY LOCATION TBD. OVERALL ARCHITECTURAL CHARACTER WILL REMAIN CONSISTENT, WITH MINOR FAÇADE ADJUSTMENTS AS NEEDED.

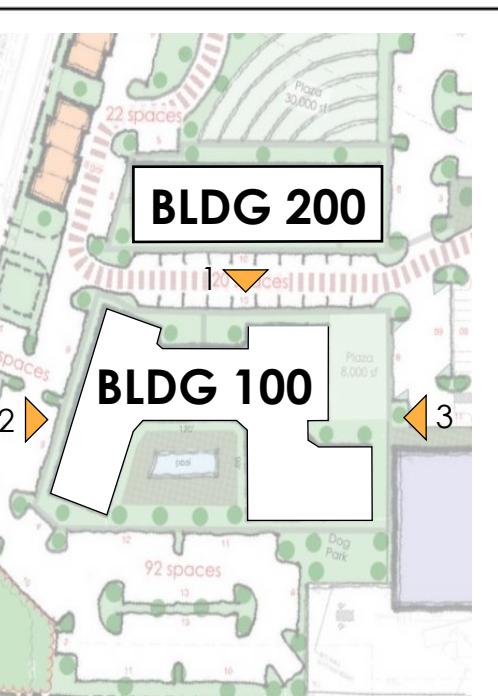
KEYED NOTES

EXTERIOR FINISHES		
TAG	DESCRIPTION	COLOR/FINISH
CP-1	CEMENTITIOUS SIDING - VARIED WIDTHS	WHITE
CP-2	CEMENTITIOUS SIDING - VARIED WIDTHS	GRAY
CP-3	CEMENTITIOUS SIDING - VARIED WIDTHS	BLACK
CP-4	CEMENTITIOUS PANEL	BLACK
TR-1	CEMENTITIOUS TRIM	BLACK
BR-1	BRICK VENEER	LIGHT BUFF
BR-2	BRICK VENEER	DARK CHARCOAL
WD-1	WOOD LOOK SIDING	TEXAS HONEY
MR-1	ALUMINUM RAILING W/ PICKETS	BLACK
SF-1	ALUMINUM STOREFRONT	BLACK

NOTES

1. REFER TO SITE PLAN FOR BUILDING ORIENTATION.
2. ALL TOILET AND DRYER EXHAUST VENT CAPS SHALL BE PAINTED TO MATCH ADJACENT SURFACE.
3. ALL EXPOSED SLAB EDGES SHALL BE PAINTED TO MATCH ADJACENT SURFACES.
4. EXPOSED SPACING OF ALTERNATIVE LAP SIDING 4", 4", 6", 8", 8"

KEY PLAN



ARCHITECT
The Preston Partnership, LLC
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Atlanta, Georgia 30346
Contact: Andrew Butler
Tel. 478.542.4599

CLIENT
Carter USA
39 Georgia Avenue, SE, Suite 200
Atlanta, GA 30312
Contact: TJ Laco
Tel. 678.232.3509

SEAL

PROJECT
Carter/Austin Summer Properties

FOR Carter USA

SHEET HISTORY

ISSUE DATE

ISSUE

ZONING SUBMISSION

DATE

10/03/2025

JOB NUMBER

2443804

SHEET TITLE

OVERALL ELEVATIONS
BUILDING 200

SHEET NUMBER

A4-02

COMMENTS



4 BUILDING 200 - EAST ELEVATION

SCALE: 1/16" = 1'-0"



3 BUILDING 200 - SOUTH ELEVATION

SCALE: 1/16" = 1'-0"



2 BUILDING 200 - EAST ELEVATION

SCALE: 1/16" = 1'-0"



1 BUILDING 200 - NORTH ELEVATION

SCALE: 1/16" = 1'-0"

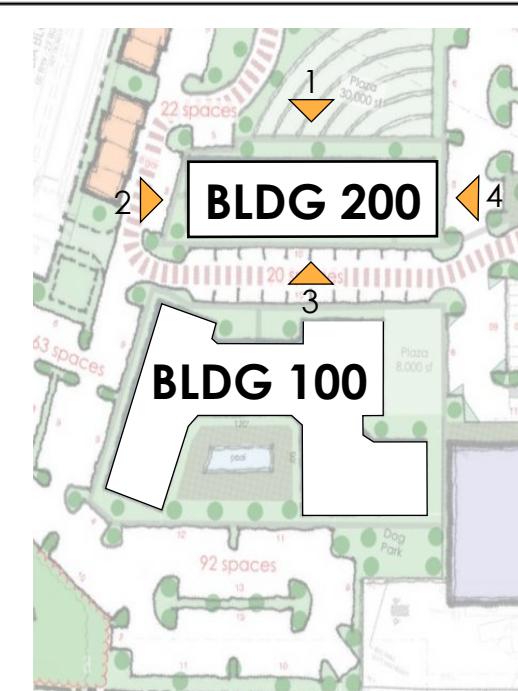
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4. EXPOSED SPACING OF ALTERNATIVE LAP SIDING 4", 4", 6", 8", 8"

KEY PLAN



2 TOWNHOMES - BACK ELEVATION

SCALE: 3/16" = 1'-0"



2 TOWNHOMES - BACK ELEVATION

SCALE: 3/16" = 1'-0"



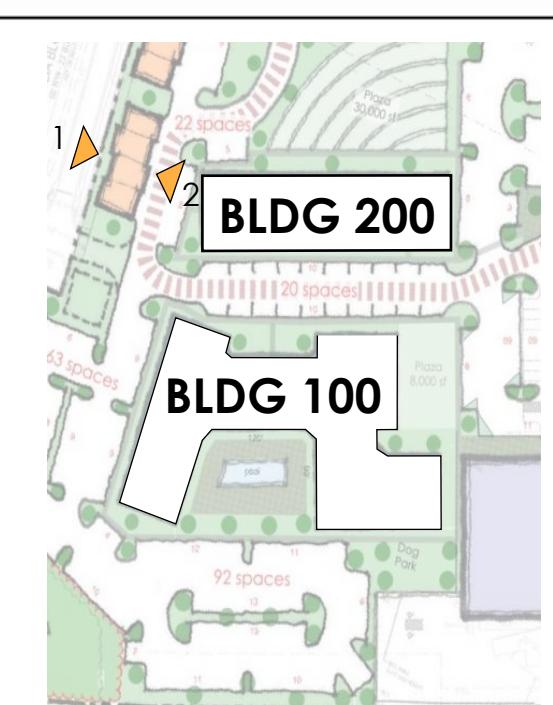
1 TOWNHOMES - FRONT ELEVATION

SCALE: 3/16" = 1'-0"

EXTERIOR FINISHES		
TAG	DESCRIPTION	COLOR/FINISH
CP-1	CEMENTITIOUS SIDING - VARIED WIDTHS	WHITE
CP-2	CEMENTITIOUS SIDING - VARIED WIDTHS	GRAY
CP-3	CEMENTITIOUS SIDING - VARIED WIDTHS	BLACK
CP-4	CEMENTITIOUS PANEL	BLACK
TR-1	CEMENTITIOUS TRIM	BLACK
BR-1	BRICK VENEER	LIGHT BUFF
BR-2	BRICK VENEER	DARK CHARCOAL
WD-1	WOOD LOOK SIDING	TEXAS HONEY
MR-1	ALUMINUM RAILING W/ PICKETS	BLACK
SF-1	ALUMINUM STOREFRONT	BLACK

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3. ALL EXPOSED SLAB EDGES SHALL BE PAINTED TO MATCH ADJACENT SURFACES.
4. EXPOSED SPACING OF ALTERNATIVE LAP SIDING 4", 4", 6", 8", 8"



Homewood neighbors for smart redevelopment of Homewood Village



A redevelopment of this scale is a rare opportunity that will impact our community for decades to come. Many of the surrounding neighbors would be excited about a high-quality redevelopment that could attract more shops, restaurants/cafes, and other amenities, but we are concerned that we will be asked to bear the brunt of negative

traffic impacts without receiving the benefit of a truly enhanced community space where we can gather with our families and neighbors. Athens desperately needs more housing so we are ready to embrace new neighbors, but the project must be done at an appropriate scale, showing respect for the existing context. A project that meets the intent of the Future Land Use map designation "Town Center" would be an asset to the community and bolster our neighborhood pride and sense of place here in Homewood Hills.

The undersigned neighbors respectfully request that the Planning Commission consider the following concerns about the proposed planned development at 2415 Jefferson Road:

1. The scale and density of the proposed planned development are not compatible with the surrounding area. We oppose the construction of two five-story buildings directly adjacent to Homewood Hills and the Cottages at Homewood. Fewer stories, fewer units, and relocating the apartment buildings further from the Cottages would be more compatible.
2. This project lacks compatibility with Town Center designation envisioned for this parcel, as outlined in the ongoing future land use plan update process. In the Town Center designation, "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-model transit." The project as currently proposed fails to meet these standards.
3. Traffic concerns: We are very concerned about traffic impacts at the intersection of Jefferson and S. Homewood, and potential cut-through traffic from Whitehead Rd. to Jefferson Rd. The submitted traffic impact analysis compares the highest potential impact of the existing development (not current vacancy conditions) to the impact of the redevelopment. We understand that may be standard practice. In this case, because the shopping center currently has a high vacancy rate, this analysis does not give a realistic assessment of the potential impacts on our neighborhood and is therefore insufficient. Please request additional traffic analysis to give a more accurate accounting of the potential impacts.
4. Despite claims that this development is a move closer to providing a Town-Center node, the site plan fails to provide adequate greenspace or connectivity for those walking or biking from surrounding neighborhoods. Please request that the applicant include a more robust internal sidewalk network and include a bike/pedestrian entrance on S. Homewood Dr. (where the vehicle entrance is proposed to be removed) with a crosswalk across S. Homewood.
5. Land use prohibitions: in order to maintain pedestrian orientation and town-center character, please restrict fast food, drive-thrus, auto repair shops, and other auto-oriented uses

6. Please request additional architectural renderings for the commercial component; based on the submitted materials, we are not confident that the architectural upgrades will be high quality.
7. Please require that the commercial upgrades be constructed simultaneously with the apartment buildings. We want to be sure that the commercial upgrades will be completed, and are concerned that Phase III of the project could be abandoned down the line.
8. Please require canopy trees that would have been planted in the power easement to be planted elsewhere on the property, in addition to as much landscaping and walkable greenspace as possible throughout the site.

	A	B	C	D
1	Date	Name	Address	Why did you sign?
2	26-May-25	Ben Hornsby	125 Clifton Dr Athens, GA, 30606	Homewood Hills resident wanting the BEST for the community
3	26-May-25	Dale Skeppstrom	195 S. Homewood Dr. Athens, Ga, 30606	I agree with concerns listed above.
4	26-May-25	Kim Alix Langdon	160 Devereux Dr Athens, GA, 30606	
5	26-May-25	Lara Mathes	260 Ashton Drive ATHENS, GA, 30606-	
6	26-May-25	William Tonks	270 Hunnicutt Dr Athens, GA, 30606	I believe the 8 points mentioned are very worthy of discussion. We are not anti-development/housing, just want to be sure as much is done as can be to make improvements that will add to lasting enrichment of our neighborhood.
7	26-May-25	Marnie Yeomans	126 Clifton Dr Athens, GA, 30606	Traffic concerns
8	26-May-25	Mary T. Kramer	140 N Homewood Drive Athens, GA, 30606	I live in Homewood Hills and will be greatly impacted by this development. The traffic and noise generated by this project will impair my safety and ability to enjoy living in my neighborhood. We chose our home several years ago because of the ability to walk and bike safely away from the traffic on Prince and other main roads.
9	26-May-25	Lauren Angert	240 Hunnicutt Drive Athens, Georgia, 30606	I love Homewood Hills and want this project to improve the value of my and my neighbors' homes. I want this project to improve our neighborhood rather than destroy it.
10	26-May-25	Mari Braveheart-Dances	133 S. Homewood Drive Athens, GA, 30606	I signed, because I wholeheartedly agree with each and every aspect of this petition. It will be a monumental failure of vision to allow the development as it currently stands, without attention to the details of quality standards this parcel demands - both for residents of Homewood Hills as well as the nearby Cottages. Unequivocally, people will cut through Whitehead Road. So it will negatively impact that neighborhood as well. Attention to all matters in this petition and thus changes made that are in line with the vision for Athens, is imperative. Athens' character must not be damaged or destroyed by this type of development as it currently stands.

	A	B	C	D
11	26-May-25	Eileen Driscoll	146 S Homewood Dr Athens, GA, 30606	Too much congestion in a small area. Traffic.
12	26-May-25	Barbara Houze	180 Pendleton Athens, Ga, 30606	Agree with suggestions and am concerned about quality and impact of renovations
13	26-May-25	Robert Parker	185 North Homewood Dr Athens, GA, 30606	Resident of Homewood hills concerned about development plans and traffic issues.
14	26-May-25	Nancy Jackson	285 Hunnicutt Dr. Athens, GA 30606, GA,	I have the same concerns referenced in the petition.
15	26-May-25	Jill Weekley	220 Clifton Drive Athens, GA, 30606	I am a resident in favor of these changes.
16	26-May-25	Robert Heath	120 Pendleton Dr Athens, GA, 30606	Traffic concerns
17	26-May-25	Steven Casadont	189 Pendleton Drive Athens, GA, 30606	Because I am in full agreement with all of the concerns expressed in the petition
18	26-May-25	Seth Hendershot	140 S Homewood Dr Athens, GA, 30606	We live one block away from the proposed development and are concerned about the potential impact it will have on our community.
19	26-May-25	Janet Slavin	120 Atkinson Dr Athens, GA, 30606	Deep concerns about construction, business types, tenant quantity & quality, impact on traffic & well established residential neighborhoods.
20	26-May-25	Dylan Wilson	193 Pendleton Dr Athens, GA, 30606	The houses in this neighborhood have character. Large unattractive contemporary style apartment building don't mesh with the unique style of Homewood Hills. The potential overload of the Jefferson and Homewood intersection is not only inconvenient for those living here, but also for everyone commuting to and from Athens daily using Prince/129.

	A	B	C	D
21	26-May-25	Michael Goltzer	120 Valleywood Athens, GA, 30606	I'm concerned that any increased traffic flow will produce unsafe conditions. I noted that the developer stated that improvement to storefronts and the retail properties would be deferred to some undefined date and worry that they might not be implemented. I also heard the developer comment about retaining the "mature trees" along Homewood. Those are Bradford Pears, which are essentially undesirable invasives. They should be replaced, preferably with native trees or other plants to screen the view of the five story apartments from the road.
22	26-May-25	Kelly Whitcomb	193 Pendleton Drive Athens, GA, 30606	
23	26-May-25	Lou Tolosa-Casadont	189 Pendleton Drive Athens, Georgia, 30606	I agree with the respectful request stated above asking that the Planning Commission and Board of Commissioners consider the following concerns about the proposed planned development at 2415 Jefferson Road. Thank you for taking these concerns into account.
24	26-May-25	Melissa Aguilar	290 hunnicutt drive Athens, GA, 30606	I desire smart redevelopment for our neighborhood.
25	26-May-25	Dennis Frary	125 Hunnicutt Dr Athens, GA, 30606	For a better plan.
26	25-May-25	Kim Zanone	Athens, GA, 30606	The issues above seemed like valid reasons to sign.
27	25-May-25	Lilyan West	145 Atkinson Dr Athens, GA, 30606	I oppose this development. I pay almost \$6,500 taxes as a homeowner in Homewood Hills. Please respect our wishes and do not go through with this project.
28	25-May-25	Kelly Purcell	245 Hunnicutt Drive Athens, Georgia, 30606	I am concerned about the traffic.
29	25-May-25	Deryl Bailey	135 Valleywood drive Athens, GA, 30606	

	A	B	C	D
30	25-May-25	Mark Ralston	190 PENDLETON DR ATHENS, GA, 30606-1645	I live in Homewood Hills and drive by this area twice daily or more, as well as bicycling through it frequently. I agree with the points articulated in this petition. The redevelopment needs to have lower buildings, especially at the end near Homewood Cottages, traffic impact estimates seem unrealistic, postponing commercial development presents a risk that it may not be built at all, and the site needs better bike/ped infrastructure and connectedness.
31	25-May-25	Lindsey Patat	225 Pendleton Dr. Athens, GA, 30606	Too much traffic, and housing too dense.
32	25-May-25	Samuel Patat	225 Pendleton Dr Athens, Georgia, 30606	Too much density/traffic already, not enough green-space.
33	25-May-25	Zach Moore	133 Magnolia Blossom Way Athens, GA, 30606	
34	25-May-25	Anna Moore	260 magnolia blossom way Athens, Ga, 30606	
35	25-May-25	Anne Ridgway	264 Magnolia blossom Way Athens, Ga, 30606	I could write a book, but basically all the reasons above. This is also not going to help the issue of affordable housing. The worst part is no one has thought how this will impact traffic. 200 plus residents trying to make a right out of the complex into a lane that leads to the loop is ridiculous. It is like no one has been out here to test any of these issues. Losing the commercial space is ridiculous. We have businesses now that are fine. Please rethink the five stories. I would think two stories is fine. Allow these to be homes or condos with apartments that are affordable. Make the space green and accessible. Rezoning because you want more money from apartments is not in our best interest.
36	25-May-25	John R Caldwell	521 Lakeland Court Athens, GA, 30607	I live in this area and I want to see responsible growth and building.
37	25-May-25	Scott Pippin	160 N Homewood dr Athens, GA, 30606	

	A	B	C	D
38	24-May-25	Anna Bearden	282 Janice Drive Athens, GA, 30606	While I support additional housing and a development in The Homewood Hills shopping center, a more thoughtful development in keeping with the infrastructure and current needs of the community feels more in line with helping to maintain the current character and use of this area of the neighborhood. I am most concerned with the onslaught of traffic and already fraught thoroughfare usage of the neighborhood streets in the event of this level of additional housing.
39	24-May-25	Scotty Diesch	200 Valleywood Drive Athens, GA, 30606	I want more green space planned into the build. And for more thought about future traffic to be taken into consideration.
40	24-May-25	Stephanie Starr	175 Valleywood drive Athens, Ga, 30606	I live in the neighborhood and would like to see redevelopment be held to a high standard and done well.
41	24-May-25	John Brannen	245 Sharon Cir. Athens, GA, 30606	
42	24-May-25	Lindsay Brannen	245 Sharon Circle Athens, GA, 30606	I feel that the way the project has been rolled out so far, it does not take into account that it is basically INSIDE the Homewood Hills/Cottages at Homewood neighborhoods. The scale of the proposed apartments does not fit the areas surrounding it. Also, with so much commercial space being torn down and not replaced, the quality of businesses that will move in is of huge concern to me. I do not want to see any drive-thru chains, as that will only create more traffic. It will also create the type of customer who is coming into the shopping center only to leave immediately after their drive-thru destination. I would much rather see a shopping area where people can easily walk or bike or drive and stay a while, visiting several types of stores and/or eateries. I am also concerned about the commercial space being updated after the apartments are built, as mentioned in the petition. It should be addressed alongside the building of the apartments.
43	24-May-25	Theresa Wright	190 Atkinson Drive Athens, GA, 30606	We have an historical neighborhood with a family-friendly, safe sense of place. Adding 5-story apartment buildings at the entrance to our neighborhood is inconsistent with that sense of place. Apartment buildings will decrease property values, create additional traffic problems, and promote using the current neighborhood as a cut-through to Whitehead Road to avoid the congestion at the Jefferson Road stoplight. The intersection is already dangerous, adding more cars will make it treacherous. The property owner does not historically take great care of the property and we can only anticipate consistent behavior in the future.

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44	24-May-25	Suzanne Reichner	235 CLIFTON DR Athens, GA, 30606	We do need update and housing in our shopping center but feel that the current structures are an eye sore and the concern of added traffic to the already busy Jefferson/Homewood exit. It is a great investment for the company but not for the Homewood community.
45	24-May-25	David Jones	130 devereux dr Athens, Ga, 30606	Do not want the congestion in the neighborhood
46	24-May-25	Sophia Turkington	360 Ashton Dr Athens, GA, 30606	Traffic concerns, lack of green space, poorly configured design, lack of foresight This development feels like it is trying to prey on poor people and disregards/is ignorant of all surrounding infrastructure.
47	24-May-25	Faith Critzer	215 Pendleton Drive Athens, GA, 30606	Would like to have purposeful development with proper planning and development for increased occupancy as well as opportunities to revitalize the area commercially to benefit all in the neighborhood.
48	24-May-25	Erin McElroy	160 Valleywood Dr Athens, GA, 30606	In addition to providing additional affordable housing, I would like to see more space for recreation/greenspace that can be utilized by several surrounding neighborhoods.
49	24-May-25	Susannah Dalling	150 Ashton Drive Athens, GA, 30606	Decreased property values within the subdivision. Increased negative traffic issues within the neighborhood. Development plans not fitting for the location!!!
50	24-May-25	Andres Aguilar	290 Hunnicutt Dr Athens, Ga, 30606	
51	24-May-25	Jim Black	240 Magnolia Blossom Way Athens, GA, 30606	While I'm for growth & redevelopment in Clarke County, I don't want to overburden the infrastructure, which I believe adding 220 vehicles to an already congested roadway will do. A solution should be determined regarding the Homewood/Jefferson Hwy intersection and widening the bridges over the railway & bypass.
52	24-May-25	Robert Thompson	370 Ashton Dr Athens, Ga, 30606	My main concern is traffic. I've lived on Ashton Dr for 20+ years and nothing has been done to discourage cut through traffic despite multiple attempts. I can't imagine this project is going to help this problem.
53	24-May-25	Rachel Hanauer	160 Clifton Dr Athens, GA, 30606-1631	Athens needs more good housing with green space, play space for kids, and integrated plans for transportation and commercial development. The current proposal does not meet those requirements.
54	24-May-25	Alex Strauss	160 Clifton Dr Athens, GA, 30606	

	A	B	C	D
55	24-May-25	Laura Fowler	240 Ashton Dr Athens, Ga, 30606	Concerns about cut through traffic from Whitehead Rd to Jefferson Rd. I live on Ashton Dr and cars drive too fast cutting through
56	24-May-25	Todd Miller	115 Clifton Drive Athens, GA, 30606	
57	24-May-25	Jeffrey Hanna	285 Pendleton Drive Athens, Ga, 30606	We agree with the assertions of this document and don't want to have our neighborhood negatively impacted!
58	23-May-25	Karen Handel	175 N Homewood Drive Athens, GA, 30606	
59	23-May-25	Andreas Handel	175 N Homewood Drive Athens, GA, 30606	While I am supportive of a redevelopment of the shopping center, I fully agree with the petition that the current plan pretty much only focuses on maximizing profits for the developers with little concern for the overall suitability and fit for the neighborhood, location, and Athens in general.
60	23-May-25	Colette Walsh	225 Magnolia Blossom Way Athens, Ga, 30606	I am concerned about the points mentioned above and additionally about the traffic to the back entrance from S Homewood onto Magnolia Blossom Way. As this access road is the only way in and out of the Cottages at Homewood.
61	23-May-25	John McMillan	110 Clifton Drive Athens, GA, 30606	Because I agree
62	23-May-25	Bret Jamieson	245 Clifton Dr Athens, GA, 30606	I have almost no faith in our commission or planning department to do anything to benefit me and my family. 20 years of living in Athens has only further cemented this understanding so any suggested improvement upon their initially approved proposals is welcome.
63	22-May-25	Ike McKim	175 Clifton Dr Athens, GA, 30606	I like bikes
64	22-May-25	Brent Hedrick	392 Ashton Drive Athens, GA, 30606	I agree with these points. My primary concern is a walkable/ bikeable pleasant center with amenities like groceries and a pub. Don't want dialysis center and auto zone with the associated car traffic . Class it up come on
65	22-May-25	Kathryn Kipling	392 Ashton Drive Athens, GA, 30606-1622	I want to ensure this project is done thoughtfully and with a positive or neutral impact to the neighborhood. Especially concerned about cut through traffic on Ashton.

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66	22-May-25	Robert Ford	175 Clifton Drive Athens, GA, 30606	I am concerned this will turn into another area similar to the new Publix shopping center on Jefferson, just fast food, auto shops and nail salons. This sounds nothing like the town center plan we had envisioned. Traffic is also going to be a nightmare.
67	22-May-25	Melissa McKim	175 Clifton DR Athens, GA, 30606	I live here.
68	22-May-25	Rielle Navitski	375 Ashton Dr Athens, GA, 30606	
69	22-May-25	Paige Trammell	192 Magnolia Blossom Way Athens, GA, 30606	I live in the Cottages at Homewood and the new development would directly affect me. I was very excited to hear about the renovations happening to our Homewood Village initially. We could definitely benefit from some new businesses and a clean up of the area. Right now I really only go to the Taqueria La Parrilla. I have gone into the Dollar General Market a few times and have felt extremely unsafe most of the times I have been by. New restaurants and businesses are exactly what we need. I am very upset to hear about the apartments being built though. I have no idea how over 200 apartments are going to fit in the area and where these extra 200-400 people are going to park. This is going to create unnecessary traffic and backups at our one light to get out of the area. I chose this neighborhood and this side of Athens to avoid the traffic that many of the other areas in town see. I find it very hard to see any benefit to these apartments. It's going to create congestion and our nice quiet quaint neighborhood will most definitely be impacted in a negative way. Please think about those of us that are already living in this area and how this redevelopment plan could negatively affect us. Again, we are excited to see a cleanup of the area and growth for businesses but apartments are not necessary and will just cause problems for us that are already living here.
70	22-May-25	Jacob Sapp	238 Moss Side Dr Athens, GA, 30607	Let's do this, but let's do it right!
71	22-May-25	Mary Ramsey	135 Hunnicutt Drive Athens, GA, 30606	

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72	22-May-25	Madeline Hassett	143 Clifton dr Athens, GA, 30606	I don't want my neighborhood entrance to have fastfood restaurant developments with no concern for residents and too many apartments with not enough green space or pedestrian access.
73	22-May-25	Karen McCullough	170 Hunnicutt Dr Athens, GA, 30606	I'm going to be impacted by the development.....the traffic circle is already dangerous
74	22-May-25	Jeannie Heath	120 Pendleton Drive Athens, GA, 30606	I live in Homewood Hills. I agree with the requests in this petition .
75	21-May-25	Sarah Jones	125 Sharon Court Athens, GA, 30606	To ensure the new development makes sense for the area.
76	21-May-25	Chris Moore	260 Magnolia Blossom Way Athens, GA, 30606	I live in the Cottages of Homewood, a tightly knit community where we all value our peaceful residential space. The proposed development as it stands now in close proximity to our entrance will be invasive for those of us who live on Magnolia Blossom Way. While we most certainly want Homewood Village to be reconfigured, we want it done so in a tasteful way...not in a way that solely benefits the developer.
77	21-May-25	David Martin	100 Sharon Ct. Athens, GA, 30606	I love my city and my neighborhood, so I want any changes to my city and neighborhood to be done as thoughtfully as possible.
78	21-May-25	Teresa Stokes	165 Hunnicutt Drive Athens, GA, 30606	Support the development of this shopping center as outlined in the petition.
79	21-May-25	Lexi Torres	100 Sharon Court Athens, GA, 30606	I live in Homewood Hills and want the new development to be designed to optimize green spaces, pedestrian access and community amenities.
80	21-May-25	Bert Stone	133 Clifton Dr Athens, Ga, 30606	Common sense development
81	21-May-25	Leslie Fraser	255 WESTWOOD DR Athens, GA, 30606	Really not a fan of traffic.
82	21-May-25	Mary Berry	215 Clifton Dr ATHENS, GA, 30606	I am a concerned neighbor who wants to see responsible construction that brings value to our shopping center and neighborhood. Please do not close off access to Homewood Hills Shopping Center from S. Homewood Drive.
83	21-May-25	Karen Denning	320 Atkinson Dr Athens, Ga, 30606	Against new development-traffic is already horrible in our area!!
84	21-May-25	Jean Ryan	335 Ashton Drive Athens, GA, 30606	

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85	21-May-25	Jonathan Robinson	115 Moss Side Dr Athens, Georgia, 30607	Agree with all 8 concerns listed for the proposal.
86	21-May-25	Derek Moore	360 Ashton Drive Athens, GA, 30606	I am concerned by this project as a whole. The increase in cross through traffic on Ashton Drive along with the lack of infrastructure upgrades when it comes to the intersection are both concerning to me. Also where is the greenspace? This seems like a quick way for a development company to make a few bucks.
87	21-May-25	Kim Logan	398 Ashton Drive Athens, Georgia, 30606	Concerned about traffic and those that would use Ashton Drive as a cut through (from Whitehead Road to the shopping center). This is already an issue.
88	21-May-25	Susan McCormick Skepps	195 S Homewood Dr. Athens, GA, 30606	All items listed above are valid concerns. I have lived here over 30 years and understand the need for the shopping center redevelopment. My main concern is for traffic to be dealt with effectively.
89	20-May-25	Linda Kimsey	220 Moss Side Drive Athens, Georgia, 30607	We are very concerned about the number of apartments and the volume of cars that will affect our traffic flow! Jefferson Road is already a nightmare and cannot be widened.
90	20-May-25	Rick Cogdell	135 Raintree Ct Athens, GA, 30607	Concerned neighbor. Want a development that encourages people to gather. Hope there is some outdoor dining opportunities with surrounding trees and shrubs. Hope construction is high quality that encourages quality businesses !
91	20-May-25	Belle Clemetson	140 Moss Side Drive Athens, GA, 30607	I am concerned over the new redevelopment. I am concerned over what it will bring to the area and how it will affect my property values if not done properly.
92	20-May-25	Tim Holt	262 Moss Side Drive Athens, Georgia 30607,	Interested in keeping a nice looking neighborhood
93	20-May-25	Owen Beasley	180 Atkinson Dr Athens, GA, 30606	I believe in the power of green spaces and thriving walkable communities!
94	20-May-25	Reed Sheats	198 Moss Side Drive Athens, GA, 30607	These all seem to be reasonable requests for the redevelopment.

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95	20-May-25	Jon McElroy	228 Magnolia Blossom Way Athens, GA, 30606	I agree 100 percent with the above statements and concerns. I am staunchly against what has been proposed to date. We have waited many years for this site to be redeveloped and the proposed project is not what the community envisions for this site. I would also strongly state that this plan is not even the way the Developer would build if there weren't easements and leases in place. They should be patient like we have been build it the way the community envisions and deserves.
96	20-May-25	Claire James	244 Moss Side Dr. Athens, GA, 30607	
97	20-May-25	Amy Bales	190 S Homewood Drive Athens, GA, 30606	I live on S Homewood and my elderly father lives with me. I have had to have our mailbox moved due to the traffic despite the new speed humps that have been added in the last year. I am not in the best of health and neither of us could walk across the street to get the mail because of the high volume of through traffic and high rate of speed without any regard to the people who live in the neighborhood. The red light at Jefferson/Prince will not be able to handle an additional volume of cars that is proposed for the new development. How about doing a traffic study that would last for more than one day or better yet how about doing it on a home UGA game. The development will put an even more strain on the through traffic cutting from Whitehead Road to Jefferson/Prince. The high rate of the homeless that is already in this area is ridiculous that the county can not take of at the moment.
98	20-May-25	Carey Hornsby	125 Clifton Dr Athens, GA, 30606	To encourage the best future for our neighborhood.
99	20-May-25	Tiffany Andrews	160 Sharon Circle Athens, GA, 30606	Preserving and/or bettering our wonderful neighborhood is important to me.

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100	20-May-25	Jeannette Herzog	109 Magnolia Blossom Way Athens, GA, 30606	<p>I'm one of the first homes immediately behind the shopping center in the Cottages.</p> <p>The proposed 5-story buildings would all but blot out the limited view beyond the shopping center that we near the front of the neighborhood have now. Additionally, the traffic that 200+ units would generate would be overwhelming. S Homewood already struggles with people turning left into the shopping center with folks behind them. It's simply not made for more traffic than it currently sees.</p> <p>I'm all for housing options, but would love to see a more reasonable less-dense use - townhomes or condos that can be purchased by folks as first-time homebuyers if they are ready. The continued proliferation of rental housing does nothing for the future of the middle class.</p> <p>Also I totally understand that the leases of the existing tenants must be honored but I would also want to see assurances that renovations would bring in higher caliber establishments but also long-term ones.</p>
101	20-May-25	Connie Johnson	145 Moss Side Drive Athens, GA, 30635	To protect our neighborhood with the best possible use of development.
102	19-May-25	Jane Holt	262 Moss Side Dr Athens, Georgia, 30607	I share the concerns of a large development compromising our community in multiple ways. A much truer town center concept with lower density would be more amenable.
103	19-May-25	Jenny Best	101 Moss Side Dr. Athens, GA, 30607	Concern about the nature of area developments.
104	19-May-25	Wilda Sharoff	205 Hunnicutt Dr Athens, Ga, 30606	
105	19-May-25	Kelly Curran	144 Magnolia Blossom Way Athens, GA, 30606	I live in Cottages at Homewood and am very concerned about traffic. I'd also prefer more commercial space vs high rise residential. I'm in favor of redeveloping this center, but think that there are better options

	A	B	C	D
106	19-May-25	Jeff Soileau	105 Hunnicutt Dr. Athens, GA, 30606	I vehemently oppose the construction of an apartment complex in the Homewood Hills neighborhood. This is a blatant money-grab for wealthy developers. These "investors" do not care about the quality of life of those of us who purchased property here precisely to AVOID living among apartment complexes. (We purchased our home from the original 1960 owners with intention of retiring in this neighborhood in a few years.) The millionaires that are backing this project do NOT live here. They see this as profit-driven only. Again, vehemently opposed to this.
107	19-May-25	Mary Haddon	170 Sharon Cir Athens, GA, 30606	As a resident of Homewood Hills, I am very concerned about the increased traffic without any modifications/updates/upgrades to the current intersection of Homewood and Jefferson road.
108	19-May-25	Sheridan Soileau	105 Hunnicutt Drive Athens, GA, 30606	Opposed to apartment buildings in our neighborhood.
109	19-May-25	William Benson	235 Moss Side Drive Athens, GA, 30607	Very concerned about traffic implications.
110	19-May-25	Elizabeth Little	170 N Homewood Dr Athens, Ga, 30606	I am in this neighborhood and I am concerned that the concept of a neighborhood center is not being honored. We need some neighborhood stores. Too many apartments (5 story apartment buildings!) and no mention of redevelopment of the commercial. As planned there are too many negatives for the neighborhood and no positives.
111	19-May-25	Curtis H Collier Jr	165 Moss Side Dr Athens, GA, 30607	Traffic congestion. Negative effect on surrounding property values. Object to 5 story buildings. Need more information on quality of buildings and overall development.
112	19-May-25	Louise M Collier	165 Moss Side Dr Athens, Ga, 30606	Traffic concerns. Quality of development. Impact on area property values.
113	19-May-25	Nancy Snowden	129 Magnolia Blossom Way Athens, Ga, 30606	Five stories is unacceptable. At the most three stories would be acceptable. Too little emphasis on high end retail. Traffic will be too high for this area.
114	19-May-25	Joseph Astacio	295 Pendleton Dr Athens, GA, 30606	I'm against the magnitude of this project and concerned with its impact on existing neighborhoods. Traffic congestion, noise, lack of green space.

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115	19-May-25	Justin Brogdon	210 Hunnicutt Dr. Athens, GA, 30606	For years as a neighborhood we have wished and hoped for a revitalization of the Homewood shopping center. Something that would benefit all of us who live in the area. When we heard there were talks of change we were excited, less excited to know that it's going to be an apartment complex bringing an incredible amount of traffic to that intersection. We are hopeful, but want to make sure our voice is being heard. Don't ruin our amazing neighborhood!
116	19-May-25	Kalena Bragg	130 Valleywood Dr Athens, GA, 30606	
117	19-May-25	Jordan Dotson	119 CLIFTON DR ATHENS, GA, 30606	I am excited about this new space and development, but want to ensure it's done nicely and in a smart way. This could be amazing, but needs to be thought through and the established neighborhoods surrounding need to be taken into consideration. We don't need a new apartment building that will be run down in 5 years and then only attracting bottom of the barrel stores. The shopping and housing should be a positive addition to the area, not another future reason to throw up a dollar general and trashed apartment complex
118	19-May-25	Monica Stapleton	130 Moss Side Drive Athens, GA, 30607	The proposed development wouldn't enhance the area or provide a benefit, if built in the way the developer is intending. The additional traffic burden to the area would snarl traffic worse than it already does around rush hour. The developers have referred to this as a high-end property, but nothing about the way they have described it seems high-end. They would need to do significant landscaping to the area, to improve the appearance of that plaza and they have not show that is in their plans.
119	19-May-25	Janine Sheedy	130 PENDLETON DR Athens, GA, 30606	
120	19-May-25	Angela Burgess	125 Moss Side Dr. Athens, GA, 30607	I am a neighbor who is invested in my community.
121	19-May-25	Gillian Herbert	120 Sharon Circle Athens, GA, 30606	I share concerns with my neighbors, especially regarding the traffic impact as a result of this plan.

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122	18-May-25	Macy Fox	155 N Homewood Dr Athens, Georgia, 30606	<p>We live in Homewood Hills. I am concerned about the increase in traffic, and the increase in people coming through the neighborhood. We live on N Homewood Dr on a large hill and we already have people speed around the curve and down the hill.</p> <p>We have two little girls who play outside, and I worry about having so many new people in the neighborhood. Will we still feel safe walking around the neighborhood? Will we feel like our children can learn to ride a bike in our neighborhood?</p> <p>We moved to Homewood Hills for the friendly neighborhood atmosphere. Currently there is a very strong sense of community and safety. Please help us to maintain this.</p> <p>We are very keen to hear about how this development will integrate with the existing neighborhood.</p> <p>My husband and I both have a degree in horticulture from the University of Georgia and are happy to give recommendations on affordable, low-maintenance native trees and plants for the canopy cover and green space. Trees and green spaces are such an important part of our environment that contribute to air & water quality, biodiversity, beauty, and mental wellbeing. They help to prevent erosion and promote urban cooling.</p> <p>Let's keep Athens green (quite literally) and be an example for further development.</p>
123	18-May-25	Scott Long	180 Clifton Dr ATHENS, GA, 30606	What I have seen of the plans thus far is underwhelming to say the least.
124	18-May-25	Susan Bell	245 Ashton Dr. Athens, Georgia, 30606	As a Homewood Hills' homeowner who will be directly affected by this development, I'm very concerned about the impact the development will have on our neighborhood and support all the specific requests stated in this petition.
125	18-May-25	Jeremy Patat	225 Pendleton Dr Athens, Georgia, 30606	My hope is that both Athens-Clarke County and the developer will care enough about those of us who will be impacted most to address our concerns.
				Concerned neighbor.

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126	18-May-25	Sue Barber	187 S Homewood Drive Athens, GA, 30606	Because I want to protect our neighborhood.
127	18-May-25	Niyantri Ravindran	165 Valleywood Drive Athens, GA, 30606	I share some of these concerns and the proposed alternatives sound reasonable to me.
128	18-May-25	Todd McDaniel	125 Sharon cir Athens, ga, 30606	
129	18-May-25	Max Wilson	180 N Homewood Dr. Athens, Ga, 30606	I have all the same concerns listed, and I'm mostly concerned, that the current plans will not allow adequate community space for the existing neighborhood as well as the underestimation of traffic concerns in the original traffic study.
130	18-May-25	Elizabeth Meeley	180 N Homewood Drive Athens, GA, 30606	I completely agree that a town center would benefit our neighborhood and community as a whole, if done well. The plans, as submitted fall short, as well stated above. All of these adjustments need to be made in order for this development to add value to Athens!
131	18-May-25	Corey Saba	121 Magnolia Blossom Way Athens, GA, 30606	I am opposed to this plan as it will negatively impact my quality of life and likely reduce my property value. The traffic at the intersection is already bad enough, especially if you are coming off the outer loop and trying to merge 3 lanes of traffic to turn onto S Homewood.
132	18-May-25	Heather McElroy	228 Magnolia Blossom Way Athens, GA, 30606	I'm against hundreds of apartments in Homewood Village. There are so many better options for smart housing that will be complimentary to the surrounding neighborhood. The commercial redevelopment should be the first priority to turn the complex around. That cannot happen with the current tenants in place-DG market, the call center and the thrift store.
133	18-May-25	Samuel Potter	130 Ashton Ct Athens, GA, 30606	
134	17-May-25	Nicholas Basinger	South Homewood Drive, South Homewood Drive,	Because I believe that the connectivity for bike and pedestrian access can be improved. I would like the developer to think more creatively about how to make this a community hub and not a quick flip to make a buck.
135	17-May-25	Grace Tuschak	146 South Homewood Drive Athens, GA,	

	A	B	C	D
136	17-May-25	Lauren Black	240 Magnolia Blossom Way Athens, Ga, 30606	
137	17-May-25	Olivia Potter	130 Ashton Court Athens, GA, 30606	Our home is currently negatively impacted by the noise due to the traffic from Jefferson Road to Whitehead road via Ashton Drive. Would love to mitigate any further negative impacts. But so excited for the right changes to be made to the HH shopping center!
138	17-May-25	Gloria McCrary	100 South Homewood Drive Athens, GA,	These apartments will literally be in my backyard
139	17-May-25	Deborah Swinford	227 Hunnicutt Dr Athens, Ga, 30606	I have lived in Homewood Hills for over 32 years and share all the concerns as outlined in the petition. Very concerned about the increased traffic to the neighborhood. We have no sidewalks and this is a neighborhood where individuals and families are out walking daily. Many young families with children have moved into the neighborhood. We already have an issue with traffic cut through from Whitehead. This will only increase if proposed apartments are built Two five story apartment buildings are not what most of us envisioned for the shopping center.
140	15-May-25	Jennifer Hendershot	140 S Homewood dr Athens, GA, us, 30606	I am very concerned about the negative impact of this development as it stands. I do not want it to move forward without the developers addressing the concerns outlined in this petition.

Marc Beechuk

From: Max Doty
Sent: Thursday, June 5, 2025 5:41 PM
To: Marc Beechuk; Stephen Jaques
Cc: Planning Internet Email
Subject: FW: [EXT]Fw: Planning commission letter/Jefferson Rd

From: Del Little [REDACTED]
Sent: Thursday, June 5, 2025 5:16 PM
To: Planning Internet Email <Planning@accgov.com>
Subject: [EXT]Fw: Planning commission letter/Jefferson Rd

EXTERNAL SENDER: This email originated from outside of the organization.
Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please share this with the commissioners even though it is too late for their meeting this evening. I sent it to the wrong address yesterday.

---del

From: Del Little [REDACTED]
Sent: Wednesday, June 4, 2025 10:37 AM
To: planning@acc.gov <planning@acc.gov>
Subject: Planning commission letter/Jefferson Rd

Dear Commissioners,

My name is Del Little. I live at 160 Crescent Road which is perpendicular to Jefferson Road between Homewood Hills Drive and Lavender Road. This email is in opposition to residential development off Jefferson Road.

I would urge you to look at traffic flow before any more development is recommended in this area. There are six stop lights in the two miles between South Homewood Hills Drive and Lavendar Road. A main issue is that this stretch of Jefferson Road has no turning lanes. Those of us who live on streets where we egress/ingress onto Jefferson Road without a light have long waits to pull out and harrowing waits when we have to hope an entire lane of traffic safely stops behind us while we try to get across oncoming traffic. I think if you look at the accident reports for this stretch of highway that you will find an abnormally high number of incidents.

Until there are turning lanes on Jefferson Rd. from Homewood Hills to Lavender Road the idea of more housing is unsafe. Also Hawthorne and Prince Ave are bumper to bumper at times and residential development out here will not help that.

Thank you for considering these issues as you prepare to vote,
Del Little

Marc Beechuk

From: Molly DePriest
Sent: Thursday, June 5, 2025 8:11 AM
To: Stephen Jaques; Marc Beechuk
Cc: Planning Internet Email
Subject: FW: [EXT]Proposed development at 2415 Jefferson Road

Follow Up Flag: Follow up
Flag Status: Flagged

From: Jeanne Herzog [REDACTED]
Sent: Wednesday, June 4, 2025 9:50 PM
To: Planning Internet Email <Planning@accgov.com>
Subject: [EXT]Proposed development at 2415 Jefferson Road

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Hello,

I'm unfortunately not likely to be able to attend the planning meeting on June 5th, 2025 in person, but I hope my comments herein can be read and/or considered in my absence.

I'm a 13-year resident of the Cottages at Homewood, located directly behind the shopping center. This is my first home, and I'm very proud of the continued investment I've made in it since purchase. I'm the third house on the left as you enter the community, so quite close to the entrance.

While I am in favor of redevelopment of the shopping center generally, I am concerned about this proposal primarily due to the density of the planned residential units and the impact they would have on traffic in and around the existing entrances to the center, especially using Magnolia Blossom Way as primary ingress and egress point.

I did some quick calculations - there are 55 homes in the Cottages neighborhood. The parcel on which they sit is about 20 acres, but that includes a lot of greenspace. Assuming the 55 homes occupy half of the total acreage, that's an average 5.5 homes per acre. The proposal is for 233 units on a little over half of that 10 acres - a density of about 44 units per acre. Eight times the density.

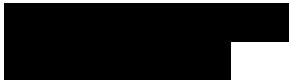
Where do these residents park? How do they reach the parking? The most convenient way seems to be via the existing entrance to my neighborhood since the plan is to remove the second entrance to the parcel from S Homewood. 8 times the vehicle traffic in a location where it is readily audible to me today, even inside my home. 8 times the number of people driving entirely too fast for such a narrow residential road.

Further concerns include the proliferation of rental units within ACC. When will people ever get the opportunity to buy their first home, like I was able to in 2012, if as a community we continue to prioritize large rental properties like this over development of smaller homes and townhomes that could afford opportunities for home ownership?

Again, I applaud the developers for seeking opportunities to revitalize this shopping center. However, the current plan does little to benefit me and my close neighbors and instead has the potential to materially degrade our enjoyment of the existing neighborhood.

I hope that the planning committee finds that the current plan is not the right one for our community and that future plans do more to consider the folks already living here.

Thank you,
Jeannette Herzog
109 Magnolia Blossom Way



Marc Beechuk

From: Max Doty
Sent: Wednesday, June 4, 2025 8:31 AM
To: Marc Beechuk; Stephen Jaques
Cc: Planning Internet Email
Subject: FW: [EXT]Homewood Village Plan

From: David B Nichols [REDACTED]
Sent: Wednesday, June 4, 2025 8:27 AM
To: Planning Internet Email <Planning@accgov.com>
Subject: [EXT]Homewood Village Plan

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I am not opposed to changing the zoning to accommodate the proposed plan for the Homewood Shopping Center. However, I would like to see the plan changed from the currently proposed 5 story buildings to a maximum of 3 stories. Three stories would be more in scale with the existing shopping center buildings, but more importantly, three stories are more comfortable to pedestrians utilizing the proposed drive between the two buildings.

Before the eventual plan for the site is approved, I hope the developers would be more innovative in the approach to dealing with stormwater such as utilizing green roofs and adapting some of the Portland, OR green streets initiatives to the entry drive and to the proposed drive between the two buildings.

David Nichols
241 Moss Side Drive
Athens, GA

Stephen Jaques

From: Rachel Gomez
Sent: Monday, August 18, 2025 11:26 AM
To: Stephen Jaques; Robert Walker
Cc: Planning Internet Email
Subject: FW: [EXT]Letter of Support - 2415 Jefferson Road - Homewood Village Redevelopment Project

From: Brett DeLoach [REDACTED]
Sent: Monday, August 18, 2025 10:36 AM
To: Planning Internet Email <Planning@accgov.com>
Cc: Bruce Lonnee <Bruce.Lonnee@accgov.com>
Subject: [EXT]Letter of Support - 2415 Jefferson Road - Homewood Village Redevelopment Project

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Dear Planning Commission,

As both a commercial real estate broker in Athens and a long-time resident of the Homewood Hills neighborhood, I am writing to express my strong support for the proposed redevelopment of Homewood Village at 2415 Jefferson Road.

This project represents a transformative opportunity for our community. The thoughtful, phased approach to revitalizing this aging retail plaza will not only address long-standing vacancy and safety concerns but also introduce much-needed housing and public space to the area. The integration of multifamily residences, neighborhood-scale retail, and pedestrian-friendly design aligns perfectly with the Town Center vision outlined in Athens-Clarke County's Growth Concept Map.

I also support the applicant's request for waivers from certain zoning and development standards. These waivers are not only reasonable given the site's unique constraints—including topography, legacy lease agreements, and limited access—but they also enable the project to move forward in a way that maximizes community benefit. The proposed improvements to streetscape, transit access, and stormwater infrastructure demonstrate a commitment to long-term sustainability and smart growth.

This side of town has long needed reinvestment. The Homewood Village redevelopment is a bold and practical step toward revitalizing the Jefferson Road corridor and creating a vibrant, walkable environment that serves both residents and businesses. As someone who lives adjacent to the site and works daily in the commercial real estate sector, I believe this project will significantly enhance the quality of life and economic vitality of our community.

I urge you to approve the Planned Development application and support the waivers requested. This project deserves our full backing.

Thank you,

Brett DeLoach
Marks Commercial Realty, Inc.