

Atlanta BeltLine Design Review Committee

DATE: Wednesday, May 15, 2019

TIME: 5:00 PM

LOCATION: 100 Peachtree Street, Equitable Building, 23rd Floor, Peachtree Conference Room
For specific directions visit <http://beltline.org/contact/>

****NOTE: Published agenda times are provided for planning purposes only and are mere approximations. ****

Welcome/DRC Meeting Overview

OLD Business: 937, 1025, and 1033 Jefferson Street – TRAVIS PRUITT AND ASSOCIATES

The property is zoned I-2. The proposed project includes the construction of a 2-story building that will have a total floor area of approximately 488,900 SF which will be completed in two phases for a data center and accessory office space. The applicant has applied for a special exception parking reduction to reduce the parking from 1,630 to 281 parking space. The project will also include accessory mechanical and electrical equipment (including a Georgia Power Substation), loading areas, and utility improvements. The total project is 17.25 acres. This SAP is also seeking eight new parking spaces at the existing site located at 1033 Jefferson street.

Applicant(s): David Blumenthal - dblumenthal@travispruitt.com

Requested Variation(s):

1. **Section 16-36.011- New Public Access Streets.** Due to the nature of the facility and the facility's operational and security requirements, new public access streets cannot be provided as outlined in the Beltline Master Plan documents.
2. **Section 16-36.014 – Pedestrian Entrances.** Due to the nature of the facility and the facility's operational and security requirements, direct pedestrian access from the public right-of-way cannot be provided. Employees and visitors to the facility will be required to check in at the main gate and register with on-site security upon accessing the building.
3. **Section 16-36.014 – Fences and Walls.** The existing site is enclosed by an 8-foot chain link fence that runs along Jefferson Street. A new fence will be constructed around the site that will match the existing 8-foot tall black metal security fence at QTS's 1033 facility. The new fence will be installed so that it is located at the back of the 5-foot Landscape Buffer along Jefferson Street. The fence is needed for security of the site and is not incompatible with existing properties in the area (note that the Fulton County jail is located to the west of the property along Jefferson Street).
4. **Section 16-36.014 – Fenestration.** The eastern elevation of the building (facing existing rail spur) will have glass along 3% of the length of the building (minimum required 65%). This is because the majority of the length of this elevation is the data center portion of the building and are not compatible with windows and glass treatments.
5. **Section 16-36.014 – Screening Walls.** Walls will be provided along the eastern side of the building to screen critical mechanical and electrical equipment from the potential future beltline corridor. These walls are needed for both screening and security of the equipment.

6. **Section 16-36.017 – Driveway Width.** Due to delivery trucks that will be required to access the property, two driveways with widths 28-feet and 18-feet are proposed. This increased width is needed to allow large trucks room to enter and exit from Jefferson street.
7. **Section 16-36.020 – Off Street Surface Parking Lots and Section 16-36.017 – Driveway location.** These two variations are directly related since they refer to the location of parking spaces and the drive aisles needed to access these parking spaces. Parking is currently shown along the south side and west side of the proposed building. Fifty (50) new parking spaces are shown on the south side, located between the building and the right-of-way of Jefferson Street. The parking needs to be located between the building and the street mainly because there is nowhere else on the property to put these parking spaces. The proposed development includes 156 parking spaces on the subject property as well as 16 parking spaces being added to the west of the property (on 1033 Jefferson Street). This is the minimum number of parking spaces needed to accommodate employees and visitors to this facility. The parking on the south side of the facility will primarily be reserved for ADA spaces, carpool spaces, and short-term visitor parking (which allows visitors to check in with security before moving their cars to more remote parking on the west side of the building - a requirement to comply with the security provisions for this facility). Denying these parking spaces would present a hardship to this property that the surrounding properties in the area are not subject to and would seriously hinder the operation and security of the facility.

This parking is consistent with the existing development located to the west of the subject property (1033 Jefferson Street). The Fulton County Prison (located further west along Jefferson Street) has parking lots located along Jefferson Street. Additionally, the existing buildings located on the south side of Jefferson Street have parking spaces located between the buildings and the right-of-way that are accessed directly from Jefferson Street. While the proposed location of the parking on the subject property is not in compliance with the Beltline requirements, allowing this variation will not create a situation that is out of line with the majority of the properties along this block of Jefferson Street.

February 20th Recap: The directed the applicant to further workout the Northwest Corridor Transit route, that is identified as alternative through this site. Leading up to the DRC meeting, the applicant and ABI agreed to meet to further discuss the transit alternatives at this site. Given the critical nature of Northwest Beltline Corridor in this area, the DRC opted to wait to state a position on the variations or provide comments until the ABI & DRC resolve the critical issues. All parties have agreed to work together, and there is a meeting being planned for the week of February 25th.

NEW Business: 1929 Piedmont Circle, NE – STACY’S PHARMACY/QUERCUS HOLDINGS, LLC

The property is zoned MRC-2-C. The project involves the construction of a new two-story building with 1,850 SF of general retail on the ground floor, and an 1,850 SF pharmacy on the 2nd floor on a 0.188-acre site.

Applicant(s): Robert McIntosh - rmcin@bellsouth.net

Requested Variation(s):

None

NEW Business: 171 Armour Drive NE – GENE KANSAS COMMERCIAL REAL ESTATE

The property is zoned I-1. The project involves the renovation of an existing 13,490 SF warehouse, the demolition of a 1,750 SF addition, plus the construction of a new 5,901 SF addition for a combined 19,391 SF manufacturing facility. Located on a 1.09-acre site, the project will have 25 parking spaces. The planned site work includes a stormwater improvement, landscaping and a pedestrian walkway connection to 150 Ottley and 170 Armour Drive for a unified campus.

Applicant(s): Robert McIntosh - rmcin@bellsouth.net

Requested Variation(s):

- (1) **Section 16-36.016 – Loading areas, dock entrances and mechanical accessory features.** The facility will require service by large delivery trucks. The service doors cannot be placed on the sides or rear of the building due to inadequate lot width and required space for maneuvering delivery vehicles. The dock doors are proposed to face the street but will be set back 64' from the front of the building and 98' from the street.
- (2) **Section 16-36.017 (1ei) – Driveway cuts, driveways and parking structures.** The existing facility has two curb cuts. The proposed developed will require two curb cuts. More specifically, the one-way exit lane must be maintained for fire truck apparatus circulation and the two-way driveway is necessary to provide truck service and for the passenger vehicle entry lane. The design will reduce the total linear feet of curb cut from the existing to proposed condition when the two new curb cuts are constructed.

NEW Business: 567 Ponce de Leon Avenue, NE – PLACE MAKER DESIGN

The property is zoned MRC-3-C. The project is a mixed-use development with 3,000 SF of retail and office on the ground level, and 72 residential condominium on a 0.61-acre site. There will be parking structure that accommodates 50 single and 46 tandem parking spaces.

Applicant(s): Robert McIntosh - rmcin@bellsouth.net

Requested Variation(s):

None

NEW Business: 1146 West Marietta Street, NW – HAGAN ARCHITECTS INC.

The property is zoned C-2. The project consists of a new 5,364 SF doggie day care center with boarding and grooming services with eight parking spaces on .34-acre site.

Applicant(s): Amy Higgins - ahiggins@haganarchitects.com

Requested Variation(s):

- (1) **Section 16-36.014(2bii) – Primary entrance shall be at grade with the closet portion of the adjacent required sidewalk.** We are requesting a variation from this code section of code to allow the main building entrance to be 18" lower than the adjacent sidewalk. We will provide a handicapped-accessible pedestrian ramp from the sidewalk to the building floor level. Due to existing topography, the parking lot will be 5.3' and 6.5' lower than the sidewalk along West Marietta Street. To reduce the overall length of the ramp and number of steps required to travel from the parking lot to the building entry, we are proposing to drop the building entry floor height

down 18" from the West Marietta Street sidewalk. This will allow us to keep the length of the ramp from parking lot to the building entry at 51.5' and limits the number of steps to 7.

- (2) **Section 16-36.014(7a)ic) – Fenestration above sidewalk level.** We are requesting to begin the fenestration at 3' above the sidewalk level, which would be 4.5' above the finished floor, instead of the required 10'. We need to minimize the dogs' view of people walking along the front sidewalk to keep them calm. We consider the 18" drop from the sidewalk level to be fairly minimal. We also note that fenestration beginning at 3' above the sidewalk level would be compliant with the district requirements if the floor were flush with the sidewalks.
- (3) **Section 16-36.014(7) – Fenestration shall not include painted glass, reflective glass or other similarly treated opaque windows.** We are requesting a variation to apply removable, translucent window film to the fenestration from 3' above the sidewalk to 6'-9' above the sidewalk level. As mentioned for the variation 2 above, we need to minimize the dogs' view of people walking along the front sidewalk to keep them calm. We are proposing to use an ornamental window film that will provide the necessary privacy while adding visual interest to the building. The 6'-9' height will align a horizontal mullion line in the storefront system design and allow the view of pedestrian to be obscured from the dog play rooms.
- (4) **Section 16-36.013(7) – Street Furniture and Tree Planting Zone.** We are requesting to reduce the street furniture/tree planting zone along Tilden Street side of the property from 5' to 2.5'. The Tilden Street sidewalk connects to a residential zone that currently contains an approximately 5' sidewalk that sits flush with the curb. The proposed 2.5' wide street furniture/tree planting zone would allow us to plant a line of small street trees that delineate the sidewalk zone from the street.

NEW Business: 667 Auburn Avenue, NE – LONG ENGINEERING

The property is zoned PD-MU. The project is a part of the StudioPlex development and includes a seven-story boutique hotel with 200 guestroom keys, a ballroom, restaurants with a bar, a rooftop pool, support spaces and meeting rooms with 600 parking spaces planned on a 1.38-acre site.

Applicant(s): Randall Stallings - rstallings@longeng.com

Requested Variation(s):

- (1) **Section 16-36.011(3a) – 20' Buffer for projects adjacent to the BeltLine Corridor.** The proposed variation is necessary because the parcel is a narrow, uniquely shaped lot with a limited buildable area. The PDMU zoning of the property in 2014 contemplated a 10-foot building setback and the site was previously approved for a 10-foot buffer pursuant to application BL-16-03. Further, the proposed building setback will be consistent with the parcel immediately adjacent to south of the proposed development, which has been approved for a 10-foot setback from the Beltline Corridor for townhome and retail uses. The development will engage the Beltline Corridor with patio space and pedestrian access to the Beltline.

NEW Business: 499 Irwin Street, NE – UNIVERSAL INVESTMENT GROUP INC.

The property is zoned HC-20C SA (Dr. King Landmark District) – The project consists of the construction of four attached single-family residential townhomes (3,320 SF each), one live-work single family residential unit (3,780 SF), two single family residential houses (2,700 SF each), and six-unit apartment units on a 0.42-acre site.

Applicant(s): Larry Hanes - larryhanes@uccgi.com

Requested Variation(s):

- (1) **Section 16-36.013 – Supplemental Zone.** The project would like to request a variance to the minimum street furniture width (5 feet) and minimum sidewalk clearance width (10 feet) on both Irwin Street and Hogue Street. All adjacent surrounding lots on Irwin Street (gas station to the west and residential houses to the east) and Hogue Street (residential houses to the south) are developed, and therefore, the sidewalks have been designed to match the current widths. No future development is planned within the immediate adjacencies on both streets.
- (2) **Section 16-36.017 – Driveway Curb Cuts.** The project would like to request a variance to the maximum number of driveway curb cuts allowed for developments with more than one street frontage (one curb cut per street frontage). The project includes three driveway curb cuts on Hogue Street (one for the Townhomes, Live/Work unit, and apartment units and one for each single-family residence). A minimum 20-foot driveway is required for emergency vehicles to access the apartment units in the rear. The driveways for the single-family residences are provided to reduce need for on-street parking and to match the compatibility of the adjacent single-family houses on Hogue Street. Additionally, although included within this package, the Owner intends to outparcel each single-family residence.
- (3) **Section 16-36.019 – Minimum Landscape Requirements.** The project would like to request a variance to the minimum 5-foot-wide landscape strip adjacent to the parking bay in the rear of the project. The enclosed dumpster has been located adjacent to the parking bay for ease of access to waste management service vehicles and a minimum 5-foot-wide landscape strip has been provided adjacent to the enclosed dumpster. On the opposite side of the parking bay a 5-foot-wide sidewalk has been included at the request of the Office of Zoning to allow direct pedestrian access from the rear apartment buildings to the public sidewalk located on Hogue Street.

NEW Business: 1061 Memorial Drive SE, - SMITH DALIA ARCHITECTS

The property is zoned MRC-3-C. The project includes the new construction of an affordable 45 unit and 175 bed co-living multi-family building and a parking garage with 83 off-street parking spaces on a 1.726-acre lot. The applicant has applied for a Special Exception with the Office of Zoning & Development to provide 135 off-street parking spaces.

Applicant(s): Larry Hanes - larryhanes@uccgi.com

Requested Variation(s):

None

NEW Business: 690 Angier Avenue, NE – LIVE OAK REALTY INVESTMENTS

The property is zoned MRC-3-C. The project consists of 11 new condominium units plus a roof terrace, that will include one affordable unit and 20 parking spaces on a 0.158 acre site.

Applicant(s): Satish Lathi - satishlathi@gmail.com

Requested Variation(s):

- (1) **Section 16-36.017 (3cii) - Driveway curb cuts, driveways and parking structures.** Transformer access is required from the public street. Due to limited street frontage, the transformer must be located in front of the automated parking system and to the to the right of the drive entrance. The applicant is requesting that approximately 18 linear feet of decorative transformer screen and gate be permitted at this location in lieu of the 10' active-use requirement.

NEW Business: 675 Drewry Street, NE – SHIELDS ENGINEERING GROUP

The property is zoned MRC-3-C. The project consists of 40 residential condominium units with two levels of parking to accommodate 64 parking spaces on a 0.353 acre site.

Applicant(s): Lee Webb - lwebb@seginc.us

Requested Variation(s):

- (1) **Section 16-36.011 (3a) Properties adjacent to the Beltline Corridor.** Properties shall have a minimum 20-foot wide buffer along any part of the property adjacent to the BeltLine Corridor. We request a variation from this requirement to reduce the minimum 20-foot wide buffer to 0-feet. Existing properties fronting the Beltline in this stretch of the trail contain facades and/or walled outdoor space encroaching into this buffer. The multi-family property immediately to the south of 675 Drewry Street has no active use fronting the trail. This proposal includes two levels of active use in the way of a residential club room, outdoor terrace, covered patio, and residential amenity.
- (2) **Sec. 16-36.013 (6) Planting Zone. A minimum Planting Zone Width of 5-feet.** We request a variation from this requirement to reduce the minimum planting zone width to 4-feet. This is a two-part variation – see item number 3 below.
- (3) **Sec. 16-36.013 (6) Sidewalk Clear Zone. A Sidewalk clear zone to be a minimum width of 10-feet.** We request a variation from this requirement to reduce the minimum sidewalk clear zone width to 6-feet. The narrow right-of-way of Drewry Street paired with this property being zoned as a zero-lot-line development presents challenges to comply with both the Planting Zone and Sidewalk Clear Zone requirements. Our proposal is to provide a 10-foot paved sidewalk along Drewry Street. Street trees will be planted within the proposed 4' planting zone and located in tree wells at required intervals. The tree wells will be covered with tree grates allowing unobstructed pedestrian circulation.
- (4) **Sec. 16-36.017 Driveway Curb Cuts. Developments with only one street frontage, which is less than 300 feet in length shall have a maximum of one driveway curb cut.** We request a variation from this requirement to increase the allowed curb cuts from one to two. Parking requirements necessitate 64 parking spaces and footprint of the property requires two levels of parking. To hide the parking structure from the Beltline and surrounding properties, we are proposing to use the existing topography to our advantage and tuck one level of parking completely below grade. To meet existing grade at each parking level, we must provide two entries into the deck, therefore requiring two curb cuts.

- (5) **Sec. 16-36.017 (3c) ii Facades along the BeltLine corridor, any public right-of-way, public park, or private street.** *Facades shall meet an active-use depth requirement from said parking structure façade at sidewalk level except at ingress and egress points into said parking structures.* We request a variation from this requirement to allow an exposed retaining wall where existing topography slopes down Drewry Street. The existing grade necessitates two floors which meet the definition of sidewalk-level. Active uses are provided on both levels. However, the lowest level of parking daylights and its retaining wall extends above grade to a height of 7-feet above sidewalk level before the active use daylights at the west end of the property. The proposed wall will be clad in stone or brick veneer.
- (6) **Sec. 16-36.017 (3c) ii Active use depth fronting BeltLine. Residential uses must have a minimum depth of ten feet.** We request a variation to reduce the fronting active use to less than 10-feet at the southwest corner of the property. The west property line is parallel to the Beltline and angled in such a way that it is not parallel with the eastern property line. This condition paired with the orthogonal layout of the parking deck and structural bays creates a pinch point at the southwest corner. As such, the Beltline fronting façade tapers and reduces to a depth of 8-feet at its worst condition. Approximately 13% of façade along the Beltline for the lowest two levels of the building is below the 10-foot minimum depth requirement.

NEW Business: 750/760 Ralph McGill Blvd, NE – KIMLEY-HORN AND ASSOCIATES

The property is zoned MRC-3. The project is a phased mixed used development, and Phase One includes: (1) a North Angier and Rankin Street extensions (private streets functioning as public streets), a publicly accessible 1-acre plaza, bike and pedestrian vertical circulation from the BeltLine to Historic Fourth Ward Park; (2) an office building with retail space; (3) boutique hotel with supporting retail; (4) a residential building, and three-levels of below grade shared parking with 2,400 spaces. The project zoning and total buildout anticipates a 140-room hotel, 1,100 residential units, 1,100,00 SF of office, 200,00 SF of retail, 295,603 SF usable open space, and 105,000 SF of public space on a 11.99 acre site.

Applicant(s): Angela Fanney - Angela.Fanney@kimley-horn.com

Requested Variation(s):

- (1) **Section 16-36.011.3(a) - Site limitations - 20' buffer along BeltLine.** Variation request related to the 20' landscape buffer to allow for columns within the buffer and building above and below the sidewalk-level of the BeltLine. The intent of the requirement is met with landscaping, seating, and hardscape at grade level to connect to building entrances and plaza space to and from the BeltLine; however, parking below BeltLine sidewalk-level and building above exists in the buffer. The only elements at sidewalk level are the columns with minimum spacing of 30' supporting space above at 24' min above grade. The 20' buffer is measured from the limits of the NLA lot line.
- (2) **Section 16-36.017.1.a Driveway curb cuts width**
Parcel A at N. Angier: Variation request to increase 1 curb cut width to 36' for three lanes – one inbound and two outbound to alleviate queuing within the parking deck at PM peak demands of approximately 1,000,000-sf of office.
- (3) **Section 16-36.017.1.e.iii Driveway curb cuts, driveways and parking structures**
Parcel A at N. Angier: Variation request to increase curb cuts along N. Angier from two to three to accommodate loading and multiple access points to the office building. Variation is requested due to peak demands of 1,000,000-sf of office, the 700-ft block length, and the building is to be built in two phases with two loading areas and service cores.

- (4) **Section 16-36.022.1 Pedestrian bridges and tunnels (Section 16-34.024 - Pedestrian Bridges over public or private streets).** Variation request to provide 15' wide elevated public pedestrian/bicycle path over N. Angier and Dallas due to the extreme topography of the site. The purpose of the elevated path is to provide a pedestrian, ADA, stroller, and bicycle connection from the Eastside Beltline Trail to Historic Fourth Ward Park in replacement of the existing Gateway Path. The path meets grade of the trail (~945') and the park(~912), requiring a ramp which is overhead of N. Angier, a private street, and Dallas Street, a public right-of-way. This is consistent with the approved Zoning Site Plan.
- (5) **Section 16-36.012.2 – Street Trees.** Variation to allow more than 30-feet between street trees at specific locations shown on the site plan: at the combined sewer trunk easement, the public stairs from the BeltLine to the plaza, and adjacent to the plaza. The plaza would contain internal tree plantings.
- (6) **Section 116-36.010.5.a.ii – New street incentive.** Variation request to reduce the sidewalk width within the street sections outlined below Sec 16-36.012 - Sidewalk as discussed below for the N. Angier and Rankin new street extensions and allow these areas to be included in open space calculations. The total width from back-of-curb to the sidewalk level building meets or exceeds the requirements, but the distribution of the space is altered as described below.
- (7) **Section 16-36.012 - Sidewalk**
 The total sidewalk setbacks are met on each street segment within the development, with the exception along Parcel A at the sidewalk arcade, where the arcade makes up the full required sidewalk width. The streetscape components are organized to accommodate bicycle, pedestrian and on-street parking at different treatments throughout the development. Therefore, there is variation from the standard pattern of curb - 5' furniture zone, 10' clear zone. The outline below describes the organization of the streetscape section and associated variations.
- a. **N.Angier (east/Parcel A):** Variation request to reduce the sidewalk clear zone width along ~475 lf of the east side of N.Angier from 10' to 8' along the arcade limit. A 8' clear zone is provided from the back of the furniture zone to the face of arcade columns. An additional 12' sidewalk/ supplemental/ café zone (no supplemental zone requirement) is provided from the arcade columns to the face of the building, providing a 10'-12' wide clear area/cafe zone for pedestrians to access with the exception of the columns, which are a maximum of 3'-6" wide, spaced a minimum of 30' apart.
 - b. **N.Angier (west/Plaza):** Variation request to reduce the clear zone width immediately adjacent to the furniture zone from 10' to 8' along ~220 of the west side of N. Angier adjacent to the public plaza to accommodate a two-way 8' wide cycle track with buffer, which is in addition to code requirements. The total width provided from back-of-curb to the back of clear zone is 23'-6" (vs. 15' required) with the public plaza behind the clear zone, providing approximately an acre of additional public space for circulation and gathering. The cycle track and public plaza meet the intent of multimodal, active streets.
 - c. **N.Angier (west/Plaza):** Variation request to locate the required 5' furniture/planting zone from immediately behind the curb (as described in 16-36.007.5 Definitions) to behind the cycle track.
 - d. **N.Angier (west/Parcel B):** Variation request to locate the required 5' furniture/planting zone from immediately behind the curb (as described in 16-36.007.5 Definitions) to behind the cycle track. A 2.5' planting buffer is also provided immediately behind the curb, which is in addition to code requirements.
 - e. **Rankin (south/Plaza):** Variation to reduce the 5' furniture/planting zone from 5' to 0' at back of curb along the plaza to provide that function within the plaza, adjacent to the sidewalk.

- f. **Dallas and Edith Street:** Variation request for relief of street furniture zone requirements. Vehicular function will be removed from the right-of-way, and the existing streets will be renovated to provide specialty hardscape and landscape for pedestrian and bicycle, extending Historic Fourth Ward Park. Dallas and Edith will have a minimum 10' clear zone walkway within the right-of-way limits as well as landscape and tree areas, therefore meeting the intent. However, the sidewalks will be provided in a path rather than sidewalk behind a vehicular curb with a formal tree planting zone and 30'/60' cadence of trees and street lights. The land is proposed to remain public right-of-way, therefore requires a variation.
8. **Section 16-36.013 – Supplemental Zone. Dallas and Edith Street:** Variation request for relief of 5' supplemental zone along the residential use of Parcel C. Vehicular function will be removed from the right-of-way, and the existing streets will be renovated to provide specialty hardscape and landscape for pedestrian and bicycle, extending Historic Fourth Ward Park and providing the function of a sidewalk and supplemental zone along the residences. The land is proposed to remain public right-of-way, therefore requires a variation.
9. **Section 16-36.014.2 – Entrances to sidewalk-level use.** Variation request to eliminate entrance to sidewalk level use along the northern elevation of Parcel B and Dallas Street. Event space internal to the hotel is accessed from the hotel lobby's sidewalk entrance from Rankin Street, due to topographic considerations of Dallas Street and the unique use of hotel function space. The event space is approximately 50" from the Dallas Street grade. Additionally, vehicular function will be removed from Dallas Street, making it less of a "street" function.
10. **Section 16-36.014.2.a – Individual Residential Entrances.** Variation request to have a shared entry between more than two units. More than two units have individual stairs but a shared door to Dallas/Edith Street. After the shared front door, separate stairs take residents directly to their unit.
11. **16-36.019.2.c – Minimum landscaping requirements for surface parking lots.** Variation to not plant trees in the landscape buffer around the interim/temporary surface parking areas. The 5' buffer and shrub requirements will be met for the surface lot, but not the trees. Street trees will be provided along all proposed streets. Due to the temporary nature of the surface parking, limiting the amount of trees removed in the future is desired. The temporary/interim surface parking proposed in the future parcel areas will alleviate construction and user parking demands as the program is constructed.
12. **Sec 16-36.020.5.b Off-street surface parking lots**
Interim condition: Variation to increase and modify existing surface parking at the 750 Ralph McGill building, which is to remain in the first phase. The surface parking is a current condition which the extension of the private street of N. Angier creates a non-conforming existing condition.

Final condition. Variation to allow surface parking between the proposed building and the N. Angier extension (private street) near the location of the existing parking. Building between the parking and the more major and public street, Ralph McGill is provided; relief is sought at N. Angier where the new street creates condition. The visual surface parking is critical to the success of the retail spaces and is limited in nature at approximately 44 of the overall total ~2400 spaces. The building placement and at grade land use is driven by the existing trunk easement.