

Atlanta BeltLine Design Review Committee
July 20, 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)

New Business: 1010 DONNELLY – KRONBERG URBANISTS + ARCHITECTS/ATLANTA LAND TRUST

The property is zoned MR-2. The scope of work includes the construction of 42 units, one of which is already existing on the site. The unit types include a mix of 1-bedroom, 2-bedroom, and 3-bedroom units, accommodating accessible price points for a variety of housing types. The project intends to offer for-sale product at 60% to 100% of AMI.

Applicant(s): Kronberg Urbanists + Architects - info@kronbergua.com

Requested Variation(s):

- (1) Section 16-36.012 & Section 16-36.013 – “Sidewalk and Supplemental Zone Table”-Sidewalk Table/ 5’ Street Furniture Zone, 10’sidewalk clear zone, 5’ supplemental zone.**

This variation is required per UDC architectural standards/ compatibility requirements. The streetscape along Donnelly Ave, Peeples, and Lawton streets complies with historic requirements, providing a 6'-10' wide sidewalk zone and 5' supplemental zone.

- (2) Section 16-36.013.2 & Section. 16-36.014.2. a - “Plazas, terraces, porches and stoops within the supplemental zone shall have a maximum finished floor height of 30 inches above finished-grade unless existing topographical considerations render this requirement unreasonable.**

For residential uses:

- i. All such buildings, except assisted living, with more than four residential units shall have individual entrances to such units directly accessible from the sidewalk and shall open directly onto the adjacent sidewalk, supplemental zone, terrace, porch, plaza, or park adjacent to the sidewalk.**
- ii. Said buildings shall have porches, stoops or wheelchair access at each sidewalk-level entrance.”**

This variation is required per UDC architectural standards/compatibility requirements. Residential unit entrances shall be a minimum of 14” above grade.

RECAP:

1. The DRC supported the variation to sidewalk variation to **Section 16-36.012 and Section 16-36.013** as follows:
 - a. The section of existing sidewalk northwest of the driveway on Donnelly will remain only, and the section southwest of the driveway on Donnelly will meet the 5'-10'-5'
 - b. The streetscape on Peeples Street will be 5'-6'-5'
 - c. The streetscape on Lawton Street will be 3'-6'-5'
2. The DRC did not vote on the variation for **Section 16-36.013.2 & Section. 16-36.014.2** but is awaiting additional information that will identify the specific units that will exceed 30” inches.
3. The DRC recommend relocating the existing house walkway so that it connects directly to the road, and not the drive aisle.
4. The DRC commended the applicant on the site layout, design and on its for-sale affordability product.
5. Provide the dimensions of the tree planting zone along Peeples Street, and Lawton Street on the site plan.
6. Extend the sidewalk across the driveway on Donnelly Avenue.
7. The applicant stated that, the HOA will be responsible for maintaining the landscape and the passive area, and the land trust will own the land under the homes. The trail and the passive area will be accessible to the public.
8. Remove the retaining wall reference from the site plan.

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9. The applicant explained that the project under review by the UDC, and they are expecting feedback on the project, before arriving at a final construction design.
10. ABI staff will update the variation language in the final recommendation to remove the compatibility rule reference from the variation request statement.
11. 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: 926 CHATTAHOOCHEE AVENUE – TRAVIS PRUITT & ASSOCIATES

The property is zoned I-1. Removal of the existing +/- 8,000 sf 2-story front portion of the building and its replacement with a +/- 400 sf entryway. Also included in the scope is the renovation of the interior of the building to include +/- 25,000 sf of wholesale space and 55,000 sf of manufacturing/warehouse space. The existing parking lot and loading area will be re-stripped and modified to provide the required parking. Other site improvements include the installation of a ramp to the proposed loading dock, a dumpster enclosure, landscape improvements, and improvement of the streetscape along Chattahoochee Avenue. The parking between the building and the street is existing and has been in place since at least 1990. This parking is being modified to the extent that it is practical to bring it into conformance with current codes.

Applicant(s): Andrew Whitehead, Travis Pruitt & Associates, Inc. - jsilva@travispruitt.com

Requested Variation(s):

None requested

RECAP

1. Add a 4' sidewalk along the existing driveway, as the stripped sidewalk is not satisfactory and does not provide adequate safety for the pedestrian. DRC asks the city require that the applicant to: (a) put a curb as barrier between the sidewalk and the drive aisle, (b) relocate the pedestrian access so that it connects directly for the sidewalk south to the building, or (c) identify another workable solution that places the pedestrian on designated paved path that connects to the building.
2. Applicant stated that the chain-link fence and bob-wire fencing will be removed except for a small section on the side yard where an abutter encroaches.
3. The DRC had differing opinions about the use of reclaimed barnwood on the new entry way. Some suggests that another material be considered.
4. Consider straightening the bend in the sidewalk along Chattahoochee Avenue to make the sidewalk more linear. The applicant will confirm with ATLDOT if this possible based on possible public right-of-way limitations.
5. Extend the sidewalk across the driveway, and city staff will need to determine if a curb-cut is needed north of the entrance.
6. City staff asked the applicant to provide supplemental material regarding the total parking count to demonstrated that the applicant is maintaining their non-conformity.
7. 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: 1285 SYLVAN ROAD – EMPIRE COMMUNITIES

The property is zoned MRC-2. The scope of work includes the construction of 126 new residential townhomes. The development will also include a 0.25-acre community park/greenspace.

Applicant(s): Saba Loghman, Empire Communities - sloghman@empirecommunities.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.**

Request for a variation to allow for the supplemental zone along units 5-9 to be more than 30 inches above the adjacent public sidewalk. The additional grade change requested is a result of the existing topography along Sylvan Road. Sylvan is sloping down faster than the internal street with the garages, resulting in a larger grade change at the southern end. The slope of the internal street is limited by the driveway length, and the slab already steps at each unit. The maximum grade change requested from unit entry to sidewalk is 42 inches.

RECAP:

1. The applicant indicated that the curb-Cut/ Cox Road was identified as a private street by the City, so Sylvan is the local road and driveway is permitted on Sylvan. Applicant said the driveway is needed on Sylvan for fire lane access and for future retail. City Staff said that there is bike lane along Sylvan Road in this location. The ownership, maintenance, and the classification of the Cox Street as private road, etc. needs to be further vetted with the City Staff and ATLDOT through the SAP Process.
2. The DRC recommends providing a sidewalk between units 55 and 56, and 41 and 42, etc to provide seamless pedestrian connection throughout the site.
3. Based on the total number of units proposed, and the limited number of onsite guest parking, the DRC ask that also the applicant consider on-street parking on Cox Street.
4. The applicant explained that the existing retaining wall along the north property line needs to remain as the abutting property is substantially higher.
5. The DRC supports the variation as requested.
6. Given the size of the project, the DRC expressed its concern that the site plan lacks a sense of place, design and is predominately infrastructure and roads. The DRC recommends that the applicant consider enhancing the current plan by (e.g. revisiting the site layout, provide meaningful open space interior to the site, reduce # the number of units, etc.)
7. The DRC does not support the project as it is currently presented.
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.

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New Business: 1060 JEFFERSON- FLIPPO CIVIL DESIGN, LLC / GRIND CAPITAL GROUP

The property is zoned MRC-3, BeltLine. The scope of work includes the construction of a 310-unit, 222,640 square foot rental development with 218 parking spaces located beneath. The development will include 7,570 square feet of ground floor retail space.

Applicant(s): Paul Flippo, Flippo Civil Design, LLC. - paul@flippocivil.com

Requested Variation(s):

(1) Section 16-36.012 – “Sidewalks - 4. Objects in the street furniture and tree planting zone.”

Request for variation. Finley Avenue is a public ROW and undeveloped street that is currently used for access, loading, and parking by the adjacent businesses. The project proposes to install a new curb along the west edge of Finley Avenue to better define the property's east frontage and proposed streetscape. The building design proposes the extension of the building corner above the clear zone at a height greater than 8' and the placement of a single column on the property inside the Street furniture and tree planting zone. **The variation applies to the single column only and not the sidewalk.** The DRC Supports

(2) Section 16-36.012 – “Sidewalks, 2. Street trees are required as indicated in the BeltLine Sidewalk and Supplemental Zone Table.”

Request for variation to eliminate one tree along Finley Avenue R.O.W near the building overhang. **The DRC supports as requested**

(3) Section 16-36.011 – “Site limitations/ 3. Properties adjacent to the BeltLine Corridor.”

Request for variation to provide private outdoor dining space located inside the 20-foot wide landscape buffer.

(4) Section 16-36.017, Driveway curb cuts, driveways and parking structures/ 1b. 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 with the exception of hotels and hospitals. and 1e. Maximum permitted number of driveway curb cuts for each development, subject to the provisions of subsection [16-25.002\(3\)](#)”

Request for variation to provide 3 curb cuts: one garage entry along Jefferson Street, one garage entry along Finley Avenue (public ROW, unimproved), and one 13 wide dumpster service curb cut along Finley Avenue. This is a variation to both (b) and (e) of section 16- 017.

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RECAP:

1. The DRC supports the variation to **Section 16-36.012** for the location of the single column only.
2. The DRC supports the variation to **Section 16-36.012 and Section 16-36.011** as requested.
3. The variation for **Section 16-36.017** was no longer needed, as the applicant has removed one of the proposed curb-cuts
4. Provide the DRC with updated site plan presented during the DRC meeting.
5. Contact ABI's Real Estate Team (Dave Pierce, dpierce@atlbeltline.org) about the 2nd pedestrian connection to the BeltLine adjacent retail.
6. Revise the blank band around the parking area and provide a more deliberate screening pattern and different coloration change on the band at the parking area.
7. The applicant explained that are pursuing a construction loan from Invest Atlanta, and the agreement includes setting aside 20% of the 310 units at 60% of AMI
8. The applicant presented options for screening solutions, and was directed by the DRC to select one option for the DRC to respond and update the elevations/rendering accordingly. The committee noted the importance of the material selection for the screening on the parking levels so as to comply with the BeltLine Overlay in regard to vehicles not being visible from the trail. Applicant referenced a graphic that showed the material used on the Interloch project on 14th and Howell Mill. DRC members to visit the Interloch to determine if vehicles are visible from the street. Applicant also stated that there would be a 42" high solid barrier that will contain vehicle lights.
9. 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.