

A G E N D A

Atlanta BeltLine Design Review Committee

DATE: Wednesday, July 15, 2020

TIME: 5:00 PM

LOCATION: COVID-19 Update – Zoom Meeting Details [DRC Zoom Details](#)

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

Welcome/DRC Meeting Overview

New Business: 1076 Hardee Street, NE – METRO ATLANTA PERMITS

The property is zoned RG-2. The scope of work includes the construction of new two-story duplex with a two-vehicle carport, a new driveway, a new walkway, and a second-floor terrace for each unit. The two units contain 1,202 SF and 1,299 SF of conditioned space, respectively, on a 0.15-acre lot.

Applicant(s): Susan Johnson - susan323@bellsouth.net

Requested Variation(s):

1. **Section 16-36.012 – Sidewalks:** Required streetscape beginning from back of curb is a 5' street furniture zone, a 10' clear zone, and a 5' supplemental zone.

Justification: "We request an administrative variation for this requirement. The lot is small and already challenged. There is an existing 5 ft sidewalk. Adding the additional 15 feet would be an unneeded hardship. Perhaps a tree could be added to the front yard area?"

2. **Section 16-36.017 – Driveway curb cuts, driveways, and parking structure:** The sidewalk paving materials must be carried over the driveway curb cut and the driveway curb cut will have a maximum width of 12'.

Justification: "We request an administrative variation for this requirement. Actually, we are not sure this is really needed as the proposed driveway and curb cut will be concrete and is less than 12' wide."

New Business: 111 Moreland Avenue, SE – MCMILLAN PAZDAN SMITH

The property is zoned MR-4A. The proposed scope of work includes the construction of new four-story condominium building composed of 19 residential units on a 0.38-acre lot. The scope includes 20 parking spaces to the rear of the building, along with four bike parking spaces provided on site.

Applicant(s): Joseph Alcock - jalcock@mcmillanpazdansmith.com

Requested Variation(s):

1. **Section 16-36.013 – Supplemental zone:** Requested reduction of Moreland Ave supplemental zone from 9' to 3'-2".

Justification: "Parking is necessary at this site for this type of development, and Kirkwood Ave and Moreland

July 15, 2020

Ave are not appropriate streets for significant on-street parking. In an effort to provide an adequate buffer with the neighbor to the immediate west from the parking, the building was pushed toward Moreland Ave. The building line, as it relates to the street, will be similar to the development at 125 Moreland Ave (south of the site). The more intensive use of the site, and most impactful with regard to height, has been designed to occur closer to Moreland Ave and away from neighboring R-5 residences. It will provide a transition between the new constructed townhomes to the south with similar buffers and the high granite retaining walls that continue north on Moreland Avenue. The 3'-2' indicated above is at the narrowest point for the supplemental zone, the property angles into the site as it travels north, the supplemental zone closer to Kirkwood Rd. is wider. "

2. **Section 16-36.013 – Supplemental zone:** Requested reduction of Kirkwood Ave supplemental zone from 9' to 6'.

Justification: "Kirkwood Rd is a smaller scale road in Reynoldstown, with a small right of way, the intent again is to provide a more urban condition closer to Moreland, but quickly transition to more of a single-family street section as one continues down Kirkwood. Most of the Kirkwood facing façade is balcony with the building line creating a 9' supplemental zone, however there are two bumpouts between the balconies that reduce this to 6'. The bump outs at 3' are designed to create visual interest and lessen the feel of a 'tacked on' balcony."

New Business: 931 Monroe Drive, NE – ASD | SKY

The property is zoned C-2. The scope of work includes exterior renovation to the existing Midtown Promenade retail center, which is limited to exterior facades/storefronts, exterior shade canopies, and improvements at the connection point to the Eastside Trail. A new landscape/hardscape plaza is to be added to provide a more formal entrance from the BeltLine, along with bike parking and seating. Building interiors are excluded from the current scope of work and no changes are proposed to existing parking on the combined 5.18-acre site.

Applicant(s): Michael Wirsching - mwirsching@asdnet.com

Requested Variation(s):

None.