



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: Matt Westmorland, Chair, Community Development/Human Services Committee

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

SUBJECT: **26-O-1321/CDP-26-003 for 1116 Logan Circle NW, 1130 Logan Circle NW, 1166 Logan Circle NW, 1184 Logan Circle NW, 1196 Logan Circle NW, 1250 Logan Circle NW, 1264 Logan Circle NW, 1274 Logan Circle NW, 1284 Logan Circle NW, 1294 Logan Circle NW, 1300 Logan Circle NW, 1330 Logan Circle NW, 1346 Logan Circle NW, 1325 Chattahoochee Avenue NW, 1379 Chattahoochee Avenue NW, 1389 Chattahoochee Avenue NW, 1391 Chattahoochee Avenue NW, and 1395 Chattahoochee Avenue NW**

DATE: June 8, 2026

PROPOSAL: An Ordinance to amend the land use element of the 2025 Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at **1116 Logan Circle NW, 1130 Logan Circle NW, 1166 Logan Circle NW, 1184 Logan Circle NW, 1196 Logan Circle NW, 1250 Logan Circle NW, 1264 Logan Circle NW, 1274 Logan Circle NW, 1284 Logan Circle NW, 1294 Logan Circle NW, 1300 Logan Circle NW, 1330 Logan Circle NW, 1346 Logan Circle NW, 1325 Chattahoochee Avenue NW, 1379 Chattahoochee Avenue NW, 1389 Chattahoochee Avenue NW, 1391 Chattahoochee Avenue NW, and 1395 Chattahoochee Avenue NW** (also known as the “Outer Loop”) from the I (Industrial) development pattern designation to the HDMU (High Density Mixed Use) development pattern designation. This land use amendment will facilitate the rezoning of the parcels per Z-26-07 from I-2/UWCID (Heavy Industrial/Upper Westside Overlay) to MRC-3/UWCID (Mixed Residential Commercial/Upper Westside Overlay) for the combination of adaptive reuse and new development on the property including approximately 900,000 square feet of nonresidential use. Concurrently with his application the applicant is also requesting a separate companion rezoning and CDP amendment request for the twelve existing lots along the “inner loop” of Logan Circle NW and Chattahoochee Avenue NW (CDP-26-004/Z-26-08).

FINDINGS OF FACT:

- **Property Location:** The properties front the east side of Chattahoochee Avenue NW and the north, east, and south side of Logan Circle NW. The properties are in Land Lots 192 and 193 of the 17th District, Fulton County, Georgia in the Underwood Hills Neighborhood of NPU-D, Council District 9. In addition, the parcels are in the Chattahoochee Industrial area.
- **Property Size and Physical Features:** The subject site is a large collection of contiguous parcels with approximately 23.35 acres (approximately 1,017,084 square feet) of lot area. The site is currently

occupied primarily by low-rise or single-story brick buildings with active commercial uses. Vehicular access is provided to most parcels via curb cuts along their frontage. The topography is relatively level across the site with the exception of the northeastern most parcels which have a slight slope. Most of the elevation changes in the area occur in steep, naturally vegetated buffers that surround the site. Internally, the site is mostly clear of trees besides minor landscaping along the roadways and the aforementioned dense vegetative buffers with mature trees that surround the site.

- **Current/Past Use of Property:** The site is currently occupied by low-rise brick buildings primarily occupied by commercial and light industrial uses, as well as their associated parking facilities. Staff is unaware of any other previous uses of the property.
- **Surrounding Zoning/Land Uses:** The subject site is surrounded by many parcels. All parcels to the north, east, and west have an I (Industrial) development pattern and are zoned I-2/UWCID (Heavy Industrial/Upper Westside Overlay) and have similar uses which include commercial and light industrial. The neighboring parcels to the south also have an I (Industrial) development pattern but are zoned I-MIX-C/UWCID (Industrial Mixed Use District Conditional/Upper Westside Overlay). The uses to the south are similar commercial and light industrial uses which also include more customer-facing uses like commercial retail, recreation, and eating and drinking establishments. The development is commonly referred to as “The Works” and also includes multifamily residential uses.
- **Transportation System:** Logan Circle NW is considered a local street and has an incomplete sidewalk network in most locations on both sides. Chattahoochee Avenue NW is considered a collector street and has an incomplete sidewalk network in some locations along its length, but not near the subject site. MARTA bus #14 operates along Chattahoochee Avenue NW and there are multiple bus stops nearby.

CONCLUSIONS

- **Compatibility with surrounding land uses:** The proposed HDMU (High Density Mixed Use) development pattern is not compatible with the surrounding land uses; HDMU development patterns are characterized by high-rise commercial and residential uses serving the entire city or region. The density, building types and placement, tree canopy, walkability, and transit access of the subject site and the surrounding area are not characteristic of the HDMU (High Density Mixed Use) development pattern. Given the uses and character of this area are well-established it is unlikely that this site will transition into such a pattern, as the transit infrastructure is not robust enough to support such density. If the site were to change its development pattern, then staff would recommend a pattern that is more in keeping with the established character while allowing moderate flexibility and adaptive reuse, such as Industrial Flex (IF).
- **Effect on adjacent property and character of the neighborhood:** The proposed HDMU (High Density Mixed Use) development pattern would have a negative impact on the character of the area by allowing a level of density that could encumber the established character of the neighborhood and introduce incompatible uses. There is no access to this neighborhood by anything except automobiles and the bus service is very limited; increasing the density could induce a level of traffic that the road network could not support. Furthermore, the surrounding area is primarily industrial in its use, development pattern designation, and zoning designation. High density non-residential uses are often incompatible with industrial uses; the proposed change would increase the likelihood of those conflicts thereby impacting the stability of the industrial district as a whole. A development pattern

such as Industrial Flex (IF) would be more consistent with the surrounding neighborhood while still being compatible with the proposed MRC-3 zoning designation.

- **Suitability of proposed land use:** The proposed HDMU (High Density Mixed Use) development pattern is not suitable for the proposed site and is inconsistent with the development pattern of the surrounding parcels.
- **Consistency with City's land use policies:** The Atlanta Comprehensive Development Plan (CDP) development pattern for this location and its surroundings is Industrial (I). The proposed HDMU (High Density Mixed Use) development pattern is inconsistent with the following CDP policies:
 - I 3 Retain and attract industrial uses and jobs as Atlanta grows and protect these areas from residential and commercial encroachment.
 - I 5 Maintain and protect non-residential areas and buildings for traditional industries, such as logistics, warehousing, and light manufacturing.
 - 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 of these areas, support more modest growth compatible with each neighborhood's typical built and natural features or small area plans.
 - CW 4 Encourage development in clusters suitable with surrounding areas and aligned with existing and future pedestrian and transit options.
 - CW 17 Improve transit and pedestrian connectivity and walkability to minimize needing a car to access new development, especially in multifamily residential and mixed-use areas.
- **Consistency with Adopted Small Area and Neighborhood Plans:** This site is the subject of the Northwest Atlanta Framework Plan (2000). The proposal is at odds the plan's stated goal of "Preservation of Industrial development", noting that the currently existing industrial areas were chosen based upon existing "land use and zoning patterns, minimum impact between land uses, rail lines and access issues". The parcels are included in the My Upper Westside Master Plan (2021). One of the plan's recommendations is to "Codify Character through Zoning" and it recommends I-MIX zoning for parcels along Chattahoochee Avenue.
- **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, **1116 Logan Circle NW, 1130 Logan Circle NW, 1166 Logan Circle NW, 1184 Logan Circle NW, 1196 Logan Circle NW, 1250 Logan Circle NW, 1264 Logan Circle NW, 1274 Logan Circle NW, 1284 Logan Circle NW, 1294 Logan Circle NW, 1300 Logan Circle NW, 1330 Logan Circle NW, 1346 Logan Circle NW, 1325 Chattahoochee Avenue NW, 1379 Chattahoochee Avenue NW, 1389 Chattahoochee Avenue NW, 1391 Chattahoochee Avenue NW, and 1395 Chattahoochee Avenue NW** are located within a Conservation Area: Production. Production areas are described as follows:

Beyond neighborhoods, these are other areas that the city has an interest in protecting from change. Primarily, they consist of strategic industrial land and railyards where intermodal transfer facilities, warehousing and key production facilities are needed close to the city center. They also include sites like the federal penitentiary and the large film studios at Fort McPherson and Lakewood Fairgrounds, which are simply unlikely to change and should not be included in the growth area.

NPU Policies: The following NPU-D policies are relevant for the proposed High Density Mixed Use (HDMU) development pattern and Staff's recommendation:

- D-3 “Discourage heavy industrial uses throughout NPU-D and encourage existing industrial sites to convert to light-industrial or mixed industrial-commercial-residential (i.e. I-MIX) uses.”
- D-13 “Preserve Chattahoochee Avenue between Howell Mill Road and Marietta Boulevard as a primarily light industrial, commercial, and mixed-use corridor. [...]”

STAFF RECOMMENDATION: DENIAL OF THE AMENDMENT FROM THE I (INDUSTRIAL) TO HDMU (HIGH DENSITY MIXED USE) DEVELOPMENT PATTERN AND APPROVAL OF A SUBSTITUTE ORDINANCE FROM THE I (INDUSTRIAL) DEVELOPMENT PATTERN TO THE IF (INDUSTRIAL FLEX) DEVELOPMENT PATTERN.

NPU RECOMMENDATION: NPU-D recommended APPROVAL of this development pattern amendment at its May 26, 2026, meeting.

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



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MEMORANDUM

TO: Matt Westmorland, Chair, Community Development/Human Services Committee

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

SUBJECT: **26-O-1322/CDP-26-004 for 1119 Logan Circle NW, 1149 Logan Circle NW, 1177 Logan Circle NW, 1209 Logan Circle NW, 1225 Logan Circle NW, 1301 Logan Circle NW, 1311 Logan Circle NW, 1325 Logan Circle NW, 1335 Logan Circle NW, 1369 Logan Circle NW, 1405 Chattahoochee Avenue NW and 1417 Chattahoochee Avenue NW**

DATE: June 8, 2026

PROPOSAL: An Ordinance to amend the land use element of the 2025 Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at **1119 Logan Circle NW, 1149 Logan Circle NW, 1177 Logan Circle NW, 1209 Logan Circle NW, 1225 Logan Circle NW, 1301 Logan Circle NW, 1311 Logan Circle NW, 1325 Logan Circle NW, 1335 Logan Circle NW, 1369 Logan Circle NW, 1405 Chattahoochee Avenue NW and 1417 Chattahoochee Avenue NW** (also known as the “Inner Loop”) from the I (Industrial) development pattern designation to the HDMU (High Density Mixed Use) development pattern designation, and for other purposes. This land use amendment will facilitate the rezoning of the parcels per Z-26-08 from I-2/UWCID (Heavy Industrial/Upper Westside Overlay) to MRC-3/UWCID (Mixed Residential Commercial/Upper Westside Overlay) for the combination of adaptive reuse and new development on the property including approximately 900,000 square feet of nonresidential use. Concurrently with this application the applicant is also requesting a separate companion rezoning and CDP amendment request for the eighteen existing lots along the “outer loop” of Logan Circle NW and Chattahoochee Avenue NW (CDP-26-003/Z-26-07).

FINDINGS OF FACT:

- **Property Location:** The properties front the east side of Chattahoochee Avenue NW and the north, west, and south side of Logan Circle NW. The properties are in Land Lots 192 and 193 of the 17th District, Fulton County, Georgia in the Underwood Hills Neighborhood of NPU-D, Council District 9. In addition, the parcels are in the Chattahoochee Industrial area.
- **Property Size and Physical Features:** The subject site is a large collection of contiguous parcels with approximately 13.36 acres (approximately 581,809 square feet). The site is currently occupied primarily by low-rise or single story brick buildings with active commercial uses. Vehicular access is provided to most parcels via curb cuts along their frontage. The topography is relatively level across the site with the exception of the northeastern most parcels which have a slight slope. Most of the elevation changes in the area occur in steep, naturally vegetated buffers that surround the site.

Internally, the site is mostly clear of trees besides minor landscaping along the roadways and the aforementioned dense vegetative buffers with mature trees that surround the site.

- **Current/Past Use of Property:** The site is currently occupied by low-rise brick buildings primarily occupied by commercial and light industrial uses, as well as their associated parking facilities. Staff is unaware of any other previous uses of the property.
- **Surrounding Zoning/Land Uses:** The subject site is surrounded by many parcels. All parcels to the north, east, and west have an I (Industrial) development pattern and are zoned I-2/UWCID (Heavy Industrial/ Upper Westside Overlay) and have similar uses which include commercial and light industrial. The neighboring parcels to the south also have an I (Industrial) development pattern but are zoned I-MIX-C/UWCID (Industrial Mixed Use Conditional/Upper Westside Overlay). The uses to the south are similar commercial and light industrial uses which also include more customer-facing uses like commercial retail, recreation, and eating and drinking establishments. The development is commonly referred to as “The Works” and also includes multifamily residential uses.
- **Transportation System:** Logan Circle NW is considered a local street and has an incomplete sidewalk network. Chattahoochee Avenue NW is considered a collector street and has an incomplete sidewalk network in some locations along its length, but not near the subject site. MARTA bus #14 operates along Chattahoochee Avenue NW and there are multiple bus stops nearby.

CONCLUSIONS

- **Compatibility with surrounding land uses:** The proposed HDMU (High Density Mixed Use) development pattern is not compatible with the surrounding land uses; HDMU (High Density Mixed Use) development patterns are characterized by high-rise commercial and residential uses serving the entire city or region. The density, building types and placement, tree canopy, walkability, and transit access of the subject site and the surrounding area are not characteristic of the HDMU (High Density Mixed Use) development pattern. Given the uses and character of this area are well-established it is unlikely that this site will transition into such a pattern, as the transit infrastructure is not robust enough to support such density. If the site were to change its development pattern then staff would recommend a pattern that is more in keeping with the established character while allowing moderate flexibility and adaptive reuse, such as IF (Industrial Flex).
- **Effect on adjacent property and character of the neighborhood:** The proposed HDMU (High Density Mixed Use) development pattern would have a negative impact on the character of the area by allowing a level of density that could over-encumber the established character of the neighborhood and introduce incompatible uses. There is no access to this neighborhood by anything except automobiles and very limited bus service; increasing the density could induce a level of traffic that the road network could not support. Furthermore, the surrounding area is primarily industrial in its use, development pattern designation, and zoning designation. High density non-residential uses are often incompatible with industrial uses; the proposed change would increase the likelihood of those conflicts thereby impacting the stability of the industrial district as a whole. A development pattern such as IF (Industrial Flex) would be more consistent with the surrounding neighborhood while still supporting the proposed MRC-3 zoning designation.

- **Suitability of proposed land use:** The proposed HDMU (High Density Mixed Use) development pattern is not suitable for the proposed site and is inconsistent with the development pattern of the surrounding parcels.
- **Consistency with City’s land use policies:** The Atlanta Comprehensive Development Plan (CDP) development pattern for this location and its surroundings is I (Industrial). The proposed HDMU (High Density Mixed Use) development pattern is inconsistent with the following CDP policies:
 - I 3 Retain and attract industrial uses and jobs as Atlanta grows and protect these areas from residential and commercial encroachment.
 - I 5 Maintain and protect non-residential areas and buildings for traditional industries, such as logistics, warehousing, and light manufacturing.
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 - CW 17 Improve transit and pedestrian connectivity and walkability to minimize needing a car to access new development, especially in multifamily residential and mixed-use areas.
- **Consistency with Adopted Small Area and Neighborhood Plans:** This site is the subject of the Northwest Atlanta Framework Plan (2000). The proposal is at odds the plan’s stated goal of “Preservation of Industrial development”, noting that the currently-existing industrial areas were chosen based upon existing “land use and zoning patterns, minimum impact between land uses, rail lines and access issues”. The parcels are included in the My Upper Westside Master Plan (2021). One of the plan’s recommendation is to “Codify Character through Zoning” and it recommends I-Mix zoning for parcels along Chattahoochee Avenue.
- **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, **1119 Logan Circle NW, 1149 Logan Circle NW, 1177 Logan Circle NW, 1209 Logan Circle NW, 1225 Logan Circle NW, 1301 Logan Circle NW, 1311 Logan Circle NW, 1325 Logan Circle NW, 1335 Logan Circle NW, 1369 Logan Circle NW, 1405 Chattahoochee Avenue NW and 1417 Chattahoochee Avenue NW** are located within a Conservation Area: Production. Production areas are described as follows:

Beyond neighborhoods, these are other areas that the city has an interest in protecting from change. Primarily, they consist of strategic industrial land and railyards where intermodal transfer facilities, warehousing and key production facilities are needed close to the city center. They also include sites like the federal penitentiary and the large film studios at Fort McPherson and

Lakewood Fairgrounds, which are simply unlikely to change and should not be included in the growth area.

NPU Policies: The following NPU-D policies are relevant for the proposed HDMU (High Density Mixed Use) development pattern and Staff's recommendation:

- D-3 "Discourage heavy industrial uses throughout NPU-D and encourage existing industrial sites to convert to light-industrial or mixed industrial-commercial-residential (i.e. I-MIX) uses."
- D-13 "Preserve Chattahoochee Avenue between Howell Mill Road and Marietta Boulevard as a primarily light industrial, commercial, and mixed-use corridor. [...]"

STAFF RECOMMENDATION: DENIAL OF THE DEVELOPMENT PATTERN AMENDMENT FROM I (INDUSTRIAL) TO HDMU (HIGH DENSITY MIXED USE) DEVELOPMENT PATTERN AND APPROVAL OF A SUBSTITUTE ORDINANCE FROM I (INDUSTRIAL) DEVELOPMENT PATTERN TO IF (INDUSTRIAL FLEX) DEVELOPMENT PATTERN.

NPU-D recommended APPROVAL of this development pattern amendment at its May 26, 2026, meeting.

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



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DIRECTOR
OFFICE OF ZONING & DEVELOPMENT

MEMORANDUM

TO: Matt Westmoreland, Chair, Community Development/Human Services Committee

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

SUBJECT: 26-O-1323/CDP-26-005 for 708 Kirkwood Avenue SE

DATE: June 8, 2026

PROPOSAL: An Ordinance to amend the land use element of the 2025 Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at **708 Kirkwood Avenue SE** from the LDR (Low Density Residential) development pattern designation to the LDMU (Low Density Mixed Use) development pattern designation. This land use amendment is being done in conjunction with the rezoning of the parcel per Z-26-009 from HC20A SA3/BL (Cabbagetown Landmark District Subarea 3/Beltline Overlay) to HC20A SA4/BL (Cabbagetown Landmark District Subarea 4/Beltline Overlay) to allow the adaptive reuse of an existing historic place of worship for mixed-use purposes.

FINDINGS OF FACT:

- **Property location:** The property fronts the north side of Kirkwood Avenue SE and the east side of Short Street SE. The property is in Land Lot 20 of the 14th District, Fulton County, Georgia in the Cabbagetown Neighborhood of NPU N, Council District 5.
- **Property size and physical features:** The subject property is a regular-shaped corner lot located at the intersection of Kirkwood Avenue and Short Street SE. The parcel encompasses 0.12 acres (approximately 5,016 square feet). Currently, the site is developed with a one-story framed building, which serves as the Greater Mount Hermon Missionary Baptist Church, occupying the entirety of the lot. The front of the property features two grass plots adjoining a staircase leading to Kirkwood Avenue. To the rear, there is approximately 5.1 feet of landscaped space between the structure and the rear property line. Notably, there are no curb cuts present on the property. The topography of the site is relatively level.
- **Current/past use of property:** The parcel is currently developed with a one-story frame place of worship – Greater Mount Hermon Missionary Baptist Church. Staff is not aware of any previous uses of the site.
- **Surrounding zoning/land uses:** The parcels situated to the north and east of the subject site have a Low Density Residential (LDR) development pattern and zoned HC-20A SA3/BL (Cabbagetown Landmark District Subarea 3/Beltline Overlay). These parcels are developed with residential uses. The parcel to the immediate south of the subject site is designated as OS (Open Space) and zoned HC-20A

SA3/BL (Cabbagetown Landmark District Subarea 3/Beltline Overlay). It is developed with the Cabbagetown Park. To the immediate west, the adjacent parcel has a development pattern designation of LDMU (Low Density Mixed Use) and zoned HC-20A SA4/BL (Cabbagetown Landmark District Subarea 4/Beltline Overlay). It is developed with a mixed-use development.

- **Transportation system:** The subject property has frontage along Kirkwood Avenue and Short Street, both of which are classified as local streets. There are currently no MARTA bus stops located directly along Kirkwood Avenue or within an approximate 0.3-mile radius of the subject site. The nearest bus routes are, #21 (Memorial Drive) and #107 (Glenwood Avenue), with a stop located on the north side of Memorial Drive at Berean Avenue SE. Route #21 provides connectivity between the MARTA Georgia State Station and the MARTA Kensington Station, while route #107 connects to both the MARTA Georgia State Station and the MARTA Indian Creek Station. The nearest heavy rail transit facility is the MARTA King Memorial Station, located approximately 1.1 miles from the subject property. Additionally, the nearest direct rail connection via bus transfer is to the MARTA Georgia State Station, approximately 1.3 miles from the site. Sidewalks are present along both Kirkwood Avenue and Short Street, providing basic walkability and connectivity to surrounding neighborhoods and nearby transit corridors.

CONCLUSIONS:

- **Compatibility with surrounding land uses:** The proposed development pattern amendment from LDR (Low Density Residential) to LDMU (Low Density Mixed Use) is appropriate and compatible with the subject site. Located at the intersection of Kirkwood Avenue and Short Street, the site is well positioned for the proposed designation and is consistent with the existing development pattern in the surrounding area. The proposed development, characterized by a mix of residential and limited nonresidential uses, would provide an effective transition between the LDR (Low Density Residential) and OP (Open Space) development pattern in the area, as well as the predominantly residential neighborhoods to the north, east, and west. Staff finds that the proposed LDMU designation is suitable for the site, supports the proposed development, and promotes consistency between the proposed zoning and the Comprehensive Development Plan (CDP).
- **Effect on adjacent property and character of neighborhood:** Staff does not anticipate adverse impacts to adjacent properties. The proposed use will allow a residential/mixed-use development within the existing structure. While the site will transition from an institutional use, the proposed use is more consistent with the surrounding development pattern, particularly the property located across Short Street, which includes residential and neighborhood-serving nonresidential uses. The subject property is located at a corner, rather than mid-block, which further supports its suitability for a transitional use that serves both the immediate residential context and nearby neighborhood amenities, including the adjacent park and surrounding nonresidential uses. No expansion of the existing building footprint is proposed. The structure currently occupies approximately 80 percent of the lot, and the conversion will occur entirely within the existing building envelope. As such, there will be no additional encroachment, site disturbance, or intensification of the built form. Residential use is expected to result in more consistent and lower-intensity daily activity. Furthermore, the proposal is consistent with NPU-N Policy N-2: Cabbagetown Historic Preservation, as outlined in the 2025 Comprehensive Development Plan. The project supports *the preservation of the Cabbagetown Landmark Historic District by maintaining the existing structure, ensuring compatibility with the “20A - Cabbagetown Landmark District” regulations,*

and reinforcing neighborhood character. Additionally, the adaptive reuse of the structure supports policies aimed at minimizing noise, light pollution, and heavy vehicular impacts, while maintaining appropriate buffers between residential and nonresidential uses. Overall, the proposed development is expected to have a positive effect on adjacent properties by reducing peak activity levels, preserving historic character, and aligning with adopted land use and preservation policies.

- **Suitability of proposed land use:** The requested development pattern designation amendment to LDMU (Low Density Mixed Use), is appropriate for the subject property given its location, context, and surrounding land use pattern. The LDMU (Low Density Mixed Use) designation and corresponding zoning are already present on the property across Short Street, indicating that the proposed land use is consistent with the immediate area and represents a logical extension of the existing development pattern. The proposed mixed-use within the existing structure is suitable, given the property’s historical context and its location within a predominantly residential neighborhood. The adaptive reuse of the building for residential purposes aligns with the established character of the Cabbagetown neighborhood, which is defined by a mix of single-family homes, duplexes, and neighborhood-scale residential development. Furthermore, the introduction of additional residential units within the existing building footprint supports the continued evolution of the neighborhood in a manner that is context-sensitive and compatible with surrounding uses. The proposal reinforces the residential character of the area while maintaining the historic integrity of the structure and minimizing physical alterations to the site. Overall, the proposed land use is suitable as it is consistent with adjacent zoning and development patterns, supports adaptive reuse, and contributes to the orderly and compatible development of the Cabbagetown Landmark District.
- **Consistency with City’s land use policies:** The proposed development pattern of LDMU (Low Density Mixed Use) aligns with the LDMU development pattern policies and the city-wide policies outlined in the 2025 Comprehensive Development Plan. Some of these policies are listed below:
 - Low Density Mixed Use:
 - Low Density Mixed Use is characterized by a mix of low-rise commercial and residential uses serving adjacent neighborhoods. Buildings are usually attached, very close to streets, and pedestrian-friendly. The Development Pattern’s moderate tree canopy is found on private lots, but mostly along streets. These areas may also feature parks. Low Density Mixed Use areas are usually located along major streets or where different neighborhoods meet. These areas are walkable and usually well-served by both bus and high-capacity rail transit.
 - City Wide Policies
 - CW 5 - Promote a balance of uses, particularly between jobs and housing, retail and housing, services and housing, and civic uses and housing.
 - CW 8 - Support reusing, rehabilitating, or adapting buildings 50 years or older.
- **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, **708 Kirkwood Avenue SE** is located within a Conservation area within an Urban Neighborhood. 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 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 N policies:** The following NPU-N policies support the development pattern designation to Low Density Mixed Use:
 - N-2: Cabbagetown
 - Historic Preservation
 - Ensure development in Cabbagetown remains consistent with and supported by the guidelines established by the Cabbagetown Landmark Designation Regulation adopted by the Atlanta City Council as an ordinance entitled “20A - Cabbagetown Landmark District”, and in support of the principles of the Beloved Community. Support the Cabbagetown Landmark Historic District by maintaining buffers that reduce noise, light pollution, and heavy vehicle traffic from industrial or dense areas of the parcel, under any use. When possible, reopen historic alleyways to mitigate intra neighborhood congestion and to allow increased public access between community streets.
 - Affordable Housing & Development
 - Encourage affordable housing, housing stock diversity, live-work, age-in-place, and proactive traffic planning in all new developments. Support initiatives that reduce corporate-managed housing units (e.g. Airbnb’s, VRBOs, Minty Living, etc.) that limit housing opportunities for long-term primary residents to live in Cabbagetown. Encourage the continued development of vacant residential infill lots in Cabbagetown with structures compatible in scale and character with the existing fabric of the neighborhood. This includes the support for incremental density via buffer zones and housing diversity (e.g., accessory dwelling units or duplex conversion).

STAFF RECOMMENDATION: APPROVAL OF THE DEVELOPMENT PATTERN AMENDMENT FROM LDR (LOW DENSITY RESIDENTIAL) TO LDMU (LOW DENSITY MIXED USE) DEVELOPMENT PATTERN.

NPU Recommendation: NPU-N recommended to DENY this development pattern amendment at its May 28, 2026, meeting.

cc: Jessica Lavandier, Assistant Director



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ANDRE DICKENS
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MEMORANDUM

TO: Matt Westmorland, Chair, Community Development/Human Services Committee

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

SUBJECT: 26-O-1324/CDP-26-006 for 2514 Bellview Avenue, 2520 Bellview Avenue, 2526 Bellview Avenue, and 2532 Bellview Avenue NW

DATE: June 8, 2026

PROPOSAL: An Ordinance to amend the land use element of the 2025 Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at 2514, Bellview Avenue, 2520 Bellview Avenue, 2526 Bellview Avenue and 2532 Bellview Avenue NW from the LDR (Low Density Residential) development pattern designation to the MDR (Medium Density Residential) development pattern designation. This development pattern amendment is being done in conjunction with the rezoning of the parcel per Z-26-012 from MR-2 (Multifamily Residential) to MR-3 (Multifamily Residential) to allow for the construction of 4 townhomes.

FINDINGS OF FACT:

- **Property Location:** The properties fronts on the south side of Bellview Avenue NW and the west side of Woods Drive NW in Land Lot 208 of the 14th District, Fulton County, Georgia in the Center Hill Neighborhood of NPU-J, Council District 3.
- **Property Size and Physical Features:** The subject properties are regular shaped lots with approximately 45 feet of street frontage each, or 180 feet total, and 15,748 square feet (0.36 acres) of area. Topography on the parcels is relatively flat. The property is undeveloped, and there are mature trees on site along the rear.
- **Current/Past Use of Property:** The parcels are currently vacant. Staff is unaware of any other previous uses.
- **Surrounding Zoning/Land Uses:** Parcels to the north have a MLSF (Medium Lot Single Family) development pattern designation and are zoned R-4A (Single Family Residential). These parcels are either vacant or developed with single-family dwellings. Parcels to the east, south, and west have LDR (Low Density Residential) development pattern designation and are zoned MR-2 (Multifamily Residential). Parcels to the east and west are developed with single-family dwellings, while parcels to the south include a 4-unit townhome development.

- **Transportation System:** Bellview Avenue is a local street and has no sidewalks along either sides of the street. MARTA bus service #50 operates nearby along Donald Lee Hollowell Parkway. The nearest MARTA rail station is Bankhead, located 2 miles away.

CONCLUSIONS:

- **Compatibility with surrounding land uses:** The proposed MDR (Medium Density Residential) development pattern is compatible with the adjacent development patterns and the established character of the surrounding parcels. While the surrounding development pattern is LDR (Low Density Residential) and MLSF (Medium Lot Single Family), the proposed townhome development will be compatible with the surrounding character. South of the subject parcel is a townhome development. The proposed development will offer transitional density from the southern townhome development to the single-family homes along Bellview Avenue.
- **Effect on adjacent property and character of neighborhood:** The proposed MDR (Medium Density Residential) development pattern designation will have a positive effect on the character of the neighborhood. The existing character of the lot is vacant and undeveloped. There is no established character in this portion of the Center Hill neighborhood, as a quarter of the lots along Bellview Avenue are vacant and undeveloped. There is little to no consistent design character along Bellview Avenue and in the immediate area with houses varying in material, design, and setbacks.
- **Suitability of proposed land use:** The proposed MDR (Medium Density Residential) development pattern designation is suitable for the proposed site, consistent with the surrounding area. The site is currently vacant, making it an ideal candidate for redevelopment.
- **Consistency with City's land use policies:** The *2025 Atlanta Comprehensive Development Plan* (CDP) Development Pattern for this location is LDR (Low Density Residential). The proposed MDR (Medium Density Residential) development pattern is consistent with the CDP land use policies to:
 - 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.
 - 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.

The proposed land use amendment and accompanying rezoning does support the City's policy R 3 by adding diverse housing types to Atlanta's Westside. Staff is of the opinion that a townhome development is consistent with the City's land use policies.

- **Consistency with Adopted Small Area and Neighborhood Plans:** The property is identified as part of the “Center Hill Neighborhood District” activity node from the 2004 Donald Lee Hollowell Parkway Corridor Redevelopment Plan, where “this node presents a great opportunity to add higher-density residential uses to the corridor”. (pg.41) The site is currently underutilized and dilapidated. The 2019 District 3 Master Plan identifies this parcel to “*redevelop vacant and underutilized lots for housing and add missing middle housing in existing neighborhoods.*”
- **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, **2514 Bellview Avenue, 2520 Bellview Avenue, 2526 Bellview Avenue, and 2532 Bellview Avenue NW** is located within a Growth Area: Corridor. Corridor areas are described as follows:

“This is the center of Old Atlanta. It includes the city's densest, most traditional, adaptable and walkable districts. It has an easy capacity for growth, the best transit network and many of the top historic, cultural and academic assets in the region. It covers Downtown, Midtown, and a larger surrounding territory made primarily of commercial and industrial property. It also includes emerging districts like West Midtown, South Downtown, West End and Castleberry, where better design can solve shortcomings that today limit the capacity for growth”.

NPU Policies: The proposed Medium Density Residential (MDR) development pattern is incompatible with NPU G policy to:

- J-1 Preserve the culture and character of the neighborhoods of NPU-J, to include compatible design, visually similar building materials, height, setbacks, parking accommodations, and landscape; and encouraging infill development compatible with surrounding uses.
- J-2 Support medium-to-high density in residential areas with an emphasis on mixed incomes, except where otherwise indicated in adopted neighborhood-specific plans. They should be detached single family homes. Within the Corridors, multifamily, missing middle housing is encouraged.
- J-4 Support the implementation of researched-based plans that are consistent with the growth and priorities of the NPU-J neighborhoods, including D3 - Westside Revive Plan (2019), Donald L. Hollowell Parkway Redevelopment Plan (2004), Bankhead MARTA Station LCI Study (2006), and Simpson Road Corridor Redevelopment Plan Update (2006).
- J-14 Encourage new residential development to be consistent with existing character, scale, and design of the surrounding neighborhood.

STAFF RECOMMENDATION: APPROVAL OF THE AMENDMENT FROM THE LDR (LOW DENSITY RESIDENTIAL) TO MDR (MEDIUM DENSITY RESIDENTIAL) DEVELOPMENT PATTERN DESIGNATION.

NPU RECOMMENDATION: NPU J recommended APPROVAL of this development pattern amendment at its March 24, 2026, meeting.

cc: Jessica Lavandier, Assistant Director



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

MEMORANDUM

TO: Matt Westmoreland, Chair, Community Development/Human Services Committee

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

SUBJECT: **26-O-1151/CDP-26-07 for Woodland Avenue Annexation**

DATE: June 8, 2026

PROPOSAL: An Ordinance by Liliana Bakhtiari as substituted by Community Development/Human Services Committee to amend the land use element of the 2025 Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at **1150 Woodland Avenue, 1196 Woodland Avenue, 1198 Woodland Avenue, 1207 Woodland Avenue, 1217 Woodland Avenue and 1220 Woodland Avenue NE** to the MDR (Medium Density Residential) development pattern designation as a result of the petition to annex parcels into the corporate limits of the City of Atlanta from unincorporated DeKalb County and to facilitate its zoning to the MR-2 (Multifamily Residential) zoning district per Z-26-019.

FINDINGS OF FACT:

- **Property location:** The properties to be annexed are east of the City of Atlanta limits, with frontage on Woodland Avenue NE in unincorporated DeKalb County. The parcels are near the City of Atlanta's Lindridge/Martin Manor neighborhood in NPU-F, Council District 6.
- **Property size and physical features:** The subject properties comprise six (6) parcels. All properties proposed for annexation have frontages on Woodland Avenue NE. There are several two-story multifamily residential dwellings. There are numerous mature trees and shrubs with topography falling and rising away from Woodland Avenue NE.
- **Current/past use of property:** The parcels are developed with multifamily residential uses. Staff is unaware of any previous uses of the site.
- **Surrounding zoning/land uses:** The parcels within the annexation area have a Suburban Character Area designation within DeKalb County's 2050 Comprehensive Plan. This plan outlines Character Areas and land uses for the unincorporated area of the County. The Character Area designations provide high-level guidance on development character for the County; each Character Area also has its own sub-principles that guide land use decisions within the character area's boundaries.

In DeKalb County, the Character Areas of the parcels subject to this annexation have a Suburban Character Areas.

The City of Atlanta's Comprehensive Development Plan includes development pattern designations for each parcel in the City of Atlanta. When parcels are annexed into the City of Atlanta, the proposed development pattern and zoning district for each parcel are established substantially similar with the Character Area and zoning designations in DeKalb County.

In addition, when parcels are annexed into the City of Atlanta, the development pattern map designations are compatible with the recommended zoning classifications. The Atlanta City Council ensures that the development pattern designation for each parcel aligns with its corresponding zoning district. The Comprehensive Development Plan also features a zoning compatibility table that outlines the zoning districts compatible with each development pattern designation. In this annexation case, the recommended development pattern is consistent with the recommended zoning district. Furthermore, the City of Atlanta's zoning districts are compatible with the zoning designation from DeKalb County for these parcels.

The parcels located to the north, south, and east of the annexation area are in unincorporated DeKalb County fall within the SUB (Suburban Character Area) as designated by the DeKalb County 2050 Comprehensive Land Use Plan and are zoned MR-2 (Medium Density Residential). The parcels to the west are in the City of Atlanta and have a MDR (Medium Density Residential) development pattern designation within the City of Atlanta 2025 Comprehensive Development Plan. The parcels to the west are in the City of Atlanta and zoned RG-3 (Residential General Sector 3) are designated with a MDR (Medium Density Residential) development pattern within the City of Atlanta 2025 Comprehensive Development Plan.

- **Transportation system:** Woodland Avenue is classified as a local street. It intersects with Lenox Road, which is classified as a collector street and Cheshire Bridge Road, which is classified as an arterial in the City of Atlanta. MARTA bus #15 operates along Lavista Road/Lindbergh Drive, located to the north of Woodland Avenue NE.

CONCLUSIONS:

- **Compatibility with surrounding land uses:** The proposed MDR (Medium Density Residential) Development Pattern aligns with the current development pattern of the neighborhood, the Suburban Character Area Designation, and the underlying zoning in unincorporated DeKalb County.
- **Effect on adjacent property and character of neighborhood:** The proposed development pattern designation of MDR (Medium Density Residential) will not have an adverse effect on the character of adjacent properties or the surrounding neighborhoods. This proposed development pattern designation is consistent with the development pattern in this section of the neighborhood and block face. This proposed development pattern is substantially similar to the current character Areas/land use designations in unincorporated DeKalb County.
- **Suitability of proposed land use:** The development pattern designation of MDR (Medium Density Residential) reflects the current use and underlying zoning of the parcels and are appropriate for these parcels.

- **Consistency with City’s land use policies:** The annexation area aligns with the MDR (Medium Density Residential) policies, and the city-wide policies outlined in the 2025 Comprehensive Development Plan. Some of these policies are listed below:
 - Medium Density Residential:
 - Medium Density Residential is characterized by buildings with up to five stories of residential use, with some ground story non-residential uses. Buildings can be attached or detached, are typically very close to the street, and are oriented to pedestrians. Streets are gridded and walkable. Most of the Development Pattern’s moderate tree canopy is found along streets, but can also be found in its parks and on private residential lots. Medium Density Residential areas are usually located close to high activity areas. Collectively, these features create areas that are walkable and usually well-served by transit.
 - City-Wide Policies:
 - 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.

- **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, the **1150 Woodland Avenue, 1196 Woodland Avenue, 1198 Woodland Avenue, 1207 Woodland Avenue, 1217 Woodland Avenue and 1220 Woodland Avenue NE** are adjacent to a Corridor Area and is consistent with this description:

“These are 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”.

- **Consistency with NPU policies:** The proposed development pattern designation for MDR (Medium Density Residential) is in line with NPU-F policies and is considered compatible. The following NPU-F policies are relevant to this land use amendment:
 - F-3 Evaluate proposals, especially those along the Monroe Drive corridor, for land use changes and rezoning amendments in light of their overall impacts on the quality of life, transit, density, and compatibility with neighborhood, NPU, and city plans and goals, including those referenced in F-1.

- Support alternatives and approaches that decrease parking requirements.
- Discourage further strip development. Encourage consolidation and redevelopment of existing strip retail centers to be compatible with adjacent neighborhoods using neighborhood commercial zoning principles.
- Oppose zoning and retail creep from existing commercial districts into adjacent residential areas.

STAFF RECOMMENDATION: APPROVAL OF THE MDR (MEDIUM DENSITY RESIDENTIAL) DEVELOPMENT PATTERN DESIGNATION

NPU RECOMMENDATION: NPU-F recommended APPROVAL of this development pattern amendment at its March 18, 2026, meeting.

cc: Jessica Lavandier, Assistant Director



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COMMISSIONER

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

MEMORANDUM

TO: Matt Westmoreland, Chair, Community Development/Human Services Committee
FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*
SUBJECT: 26-O-1227/CDP-26-008 for Peachtree Park Neighborhood Plan
DATE: June 8, 2026

PROPOSAL: An Ordinance to adopt the Peachtree Park Neighborhood Plan (“Plan”), and to amend the 2025 Atlanta Comprehensive Development Plan (“Plan A”) by incorporating the Plan by reference.

FINDINGS OF FACT

Plan Area and Purpose

Peachtree Park is a mostly single-family neighborhood in Atlanta’s Buckhead area. It is known for its quiet streets, historic homes, trees, and an actively engaged community. The neighborhood is bordered by Piedmont Road to the west, Peachtree Road to the north, GA 400 to the east, and the rail line near Miami Circle to the south. The neighborhood is in City Council District 7 in Neighborhood Planning Unit B (NPU-B).

Peachtree Park is a historic Buckhead neighborhood located next to the Buckhead Village District and the Buckhead business district, both of which have seen significant development in recent years. As the area expands, residents encounter new challenges to their quality of life. In response, local leaders developed this neighborhood plan to address these changes and guide future growth. The Peachtree Park Neighborhood Plan covers the following four topics:

1. Transportation
2. Urban Design
3. Greenspace
4. Community Character

Community Involvement

The Plan report is available on the Peachtree Park Civic Association’s website: www.peachtreeparkatl.org. The Peachtree Park Neighborhood Plan officially kicked off the summer of 2025, with Peachtree Park Civic Association hiring Canvas Planning Group as the lead consultant with urban design support from TSW. A Neighborhood Plan Advisory Committee, consisting of staff from the Department of City Planning and neighborhood representatives, was created to guide the work. The Advisory Committee met consistently from August 2025 to February

2026 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 planning process featured various engagement opportunities for Peachtree Park 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 - Community Forums. The first forum was a kickoff meeting on September 25, 2025, held at the InterContinental Hotel in Buckhead on the northern edge of Peachtree Park. Approximately 30 people attended the meeting, where they shared concerns and priorities for the Plan by writing on posters displayed throughout the room. The second forum was also at the InterContinental Hotel on November 20, 2025. At this meeting, initial recommendations were presented, and approximately 30 attendees provided feedback and comments.
- Online Survey: Each Community Forum was supported by an online survey with opportunities for community members to participate, which mirrored the in-person engagement opportunities. Each online survey opportunity was posted on the Peachtree Park Civic Association website and made available for comment for approximately 3 weeks per posting. For example, about 50 survey responses were received in September and October, which informed the plan recommendations.

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, commercial property owners and developers, and Buckhead civic organizations. The neighborhood voted to support the plan at their April 2026 meeting, and NPU-B in May.

Vision and Goals

A set of five **planning principles** guided community conversations during the entire planning process.

1. Retain the single-family neighborhood uses and character of Peachtree Park.
2. Encourage neighborhood-friendly businesses on Peachtree and Piedmont Roads – in both existing and future buildings.
3. Provide safe conditions for pedestrians/cyclists both internally and externally to the neighborhood.
4. Enhance greenspaces within the neighborhood.
5. Encourage efficient and safe intersections along Piedmont Road.

These principles eventually became the Plan's **vision and goals**.

- Peachtree Park will be preserved and strengthened as a stable, single-family residential neighborhood in the thriving urban core of Buckhead.
- The neighborhood will actively protect its residential character, scale, and development pattern while supporting compatible, neighborhood-serving commercial uses along Peachtree Road and Piedmont Road within existing and future buildings.

- The neighborhood will prioritize pedestrian and bicycle safety through traffic calming and improved pedestrian infrastructure along the neighborhood edges.
- In coordination with implementing partners, Peachtree Park will advocate for safer and more efficient intersections along Piedmont Road to reduce conflicts, improve traffic operations, and enhance overall safety for residents and visitors.
- Greenspace enhancements and tree canopy preservation will be advanced to reinforce environmental quality and neighborhood identity.
- The neighborhood will continue to be a welcoming and supportive community for all ages and stages of life.

Key Recommendations, Concepts, and Policies

The Plan’s recommendations are organized into themes based on the neighborhood vision and goals, and community input.

Implementation Recommendations

- I 1: Establish a Peachtree Park Neighborhood Plan Implementation Committee.
- I 2: Finalize a 24-month neighborhood plan list of recommendations that are proposed to be completed within the first 24 months.

Transportation Recommendations

- T 1 to T 5: Piedmont Corridor pedestrian and bike infrastructure improvements, overall safety improvements, especially at key intersections, and streetscape and curb enhancements. Urban Design Recommendations.
- T6: Neighborhood traffic calming on residential/local streets.
- T7 to T9: Piedmont and Darlington improvements.

Urban Design Recommendations

- UD1 to UD7: Piedmont redevelopment uses, street level design, upper floor design, and low density residential uses.
- UD 8: Recommendations to guide future redevelopment of the lots on Piedmont Road between East Paces Ferry Road and Martina Drive in the SPI-9 Subarea 2 Buckhead Village Zoning District.

Greenspace Recommendations

- GS 1 to GS2: PATH400 Greenspace and Bynum Bridge.
- GS 3: Park Circle and Arc Way Pocket Park
- GS 4: Piedmont Road signature greenspace in future redevelopment between East Paces Ferry Road and Martina Drive.

Community Character Recommendations

- CC 1 to CC 10: Neighborhood improvements such as expanding the BUC rideshare services, property cleanups, invasive species removal, and street lighting.
- CC 11 to CC 20: Additional neighborhood improvements mapped in specific areas, including sidewalk repair, intersection improvements on residential streets, street resurfacing, and tree trimming in the public right-of-way.

Each theme aligns with the Plan’s overarching vision and goals. The Plan includes specifics for each recommendation. For transportation, several concepts for streetscape improvements, intersection designs, and more are included. The Plan also includes a site concept for the lots on Piedmont Road between East Paces Ferry Road and Martina Drive.

Partnerships and Implementation Strategy

The Peachtree Park Civic Association in the planning document lists key partners for each of the short-term (0-2 years), long-term (2-10 years), 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.

The Peachtree Park Civic Association will immediately begin convening an Implementation Committee to finalize a 24-month action plan.

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

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

The Plan supports the current designations of Development Patterns and Zoning Districts.

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.

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

- Atlanta City Design (2017)
- Peachtree Park Nature Trail and Community Garden Plan (2017)
- PATH400 plan (2017)
- Piedmont Area Transportation Study (2008)

Consistency with Atlanta City Design

Atlanta City Design outlines Atlanta's vision, emphasizing five core values: Equity, Progress, Ambition, Access, and Nature. The vision introduces a development framework that focuses on 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.

Peachtree Park is designated as an *Urban - Conservation Area*, with the Peachtree and Piedmont corridors designated as *Cluster or Corridor - Growth Areas*. The Peachtree Park Neighborhood Plan recommendations 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 out beyond the core of the city.
- *Cluster Growth Areas* are the historically suburban commercial districts of New Atlanta that are becoming increasingly urban. They are outlying concentrations of housing, work spaces, hospitals, and shopping that were developed at the confluence of major thoroughfares, highways, and transit. Buckhead is one of the largest and most established Clusters.

RECOMMENDATIONS

- **STAFF RECOMMENDATION: APPROVAL of the Peachtree Park Neighborhood Plan and to AMEND the 2025 Plan A—Atlanta’s Comprehensive Development Plan by incorporating the Plan by reference.**
- **NPU Recommendations: NPU-B** recommended **APPROVAL** of the Plan at their May 5, 2026, monthly meeting.

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



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MEMORANDUM

TO: Matt Westmoreland, Chair, Community Development/Human Services Committee
FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*
SUBJECT: 26-O-1230/CDP-26-009 for Edgewood Neighborhood Plan
DATE: June 8, 2026

PROPOSAL: An Ordinance to adopt the Edgewood Neighborhood Plan (“Plan”), and to amend the 2025 Atlanta Comprehensive Development Plan (“Plan A”) by incorporating the Plan by reference.

FINDINGS OF FACT

Plan Area and Purpose

Edgewood is a historic neighborhood on Atlanta’s eastside. The neighborhood boundaries are defined as the east-west MARTA rail line to the north, Moreland Avenue to the west, Interstate-20 to the south, and the Kirkwood neighborhood to the east. It sits in City Council District 5 and Neighborhood Planning Unit O (NPU-O).

This Edgewood Neighborhood Plan builds on the 2009 neighborhood plan. Organized Neighbors of Edgewood (ONE) and residents came together to lead the update in response to ongoing development pressures and neighborhood changes. The updated plan does not replace the 2009 plan, but it provides a refreshed vision and goals, along with new recommendations to guide growth over the next 5 to 10+ years. Recommendations cover a range of topics important to the community, including: transportation, affordability, historic and cultural assets, and sustainability.

Community Involvement

The Plan report is available on ONE’s website: www.edgewoodatl.org. The Edgewood Neighborhood Plan officially kicked off the summer of 2024, with ONE using a Community Impact Grant from the Department of City Planning to conduct a neighborhood-wide survey. Participants were 362 households, about 11% of Edgewood households across the neighborhood. In May 2025, using survey input, the neighborhood began convening a community advisory committee and a technical advisory committee to update the 2009 plan. The Department of City Planning and other City Departments and implementing partners, such as MARTA, joined the advisory committees. In the fall of 2025, ONE led neighborhood mapping activities and several in-person engagement sessions to collect additional community feedback. Over 60 people attended one or more of the five in-person community meetings. In January and February, the public had a

chance to review and comment on the draft plan. The Edgewood neighborhood voted to support the plan at their February 2026 meeting, followed by NPU-O in April.

Vision and Goals

The **vision** for the plan is to “guide Edgewood’s growth over the next 5 to 10 years in a way that is inclusive, resilient, walkable, and affordable, while preserving the neighborhood’s historic character, cultural identity, and strong sense of community.”

There is a set of five **goals** supporting that vision.

1. Promote Housing Stability and Affordability

Preserve existing affordable housing, expand deeply affordable and workforce housing options, explore long-term affordability tools such as community land trusts, and ensure new development delivers meaningful and lasting community benefits.

2. Support Safe, Connected, and Accessible Mobility

Improve pedestrian, bicycle, and transit infrastructure by completing missing sidewalks, enhancing accessibility in compliance with ADA (the Americans with Disabilities Act), calming traffic, improving lighting and wayfinding, and strengthening trail and transit connections throughout the neighborhood.

3. Protect and Enhance Natural Systems and Greenspace

Restore and protect Sugar Creek and other ecological assets, preserve tree canopy, limit impervious surfaces, expand parks and community greenspaces, and advance climate resilience and flood mitigation strategies.

4. Preserve and Celebrate History and Culture

Protect remaining historic landmarks, commemorate lost sites, and elevate Edgewood's layered history through adaptive reuse, public art, markers, and walking tours, with a focus on community-serving uses of historic spaces.

5. Strengthen the Local Economy, Community Life, and Neighborhood Resilience

Support neighborhood-scale commercial districts and locally owned businesses; expand accessible community spaces, programming, and health, wellness, and youth-serving facilities; and invest in community-based resiliency efforts such as mutual aid, emergency preparedness, and neighbor-to-neighbor support. These ideas can be implemented through strong partnerships and collective action to ensure inclusive, sustainable growth that honors Edgewood's history and serves current and future residents.

Key Recommendations, Concepts, and Policies

The Plan recommends over 50 action items organized into themes based on the neighborhood vision and goals, and community input. Below are a few highlights from these action items.

Housing

Preserving existing affordable housing and expanding deeply affordable and workforce housing, especially in areas of the neighborhood that are well served by transit, is a key priority for the plan.

Transportation

Recommendations focused on closing key connectivity gaps, ensuring safe daily travel, and improving access to parks, schools, and trails. It also focused on the MARTA NextGen bus network redesign and on ways to ensure the neighborhood is still served by transit.

Natural Systems

Recommendations ranged from restoring Sugar Creek to protecting the tree canopy and improving park and green spaces.

Historic and Cultural Assets

Actions to protect and promote neighborhood historic and cultural assets include creating tours, installing digital kiosks, and identifying and commemorating the remaining places that contribute to the neighborhood's history and uniqueness.

Neighborhood Resilience

Actions range from strengthening the neighborhood's commercial nodes to establishing a more structured communications system with Atlanta Public Schools, creating a community resilience hub, and improving public safety via Block Captain Initiatives.

For recommendations at the Whitefoord neighborhood commercial district and the Walk Park entrance, the Department of City Planning worked with planning participants to prepare site diagrams and street-level perspectives that detail key ideas for the areas.

Partnerships and Implementation Strategy

Plan recommendations are organized in a summary table with short-term (1-2 years), medium-term (3-5 years), and long-term (10-15 years) actions. For each activity, ONE identified leads and support partners. There are also ongoing activities and activities identified in a 100-day initial implementation strategy to "keep the momentum" after plan adoption. ONE is also working closely with the Atlanta Department of Transportation (and Georgia DOT) to prioritize the 29 transportation recommendations, which range from pedestrian safety improvements to intersection improvements and trail connections.

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

The Organized Neighbors of Edgewood worked closely with Atlanta's Department of City Planning and Department of Transportation during the entire planning process.

The Plan supports the current designations of Development Patterns and Zoning Districts.

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.

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

- Trails ATL (2025)

- MARTA’s NextGen Bus Network (2025)
- Climate Resilient ATL (2025)
- Atlanta City Design (2017)
- Intrenchment and Sugar Creeks Watershed Improvement Plan (2017)
- Edgewood Redevelopment Plan (2009)
- Adjacent neighborhood plans (for example, 2013 Candler Park Master Plan, 2000 East Atlanta Village Study, and 2000 Reynoldstown Neighborhood Master Plan)

Consistency with Atlanta City Design

Atlanta City Design outlines Atlanta's vision, emphasizing five core values: Equity, Progress, Ambition, Access, and Nature. The vision introduces a development framework that focuses on 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.

Edgewood is designated as an *Urban - Conservation Area*, with the Moreland and DeKalb corridors designated as *Corridor - Growth Area*. The Edgewood Neighborhood Plan recommendations 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 out beyond the core of the city.

RECOMMENDATIONS

- **STAFF RECOMMENDATION:** **APPROVAL** of the **Edgewood Neighborhood Plan** and to **AMEND** the **2025 *Plan A—Atlanta’s Comprehensive Development Plan*** by incorporating the Plan by reference.
- **NPU Recommendations:** **NPU-O** recommended **APPROVAL** of the plan at their April 28, 2026, regular monthly meeting.

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



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: Matt Westmoreland, Chair, Community Development/Human Services Committee
FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*
SUBJECT: **26-O-1231/CDP-26-010 for Collier Road Multimodal Study**
DATE: June 8, 2026

PROPOSAL: An Ordinance to adopt the Collier Road Multimodal 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

The purpose of the Collier Road Multimodal Study is to assess existing transportation, land use, and infrastructure to identify improvements along Collier Road. The study area is Collier Road NW from Chattahoochee Ave NW to Northside Dr NW. This study builds upon the research and goals outlined in the Upper Westside Improvement District Master Plan (2021) which include:

- Sustainably building on the unique strengths of the Upper Westside.
- Providing safe connections to surrounding neighborhoods.
- Strengthening roadway and trail network to improve multi-modal transportation connectivity.
- Creating lively, welcoming, and accessible public open spaces.
- Creating a livable, safe, and sustainable environment.

The study area is in City Council Districts 8 and 9 and Neighborhood Planning Units C and D (NPU-C and NPU-D).

Community Involvement

The Collier Road Multimodal Study kicked off in June 2024, led by the Upper Westside Community Improvement District (UWCID) in partnership with Pond & Company, and funded and supported by the Atlanta Regional Commission (ARC). The Study report is available for review on the Collier Road Multimodal Study website: www.planningatpond.com/colliermultimodal.

In October 2024, UWCID hosted the Westside Stride neighborhood festival, where community members were invited to provide input on areas of concern, pedestrian access and safety, bicycle

and transit connectivity, and vehicle traffic. This feedback was gathered through interactive and creative engagement activities. Additional opportunities for community engagement during the planning process included a four-day pop-up in March 2025, a pop-up for bilingual residents in August 2025, several stakeholder interviews, and an online survey distributed through neighborhood associations, social media, and mailers.

Vision and Goals

The **vision** for Collier Road as described in this Study is “a corridor that feels safer, more connected, and more inviting.”

Community members who participated in the Study “want to see the corridor’s history and character reflected through public art and design—celebrating its neighborhood identity while improving comfort and safety.” Ultimately, participants expressed the shared **goal** of “transforming Collier Road from a cut-through street to a connected, welcoming destination.”

Key Recommendations, Concepts, and Policies

The Upper Westside CID organized key recommendations into six themes.

Preferred Corridor Design

- Implement the south-side shared use path as the preferred alternative, providing a continuous, comfortable facility for walking and biking while maintaining Collier Road’s role as a regional connector.
- Deliver approximately 1.7 miles of new shared use path and 0.6 miles of new sidewalk, filling critical gaps in the pedestrian network.

Safer Crossings and Intersections

- Construct a roundabout at Hills Place to improve safety, reduce delay, and better accommodate large vehicles.
- Add three new mid-block crossings with Pedestrian Hybrid Beacons (PHBs) to close long gaps between signalized crossings.
- Upgrade key intersections (Chattahoochee Ave, Defoor Ave, Emery St) with improved crosswalks, signals, and geometry to support safer multimodal movement.

Multimodal Connectivity

- Strengthen connections to regional trails, including the Silver Comet Connector, Woodall Creek Trail, and future Beltline access.
- Implement a Neighborhood Greenway on Ellsworth Drive and Norfleet Street to improve north–south access between Collier Road, Ellsworth Park, Bitsy Grant Tennis Center, and the Beltline.

Green Infrastructure

- Integrate bioswales, rain gardens, and expanded tree cover at curb extensions and other opportunity sites to manage stormwater, reduce flooding, and enhance the streetscape.

Placemaking and Identity

- Advance placemaking at key catalyst sites (e.g., Hills Place roundabout, I-75 underpass, railroad underpass, Ellsworth Park, Collier Center site) through public art, lighting, wayfinding, and seating.
- Use placemaking to reflect neighborhood history, improve comfort, and reinforce Collier Road as a welcoming destination—not just a cut-through.

Implementation Strategy

- Pursue a phased implementation approach, allowing corridor segments, crossings, and intersections to advance as standalone projects.
- Coordinate closely with the City of Atlanta, PATH Foundation, ARC, and community partners to align funding, design, and construction.
- Pair long-term capital investments with short-term actions, such as public art, bike racks, and policy coordination, to deliver early wins while advancing full corridor buildout.

The Study includes several appendices expanding on the main recommendations.

Appendix A – Assessment detailing existing conditions along the corridor.

Appendix B – Alternative analysis of various key recommendations for the corridor.

Appendices C and D – 30% design concepts for mid-block crossings, intersection improvements, and streetscape enhancements. The 30% design concept report was reviewed and commented on by the Atlanta Department of Transportation.

Appendix E – Placemaking strategy to identify potential locations and types of placemaking strategies along the corridor.

Partnerships and Implementation Strategy

The Study recommendations are organized in a summary table with short-term (0-2 years), medium-term (3-4 years), and long-term (5-8 years) actions. For each activity, the UWCID identified leads and support partners and potential funding sources.

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

The Upper Westside CID worked closely with Atlanta’s Department of City Planning and Department of Transportation during the entire planning process.

The Study supports the current designations of Development Patterns and Zoning Districts.

Some Study recommendations will require adjustment based on the outcomes of ongoing City processes, such as *ATL Zoning 2.0* and the *Comprehensive Transportation Plan* update.

The study team conducted reviews of previous planning initiatives, including the following:

- Woodall Trail Plan (2022)
- Upper Westside Improvement District Masterplan (2021)
- Howell Mill Bike/Ped Study (2019)
- Collier Village Blueprint (2013)

Additional analysis included crash data, anticipated impact of planned developments on traffic and public right-of-way, and documentation of future land use and zoning. Projects identified during a multimodal traffic study conducted prior to this study also informed recommendations.

Consistency with Atlanta City Design

Atlanta City Design outlines Atlanta's vision, emphasizing five core values: Equity, Progress, Ambition, Access, and Nature. The vision introduces a development framework that focuses on 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.

The study area traverses areas designated as *Urban, Suburban, and Production - Conservation Areas*, with the area closest to Howell Mill Road designated as *Corridor - Growth Area*. The Study's recommendations 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.
- *Suburban Conservation Areas* are the peaceful post-war subdivisions designed by the speed and easy distance of automobiles. Many lack sidewalks and 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.
- *Production Conservation Areas* are areas that the city has an interest in protecting from change. Primarily, they consist of strategic industrial land and railyards where intermodal transfer facilities, warehousing and key production facilities are needed close to the city center.
- *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 out beyond the core of the city.

RECOMMENDATIONS

- **STAFF RECOMMENDATION:** **APPROVAL** of the **Collier Road Multimodal Study** and to **AMEND** the **2025 Plan A—Atlanta’s Comprehensive Development Plan** by incorporating the Study by reference.
- **NPU Recommendations:** **NPU-D** recommended **APPROVAL** of the Plan at their April 28, 2026, regular monthly meeting. **NPU-C** recommended **APPROVAL** of the Study at their May 5, 2026, regular monthly meeting.

cc: Doug Young, Director, Office of Design
Jessica Lavandier, 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: Matt Westmoreland, Chair, Community Development/Human Services Committee
FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*
SUBJECT: 26-O-1228/CDP-26-011 for Beltline Subarea 8 Master Plan Update
DATE: June 8, 2026

PROPOSAL: An Ordinance to adopt the Beltline Subarea 8 Master Plan Update (“Plan”), and to amend the 2025 Atlanta Comprehensive Development Plan (“Plan A”) by incorporating the Plan by reference.

FINDINGS OF FACT

Plan Area and Purpose

The Beltline Planning area is organized into 10 subareas, bringing together neighborhoods with their own distinct character and sense of place. Each subarea presents a unique opportunity for contributing to the economic health, quality of life, and character of the communities adjoining the Beltline.

The Atlanta Beltline Subarea 8 planning boundary spans the Atlanta Beltline corridor where it crosses the rail lines at Marietta Boulevard on the south and heads northwest underneath I-75 following the CSX underpass. The neighborhoods within Subarea 8 include Underwood Hills, Hills Park, Blandtown, Berkeley Park, Marietta Street Artery, and Loring Heights. Neighborhood Planning Units D and E, and portions of Council Districts 3 and 9 are within the subarea.

The original Master Plan for Subarea 8 was adopted by the City in March 2012. The original Subarea Master Plans were created over 10 years ago, and master plans are subject to periodic review to reflect changing local conditions, refined neighborhood visions, demographic shifts, city policies, and new best practices in planning.

This update accomplishes the following:

- Serve as a policy tool to help guide future growth and development for vibrant, livable mixed-use communities by applying recommendations for future land uses focused on transit-oriented development, transportation and mobility recommendations, affordable housing and commercial affordability, and green space.

- Assist policymakers and community stakeholders in making decisions about how growth and development occur and to serve as a guide for future Comprehensive Development Plan amendments, proposed rezonings, etc.
- Implement the Atlanta Beltline Redevelopment Plan goals in the context of each unique geographic area.

Community Involvement

The Plan report is available on Beltline’s website: <https://beltline.org/learn/progress-planning/subarea-master-plan>.

Beltline updated the Plan through a public engagement process that included a series of meetings to gather community input. There were five (5) Study Group Public virtual meetings held on February 24, 2025; May 5, 2025; August 11, 2025; October 30, 2025; and February 12, 2026. Additionally, a pop-up workshop in a storefront space in the subarea was held between May 5 and May 10, 2025. Neighborhood pop-up events were also held in May 2025 at the Loring Heights Park and in June 2025 in Blandtown along Huff Rd. Additional feedback was obtained using the Social Pinpoint online platform, a public engagement website that included a brief community demographics survey, an interactive mapping exercise, and a survey soliciting feedback on proposed revisions to the Master Plan goals. Stakeholder committee meetings, attended by the Department of City Planning and other City departments and agency partners, were held to gather additional insight and feedback.

Vision and Goals

All the Beltline subarea master plans serve as a shared **vision** between the neighborhoods adjacent to the Beltline. The plans guide land use, transportation, open space, urban design, housing, and more, creating a blueprint for sustainable growth throughout the Beltline’s planning area. Because **goals** vary from neighborhood to neighborhood, they include subarea- and site-specific recommendations and policies that are important to local stakeholders. The subarea master plans have been incorporated into the City of Atlanta’s Comprehensive Development Plan (CDP) since 2010 and are used to guide CDP amendments.

For the Subarea 8 update, participants established **planning principles** based on the 2012 plan, which evolved with community input into the updated plan’s **goals**.

Land Use and Design

- Reconnect, transforming industrial areas to nearby assets.
- Base character and scale of redevelopment on urban context, accessibility, and neighborhood adjacency.
- Promote a diversity of employment options through new light industrial and other job-generating activities.
- Promote development densities sufficient to support future transit.
- Support redevelopment that balances future transit needs and in targeted areas of change.

Transportation and Mobility

- Increase east-west connectivity.
- Structure redevelopment to promote connectivity.

- Maximize connectivity to the Beltline Trail and future transit from surrounding neighborhoods.
- Transform roadway elements that are in physical decline. Implement traffic calming on busy neighborhood streets.
- Minimize, to the extent possible, the obstructive impacts of truck traffic in residential areas.

Parks and Green Space

- Maximize accessibility to parks, trails, and open space.
- Provide adequate and improved open space through new plazas, parks, and greenways.
- Capitalize on unique open space opportunities.
- Protect the history, character, scale, and intimacy of residential neighborhoods.

Key Recommendations, Concepts, and Policies

The Plan recommends several actions and policies organized by focus areas and by themes. Below are a few highlights of these items.

Northside Drive at CSX Proposed Transit Station

Several parcels on the west side of Northside Drive have a future development pattern of High Density Mixed Use, allowing for higher density zoning, which can allow for a change from the current zoned properties of Industrial to a more mixed-use oriented zoning (Mixed Residential Commercial – MRC), which can support a diversity in housing types and commercial uses. Balancing increased density with transportation and mobility options will be essential in this area. It should be noted that the land use/development pattern determines the intensity of development on the site, and the underlying zoning districts provide the development controls for the site, including the height, setbacks of the buildings, etc.

Howell Mill Rd at CSX Howell Yard Proposed Transit Station

The Plan promotes the transition of existing single-story strip retail properties along Howell Mill Road, north of the Beltline, which are currently zoned for mixed use, into denser, pedestrian-oriented development. Additionally, the update suggests converting currently industrial zoned properties north of Huff Rd and east of Boyd Ave to Industrial Mixed Use (I-MIX) to support and promote industrial-flex, allowing for more affordable workspaces. The update supports future density increases in the area west of Boyd Ave to encourage more mixed use development.

Marietta Boulevard North Proposed Transit Station

The update supports a future rezoning of several Industrial sites south of Huff Rd near Marietta Boulevard to be I-MIX (Industrial Mixed Use) district. This will allow for the retention of employment opportunities while providing greater flexibility in how spaces can be used. Additionally, proposed rezoning from Industrial to MRC (Mixed Residential Commercial) in the area south of Elain Avenue and north of Huff Road, and west of Ellsworth Industrial Boulevard, to promote the desire for higher density adjacent to the Beltline trail and proposed transit.

Marietta Street Artery at Northside Dr

The Plan supports the growing mixed-use district by rezoning the remaining I-1 (Light Industrial) and I-2 (Heavy Industrial) properties to MRC-3 (Mixed Residential Commercial) at the Marietta

Street Artery Overlay between Northside Drive NW and the western subarea boundary south of 14th Street NW.

Transportation and Mobility

The Subarea 8 Master Plan update recommends streetscape, bicycle, and intersection improvements. Three future transit stations, combined with future transit and a robust trail network, support a transportation system that ensures people of all ages and abilities can navigate the built environment.

Economic Development

The update focuses on land acquisition as it relates to deeper affordability, long-term commitments, smaller-scale mixed-income projects, and live/ work housing. The Plan also recommends coordinating with the City of Atlanta to expand inclusionary zoning set-aside requirements to promote affordability in the subarea. It proposes preventing erosion of the area’s commercial diversity and long-term economic stability by implementing increased commercial affordability policies and best practices.

Open Space/Natural Resources

The Plan recommends using excess right-of-way for pocket parks and small open spaces. It also proposes to create open-space corridors that follow natural features. It supports making the Hemphill Water Treatment Plan publicly accessible for recreational purposes. The update also supports a Trabert Avenue greenspace. Together, the Plan addresses open-space deficiencies in the Subarea through future zoning changes and redevelopment.

Partnerships and Implementation Strategy

Plan recommendations are organized in the “Subarea of the Future” section, organized by the above themes. The section details partnerships and implementation considerations over the next 5 to 10 plus years. Various maps and concept illustrations accompany key recommendations.

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

The Beltline team worked closely with Atlanta’s Department of City Planning and Department of Transportation during the entire planning process.

The Plan supports the current designations of Development Patterns and Zoning Districts, though there are specific recommendations to guide future applications to change designations.

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.

During the planning process, the Beltline team documented over a dozen adopted plans and studies and their consistency with the Plan’s vision, goals, and recommendations. Below are a few listed.

- Trails ATL (2025)
- Freight ATL Northwest (2023)
- Upper Westside Community Improvement
- District Master Plan (2021)
- Northside Drive Corridor Study (2020)
- Atlanta’s Transportation Plan (2018)

- Atlanta City Design (2017)
- Loring Heights Neighborhood Master Plan (2012)
- Various Beltline Studies (2013-2026)

Consistency with Atlanta City Design

Atlanta City Design outlines Atlanta's vision, emphasizing five core values: Equity, Progress, Ambition, Access, and Nature. The vision introduces a development framework that focuses on 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.

The Beltline Subarea 8 has portions designated as *Urban* or *Production - Conservation Areas* and *Core* or *Corridor - Growth Area*. The Edgewood Neighborhood Plan recommendations 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.
- *Production Conservation Areas* are areas that the city has an interest in protecting from change. Primarily, they consist of strategic industrial land and railyards where intermodal transfer facilities, warehousing and key production facilities are needed close to the city center.
- *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.
- *Core Growth Areas* are in the center of Old Atlanta. The areas include the city's densest, most traditional, adaptable, and walkable districts. They have an easy capacity for growth, the best transit network and many of the top historic, cultural and academic assets in the region. The designations cover Downtown, Midtown, and a larger surrounding territory made primarily of commercial and industrial property. In Subarea 8, the emerging district of West Midtown is part of the Core Growth Area, where better design can solve shortcomings that today limit the capacity for growth.
- *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 out beyond the core of the city.

RECOMMENDATIONS

- **STAFF RECOMMENDATION: APPROVAL of the Beltline Subarea 8 Master Plan Update and to AMEND the 2025 *Plan A—Atlanta’s Comprehensive Development Plan* by incorporating the Plan by reference.**
- **NPU Recommendations:** NPU-D recommended **APPROVAL** of the Plan at their April 28, 2026, regular monthly meeting. NPU-E recommended **APPROVAL conditional** of the Plan at their May 5, 2026, regular monthly meeting. The Beltline team made the revisions based on NPU-E’s conditions.

cc: Doug Young, Director, Office of Design
Jessica Lavandier, 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: Matt Westmorland, Chair, Community Development/Human Services Committee
FROM: Keyetta M. Holmes, AICP, Director, Office of Zoning and Development *KMH*
SUBJECT: 26-O-1325/CDP-26-012 for 963 Allene Avenue SW
DATE: June 8, 2026

PROPOSAL: An Ordinance to amend the land use element of the 2025 Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at **963 Allene Avenue SW** from the MLSF (Medium Lot Single Family) development pattern designation to the LDR (Low Density Residential) development pattern designation. This land use amendment will facilitate the rezoning of the parcel per Z-26-23 to allow for a duplex in the existing residential building.

FINDINGS OF FACT:

- **Property Location:** The property fronts on the west side of Allene Avenue SW and the north side of Elbert Street SW. The property is in Land Lot 106 of the 14th District, Fulton County, Georgia in the Adair Park neighborhood of NPU-V, Council District 12.
- **Property Size and Physical Features:** The subject property is approximately .3444 acres (14,996.52 square feet) of lot area. The parcel is currently developed with a residential building with 4 units. Vehicular access is provided via curb cuts on Elbert Street and Allene Avenue. The topography is consistent with a change of 6 feet in elevation from the east to west on the parcel. There are mature trees to the rear and sides of the property.
- **Current/Past Use of Property:** The current use of the property is a quadraplex. The parcel was previously developed as a duplex. Staff is unaware of any other previous uses.
- **Surrounding Zoning/Land Uses:** Neighboring properties to the north, south, east and west have a MLSF (Medium Lot Single Family) development pattern and are zoned R-4/HD20I SA1/BL (Single Family Residential/Adair Park Historic District SA1/Beltline Overlay). A few parcels north on the Allene and Murphy commercial node have a LDMU (Low Density Mixed Use) development pattern and zoned SPI-21 SA9 (Historic West End/Adair Park Special Public Interest District Subarea 9) and developed with industrial structures. All the abutting lots have single family residential uses while the adaptive reuses of the industrial parcels to the north include non-residential businesses.

- **Transportation System:** Allene Avenue and Elbert Street are designated as local roads and have sidewalks along both sides of the street. MARTA operates bus route #68 along Lee Street, with a stop located 0.6 miles, or a 14-minute walk, from the subject property, due to the Norfolk Southern tracks crossings. Route #95 along Metropolitan Parkway also serves this area with a stop located .4 miles or an 8-minute walk from the subject property.

CONCLUSIONS:

- **Compatibility with surrounding land uses:** Dwellings fronting Allene Avenue SW are single family detached dwellings with lot frontages and lot sizes that are consistent with the LDR (Low Density Residential) development pattern. The LDR development pattern is consistent with areas for a mix of small, low-rise residential uses with small lot, gridded streets, moderate to high walkability, and moderate tree canopy on lots like Adair Park.
- **Effect on adjacent property and character of neighborhood:** The proposed LDR (Low Density Residential) development pattern designation will have a positive effect on the character of the neighborhood. Parcels on the Allene Avenue block face have development characteristics, lot frontage and lot size, like the LDR development pattern. The proposed dwellings offer a residential transition from the intersection of Allene Avenue and Elbert Street towards the nonresidential node north along Allene Avenue.
- **Suitability of proposed land use:** The proposed LDR (Low Density Residential) development pattern designation is suitable for the proposed site, ensuring development is appropriately scaled and compatible with surrounding areas.
- **Consistency with City's land use policies:** The 2025 *Atlanta Comprehensive Development Plan* (CDP) development pattern for this location is MLSF (Medium Lot Single Family). The proposed LDR (Low Density Residential) development pattern is consistent with the CDP land use policies to:
 - 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.
 - SF 1 Maintain consistent design elements and existing features.
 - SF 2 Prioritize maintaining and rehabilitating existing housing.
 - 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.
 - R 10 Provide diverse and more affordable housing choices that are accessible to all people.

The proposed development pattern amendment and accompanying rezoning is consistent with citywide policies SF 1 and SF 2 by rehabilitating existing housing using consistent design elements as well as policy R 3 by adding diverse housing types that align with existing character.

- **Consistency with Adopted Small Area and Neighborhood Plans:** The 2018 District 12 Neighborhood Blueprint Plan included the following recommendation for Adair Park. “*Preserving affordability within The District 12 Neighborhood Blueprint Plan study is paramount to its redevelopment. The inclusion of a diversity of housing types at redevelopment nodes is recommended with each nodal development concept.*” The subject parcel is in the immediate vicinity of the Allene and Murphy commercial node.
- **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, the parcel located at **963 Allene Avenue SW** is located within a Conservation Area: Urban Neighborhoods. Urban Neighborhoods are described as follows:

“These are small-scale, historic, walkable neighborhoods where growth capacity is limited 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”.

NPU Policies: The proposed LDR (Low Density Residential) development pattern is compatible with NPU V policies to:

- V-1 In October 2018 the City completed the Neighborhood Blueprint Plan for Adair Park, Capitol View, Capitol View Manor, and Sylvan Hills but many of the recommendations for Adair Park have not been implemented. Include the Adair Park recommendations of the 2018 Neighborhood Blueprint Plan in the CDP. (Note: the recommendations for the Adair Park historic area have been addressed in a separate plan).
- V-38 The increasing unaffordability of housing remains a critical problem for the City. Adopt rules and regulations that promote an increase in the overall supply of housing and that targets those at the 50% and lower AMI range. Support initiatives and incentives (i.e., tax relief, income-sensitive homestead exemptions, among others) that aid in the retention of seniors and that support existing and legacy residents remaining in their homes and in the community. Adopt the inclusionary zoning ordinance which targets those at 30% AMI or lower.

STAFF RECOMMENDATION: APPROVAL OF THE DEVELOPMENT PATTERN AMENDMENT FROM THE MLSF (MEDIUM LOT SINGLE FAMILY) TO LDR (LOW DENSITY RESIDENTIAL) DEVELOPMENT PATTERN DESIGNATION.

NPU V RECOMMENDATION: NPU V recommended to APPROVAL of the development pattern amendment at its May 11, 2026, meeting.

cc: Jessica Lavandier, Assistant Director, OZD



Department of
CITY PLANNING

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JAHNEE R. PRINCE, AICP
COMMISSIONER

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

MEMORANDUM

TO: Matt Westmoreland, Chair, Community Development/Human Services Committee

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

SUBJECT: 26-O-1326/CDP-26-013 for 860 Fox Street, 866 Fox Street and 870 Fox Street NW

DATE: June 8, 2026

PROPOSAL: An Ordinance to amend the land use element of the 2025 Atlanta Comprehensive Development Plan (CDP) so as to redesignate property located at 860 Fox Street, 866 Fox Street and 870 Fox Street NW from the MLSF (Medium Lot Single Family) development pattern designation to the LDR (Low Density Residential) development pattern. This development pattern amendment will facilitate the rezoning of the parcel per Z-26-26 from SPI-3 SA1/BL/WIZ (English Avenue Special Public Interest District/Beltline Overlay/Westside Affordable Workforce Housing Overlay) to SPI-3 SA2/BL/WIZ (English Avenue Special Public Interest District/Beltline Overlay/Westside Affordable Workforce Housing Overlay) for the development of 3 two-family dwellings.

The applicant requested that this application be deferred to the 3Q CDHS CDP Public Hearing.

STAFF RECOMMENDATION: DEFERRAL OF THE DEVELOPMENT PATTERN AMENDMENT FROM THE MLSF (MEDIUM LOT SINGLE FAMILY) TO LDR (LOW DENSITY RESIDENTIAL) DEVELOPMENT PATTERN DESIGNATION.

NPU RECOMMENDATION: NPU-L recommended APPROVAL of this development pattern amendment at its May 12, 2026, meeting.

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