



Department of
CITY PLANNING

ANDRE DICKENS
MAYOR

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JAHNEE R. PRINCE, AICP
COMMISSIONER

KEYETTA M. HOLMES, AICP
DIRECTOR
OFFICE OF ZONING & DEVELOPMENT

MEMORANDUM

TO: Jason H. Winston, Chair, Community Development/Human Services Committee
FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*
SUBJECT: **25-O-1264/CDP-25-007 for 1138 Glenwood Avenue SE**
DATE: September 3, 2025

PROPOSAL:

A substitute Ordinance to amend the Land Use Planning section of the 2025 Plan A: City of Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at **1138 Glenwood Avenue SE** from the LDR (Low Density Residential) development pattern designation to the MDMU (Medium Density Mixed Use) development pattern designation. This land use amendment will facilitate the rezoning of the parcel per Z-25-003 from the R-4 (Single Family Residential) zoning districts to the NC-2 (East Atlanta Village Neighborhood Commercial) zoning district to allow for the construction of restaurants in shipping containers.

FINDINGS OF FACT:

- **Property location:** The subject property fronts on the north side of Glenwood Avenue SE and to the east of Moreland Avenue SE. It is in Land Lot 12 of the 14th District, Fulton County, Georgia and in the Ormewood Park neighborhood of NPU W, Council District 5.
- **Property size and physical features:** The property is a rectangular parcel that measures approximately 0.1639 acres (7,139.48 square feet) in area. The elevation slightly increases from the southeast to northwest. Trees line the rear of the parcel.
- **Current/past use of property:** The property is currently vacant and undeveloped. The parcel was previously developed with a residential building. Staff is unaware of any previous activities or other prior uses of the site.
- **Surrounding land uses/zoning/:** The parcels located to the north and west have a LDR (Low Density Residential) development pattern designation and zoned R-4 (Single Family Residential). They parcels are developed with single family residential units. The parcels located to the east and south have a MDMU (Medium Density Mixed Use) development pattern designation and zoned NC-2 (East Atlanta Village Neighborhood Commercial). They are developed with nonresidential uses including restaurants and businesses.

- **Transportation system:** The subject property is located on Glenwood Avenue SE which is designated as a collector street. Sidewalks are present on both sides of Glenwood Avenue SE. MARTA provides bus services via route #4 and route #107. Route #4 operates along Moreland Avenue and connects to the Inman Park/Reynoldstown Transit Station, approximately 1.6 miles from the site. There is a bus stop situated at Moreland Avenue SE and Glenwood Avenue SE, approximately 308 feet from the property. Route #107 operates along Glenwood Avenue SE and connects to the Indian Creek Station, approximately 8.4 miles from the site. There is a bus stop at Glenwood Avenue SE and Hemlock Circle SE, 453 feet from the site.

CONCLUSIONS:

- **Compatibility with surrounding land uses:** The proposed MDMU (Medium Density Mixed Use) development pattern is incompatible with the surrounding development pattern. The parcel is part of a residential block and changing the development pattern will not align with the 2025 CDP Land Use Principle to direct residential growth that is compatible in scale, height, and character with adjoining neighborhoods and districts. The applicant also does not provide plans on landscaping or other plans to reduce negative impacts for residential areas with less intense uses.
- **Effect on adjacent property and character of neighborhood:** The applicant proposes the construction of restaurants in shipping containers. Staff is of the opinion that the proposed development pattern designation will have a negative effect on the character of the neighborhood. The parcel is part of a residential block, characterized by low-density, single-family residences. The proposed construction is a nonresidential use, altering the character of the neighborhood. This does not align with the NPU W policies to “*preserve the single-family and low-density character of Ormewood Park*”. Additionally, the South Moreland Avenue LCI recommends “*mixed use development along Moreland Avenue and recommends Low Density Residential along Glenwood Avenue to allow for redevelopment of these parcels with “townhome” scale (maximum 3 stories) residential to serve as the transition between single-family on Florida Avenue and mixed use on Moreland Avenue*”.
- **Suitability of proposed land use:** The proposed MDMU (Medium Density Mixed Use) development pattern is unsuitable with the surrounding development patterns. It is unsuitable under the 2025 CDP Development Pattern Principle which aims to “*direct residential growth that is compatible in scale, height, and character with adjoining neighborhoods and districts.*”
- **Consistency with City’s land use policies:** The Atlanta Comprehensive Development Plan (CDP) Development Pattern for this location is Residential. The proposed MDMU (Medium Density Mixed Use) development pattern is inconsistent with the CDP policies to:
 - R-1: Direct residential growth into locations with access to transit, jobs, retail, goods, services, parks, open spaces, and civic uses.
 - R-2: Direct residential growth that is compatible in scale, height, and character with adjoining neighborhoods and districts.
 - R-3: Encourage more diverse housing opportunities by supporting the construction of duplexes, triplexes, and small apartment buildings that align with the existing physical character of an area.
 - CW-2: Ensure development is appropriately scaled and compatible with surrounding areas.

- CW-3: Use transitions, landscaping, and other measures to minimize negative impacts of development on adjacent areas, especially on residential areas smaller in scale and height, and with less intense uses.
- **Consistency with Adopted Small Area and Neighborhood Plans:** The South Moreland Avenue Livable Centers Initiative (LCI) was created to enhance the livability of the South Moreland Avenue Corridor and surrounding neighborhoods through policies and projects that makes it more multimodal (walking, cycling, transit, and cars), supports mixed use development, and includes stronger private development standards to promote pedestrian-friendly urban form. The plan identifies key nodes along the Moreland Avenue corridor for mixed-use, medium to high-density development including the Thomasville Heights Housing Project Redevelopment, the Moreland Plaza commercial area, the Ormewood neighborhood commercial node, and the Glenwood node. This parcel is in focus area 1-20 to Glenwood Avenue. It is recommended that this section of the Moreland Avenue corridor be redeveloped at a higher density to complement the area’s existing character and transportation infrastructure, particularly the adjacent interchange to Interstate 20. The plan states that the density must be carefully managed, however, due to the adjacent proximity of the predominantly single-family section of the Ormewood Park Neighborhood that is immediately to the west of existing commercial properties fronting Moreland Avenue. For this reason, the planning concept for this portion of Moreland Avenue calls for mixed-use, pedestrian-oriented buildings on both sides of Moreland Avenue, with heights up to 8 stories on the east side of Moreland Avenue and up to 6 stories on the west side of Moreland Avenue. Adjacent to the parcels fronting on Moreland Avenue, the plan recommends allowing the single-family parcels along the east side of Florida Avenue, which includes 1138 Glenwood Avenue, to be redeveloped as “townhome” scale (maximum 3 stories) residential to serve as the transition between single-family on Florida Avenue and mixed use on Moreland Avenue. The plan recommended a development pattern of LDR (Low Density Residential) to support townhome redevelopment. The proposed development pattern amendment does not align with the goals and recommendations outlined in the plan.
- **Consistency with Atlanta City Design:** The Atlanta City Design articulates Atlanta’s vision organized according to its five core values of Equity, Progress, Ambition, Access, and Nature. It focuses future growth into already-developed areas called Growth Areas, which are further categorized as Core, Corridors, and Clusters. Outside the Growth Areas are the Conservation Areas, which include Urban Neighborhoods, Suburban Neighborhoods, Rural Neighborhoods, and Production Areas. Conservation Areas are the natural parts of the city that are less suited for growth and that should be protected from radical change.

According to the Atlanta City Design map, **1138 Glenwood Avenue SE** is considered to be an Urban Neighborhood. Urban Neighborhood are described as follows:

“These are small-scale, historic, walkable neighborhoods where growth capacity is limited mostly by our desire to keep them the way they are the traditional intown communities that were built by the expansion of streetcars a century ago, such as Westview, Grant Park and Brookwood Park. Most have some form of commercial district within walking distance from homes, and many include small apartment buildings, townhouses, or two- and three-family homes. Their inherent walkability, historic charm and proximity to downtown make them highly desirable under today’s market pressures, and therefore, threatened by even denser development”

- **Consistency with NPU policies:** The proposed MDMU (Medium Density Mixed Use) development pattern designation is incompatible with NPU W policy to:
 - W-1: Preserve the single-family and low-density character of the Ormewood Park, East Atlanta, Woodland Hills, Custer Avenue, McDonough, Guice, Benteen, Boulevard Heights, and Grant Park neighborhoods.
 - W-4: Encourage mixed-use development along the Moreland Avenue and Memorial Drive corridors, consistent with the vision and recommendations put forward by the South Moreland LCI Master Plan, the Imagine Memorial Master Plan, and the East Atlanta Village Study. Consolidate strip commercial uses in order to create a unified development pattern having a minimum number of curb cuts and turn lanes. Encourage transition of parcels along Moreland Avenue from nonconforming uses to conforming ones with redevelopment (e.g. abolish drive-thrus).

STAFF RECOMMENDATION: DENIAL OF THE DEVELOPMENT PATTERN AMENDMENT FROM THE LDR (LOW DENSITY RESIDENTIAL) DEVELOPMENT PATTERN DESIGNATION TO THE MDMU (MEDIUM DENSITY MIXED USE) DEVELOPMENT PATTERN DESIGNATION.

NPU Recommendation: NPU-W voted to DENY this application at their April 16th 2025 meeting.

cc: Jessica Lavandier, Assistant Director, Office of Zoning and Development



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OFFICE OF ZONING & DEVELOPMENT

MEMORANDUM

TO: Jason H. Winston, Chair, Community Development/Human Services Committee

FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*

SUBJECT: **25-O-1450/CDP-25-017 for 1905 La Dawn Lane, 1911 La Dawn Lane, and 1917 La Dawn Lane NW, and 1920 Anne Street and 0 Anne Street NW**

DATE: September 3, 2025

An Ordinance to amend the Land Use Planning section of the 2025 Plan A: City of Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at **1905 La Dawn Lane, 1911 La Dawn Lane, and 1917 La Dawn Lane NW, and 1920 Anne Street and 0 Anne Street NW** from the LDR (Low Density Residential) development pattern designation to the MDR (Medium Density Residential) development pattern designation. This development pattern amendment will facilitate the rezoning of the parcel per Z-25-038 from the R-4 (Residential) zoning district to the MR-3 (Multifamily Residential) zoning district to allow for the construction of a townhome development with 39 dwelling units across eight buildings.

The applicant has requested a deferral of the application to the 4th Quarter CD/HS Public Hearing. Staff is supportive of the request.

STAFF RECOMMENDATION: DEFERRAL to the 4th Quarter CD/HS Public Hearing

cc: Jessica Lavandier, Assistant Director, Office of Zoning and Development



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MEMORANDUM

TO: Jason Winston, Chair, Community Development/Human Services Committee
FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*
SUBJECT: 25-O-1414/CDP-25-018 for Ansley Park Neighborhood Conservation Study
DATE: September 3, 2025

PROPOSAL

An Ordinance to adopt the *Ansley Park Neighborhood Conservation Study* (“*Study*”), and to amend the 2025 *Atlanta Comprehensive Development Plan* (“Plan A”) by incorporating the study by reference.

FINDINGS OF FACT

Study Area and Purpose

Ansley Park is located east of Midtown’s mixed use district. The neighborhood is bounded by Piedmont Avenue NE to the southeast and the Atlanta Beltline to the northeast. Its western and southern boundaries extend to the rear of parcels along Peachtree Street NE and 14th Street NE. Sherwood Forest neighborhood is located to the northwest, situated between Ansley Park and I-85, while Piedmont Park is located to the east.

Ansley Park is one of Atlanta’s most recognizable neighborhoods, both in terms of its history and character. As the rest of the city— especially Midtown—has grown, Ansley Park has at its core, remained a residential neighborhood with a steady population of approximately 2,600 people with 1,400 housing units. The intent of the study is to “to document both the current conditions and residents’ goals and priorities for the future of Ansley Park, providing a sustainable and resilient roadmap to assist community leaders in making well informed decisions”.

Community Involvement

The study report is available on the Ansley Park Civic Association’s website: www.ansleypark.org. The Ansley Park Neighborhood Conservation Study officially kicked off in July 2024. The process involved multiple community outreach efforts to gain a deeper understanding of the vision and goals of Ansley Park’s residents. These efforts included focus groups, public meetings, a neighborhood survey, and ongoing discussions between the Ansley Park Civic Association and a steering committee. The neighborhood hired TSW to lead the project team.

Community events and meetings aligned with the overall planning process and other deliverables. The study report provides a detailed look into each event and the feedback received. Community input, combined with an existing conditions analysis, defined the study's purpose and ultimately guided the recommendations outlined.

The Ansley Park Civic Association conducted the planning process according to the following steps.

- Preliminary Planning: Initial consultation with the steering committee, a walking tour through Ansley Park collecting relevant data and plans for analysis.
- Inventory Analysis: Analyze existing conditions and additional consultation with community members on major issues and opportunities in Ansley Park.
- Visioning: Community engagement activities, including resident focus groups and the neighborhood workshop. Draft goals were developed and refined based on feedback.
- Plan Production: Solidifying the goals, policy statements, and design recommendations for Ansley Park.
- Plan Adoption: Adopted by the City of Atlanta and officially incorporated into Plan A—Atlanta's 2025 Comprehensive Development Plan, so it can guide decisions on Ansley Park's future for years to come.

Vision and Goals

The study is a significant update to the original 1973 plan for the neighborhood, and it reinforces the same vision: "*to conserve Ansley Park as a first-class residential neighborhood*".

The study proposes five goals aligned with this vision covering, 1) Transportation, 2) Natural Resources, 3) Infrastructure and Facilities, 4) Land Use and Housing, and 5) Design and Historic Resources.

- Transportation Goal: *Keep Ansley Park connected*. Ensure that Ansley Park residents have access to well-maintained transportation facilities that promote pedestrian safety, reduce speeds, and add beauty to the neighborhood's historic streetscapes.
- Natural Resources Goal: *Protect Ansley Park's beauty*. Protect the natural resources and greenspaces Ansley Park is known for, especially its existing parks, creeks, and tree canopy, and take advantage of new opportunities to increase greenspace.
- Infrastructure and Facilities Goal: *Keep Ansley Park safe*. Utilize modern infrastructure and emerging technologies to ensure the security and comfort of Ansley Park's residents and visitors.
- Land Use and Housing Goal: *Keep Ansley Park residential*. Encourage land use patterns that preserve the low-density residential character of Ansley Park, while welcoming appropriate new development of a variety of housing types.
- Design and Historic Resources Goal: *Honor Ansley Park's history*. Cultivate an appreciation for how Ansley Park became the place it is today through preservation of historic structures and respect for the original neighborhood design.

Key Recommendations, Concepts, and Policies

The study's recommendations to support the vitality of Ansley Park are organized into five themes based on the neighborhood vision and goals, and community input.

- Transportation: Throughout the community involvement process, traffic and pedestrian safety emerged as a top concern. Ansley Park's location between Monroe Drive NE to the northeast, Piedmont Avenue NE to the southeast, and Midtown to the southwest make it a popular choice for drivers seeking more efficient routes to either side. However, not all

Ansley Park streets are similarly sized. The Prado wide streetscape encourages high speeds, especially given its prominence as a cut-through street. Montgomery Ferry Drive NE faces the opposite problem—its right-of-way is relatively narrow in comparison, but it carries a high volume of traffic. Finally, Piedmont Avenue NE suffers from a lack of pedestrian infrastructure and therefore faces heightened pedestrian safety concerns. The study proposes new street designs and streetscape improvements for several streets in the neighborhood. These recommendations range from supporting ongoing streetscape improvements by neighboring Midtown Alliance to encouraging traffic calming on streets near the Beltline, and to allocating more space for pedestrians within the existing rights-of-way.

- Natural Resources: Ansley Park is known for its lush tree canopy, serene parks, and network of landscape islands that dot the neighborhood. The study proposes several policies and projects designed to protect these natural resources, with opportunities to increase the amount of greenspace, expand access, and maintain its quality natural areas.
- Infrastructure and Facilities: Ansley Park is one of Atlanta’s oldest neighborhoods, and it faces challenges to upkeep and modernize its physical infrastructure. The study proposes several policies to strike a balance between upgrading public safety and utility infrastructure and maintaining the neighborhood’s aesthetics and comfort of its residents and visitors.
- Land Use and Housing: The study proposes a “Neighborhood Character Framework” for the Ansley Park neighborhood to reference when making recommendations to the City on future land use and zoning decisions. The Neighborhood Character Framework emphasizes maintaining residential development and respecting the subdivision pattern of Ansley Park’s core area and providing a variety of missing middle housing types where services are more readily available along Ansley Park’s larger corridors (i.e., Piedmont Avenue and Peachtree Street).
- Design and Historic Resources: Urban design policies to reinforce the unique physical features for Ansley Park, especially its wide boulevards, curvilinear blocks, and carefully designed subdivision pattern. The study also promotes preserving and maintaining structures contributing to the neighborhood’s National Register of Historic Places as a Historic District.

The study includes specific policies and projects that are complementary to each goal. For transportation, several concepts for streetscape improvements, intersection designs, and more are also included.

Partnerships and Implementation Strategy

The Ansley Park Civic Association documents key partners for each of the short-term, mid-term, long-term, and ongoing implementation activities proposed in the study. The neighborhood association will be engaged in all activities whether supporting the city’s departments or leading the work. The study includes an “Action Matrix” organizing these partnerships and implementation strategy.

Many of the recommendations, especially the transportation projects, will demonstrate “proof of concept” designs, which can build support for more permanent infrastructure upgrades in the future.

Consistency with Plan A and Other City of Atlanta Plans and Initiatives

The Ansley Park Civic Association worked closely with Atlanta's Department of City Planning and Atlanta Department of Transportation during the entire planning process.

Some policy recommendations in the study will require adjustment based on the outcomes of ongoing city processes, such as *ATL Zoning 2.0* and the *Comprehensive Transportation Plan* update. However, the study's land use recommendations informed the recently adopted Comprehensive Development Plan and are reflected in the existing Development Pattern map. The forthcoming zoning map for *ATL Zoning 2.0* will reflect key findings from the Study's review of appropriate zoning designations for some small apartments in the neighborhood.

During the planning process, Ansley Park Civic Association documented the following adopted plans and studies and their consistency with the vision, goals, and recommendations of the study.

- Piedmont Heights Master Plan (draft 2024 and final 2025)
- 15th Street Safe Street Project (2024, ongoing)
- Atlanta Beltline Subarea 6 Master Plan (2024)
- 15th Street Extension Study (2019)
- One Atlanta: Strategic Transportation Plan (2019)
- Atlanta's Transportation Plan (2018)
- Blueprint Midtown (2017)

Consistency with Atlanta City Design

The Atlanta City Design (ACD) outlines Atlanta's vision, emphasizing five core values: Equity, Progress, Ambition, Access, and Nature. The ACD focuses future growth in developed areas known as *Growth Areas*, which are further grouped into Core, Corridors, and Clusters. Outside of these Growth Areas are *Conservation Areas*, consisting of Urban Neighborhoods, Suburban Neighborhoods, Rural Neighborhoods, and Production Areas.

Ansley Park is entirely within the *Urban Conservation Area*. The Study recommendations for the neighborhood are aligned with the intent of *Atlanta City Design*.

The *Atlanta City Design* states the following:

- *Conservation Areas* protect and celebrate the existing historic, tree-covered neighborhoods of the city. Encourage more modest growth within these areas that is compatible with each neighborhood's scale and unique character, protects our urban forest, and supports strategic industrial or production areas.
- *Urban Conservation Areas* are small-scale, historic, walkable neighborhoods where growth capacity is limited mostly by our desire to keep them the way they are. They are the traditional intown communities that were built by the expansion of streetcars a century ago, such as Westview, Grant Park and Brookwood Park. Most have some form of commercial district within walking distance from homes, and many include small apartment buildings, townhouses, or two- and three-family homes. Their inherent walkability, historic charm and proximity to downtown make them highly desirable under today's market pressures, and therefore, threatened by even denser development.

RECOMMENDATIONS ON ORDINANCE:

- **STAFF RECOMMENDATION: APPROVAL** of *Ansley Park Neighborhood Conservation Study* and to Amend the *2025 Plan A—Atlanta’s Comprehensive Development Plan* by incorporating the study by reference.
- **NPU Recommendations: NPU-E** voted to recommend **APPROVAL** of the study at their August 5, 2025, regular monthly meeting.

cc: Doug Young, Director, Office of Design
Jessica Lavandier, Office of Zoning and Development



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MEMORANDUM

TO: Jason Winston, Chair, Community Development/Human Services Committee
FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*
SUBJECT: **25-O-1415/CDP-25-019 for Piedmont Heights Master Plan**
DATE: September 3, 2025

PROPOSAL

An Ordinance to adopt the *Piedmont Heights Master Plan* (“*Plan*”), and to amend the 2025 *Atlanta Comprehensive Development Plan* (“Plan A”) by incorporating the Plan by reference.

FINDINGS OF FACT

Study Area and Purpose

Piedmont Heights is bordered by three main transportation corridors, the former CSX railroad and the Atlanta Beltline to the west, Piedmont Avenue to the east, and interstate 85/Buford Spring Connector to the north. It also borders the Ansley Park neighborhood and Piedmont Park (particularly the future entrance to the Botanical Garden). The neighborhood is between two rapidly growing areas: Midtown and Lindbergh Center.

Piedmont Heights is one of the City of Atlanta’s most recognizable neighborhoods, both in terms of its history and character. As the rest of the city— especially Midtown, has grown, Piedmont Heights residential population has remained steady with approximately 2,700 people and 1,600 housing units.

The plan documents both the current conditions and vision of the neighborhood’s residents and businesses for the future of Piedmont Heights. Historically, planning efforts in Piedmont Heights have focused attention on the areas around Ansley Mall and Ansley Square, the most significant nonresidential areas in the neighborhood. This plan is an update to the 2007 plan for the neighborhood. The Piedmont Heights Civic Association views that the present time is “an exciting opportunity for the neighborhood to [have] a codified, city adopted plan...—springboarding improvements and recommendations outlined through the plan’s research, data collection, and engagement processes.”

Community Involvement

The plan report is available on the Piedmont Heights Civic Association's website: www.piedmonthheights.org The Piedmont Heights Master Plan officially kicked off the summer of 2023, with Canvas Planning Group and the Georgia Conservancy hired by the neighborhood as the lead consultant team for the project. A Master Plan Steering Committee was created to guide the work. The Master Plan Steering Committee met consistently to review community input, planning concepts, and the final recommendations. The committee was made up of a wide representation of the community including residents, business owners, and commercial property owners.

The master plan update featured various engagement opportunities for Piedmont Heights community members. Feedback generated through engagement was foundational for this planning process, as the entire project itself was initiated and driven by neighborhood volunteers. Open engagement opportunities fell into two categories: in-person events and online surveys.

- **In-Person Engagement:** The project team organized two in-person engagement events. The first was a project kickoff meeting, held at a vacant commercial space within Ansley Mall. Roughly 50 people attended the meeting, where they were able to share concerns and priorities about the plan by writing on posters displayed throughout the room. The second engagement event was in coordination with the annual Piedmont Heights neighborhood meeting and Taste of PiHi. Here, the project team presented initial recommendations to roughly 100 attendees for feedback and comment.
- **Online Survey:** Two survey opportunities were available for community participation, both of which mirrored the in-person engagement events described above. The first was a high-level, open-answer survey about community preferences with 43 responses. The second survey went in-depth on potential recommendations, which saw 47 responses. Each survey was posted on the Piedmont Heights Civic Association website, Piedmont Heights Business Alliance website, and Facebook pages for each organization. Each survey was available for comment for several weeks.

In addition, focus group interviews were conducted throughout the process to further engage stakeholders in the planning process. These interviews included representatives from city departments, businesses, residents, and schools.

Vision and Goals

“The vision for the Piedmont Heights neighborhood is to create a vibrant and inclusive community that celebrates its unique identity...and embraces the shared values of creating a welcoming, sustainable, and prosperous neighborhood for all”.

The plan proposes six goals aligned with this vision.

- **Goal 1:** *Slow down vehicular traffic through the neighborhood.* This goal entails implementing traffic calming measures to reduce vehicle speeds and enhance pedestrian safety within the neighborhood.
- **Goal 2:** *Improve neighborhood infrastructure to prevent future flooding and to create safer street intersections.* The neighborhood desires upgrading stormwater drainage systems and implementing flood prevention measures to mitigate the risk of flooding. Additionally, this goal includes enhancing street intersections with improved signage, new travel lane

- alignments, crosswalks, and traffic signals to enhance safety for pedestrians and cyclists.
- Goal 3: *Provide improved biking and walking connections from the neighborhood to nearby destinations.* This goal is to develop and enhance bike lanes, sidewalks, and multi-use paths to create safe and convenient connections for pedestrians and cyclists between the neighborhood and nearby destinations, such as parks, schools, and nonresidential areas.
 - Goal 4: *Create opportunities for local businesses to continue to grow and thrive while mitigating negative impacts to the neighborhood.* The objective for this goal is to foster a supportive environment for local businesses by providing resources, incentives, and guidance to encourage their growth and success. Implement measures to mitigate any negative impacts, such as noise or traffic congestion, through strategic planning and community engagement.
 - Goal 5: *Provide new infrastructure to communicate and celebrate neighborhood identity.* This goal promotes installing neighborhood signage, public art, and other visual elements that reflect the unique identity and character of the neighborhood. It also entails developing communication platforms, such as a neighborhood website or newsletter, to facilitate community engagement and celebrate neighborhood achievements and events.
 - Goal 6: *Provide a variety of housing options, including a diversity of sizes, cost, and owner and renter options throughout the neighborhood.* To achieve this goal, the plan encourages the development of diverse housing options, including affordable housing, townhomes, apartments, and single-family homes, to accommodate residents of different income levels, ages, and stages of life. This goal also suggests that collaboration between the neighborhood, the city, and developers is needed to ensure a balanced mix of housing options.

Key Recommendations, Concepts, and Policies

The plan's recommendations are organized into seven themes based on the neighborhood vision and goals, and community input

- Implement the Master Plan: Piedmont Heights Civic Association seeks to continue building relationships and capacity to implement the plan. This recommendation centers on establishing an implementation steering group and identifying short-term projects to be completed within two years.
- Transportation: Monroe Drive is a major street for the neighborhood, and the plan focuses a lot of attention on improving the street to meet the needs of Piedmont Heights residents, visitors, and commercial properties. These recommendations were closely considered with ATLDOT's active redesign of Monroe Drive and several of its intersections. Several ideas for filling sidewalk gaps and connecting trails and bike infrastructure are in the plan. The plan also highlighted the usefulness of community-lead tactical urbanism as proof of concept for future permanent improvements.
- Land Use: The plan supports low density and medium density mixed use development along the neighborhood's corridors. Piedmont Heights already has a degree of housing diversity – from single-family homes, to multiplexes, to large townhome and apartment developments. The plan recommends sustaining and building on this diverse collection of housing.
- Open Space: The history of Gotham Park is closely tied with the history of Piedmont Heights itself. This park space is owned and managed by the Piedmont Heights Civic Association, not the City of Atlanta. As such, the plan recognizes the unique opportunities to improve the park. The plan also looks to exploring restoration of Clear Creek behind

Ansley Mall and Ansley Square, connecting into Ansley Golf Club.

- **Urban Design:** Establishing a stronger neighborhood identity is essential for the Piedmont Heights neighborhood to further promote a shared sense of pride and purpose and to strengthen a broader awareness of the community. The plan offers many urban design recommendations showcasing the neighborhood’s rich history and unique identity. These range from Ansley Mall activations to neighborhood markers and flags, and to streetscape improvements.
- **Quality of Life:** Participants in the planning process support various quality of life improvements, with an emphasis on stormwater management, public space activations, and local business support. The 2007 Piedmont Heights Master Plan proposed changes to neighborhood boundaries in response to various factors, including susceptibility to change and connectivity challenges. One area specifically mentioned for potential inclusion is Armour Yards. This plan update supports continuing this and other neighborhood boundary discussions with the city and adjacent neighborhoods.
- **Cultural and Historic:** Cultural and historic recommendations emphasize collaborating with the city and the Atlanta Beltline to feature the unique neighborhood identity in various projects

Each theme aligns with the plan’s overarching goals. The plan includes specific policies and projects that are complementary to each goal. For transportation, several concepts for streetscape improvements, intersection designs, and more are also included.

Partnerships and Implementation Strategy

The Piedmont Heights Civic Association documents key partners for each of the short-term, long-term, and ongoing implementation activities proposed in the plan. The neighborhood association will be engaged in all activities whether supporting the city’s departments or leading the work. The plan includes summary tables with these partnerships in the implementation strategy section.

Many of the recommendations, especially the transportation projects, will be implementation projects to demonstrate “proof of concept” designs, which can build support for more permanent infrastructure upgrades in the future.

Consistency with Plan A and Other City of Atlanta Plans and Initiatives

The Piedmont Heights Civic Association worked closely with Atlanta’s Department of City Planning and Atlanta Department of Transportation during the entire planning process.

Some policy recommendations in the Plan will require adjustment based on the outcomes of ongoing city processes, such as *ATL Zoning 2.0* and the *Comprehensive Transportation Plan* update. However, a few of the plan’s land use recommendations informed the recently completed 2025 Comprehensive Development Plan process and are reflected in the existing Development Pattern map in the adopted Plan A.

During the planning process, the Piedmont Heights Civic Association documented the following adopted plans and studies and their consistency with the vision, goals, and recommendations of the Plan.

- Atlanta Beltline Subarea 6 Master Plan (2024)

- One Atlanta: Strategic Transportation Plan (2019)
- Atlanta’s Transportation Plan (2018)
- Piedmont Heights Master Plan (2007)

Consistency with Atlanta City Design

The Atlanta City Design (ACD) outlines Atlanta's vision, emphasizing five core values: Equity, Progress, Ambition, Access, and Nature. The ACD focuses future growth in developed areas known as *Growth Areas*, which are further grouped into Core, Corridors, and Clusters. Outside of these Growth Areas are *Conservation Areas*, consisting of Urban Neighborhoods, Suburban Neighborhoods, Rural Neighborhoods, and Production Areas.

Piedmont Heights single-family residential area is entirely within the *Urban Conservation Area*. The multifamily and mixed use areas are within the *Core Growth Area*. The Study recommendations for the neighborhood are aligned with the intent of *Atlanta City Design*.

The *Atlanta City Design* states the following:

- *Conservation Areas* protect and celebrate the existing historic, tree-covered neighborhoods of the city. Encourage more modest growth within these areas that is compatible with each neighborhood’s scale and unique character, protects our urban forest, and supports strategic industrial or production areas.
- *Urban Conservation Areas* are small-scale, historic, walkable neighborhoods where growth capacity is limited mostly by our desire to keep them the way they are. They are the traditional intown communities that were built by the expansion of streetcars a century ago, such as Westview, Grant Park and Brookwood Park. Most have some form of commercial district within walking distance from homes, and many include small apartment buildings, townhouses, or two- and three-family homes. Their inherent walkability, historic charm and proximity to downtown make them highly desirable under today’s market pressures, and therefore, threatened by even denser development.
- *Growth Areas* encourage density near transit with dedicated guideways. Identify areas of the city, including some outside the core, that are suitable for growth. Design improved transit service, public space and other investments to support them.
- *Corridor Growth Areas* are the connecting tissues of the city; the major streets that flow out of the core in every direction. They stitch “Old” and “New” Atlanta together and most of them are commercially developed. Streets like Hollowell, Peachtree and Jonesboro wind along the contours of the city while streets like Metropolitan, Memorial and Northside slice straight lines across hills and valleys. In either case, we find commercial sites, civic buildings and anchor institutions along the way. With better design, these corridors can become main streets for every community, accommodating a reasonable amount of growth that will spur commercial vitality and a vibrant public life beyond the core of the city.

RECOMMENDATIONS ON ORDINANCE

- **STAFF RECOMMENDATION: APPROVAL** of Piedmont Heights Master Plan and to amend the 2025 Plan A—Atlanta’s Comprehensive Development Plan by incorporating the plan by reference.

- **NPU Recommendations:** NPU-F voted to recommend **APPROVAL** of the study at their August 20, 2025, regular monthly meeting.

cc: Doug Young, Director, Office of Design
Jessica Lavandier, Office of Zoning and Development



Department of
CITY PLANNING

JAHNEE R. PRINCE, AICP
COMMISSIONER

KEYETTA M. HOLMES, AICP
DIRECTOR
OFFICE OF ZONING & DEVELOPMENT

ANDRE DICKENS
MAYOR

55 Trinity Avenue, S.W. SUITE 1450 – ATLANTA, GEORGIA 30303
404-330-6070 – FAX: 404-658-7638

MEMORANDUM

TO: Jason H. Winston, Chair, Community Development/Human Services Committee
FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*
SUBJECT: **25-O-1451/CDP-25-020 for 745 Bolton Road and 749 Bolton Road rear NW**
DATE: September 3, 2025

PROPOSAL:

An Ordinance to amend the Land Use Planning section of the 2025 Plan A: City of Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at **745 Bolton Road and 749 Bolton Road rear NW** from the MLSF (Medium Lot Single Family) development pattern designation to the MDR (Medium Density Residential) development pattern designation. This development pattern amendment will facilitate the rezoning of the parcel per Z-25-045 from the R-4 (Single Family Residential) zoning district to the MR-3 (Multifamily Residential) zoning district to allow for the construction of a residential development with 130 units, 4,000 square feet nonresidential square footage, and a community center.

FINDINGS OF FACT:

- **Property location:** The subject properties fronts on the southeast side of Bolton Road NW and north of Adkins Road NW. It is in Land Lot 241 of the 14th District, Fulton County, Georgia in the Fairburn Heights Neighborhood of NPU H in City Council District 10.
- **Property size and physical features:** The properties are located on an irregular shaped lot that measures approximately 5.11 acres (222,789 square feet). The elevation decreases from northwest to southeast. There is dense tree coverage lining the rear and east side property lines of 745 Bolton Road while 749 Bolton Road rear is undeveloped and planted with trees.
- **Current/past use of property:** The property is developed with a place of worship, the Path Church, and a surface parking lot. Property known as 749 Bolton Road rear is undeveloped. Staff is unaware of any previous uses at the site.
- **Surrounding development patterns/zoning/:** The parcel to the northwest side of the property has a CMTY (Community) development pattern designation. The parcel is the site of the former G.A. Towns Elementary School. The rest of the parcels surrounding the site have a MLSF (Medium Lot Single Family) development pattern designation and zoned R-4 (Single Family Residential). The

parcels are developed with single family residential uses with some having an Accessory Dwelling Unit (ADU) on their property.

- **Transportation system:** The subject properties are located on Bolton Road NW which is classified as a collector street. Sidewalk infrastructure is present along the northside of Bolton Road NW. MARTA provides bus service via route #850. Route #850 operates along Bolton Road NW and connects to Hamilton E. Holmes Station, approximately 3.9 miles away from the site. There is a bus stop situated at Croft Place NW and Bolton Road NW, 466 feet from the site.

CONCLUSIONS:

- **Compatibility with surrounding development patterns:** Parcels with Medium Density Residential development pattern designation are located to the north and the south along Bolton Road. Although all parcels surrounding the site are designated as MLSF (Medium Lot Single Family), the impact of the proposed development on adjacent parcels is minimized by placing the residential development to the rear of the existing and proposed institutional buildings. In addition, due to lower elevations at the rear of the site, the multifamily buildings will be lower than the buildings located along the street frontage.
- **Effect on adjacent property and character of neighborhood:** The applicant proposes the construction of a residential development with 130 units, 4,000 square feet of nonresidential space, and a community center. Staff is of the opinion that the proposed Medium Density Residential development pattern designation would have a positive impact on the character of NPU H. The parcels are located on Bolton Road, a collector street and one of the main corridors in NPU H. North of this site, are several multifamily residential developments. In addition, the proposed MDR (Medium Density Residential) development pattern is compatible with NPU H policy to “*encourage new housing developments that are compatible with the character of existing neighborhoods, in design and value*”.
- **Suitability of proposed development patterns:** Although the proposed site is mostly adjacent to Medium Lot Single Family development pattern, it is consistent with the NPU H Plan to “*create a vibrant and safe community for the NPU-H neighborhoods by offering diverse housing options, thriving businesses, accessible transportation, connections to nature, and a high quality of life for all*”. It is also consistent with the CDP Principle to “*encourage more diverse housing opportunities by supporting the construction of duplexes, triplexes, and small apartment buildings that align with the existing physical character of an area*”.
- **Consistency with City’s development pattern policies:** The Atlanta Comprehensive Development Plan (CDP) Development Pattern for this location is MLSF (Medium Lot Single Family). The proposed MDR (Medium Density Residential) development pattern is inconsistent with the CDP development pattern policies to:
 - R-1: Direct residential growth into locations with access to transit, jobs, retail, goods, services, parks, open spaces, and civic uses.
 - R-2: Direct residential growth that is compatible in scale, height, and character with adjoining neighborhoods and districts.
 - R-3: Encourage more diverse housing opportunities by supporting the construction of duplexes, triplexes, and small apartment buildings that align with the existing physical character of an area.
 - CW-2: Ensure development is appropriately scaled and compatible with surrounding areas.

- CW-3: Use transitions, landscaping, and other measures to minimize negative impacts of development on adjacent areas, especially on residential areas smaller in scale and height, and with less intense uses.
- CW-25: Discourage the loss of public- or private-owned open space contributing to the city's natural, cultural, social, and civic identity, including cemeteries.
- **Consistency with Adopted Small Area and Neighborhood Plans:** This parcel is part of the NPU-H Master Plan. The NPU H Plan was created to be a plan of action to preserve and protect the quality of life while promoting growth in appropriate areas by developing a vision that guides growth and development for the 17 neighborhoods within NPU-H and identifying a set of goals that the NPU-H community can strive towards. The vision of the NPU-H Plan is to *“create a vibrant and safe community for the NPU-H neighborhoods by offering diverse housing options, thriving businesses, accessible transportation, connections to nature, and a high quality of life for all”*. The goals for NPU H are to:
 - Create a high quality of life for all residents;
 - Focus redevelopment on priority vacant properties and abandoned structures;
 - Promote inclusiveness for all people;
 - Improve the cleanliness and appearance of properties, streets, and parks; and
 - Improve mobility by investing in existing infrastructure, increasing safety and security of transportation modes, and expanding transportation options.
- **Consistency with Atlanta City Design:** The Atlanta City Design articulates Atlanta's vision organized according to its five core values of Equity, Progress, Ambition, Access, and Nature. It focuses future growth into already-developed areas called Growth Areas, which are further categorized as Core, Corridors, and Clusters. Outside the Growth Areas are the Conservation Areas, which include Urban Neighborhoods, Suburban Neighborhoods, Rural Neighborhoods, and Production Areas. Conservation Areas are the natural parts of the city that are less suited for growth and that should be protected from radical change.

According to the Atlanta City Design map, **745 Bolton Road NW and 749 Bolton Road rear NW** is a Suburban Area. Suburban Areas are described as follows:

“These are peaceful post-war subdivisions designed by the speed and easy distance of automobiles. Many, like Adamsville, Brandon and Perkerson, lack sidewalks, are not as well-connected as older neighborhoods, and are often distant from retail and employment areas. Their more generous yards and intervening floodplains, however, provide far less runoff, more habitat and host huge swaths of Atlanta's tree canopy. In this way, in addition to offering homes for families who prefer less-urban lifestyles, these neighborhoods provide enormous benefits to the city at large.”

- **Consistency with NPU policies:** Relevant NPU H policies are:
 - H-2 Encourage new, infill development that is appropriately scaled and compatible with surrounding uses.
 - H-8: Encourage new housing developments that are compatible with the character of existing neighborhoods, in design and value

STAFF RECOMMENDATION: APPROVAL OF THE DEVELOPMENT PATTERN AMENDMENT FROM THE MEDIUM LOT SINGLE FAMILY DEVELOPMENT PATTERN

DESIGNATIONS TO THE MEDIUM DENSITY RESIDENTIAL DEVELOPMENT PATTERN DESIGNATION.

NPU Recommendation: NPU-H recommended APPROVAL of this Development Pattern designation at its August 26, 2025, meeting.

cc: Jessica Lavandier, Assistant Director, Office of Zoning and Development



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JAHNEE R. PRINCE, AICP
COMMISSIONER

KEYETTA M. HOLMES, AICP
DIRECTOR
OFFICE OF ZONING & DEVELOPMENT

MEMORANDUM

TO: Jason H. Winston Chair, Community Development/Human Services Committee
FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*
SUBJECT: **25-O-1452/CDP-25-021 for 1345 Bolton Road NW**
DATE: September 3, 2025

An Ordinance to amend the Land Use Planning section of the 2025 Plan A: City of Atlanta Comprehensive Development Plan (CDP)) so as to redesignate property located at **1345 Bolton Road NW** from the MLSF (Medium Lot Single Family) development pattern designation to the LDR (Low Density Residential) development pattern designation. This development pattern amendment will facilitate the rezoning of the parcel per Z-25-032 from the R-4 (Single Family Residential) zoning district to the MR-2 (Multifamily Residential) zoning district to allow for the construction of 17 townhomes.

The applicant has requested a deferral of the application to the 4th Quarter CD/HS Public Hearing. Staff is supportive of the request.

STAFF RECOMMENDATION: DEFERRAL to the 4th Quarter CD/HS Public Hearing

cc: Jessica Lavandier, Assistant Director, Office of Zoning and Development



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KEYETTA M. HOLMES, AICP
DIRECTOR
OFFICE OF ZONING & DEVELOPMENT

MEMORANDUM

TO: Jason Winston, Chair, Community Development/Human Services Committee
FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*
SUBJECT: **25-O-1333/CDP-25-023 for Huff Road Multimodal Study**
DATE: September 3, 2025

PROPOSAL

An Ordinance to adopt the *Huff Road Multimodal Study* (“*Study*”), and to amend the *2025 Atlanta Comprehensive Development Plan* (“Plan A”) by incorporating the Study by reference.

STAFF RECOMMENDATION: DEFERRAL of *Huff Road Multimodal Study* to amend the *2025 Plan A—Atlanta’s Comprehensive Development Plan* by incorporating the Study by reference.

cc: Doug Young, Director, Office of Design
Jessica Lavandier, Office of Zoning and Development



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KEYETTA M. HOLMES, AICP
DIRECTOR
OFFICE OF ZONING & DEVELOPMENT

MEMORANDUM

TO: Jason H. Winston, Chair, Community Development/Human Services Committee

FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*

SUBJECT: **25-O-1453/CDP-25-024 for 67 Griffin Street NW**

DATE: September 3, 2025

PROPOSAL:

An Ordinance to amend the Land Use Planning section of the 2025 Plan A: City of Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at **67 Griffin Street NW** from the MLSF (Medium Lot Single Family) development pattern designation to the LDR (Low Density Residential) development pattern designation. This development pattern amendment will facilitate the rezoning of the parcel per Z-25-050 from the SPI-19 SA 6 (Vine City Special Public Interest District Subarea 6) zoning district to the SPI-19 SA 5 (Vine City Special Public Interest District Subarea 5) zoning district to allow for the construction of three-story residential triplex.

The applicant has requested a deferral of the application to the 4th Quarter CD/HS Public Hearing. Staff is supportive of the request.

STAFF RECOMMENDATION: DEFERRAL to the 4th Quarter CD/HS Public Hearing

cc: Jessica Lavandier, Assistant Director, Office of Zoning and Development



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COMMISSIONER

KEYETTA M. HOLMES, AICP
DIRECTOR
OFFICE OF ZONING & DEVELOPMENT

MEMORANDUM

TO: Jason H. Winston, Chair, Community Development/Human Services Committee
FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*
SUBJECT: **25-O-1373/CDP-25-025 for 380 Wilkinson Drive SE**
DATE: September 3, 2025

PROPOSAL:

A substitute ordinance to amend the Land Use element of the 2025 Atlanta Comprehensive Development Plan (CDP) so as to designate property located at **380 Wilkinson Drive SE** to the MLSF (Medium Lot Single Family) development pattern designation as a result of the petition to annex the parcel into the corporate limits of the City of Atlanta and to facilitate its zoning to the R-4 (Single Family Residential) zoning district per Z-25-053.

FINDINGS OF FACT:

- **Property location:** The property to be annexed is east of the City of Atlanta limits, fronting the east side of Wilkinson Drive SE and south of Eleanor Street SE. The property is in the southeast quadrant of unincorporated DeKalb County within proximity to the City of Atlanta's Kirkwood neighborhood in Neighborhood Planning Unit (NPU) O, City Council District 5.
- **Property size and physical features:** The subject parcel is approximately 0.28 acres and is developed with a single family residential structure. The topography of the subject site increases from west to east. It has mature trees in the rear yard and is planted with grass in the front yard.
- **Current/past use of property:** The property currently has a two-story single-family residence. According to the DeKalb County Tax Assessor, the current residential building was built in 2023.
- **Surrounding land uses/zoning/:** The parcels to the north, east, and south of the annexation area are in unincorporated DeKalb County and fall within the Traditional Neighborhood Character Area (TN) as designated in the DeKalb County 2050 Comprehensive Land Use Plan and are zoned R-75 (Residential Small Lot - 75). The parcels are developed with single family residential units. The parcels to the immediate west are in the City of Atlanta and have a MLSF (Medium Lot Single Family) development pattern designation within the 2025 Comprehensive Development Plan, with parcels being zoned R-4 (Single Family Residential). The parcel to the west is a park,

DeKalb Memorial Park. The East Atlanta neighborhood is located further west, and the Kirkwood Neighborhood is to the north.

- **Transportation system:** The subject property is located on Wilkinson Drive SE which is classified as a local road. There is no existing sidewalk infrastructure. MARTA provides bus service via route #107. Route #107 operates along Glenwood Avenue SE and connects to the Georgia State Transit Station, approximately 4.2 miles away from the site. There is a bus stop situated at Glenwood Avenue SE and Howard Street SE, approximately 0.4 miles away from the site.

CONCLUSIONS:

- **Compatibility with surrounding land uses:** The proposed MLSF (Medium Lot Single Family) development pattern designation is consistent and compatible with the existing surrounding development patterns. Within the City of Atlanta, DeKalb Memorial Park and the nearby Kirkwood and East Atlanta neighborhoods are designated as Medium Lot Single Family. Parcels in unincorporated DeKalb County fall within the Traditional Neighborhood (TN) Character Area, which supports a mix of residential uses. The proposed designation aligns with the established development patterns in both jurisdictions as Medium Lot Single Family includes “Atlanta’s traditional neighborhoods.”
- **Effect on adjacent property and character of neighborhood:** The proposed Medium Lot Single Family development pattern will have a positive effect on the neighborhood character. The proposed designation is compatible with nearby residential uses and is consistent with the existing land use patterns under DeKalb County’s current Character Area designation. The proposed annexation also aligns with the 2025 CDP city wide principles which describes Medium Lot Single Family as “*predominantly single-family in use and form.*” It also aligns with principles such as *maintaining consistent design elements and existing features* and *maintaining and rehabilitating existing housing*. Additionally, the annexation also aligns with NPU-O policies such as “*preserving the single-family and low-density residential character of Kirkwood*”.
- **Suitability of proposed land use:** The proposed MLSF (Medium Lot Single Family) is appropriate and well suited for the parcel. The designation reflects the existing development on the site. The proposed development pattern aligns with the surrounding context and supports the continued use of the property in a manner consistent with the area’s character and planning objectives.
- **Consistency with City’s land use policies:** The *Atlanta Comprehensive Development Plan (CDP)* Development Pattern for the adjacent location is MLSF (Medium Lot Single Family) which is described as patterns that are predominantly single-family in use and form. These areas include Atlanta’s traditional neighborhoods as well as newly developed and emerging neighborhoods. The proposed MLSF (Medium Lot Single Family) development pattern is consistent with the CDP Single Family Development Pattern and city wide Principles to:
 - SF-1: Maintain consistent design elements and existing features.
 - SF-2: Prioritize maintaining and rehabilitating existing housing.
 - SF-3: Ensure lots have adequate yards, tree canopy, and permeable surfaces to manage stormwater.
 - CW 2: Ensure development is appropriately scaled and compatible with surrounding areas.

- **Consistency with Atlanta City Design:** The Atlanta City Design articulates Atlanta’s vision organized according to its five core values of Equity, Progress, Ambition, Access, and Nature. It focuses future growth into already-developed areas called Growth Areas, which are further categorized as Core, Corridors, and Clusters. Outside the Growth Areas are the Conservation Areas, which include Urban Neighborhoods, Suburban Neighborhoods, Rural Neighborhoods, and Production Areas. Conservation Areas are the natural parts of the city that are less suited for growth and that should be protected from radical change.

According to the Atlanta City Design map, **380 Wilkinson Drive SE** is located adjacent to the Dekalb Memorial Park, which lies within the City of Atlanta limits and is designated as an Urban Neighborhood. An Urban Neighborhood is described as follows:

“These are small-scale, historic, walkable neighborhoods where growth capacity is limited mostly by our desire to keep them the way they are the traditional intown communities that were built by the expansion of streetcars a century ago, such as Westview, Grant Park and Brookwood Park. Most have some form of commercial district within walking distance from homes, and many include small apartment buildings, townhouses, or two- and three-family homes. Their inherent walkability, historic charm and proximity to downtown make them highly desirable under today’s market pressures, and therefore, threatened by even denser development”.

- **Consistency with NPU policies:** The proposed Medium Lot Single Family (MLSF) development pattern designation is compatible with NPU O policy to:
 - O-4: Preserve the single-family and low-density residential character of NPU-O.
 - O-12: Preserve the single-family and low-density residential character of Kirkwood. Prevent encroachment of commercial and other uses into single family and low-density residential areas

STAFF RECOMMENDATION: APPROVAL OF THE SUBSTITUTE LEGISLATION TO MEDIUM LOT SINGLE FAMILY (MLSF) DEVELOPMENT PATTERN DESIGNATION FOR 380 WILKINSON DRIVE SE.

NPU Recommendation: NPU-O voted to APPROVE this Development Pattern designation at their August 2025 meeting.

cc: Jessica Lavandier, Assistant Director, Office of Zoning and Development



Department of
CITY PLANNING

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KEYETTA M. HOLMES, AICP
DIRECTOR
OFFICE OF ZONING & DEVELOPMENT

MEMORANDUM

TO: Jason H. Winston, Chair, Community Development/Human Services Committee

FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*

SUBJECT: **25-O-1454/CDP-25-026 for 2410 Jonesboro Road, 2430 Jonesboro Road, 2436 Jonesboro Road, and 2440 Jonesboro Road SE and 808 Hargis Street, 814 Hargis Street, 824 Hargis Street, and 830 Hargis Street SE**

DATE: September 3, 2025

PROPOSAL:

An Ordinance to amend the Land Use Planning section of the 2025 Plan A: City of Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at **2410 Jonesboro Road, 2430 Jonesboro Road, 2436 Jonesboro Road, and 2440 Jonesboro Road SE and 808 Hargis Street, 814 Hargis Street, 824 Hargis Street, and 830 Hargis Street SE** from the MLSF (Medium Lot Single Family) development pattern designation to the LDMU (Low Density Mixed Use) development pattern designation. This development pattern amendment will facilitate the rezoning of the parcels per Z-25-052 from the R-4 (Single Family Residential) and R-LC (Residential Limited Commercial) district to the MRC-1 (Mixed Residential Commercial) zoning district to allow for the construction of 41 townhome residential units and 11,250 square feet of commercial and retail space.

FINDINGS OF FACT:

- **Property location:** The subject properties front on the east side of Jonesboro Road SE, north of Hargis Street SE, and south of McWilliams Road SE. They are in Land Lot 28 of the 14th District, Fulton County, Georgia and in the in the Leila Valley neighborhood of NPU Z and in City Council District 1.
- **Property size and physical features:** The parcels create a rectangular shaped assemblage that measures approximately 4.71 acres (205,167 square feet) in area. Parcels fronting McWilliams Road SE are vacant and undeveloped. Some of the parcels fronting on Hargis Street SE are developed with a single family housing unit. There is slight elevation from southwest to northeast. There is tree coverage lining the east side of the parcels and along property lines.
- **Current/past use of property:** Property located at 2436 Jonesboro Road and 824 Hargis Street are developed with single family residential uses. The Jonesboro Road frontage of 2410 Jonesboro Road is paved and appears to have been developed with non-residential uses. Parcels lining Jonesboro Road SE are undeveloped and have been vacant since 1980. Parcels lining Hargis Street

SE were previously developed with single family residences. Staff is unaware of any previous uses at the site.

- **Surrounding development patterns/zoning/**: The parcel to the west has a LDR (Low Density Residential) development pattern designation and zoned as RG-1-C (Residential General Sector 1 Conditional). It is developed with two to three-story single-family residences. Part of 2410 Jonesboro Road has LDMU (Low-Density Mixed Use) development pattern designation and is undeveloped. The parcel to the northwest has a LDMU (Low-Density Mixed Use) development pattern designation and is zoned R-4 (Single Family Residential). It is developed with a place of worship that is currently occupied by the Sounds of Deliverance Ministry COGIC Inc. The parcels to the north and east have a MLSF (Medium Lot Single Family) development pattern designation and zoned R-4 (Single Family Residential), R-4A (Single Family Residential) and PD-H (Planned Development Housing). Some of the parcels are undeveloped, one of the parcels is developed with a place of worship and others are developed with single-family residential uses. Parcels to the southwest along Jonesboro Road have a MDR (Medium Density Residential) development pattern designation and zoned RG-2 (Residential General Sector 2).
- **Transportation system**: The subject property is located on Jonesboro Road SE which is classified as an arterial street. Sidewalk infrastructure is present along the west side of Jonesboro Road SE. The property is also located along Hargis Street SE and McWilliams Road SE which are classified as local roads. There are sidewalks along both sides of McWilliams Road. There is no existing sidewalk infrastructure on Hargis Street. MARTA provides bus service via route #55 and route #78. Route #55 operates along Jonesboro Road SE and connects to the Five Points Transit Station, approximately 5.5 miles away from the site. Route #78 also operates along Jonesboro Road SE and connects to the East Point Transit Station, approximately 5 miles away from the site. There is a bus stop located at Jonesboro Road SE and McWilliam Road SE, 115 feet from the site.

CONCLUSIONS:

- **Compatibility with surrounding land uses**: The proposed LDMU (Low Density Mixed Use) development pattern is compatible with the surrounding land uses. The assemblage includes 2410 Jonesboro Road SE in the rezoning application, which has an existing Low Density Mixed Use development pattern designation. It is currently a vacant lot with a paved surface. Further north and south, several areas have a Low Density Mixed Use development pattern designation. To the west, there is a diversity of residences with an Low Density Residential development pattern designation. The proposed Low Density Mixed Use development pattern is compatible with the surrounding land uses as it meets one of the development pattern principles of the 2025 Atlanta CDP to *“reinforce the city’s physical form, which encourages density in the urban core and on major corridors where investments in infrastructure, public spaces, transit, and pedestrian connections and walkability support growth. Jonesboro Road is in an Atlanta City Design Corridor area and is also classified as an arterial street”*.
- **Effect on adjacent property and character of neighborhood**: The applicant proposes the construction of 41 townhome residential units and 11,250 square feet of nonresidential and retail space. Staff is of the opinion that the proposed development pattern designation will have a positive impact on the character of the neighborhood. The proposed Low Density Mixed Use development pattern meets the goals of the NPU Z Redevelopment plan *by encouraging higher density residential projects and ensuring that new developments are within ¼ of a mile of public*

transit and retail area. Additionally, the proposal meets the goals of the Jonesboro Road Corridor Redevelopment Plan *to develop near a key intersection and provide a variety of new housing types.* In addition, it is consistent with NPU Z policy *to maintain zoning protections for single-family residential neighborhoods while allowing for higher-density housing along designated primary thoroughfares, such as Jonesboro Road.*

- **Suitability of proposed land use:** The proposed LDMU (Low Density Mixed Use) development pattern designation is suitable with the surrounding development patterns. It is suitable under the 2025 CDP Citywide Principle to “*encourage development in clusters suitable with surrounding areas and aligned with existing and future pedestrian and transit options*”. It is also suitable under the Jonesboro Road Corridor Redevelopment plan recommendations. The plan recommends development near key intersections and states the need for providing a variety of new housing types. It also encourages a variety of new housing types, neighborhoods, and prices that reflect the desired scale and character of the corridor and to provide a balanced mix of compatible land uses. For parcels fronting on Jonesboro Road and some parcels on Hargis Road, the plan recommends primarily multifamily development.
- **Consistency with City’s land use policies:** Part of 2410 Jonesboro Road has a LDMU (Low Density Mixed Use) development pattern while the rest of the parcels have a MLSF (Medium Lot Single Family) development pattern. The proposed LDMU (Low Density Mixed Use) development pattern is consistent with the CDP city wide policies to:
 - CW-1; Reinforce the city’s physical form, which encourages density in the urban core and on major corridors where investments in infrastructure, public spaces, transit, and pedestrian connections and walkability support growth.
 - CW-2: Ensure development is appropriately scaled and compatible with surrounding areas.
 - CW-3: Use transitions, landscaping, and other measures to minimize negative impacts of development on adjacent areas, especially on residential areas smaller in scale and height, and with less intense uses.
 - CW-4: Encourage development in clusters suitable with surrounding areas and aligned with existing and future pedestrian and transit options.
 - CW-5: Promote a balance of uses, particularly between jobs and housing, retail and housing, services and housing, and civic uses and housing.
- **Consistency with Adopted Small Area and Neighborhood Plans:** The subject property is located within the NPU-Z Redevelopment Plan and the Jonesboro Road Corridor Redevelopment Plan. The NPU Z Redevelopment Plan is a community driven initiative to create inclusive support and vision for the growth and development of NPU-Z and serves as the principal comprehensive planning tool for the NPU-Z neighborhoods. Recommendations for housing in the plan are:
 - New developments / subdivisions should not be located within 100 feet of wetlands; or on parcels with steep slopes or parkland.
 - New developments should be located with ¼ mile of at least two community and / or retail centers (recreation centers / library / shopping center).
 - Higher density residential projects should be encouraged (6 units / acre for single family / duplex, 10 units / acre for townhomes, 16 units / acre for apartments).
 - New developments should be located within ¼ mile radius of public transit.
 - New development on brownfield / grayfield sites (abandoned industrial sites).

The Jonesboro Road Corridor Redevelopment plan represents a planning process to facilitate positive change and thoughtful preservation of Jonesboro Road. The plan includes recommendations that express the desire of residents, businesses, property owners, and other stakeholders during the planning process. The study strives to strengthen the zoning and land use relationship on Jonesboro Road to:

- Focus development and redevelopment toward substandard, deteriorated and dilapidated parcels, rather than undeveloped parcels.
- Encourage development around key intersections
- Encourage a variety of new housing types, neighborhoods, and prices that reflect the desired scale and character of the corridor.
- Focus reinvestment/redevelopment opportunities in neighborhoods with vacancies or need repair.

One of the land use and zoning goals and objectives is to *provide a balanced mix of compatible land uses*. Some of the Objectives are to *expand commercial opportunities by encouraging a diverse retail, restaurants, service and employment options* and to encourage development around key intersections. One of the Housing Goals is to *ensure a mix of quality housing options*. These parcels are included in the Zone D Recommendations. For parcels fronting on Jonesboro Road and some parcels on Hargis Road, the plan recommends primarily multifamily development.

- **Consistency with Atlanta City Design:** The Atlanta City Design articulates Atlanta’s vision organized according to its five core values of Equity, Progress, Ambition, Access, and Nature. It focuses future growth into already-developed areas called Growth Areas, which are further categorized as Core, Corridors, and Clusters. Outside the Growth Areas are the Conservation Areas, which include Urban Neighborhoods, Suburban Neighborhoods, Rural Neighborhoods, and Production Areas. Conservation Areas are the natural parts of the city that are less suited for growth and that should be protected from radical change.

According to the Atlanta City Design map, **2410 Jonesboro Road, 2430 Jonesboro Road, 2436 Jonesboro Road, and 2440 Jonesboro Road SE and 808 Hargis Street, 814 Hargis Street, 824 Hargis Street, and 830 Hargis Street SE** is a Corridor and Urban Areas. Corridors and Urban are described as follows:

“These are the connecting tissues of the city: the major streets that flow out of the core in every direction. They stitch Old and New Atlanta together and most of them are commercially developed. Streets like Hollowell, Peachtree and Jonesboro wind along the contours of the city while streets like Metropolitan and Northside slice straight lines across hills and valleys. In either case, we find commercial sites, civic buildings and anchor institutions along the way. With better design, these corridors can become main streets for every community, accommodating a reasonable amount of growth that will spur commercial vitality and a vibrant public life out beyond the core of the city.

“These are small-scale, historic, walkable neighborhoods where growth capacity is limited mostly by our desire to keep them the way they are the traditional intown communities that were built by the expansion of streetcars a century ago, such as Westview, Grant Park and Brookwood Park. Most have some form of commercial district within walking distance from homes, and many include small apartment buildings, townhouses, or two- and three-family homes. Their inherent walkability, historic charm and proximity to downtown make them highly desirable under today’s market pressures, and therefore, threatened by even denser development.

- **Consistency with NPU policies:** Relevant NPU Z policies are
 - 1.2: The NPU shall encourage Strategic mixed-use development shall be permitted in designated corridors that support increased walkability, economic activity, and accessibility to essential services.
 - 1.3: The selection of mixed-use development corridors shall be based on data-driven criteria, including proximity to transit hubs, commercial centers, and community infrastructure.
 - 4.1: The NPU shall maintain zoning protections for single-family residential neighborhoods while allowing for higher-density housing along designated primary thoroughfares, such as Jonesboro Road.
 - 5.1: All zoning and land use decisions within the NPU shall align with citywide goals for affordable housing, environmental sustainability, and equitable development.
 - 7.1: The NPU shall maintain and expand zoning regulations that allow for the development of single-family homes, multi-family residences, and accessory dwelling units (ADUs) to provide a diverse range of housing options suitable for various income levels and household sizes
 - 7.2: The NPU shall advocate for policies and zoning amendments that support mixed-income developments and equitable housing access, including density bonuses and other incentives to encourage the integration of affordable housing within new residential and mixed-use projects
 - 7.4: The NPU shall incorporate gentle density measures which permit zoning for missing middle housing types to include duplex, fourplex, cottage courts, multiplex, and other housing typologies which fit between single family and multifamily zoning.

STAFF RECOMMENDATION: APPROVAL OF THE LAND USE AMENDMENT FROM THE MLSF (MEDIUM LOT SINGLE FAMILY) DEVELOPMENT PATTERN DESIGNATIONS TO THE LDMU (LOW DENSITY MIXED USE) DEVELOPMENT PATTERN DESIGNATION.

NPU Recommendation: NPU Z voted to APPROVE this amendment at their August 25, 2025 meeting.

cc: Jessica Lavandier, Assistant Director, Office of Zoning and Development