

CPAC Meeting – 11/26/2007  
CWC Meeting Notes

### **Opening, Public Comment**

Q- Is there any way to keep the development cap in place on the western side of Crabapple Crossroads but increase the allowable development on the eastern side?

Fulton County gave away the ability to create the desirable amount of road interconnectivity in the Crabapple Crossroads area.

All properties on the east side of B'ham Hwy have been zoned in a manner that is consistent with what exists in that area of the Crabapple area- if it is constructed according to the development proposals, there should be some good additions- some people, however, have still been left out as far as being able to develop their properties

The City needs an ordinance to be able to force infrastructure improvements from developers, or at least impact fees.

The only way to fix the traffic problems in Crabapple is to keep traffic out of Crabapple.

Traffic—since Crabapple meeting, there have been a lot of emails going around about Crabapple, many of them about traffic- specifically E-W cross-Milton corridors.  
-how are the roads going to get built?

Level of service—where in the state law does it talk about required levels of service for different types of developments?

Issues with the creation of a road network:

-need to acquire enough land, deal with political implications, etc- it can be a long process.

LCI program as possible solution for Crabapple

Ways to get infrastructure improved in spite of Fulton County not forcing the Crabapple Plan to be followed exactly

-Milton would have to mitigate cost to developers since development plans are approved.

-could possibly buy 3 or 4 lots from Wieland and build the needed cut-through, especially now while the housing market is slow

Map introduced: what has been developed already, what has been permitted but not constructed, etc.

What from Sizemore Group plan do we like?

Discussion about additional proposed roads:

-Bruce Harris has plans for a road which would extend north from Mayfield to School Drive (Charlotte extension).

-Mid-Broadwell relocation slightly east of current placement. Current location of the road could be used to create a greenspace for the community.

If we can't improve the road network, we don't need to be increasing density in the area.

The property just north of the church across from Crabapple Elem. just sold. (Possible cut-through location)

Q-What is the urgency of updating the Crabapple plan?

-We can either implement the plan as it was intended, or we can sit back and watch people develop a ton of residential

-We can have design guidelines which will ensure we get the types of businesses we want in the area.

Most of the zoning in the NE area of Crabapple is designed to be a replica of historic Crabapple buildings- smaller, country store type structures.

-issue of what level of density should be allowable—how can we get development there which will generate money and infrastructure without allowing too much

There is a mounting group of residents and landowners waiting for City Council and PC to slip up so they can take them to court and have the guidelines thrown out.

Crabapple needs to be a *destination* rather than a thru-area

Interest in knowing what the traffic patterns/numbers are actually like in Crabapple rather than each person's subjective perspective.

Crabapple has the ability to be a commercial center with a unique cache- how do we keep it as such and not over-develop it?

Hypothetical question posed: Given current traffic, would 10,000SF additional residential or 10,000SF additional commercial in Crabapple cause more traffic issues? Which would we prefer to see?

Problem with not raising the cap is that there would be a flood of residential development and the area would just have a bunch of mediocre townhomes more than likely.

*Idea posed of a meeting between developers, CPAC members, City, etc. to discuss the area and get everyone on the same page.*

The two topics of discussion at the Crabapple meeting which elicited the most public voice were 1) Developers want to bust through the cap and 2) people want restaurants, shops, etc rather than medical office-type construction

Discussion about setup of the Crabapple meeting on Monday, Dec 3.- mapping exercise to help identify different issues (transportation, development, etc).

- informational handout to give baseline info from which people can work.
- aerial photos incorporated into maps to give people a better sense of what they are looking at
  - label what has already been developed, what will be developed, etc.
  - get data about traffic (keep in mind that each person has his/her own concept of what the traffic is like in the area and they are likely somewhat different.)
  - list of trigger items: what would you like to see here (restaurant, shop, etc)?
  - maybe a map game?
  - maybe “fairy tale” scenarios presented as hypothetical outcomes- public could pick what they think sounds like good/bad futures or implications of actions

How do we encourage/narrow down/restrict different types of development?

There are existing design guidelines showing schematic drawings of what the buildings should look like.

Q- will we identify at the next meeting what we want for the area?

- people need to understand that there is an existing plan in place that is the current guideline
- people should see what has occurred vs. what was planned to help decide where to go from here

Concern: 1) Community repeatedly said “you tell us” at the last meeting rather than offering their input- these meetings should not be for us to impose our answers.

2) Solutions were being offered that should not have been put forth. Specific instance of cap mentioned- suggested that cap *should* be raised (“not matter of *if*, but *how much*”)—people may have walked away with misunderstanding

3) work on displays

**Problems to be addressed:**

- 1) **Transportation**
- 2) **Aesthetics**
- 3) **Development cap**
- 4) **Land use**
- 5) **Also possibly timing and/or costs.**

Need definitions of LCI, etc. to know what the different outcomes would be from creating LCI, maintaining quaint village setting, etc.

- what’s the price we pay for all this?
  - inconvenience-transportation especially
  - develop something in the Crossroads to bring commercial there- traffic will sort itself out.

How to generate funds to implement infrastructure etc.?

- taxes
- bonds
- financial modeling
- other means

Bob- Cap is going to have to be raised in order to get the road infrastructure built by developers.

Need to open up dialogue with developers to get things rolling- keep parks, roads, etc on the table- remind them of their conscience...

One result of raising the cap could be that it would afford the opportunity to distribute land uses across Crabapple in the way that was originally intended.

Character area exercise- maps

### **JCF Notes**

Timeline

- How did we get to here?

Existing Conditions

- Aerial photo
- Existing zoning overlay
- Committed development overlay
- Areas of concern

Road Network

- Greater area
- 1/2 mile

Major issues not in play:

- Planning theory or nodal concepts

Major issues to be addressed:

- Timing—Why accelerate the plan?
- Costs—Where is the money going to come from?
- Traffic congestion
- Aesthetics
- Land use
- Limits on retail and office development in the nodal center (caps)

Next steps-

- Who decides?
- Complete the survey