

A G E N D A

- DATE:** **Wednesday, July 21, 2021**

- TIME:** **5:00 PM**

- LOCATION:** **COVID-19 Update – Virtual Meeting**

*The DRC meetings are open to the public; however, there is not a public hearing component in these meetings. If you have comments to share with the DRC regarding a particular application, please submit your written comments to ireid@atlbeltline.org prior to the meeting date. **Written comments must be submitted** by 4pm on the Tuesday prior to the public meeting and will be shared with the DRC.*

New Business: 78 and 80 Kenyon Street, SE - ABODE

The property is zoned R-5. The scope work includes the construction of two 2-story duplexes with garages.

Applicant(s): Christopher Leersen - christopher@abode-ab.com

Requested Variation(s):

- 1. Section 16-36.012 (BeltLine Sidewalk and Supplemental Zone Table)**
 This is a request to reduce the required clear zone from 10' to 6' on Kenyon Street. A six-foot sidewalk clear zone will match residential single-family context of the existing sidewalk.

- 2. Section 16-36.011(3a) – Properties is adjacent to the BeltLine Corridor** Shall have a minimum 20-foot-wide buffer along any part of the property adjacent to the BeltLine Corridor.
 This is a request to encroach into the 20' BeltLine Buffer. The proposed construction in the buffer is not vertical, but merely a horizontal driveway, no walls or otherwise. The first portion of any vertical construction is 26' away. My rear property line is set back westward 10.49' from the adjacent neighbor, thereby posing as a preexisting and natural buffer. This is a non-conforming R5 lot where the underlying zoning allows a 7' or even 4' setback for an ADU. 7,500 is the minimum R5 lot size and these are both less than 5,000. This lot constraint cannot be underestimated in terms of planning a reasonable duplex. I am excited to deliver four modest attached homes—1,500 square foot is a product size that has a small market presence in this product type. There is already a significant synergy and efficiency by utilizing a shared. driveway down the center property line. Strictly following the 20' buffer would constitute over 20% of the entire property--a very significant taking of land.

Even with a reduced front setback from 30' to the block average of 18' that would leave only 62' of buildable area for vehicles, rear porch and heated space. The topography slopes down eastward and therefore do not lend itself to a frontloaded garage, moreover our zoning code is appropriately and strongly encouraging rear or side loaded garages. Other administrative variations to this setback have been granted to a single-family project of mine on this block for its porch. Other variations to the buffer have been granted to others around the Beltline. When the TAD was being evaluated and debated in 2005 it was promised that single-family lots' zoning would be unaffected by the Beltline.

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New Business: 536 Decatur Street, SE – LONG ENGINEERING

The property is zoned I-1-C. The scope work includes demolition of an existing 3,577SF warehouse and a new 4,176SF building for the purpose of an eating and dining establishment. The remaining warehouse on site will be repurposed into a sandwich/grocery store with a total of 16 parking spaces provided.

Applicant(s): Tuan Duong - tduong@longeng.com

Requested Variation(s):

- 1. Section 16-36.012(6) - *Overhead utilities*: Upon redevelopment of a parcel reasonable efforts shall be made to place utilities underground or to the rear of structures.**

This is a request to not relocate the utilities underground. Moving the existing overhead powerlines on Decatur Street is major cost, and adjacent sites have redeveloped without relocating the utilities.

- 2. Section 16-36.013 – Supplemental Zone/ A five feet minimum supplemental zone is required when located adjacent to sidewalk-level residential uses or located along streets which function as an arterial or collector.**

This is a request to eliminate the supplemental zone. Decatur street is classified as a minor arterial street. Due to existing building location, a 5-foot supplemental zone cannot be provided without reducing street furniture and sidewalk width.

- 3. Section 16-36.014(7) – Requires 30% fenestration on local roads, and 65% of fenestration on Arterials/Collectors/BeltLine Corridor**

This is a request to decrease fenestration on Daniel Street from 30% to 14.2%; on Howell Street from 30% to 1.8%; and on Decatur Street from 65% to 21.6% based on technical & feasibility complications associated with adding additional openings to an existing building's structural walls. Additionally, accommodation of additional fenestration is impractical for the purposes of layout of shelving, coolers, and back of house storage associated with the grocery use.

- 4. Section 16-36.017(1b) – Driveway curb cuts shall not be permitted on any street that functions at the location on the right-of-way in question as an arterial street or collector street when access may be provided from a local street except for hotels and hospitals.**

Decatur Street is a minor arterial street, but adjacent developments are showing driveway cuts. To keep frontage consistent with surrounding developments, a one-way driveway cut is proposed.

- 5. Section 16-36.020(5b) – Off-street parking shall not be located between a building and the street without an intervening building.**

The subject property is surrounded by three streets with a single building within the lot. Since the building cannot be moved, there is no way to prevent the parking from being between the street and the building.

New Business: 58 Peachtree Memorial Drive, NW – PLACE MAKER DESIGN

The property is zoned RG-3. The scope of work includes the construction of nine 4-story townhomes with garages on an existing parcel with 30 condominiums. The overall site is three acres.

Applicant(s): Kevin Maher - kmaher@placemakerdesign.com

Variation(s) Requested:

- 1. **Section 16-36.012. – Sidewalks. The Sidewalk and Supplemental Zone Table requires the Street Furniture and Tree Planting Zone minimum width to be 5’. The table requires the Sidewalk Clear Zone Minimum width to be 10’.**

This is a request to reduce the Street Furniture and Tree Planting Zone to 2’ and the Sidewalk Clear Zone to 6’. The new development will be working within the existing conditions. We propose to match the existing 2’ Street Furniture and Tree Planting Zone. We propose to increase the existing 4’ sidewalk width to 6’ in front of the new building, then taper back to 4’ on either side of the new building. As pedestrians travel on the sidewalk from the end of Peachtree Memorial Drive to Peachtree Street, the goal is to reduce the side-to-side jog of different size sidewalks and street furniture and tree planting zones, therefore we are requesting the reduction in both the Street Furniture and Tree Planting Zone and the Sidewalk Clear Zone to better align existing and new sidewalks.

- 2. **Section 16-36.017. – Developments with only one street frontage, which is greater than or equal to 300’ in length is allowed two driveways curb cuts.**

This is a request for three driveway curb cuts. There are two existing driveways. This site is 790’ long allowing two driveways. A third driveway needs to be added to serve the proposed new building. There is not a connection from one of the existing driveways to the new building location as there is a building in the way as shown on the survey. The new building needs to be constructed in the location proposed to stay out of the Peachtree Creek flood plain.

New Business: 890 Dill Avenue, SW – 890 DILL LLC

The property is zoned NC-8. The scope of work includes adaptive reuse of an existing 2,180SF building on 0.31-acre site, and exterior improvements which involve updating windows/doors, an additional entrance, and a new patio/open space.

Applicant(s): Tommy Lester- lesterbusiness@gmail.com

Variation(s) Requested:

None

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New Business: 1010 West Marietta Street, SW - WEST MIDTOWN ACQUISITION COMPANY, LLC

The property is zoned I-2/R4-A and is currently in the process of being rezoned to MRC-3. The project involves a phased redevelopment of a 36.14-acre site, that will include data centers, residential, office, and commercial uses at full build out. The first phase includes two data centers which total 900,000SF of data center floor area, and 250,000SF of office space.

Applicant(s): Sarah Blue - sarah.blue@qtsdatacenters.com

Variation(s) Requested:

- 1. Section 16-36.011(1) and Section 16-36.011(10)(e) – Site plans shall conform to any proposed City of Atlanta future street plans to limit block sizes and enhance connectivity and shall provide a new public access street (or streets) in accordance with the BeltLine Street Framework Plan.**

The BeltLine Overlay requires conformance to City of Atlanta future street plans to limit block sizes. MRC also limits block sizes in Section 16-34.011(2), however, per Section 16-36.011(1), the future street plans referenced by the BeltLine Overlay supplant any other block face requirements. The Atlanta BeltLine Subarea 9 Street Framework Plan includes new roads circulating through the property and extending across the proposed BeltLine spur trail. The development proposal includes connections through the site to the proposed BeltLine spur trail in the configuration noted, however, the north/south road internal to the project will not be publicly accessible. Due to the nature of the proposed development and the orientation of the data yard internal to the project, strict compliance with the future street plan is not necessary.

- 2. Section 16-36.011(10)(f)– Shall not locate off-street parking areas or loading docks between any building and said space except in cases where meeting this would require the development to be in conflict with the requirements of section 16-36.016 or section 16-36.020.**

This is variation to allow parking and loading adjacent to the BeltLine corridor or railroad right-of way. The project includes on street parallel parking and loading along the proposed BeltLine spur trail along the eastern property boundary. A portion of the proposed parking will be an interim condition only until the proposed office building fronting on West Marietta Street is constructed to provide replacement shared parking. The parking and loading along the southern portion of the site is necessary to provide access to an office component of the project that will front on the BeltLine. The project has internalized the data yard and electrical equipment so that it is not abutting Herndon Street, West Marietta Street or the BeltLine spur trail which challenges locations for accessible parking and loading.

- 3. Section 16-36.011(10)(g) – Properties adjacent to the BeltLine corridor or any railroad right-of-way with an existing or proposed multi-use trail shall... include an entrance to all adjacent uses which are visible and directly accessible etc.**

For security purposes, the project will be fenced abutting the proposed BeltLine spur trail, which impairs the ability to have direct access to the BeltLine. The project will have access points to the BeltLine along the southern portion of the project and at full build out will have a second access along the northern portion of the property.

- 4. Section 16-36.014(2) – The primary pedestrian entrance to all sidewalk-level uses with public street, private street or BeltLine Corridor frontage shall be architecturally articulated, face, be visible from, and be directly accessible from said required sidewalk along such street or BeltLine Corridor.**

For security purposes, the project will be fenced abutting the proposed BeltLine spur trail, which impairs the ability to have direct access to the BeltLine. The project will have access points to the BeltLine along the southern portion of the project and at full build out will have a second access along the northern portion of the property.

5. Section 16-36.013(4)(b) – Fences and walls/ For all other non-residential sidewalk-level uses, fencing is prohibited.

This is a variation to allow fencing in the supplemental zone. The proposal includes decorative security fencing around the data center use. This variation is only necessary for the interim development condition. Upon buildout of the project, the fencing will be located behind the proposed residential, office and commercial uses along the public street frontages.

6. Section 16-36.017(1) – Driveway curb cuts shall be a maximum of 24 feet for two-way entrances and 12 feet for one-way entrances, unless otherwise permitted by the commissioner of transportation.

The proposal includes new private, publicly accessible streets in two locations on Herndon Street and one on West Marietta Street. Additionally, at full build out, there are three curb cuts proposed on Herndon Street to serve the alley fed garages for the proposed housing on the Herndon Street frontage and to create two plaza areas on Herndon Street. To the extent the private streets are considered curb cuts, they will exceed the 24-foot width and West Marietta Street is classified as an arterial street. Further, the number of curb cuts is limited two one on each frontage. The variation is necessary to accommodate a street network through the project and accommodate alley access with plaza areas for the proposed housing.

7. Section 16-36.020(5)(b) – Off-street parking lots shall not be located between a building and the street without an intervening building.

As a part of the first phase of construction, the applicant proposes to pave surface parking (300 spaces) to serve both proposed data center buildings and the office use. A special exception has been requested in application V-21-108 to allow a reduction in parking to 300 spaces. The surface parking will be an interim condition until the balance of the development will be constructed in a later phase. Due to the adjacency of the property to Herndon Street, West Marietta Street and the Beltline spur trail, there are limited locations for the parking area to be located.

New Business: 1200 White Street, SW - ZCOLO/MORRIS MANNING & MARTIN

The property is zoned I-1. The scope of work involves the expansion of the existing data center and data yard at 1150 White Street into the adjoining 191,657SF existing warehouse located 1200 White Street.

Applicant(s): Jessica Hill - jhill@mmmlaw.com

Variation(s) Requested:

1. Section 16-36.016(3)–Variation to allow mechanical equipment between the building and the street.

This is a request to allow mechanical units in the front of the building. The proposal includes the installation of electrical equipment in the existing surface parking area located between the building and the street. The equipment is necessary for the operation of the data center and is enclosed. The equipment will be screened from White Street through the addition of arborvitae on the interior portion of the perimeter fence and additional ground cover and shrubs proposed on the exterior portion of the fence. Due to the adaptive reuse of the existing building, there is not another location to install the proposed electrical equipment.