

Atlanta BeltLine Design Review Committee
September 21, 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: 952 Memorial Drive, SE – TORO DEVELOPMENT COMPANY, LLC

The property is zoned MRC-3-C. The scope of work includes 186 multi-family units with an accessory parking structure containing 231 spaces on 1.64-acre site. The project will comply with the BeltLine Overlay Inclusionary Zoning Ordinance by providing 15% of the units at 80% of AMI.

Applicant(s): Richard Munger – Richard.Munger@torodevco.com
Jessica Hill – Jhill@mmmlaw.com

Requested Variation(s):

1. Section 16-36.017(3cii2)- Active Use - Minimum 10' active depth for residential uses.

The proposed development includes a trash and service location on Gibson Street which requires a variation from active use requirements. The project has four road frontages which impairs the available locations for trash and service for the building. The trash and loading has been targeted for Gibson Street to align with the trash location for the recently constructed multifamily use on the east side of Gibson Street.

2. Section 16-36.016 (3c) – Building mechanical and accessory features shall not be permitted between the building and any public street.

The project includes transformers along the Holtzclaw Street frontage. The transformers are recessed and screened from the main building façade to mitigate potential impact. Due to the four frontages of the property, identifying back of house locations for transformers is challenging. The transformers have been located in an area targeted for minimizing any adverse impact and will be screened with vegetation.

3. Section 16-36.012 – “Sidewalk and Supplemental Zone Table” - Sidewalk Table/ 5' Street Furniture Zone, 10' sidewalk clear zone, 5' supplemental zone.

Due to GDOT's requirements for tree placement, an alternative street is proposed on Memorial Drive. The clear zone would be reduced from 10 feet to 8 feet to allow for a 7-foot street tree and furniture zone in lieu of the 5 feet required. The overall width of the streetscape will meet BeltLine standards.

4. 16-36.012- Overhead utilities: Upon redevelopment of a parcel reasonable efforts shall be made to place utilities underground or to the rear of structures.

There are existing power poles along the street frontages. On Memorial Drive and Gibson Street, the property does not include the entire block face and it is not commercially reasonable to bury the power poles in these locations. The power poles will encroach into the required streetscape as identified on the site plan.

5. Section 16-36.013 (4aii) - For all sidewalk-level residential and outdoor dining uses (including adjacent to the BeltLine Corridor): Walls shall not exceed 24 inches in height unless existing topography requires a retaining wall of greater height.

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The project includes retaining walls in the northern portion of the property that exceed the allowable 24 inches. Retaining walls ranging between one- and twelve-foot wall are proposed around the northern portion of the building on Holtzclaw Street, Gibson Street and Northern Avenue. Along Northern Avenue the retaining walls facilitate sunken courtyards for the basement units. The property has topography challenges with the downward sloping of the property from north to south. The topography necessitates the requested retaining walls.

Recap:

1. The DRC supports the variations to Sections 16-36.017(3cii2), 16-36.016 (3c), and 16-36.012.
2. The DRC has no opinion on the variation to 16-36.012.
3. A variation for Section 16-36.013 (4a)ii) is not needed.
4. The DRC has requested a revised site plan showing the placement of stairs at Memorial and Holtzclaw.
5. The DRC has requested that the units facing Northern Avenue be more reflective of the Reynoldstown neighborhood in terms of style and scale.
6. Update parking plan to include 231 spaces for 186 units. Currently reads 504 spaces. Consider providing fewer parking spaces given sites proximity to MARTA and the BeltLine.
7. Add plantings along parking garage.
8. Ensure that the curb cut width on Gibson is sufficient for a moving van
9. Add direct pedestrian access from the units along Northern Avenue. If not, the applicant will need to request a variation.
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: 1382 Ralph David Abernathy Boulevard, SW – STUDIO SOGO

The property is zoned NC-15. The scope of work includes renovation and adaptive reuse of an existing 2-story 2,648SF commercial building with a new exterior patio/balcony on the front facade.

Applicant(s): Kenneth Ellsworth - kenny@studiosogo.com

Requested Variation(s):

None

Recap:

1. The DRC was overwhelmingly supportive of this project and complimented the applicants on their design.

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NEW Business: 730 Ponce De Leon Place, NE – BROCK HUDGINS ARCHITECTS

The property is zoned I-1. The scope of work includes a new enclosed 16’ x 51’ wood frame pergola structure in the existing parking to be used as a gathering space for tenants.

Applicant(s): Ian Fralick - ifralick@brockhudgins.com

Requested Variation(s):

- 1. **Section 16-36.011 (3a) – Properties adjacent to the BeltLine Corridor shall have a minimum 20-foot-wide buffer along the property line adjacent to said public space in existence or proposed by the city. Said buffer shall be completely landscaped excluding walkways, benches and other such recreational features as approved by the director of the bureau of planning except as specified below.**

The pergola will be in a designated area where the existing parking spaces are located. The existing ADA spaces will be shifted beyond the pergola area, and the remaining area will continue to be used for parking but will also double as gathering space for the tenants and/or the church. In the section of the BL Corridor transit is planned on the west side of the trail, and not this area.

Recap:

- 1. The DRC Supported the variation for Section 16-36.011 (3a). The vote was 3 to 1.
- 2. The DRC requested that the architect consider adding a bollard or railing on the BeltLine side as was discussed during the meeting with ABI. An updated elevation should be submitted showing this change.
- 3. 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: 402 McDonough Boulevard, SE - FLIPPO CIVIL DESIGN

The property is zoned C-2-C. The scope of work includes the construction 13 new townhomes on a 0.45-acre site.

Applicant(s): Paul Flippo - PAUL@FLIPPOCIVIL.COM

Requested Variation(s):

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

McDonough Boulevard is GDOT street. Accordingly, the project proposes a 7’ street furniture and tree planting zone and 8’ clear zone in conformance with current agreed-to streetscape standards between Office of Zoning & Development and GDOT. Additionally, the project proposes to locate street trees in the supplemental zone rather than in the street furniture and tree planting zone due to the tree size, species, and placement imposed by GDOT.

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2. **Section 16-36.013(4)** - Fences and walls: shall only be allowed in the supplemental zone when meeting the following regulations: Walls shall not exceed 24 inches in height unless existing topography requires a retaining wall of greater height.

The project proposes site walls located between the required 5' supplemental zone and the buildings that will exceed 24" in height due to site topography. The walls will not exceed 4' in height.

Recap:

1. The DRC supports the variations to Section 16-36.012. McDonough Boulevard is a GDOT street.
2. The requested variation to Section 16-36.013(4) was removed.
3. Resubmittal required with adjustments to site plan and elevations. Ensure that fenestrations are shown. Elevations should show relationship to the street.
4. The DRC would like to applicant to return to the DRC in October to present revised materials.

NEW Business: 840 Woodrow Street, SW – KIMLEY-HORN

The property is zoned MRC-2-C. The scope of work includes 301 flats, 25 townhomes, 20,500SF of commercial retail space, and the adaptive reuse of building for live-work units with 446 total parking spaces on a 7.08-acre site. The project will comply with the BeltLine Overlay Inclusionary Zoning Ordinance by providing 15% of the units at 80% of AMI.

Applicant(s): Kathryn Jenkins - kathryn.jenkins@kimley-horn.com
Anamaria Hazard - anamaria.hazard@dentons.com

BL Context

- (1) **Adjacent to the BeltLine Corridor:** It's not adjacent to the mainline trail, but it is adjacent to a proposed BeltLine Spur Trail.
- (2) **Subarea Master Plan:** 2
- (3) **Planned Streetscape in vicinity of project:** Standard BL Overlay regulations apply
- (4) **Street Classification:** Woodrow and Warner Street are local roads
- (5) **Historic Significance:** Not applicable
- (6) **Public Comment Letters:** None
- (7) **Affordable Housing:** N/A
- (8) **Existing Condition:** Vacant site for truck/car storage.
- (9) **Other:** Across the street from the Murphy Crossing site that is owned by ABI

Requested Variation(s):

1. **Section 16-36.014/Section 16-34.011(4d) – Relationship of building to street...Residential uses shall have porches, stoops, or wheelchair access at each sidewalk-level entrance.**

The Property has frontages on several sides, either facing a public street or the BeltLine spur trail. Due to all of the frontages it is difficult to provide stoops at every sidewalk level entrance. While the units fronting on the public street do have stoops connecting to the sidewalk, the units fronting on the BeltLine spur do not have stoops. Due to the constraints on the site the Applicant is requesting a variation to allow for units without stoops at sidewalk level along the Beltline Spur trail.

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2. **Section 16-36.011 (2a) – Properties adjacent to a public space such as a park space, greenway trail or railroad right-of-way shall have a minimum 20-foot-wide buffer along the property line adjacent to said public space in existence or proposed by the city.**

There is an existing building on the site that will be maintained. The existing building encroaches into the 20-foot required buffer. Additionally, in order to allow for sidewalks and patios within the site and to help distribute the greenspace across the site some of the proposed new buildings slightly encroach into the buffer as well.

3. **Section 16-36.011(2b) - Properties adjacent to a public space such as a park space, greenway trail or railroad right-of-way shall not locate off-street surface parking lots or loading docks between any building and said public space except in cases where meeting this would require the development to be in conflict with the requirements of section 16-36.014 or section 16-36.018.**

There is existing parking along Warner Street that will be maintained. This area provides the loading dock required for the accessory industrial uses desired by the community for the project. There will be additional parking added on Woodrow Street and Warner Street that will front on the public space that will be in front of a building. Due to the geometry of the site, the variation is requested to allow for adequate parking for the retail and residential uses and loading requirement. The parking will be screened with greenery and the parking deck will have an art installation facing the public space to screen the deck.

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

There is existing parking along Warner Street that will be maintained. This area provides the loading dock required for the accessory industrial uses desired by the community for the project. There will be additional parking added on Woodrow Street and Warner Street that will front on the public space that will be in front of a building. Due to the geometry of the site, the variation is requested to allow for adequate parking for the retail and residential uses and loading requirement. The parking will be screened with greenery and the parking deck will have an art installation facing the public space to screen the deck.

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

To allow for on street parallel parking, the Applicant requests that the furniture zone be reduced to zero where the parallel parking exists. This variation is requested to allow for adequate parking for all uses and will be limited to only the locations where it is needed to allow parking spaces.

6. **Section 16-36.017(1e) –Developments with more than one street frontage, a maximum of one curb on each street frontage;**

To allow for parking in close proximity to each use and building, to allow for access to loading docks, and to increase pedestrian safety within the site by limiting vehicular travel across the site and increasing sidewalks within the site the Applicant is requesting three curb cuts along Woodrow Street, one on Warner Street and one on Allene Ave. Currently there are eight curb cuts on the project. This number of curb cuts, while not at the existing locations, reduces the number of curb cuts currently on the site to five.

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- 7. Section 16-36.017(3cii) - Façades along the BeltLine Corridor, any public right-of-way, public park, or private street shall meet a minimum 10' active-use depth requirement for residential uses when said parking structure façade at sidewalk-level, except at ingress and egress points into said parking structures.**

Due to the site depth constraints orientation of the townhomes and the location of the parking deck the Applicant requests some relief from the active use requirement. Although there will be minimal areas without active uses at the parking deck, the parking deck will have an art installation facing the sidewalk. While there is an active use at the townhomes because the side of the unit faces Woodrow, there is no active use at the side of the building where the garage is located. There will be a door from the heated area of the townhome facing towards the Woodrow St. sidewalk.

Recap:

1. The DRC supports variations to Section 16-36.014/Section 16-34.011(4d), Section 16-36.011 (2a), and Section 16-36.017(1e).
2. The DRC does not approve variation to Section 16-36.011(2b). This was opposed unanimously.
3. The DRC does not approved variation to Section 16-36.020(5b). This was opposed unanimously.
4. The DRC does not approve variation to Section 16-36.017(1e).
5. The site plan will be revised to show request for variation to Section 16-36.012.
6. The DRC requests updated elevations and renderings to include the garage, and the complete frontage along Woodrow Street.
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 scheduled DRC meeting for further discussion.