

**Atlanta BeltLine Design Review Committee  
March 16, 2022 DRC Recap for Applicants**

**(This document does NOT serve as the DRC'S formal recommendation to the Office of Planning. It is merely designed to assist applicant(s) in revising plans that require electronic review by the DRC)**

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**Old Business: 99 University Avenue, SW – KIMLEY HORN (Feb 2022 Meeting)**

The property is zoned MRC-3. The scope of work includes 402 multi-family residential apartments, and a clubhouse & amenity area with 529 parking spaces on a 11.44-acre site. The applicant will comply with the Inclusionary Zoning Ordinance by providing 61 units at 80% of AMI.

Applicant(s): Connor Galloway - [connor.galloway@kimley-horn](mailto:connor.galloway@kimley-horn)  
Ben Skidmore - [ben.skidmore@kimley-horn.com](mailto:ben.skidmore@kimley-horn.com)

**Requested Variation(s):**

1. **Section 16-36.013** to allow for the supplemental zone to be more than 30 inches above the adjacent public sidewalk.

Existing topographical considerations render the 30-inch maximum requirement unreasonable. University Avenue varies from 977' to 992' along the property frontage.

2. **Section 16-36.017** to allow for the location of off-street surface parking between a building and the adjacent railroad right-of-way.

The minimum 20-foot-wide buffer along the property line adjacent to the railroad right-of-way shall still be observed. Site parking will be located approx. 20-feet below the rail line due to existing topography.

3. A variation to **Atlanta Beltline Subarea 2: Master Plan, Circulation Plan Map 13 and 14** regarding the subarea street framework plan.

The proposed development intends to conform to the framework plan by providing pedestrian access through the site along access routes contemplated in the Subarea Master Plan. Vehicular access as shown on the framework plan cannot be accommodated due to site and topographic constraints with relative grade change of 20-feet from site to Pryor.

**Recap:**

1. While the DRC appreciates the applicant responding to many of its comments from the February 16<sup>th</sup> meeting, the DRC maintains that this still very suburban development, and given the size of the development retail should be provided to serve the surrounding community. The applicant indicated that surface parking areas have the potential to adaptively be reused for retail in the future.
2. The variations for **Section 16-36.013** and to **Subarea 2 Street Framework Plan** were supported based on the additional information provided regarding the streetscape/building elevations along university, and topography. The DRC also supported the variation for **Section 16-36.017**.
3. The applicant responded to the DRC's comments by incorporating a central street framework for the development.
4. The DRC asked the applicant to evaluate more green space along the central street by shifting the 3<sup>rd</sup> building on the east of the street back.
5. The update University elevations contemplate a mural at the building facades near the main drive. The DRC suggests contacting the Art on the BeltLine to identify local artists, who can work with the developer and the community to create a mural. Miranda Kyle, Art on BeltLine Manager – [Mkyle@atlbeltline.org](mailto:Mkyle@atlbeltline.org)

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6. Consider utilizing grass pavers throughout the site where feasible to reduce storm water.
7. Applicant did meet with the Housing Team of ABI as advised in the February 16<sup>th</sup> meeting, and applicant explained that they are still evaluating if they are able to provide units lower than 80% of AMI. DRC explained that the proposed AMI will need to be solidified before the SAP is approved.
8. The applicant was directed to send updated plans electronically for review and feedback. The DRC reserves the right to ask the applicant to return to the next schedule DRC meeting for further discussion.

**New Business: 140 Milton Avenue, NE – KIMLEY HORN**

The property is zoned MR-4A. The scope of work involves the construction of 210 multi-family residential units with an amenity space and a 230-parking space deck on a 2.62-acre. The project will comply with the BeltLine Inclusionary Zoning District by providing 32 affordable units at 80% of AMI.

Applicant(s): Ethan Floyd - [ethan.floyd@kimley-horn.com](mailto:ethan.floyd@kimley-horn.com)  
Ben Skidmore - [ben.skidmore@kimley-horn.com](mailto:ben.skidmore@kimley-horn.com)

**Requested Variation(s):**

1. **Section 16-36.013** – Walls shall not exceed 24 inches in height unless existing topography requires a retaining wall of a greater height.

Existing topographical considerations requires a retaining wall of greater height for proposed stoops. Walls/stoops will not exceed 48 inches. Milton Avenue varies from 986' to 1015' along the property frontage.

2. **Section 16-36.013** “Sidewalk and Supplemental Zone Table “– Sidewalk Table/ 5’ Street Furniture Zone, 10’ sidewalk clear zone, 5’ supplemental zone.

This is a request to not provide the streetscape/public sidewalk along Martin Street. The Martin Street public ROW is currently inactive. Existing topography renders any streetscape improvements for the purpose of accessing the site from Martin Street unfeasible.

**Recap:**

1. The DRC supported the variations to **Section 16-36.013 and Section 16-36.013**.
2. The DRC applauded the developer on how the design complements the topography and responds to the street very well.
3. Extend the fenestration from the lobby at the northwest elevation to the blank wall at the corner.
4. Consider adding a parapet at the top of the tower at the northwest elevation to improve verticality of the corner.
5. Consider adding fenestration to the stairwell on the northwest elevation.
6. Provide a landscape plan that addresses the exposed retaining walls from the BeltLine, and Martin Street. Consider climbing vines or other plantings to screen the retaining wall.

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7. Consider breaking up the solid massing on the Southwest view elevation facing Martin Street by using a glazing or a mural.
8. The DRC would support on-street parking on Milton Street, so long as the BL streetscape is maintained. This is ultimately a decision by ATLDOT.
9. The DRC recommended that the developer meet with the Housing Team to learn more about available housing resources to obtain deeper affordability. The applicant agreed to meet with the ABI Housing Team.
10. The applicant was directed to send updated plans electronically for review and feedback. The DRC reserves the right to ask the applicant to return to the next schedule DRC meeting for further discussion.

**New Business: 2020 and 2060 Peachtree Road – SHEPHERD CENTER, INC**

The property is zoned C-3. The scope of work involves the Sheperd Center adding a new 206,591SF building that includes a clinic and office uses for the hospital with a 261-parking space deck on their existing site.

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

**Requested Variation(s):**

1. **Section 16-36.013 “Sidewalk and Supplemental Zone Table”**– Sidewalk Table/ 5’ Street Furniture Zone, 10’ sidewalk clear zone, 5’ supplemental zone

This is a variation to reduce the five-foot supplemental zone to three feet. Peachtree Road is a Georgia Department of Transportation (GDOT) road where it abuts the property to the east. The existing streetscape installed to the south of the property for Piedmont Hospital includes a seven-foot tree planting zone, a ten-foot clear zone and a three-foot supplemental zone due to GDOT requirements for planting locations abutting the roadway. The streetscape proposed will have the required 20-foot total dimension for the streetscape, however, the planting zone will be allocated two additional square feet and the supplemental zone will be reduced by two feet. Requiring the applicant to provide an alternative streetscape to the one just installed at Piedmont Hospital within the same block would create an unnecessary hardship and would result in a less uniform streetscape.

2. **Section 16-36.017(1)(a) “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 public works.

This a variation to exceed the 24-foot maximum curb cut width. Upon redevelopment, the property will have two curbs cuts to access the existing traffic signals at Peachtree Valley Road and Brookwood Valley Circle. Curb cuts exist in these locations today. Due to the GDOT requirements and the three-lane width needed to align with the streets on the east side of Peachtree Road, the width of the curb cuts will be wider than allowed by the BeltLine Overlay. Today there are two wide curb cuts providing access the former gas station that will be consolidated for the new access to Peachtree Valley Road. The curb cut proposal satisfies the public purposes and intent of the curb cut regulations given the site’s location at an existing signalized intersections and the GDOT requirements associated with accessing the existing signals.

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3. **Section 16-36.017(3)(c)(ii)(2)** – Facades shall meet an active-use depth requirement from said parking structure façade at sidewalk-level, except at ingress and egress points into said parking structures. A minimum depth of 20' required for non-residential uses.

This is a variation to eliminate the active use requirement along a portion of the Peachtree Road façade. The existing topography of the property creates a hardship on providing active use for the full building length façade on Peachtree Road. The proposed building will provide two separate levels of sidewalk level active use to step with the grade and in the center will be a motor court. The topography is so significant that even with a speed ramp, the north and south portions of the proposed building cannot connect at the interim level where the active use issue occurs. The motor court within the building for patient drop off occurs between these two active use levels and necessitates a variation.

**Recap:**

1. The DRC supports the variation to **Section 16-36.013** and **Section 16-36.017(1)(a)**.
2. The DRC asked the applicant respond to its recommendations for Peachtree Level façade, and upon the receipt of that information it will vote on the variation for **Section 16-36.017(3)(c)(ii)(2)**.
3. Send a copy of the updated landscape plan
4. In the area where no active use exists, the DRC made a series of recommendations to address the street level beys along Peachtree Road including:
  - a. recessing beys 3 and 4 more along Peachtree Road,
  - b. providing more architecture articulation at beys 6 and 7 where the precast concrete is planned by providing a translucent faux façade, or green wall, etc to improve the pedestrian experience along Peachtree Road.
5. Consider ways to mitigate your carbon footprint at this site.
6. The applicant was directed to send updated plans electronically for review and feedback. The DRC reserves the right to ask the applicant to return to the next schedule DRC meeting for further discussion.

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**New Business: 536 North Avenue, NE – FLIPPO CIVIL DESIGN**

The property is zoned MRC-3-C. The scope of work involves the construction of a multi-family residential building with 196 units (25 studio, 139 1BR, 31 2BR, and 1 3BR) constructed above a cast-in-place 198-space parking structure on a 0.92-acre site. The project will comply with the BeltLine Inclusionary Zoning District by providing 20 affordable units at 60% of AMI.

Applicant(s): Paul Flippo - [paul@flippocivil.com](mailto:paul@flippocivil.com)

**City Staff Identified Variation(s):**

1. Parking between the building and the street no – **Not vote** (until we receive revised site plan)
2. Variation for two curb cuts along North Avenue (arterial street) - supported
3. Variation for no streetscape along Kennesaw Avenue – **Not vote** until we received updated site plan (space between the corner and the property line).

1. **Section 16-36.013 “Sidewalk and Supplemental Zone Table”**– Sidewalk Table/ 5’ Street Furniture Zone, 10’ sidewalk clear zone, 5’ supplemental zone

This is a variation to address to the streetscape on Kennesaw Avenue at the corner and property line.

2. **Section 16-36.020 (5B)** - Off-street surface parking lots shall not be located between the building and the street.

This is a variation to address the surface parking along North Avenue.

3. **Section 16-36.017 “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.

This is a variation to address the curb cut on North Avenue. The DRC supported this variation

**Recap:**

1. The DRC supported the variation for **Section 16-36.017**.
2. The DRC did not vote the variations for **Section 16-36.013 and Section 16-36.020 (5B)** but asked the applicant to respond to the comments provided below and will vote after reviewing the revised materials.
3. The DRC applauded the applicant on how the design works with topography
4. The DRC explained that the surface lot along North Avenue is problematic. The applicant was asked to consider relocating the drive to the rear or use that space for temporary greenspace.
5. Revise the elevations to include the building material details. This must be included at the time of review.
6. Consider a different tree than Trident maple which will still get quite large in relation to all the utilities on the existing poles.
7. The DRC recommended that the developer meet with the Housing Team to learn more about available housing resources to obtain deeper affordability.
8. The applicant was directed to send updated plans electronically for review and feedback. The DRC reserves the right to ask the applicant to return to the next schedule DRC meeting for further discussion.