

Atlanta BeltLine Design Review Committee

DATE: Wednesday, May 20, 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: 1088 and 1100 Murphy Avenue, SW - Kronberg Urbanists + Architects

The property is zoned I-1. The scope of work consists of the renovation of two historic masonry and heavy timber warehouses to office. The north building (1088 Murphy) is 59,976SF with 3 floors, and is 43'-10" tall. The south building (1100 Murphy) is 56,362SF with 4 floors and will include a new 5,000SF rooftop deck amenity space for office tenants; the total height of the south building including the roof deck is 67'-6" tall. The development also includes 23,000SF of public open space, and 307 parking spaces on a 6.05-acre site.

Applicant(s): Elizabeth Ward - eward@kronbergua.com

Requested Variation(s):

- 1. Sec. 16-36.012 – Sidewalks.** This section of the code requires a Street Furniture and Tree Planting Zone minimum width of 5'-0", a Sidewalk Clear Zone minimum width of 10'-0", and a Supplemental Zone of 5'-0" along collector streets.

Both Murphy Ave and Sylvan Rd are listed as collector streets. For the 1066/1056 Murphy Ave property, we are proposing the following: a 5'-0" Tree Planting Zone, and a 6'-0" Sidewalk Clear Zone along Murphy Ave and to leave the existing sidewalk as-is along Sylvan Ave. The existing sidewalk along Sylvan was added in 2017 and is currently buffered from the street by a cycle track. We propose to update both sidewalks to meet full streetscape standards when the property redevelops.

For the 1100 Murphy property, the sidewalk zone between the existing buildings and Murphy Ave ranges from 4'-6" to 7'-6". We propose to widen this sidewalk as much as possible without infringing on the existing Murphy Ave lane widths; this will need to be coordinated with Public Works. No street trees are proposed on this section of sidewalk as they will not fit due to the existing building locations.

2. **Sec. 16-36.011 (10)(d) – Site Limitations.** This section of the code requires a 20-foot wide buffer, to be completely landscaped, along the property line adjacent to the BeltLine Corridor.

The existing building at 1100 Murphy sits within this 20-foot buffer, and we propose to provide a plaza with a mix of materials (paved, pea gravel, landscape) within the remainder of the 20-foot buffer on this property. We have discussed our plans with ABI and have their support for this variation. They have confirmed that this spur will not include transit in the future.

3. **Sec. 16-36.014 (2) – Relationship of building to street.** This section of the code requires the primary entrance to all sidewalk level uses be visible from and be directly accessible from said required sidewalk along such street or BeltLine corridor.

The main entrance to the buildings is between the buildings as opposed to the front street facing elevations along Murphy Ave. This is due to the limited sidewalk depth at the front of the building and the lack of flexibility from NPS and SHPO/DNR for adjusting opening sizes. Per NPS and SHPO/DNR conditions, we cannot enlarge existing openings, and we must retain the historic door and window frames where they remain. The windows and doors facing Murphy Ave along the first floor of both buildings are likely historic which means we cannot make design changes to them.

New Business: 929 – 1050 White Street, SW – MDH-Ackerman Lee & White, LLC

The property is zoned I-MIX-C. The overall site consists of a collection of 11 industrial warehouses that were built in stages between 40 and 60 years ago and subdivided into a mixture of light industrial and beverage/event tenants. These buildings are typically masonry load bearing exterior walls with steel framed joists and roof structure. The total square footage of all existing buildings is 453,260 on a 22.38-acre site. The scope of work for this SAP includes the interior and exterior renovation of the warehouses at 929 Lee Street and 1050 White Street, the addition of a new 2-story building (totaling 35,190SF) in the center of the site, general site improvements to parking areas across the entire site, and improvements to overall site circulation. The mix of uses include industrial, retail, office and restaurants.

Applicant(s): James Eyre - jeyre@ackermanco.net
 Josh Carnes - jcarnes@eberly.net

Requested Variation(s):

1. **Section 16-36.013 (3)** - supplemental zone shall provide a pedestrian walkway a minimum of four feet through said supplemental zone to connect to the adjacent required sidewalk.

There is significant topographical hardship associated with providing said path along White Street. The existing four-foot sidewalk along the eastern third of White Street frontage is proposed to be retained.

- 2. Section 16-36.016 (2)** - loading dock entrances for nonresidential uses shall be screened.

Screening the existing and proposed loading dock area conflicts with the industrial character of the project.

- 3. Section 16-16A.015 (1)**- loading areas shall be screened so as to not be visible from any public right-of-way.

Screening the proposed loading area conflicts with the existing industrial character of the project.

- 4. Section 16-36-020 (5) (a)** - off-street surface parking lots shall not be located between a building and the street without an intervening building.

Existing condition to remain.

- 5. Section 16-36.011 (3a)** - shall have a minimum 20-foot wide buffer along any part of the property adjacent to the Beltline Corridor.

Existing conditions prohibit buffer, except along proposed building where buffer is provided.

- 6. Section 16-36.011 (4)** - public or private access paths to connect to any existing or proposed greenway trails, including the Beltline, shall be built to a minimum paved width of 15' for two-directional bicycle and pedestrian use.

Existing condition to remain. 10' width path width proposed for new paths.

- 7. Section 16-36.011 (10e)** - shall provide a new public access street (or streets) in accordance with the Beltline Street Framework Plan.

Existing condition and significant topographical obstacles – proposed streets not possible with existing buildings and there are significant topographical obstacles.

- 8. Section 16-36.011 (10g)** - shall include an entrance to all adjacent uses which shall be directly accessible from said space from the Beltline Corridor.

Existing conditions and significant topographical obstacle. Access/entrances will be provided wherever feasible.

9. Section 16-36-012 - sidewalks shall be located along all public streets.

There is significant topographical hardship associated with providing said path along White Street. The existing four-foot sidewalk along the eastern third of White Street frontage is proposed to be retained. The existing sidewalk along Lee Street is proposed to be retained.

10. Section 16-36.013 (1) - supplemental zone shall be no more than 30 inches above the adjacent public sidewalk for a minimum linear distance of 15 feet from the nearest edge of the adjacent sidewalk or Beltline Corridor unless existing topographical considerations render this requirement unreasonable.

Existing topographical difference renders this requirement throughout unreasonable.

11. Section 16-36.013 (3a) - shall provide a pedestrian walkway with a minimum width of four feet through said supplemental zone to connect to adjacent sidewalk.

See previous variation requests for omission of adjacent sidewalk. Multiple pedestrian access points are proposed.

12. Section 16-36.014

(1) Building floors shall be delineated to, and including, the third story above the sidewalk level executed through windows, belt courses, cornice lines or similar architectural detailing.

(2) (b)(ii) primary pedestrian entrance shall be at-grade with the closes portion of the adjacent required sidewalk.

(6) Fences and walls shall meet the following regulations.

(a) For all uses not adjacent to a street or BeltLine Corridor: Fences and walls not exceeding six feet in height may be erected.

(7) (a) (ii). Fenestration and entrances shall be provided for a minimum of 65 percent of the length of all street frontages:

Justification

(1) Existing Condition, on new construction facades floors will be delineated

(2) (b) (ii) See previous variation requests for omission of adjacent sidewalk. Significant existing topographical difference exceeds this requirement.

(6) (a) Walls greater than six feet will be required to screen dumpster enclosures/ service areas interior

to the site against the parking lot.

(7)(a)(ii) Existing conditions have very limited façade openings, along Lee Street in building 929, we are proposing to provide new openings that meet the 30% fenestration requirement ILO the 65% fenestration requirement.

13. Section. 16-36.015. - Signage. (refers to Sec. 16-28A)

Sec. 16-28A.007. (m). Maximum Height of Signs: No portion of any sign shall extend above the top of the building upon which it is located. When attached to buildings over 30 feet in height, no portion of a sign shall be located more than 30 feet in height above ground level, provided that when the ground level is lower than the level of the adjoining street pavement, said sign may be raised so as to be not more than 20 feet above the level of the pavement.

We are proposing to add a district monument sign at the corner of Lee Street & White Street on top of the corner of the building of a scale large enough to be seen from the adjacent elevated Marta lines.

14. Section 16-36.017

(1) (a) driveway curb cuts shall be a maximum of 24 feet for two-way entrances.

(1) (e) (ii) maximum permitted number of driveway curb cuts for development with more than one street frontage; one located on each street frontage.

(3) (a) (i) Shall be delineated to, and including, the third story above the sidewalk-level executed through windows, belt courses, cornice lines or similar architectural detailing and shall conceal automobiles from view. Said structure shall have an appearance similar to that of the adjoining or attached residential, commercial or mixed-use structure.

& (ii). Parking structure façades shall have openings screened with mesh or decorative panels, tinted or sandblasted glass, or similar screening elements so as to prevent views into the parking structures.

Justification:

(1) (a) Proposed drives provide additional width for truck access and left and right turning movements.

(1) (e) (ii) 9 curb cuts exist on White Street. 7 curb cuts are proposed for White Street, 5 of which are existing (1 realigned). Given the linear nature of the site, additional curb cuts (beyond 1) are necessary to provide sufficient access.

(3) (a) (i) & (ii) Proposed renovation to 929 Building includes tenant parking inside the existing building footprint, however, for ventilation purposes, portions of the façade must be open. Layout of parking area puts drive aisle against exterior wall, and therefore, the first row of parking is roughly 30' inside the exterior wall, so cars could potentially be visible from street through ventilation openings in the exterior wall.

New Business: 617, 623, 627 & 633 Parkway Drive, NE – LONG ENGINEERING

The property is zoned RG-4. The scope of work consists of the demolition of four multi-family 2-story brick buildings with basements, and the removal of foundation walls and slabs. The site will be stabilized, and trees will remain until the redevelopment phase. The total acreage of the four parcels is 0.742-acre.

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

Requested Variation(s):

1. **Section 16-36.006 – “Demolition of existing structures and redevelopment requirements”.** Any structure 50 years or older shall not be demolished for the purpose of creating open space. All requests for demolition of buildings 50 years or older shall include concept plans for the redevelopment of the property that are sufficient to obtain an SAP for the development of the new structure.

The buildings identified for demolition are approximately 70-80 years old. Plan for full redevelopment of the parcels are controlled by Wingate Properties and are in the master plan stage, and two options have been provided for review. A full SAP for the redevelopment of all affected properties will be submitted in the future. It is the developer’s attention to demolish each building as it is vacated either through expiring leases, or relocation of tenants to other properties within the developer’s control, in order to prevent blight and limit undesirable and illegal activities around the would-be vacant structures.