

A G E N D A

Atlanta BeltLine Design Review Committee

DATE: Wednesday, April 17, 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

New Business: 1455 English Street NW – KRONBERG WALL

The property is zoned I-2. The project includes the renovation of one masonry and steel warehouse building totaling 37,057SF on 1.53-acre lot. The renovation will maintain the warehouse and office uses at the west half of the building, while the ground floor of the east side of the building will have new interior parking with a new 2nd floor office overhead.

Applicant(s): Eric Krongberg - ekronberg@kronbergwall.com

Requested Variation(s):

1. **Section 16-36.012 (Sidewalks)** – At the southwest corner of the lot, we propose a 6'-0" sidewalk clear zone. The sidewalk clear zone has been reduced so that the sidewalk can safely run adjacent to the existing tree located at the southwest corner of the lot without disturbing and potentially harming its structural root plate. No street trees are proposed in this section of the sidewalk, as they will not fit due to the location of the existing tree to remain. We are also proposing to bump the curb out into the right of way to protect the new on street parking, and limit impact to the tree's root zone with the 6' sidewalk.
2. **Section 16-36.016 (Loading areas, Loading Dock entrances, etc)** – Due to topographic hardship at the west side of the property and to eliminate additional curb cuts on the west side of the property, the dumpster and loading zone is located at the east side of the property at the corner of the existing building. Though this dumpster and loading zones can be seen from English Street and the sidewalk, its our expectation that most of the traffic to and from this site will be along Fairmont Avenue. The dumpster enclosure will be walled and comply with the Beltline requirements. Additionally, the loading area is located in the same place loading currently occurs on site. We are proposing to screen it with street trees. The loading area will also be screened from Fairmont Avenue by the new patio at the southwest corner of the property. As noted previously, the views from Fairmont Ave are the most important views are the most important since most of the traffic will be along that street. The loading area will be also used infrequently as the building now contains additional office and parking uses.
3. **Section 16-36.017 (1) (Driveways curb cuts, driveways, and parking structures)** - This section of the code allows developments with more than one street frontage to have one curb-cut on each street frontage. For the purposes of this section, two curb cuts serving two one-way driveways shall only be counted as one curb cut. Due to topographic hardship along the Fairmont Avenue side of the property, the two allowed curb cuts are provided at English street side of the property. One of the curb cuts is a two-way while the other is a pair of one-way curb cuts. The existing length of curb cut facing English street is 68'-6 1/2+", and we are proposing to reduce it to a

48'-0" total. English Street serves much more as local street for the current industrial users, while there is a chance that Fairmont may someday connect more through the North property. Keeping the curb cuts off Fairmont makes sense long term in addition to the current topographic hardship.

4. **Section-16.36.017 (3cii) (Driveways curb cuts, driveways, and parking structures)** - This section of the code notes that facades along the BeltLine Corridor, any public right-of-way, public park or private street 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 have significantly constrained from an open land perspective in how we can provide parking. We need to utilize a portion of the building to store vehicles and need to use that first 20' of building to be effective in this approach. We have located the parking furthest away from Fairmont, so that half of the English street façade will have active use and comply with this requirement, as will the entire Fairmont façade. We are proposing to provide new construction above the parking, so there is the possibility of new windows at the upper level to engage the street.
5. **Section-16.36.020 (Off-Street parking and loading requirements)** – This section of the code requires notes that the off-street parking lots shall be located between a building and the street without and intervening building. The existing asphalt at the south side of the property facing English St is currently used to store automotive vehicles. Though it is not currently striped, the asphalt could be stripped to provide parking spaces which comply with City of Atlanta requirements. Therefore, the existing asphalt can be viewed as an existing parking lot. We are proposing providing off-street parking between the building and the public right of way as the remaining site is taken up by the existing building, and the parking area would be in the same, but slightly modified, location as the original asphalt parking area.

New Business: 730 Ponce De Leon Place NE – PISMLER HOSS ARCHITECTS

The property is zoned I-1. The scope of work involves a series of exterior site improvements which include: (1) installation of a 42" tall wrought iron fence on the existing landscape area the installation of steel bollards at the entry sidewalk, and new lighting on the east façade; (2) new signage, lights and bike rack on the north façade, and (3) the installation of new signage on the west façade. This is a one-acre site.

Applicant(s): Randy Pimsler - randy@pimslerhoss.com

Requested Variation(s): None requested.

New Business: 300 Milton Avenue SE - RHR INVESTMENTS, LLC

The property is zoned C-1-C. The scope of includes the construction of a new two-story building with two commercial spaces totaling 1,173 SF on the ground floor and five rental apartment units on the 2nd level on an 0.19-acre site.

Applicant(s): Stephen Holmes - stephen@renobinc.com

Requested Variation(s):

1. **Section 16-36.013 (Supplemental Zone and Sidewalk table)** – We are looking to reduce the 10' requirement to 5' to create livable spaces along with activating the highly trafficked corridor of Milton Avenue and Hill St. In addition, the size and configuration of the plot limit our ability to construct a livable building that fits within the constraints of the neighborhood.

New Business: 300 Gary Avenue NW - KIMLEY-HORN

The property is zoned MRC-3. The scope of work includes construction of an approximately 300 unit multi-family building, a 5-story loft office building, and the adaptive re-use of two former industrial buildings into new restaurant/retail space on 9.55 acre site. The project will provide 658 parking spaces and 86 dedicated bike spaces.

Applicant(s): Jessica Riddle- jessica.riddle@kimley-horn.com

Requested Variation(s):

1. A variation to **Atlanta Code of Ordinance Sec. 16-36.017** to increase the number of curb cuts from two to five.
 - a. The site is located east of Proctor Creek and is solely accessed from Gary Avenue. The frontage of the development spans almost 1,000 linear feet and is divided into two portions – an office/retail section, and a residential section. There is shared parking in the residential building for office/retail use.
 - b. The current plan first shows a two-way entry/exit to access the parking lot by the office/retail buildings. There is also the ability to continue driving around the parking lot in front of the retail for pick-up/drop-off with a one way exit onto Gary Ave. The residential building has two separate two-way access points. One down to the lower level for retail visitors, and a separate one further north on Gary for residential/office users only. The fifth curb cut is located to the far north of the site and is used for loading/fire access only.

2. A variation to **Atlanta Code of Ordinance Sec. 16-36.013** to reduce the sidewalk clear width from 10-feet to 6-feet and the street furniture and tree planting zone from 5-feet to 4-feet.
 - a. Gary Avenue currently has a 4' amenity zone running along the west side of the street. A 12' greenway path runs behind this zone until it turns west and runs along Proctor Creek. As part of this project, Urban Creek is proposing to extend Gary Avenue to the north to service this property as well as future developments to the north. This extension will continue onto private property owned by Urban Creek and MARTA. As this right-of-way extension is mostly located on private property, and due to the various other pedestrian walkways (existing and proposed) located on-site, we are requesting to reduce the streetscape along Gary Avenue to a 4' amenity zone (to match the existing condition) and add a 6' sidewalk behind to run the length of the property.

3. A variation to **Atlanta Code of Ordinance Sec. 16-36.020** to allow for an off-street parking lot to be located between a building and the street without an intervening building.
 - a. An existing building borders the creek and is located within the stream buffer. Urban Creek is proposing to keep the existing building and convert it to restaurant/retail space. The building is located approximately 190' from Gary Avenue. We are requesting a variation to allow for a surface parking lot between this existing building and Gary Avenue. The hope is that early patrons of the development will feel more comfortable visiting Quarry Yards if parking is easily visible and accessible. In a later phase, this parking lot will likely be converted to a new office building or hotel. This new building would have its own podium parking incorporating additional spaces to replace the retail surface parking lot that would be displaced.

4. A variation to **Atlanta Code of Ordinance Sec. 16-28.015** to reduce the number of required loading spaces from 2 for multi-family to 1 and from 1 required for retail to 0.

- a. Loading spaces are required per the MRC-3 underlying zoning. The residential building contains 300 units, which requires 2 loading spaces. We are requesting that we be allowed to provide 1 loading space within the residential building footprint. This loading zone would be located on the north side of the building and move-ins would be coordinated through the leasing office. The remaining office and retail buildings total just over 100,000 SF which requires 1 designated loading space. No designated loading zones are provided for these buildings due to the low frequency of move-ins (since longer lease terms) and the ability of trucks to park elsewhere on the site.

New Business: 1611 Ellsworth Industrial Blvd NW - KIMLEY-HORN

The property is zoned 1-2. The proposed project is the adaptive reuse of an existing one story, 200,000 SF warehouse building located on an 11-acre site. The new program is a mix of 60,000 SF office, 58,000 SF food and beverage use, 31,000 SF of retail space, and the remaining 51,000 SF to be common open space.

Applicant(s): Ben Skidmore - ben.skidmore@kimley-horn.com

Requested Variation(s):

1. A variation to **Atlanta Code of Ordinance Sec. 16-36.017** to increase the number of curb cuts from two to four.
 - a. The current property has three on-site curbcuts and one point of access from the adjacent parcel to the south. Currently one of the three on-site curb cuts (southern curbcut on Huber) is non-functional and we are proposing to relocate to the south to provide better circulation on-site.
2. A variation to **Atlanta Code of Ordinance Sec. 16-36.013** to reduce the sidewalk clear width from 10-feet to 6-feet.
 - a. There currently are no sidewalks on Ellsworth or Huber. There is also an existing berm with significant topography that impacts the Ellsworth frontage. The proposed 6' sidewalk is consistent with reduced sidewalks within the overlay and works within the existing site constraints.
3. A variation to **Atlanta Code of Ordinance Sec. 16-36.020** to allow for an off-street parking lot to be located between a building and the street without an intervening building.
 - a. This is an existing condition that is remaining. We are noting the condition for clarity.