

A G E N D A (Amended)**Atlanta BeltLine Design Review Committee**

DATE: Wednesday, February 20, 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: 1598 Piedmont Avenue NE – CORESTATES, INC**

The property is zoned C-1. The scope of work includes the demolition of the existing building, and the construction of a new 3,470 SF Chase Bank building with 28 parking spaces on a 0.66 acre site.

Applicant(s): Phillip Takacs - ptakacs@core-eng.com**Requested Variation(s):**

1. **Section 16-36.014 (7) –Minimum of 65% fenestration for non-residential uses along an arterial road.** The applicant is requesting a 6% reduction in the required 65% minimum fenestration to achieve 59% fenestration facing piedmont avenue. We feel the reduction of 6% fenestration area is negligible for this site and justified, as additional enhancements to the site have been achieved. To address comments and concerns from meeting with the Atlanta BeltLine DRC and the NPU-F neighbors, the Chase building location and façade has been redesigned to better align and complement the surrounding area and continue the urban pedestrian-oriented context. The Chase building has also further been designed to follow closely the existing façade lines, color and style of the adjacent buildings. The revised design will limit space on the building façade in which to achieve the fenestration requirements but overall will follow the recommendations request to create a pedestrian friendly and urban environment.

November 2018 Recap: The DRC recommends that the applicant reevaluate the site layout to bring the building closer to the street, place parking in the rear, and reduce the number of parking spaces. The DRC noted that this section of Piedmont is very pedestrian oriented, and the building should follow the façade lines of the existing buildings to match its urban pedestrian-oriented context. The DRC asked that the dumpster be relocated to the least visible location on site. The DRC did not render a decision about the variation requested but would like to review the revised plans first. The applicant was directed to send updated plans electronically for review, and the DRC reserves the right to ask the applicant to return to the next schedule DRC meeting for further discussion.

New Business: 385 Grant Circle SE – SMITH, GAMBRELL & RUSSELL, LLP

The property is zoned MR-3. This project is Phase II of an existing plan that includes 142 stacked flat condominium units ranging in size from 800 SF to 1,400 SF. There are 100 one-bedrooms, and 42 two-bedrooms in three buildings connected by a central parking deck with 150 parking spaces, and 23 on-street parking spaces on a 2.74 acre site.

Applicant(s): J. Alex Brock - jabrock@sgrlaw.com

Requested Variation(s): In line with what was approved for Phase I, the Applicant is now seeking the similar variations to the streetscape width and the porch height for Phase II. The following items were identified by the Applicant as potential variations:

- 1. A variation to Atlanta Code of Ordinances § 16-35.007 to reduce the sidewalk clear space width from 10' to 6'.**
 The Atlanta Code of Ordinances § 16-36.013 requires a 10-foot sidewalk clear space width requirement from 10-feet to 6-feet. The Atlanta Code of Ordinances § 16-36.013 requires a 10-foot sidewalk clear zone within the Beltline Corridor. The Phase I development was granted a variation to reduce the sidewalk clear space along Grant Street and Grant Circle to 6-feet. The justification for the Phase I variation was based on the topography and the site configuration which pushed the proposed buildings closer to the right-of-way, thereby limiting the room for the full sidewalk width. The same conditions still exist for the Phase II development and as a consequence the Phase II SAP now seeks a similar variation to reduce the sidewalk clear space requirement from 10-feet to 6-feet.
- 2. A variation to Atlanta Code of Ordinances § 16-36-013(2) to allow porches within the streetscapes supplemental zone to be more than 30" above the adjacent finished grade elevation.**
 The Atlanta Code of Ordinances § 16-36-013(2) requires that plazas, terraces, porches and stoops within the supplemental zone shall have a maximum finished floor height of 30 inches above finished-grade unless existing topographical considerations render this requirement unreasonable." The proposed buildings will have sidewalk-level residential units along Grant Circle and Grant Street. Along Grant Street, however, there is a dramatic change in elevation of more than 10-feet from the Subject Property's southwestern property corner (the higher elevation) to the Subject Property's northwestern property corner (the lower elevation). This topography change results in the porches of several units exceeding the 30-inch height limitation and in some instances will be several feet above the adjacent sidewalk. The requested relief is wholly due to the existing topographical conditions and consequently a positive grant of relief is entirely appropriate.
- 3. A variation to Atlanta Code of Ordinances § 16-36.017(1)(e) to allow 3 curb cuts along Grant Circle.**
 The Atlanta Code of Ordinances § 16-36.017(1)(e) allows two curb cuts for properties with 300 linear feet or more of street frontage. The Phase II property has approximately 562feet of frontage along Grant Circle and is proposing two curb cuts to serve the structured parking. The Phase I development will have one curb cut on Grant Street and an additional curb cut on Grant Circle. As separate properties, the three curb cuts on Grant Circle would be allowed as of right, however, the Applicant anticipates the future consolidation of the Phase I and Phase II property into a single parcel. As a consequence of the consolidation, the property will have three curb cuts along Grant Circle and will require the grant of a variation. Similarly, the Phase II development needs the two access points on Grant Circle to allow adequate vehicular flow in and out of the development. The Phase II development has separate and distinct access to its parking deck which is completely segregated from Phase I. Due to differences in topography, the Phase II parking deck cannot be accessed from Phase I and is only accessible from Grant Circle. The Phase II parking deck also requires two points of vehicular ingress/egress to facilitate smooth vehicular flow through the deck. If Phase II is limited to only one access point the ability to maneuver through and in/out of the deck becomes problematic.

New Business: 689 & 701 Antone Street NW - PARADIGM ENGINEERING SERVICES, INC

The property is zoned MR-3. This project includes the development of 16 townhomes, eight 3-story units, and eight 4-story units, each with roof top terraces on a 0.725 acres site.

Applicant(s): W. Barry Dunlap - bdunlop@paradigmeng.net

Requested Variation(s):**1. Sec. 16-36.012. Sidewalks**

- a. *Street Trees:* Parallel street parking spaces are provided along Antone Street. Due to the presence of these spaces, the tree placement will be greater than 30' on center.
- b. *Decorative Pedestrian Lights:* Parallel street parking spaces are provided along Antone Street. Due to the presence of these spaces, the pedestrian lights will be placed in the supplemental zone along the back of the sidewalk. The light spacing is intended to be between the trees as placed in the tree planting zone separated by the on-street parking spaces.

2. Sec. 16-36.013. Supplemental Zone

Porches and stoops for units facing Antone Street will be higher than 30" from the finished grade due to extreme topography of the site.

3. Beltline: Sidewalk and Supplemental Zone Table

The Sidewalk Clear Zone to be 6' on Tallulah Street and Antone Street due to consistency with neighboring property and street category.

4. Sec. 16-36.014. Relationship of building to street

The side of unit 10 fronts Tallulah Street and the main entrance to the unit does not face the street sidewalk. This is due to extreme topography and to allow continuity of architecture to the front of the building holding units 10-14.

New Business: 72, 78 & 80 Milton Avenue – POLLACK SHORES

The property is zoned MR-4A-C. The proposed development includes 270 multi-family units, 103 townhomes, 415 surface parking spaces, and on-street parking on a 12.346-acre site. 15% of the units will be set aside to comply with inclusionary zoning.

Applicant(s): Tyler Gaines - tgaines@pollackshores.com

Requested Variation(s):**1. Sec. 16-36.020. - Off-street parking and loading requirements.**

4. Shared parking and loading:

- b. Reduction of on-site loading required may be granted by administrative variation subject to evidence of a shared loading arrangement that avoids conflicting loading demands and not located either: within districts R-1 through R-5, RLC or PDH; and ii. immediately adjacent to single-family dwellings in districts RG-1, RG-2, MR-1 and MR-2.

The applicant is requesting a reduction in the quantity of loading spaces from required six (6) spaces to three (3) spaces. Based on the proposed use and site configuration, three loading spaces will sufficiently serve the development for all loading and move-in needs.

New 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 16-36.017 – Driveway location.

A new drive aisle is proposed in a location where it will allow access to proposed parking facilities located between the building and the Jefferson Street.

6. Section 16-36.017 – Driveway Width

Due to delivery trucks that will be required to access the property, the proposed driveway width shall be 40-feet to allow large trucks room to enter and exit from Jefferson Street.

7. Section 16-36.020 – Off Street Surface Parking Lots

Due to the nature of the facility, parking for employees and customers needs to be located at the front of the property between the building and the street. Additionally, the proposed arrangement of the parking lots is

consistent with the previous arrangement of the subject property (prior to site demolition) as well as several other developments along Jefferson Street. Additionally, the proposed parking arrangement will match the layout of the parking and drive aisle of 1033 Jefferson Street (located immediately to the west of the subject property).

8. Section 16-36.021 – Off Street bicycle parking

Due to the nature of the facility, site will be enclosed by chain link fence and no public access will be provided without registration with on-site security upon accessing the building. Reduction in required number of bicycle parking spaces from 123 spaces to 24 spaces is requested. These bike spaces will be split between bike racks located in the street furniture zone along Jefferson Street and located in the visitor and employee parking area within the site. It is estimated that the new facility will accommodate 30 employees and will not have a need for the full number of required bike spaces.

New Business: 496 Boulevard NE– LONG ENGINEERING

The property is zoned RG-4. This is the next phase of the City Lights Apartments, which will include 123 affordable residential units, and 62 parking spaces on a 1.222-acre site.

Applicant(s): Rosa Santillan - rsantillan@longeng.com
Leigh Farr - lfarr@longeng.com

Requested Variation(s):

1. **Section 16-36.013 – Reduction of the required clear zone from 10’ to 6’ along Latta Street.** Latta Street is viewed as Secondary Street for pedestrians travel. Priority was given to Boulevard to maintain the 10’ clear zone for sidewalk. Clear zone reduction was justified by the 420 Boulevard project and the adjacent City Lights II Project.
2. **Section 16-36.013 – Reduction of the required clear zone from 10’ to 6’ along Pine Street.** Pine street is viewed as a secondary street for pedestrian travel. Priority was given to Boulevard to maintain the 10’ clear zone for sidewalk. Clear zone reduction was justified by the 420 Boulevard project and the adjacent City Lights II Project.
3. **Section 16-36.017 (3c) – No active uses along Latta Street.** Latta Street is utilized as “back of development” for this project due to the project fronting Pine Street and Boulevard 16.81% fenestration has been provided.
4. **Section 16-36.016(1) – Reduction of required screen height for loading areas from 6’ to 3’ and 6”.** Latta street is considered as defacto alley between Angier Avenue and Pine Street. As such, pedestrian traffic is small compared to vehicular traffic due to parking.
5. **Section 16-36.020 (5b) – Allow parking to be located between ground level building and Latta Street.** Latta Street is utilized as “back of development” for this project due to the project fronting Pine Street and Boulevard. The second level of the building extends over the parking lot.
6. **Section 16-36.020 (1a) – Elimination of minimum parking requirement.** Per Section 16-36.009 of the revised BeltLine Overlay inclusionary zoning ordinance, minimum parking requirement for residential uses have been eliminated (there is no minimum required.)
7. **Section 16-36.022(1) – Variation for addressing bridges and tunnels.** Latta street dead ends into Pine Street at the point where the building bridges over Latta Street. Furthermore, Latta Street is considered as defector alley between Angier Avenue and Pine Street and only extends for one additional block south.