



LOBBY LEVEL FLOOR PLAN

GRAPHIC SCALE 0' 10' 20'

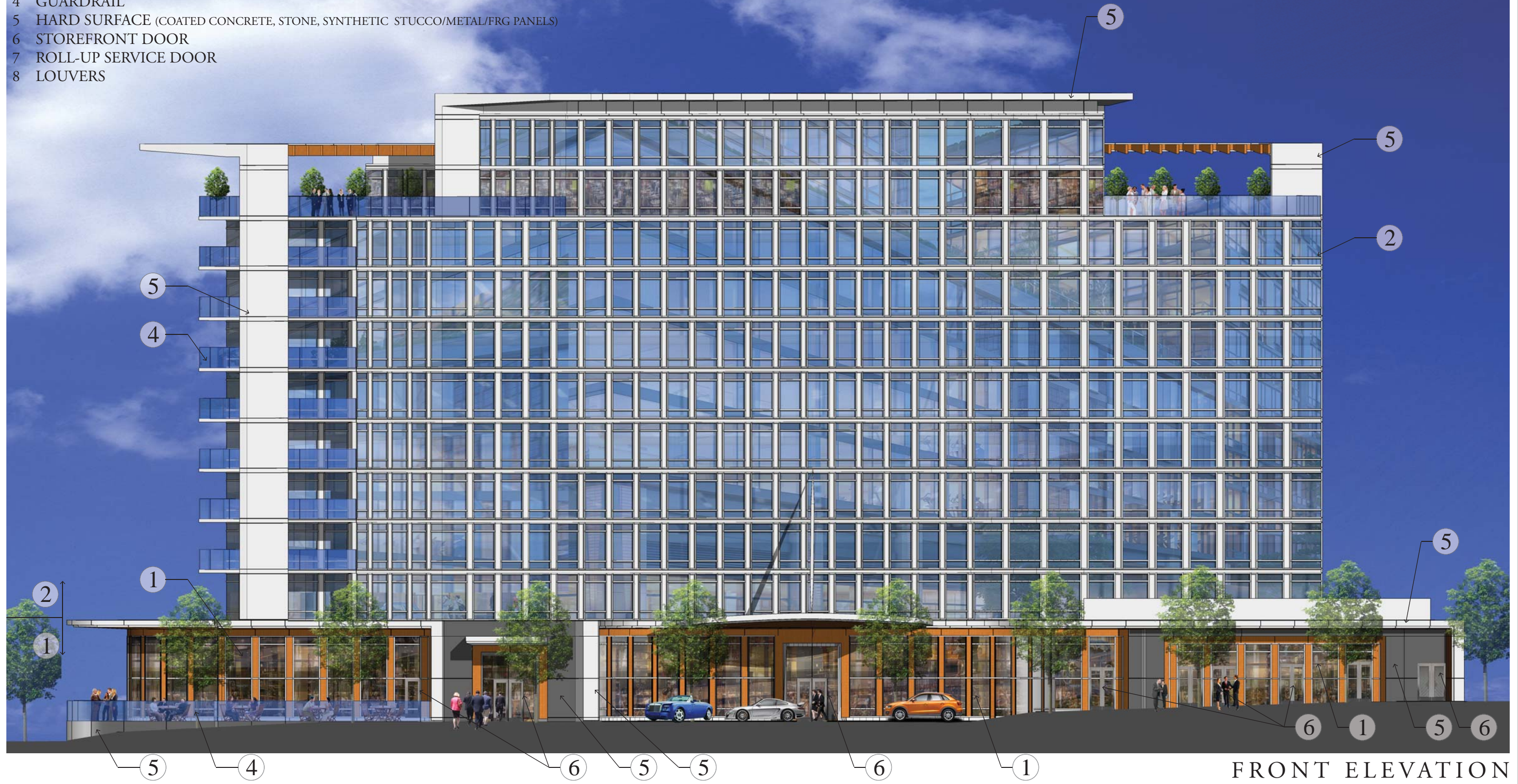


BASEMENT LEVEL FLOOR PLAN

GRAPHIC SCALE 0' 5' 10' 20'

LEGEND

- 1 VISION GLASS TYPE 1
- 2 VISION GLASS TYPE 2
- 3 NOT USED
- 4 GUARDRAIL
- 5 HARD SURFACE (COATED CONCRETE, STONE, SYNTHETIC STUCCO/METAL/FRG PANELS)
- 6 STOREFRONT DOOR
- 7 ROLL-UP SERVICE DOOR
- 8 LOUVERS



FRONT ELEVATION

LEGEND

- 1 VISION GLASS TYPE 1
- 2 VISION GLASS TYPE 2
- 3 NOT USED
- 4 CLEAR TEMPERED GLASS GUARDRAIL
- 5 HARD SURFACE (COATED CONCRETE, STONE, SYNTHETIC STUCCO/METAL/FRG PANELS)
- 6 STOREFRONT DOOR
- 7 ROLL-UP SERVICE DOOR
- 8 LOUVERS



REAR ELEVATION

LEGEND

- 1 VISION GLASS TYPE 1
- 2 VISION GLASS TYPE 2
- 3 NOT USED
- 4 GUARDRAIL
- 5 HARD SURFACE (COATED CONCRETE, STONE, SYNTHETIC STUCCO/METAL/FRG PANELS)
- 6 STOREFRONT DOOR
- 7 ROLL-UP SERVICE DOOR
- 8 LOUVERS



SIDE ELEVATION

LEGEND

- 1 VISION GLASS TYPE 1
- 2 VISION GLASS TYPE 2
- 3 NOT USED
- 4 GUARDRAIL
- 5 HARD SURFACE (COATED CONCRETE, STONE, SYNTHETIC STUCCO/METAL/FRG PANELS)
- 6 STOREFRONT DOOR
- 7 ROLL-UP SERVICE DOOR
- 8 LOUVERS



SIDE ELEVATION



## SAP Summary and Variation List

This application proposes the development of a 1.11 acre tract with a boutique hotel with food and beverage uses on the sidewalk level and rooftop level and a ballroom with meeting space. The building will contain 10 stories with a basement. Access to the development will be provided through a circular drive to be located on East Paces Ferry Road. Loading and service will occur on Buckhead Avenue. Parking for the development will be accommodated through a shared parking arrangement with the adjacent 371 East Paces Ferry Road medical office building.

**1. Sec. 16-18I.012 (Development Controls Table) - Variation to reduce the percentage from 60% to 55% of the building being located within 20 feet of the back of the sidewalk.**

This project is on a unique triangular piece of property with the majority of the exterior property boundary being located along public right of way frontage. To accommodate the proposed circular entry drive for the proposed hotel, the applicant has curved the building on East Paces Ferry Road to accommodate sufficient room for vehicular access to the development. The development does not propose any on site parking so all visitors to the development will utilize a valet that will be located in this area. The entry drive has been sized appropriately to ensure sufficient room to accommodate queuing. Due to the triangular shape of the property, the site widens westward on both the north and south property lines, which requires the building to similarly widen to meet the maximum setback. The applicant requests this variation due to the unique vehicular access needed to accommodate no on site parking and also due to the unique shape of the property and significant amount of frontage.

**2. Section 16-18I.020(2)(b) – Variation to allow curb cuts within 100 feet of adjacent curb cuts.**

The applicant requests a variation to reduce the minimum 100 foot curb cut distance between curb cuts proposed on the site. First, the applicant requests a reduction from 100 feet to 51 feet measured center to center (39 feet measured edge to edge) between the two proposed one way curb cuts on East Paces Ferry Road. Second, the applicant requests a reduction from 100 feet to 26 feet measured center to center (8.5 feet measured edge to edge) between the two proposed loading curb cuts on Buckhead Avenue. The curb cuts on East Paces Ferry Road will provide one way access only so the proximity of them should not cause transportation issues that the curb cut distance limitation imposed is intended to mitigate. Further, the curb cuts on Buckhead Avenue will be provided for loading and service access. One of the two curb cuts is only 10.5 feet wide and is intended for access to the compactor only. Due to the limited usage of the 10.5 foot wide cut for the compactor, no issues are anticipated by the proximity of the two curb cuts.



3. **Section 16-18I.019 – Variation to reduce loading from three required spaces to one 12’x35’ space and one 12’x 55’ space.**

The project requires three total loading spaces for the proposed development. The applicant proposes that the hotel and accessory uses, including the restaurant and ballroom uses will all share the proposed loading area. The hotel operator will manage the loading needs to avoid conflicts. Further, the loading area also includes separate accommodations for trash and compacting which are not included in the loading space areas. The proposed loading spaces will be sufficient for the operation given that it will all be managed by the hotel operator.

4. **Section 16-18I.020(2)(c)(iii) – Variation to Allow an Additional Curb Cut.**

The project requests a variation to increase the allowable curb cuts by one additional 12’ wide curb cut to access the compactor on Buckhead Avenue. The development proposes two one-way 12’ curb cuts on East Paces Ferry Road to access the development, 24’ wide loading and service curb cut and an additional 12’ curb cut for the trash compactor. The development has a unique triangular shape and significant topography that challenges the area available for service and circulation within the project. To accommodate truck maneuvering and compactor access, a variation is necessary. Due to the limited use of the curb cut for trash compactor, the impact is not expected to be significant. Further, the new residential development immediately across Buckhead Avenue from the project has two 24’ wide curb cuts on Buckhead Avenue, including one utilized for service. Also, the unique shape of the site (a truncated triangle) and the geometry of the intersection of East Paces Ferry Road and Buckhead Avenue / Old Decatur Road create what appears to be a third (albeit short) road frontage on Old Decatur Road. If there were three road frontages, as the geometry suggests, this variation would not be needed