ANDRE DICKENS
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DEPARTMENT OF CITY PLANNING
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JAHNEE R. PRINCE, AICP
Commissioner

KEYETTA M. HOLMES, AICP
Director
Office of Zoning and Development

MEMORANDUM

TO: Zoning Review Board

FROM: Keyetta M. Holmes, AICP, Director *KMH*

SUBJECT: **Z-25-01 for 1215 Sylvan Road and 1313 Sylvan Road SW and 984 Cox Avenue, 985 Cox Avenue, and 997 Cox Avenue SW**

DATE: December 11, 2025

An Ordinance by Zoning Committee to rezone from I-1-C/BL (Light Industrial Conditional/Beltline Overlay) to MRC-3/BL (Mixed Residential Commercial/Beltline Overlay) for property located at **1215 Sylvan Road and 1313 Sylvan Road SW and 984 Cox Avenue, 985 Cox Avenue, and 997 Cox Avenue SW.**

FINDINGS OF FACT:

- **Property Location**: The subject properties front on the west side of Sylvan Road SW and is bound by a future Beltline spur trail to the west. The proposed development site is in Land Lot 120 of the 14th District, Fulton County, Georgia in the Capitol View Neighborhood of NPU X, Council District 12.

- **Property Size and Physical Features:** The properties are in the block between Avon Avenue and Dill Avenue SW, bound by Sylvan Road SW to the east and a future Beltline spur trail to the west. The assemblage measures approximately 13.87 acres (604,177 square feet) in area. There are trees lining the northwest parcels. Elevation slightly increases from southeast to northwest.

- **CDP Land Use Map Designation:** The current development pattern for the site is I (Industrial) within the 2025 Comprehensive Development Plan (CDP). The proposed rezoning is not consistent with the development pattern. The applicant has filed concurrently for a development pattern amendment from I (Industrial) to HDMU (High Density Mixed Use).

- **Current/Past Use of Property:** The properties are currently developed with industrial uses. Cox Avenue SW runs through the assemblage. All parcels lining Cox Avenue SW have an auto repair shop and trucking companies. According to the City of Atlanta GIS 1949 Ortho Map, the parcel was developed with industrial structures.

- **Surrounding Zoning/Land Uses**: The parcels located east of Murphy Avenue are primarily designated as I-1 (Light Industrial) with an I (Industrial) development pattern according to the 2025 City of Atlanta Comprehensive Development Plan. The parcels immediately abutting the site have varied zoning designations and development patterns due to the encroachment of residential development into the historically industrial area. Parcels to the northwest and west have a HDMU (High Density Mixed Use) development pattern and are zoned MRC-3 (Mixed Residential Commercial). These parcels are currently developed with industrial uses or are partially vacant. 1285 Sylvan Road SW, which partially bifurcates the site, has a development pattern of MDMU (Medium Density Mixed Use), a zoning designation of MRC-2 (Mixed Residential Commercial), and is currently being developed as a townhome community. The parcels to the south along Dill Avenue primarily have a MLSF (Medium Lot Single Family) development pattern, are zoned R-4 (Single Family Residential), and are developed with single family homes. To the southeast, the parcels have an LDMU (Low Density Mixed Use) development pattern designation and zoned NC-8 (Dill Avenue-Sylvan Road Neighborhood Commercial). The parcels are developed with various uses such as duplexes, single family residences, parking lots, places of worship, and nonresidential uses. The parcels to the northeast have an I (Industrial) development pattern designation and are zoned as I-1 (Light Industrial). The parcels are developed with industrial uses. The parcels all within the Beltline Overlay.

- **Transportation System:** The subject property fronts Sylvan Road SW and a small portion of Avon Avenue SW which are classified as local roads. Sidewalks are present along these streets adjacent to the site. A future Beltline spur borders the site to the northwest/west. MARTA provides bus service via route #79. Route 79 operates along Sylvan Road SW and connects to the Oakland City Transit Station, roughly 0.5 miles from the site. There are 3 MARTA transit bus stops located along Sylvan Road NW. There is a bus stop located at Avon Avenue SW and Sylvan Road SW, and measures 3 feet from the site. A bus stop is located at Cox Avenue SW and Sylvan Road SW, and measures 3 feet from the site. A bus stop is located at Dill Avenue SW and Sylvan Road SW, and measures 322 feet from the site.

PROPOSAL: The applicant seeks to rezone from I-1-C/BL (Light Industrial Conditional/BeltLine Overlay) to MRC-3/BL (Mixed Residential Commercial/BeltLine Overlay) for the development of a mixed-use development consisting of 3,032 multifamily residential units, a 300 key hotel (special use permit required), 147,255 square feet of retail, 257,050 square feet of office uses, and 20,000 square feet of civic/cultural use.

Project Specifications:
Subject Property (1215 and 1313 Sylvan Road SW; 984, 985, and 997 Cox Avenue)

Lot Area (total):	13.87 acres (604,177.2 square feet)
Current Zoning:	I-1-C/BL (Light Industrial Conditional/BeltLine Overlay)
Proposed Zoning:	MRC-3/BL (Mixed Residential Commercial/BeltLine Overlay)
Current Development Pattern:	I (Industrial)
Proposed Development Pattern:	HDMU (High Density Mixed Use)

Bulk Limitations:

Maximum Building Height Limits:	225’
Height Provided:	**225’**
	Building A - 7 stories
	Building B – 6 stories
	Building C – 18 stories
	Building D – 18 stories
	Building E – 20 stories
Dwelling Units:	**3,032 total units**
	Building A – 300 units
	Building B – 68 units
	Building C – 682 units
	Building D – 486 units
	Building E – 1,496 units
Minimum Façade Height:	24’
Residential FAR:	
Max Allowed:	3.02
Affordable Housing Bonus:	1.0
Max Provided:	4.02 (2,425,936 SF)
Non-Residential FAR:	
Max Allowed:	4.0
Provided:	1.19 (716,200 SF)

Parking Data:

Parking Required:	1,194 spaces
Parking Proposed:	1,200 spaces
Bicycle Parking Required:	50 spaces
Bicycle Parking Provided:	50 spaces

CONCLUSIONS

- **<u>Compatibility with Comprehensive Development Plan (CDP); timing of development</u>:** The 2025 Comprehensive Development Plan designates the subject property as I (Industrial) which is incompatible with the proposed zoning designation of Mixed Residential Commercial (MRC-3). Thus, a land use amendment to HDMU (High Density Mixed Use) is necessary to facilitate the rezoning. The applicant has filed a concurrent application for a development pattern amendment from I (Industrial) to HDMU (High Density Mixed Use).

- **Availability of and effect on public facilities and services; referrals to other agencies:** There has been no indication from review agencies or departments that there would not be adequate public facilities and services at the subject location. At the time of permitting, the development plans will be submitted to other agencies for permit review for compliance with applicable City codes.

- **Availability of other appropriate land zoned for proposed use; effect on balance of land uses with regard to the public need:** The proposed rezoning will create an imbalance of land uses in the area by replacing 13.97 acres of industrially zoned land with non-industrial uses. The MRC-3 (Mixed Residential Commercial) district has the highest FAR (floor area ratio) allocation in the city and was established as a district that provides high density commercial and residential uses along major corridors intended to serve larger areas of the city as well as provide larger commercial uses with a significant employment concentration. As proposed, the site plan only provides 1.19 FAR (724,154.508 sq. ft.) of non-residential of a maximum of 4 FAR (2,424,132.8 sq. ft.) or 29.87% of the site devoted to possible office or retail uses. This is out of balance with the intent of the MRC district and the Mixed Use development pattern which seeks *to promote a balanced mix of residential and non-residential development with both local- and regional-oriented goods and services.* Further, the city has and adopted policy to preserve industrial zoning designations needed for major employment centers. The success of nearby I-Mix (Industrial Mixed Use) projects such as Lee & White and Pittsburgh Yards have demonstrated that mixed-use developments can effectually preserve industrial uses while allowing for community-transforming redevelopment.

- **Effect on character of the neighborhood:** The applicant proposes the construction of 3,032 multifamily 1-and 2 bedroom dwelling units, retail, hotel, civic, and open space. The proposed rezoning would have a negative effect on the character of the neighborhood by eroding the existing stock of industrially designated property in the area, which is already significantly limited. The City Council District 12 Neighborhood Blueprint plan outlines the goals for Sylvan Avenue: redevelopment of vacant lots, reusing existing structures, and gaining historic designation. "*With existing framework in place, the Sylvan Road at Cox Avenue node is a promising site to propose employment and some housing with adjacent green-space. Additionally, the vacant commercial buildings along Sylvan Road are envisioned to be rejuvenated into office space and a coffee shop or restaurant. Redevelopment at this neighborhood node should consider historic designation*." The current proposed site plan would be too dense and not align with the goals of the plan. Additionally, the plan acknowledges the importance of preserving the existing industrial development pattern and the impact it would have on District 12. "*Promotion of these local facilities to residents and surrounding neighborhoods, is a great way to advertise potential employment opportunities and generally feature the neighborhood's connection to major economic drivers within District 12*." While the proposed mixed-use development would indeed provide housing and commercial uses to the area, as suggested by small area plans, industrial uses provide significant employment and revenue to the community and as such are a priority to conserve. The proposed rezoning is also likely to de-stabilize the neighborhood through the limited housing type provided and potential displacement of legacy residents. The proposed site plan includes 574 affordable housing units. Of the 517 affordable housing units available to households earning 60%-80% AMI, 155 are studio units measuring 350 SF in floor area, 310 are 1 BR/1 BA measuring 550 SF in floor area, and only 52 units are 2 BR/2BA measuring 750 SF in floor area. The remining 57

affordable housing units will be fee-simple, available to households earning 80-120% AMI and ranging in area from 640 to 1120 square feet in floor area. Most of the proposed affordable units are unsuited to families and located within an area of the city where school enrollment is already declining.

- **Suitability of proposed land use:** The proposed rezoning to MRC-3 (Mixed Use Residential Commercial) is unsuitable for the surrounding industrial and residential designations and the area's value as an industrial hub. It is unsuitable under the 2025 CDP Development Pattern Principle which aims to "*Maintain and protect non-residential areas and buildings for newer, modern industries compatible with urban locations*." A mixed-use development which incorporates light industrial uses or small-scale specialty manufacturing (such as those permitted within the I-MIX (Industrial Mixed Use) zoning designation would be more appropriate for the site. The Oakland City/Fort McPherson Livable Centers initiative (LCI) Study identifies the subject property within an area for potential redevelopment between two key development nodes, the BeltLine Node and Oakland City Village Node. The study recommends a Mixed Use Industrial land use for the subject parcels and nearby Murphy Avenue corridor to allow some mixed use, but to encourage industrial retention in the area. The Oakland City/Fort McPherson Livable Centers initiative (LCI) Study further enforces this vision as it reads: "*The Murphy Avenue corridor is envisioned to grow into a job generating corridor, expanding light industrial uses to flex office space and allowing for more creative users. The Murphy Avenue corridor is beginning to see a transition from solely industrial users to craftsman and makers, including woodworkers and artists. This growth is in part due to accessible and affordable buildings, large enough for these users. With the redevelopment of the former State Farmers Market, Murphy Avenue is anticipated to see continued growth overtime, especially as the Farmers Market site becomes saturated*". The I-MIX zoning district was adopted by Atlanta City Council in January 2019 because of the recommendations of the Oakland City/Fort McPherson Livable Centers initiative (LCI) Study. The Atlanta Beltline Subarea 2 Master Plan land use recommendations suggest mixed use (5-9 stories) for the subject property. The BeltLine subarea 2 Master Plan also includes a concept for the possible long-term redevelopment of this area which includes rehabilitated historic structures, greenspace, housing, mixed use structures, and opportunities for light industrial infill. The proposed rezoning is not compatible with NPU X Policies to:
    - X-1 Preserve the single-family character of the Capitol View, Capitol Manor, Sylvan Hills, Perkerson and Hammond Park neighborhoods.
    - X-2 Preserve the historic integrity of the Capitol View neighborhood.
    - X-5 Maintain the boundaries of industrial uses on Murphy Avenue and prevent industrial encroachment into adjacent single-family residential areas.

- **Effect on adjacent property:** Staff is of the opinion that the proposed rezoning would increase redevelopment pressure on the adjacent properties resulting in the gradual elimination of industrial uses in the area in favor of uses inconsistent with the established development pattern. Industrial zones are pivotal to urban economic development. By clustering industries in a designated area, cities can create economic hubs that foster collaboration, innovation, and competition among businesses. This collaborative atmosphere encourages the development of new technologies and enhances productivity, leading to increased regional and national economic output.

- **Economic use of current zoning:** The property appears to have been used for industrial uses since 1949 serving as employment providers to nearby residents. As the type of industrial uses has

evolved since 1949, the area could be reused to again offer employment to nearby residents. Further, concurrency requirements and uses of the current I-MIX zoning district are being considered any may be adopted by Summer 2026. Staff is unaware of any barriers to developing the subject property as currently zoned.

- **Compatibility with policies related to tree preservation:** Development of the property must comply with the City of Atlanta Tree Ordinance at the time of permitting. The City's Arborist Division has already provided comments to the applicant regarding the preservation of three mature trees onsite.

- **Other Considerations:**
  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, the parcels located at **1215 and 1313 Sylvan Road SW; 984, 985, and 997 Cox Avenue** is located within a Growth Area: Corridor. Corridors 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, 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 out beyond the core of the city."

STAFF RECOMMENDATION: DENIAL

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MEMORANDUM

TO: Zoning Review Board

FROM: Keyetta M. Holmes, AICP, Director *KMH*

SUBJECT: **Z-25-72 for Fences in the Riverside Neighborhood**

DATE: December 11, 2025

An Ordinance by Councilmember Dustin Hillis as substituted by Zoning Committee to waive certain provisions of Part III (Land Development Code) Part 16 (Zoning) Section 16-28.008(5)(a)(1) **to allow 6-foot walls and fences in the half depth front yards for properties located in single-family zoning districts in the Riverside neighborhood;** and for other purposes.

FINDINGS OF FACT:

Fences and walls are defined in Section 16-29.001(25) *Walls and fences*. A *wall* is any structure forming a physical barrier or enclosure which is so constructed that *50 percent or more of the gross vertical surface is closed and prevents the passage of light, air and vision through said surface in a horizontal plane*. A *wall, retaining is* a structure whose sole function is to contain earth to provide a stable surface at a grade higher than the adjacent grade level. A *fence* is defined as any structure forming a physical barrier or enclosure which is so constructed that at least 50 percent of the vertical surface is open to permit the transmission of light, air and vision through said surface in a horizontal plane. The height of a fence is a vertical distance as measured from the finished ground level or the top of a retaining wall to the highest point of the fence. To the extent that a retaining wall extends above the grade level of the surface retained, additional height shall be included in the allowed height of any fence placed upon a retaining wall.

Fences in the City of Atlanta are regulated by Section 16-28-008(5) *Walls or fences in required yards; height limits.* In residential districts, R-1 through R-5, fences may not exceed 4ft in height in the front yard and may not exceed 6ft in side and rear yards. Properties that are on corners, at the intersection of two streets, are required to maintain a 20ft visibility triangle and cannot exceed 4ft in the half depth front yard. In any district in which yards are generally required

adjacent to streets, nothing shall be erected, placed, planted or allowed to grow in such a manner as to materially impede visibility between the heights of two and one-half (2½) feet above the grade of the adjoining sidewalk or right-of-way and eight (8) feet within visibility triangles. At street intersections, such visibility triangles shall be maintained to include an area bounded by the first 20 feet along the intersecting edges of the right-of-way (projected where the right-of-way is rounded) and a line connecting the ends of such 20-foot lines. At intersections of driveways with streets, such visibility triangles shall be maintained to include an area bounded by the first 20 feet along the intersecting edges of the roadway and 20 feet along the intersecting edges of the roadway and driveway (driving surfaces) projected where rounded and a line connecting the ends of such lines.

PROPOSAL: The legislation would allow 6-foot walls and fences in the half depth front yards for properties located in single-family zoning districts in the Riverside neighborhood.

CONCLUSIONS:

(1) **Compatibility with comprehensive development plan (CDP); timing of development:** Staff finds that there are no known public projects or programs with which the timing of this waiver would conflict. The waiver would not affect any development pattern of the Comprehensive Development Plan. However, if the Riverside neighborhood is permitted to allow walls, structures with no opacity, to be constructed in the half depth front yard it would be contrary to how fences and walls are regulated in other parts of the city. There are no unique circumstances or topographical changes in the Riverside that are unique and would warrant different regulations related to fence and wall heights.

(2) **Availability of and effect of public facilities and services; referral to other agencies:** No development proposal is contemplated because of this text amendment. As the use is a general requirement of the Zoning Ordinance related to the development of private land no effect on public facilities is presumed.

(3) **Availability of other land suitable for proposed use; environmental effect on balance of land uses:** The waiver may have a negative effect on land uses. Properties located in the Riverside neighborhood will allow fences and walls that are not permitted in other areas of the city. Fence and wall height regulations balance a homeowner's desire for privacy with community interests like public safety and neighborhood aesthetics. The regulations were created to maintain clear lines of sight for traffic and preserve the character of an area.

(4) **Effect on character of the neighborhood**: A common framework for fence and wall heights exists in all residential areas. Fences in front yards are subject to more restrictive limits, generally capped at a maximum height of four feet. This lower height is intended to maintain an open streetscape. For side and backyard fences, the standards are more generous, reflecting a greater need for privacy and security. The maximum height for these fences is six feet. These taller structures are effective at blocking views from neighboring properties and containing pets. In half depth front yards, or yards that are at an intersection with a front yard that is half the width of the minimum front fence and wall heights are the same as front yards so set to also maintain an open streetscape. The City of Atlanta further protects R-1 through R-5 and PD-H neighborhoods but requires that fences have a minimum opacity. Should relief from that requirement be necessary, any homeowner can apply for relief demonstrating hardship that is unique to the property in question.

(5) **Suitability of proposed land use:** The land use in the Riverside neighborhood is unchanged by the waiver.

(6) **Effect on adjacent property:** The allowance of higher fences and walls in the Riverside neighborhood may have a negative effect on properties within the neighborhood. As proposed, fence and wall heights are more synonymous with commercial properties.

(7) **Economic use of current zoning:** The economic use of property will be unchanged as the zoning district and the permitted principal uses will not change.

(8) **Compatibility with policies related to tree preservation:** The text amendment has not impact on tree preservation.

STAFF RECOMMENDATION: DENIAL

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MEMORANDUM

TO: Zoning Review Board

FROM: Keyetta M. Holmes, AICP, Director *KMH*

SUBJECT: **U-25-37 for 2150 Joseph E Boone Boulevard NW**

DATE: December 11, 2025

An Ordinance by Zoning Committee for a special use permit for a cell tower greater than 70 feet pursuant to Section 16-06A.005(1)(i) for property located at **2150 Joseph E Boone Boulevard NW.**

FINDINGS OF FACT:

- **Property location:** The subject property fronts approximately 200 feet on the south side of Joseph E. Boone Boulevard NW beginning at a point marked by a rebar set at the intersection of the southern margin of the right-of-way of Joseph E. Boone Boulevard with the east line of Land Lot 179 of the 14th District. The property is in Land Lot 179, 14th District, Fulton County, Georgia in the Center Hill neighborhood of NPU-J, Council District 3.

- **Property size and physical features:** The subject property is a large, irregularly shaped lot consisting of 20.28 acres (883,541 sq. ft) of open grassy fields surrounded by dense wooded areas along the north, west, and south. There are several existing support buildings, three existing guyed towers, associated guy wires, and fenced compounds. Access is provided by an existing driveway extending from Joseph E. Boone Boulevard NW.

- **Current/past use of property**: The subject property is currently used as a telecommunication site and has historically supported multiple towers and related utility structures. The remaining portions of the parcel are undeveloped and consist of open land and wooded areas.

- **Surrounding zoning/land uses**: Properties to the north are zoned RG-3 (Residential General Sector 3) with MDU (Mixed Density Residential) land uses. To the east, zoning includes C-1 (Community Business District) with LDMU (Low Density Mixed Use) and R-4A (Single Family Residential) with LDR (Low Density Residential). Parcels to the south and west are also zoned R-4A (Single-Family Residential) with LDR (Low Density Residential) land uses.

- **Transportation system**: Joseph E. Boone Boulevard NW is classified as a local road. The site is served by MARTA bus route #51, which operates along Joseph E. Boone Boulevard. The closest bus stop is located immediately adjacent to the subject property's entrance. Route #51 provides east-west service between the Hamilton E. Holmes and North Avenue MARTA Transit stations, operating along Hamilton E. Holmes Drive, Joseph E. Boone Boulevard, Ivan Allen Jr. Boulevard, and North Avenue.

PROPOSAL: The applicant seeks a special use permit for a telecommunications tower greater than 70 feet pursuant to Section 16-06A.005(1)(i).

- **Ingress and egress:** Ingress and egress to the premises will be provided via an existing curb cut on Joseph E. Boone Boulevard NW. There will be no impact to existing traffic or congestion once construction is complete. Maintenance personnel are expected to visit the facility once or twice a month. Access for employees and emergency vehicles will also be provided through the existing entrance on Joseph E. Boone Boulevard NW.

- **Off-Street Parking and loading:** There are no parking requirements for a telecommunication tower. Authorized service personnel and emergency responders will utilize the existing drive to access the facility as needed. Emergency vehicles will continue to have 24/7 access to the property through existing entrances.

- **Refuse and service areas: The** facility will not generate any refuse. No product or supply deliveries will be needed. The facility will be an unstaffed facility.

- **Buffering and screening:** VB BTS III, LLC ("Vertical Bridge") will locate the proposed 190' monopole tower design with a 5' lightning rod and associated ground-mounted telecommunications equipment within a fenced compound. No new enclosed buildings are proposed. The facility will be located well within the interior of the property and behind existing woodland vegetation along the northwest side of the site. This vegetation currently screens the bases of the three existing towers and will also screen the base of the proposed tower and its ground equipment. The proposed tower will be unlit and will not generate noise or light.

- **Hours and manner of operation:** The 190-foot monopole telecommunications tower with a 5' lightning rod will operate continuously (24/7) and will not be open to the public. The facility is unstaffed, with service technicians visiting the site approximately once or twice a month.

- **Duration:** The applicant requests an indefinite duration.

- **Required yards and open space:** No additions to the existing facility structure are planned.

- **Tree Preservation and Replacement:** No trees will be damaged, destroyed, or removed.

CONCLUSIONS:

a) **Ingress and egress and proposed structure or uses thereon, with particular references to automotive and pedestrian safety and convenience, traffic flow and control, and emergency access:** Given the location, traffic or pedestrian flow will not be impacted by the proposed telecommunication tower. Staff finds ingress and egress to be sufficient for the proposed use.

b) **Off-street Parking and loading:** There are no parking requirements for the use. Therefore, this consideration is not applicable.

c) **Refuse and service areas:** The applicant has indicated that once construction is complete on-site, the facility will not generate any refuse. No product or supply deliveries will be needed. The facility will be an unstaffed facility.

d) **Buffering and screening:** Staff finds the buffering and screening to be sufficient as the facility will not generate any traffic, noise, glare, or odor.

e) **Hours and manner of operation:** The tower will operate continuously. The applicant has indicated that there is no existing tower or structure located within the geographic area that could meet the applicant's engineering requirements. Staff finds the proposed hours and manner of operation adequate.

f) **Duration:** The applicant has requested an indefinite duration. Staff is supportive of the request.

g) **Required yards and open space:** The applicant's proposal does not encroach into any required yards or open space. Staff finds the required yard and open space sufficient.

h) **Compatibility with policies related to tree preservation:** The applicant has stated that no trees will be removed, damaged, no destroyed with the request.

STAFF RECOMMENDATION: APPROVAL conditioned upon the following:

1. The site shall be developed in accordance with the site plan entitled "Vertical Bridge" pages Z-3 and Z-4 prepared by SMW Engineering Group, Inc. dated October 3, 2025, and stamped received by the Office of Zoning and Development on October 7, 2025. Minor changes to the approved site plan may be authorized by the Director of the Office of Zoning and Development in accordance with Section 16-02.003(7).
2. The special use permit shall be valid as long as VB BTS III, LLC ("Vertical Bridge") is the owner/operator.
3. This special use permit is not transferable.
4. The height of the telecommunications tower shall not exceed 200 feet, including tower and lighting rod.

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MEMORANDUM

TO: Zoning Review Board

FROM: Keyetta M. Holmes, AICP, Director *KMH*

SUBJECT: **Z-25-32 for 1345 Bolton Road NW**

DATE: December 11, 2025

An Ordinance by Zoning Committee to rezone from R-4 (Single Family Residential) to PD-H (Planned Development Housing) for property located at **1345 Bolton Road NW.**

The applicant has requested a deferral. Staff is supportive of the request.

STAFF RECOMMENDATION: 30 DAY DEFERRAL – JANUARY 2026

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MEMORANDUM

TO: Zoning Review Board

FROM: Keyetta M. Holmes, AICP, Director *KMH*

SUBJECT: **Z-25-38 for 1905 La Dawn Lane, 1911 La Dawn Lane, 1917 La Dawn Lane NW and 1920 Anne Street NW**

DATE: December 11, 2025

An Ordinance by Zoning Committee to rezone from R-4 (Single-Family Residential) to PD-H (Planned Development Housing) for property located at **1905 La Dawn Lane, 1911 La Dawn Lane, 1917 La Dawn Lane NW and 1920 Anne Street NW.**

FINDINGS OF FACT:

- **Property location:** The subject property fronts 288 feet on the north side of La Dawn Lane NW beginning at a ½ inch rebar set on the north side of La Dawn Lane 30 feet east of the center of the Water Works spur track; running thence north along the right of way of said spur track in a northwesterly direction and following the curvature thereof an arc distance of 307.37 feet to a ½ inch rebar set; running thence southeast 143.09 feet to a ½ inch rebar set; running thence southeast a distance of 293.21 feet to a ½ inch rebar set on the northerly right of way of La Dawn Lane, running thence along said right of way southwest a distance of 68.65 feet to a ½ inch rebar set and the point of beginning. The property is located within Land Lot 230 of the 17th District, Fulton County, Georgia in the Bolton Neighborhood of NPU D, Council District 9.

- **Property size and physical features:** The property is approximately 2.7 acres (113,101 square feet) and is partially developed with two single-family homes with overgrown vegetation and mature trees. The topography varies across the lot, with approximately 20 feet between its highest and lowest points. Vehicular access to the site is provided via two curbs cut on La Dawn Lane. There are mature trees, shrubs, and vegetation on the property.

- **CDP land use map designation:** The subject property has a LDR (Low Density Residential) development pattern within the 2025 Comprehensive Development Plan (CDP). A development pattern amendment is not required for the proposed development.

- **Current/past use of property:** The property is partially developed with two single-family homes with overgrown vegetation and mature trees. Staff is unaware of any previous activities or uses of the site.

- **Surrounding zoning/land uses:** The parcels to the north are zoned RG-3 (Residential General Sector 3) and I-1 (Light Industrial) with LDR (Low Density Residential) and LDMU (Low Density Mixed Use) development patterns. Abutting the site to the east are parcels zoned R-4 (Single Family Residential) with a LDR (Low Density Residential) development pattern. Other parcels to the east are zoned C-1-C (Community Business Conditional) and MR-3-C (Multifamily Residential Conditional) with LDMU (Low Density Mixed Use) and MDR (Medium Density Residential) development patterns. The parcels to the west are zoned R-4 (Single Family Residential) and RG-2-C (Residential General Sector 2 Conditional) with a LDR (Low Density Residential) development pattern. The parcels to the south are zoned R-4 (Single Family Residential) with a LDR (Low Density Residential) development pattern.

- **Transportation system:** The subject property has frontage on La Dawn Lane NW, which is considered a local road. MARTA bus service operates nearby along Marietta Boulevard NW. There are sidewalks along La Dawn Lane NW.

PROPOSAL: The applicant requests a rezoning from R-4 (Single Family Residential) to PD-H (Planned Development Housing). The applicant intends to construct 34 townhome units.

Project Specifications:

Current Zoning:	R-4
Proposed Zoning:	PD-H
Gross Land Area:	138,364 square feet (3.176 acres)
Net Lot Area:	113,101 square feet (2.7 acres)
Gross Residential Floor Area:	68,000 square feet
Proposed FAR:	0.49 of GLA/0.60 of NLA
Number of Units Proposed:	34 units (2,000 square feet each)
Proposed Unit Size:	2,000 square feet (per unit)
Proposed Building Setbacks	
Front:	40 feet
Side:	7 feet
Rear:	15 ft
Required Total Open Space:	0.71 (98,238.44 square feet)
Proposed Total Open Space:	0.80 (110,964 square feet)
Required Useable Open Space:	0.41 (56,729.24 square feet)
Proposed Useable Open Space:	0.58 (80,768 square feet)
Proposed Height:	35 feet

Parking Minimum (1.1 per dwelling unit):	37.4 parking spaces
Proposed Parking:	80 parking spaces

CONCLUSIONS:

(1) **Compatibility with comprehensive development plan (CDP); timing of development:** The Comprehensive Development Plan (CDP) has designated the subject parcel as LDR (Low Density Residential). Rezoning the subject site to PD-H (Planned Development Housing District) is compatible with the existing development pattern; therefore, a land use amendment is not required.

(2) **Availability of and effect of public facilities and services; referral to other agencies:** The location of the subject property and the current use of the surrounding properties indicate that there are public facilities and services available to the subject property. Upon review by relevant agencies and departments, there has been no indication that the subject location lacks sufficient public facilities and services. When the proposed development plans are submitted for permit review, they must comply with all applicable City codes. All necessary public facilities such as water supply, sewage, drainage, transportation, schools, fire and police protection, and solid waste collection and disposal are available to serve the property.

(3) **Availability of other land suitable for proposed use; environmental effect on balance of land uses:** The applicant has not provided any proof that they own any other land in the vicinity that would be suitable for this development. The proposed rezoning would have an adverse effect on the environment and create an imbalance of land uses. Higher intensity residential uses are located at the periphery of the neighborhood while the interior neighborhood is primarily developed with single-family homes. The subject property abuts R-4 (Single Family Residential) lots to the east, west, and across La Dawn Lane. These R-4 lots are developed with single family detached dwellings and allow for a maximum FAR of 0.50 of the net lot area. Higher intensity single family attached dwellings, are found at the periphery of the neighborhood abutting the Westside Village commercial center. Abutting the commercial center to the west is the Clayburn Place Townhomes, which are zoned RG-3 (Residential General Sector 3) and allows a maximum FAR of 0.696 of gross lot area per Section 16-08.010 Table 1. Abutting the commercial center to the south are the Westside Village Townhomes, which are zoned MR-3-C (Multifamily Residential Conditional), allowing for a maximum FAR of 0.69. The Bridge Side Apartments, located west of the site along La Dawn Lane, are zoned RG-2-C (Residential General Sector 2 Conditional) and are developed with multifamily units. The Bridge Side Apartments do not abut the commercial center; however, the development's maximum FAR is 0.348 which better aligns with the low density residential character of the neighborhood. The proposed development has a proposed FAR of 0.49 of the gross land area or 0.60 of the net lot area, which most resembles the medium density developments abutting the commercial center than the surrounding, predominantly single family residential neighborhood. The proposal undermines NPU-D policy D-17 to "*Encourage medium- and low-density residential developments on the periphery of existing single-family areas*". If this proposal included any sort of single family detached component, particularly fronting La Dawn Lane, or was better located Staff could be amenable to such a request, but the current proposal lacks such regard. The surrounding properties are not consistent in size and type to the proposed rezoning request.

(4) **Effect on character of the neighborhood**: Staff is of the opinion that the proposed rezoning would have a substantially negative impact on the character of the surrounding neighborhood. The proposed use is incompatible with the existing single family residential character of the neighborhood. The proposed rezoning has a medium density character, which is not consistent with the existing single-family, low density character of the area. The proposed rezoning request will create a spillover effect on the surrounding lots changing and increasing the density and character of the area. The proposed rezoning is not compatible with Comprehensive Development Plan (CDP) Residential Development Pattern Policy R 2 "*Direct residential growth that is compatible in scale, height, and character with adjoining neighborhoods and districts*". The proposed rezoning is also incompatible with NPU policies D-1 to "*Protect the single-family and low-density residential areas in NPU-D, including the following neighborhoods: Underwood Hills, Bolton, Riverside, Whittier Mill Village, Hills Park, and Berkeley Park from commercial intrusion and rooming-house uses. Preserve all existing R-4 and R-4A zoned property and all R-4 and R-4A zoning strictures. Encourage enforcement of those strictures*". Additionally, the proposed rezoning is not supported by the Northwest Atlanta Framework Plan objective to "*support the preservation of stable single-family neighborhoods*". The proposed development undermines Citywide Development Policy CW 1 to "*reinforce the city's physical form, which encourages density in the urban core and on major corridors […] Outside these areas, support more modest growth compatible with each neighborhood's typical built and natural features or small area plans".* Therefore, Staff finds the proposed request unreasonable.

(5) **Suitability of proposed land use:** The proposed land use is unsuitable in relationship to the surrounding context. The intent of the PD-H zoning district "*with respect to the selection of an intensity number from the residential intensity rating chart for a particular PD-H district, it is intended that in addition to other policies and limitations set forth in this part, consideration shall be given to general housing needs in the city as a whole, the need for particular types of housing, and if located within defined, established neighborhoods, that such proposed housing be of a character and type suitable to and compatible with the neighborhood. It is further intended that the intensity number so selected shall be appropriate to the character of surrounding development […]*". NPU-D Policies seek to preserve R-4 and R-4A zoned lots and preserve the single family character of the neighborhood while encouraging higher density development at the periphery of existing single family areas. The proposed development type of single family attached residential structures at a FAR of 0.60 of the net lot area is inconsistent with the established single family neighborhood. In the interest of these priorities, Staff is not supportive of converting a site nestled midblock between other single family homes into a medium density residential site with no single family detached use component. The density, layout, and housing type is inconsistent with the surrounding area. Thus, the proposed land use is not suitable for the parcel.

(6) **Effect on adjacent property:** Factors such as the scale of development, intensity of uses, proximity to other land uses, feasible alternative uses of the property, traffic impacts, and the overall effect of a proposed development on adjacent properties—as well as on the development pattern and character of the surrounding area—are evaluated when considering zoning changes. The Comprehensive Development Plan Citywide Policy CW 2 seeks to "*ensure development is appropriately scaled and compatible with surrounding areas*". However, the proposed development does not appear to meet this standard of compatibility, particularly with respect to scale and massing. The proposed FAR of 0.49, based on the gross

lot area, is significantly higher than what is permitted on the adjacent R-4 properties, which allow an FAR of 0.50 of the net lot area for single-family uses. Therefore, based on the lot size and R-4 requirements, the maximum residential square footage on this lot would be 56,550.5 square feet. The proposed rezoning would result in 68,000 square feet of residential square footage. Staff is of the opinion that the size of the structures are not compatible with the scale of abutting properties and homes on the south side of La Dawn Lane. Regarding appearance, the block face on the north and south side of La Dawn Lane are primarily comprised of single family detached dwellings with front porches. The site plan indicates that five three-story townhomes will front La Dawn Lane. These townhomes will disrupt the character of the block, rendering the proposal incompatible with the surrounding character. Additional factors—such as building materials, rooflines, and façade articulation—are equally important in evaluating visual compatibility, and it is unclear whether these elements will align with the surrounding context. Concerning traffic impacts, the townhome communities at the neighborhood's periphery provide ingress and egress points on Dunseath Avenue and Coronet Way, directing traffic flow away from La Dawn Lane and towards local roads meant to serve the higher intensity commercial use. The proposed rezoning provides 80 parking spaces and ingress and egress to the site via a curb cut on La Dawn Lane, thus concentrating medium intensity residential site traffic along a local road meant to serve lower intensity uses. Staff has concerns about the efficiency of the proposed ingress and egress, given the street classification and the intensity of the proposed land use. The proposed rezoning will have a negative impact on the surrounding area by introducing incompatible residential uses and undesirable traffic impacts to the neighborhood.

(7) **Economic use of current zoning:** The site is partially developed with two single-family homes and partially vacant and undeveloped; however, twelve single-family dwellings could be constructed under the current zoning designation thus the economic use of the property is not lost under the current zoning designation.

(8) **Compatibility with policies related to tree preservation:** At the time of permitting the development must comply with the City of Atlanta's Tree Ordinance.

(9) **Other considerations:**

The following findings are in accordance with Section 16-19.005 (5) of the Zoning Ordinance of the City of Atlanta for Planned Development Districts:

a. **The suitability of the tract for the general type of PD zoning proposed.** The intent of the PD zoning district is "*to create new planned development districts for specialized purposes where tracts are suitable in location, area, and character for development on a unified basis. This suitability shall be determined primarily by reference to the comprehensive development plan, with due consideration given to the existing and prospective character of surrounding development".* Further, the PD-H district is considered when the proposed development site has significant challenges related to the lot size, shape or topography, has wetlands or flood plains or stream buffers. CDP Citywide Development Policy CW 4 seeks to "*encourage development in clusters suitable with surrounding areas […]*". The surrounding properties are zoned R-4 with a LDR (Low Density Residential) development pattern and are predominantly developed with single family detached homes. The proposed rezoning request will create a midblock development of 34 townhome units, which is

inconsistent with the preferred land uses in the area in terms of scale, density, and height. Additionally, the property lacks any significant size, shape or topography concerns and is not located in a floodplain or encumbered by a stream buffer. Further, the applicant proposed to repair a drain pipe that has caused flooding in the area, but the repair will be completed by the Department of Watershed Management.

b. **The relationship to major roads and mass transit facilities, utilities and other facilities and services.** La Dawn Lane is classified as a local road. There are sidewalks on the north side of La Dawn Lane abutting this property. MARTA provides bus services to the area along Marietta Boulevard located 0.2 miles away from the subject property.

c. **The evidence of unified control.** The applicant will have to demonstrate unified control at the time of permitting.

d. **The suitability of proposed plans.** The proposed plans entitled "1920 Anne Street" prepared by Crescent View Engineering, LLC dated October 16, 2025, and stamped received and amended by the Office of Zoning and Development on October 21, 2025, appear are not suitable. The proposed plan is not compatible with the character of the neighborhood.

e. **Specific modifications**. Detailed site plans have been submitted with the application.

f. **The suitability of a maintenance program.** The applicant will have to demonstrate unified control at the time of permitting and has indicated that agreements will be in place.

(10) 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, **1905 La Dawn Lane, 1911 La Dawn Lane, 1917 La Dawn Lane NW and 1920 Anne Street NW** are located within an Urban Neighborhood within a Conservation Area. Urban Neighborhoods 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. 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 includes 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."

STAFF RECOMMENDATION: DENIAL

ANDRE DICKENS
MAYOR

CITY OF ATLANTA

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JAHNEE R. PRINCE, AICP
Commissioner

KEYETTA M. HOLMES, AICP
Director
Office of Zoning and Development

MEMORANDUM

TO: Zoning Review Board

FROM: Keyetta M. Holmes, AICP, Director *KMH*

SUBJECT: **Z-25-44 for 1469 Hosea L. Williams Drive, 1473 Hosea L. Williams Drive, 1477 Hosea L. Williams Drive and 1483 Hosea L. Williams Drive SE**

DATE: December 11, 2025

An Ordinance by Zoning Committee to rezone from R-4A (Single-Family Residential) to PD-H (Planned Development Housing) for property located at **1469 Hosea L. Williams Drive, 1473 Hosea L. Williams Drive, 1477 Hosea L. Williams Drive and 1483 Hosea L. Williams Drive SE.**

The applicant has requested a deferral. Staff is supportive of this request.

STAFF RECOMMENDATION: 60 DAY DEFERRAL – FEBRUARY 2026

ANDRE DICKENS
MAYOR

CITY OF ATLANTA

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JAHNEE R. PRINCE, AICP
Commissioner

KEYETTA M. HOLMES, AICP
Director
Office of Zoning and Development

MEMORANDUM

TO: Zoning Review Board

FROM: Keyetta M. Holmes, AICP, Director *KMH*

SUBJECT: **Z-25-62 for 115 Nathan Road SW**

DATE: December 11, 2025

An Ordinance by Zoning Committee to rezone from R-4 (Single Family Residential) to R-4A (Single Family Residential) for property located at **115 Nathan Road SW.**

FINDINGS OF FACT:

- **Property Location**: The property fronts 100 feet on the west side of Nathan Road SW. The property is in Land Lot 244 of the 14th District, Fulton County, Georgia in the Adamsville Neighborhood of NPU-H, Council District 10.

- **Property Size and Physical Features:** The subject property is approximately 0.41 acres (17,859.6 square feet) of lot area. The parcel is currently undeveloped. Vehicular access is currently provided via a gravel driveway. The topography of the parcel is relatively flat, with an overall elevation change of approximately 13 feet rising toward the rear of the parcel. Some mature trees and vegetation are planted on the property.

- **CDP Land Use Map Designation:** The current development pattern for the site is MDLSF (Medium Lot Single Family) within the 2025 Comprehensive Development Plan (CDP). The proposed zoning designation of R-4A (Single Family Residential) is consistent with this Development Pattern.

- **Current/Past Use of Property:** Staff is unaware of any previous uses of the property.

- **Surrounding Zoning/Land Uses**: The neighboring properties are all currently zoned R-4 (Single Family Residential) with Low Density Residential development pattern. The surrounding properties are developed primarily with single family homes.

- **Transportation System:** Nathan Road SW is designated as a local street by the City of Atlanta Transportation Planning Department. No sidewalks are present on either side of Nathan Road. MARTA bus service operates on Nathan Road SW with connecting service to Hamilton E Holmes Transit station.

PROPOSAL: The applicant seeks to rezone from R-4 (Single Family Residential) to R-4A (Single Family Residential) for the purpose of subdividing the parcel and developing two single family homes.

Project Specifications:
Subject Property (115 Nathan Road SW)

Lot Area (total):	0.41 acres (17,859.6 square feet)
Proposed:	Lot A: .205 acres (8,949 square feet)
	Lot B: .208 acres (9,079 square feet)
Maximum Residential FAR:	0.50
Proposed Residential FAR:	Lot A: 0.18
	Lot B: 0.17
Current Zoning:	R-4 (Single Family Residential)
Proposed Zoning:	R-4A (Single Family Residential)
Current Development Pattern:	MDLSF (Medium Lot Single Family)
Proposed Development Pattern:	MDLSF (Medium Lot Single Family)

CONCLUSIONS

1) **Compatibility with Comprehensive Development Plan (CDP); timing of development:** The 2021 Comprehensive Development Plan designates the subject property as MDLSF (Medium Lot Single Family) development pattern, which is compatible with R-4A (Single Family Residential) zoning. The proposed single-family homes are consistent with the MDLSF description found in the 2025 Comprehensive Development Plan; "*Medium Lot Single-Family is characterized by single-unit houses (with or without accessory dwellings) with small- to medium-sized lots, a mixture of curvilinear and gridded streets, and moderate walkability. Buildings are detached but are closer to the street and each other than in Large Lot Single-Family".*

2) **Availability of and effect on public facilities and services; referrals to other agencies:** There has been no indication from review agencies or departments that there would not be adequate public facilities and services at the subject location. At the time of permitting, the development plans will be submitted to other agencies for permit review for compliance with applicable City codes.

3) **Availability of other appropriate land zoned for proposed use; effect on balance of land uses with regard to the public need:** The applicant has not presented any evidence that they own other land in the area that is suitable for this development as proposed. Staff is of the opinion that the proposed rezoning would not create an imbalance of uses in the area, as the use is consistent with the surrounding single family neighborhood.

4) **Effect on character of the neighborhood:** The proposed rezoning would not have a detrimental effect on the visual character of the neighborhood. Lot widths on the block face as well as the opposite block face vary from 150 to 50 feet of frontage. Therefore, the proposed rezoning and subsequent lot subdivision to create two 50 ft. wide single-family lots will be visually consistent with how Nathan Road is currently developed. The proposed rezoning also facilitates the redevelopment of vacant property for compatible infill, improving the overall character and appearance of the neighborhood.

5) **Suitability of proposed land use:** The proposed use is suitable for the site and is compatible with the Development Pattern of the area. The proposed rezoning and site plan as revised is consistent with the CDP land use 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. Outside these areas, support more modest growth compatible with each neighborhood's typical built and natural features or small area plans;* CW 2 *Ensure development is appropriately scaled and compatible with surrounding areas; and* R-2 *Direct residential growth that is compatible in scale, height, and character with adjoining neighborhoods and districts*. The proposed rezoning is consistent with the following NPU H policies to H-1 *Preserve the single-family residential character of NPU-H in all neighborhoods especially the Carroll Heights, Fairburn Heights, Adamsville, Boulder Park, Baker Hills, Collier Heights, Oakcliff, Wisteria Gardens, and Bakers Ferry neighborhoods*; H-2 *Encourage new, infill development that is appropriately scaled and compatible with surrounding uses*; and H-34 *New residential infill and subdivision development in single-family residential neighborhoods should reinforce the existing character of nearby housing matching the mass, scale, height, and building characteristics*.

6) **Effect on adjacent property:** Based on the proposed amended site plan, Staff is of the opinion that the proposed development would have a positive impact on adjacent properties. The site is currently being used for unsightly vehicle storage, which is not a permitted use in the R-4 nor R-4A zoning districts. The proposed rezoning will allow for the parcel to be redeveloped for a suitable use and improve the appearance of the block.

7) **Economic use of current zoning:** The property appears to have been vacant/underutilized for an extended period, indicating that the viable economic use of the parcel is limited. Staff is unaware of any barriers to developing the subject property as currently zoned.

8) **Compatibility with policies related to tree preservation:** Development of the property must comply with the City of Atlanta Tree Ordinance at the time of permitting. The City's Arborist Division has already provided comments to the applicant regarding the preservation of three mature trees onsite.

9) **Other Considerations:** 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, the parcel located at **115 Nathan Road SW** is located within a Conservation Area: Suburban Neighborhoods. Suburban Neighborhoods are described as follows:

> "These are the 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 e 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.

STAFF RECOMMENDATION: APPROVAL

ANDRE DICKENS
MAYOR

CITY OF ATLANTA

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JAHNEE R. PRINCE, AICP
Commissioner

KEYETTA M. HOLMES, AICP
Director
Office of Zoning and Development

MEMORANDUM

TO: Zoning Review Board

FROM: Keyetta M. Holmes, AICP, Director *KMH*

SUBJECT: **U-25-14 for 2694 Fairlane Drive SE**

DATE: December 11, 2025

An Ordinance by Zoning Committee for a special use permit for a day care center pursuant to Section 16-06.005(1)(g) for property located at **2694 Fairlane Drive SE.**

The applicant has requested a withdrawal of the application. Staff is supportive of the request.

STAFF RECOMMENDATION: FILE

ANDRE DICKENS
MAYOR

CITY OF ATLANTA

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KEYETTA M. HOLMES, AICP
Director
Office of Zoning and Development

MEMORANDUM

TO: Zoning Review Board

FROM: Keyetta M. Holmes, AICP, Director *KMH*

SUBJECT: **U-25-15 for 1513 Howell Mill Road NW**

DATE: December 11, 2025

An Ordinance by Zoning Committee for a special use permit for an outdoor sales area pursuant to Section 16-37.007(1)(k) for property located at **1513 Howell Mill Road NW.**

The applicant has requested a deferral. Staff is supportive of this request.

STAFF RECOMMENDATION: 60 DAY DEFERRAL – FEBRUARY 2026

CITY OF ATLANTA

ANDRE DICKENS
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JAHNEE R. PRINCE, AICP
COMMISSIONER

KEYETTA M. HOLMES, AICP
Director
Office of Zoning and Development

MEMORANDUM

TO: Zoning Review Board

FROM: Keyetta M. Holmes, AICP, Director *KMH*

SUBJECT: **U-25-25 for 485 Foundry Street, 489 Foundry Street, 491 Foundry Street, 495 Foundry Street, 501 Foundry Street, and 505 Foundry Street NW and 174 Northside Drive, 182 Northside Drive, 184 Northside Drive, 190 Northside Drive, and 192 Northside Drive NW, and 480 Spencer Street, 486 Spencer Street, 490 Spencer Street, 496 Spencer Street, 502 Spencer Street, and 506 Spencer Street NW and 185 Electric Avenue NW**

DATE: December 11, 2025

An Ordinance by Zoning Committee for a special use permit for an outdoor amusement enterprise pursuant to Section 16-16.005(1)(c) for property located at **485 Foundry Street, 489 Foundry Street, 491 Foundry Street, 495 Foundry Street, 501 Foundry Street, and 505 Foundry Street NW and 174 Northside Drive, 182 Northside Drive, 184 Northside Drive, 190 Northside Drive, and 192 Northside Drive NW, and 480 Spencer Street, 486 Spencer Street, 490 Spencer Street, 496 Spencer Street, 502 Spencer Street, and 506 Spencer Street NW and 185 Electric Avenue NW.**

FINDINGS OF FACT:

- **Property Location**: The property fronts 298.1 feet on the north side of Foundry Street NW beginning from the farthest northwest point at 502 Spencer Street 262.68 feet on the west side to farthest southwest corner at 501 Foundry Street to 199.61 feet on the southside to the farthest southeast corner of 0 Foundry Street to 209.30 feet on the east side to the farthest corner of 486 Spencer Street 199.68 feet on the north side. The property is in Land Lot 83 of the 14th District, Fulton County, Georgia in the Vine City Neighborhood of NPU L in Council District 3.

- **Property Size and Physical Features:** The subject site consists of an assemblage of properties of approximately 2 acres (87,120 sq. ft.) in the Vine City neighborhood. There is no access to the site for pedestrians or cars from Northside Drive. The parking lot, across Rhodes Drive, is accessible via Postell Street, which is currently unimproved and is two blocks away from the subject site.

- **CDP Land Use Map Designation:** The development pattern for the site is HDMU (High Density Mixed Use) within the 2025 Comprehensive Development Plan (CDP).

- **Current/Past Use of Property:** The subject parcel is currently developed with a 200-foot diameter inflatable tent used as an event venue. The site was previously used for single-family homes. Staff is unaware of any other previous uses of the property.

- **Surrounding Zoning/Land Uses**: The parcels to the west, developed with single-family homes, are zoned SPI–19 SA5 (Vine City Special Public Interest District Subarea 5) and have an LDR (Low Density Residential) development pattern. The southern parcels are undeveloped, zoned SPI–19 SA 11 (Vine City Special Public Interest District Subarea 11), while to the east is the Mercedes-Benz Stadium, zoned SPI–1 SA 1 (Downtown Special Public Interest District Subarea 1). Both parcels to the south and east have a HDMU (High Density Mixed Use) development pattern. The parcel to the north is developed with the former Bethune Elementary School and is zoned SPI–19 SA 12 (Vine City Special Public Interest District Subarea 12) with a Community (CMTY) development pattern.

- **Transportation System:** Electric Avenue, Foundry Street, and Spencer Street are all considered collector streets, while Northside Drive is classified as an arterial by the Atlanta Department of Transportation. Foundry and Spencer Street both have restricted access to Northside Drive, with barricades. MARTA bus route #94 runs along Northside Drive with stops at the West End, Vine City, and Arts Center MARTA Transit Stations. The Vine City Station is located 0.3 miles away from the subject site.

PROPOSAL: The applicant seeks a renewal of a special use permit for an outdoor amusement pursuant to Section 16-16.005(1)(c).

- **Ingress and egress:** Client and employee vehicles are not expected to have vehicular access to the property; however, emergency vehicles will access the site via Northside Drive. Pedestrians can access the site via the sidewalks found along Foundry Street. The venue currently utilizes off-duty police officers to manage event traffic. The applicant proposes using shuttles to transport clients to and from the off-street parking lots.

- **Off-street parking and loading:** Employees and clients will park their vehicles in a private lot owned by Jaycee Atlanta Development LLC. Additional parking will be provided via agreement with the Georgia World Congress Center Authority (GWCCA) to allow overflow parking in the "Blue Lot" at 270 Northside Drive. Service personnel will park their vehicles on Foundry Street. Products will be delivered to the event venue via the off-street parking lot on Foundry Street.

- **Refuse and Service area:** The applicant proposes using an 8-yard front-load refuse container. The container will be serviced by a private garbage disposal company weekly and will also be emptied after every event held onsite.

- **Buffering and screening:** There are vacant residential lots to the south, active residential lots to the west, and a former Atlanta Public Schools facility to the north of the subject property. To the east of the site is the Georgia World Congress Center, separated by Northside Drive, a state route where access has been restricted from Foundry and Spencer Streets. Additionally, there are mature trees and a fence with barbed wire atop, providing additional buffers from the

surrounding sites. The dome structure further encloses any activity proposed to be on-site. Off-site parking also allows for less visible vehicular activity.

- **Hours and manner of operation:** The proposed use will be for an event venue, operating out of a 200-foot-diameter inflatable dome. The venue will hold community activities, parties, sporting events, art performances, and other events. There have been two previously approved Special Use permits for this use/site via U-18-037 and U-22-014. The events will be scheduled mostly on Saturdays and Sundays from 10 am to 12 am. There are 35 employees expected to work one shift, from 10 am to 12 am, while additional persons may be required depending on the event size and type. The dome has the capacity for 1,224 people, and the average age varies from senior citizens to accompanied minors. Some events will provide meals; however, no food will be prepared on-site.

- **Duration:** The applicant requests a 3-year duration for the special use permit.

- **Required yards and open space:** No changes to the required yard and open space are proposed.

- **Tree Preservation and Replacement:** Trees will conform to the City of Atlanta Tree Ordinance for public property.

CONCLUSIONS:

a) **Ingress and egress:** Client and employee vehicles are not expected to have vehicular access to the property; however, emergency vehicles will access the site via Northside Drive. Pedestrians can access the site via the sidewalks found along Electric and Foundry Streets. The venue currently utilizes about 25 off-duty police officers to manage event traffic. The applicant proposes to use shuttles to transport clients to and from the off-street parking lots. The parking lot owned by the applicant has vehicular access at the corner of Postell Street NW and Rhodes Street NW, while the shared parking lot has access at 271 Northside Drive NW. Staff finds the proposed ingress and egress to be sufficient for the proposed use.

b) **Off-street parking and loading:** Employees and clients will park their vehicles in a private lot owned by Jaycee Atlanta Development LLC. Additional parking will be provided via agreement with the Georgia World Congress Center Authority (GWCCA) to allow overflow parking in the "Blue Lot" at 270 Northside Drive. There are a total of approximately 450 parking spaces, and many of the clients are expected to travel via carpool or ridesharing. Service personnel will park their vehicles on Foundry Street. Products will be delivered to the event venue via the on-street loading space on Foundry Street. Staff is not aware of any complaints or concerns with the current parking. Staff finds the proposed off-street parking and loading sufficient.

c) **Refuse and Service Area:** The 8-yard front-load refuse container is currently located in the southwest corner of the site near the restrooms, labeled "dumpster" on the updated site plan. The container will be serviced by a private garbage disposal company weekly and will also be emptied after every event held onsite.

d) **Buffering and screening:** The site is currently buffered by a 6-foot wire fence as well as intervening streets between the surrounding lots. To the south is a vacant lot, while to the north is a former elementary school building currently operating as a community center with an additional iron fence and topography buffering the subject site. To the west are single-family homes buffered by a wired fence as well as the existing setback of the temporary structure. Steep topography and Northside Drive buffer the subject site from the lots to the east. Staff is unaware of any concerns or complaints regarding the existing buffering and screening of the site. Staff is not supportive of the existing screening of the site to the residential properties to the west.

e) **Hours and manner of operation:** The proposed use will be for an event venue, operating out of a 200-foot-diameter inflatable dome. The venue will hold community activities, parties, sporting events, art performances, and other events. There have been two previously approved Special Use permits for this use/site via U-18-037 and U-22-014. The events will be scheduled mostly on Saturdays and Sundays from 10 am to 12 am. There are 35 employees expected to work one shift, from 10 am to 12 am, while additional persons may be required depending on the event, size and type. The dome has the capacity to accommodate 1,224 people, and the average age varies from senior citizens to accompanied minors. Some events will be open to the public; however, they will be ticketed using Eventbrite. The facility estimates there to be 25 events per year. Some events will provide meals; however, no food will be prepared on-site. Staff is supportive of the proposed hours and manner of operation.

f) **Duration:** The applicant seeks a 3-year duration for the special use permit. Staff is supportive of the request.

g) **Required yards and open space:** There are no yard or open space requirements.

h) **Compatibility with policies related to tree preservation:** No trees will be damaged or cut down to accommodate the Outdoor Market use. Tree preservation was addressed during the development phase. Staff finds tree preservation to be sufficient.

STAFF RECOMMENDATION: APPROVAL conditioned upon the following:

1. The site shall be developed in accordance with the site plan titled, "Atlanta Dome," dated September 9, 2025, and stamped received by the Office of Zoning and Development on November 13, 2025. Minor changes to the approved plan may be authorized by the Director, of the Office of Zoning and Development in accordance with Section 16-02.003(7).
2. The special use permit shall be valid for 3 years from the approval of the Atlanta City Council.
3. The special use permit shall be valid for Jaycee Development, LLC.
4. The special use permit is not renewable.
4. The applicant shall provide one loading space immediately adjacent to the dome structure.
5. The applicant shall provide a pedestrian path/walkway from the off-street parking lot to the dome.
6. The applicant shall plant evergreen trees/shrubs along Electric Avenue NW that shall measure 6' to 8' in height at maturity.
7. All events shall end by 12:00 a.m.

8. There shall be a maximum of 50 events annually that will end by 3:00 a.m. Notification, via a post card mailer, of the events shall be provided to residents within 300 feet two weeks prior to any event.

CITY OF ATLANTA

ANDRE DICKENS
MAYOR

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JAHNEE R. PRINCE, AICP
Commissioner

KEYETTA M. HOLMES, AICP
Director
Office of Zoning & Development

MEMORANDUM

TO: Zoning Review Board

FROM: Keyetta M. Holmes, AICP, Director *KMH*

SUBJECT: **U-25-32 2345 Donald Lee Hollowell Parkway and 2327 Donald Lee Hollowell Parkway NW**

DATE: December 11, 2025

An Ordinance by Councilmembers Dustin Hillis and Byron D. Amos for a special use permit for a community center pursuant to Section 16-35.007(1)(i) for property located at **2345 Donald Lee Hollowell Parkway NW** and pursuant to Section 16-06A.005(1)(d) for property located at **2327 Donald Lee Hollowell Parkway NW and 0 Bankhead Avenue NW (14 01770001048)** beginning at the northeasterly corner of Donald Lee Hollowell Parkway and Grand Avenue; and for other purposes.

FINDINGS OF FACT:

- **Property location:** The subject property fronts approximately 362 feet on the north side of Donald Lee Hollowell Parkway NW beginning at the northeasterly corner of Donald Lee Hollowell Parkway and North Grand Avenue. The property is located within Land Lot 177 of the 14th District, Fulton County, Georgia in the Center Hill neighborhood of NPU-J in Council District 9.

- **Property size and physical features:** The property is approximately 2.6369 acres (114.863.364 square feet). The property is undeveloped with relatively level topography across the lot. Vehicular access to the site is provided via a curb cut on North Grand Avenue. Mature trees are also found throughout the property.

- **CDP land use map designation:** The property has OP (Open Space) development pattern within the 2025 Comprehensive Development Plan (CDP).

- **Current/past use of property:** The property is undeveloped. Staff is unaware of any other previous uses on the site.

- **Surrounding zoning/land uses:** The parcels to the west are zoned MRC-1 (Mixed Residential Commercial) with a LDMU (Low Density Mixed Use) development pattern. Parcels to the north are zoned R-4A (Single Family Residential) with a MLSF (Medium Lot Single Family) development pattern. Property located east of the development site is zoned R-4A (Single Family Residential) with an OS (Open Space) development pattern. Property located south of the development area is zoned I-1 (Light Industrial) with a LDMU (Low Density Mixed Use) development pattern.

- **Transportation system:** The site has frontage along Donald Lee Hollowell Parkway, an arterial, and North Grand Avenue which is classified as a local road. The property is serviced by bus route #50, with a bus stop located at Donald Lee Hollowell Parkway and Gary Road NW. Connections are provided to North Avenue and Bankhead MARTA Transit Stations.

PROPOSAL: The request is to allow a community center that offers youth sports including baseball and tennis to aid in youth development pursuant to Sections 16-35.007(1)(i) and 16-06A.005(1)(d).

- **Ingress and egress:** In Phase I, all vehicles will enter and exit the site through a paved, two-way driveway perpendicular to North Grand Avenue NW in the northwest point of the property's frontage. On site vehicular circulation will be controlled by a counterclockwise one-way loop through the parking lot that returns to the North Grand Avenue driveway. In Phase II, a two-way spur road will extend north from the Phase I loop to a small parking lot where vehicles can loop around and return to the Phase I loop on the same spur road. The future potential for a second-site access point from Hill Street right-of-way is accounted for in the Phase II parking lot. Emergency vehicle access will also enter the property through the same driveway perpendicular to North Grand Avenue and circulate in the same manner. All roadways are 24' wide with suitable turning radii for emergency vehicles. North Grand Avenue is a lightly trafficked residential street with easy access to the arterial Donald Lee Hollowell Parkway. The site's vehicular entrance is located as far away from Donald Lee Hollowell Pkwy NW as possible to allow for deceleration and queueing along North Grand Avenue when entering or exiting the site.

- **Parking and loading:** Delivery vehicles will access the site using the North Grand Avenue driveway. The drop-off loop north of the main building will allow for parking and unloading of deliveries. Upon completion of loading/unloading, delivery vehicles will pull forward and circle around the Phase I parking lot to exit the site from the same North Grand Avenue driveway. Service vehicles will follow the same route as delivery vehicles to enter and leave the site. For vehicles that must remain on site for long durations, parking is available in the parking lot and drop-off loop. Employees and clients will follow the same route as delivery and service vehicles to enter and leave the site. Passenger drop-off can occur at the designated drop-off loop. Four van accessible parking spaces are provided in Phase I adjacent to the building. Two additional van accessible parking spaces are provided in Phase II adjacent to the tennis courts and accessible route to the baseball field. There are 96 standard parking spaces for client and employee parking provided in Phase I. An additional 58 standard parking spaces are provided in Phase II for a total of 154 parking spaces at complete build-out. Upon parking, pedestrians can safely circulate around the parking lot to access all amenities with minimal exposure to vehicular traffic except at two dedicated crosswalks. Employees arrive at the facility between 8-9am and depart between 5-8pm during the week. Saturday attendance occurs throughout the day. There is limited vehicular traffic

on Sunday. Program participants arrive at the facility after school during the week by car, rideshare and through our vans (which pick them up and drop them at home). They generally arrive after school and depart early evening during the school year. They come and go on Saturdays. During the summer, there is vehicular traffic coming and going during the day and early evening. The proposed internal roadway design creates a large, one-way loop around the entire site. This long loop allows for simple, controlled circulation and queuing entirely on site, such that even during busier events, parking cars are expected to remain organized on the property without traffic spilling onto North Grand Avenue. The drop-off loop also allows vehicles not planning to park to easily navigate in and out of the site without conflict. The drop-off loop is long enough to accommodate a full-size bus, or delivery, maintenance, or emergency vehicles, if needed, so no on-street queuing would be required for those uses.

- **Refuse and service areas:** A dumpster will be in the northwest corner of the Phase I parking lot, surrounded by a lockable screen fenced enclosure and planting buffer. Dumpster pickup will be scheduled as frequently as necessary to ensure no overflow occurs.

- **Buffering and screening:** The property is bounded by Donald Lee Hollowell Parkway to the south, an access easement, cell tower, police precinct, and public park to the east, a public right of way to the north, and a row of private single-family residents to the west except where the property fronts North Grand Avenue in the southwestern corner. Buildings will be located along Donald Lee Hollowell Parkway to avoid disturbance to neighboring residential properties. Parking lots and tennis courts will be lit as required by code and utilize fixture distributions that limit light trespass into neighboring residential properties. Code required buffers and screening will be implemented to create visual separation between the parking and neighboring properties.

- **Hours and manner of operation:** LE.AD. Center For Youth is a sports-based youth development non-profit organization that provides mentorship and leadership development through the sports of baseball and tennis. Student-athletes will visit the property for sports training, mentorship, educational support and games/match play. The center will operate Monday - Friday 9am-9pm, Saturday 8am - 4pm and on Sunday by appointment only 1. There are currently 7 full-time employees. All employees work a full day. There are no shifts. The center will serve between 50-100 youth daily between the ages of 8-18. There will be catered meals after practices and mentoring sessions. There will also be coaches clinics and parental workshops.

- **Duration:** The applicant requests an indefinite duration.

- **Required yards and open space:** No proposed structures will encroach into any required yard or open space.

- **Tree Preservation and Replacement:** The site currently contains some existing trees. Existing trees that do not conflict with the proposed development plan will be protected and preserved during construction. Existing trees that conflict with the proposed development plan will be removed and recompensed in full compliance with the current City of Atlanta Tree Ordinance.

CONCLUSIONS:

a) **Ingress and egress and proposed structure or uses thereon, with particular references to automotive and pedestrian safety and convenience, traffic flow and control, and emergency access:** The proposed community center will have frontage on Donald Lee Hollowell Parkway and will be developed in two phases. Pedestrians, visitors, employees and service and emergency personnel will access the site via a curb cut on North Grand Avenue. Sidewalks and walkways will be provided onsite to ensure pedestrian safety from adjacent streets and from interior parking locations. The drop-off loop north of the main building will allow for parking and unloading of deliveries. Upon completion of loading/unloading, delivery vehicles will pull forward and circle around the Phase I parking lot to exit the site from the same North Grand Avenue driveway. All traffic will be directed to enter and exit the site using North Grand Avenue and the use of a directional loop will allow traffic to continue to flow through the property prohibiting queuing on North Grand Avenue. Staff finds the proposed ingress and egress sufficient for the proposed use.

b) **Off-Street parking and loading:** Pursuant to Section 16-34.021(7)(o) one parking space for each 600 square feet of floor area shall be provided on the site. Required parking may be reduced via a shared parking agreement per Section 16-34.021(2)(m). Further pursuant to 16-06A.010(2) community centers are required to provide one space for each four fixed seats (with 18 inches of bench length counted as one seat), or one space for each 35 square feet of enclosed floor area for the accommodation of movable seats in the largest assembly room, whichever is greater. The proposed 154 parking spaces are presumed sufficient for the proposed use. Parking will be assessed during review of the building permit. Should additional spaces be required relief can be sought via a special administrative permit or a special exception approved by the Board of Zoning Adjustment.

c) **Refuse and service areas:** A dumpster will be provided on site for refuse. The dumpster and area will be paved with impervious materials and will be screened so as not to be visible from any public sidewalk or public right-of-way or any rear yard of residential property fronting North Grand Avenue. In addition, the dumpster will be enclosed with opaque walls six feet in height and installed during Phase 1 of the development.

d) **Buffering and screening:** The community center will be located along Donald Lee Hollowell Parkway to avoid disturbance to neighboring residential properties. Parking lots and tennis courts will be lit as required and will provide cutoff luminaries which have a maximum 90-degree illumination that limits light spillage onto neighboring properties. Undisturbed buffers and screening will be implemented to create visual separation between the parking and neighboring properties fronting North Grand Avenue.

e) **Hours and manner of operation:** LE.AD. Center For Youth is a sports-based youth development non-profit organization that provides mentorship and leadership development through the sports of baseball and tennis. Student-athletes will visit the property for sports training, mentorship, educational support and games/match play. The center will operate Monday - Friday 9am-9pm, Saturday 8am - 4pm and on Sunday by appointment only 1. There are currently 7 full-time employees. All employees work a full day. There are no shifts. The center will serve between 50-100 youth daily between the ages of 8-18. There will be catered meals after practices and mentoring sessions. There will also be coaching clinics and parental workshops. It is anticipated that the facility will serve a total of 800 student athletes. Phase 2 of

the development may include tournament play. Staff finds the hours and manner of operation sufficient.

f) **Duration:** The applicant requests an indefinite duration. Staff is supportive of the request.

g) **Required yards and open space:** The proposed yards will provide a transitional yard with a planted buffer and fencing where the property adjoins residential property fronting North Grand Avenue. There are no proposed encroachments into required yards and open space will be provided onsite.

h) **Compatibility with policies related to tree preservation:** The proposed development will comply with all regulations of the Tree Protection Ordinance.

STAFF RECOMMENDATION: APPROVAL conditioned upon the following:

1. The special use permit shall be valid as long as L.E.A.D Center for Youth is the operator.
2. There shall be a 20’ planted buffer along the rear property lines of residential property fronting North Grand Avenue.
3. There shall be a minimum 6’ wall installed in the planted buffer along the rear property lines of residential property fronting North Grand Avenue.
4. There shall be a 5’ undisturbed planted buffer installed on the south side of residential property fronting North Grand Avenue and adjacent to the ingress and egress point for 2345 Donald Lee Hollowell Parkway.
5. All baseball and tennis games and/or tournaments shall end by 11:00pm.
6. L.E.A.D Center for Youth shall secure offsite shared parking if tournaments occur.
7. L.E.A.D Centr for Youth shall prohibit on-street parking on North Grand Avenue.