

April 21, 2021

A G E N D A-Updated

DATE: Wednesday, April 21, 2021

TIME: 5:00 PM

LOCATION: COVID-19 Update – Virtual Meeting

Welcome/DRC Meeting Overview**New Business: 1944 Piedmont Circle, NW – FRH Realty, LLC**

The property is zoned MRC-2-C. The project includes 392 multifamily dwelling units in a five-story building, a parking deck with 504 spaces on a 4.79-acre site, and 15% of the rental units at 80% of AMI per IZ.

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

Requested Variation(s):

1. **Section 16-36.007(8) and 16-36.012 – Variation to allow the historic stairs to encroach into the clear zone.**
On the Piedmont Circle frontage there is an existing set of stone stairs that originally lead to a home owned by the Edwin Plaster family in the 1800s. The stairs also include an Atlanta historical marker commemorating the handyman for the Plaster family, Gold Tooth John, who was believed to have constructed the stairs. The development proposes to retain the stairs which currently encroach into the streetscape area required by MRC and the BeltLine Overlay. The retention of the historic stairs outweighs the public purposes accomplished by providing an uninterrupted clear zone.
2. **Section 16-36.012 (BeltLine Sidewalk and Supplemental Zone Table) – Variation to reduce the required clear zone from 10' to 8' on Piedmont Road.**
Piedmont Road is a GDOT right-of-way in this location and the GDOT streetscape standards are at variance with the City of Atlanta zoning streetscape standards. The applicant proposes to provide a 7' supplemental zone in lieu of the 5' required supplemental zone and an 8' clear zone. The overall dimension is the same as required by the BeltLine Overlay and also meets GDOT requirements. To require the applicant to provide a 10' clear zone given the GDOT requirements is not necessary to accomplish the public protection afforded by the streetscape requirements and would cause an unnecessary hardship.
3. **Section 16-36.013(2) – Variation to allow plazas, terraces, porches and stoops to exceed 30 inches above finished grade in the supplemental zone.**
The significant topography on the property, unique shape and significant road frontage creates a hardship on development of the property. The applicant has addressed the street with units on Monroe Drive, Piedmont Circle and Piedmont Road, however, the topography does not permit satisfaction of this requirement throughout the entire project. Due to the large amount of road frontage and the topographical challenge, strict application of the supplemental zone height is not necessary.

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4. Section 16-36.013(4)(a) – Variation to allow fences to exceed 42 inches in height and walls to exceed 24 inches in height in the supplemental zone.

There is a six-foot decorative fence along the Interstate 85/GA-13 frontage that extends around the curve onto Monroe Drive by the access ramp abutting the property. The applicant requests this limited variation to allow the fence to remain for screening purposes from the access ramp and Monroe Drive. The access ramp does not have pedestrian accommodations due to the nature of the roadway so the fence height limit is not necessary to accomplish the public purposes sought through this restriction. Further, the topography of the property necessitates retaining walls taller than 24 inches in the supplemental zone. Although not strictly in accord with the regulations, the proposed design satisfies the public purposes and intent behind prohibiting walls of a certain height.

5. Section 16-36.013(3)(b)(i) and 16-36.016(3)(a) – Variation to allow transformers in the supplemental zone between the building and the street.

The project includes transformers on Piedmont Road, Piedmont Circle and Monroe Drive, as shown on the site plan. Due to the property's location, there is no back of house area to locate transformers. As a result, strict application of the prohibition on transformers in the supplemental zone is not necessary to accomplish the public purpose.

6. Section 16-36.014(2)(a) – Variation to eliminate the requirement for direct access from the primary pedestrian entry for the project and the dwelling units.

Due to the topography of the site, some of the proposed residential units that face the public right-of-way have limited or shared access to the street. The applicant has addressed Monroe Drive, Piedmont Circle and Piedmont Road with units and placed the parking structure in a location that faces Interstate 85 and Georgia 13. Strict application of the code is not necessary to accomplish the public purposes of the requirement for direct access.

7. Section 16-36.017(1)(a) – Variation to increase the allowable curb cut width from 24' on Piedmont Road.

The proposed right in, right out only curb cut on Piedmont Road includes two 12-foot lanes, however, due to GDOT dimensional requirements, the curb cut in total will exceed the maximum 24 foot width allowed. The curb cut includes a pedestrian refuge median and has been designed to address vehicle safety considerations for access to and from Piedmont Road in this location. The proposal provides public protection to an equivalent or greater degree than the 24-foot width limit.

8. Section 16-36.017(1)(b) – Variation to allow a curb cut on an arterial street or collector street (Piedmont Road) when access is available from a local street.

The property abuts four separate rights-of-way, three of which are accessible, and zoning would allow three total curb cuts for this parcel. The development proposal includes a curb cut on Piedmont Circle where the residential lobby and leasing office will be located. A second, right-in, right-out only curb cut is proposed on Piedmont Road to provide service access and additional resident access. The proximity of the site to the GA-13 on ramp and the proposed round about in this location make access to Monroe Drive not feasible. Due to the relatively short frontage, frequent congestion, and limited sight distance on Piedmont Circle, having a second vehicular access point on Piedmont Road will help traffic circulation around the site and mitigate any potential overburdening of Piedmont Circle. The proposal

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provides public protection to an equivalent or greater degree that not allowing a curb cut on Piedmont Road.

9. Section 16-36.017(4) – Variation to eliminate the required four-foot walkway connecting the ground level parking to the public sidewalk on Piedmont Road.

Due to topography, provision of a pedestrian walkway from the parking garage to Piedmont Road is not feasible. Due to the residential nature of the project, location of the proposed leasing office and the orientation of the building, it would be unlikely that a pedestrian path from the Piedmont Road garage access would be utilized. The requirement to provide a pedestrian path in this location is not necessary to accomplish a public purpose.

10. Section 16-36.011(1) – Variation to not require street connections through the site that are shown on City of Atlanta future street plans.

The 2011 BeltLine Subarea 6 Master Plan shows a publicly funded road along the southern portion of the property through the gas station site. This road configuration is unachievable for this project due to the gas station and topographical issues. Further, there are updates to the road network proposed, such as a roundabout west of the property, which do not contemplate the 2011 Beltline Subarea 6 Master Plan road network. Compliance with the future street plans in the 2011 BeltLine Subarea 6 Master Plan is not necessary to accomplish a public purpose and further is not feasible.

New Business: 1134 RALPH DAVID ABERNATHY BLVD – A’VANT ARCHITECTURE

The property is zoned R-LC. The scope of works includes the construction of a new 2,600 SF two-story office on a 0.206-acre site with seven parking spaces.

Applicant(s): Sonia Muhammad - avantarchi@gmail.com

Requested Variation(s):

None

New Business: 310 McDonough Boulevard, SE – RHR Investments, LLCS

The property is zoned RG-3-C. The scope of works includes the construction of 31 new townhomes with 62 parking spaces on a 2.01-acre site.

Applicant(s): Stephen Holmes – stephen@renobnc.com

Staff Identified 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.
 - a. **Grant Street** - Reduce the streetscape to a 5' furniture zone, 6' clear zone, and 5' Supplemental zone.