



CITY OF ATLANTA

ANDRE DICKENS
MAYOR

DEPARTMENT OF CITY PLANNING
55 TRINITY AVENUE, S.W. SUITE 3350 – ATLANTA, GEORGIA 30303-0308
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JAHNEE R. PRINCE, AICP
Commissioner

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

MEMORANDUM

TO: Zoning Review Board

FROM: Keyetta Holmes, AICP, Director *KMH*

SUBJECT: **Z-23-84 for a Text Amendment** Chapter 20C Martin Luther King Jr Landmark District **Section 16-20C.004(3) and Section 16-20C.007(1)(A)**

DATE: April 11, 2024

An Ordinance by Zoning Committee to amend Part III (Land Development Code) Part 16 (Zoning) Chapter 20C Martin Luther King Jr Landmark District **Section 16-20C.004(3)(b) and Section 16-20C.007(1)(A)** to amend the sidewalk requirements; and for other purposes.

FINDINGS OF FACT:

The proposed revisions would address an oversight in the regulations whereby mosaic tilework signage and entry alcoves could be permitted to be replaced by brick. The revisions as proposed would require the retention of original and historic mosaic tilework if possible and would provide for their maintenance, repair, and replacement if retention is not possible.

PROPOSAL: The proposal is a text amendment to amend Sections 16-20C.004(3) and 16-20C.007(1)(a) to require regulations for the repair to original or historic decorative mosaic signage and treatments in sidewalks, recessed entrances to buildings, or at the edges of storefronts.

CONCLUSIONS:

(1) Compatibility with comprehensive development plan (CDP); timing of development:

Staff finds that there are no known public projects or programs with which the creation of this text amendment would conflict. The current land use designations, low density residential high density residential, and low density commercial is consistent with the historic character of the Martin Luther King Historic District, and no land use amendment is required.

(2) Availability of and effect of public facilities and services; referral to other agencies:

The location of the site and current use of surrounding properties indicates there are public facilities and services available to the subject property. There has been no indication from review agencies and/or departments that there would not be adequate public facilities and services. If development plans are submitted to other agencies for permit review, compliance with all applicable City codes will be required.

(3) Availability of other appropriate land zoned for proposed use; effect on balance of land uses with regard to the public need: Since no development project is being proposed in connection with the text amendment, availability of other appropriate land already zoned for the proposed use is not applicable here.

(4) Effect on character of the neighborhood: The character of the neighborhood has not changed since Chapter 20C (Martin Luther King Jr Landmark) district was created. The original or historic decorative mosaic signage and treatments in sidewalks, recessed entrances to buildings, or at the edges of storefronts will remain as they were constructed in the early 20th century. Maintenance of these historic elements will sustain the purpose and intent of the district, *“To preserve the environmental character and physical appearance of the area, including residential, commercial and institutional structures that were built during the late 19th Century and that were present during the life of Martin Luther King, Jr. ”*.

(5) Suitability of proposed land use: The proposed text amendment is suitable. The specific regulations of Sections 16-20C.004(3) and 16-20C.007(1)(a) of the City of Atlanta Zoning Code as amended will remain in effect and continue to serve to protect district from adverse effects.

(6) Effect on adjacent property: There is no presumed negative effect as the permitted use will be unchanged. Given the impact that this revision would have on the preservation of physical heritage in the Landmark District, Staff supports the proposed revisions. Staff also finds that these changes would further the goals listed in the Statement of Intent for the District.

(7) Economic use of current zoning: The current zoning and the proposed zoning allow for reasonable economic use of the properties in the subject area.

(8) Compatibility with policies related to tree preservation: Development of the property must comply with the City of Atlanta Tree Ordinance at the time of permitting.

STAFF RECOMMENDATION: APPROVAL



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Office of Zoning and Development

MEMORANDUM

TO: Zoning Review Board

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

SUBJECT: **Z-24-05 for 2036 Phillips Drive SE**

DATE: April 11, 2024

An Ordinance by Zoning Committee to rezone from R-4 (Single Family Residential) to R-4A (Single Family Residential) for property located at **2036 Phillips Drive SE**.

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

STAFF RECOMMENDATION: 30 DAY DEFERRAL – MAY 2024



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MEMORANDUM

TO: Zoning Review Board

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

SUBJECT: **Z-24-06 for 1576 Donald Lee Hollowell Parkway NW**

DATE: April 11, 2024

An Ordinance by Zoning Committee to rezone from MRC-1/WPAO (Mixed Residential Commercial/Westside Park Affordable Workforce Housing Overlay) to MRC-2/WPAO (Mixed Residential Commercial/Westside Park Affordable Workforce Housing Overlay) for the property located at **1576 Donald Lee Hollowell Parkway NW**.

FINDINGS AND FACTS:

- **Property Location:** The property fronts 85 feet on the south side of Donald Lee Hollowell Parkway NW commencing at a mag nail set at the intersection of the southerly right of way of Donald Lee Hollowell Parkway and the westerly right of way of Elmwood Road NW in Land Lot 146, 14th District, Fulton County, Georgia in the Grove Park Neighborhood of NPU J, Council District 9.
- **Property Size and Physical Features:** The subject property is an irregularly shaped lot of .487 acres (21,214 square feet) with 295 feet of frontage along Donald Lee Hollowell Parkway NW. The site is developed with multiple nonresidential structures. The topography is consistent throughout the lot with minimal to no change in grade. There are mature trees on site in the rear of the lot.
- **CDP Land Use Map Designation:** The current land use category for the site is Low Density Commercial (LDC) within the 2021 Comprehensive Development Plan (CDP).
- **Current/Past Use of Property:** The property is currently developed with multiple structures previously used for nonresidential purposes. The property is the site for the former Grove Park Theater. Staff is unaware of any other previous uses of the property.

- **Surrounding Zoning/Land Uses:** Property located south and east of the site is zoned MRC-1 (Mixed Residential Commercial) with LDC (Low Density Commercial) land use designation. (LDC). Property located north of the site is zoned MRC-1 (Mixed Residential Commercial) with LDC (Low Density Commercial) land use designation. (LDC). Property west of the site is zoned MRC-1 (Mixed Residential Commercial) with LDC (Low Density Commercial) land use designation. (LDC).
- **Transportation System:** Donald Lee Hollowell Parkway NE is classified as an arterial. New ADA compatible sidewalks are currently in construction along both sides of the street. MARTA bus routes also services the nearby area along Donald Lee Hollowell Parkway via bus route #50 with connection to the MARTA Bankhead Transit Station located within a to the west.

PROPOSAL:

The proposal is to rezone from MRC-1 (Mixed Residential Commercial 1) to MRC-2 (Mixed Residential Commercial 2) to allow nonresidential use above street level to renovate an existing community theatre and construct housing on site.

CONCLUSIONS:

- 1) **Compatibility with Comprehensive Development Plan (CDP); timing of development:** The proposed rezoning would require a land use amendment to the 2021 Comprehensive Development Plan from LDC (Low Density Commercial) to MUMD (Mixed Use Medium Density).
- 2) **Availability of and effect of public facilities and services; referral to other agencies:** The location of the site and current use of surrounding properties indicates there are public facilities and services available to the subject property. There has been no indication from review agencies and/or departments that there would not be adequate public facilities and services to the subject site. When proposed development plans are submitted to other agencies for permit review, compliance with all applicable City codes will be required.
- 3) **Availability of other land suitable for proposed use; effect on balance of land uses with regard to the public need:** The applicant has not indicated that they own other land that would be suitable for this development. The property was constructed in 1941 as a theatre to serve the community. As proposed the revitalization of the theater with the proposed residential uses on site will serve the redevelopment desires of the Grove Park Foundation, a vital partner in the neighborhood, and the Grove Park neighborhood and NPU J. The redevelopment of the former theater is supported by NPU J, “*encourage medium density commercial uses around Donald Lee Hollowell Pkwy, Joseph E. Boone Blvd., and Martin Luther King, Jr. Drive*”.

- 4) **Effect on character of the neighborhood:** The immediate area has a mix of different uses including residential and nonresidential uses. There are currently several vacant single-story nonresidential structures in the immediate area and a mix of single and multifamily residences in the broader community. Staff is of the opinion that this project will revitalize the community theatre, returning it to its place as a neighborhood cultural amenity, having a positive affect on the character of the neighborhood.
- 5) **Suitability of proposed land use:** The current LDC (Low Density Commercial) land use designation is inconsistent with the proposed use. Therefore, and land use amendment is required to support the proposed use along this redevelopment corridor. The proposed community aspect is consistent with other institutional and community centers on this block including the YMCA and school. The property is located along an intown corridor and near transit. Furthermore, the proposed rezoning category is consistent with IC/RC 12 - *Preserve and protect historic buildings and sites through rehabilitation and reuse* within the 2021 Comprehensive Development Plan.
- 6) **Effect on adjacent property:** Rezoning 1576 Donald Lee Hollowell Parkway NW should not have a negative effect on the adjacent property. The rezoning will allow for an increase in affordable housing options and will provide access to community amenities. Adjacent nonresidential services may benefit from the number of increased residents and current residence could possibly benefit from the proposed “cultural amenity” of the theater and bring new activity to street.
- 7) **Economic use of current zoning:** There is economic use under the current zoning but limits commercial use at the street level. The proposed rezoning would increase the economic use of the subject property, thus allowing the preservation of this community asset.
- 8) **Compatibility with policies related to tree preservation:** Any tree loss that occurs because of any proposed rezoning will have to comply with the City of Atlanta’s tree preservation policies.
- 9) **Other Considerations:** The Atlanta City Design articulates Atlanta’s vision organized according to its five core values of Equity, Progress, Ambition, Access, and Nature. It focuses future growth into already-developed areas called Growth Areas, which are further categorized as Core, Corridors, and Clusters. Outside the Growth Areas are the Conservation Areas, which include Urban Neighborhoods, Suburban Neighborhoods, Rural Neighborhoods and Production Areas. Conservation Areas are the natural parts of the city that are less suited for growth and that should be protected from radical change.

According to Atlanta City Design **1576 Donald Lee Hollowell Parkway NW** is located along a Growth Area: Redevelopment Corridor. Corridor areas are described as follows:

Growth Corridors are the major streets that flow out of the City Core in all directions. Most are commercially developed with civic buildings and anchor institutions along their lengths. These corridors can accommodate a reasonable amount of growth that will spur commercial vitality and vibrant public life beyond the City Core. Growth Corridors should be designed for multimodal access between commercial/ mixed-use centers and neighborhood residences, bus stops, schools, and parks. They should be especially focused on safe and convenient pedestrian access to and

from rail transit stations, where present. Vehicle access will remain important while high-capacity transit is being developed along these corridors. Street design should incorporate elements to improve bus operations and passenger convenience on key routes. Bicycle trips to and from the City Core are also a focus of these corridors. Regional trips into and through the character area should be made on transit, arterials, or freeways, rather than local and collector streets. Functional classification of surface streets is less important along the Growth Corridors as all streets should be designed as multimodal corridors. The characteristics of adjacent freeway should not encroach into the design of the surface streets in the Growth Corridors.

STAFF RECOMMENDATION: APPROVAL



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MEMORANDUM

TO: Zoning Review Board

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

SUBJECT: **Z-24-07 for 285 Burbank Drive NW**

DATE: April 11, 2024

An Ordinance by Zoning Committee to rezone from R-4/BL (Single Family Residential/Beltline Overlay) to PD-H/BL (Planned Development Housing/Beltline Overlay) for property located at **285 Burbank Drive NW**.

The applicant has requested a deferral to continue working with the NPU. Staff is supportive of the request.

STAFF RECOMMENDATION: 30 DAY DEFERRAL – MAY 2024



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MEMORANDUM

TO: Zoning Review Board

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

SUBJECT: Z-24-08 for 1474 Brooklyn Avenue NW

DATE: April 11, 2024

An Ordinance by Zoning Committee to rezone from R-4 (Single Family Residential) to R-4B (Single Family Residential) for property located at **1474 Brooklyn Avenue NW**.

FINDINGS OF FACT:

- **Property location:** The subject property fronts 91.5 feet on the west side of Brooklyn Avenue NW being all that tract or parcel of land lying and being in Land Lot 148 of the 17th District, Fulton County, Georgia in the Loring Heights Neighborhood of NPU E, Council District 8.
- **Property size and physical features:** The property is a regular-shaped, corner lot with a frontage of 91.5 feet on the west side of Brooklyn Avenue NW. It spans approximately 0.212 acres (9,214 sq. ft.) and has a depth of 101.5 feet along Trabert Avenue NW. The site slopes down approximately 10 feet from the southeast to the northwest as the high point is located at the southeast corner and the low point is at the northwestern most line of the lot. The lot has vegetation, trees, and grass. There is a curb cut, and one driveway, located on Brooklyn Avenue NW for access to the property.
- **CDP land use map designation:** The subject property is currently zoned R-4/BL (Single Family Residential/BeltLine Overlay). The future land use designation is Single Family Residential (SFR) within the 2021 Comprehensive Development Plan (CDP).
- **Current/past use of property:** The property is developed with a single-family home. Staff is unaware of any other previous uses on the property.
- **Surrounding zoning/land uses:** All adjoining properties are zoned R-4/BL (Single Family Residential/BeltLine Overlay) and have a Single Family Residential (SFR) land use designation.

- **Transportation system:** The subject property has frontage on Brooklyn Avenue NW, which is classified as a local road. The subject property is served by MARTA via bus route #37 along Northside Drive NW located 0.3 miles away from the subject property. There is no sidewalk infrastructure along either Brooklyn Avenue NW or Trabert Avenue NW.

PROPOSAL: The applicant requests to rezone from R-4/BL (Single Family Residential/BeltLine Overlay) to R-4B/BL (Single Family Residential/BeltLine Overlay) to allow for the creation of two lots, each containing a single-family residential dwelling.

CONCLUSIONS:

- (1) **Compatibility with comprehensive development plan (CDP); timing of development:** The Comprehensive Development Plan (CDP) has designated the subject parcel as Single Family Residential (SFR). Rezoning the subject site to R-4B (Single Family Residential) is compatible with the current land use designation, therefore an amendment to the Comprehensive Development Plan (CDP) is not required.
- (2) **Availability of and effect of public facilities and services; referral to other agencies:** The location of the subject property and the current use of the surrounding properties indicate that there are public facilities and services available to the subject property. Upon review by relevant agencies and departments, there has been no indications that the subject location lacks sufficient public facilities and services. When the proposed development plans are submitted for permit review, they must comply with all applicable City codes.
- (3) **Availability of other land suitable for proposed use; environmental effect on balance of land uses:** The applicant has not provided any proof that they own any other land in the vicinity that would be suitable for this development. The subject property abuts R-4/BL (Single Family Residential/BeltLine Overlay) on all sides. The predominant use on this block is single-family. Staff is of the opinion that the proposed development is suitable as it is consistent with the current R-4B/BL (Single Family Residential/BeltLine Overlay) development controls found in the neighborhood. The west side of Brooklyn Avenue NW, spanning one block, has seven existing lots ranging from 45 feet in width to 145 feet in width, all of which exceed the 40 feet frontage requirement for the R-4B zoning designation but is less than the required 70 feet frontage for properties zoned R-4. Similarly, the north side of Trabert Avenue NW contain five existing lots ranging from 50.1 feet in width to 101.5 feet in width, all of which exceed the 40 feet frontage requirement for the R-4B zoning designation but less than the required 70 feet frontage for properties zoned R-4. The current platting pattern aligns with the R-4B development requirements, which require a minimum of 40 feet of frontage and a lot size of 2,800 square feet. In fact, the majority of lots on these two block faces would not be able to comply with the lot requirements of their current zoning of R-4 which requires a minimum street frontage of 70 feet. The property will be subdivided into two lots, with Lot 1 containing the existing structure having 42.4 feet of frontage on Brooklyn Avenue NW and Lot 2 with a proposed single family residential unit having 49.3 feet of frontage on Brooklyn Avenue NW and 101.5 feet of frontage along Trabert Avenue NW. Staff believes that allowing this rezoning to R-4B will not adversely affect the balance of land uses regarding public need.

- (4) **Effect on character of the neighborhood:** The subject property is in the Traditional Neighborhood Existing Redevelopment Character Area in the 2021 Comprehensive Plan, which supports the following policy: *“Encourage compatible infill development on vacant lots or where existing housing and commercial buildings are deteriorated.”* The site plan shows development controls that are consistent with the surrounding lots in terms of scale, setbacks, parking, open space, floor area ratio, making the proposed use and density more compatible with the single-family nature of the block. The site plan proposed will meet NPU-E’s Policy adopted in 2021 to, *“E-3: Preserve the single-family and low-density residential character of the Ansley Park, Sherwood Forest, Brookwood Hills, Ardmore, Loring Heights, Midtown (Garden District), Brookwood, and Home Park neighborhoods.”* The intent of the R-4B zoning designation is *“To provide opportunities for low- and moderate-income single-family dwellings that are centrally located and accessible to public transportation, jobs and social services, to provide a specific alternative to close-in neighborhoods, now zoned for multi-family residential use, to implement a transition to a single-family residential development pattern consistent with objective (1) above, to increase the affordability of single-family residential dwellings in close-in neighborhoods by permitting such dwellings on small lots with reduced setback requirements thus decreasing land development costs, to provide additional opportunities for affordable in-fill single-family residential development without permitting the down-zoning of existing single-family zoned areas and thereby preserving existing neighborhoods as contemplated in the adopted comprehensive development plan, to permit new development in a manner compatible with existing development, to provide for the development of recreational, religious and educational facilities as basic elements of a balanced community.”*
- (5) **Suitability of proposed land use:** A change in land use is not necessary as the proposed use is compatible with the Single-Family Residential land use designation. The future land use designation for this property is single family residential. The proposed layout is consistent with the single family residential scale of development and character of the neighborhood, as proposed buildings are detached, smaller, and lower scale with setbacks farther from the street.
- (6) **Effect on adjacent property:** All adjacent properties are zoned R-4, which allow single-family residential. A rezoning to R-4B would not allow additional permitted principle uses and structures as the significant difference between the two designations are lot requirements and minimum setbacks. The primary block face has a distinct residential pattern, but the subject property’s lot is slightly irregular from the typical lot on the block face. Staff finds that the proposed rezoning and development of the second parcel would likely result in a more consistent neighborhood character in comparison to current conditions. Staff is of the opinion that rezoning to R-4B based on the proposed site plan will have no negative effects on adjacent property as the proposed scale and design is compatible with the existing scale and uses on the block.
- (7) **Economic use of current zoning:** The property was previously used for a single-family dwelling, but the building was demolished in 2021. The site is vacant and undeveloped, and new development on the property will increase the economic value of the lot. It would also create additional housing stock without meaningful change to the character of the block face.

- (8) **Compatibility with policies related to tree preservation:** The survey and site plan shows at least one hardwood tree would be removed through the development of a second residential building. At the time of permitting the development must comply with the City of Atlanta's Tree Ordinance.
- (9) **Other considerations:** The Atlanta City Design articulates Atlanta's vision organized according to its five core values of Equity, Progress, Ambition, Access, and Nature. It focuses future growth into already-developed areas called Growth Areas, which are further categorized as Core, Corridors, and Clusters. Outside the Growth Areas are the Conservation Areas, which include Urban Neighborhoods, Suburban Neighborhoods, Rural Neighborhoods, and Production Areas. Conservation Areas are the natural parts of the city that are less suited for growth and that should be protected from radical change.

According to the Atlanta City Design map, **1474 Brooklyn Avenue NW** is located within an Urban Neighborhood within a Conservation Area. Urban Neighborhoods are described as follows:

“These are small-scale, historic, walkable neighborhoods where growth capacity is limited mostly by our desire to keep them the way they are 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.”

STAFF RECOMMENDATION: APPROVAL conditioned upon the following:

The following development controls shall apply to 1474 Brooklyn Avenue NW and to any new lot created by the subdivision of 1474 Brooklyn Avenue NW.

1. Every lot shall have an area of not less than 4,000 square feet and a frontage of not less than 40 feet.
2. *Front yard:* There shall be a front yard having a depth of not less than 25 feet.
3. *Side yard:* There shall be two side yards, one on each side of the main building, each having a width of not less than 5 feet.
4. *Rear yard:* There shall be a rear yard of not less than 15 feet.
5. *Maximum floor area ratio:* The maximum floor area ratio shall not exceed 0.50.
6. *Maximum lot coverage:* Maximum lot coverage shall not exceed 50 percent of the net lot area.



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MEMORANDUM

TO: Zoning Review Board

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

SUBJECT: Z-24-10 for 1970 Grant Road SW rear

DATE: April 11, 2024

An Ordinance by Zoning Committee to rezone from R-3 (Single Family Residential) to R-4 (Single Family Residential) for property located at **1970 Grant Road SW rear**.

FINDINGS OF FACT:

- **Property location:** The subject property fronts 684 feet on the south side of unimproved King Henry Road SW beginning at an iron pin found at the intersection of the northerly right of way line of King Henry Road and the southwesterly corner of Lot 11 of the Kings Forest Subdivision unit 4 and the true point of beginning. The property is in Land Lot 31, 14F District Fulton County, Georgia, within the King Forest neighborhood of NPU-P, Council District 11.
- **Property size and physical features:** The subject property is a large regularly shaped lot with 22.12 (963,524 square feet) acres. The subject property is currently vacant, undeveloped, and covered in trees and vegetation. The topography varies throughout the site.
- **CDP land use map designation:** The land use designation within the 2021 Comprehensive Development Plan is (SFR) Single Family Residential. An amendment to the Comprehensive Development Plan is not needed to accommodate the proposed rezoning and development.
- **Current/past use of property:** The subject property is currently vacant and undeveloped. There is no known prior use of the site.

- **Surrounding zoning/land uses:** The parcels to the north, east, and west are developed with single-family homes. The parcels to the north are zoned R-3 (Single Family Residential) and have a Single Family Residential (SFR) land use designation. To the east, the parcels are zoned R-3 (Single Family Residential) and R-4 (Single Family Residential) and have a Single Family Residential (SFR) land use designation. To the south, the parcel is improved with R. N. Fickett Elementary School, and is zoned R-4 (Single Family Residential) and has a Community Facilities (CF) land use designation. To the west, is the Seaboard Coast Line (SCL) Railroad line, and the properties on the other side of the railroad are zoned R-4 (Single Family Residential) with a Single Family Residential land use designation.
- **Transportation system:** The property is located behind a row of properties that face King George Lane SW, a local street. The property was intended to have roads running through it for future development, but these roads were never completed. Two streets that stop at the property are King Arthur Road SW and King Henry Road SW, both of which are local streets. MARTA bus route #165 operates near the property, running along Fairburn Road SW and Hill Acres Road SW, which is 0.5 miles away from the property, and connects to the MARTA Hamilton E. Holmes Transit Station, located about 5.9 miles away from the property. There are no sidewalks along King George Lane SW, King Arthur Road SW, and King Henry Road SW.

PROPOSAL: The applicant is requesting to rezone a 22-acre site from R-3 (Single Family Residential) and R-4 (Single Family Residential) to develop a single detached development subdivision. The proposed subdivision is expected to yield approximately 43 single-family residential units. The development will have one connection to Campground Road SW through the Phase 1 of the development, which has already been approved for land disturbance, and another connection to the King Henry Road SW right-of-way.

CONCLUSIONS:

- (1) **Compatibility with comprehensive development plan (CDP); timing of development:**
The 2021 Comprehensive Development Plan (CDP) indicates that the property is designated as single-family residential. The proposed rezoning of the property to R-4 (Single Family Residential) is consistent with the existing single family residential land use designation. Thus, a land use amendment will not be needed to facilitate the rezoning process.
- (2) **Availability of and effect of public facilities and services; referral to other agencies:** The location of the site and current use of surrounding properties indicates there are public facilities and services available to the subject property. There has been no indication from review agencies and/or departments that there would not be adequate public facilities and services at the subject location. When proposed development plans are submitted to other agencies for permit review, compliance with all applicable City codes will be required.
- (3) **Availability of other land suitable for proposed use; environmental effect on balance of land uses:** The zoning regulation indicates that this consideration is optional. The applicant has not presented any evidence that they own other land in the area that is suitable for this development. Staff believes that the proposal to develop the subject property with 43 single family detached dwellings would not have an adverse environmental effect on the balance of land uses as the property is in an area with single-family lots.

- (4) Effect on character of the neighborhood:** The proposal to rezone the subject property to R-4 would have a positive impact on the surrounding neighborhood. It would allow for the development of additional residential housing in the neighborhood and NPU P by using a large, currently underutilized parcel. The subject property and surrounding properties are located within the Suburban Area Character Area of the 2021 Comprehensive Development Plan (CDP). As per CDP policies for this area, *the residential character of the neighborhoods must be preserved*. The proposed development includes 43 single-family lots on the 22.12-acre property, which aligns with Policy 2 in the NPU P policy of the 2021 Comprehensive Development Plan. This policy *encourages residential infill development that is compatible with the character of adjacent areas, regardless of whether the developer is a non-profit or for-profit entity*. Additionally, *it discourages rezoning existing residential properties into commercial zoning, except for areas identified for commercial development*.
- (5) Suitability of proposed land use:** Staff believes that the property owner's request to rezone the subject property for the construction of 43 single-family residential lots would be suitable for the neighborhood. The subject property, an underutilized and abandoned lot, is situated at the rear of the other properties fronting King George Lane SW. A change in land use is not necessary as the proposed use is compatible with the Single Family Residential land use designation.
- (6) Effect on adjacent property:** Staff is of the opinion that rezoning the subject property's zoning designation to R-4 (Single Family Residential) will not negatively impact neighboring properties. The subject property is surrounded by single-family dwellings. The proposed development will complement the character of the adjacent properties. Staff believes that the proposed rezoning will have a positive impact on the adjacent properties.
- (7) Economic use of current zoning:** The current zoning allows for reasonable economic use, and adding more lots under this zoning will enable greater economic use by providing more housing to the area. Rezoning to create 43 single-family residential lots would bring the parcel in line with R-4 requirements, like other lots in the Kings Forest neighborhood. This rezoning would allow the property owner to construct additional single-family dwellings which helps mitigate the current housing crisis. The fact that the site remains undeveloped indicates that the economic use of the current zoning is not consistent with current development trends. However, the proposed rezoning would not have any negative impact on economic use and could potentially have a positive impact on neighboring properties. The new zoning designation would allow for a more effective use of the property while following zoning regulations. Staff believes that the request to rezone the property is reasonable and beneficial.
- (8) Compatibility with policies related to tree preservation:** The property's redevelopment must comply with the City of Atlanta Tree Ordinance at the time of permitting.
- (9) Other considerations:**
The Atlanta City Design articulates Atlanta's vision organized according to its five core values of Equity, Progress, Ambition, Access, and Nature. It focuses future growth into already-developed areas called Growth Areas, which are further categorized as Core, Corridors, and Clusters. Outside the Growth Areas are the Conservation Areas, which include Urban Neighborhoods, Suburban Neighborhoods, Rural Neighborhoods and Production

Areas. Conservation Areas are the natural parts of the city that are less suited for growth and that should be protected from radical change.

According to Atlanta City Design **1970 Grant Road SW rear**, is located within Conservation Suburban Neighborhoods. Conservation area is the more natural part of the city that we want to protect from radical change. These are composed mostly of single-family homes. Suburban Neighborhoods are described as follows:

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

STAFF RECOMMENDATION: APPROVAL



CITY OF ATLANTA

ANDRE DICKENS
MAYOR

DEPARTMENT OF CITY PLANNING
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JAHNEE R. PRINCE, AICP
Commissioner

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

MEMORANDUM

TO: Zoning Review Board

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

SUBJECT: U-24-04 for 1528 Olympian Way SW

DATE: April 11, 2024

An Ordinance by Zoning Committee for a special use permit for a personal care home pursuant to Section 16-06.005(1)(g) for property located at **1528 Olympian Way SW**.

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

STAFF RECOMMENDATION: 60 DAY DEFERRAL – JUNE 2024



CITY OF ATLANTA

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JAHNEE R. PRINCE, AICP
Commissioner
KEYETTA M. HOLMES, AICP
Director
Office of Zoning & Development

MEMORANDUM

TO: Zoning Review Board

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

SUBJECT: U-24-05 for 2744 Peachtree Road NW

DATE: April 11, 2024

An Ordinance by Zoning Committee for a special use permit for a place of worship pursuant to Section 16-05.005(1)(c) for property located at **2744 Peachtree Road NW**.

FINDINGS OF FACT:

- **Property location:** The subject property fronts approximately 1102 feet on the north side of Peachtree Road NW and 600 feet on the east side of Andrews Drive NW beginning at a ½ inch rebar set at the eastern end of the curved intersection of the northwestern right of way line of Peachtree Road and the northeastern right of way line of Andrews Drive. The property is located within Land Lot 100 of the 17th District, Fulton County, Georgia in the Peachtree Heights West neighborhood of NPU-B in Council District 8.
- **Property size and physical features:** The subject property is approximately 11.09 acres (483,080.4 square feet). The property is developed with an existing multistory masonry building operating as a place of worship, as well as other accessory buildings incidental to that use including a two-story frame building, a two-story wood and granite building, playground equipment, and surface parking facilities. The topography varies greatly across the site, and there are some steep grade changes, especially near the property lines. Vehicular access to the site is provided via multiple curb cuts along both Peachtree Road and Andrews Drive. There are mature trees throughout site.
- **CDP land use map designation:** The property has a future land use designation of Very High Density Residential (VHDR) within the 2021 Comprehensive Development Plan (CDP).
- **Current/past use of property:** The property is developed with an existing multistory masonry building that is currently operating as a place of worship. There are additional accessory buildings on site incidental to this principal use. Staff is unaware of any other previous uses on the site.

- **Surrounding zoning/land uses:** The parcels to the north are zoned R-2A (Single Family Residential District) with Single Family Residential (SFR) future land use designation and RG-5-C (Residential General Sector 5 Conditional) with Very High Density Residential (VHDR) future land use designation. The parcels to the south are zoned RG-4/BP (Residential General Sector 4/Buckhead Parking Overlay) and RG-5/BP (Residential General Sector 5/Buckhead Parking Overlay) with Very High Density Residential (VHDR) future land use designation. The parcels to the east are zoned RG-5/BP (Residential General Sector 5/Buckhead Parking Overlay) with Very High Density Residential (VHDR) future land use designation and MRC-2-C/B (Mixed Residential Commercial District Conditional/Buckhead Parking Overlay) with Low Density Commercial (LDC) future land use designation. The parcels to the west are zoned RG-1-C/BP (Residential General Sector 1 Conditional/Buckhead Parking Overlay) with Low Density Residential (LDR) future land use designation.
- **Transportation system:** The site has frontage along Peachtree Road which is classified as an arterial street as well as Andrews Drive which is considered a local road. MARTA bus service operates nearby along Peachtree Road. Peachtree Road and Andrews Drive both have sidewalks along each side.

PROPOSAL:

The applicant seeks a special use permit for a place of worship pursuant to Section 16-05.005(1)(c). The site is currently operating as The Cathedral of St. Philip and it is requesting to modify the approved site plan included with the previous special use permit approval per U-80-22. The updated site plan includes a new chapel on the Andrews Drive frontage of the site, replacing an existing playground area. The playground will be relocated to the other side of the building along Peachtree Road.

- **Ingress and egress:** There is existing vehicular access to the site via multiple curb cuts on both Andrews Drive and Peachtree Road. Emergency vehicles will continue to access the site from the street and the existing access points. No changes to ingress or egress to the site are proposed by this application.
- **Parking and loading:** Parking is accommodated via an existing surface parking lot located on the site. A removal of 10 parking spaces is proposed by this application to allow construction of the new chapel. The site has no parking minimum, 450 parking spaces maximum, and will provide 334 spaces (a reduction from the existing 344 spaces).
- **Refuse and service areas:** The applicant will use private trash services for scheduled trash collections. The garbage container on site is serviced five days per week. No changes to garbage collection is proposed.
- **Buffering and screening:** The site generates minimal light or air pollution that could impact surrounding uses, and the sound generation is minimal and will comply with standard noise ordinances. The new chapel will allow more indoor space for activities to be conducted. Any changes to existing lighting will meet best practices for exterior lighting design and will be consistent with lighting on the existing improvements.

- **Hours and manner of operation:** The proposed chapel will have a capacity of approximately 300 individuals and will provide more indoor space for activities already conducted on site in the main building. The existing primary building will continue to be the main gathering area and largest assembly area on site. The activities on site are incidental to the use of a place of worship, and include a variety of prayer services, weddings, funerals, educational gatherings, and children's services. In addition to worship operations, the cathedral also operates a preschool on the property for children between toddler and kindergarten age. The Cathedral operates seven days a week from 7:00 a.m. to 8:00 p.m., with limited closings for holidays. These hours of operation will remain unchanged. Approximately 100 employees work on site, and no change is expected. The Cathedral serves more than 1,000 individuals as patrons each week, and no change to that is expected.
- **Duration:** The applicant requests an indefinite duration.
- **Required yards and open space:** The applicant has indicated that any of the proposed structures shall comply with the required yards and open spaces.
- **Tree Preservation and Replacement:** Any tree removal on the property will be permitted via the City Arborist.

CONCLUSIONS:

- a) **Ingress and egress and proposed structure or uses thereon, with particular references to automotive and pedestrian safety and convenience, traffic flow and control, and emergency access:** Based on the plan provided by the applicant the proposal appears to provide adequate access to the site and should not create any impediments to the safety of the area and flow of traffic nearby. The existing ingress to the site is not being modified. There are multiple entrances to the site from the roadway that provide safe access. Staff is of the opinion that the proposed ingress and egress are sufficient to ensure automotive and pedestrian safety and will not create traffic congestion.
- b) **Off-street parking and loading:** The site provides ample parking for patrons and employees. There is no minimum off-street parking requirement for this site due to the requirements of the Buckhead Parking Overlay. There is a parking maximum of 450 spaces. There are 334 spaces provided on site in a large parking lot located behind the primary structures. The loading areas are located to the rear of the structures and will therefore be appropriately screened from the right of way. Staff finds the proposed parking and loading to be sufficient.
- c) **Refuse and service areas:** Staff finds that the proposed refuse and service areas are sufficient.
- d) **Buffering and screening:** The site generates minimal impact to surrounding uses as most operations will be contained indoors. The outdoor activities that do exist on site, such as the children's playground area, are proposed in an area that should not impact surrounding properties. This is a large site with substantial distance from the nearest use that might be impacted; in most cases, a public right-of-way buffers the site from adjacent uses. Lighting that has been proposed will be designed to minimize impact to adjacent sites. The buffering and screening as proposed by the applicant appears to be suitable.

- e) **Hours and manner of operation:** Staff is of the opinion that the proposed hours and manner of operation are typical for a place of worship and will not negatively impact the surrounding properties. The Cathedral has been operating at this location since 1933. Staff finds the proposed hours and manner of operation reasonable.
- f) **Duration:** The applicant requests an indefinite duration. Staff is supportive of an indefinite duration.
- g) **Required yards and open space:** The site plan complies with the required yards and open space.
- h) **Compatibility with policies related to tree preservation:** Trees impacted by the development will be reviewed by the City Arborist in accordance with the Tree Preservation Ordinance.

STAFF RECOMMENDATION: APPROVAL conditioned upon the following:

1. The site shall be developed in accordance with the site plan titled “Good Faith Chapel” dated February 5, 2024, and stamped received by the Office of Zoning and Development, February 22, 2024. Minor changes to the approved site plan may be authorized by the Director of the Office of Zoning and Development in accordance with Section 16-02.003(7).
2. The special use permit shall be issued to the current owner/operator **Cathedral of St Philip.**
3. The special use permit is not transferrable.



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JAHNEE R. PRINCE, AICP
COMMISSIONER

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

MEMORANDUM

TO: Zoning Review Board

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

SUBJECT: U-24-07 for 80 Jesse Hill Jr. Drive SE

DATE: April 11, 2024

An Ordinance by Zoning Committee for a special use permit for a helicopter landing facility or pick-up or delivery stations pursuant to Section 16-18A.006 for property located at **80 Jesse Hill Jr. Drive SE**.

FINDINGS OF FACT:

- **Property location:** The subject property fronts 400 feet on the south side of Jesse Hill Jr. Drive beginning at a pk (masonry) nail set at the intersection of the southwesterly right-of-way line of Coca Cola Place and the northwesterly right-of-way line of Pratt Street. The property is in Land Lot 52, 14th District Fulton County, Georgia, within the Downtown neighborhood of NPU-E, Council District 5.
- **Property size and physical features:** The subject property comprises the Grady Memorial Hospital main campus, spanning approximately four blocks in downtown Atlanta. Three of these blocks constitute the original hospital premises. This includes a 142,099-square-foot multistory masonry building housing the Bulter Street parking deck with 1,802 parking spaces, a multistory main hospital building covering approximately 198,168 square feet and featuring an existing helicopter pad, along with additional structures such as the Steiner Building (10,247 square feet), Service Building (6,672 square feet), Imaging Building (14,127 square feet including basement), and the Historic Georgia Hall (4,641 square feet). The campus is bounded by Jesse Hill Jr. Drive to the northwest, Coca-Cola Place to the southeast, Pratt Street, and Interstates 75 and 85 to the south, and Decatur Street to the northwest. A significant addition to the Grady Campus, the Cornell Pavilion, was completed in 2021. This 10-story, 600,000-square-foot building is linked to the original three blocks by a 20-foot-wide, 49.6-foot-deep, 992-square-foot bridge. The Cornell Pavilion stands on a new block along with the Piedmont parking deck, and the Glenn Building which is bounded by Piedmont Avenue to the northwest, Armstrong Street to the northeast, Jesse Hill Jr. Drive to the southeast, and Gilmer Street to the southwest. The original campus consists of three

blocks, covering approximately 13.446 acres (585,728 square feet), and is currently used as a hospital and medical professional office complex. The terrain is mostly flat, with scattered trees across the site.

- **CDP land use map designation:** The current land use designation for this site is Office–Institutional land use designation.
- **Current/past use of property:** The site has been utilized for commercial, office, institutional, medical services, and hospital use. Staff is unaware of any previous uses of the site.
- **Surrounding zoning/land uses:** The subject property is currently zoned SPI-1 SA1 (Downtown Special Public Interest District Subarea 1) with an Office Institutional land use designation. The properties located to the immediate north and west of the site are SPI-1 SA1 (Downtown Special Public Interest District Subarea 1), with an Office Institutional land use designation. To the east, properties are zoned SPI-1 SA1 (Downtown Special Public Interest District Subarea 1) with a High Density Commercial land use designation. To the south, is the US Interstate 75 and 85, and the parcels abutting the interstate are zoned RG-4 (Residential General Sector 4) with a High Density Residential land use designation, C-4 (Community Business District) and C-2 (Commercial Service District) with a Low Density Commercial land use designation, and I-1 (Light Industrial) with an Industrial land use designation.
- **Transportation system:** The Grady Hospital campus is situated along Jesse Hill Jr. Drive, Coca-Cola Place, Pratt Street, Decatur Street, Gilmore Street, Armstrong Street, and Piedmont Avenue. Piedmont Avenue is considered an arterial street, while the other streets are local streets. The immediate area is served by MARTA via bus routes #899 along Bell Street SE and Pratt Street SE, bus routes #107, #813, and #899 along Pratt Street SE and Decatur Street SE, Coca Cola Place SE and Piedmont Avenue SE, and Gilmer Street SE with connections to MARTA Georgia State Transit Station and bus route #186 along Decatur Street SE and Pratt Street SE with connections to MARTA Five Points Transit Station. The MARTA Georgia State Transit Station is 0.2 miles from the property, and the MARTA Five Points Transit Station is 0.7 miles from the property. Sidewalks are available on both sides of Jesse Hill Jr. Drive, Coca-Cola Place, Pratt Street, Decatur Street, Gilmore Street, Armstrong Street, and Piedmont Avenue.

PROPOSAL: The applicant is proposing a rooftop heliport at Grady Memorial Hospital, designed to meet community needs inclusively. The project involves creating essential heliport facilities on Wing A's rooftop while adhering to safety standards. Minimal alterations to the existing structure will support functionality and safety. This addition aims to enhance emergency medical services by facilitating swift patient transport and ensuring timely access to specialized care. It represents a significant opportunity for community growth and improved healthcare services.

CONCLUSIONS:

- **Ingress and egress:** This project will maintain seamless access for existing staff and employee automobile vehicles, with no impact on entrances, access points, or storage facilities. Pedestrian access will be provided via a proposed sidewalk connection to the existing sidewalk infrastructure on-site. Construction activities will be confined to the rooftop of the existing facility, with no modifications planned at ground level. However, in terms of emergency air transport vehicles, Grady currently receives an average of 90 flights per month (3 per day). The proposed helipad will double this capacity, accommodating up to 180 flights per month (6 per day). Ground-level emergency vehicle access to the property will remain unaffected. At the roof level, there is an existing helipad (Wing B) with a take-off/landing area (TLOF). The flight path of this existing helipad will be adjusted to accommodate the newly proposed helipad (Wing A), ensuring that the flight paths serving both helipads are non-conflicting and compliant with FAA regulations (FAA AC 150/5390-2D – Heliport Design). The design has been submitted to the FAA for review and recommendation, though it is still under evaluation. There will be no disruption to ground-level automobile traffic. Air traffic involving emergency air transport will continue to be coordinated for landing and takeoff between the Emergency Air Transport Service Provider and Grady Memorial's staff. Additionally, the Wing A Helipad will include a parking pad for emergency air transport vehicles to land and taxi to a temporary storage area, facilitating the landing and takeoff of additional inbound vehicles. It's important to note that the parking pad will not be used for permanent storage.
- **Parking and loading:** Employees and visitors will continue to use the current on-site parking spaces within the parking deck structures on site and in the surrounding area to access this facility. Loading and deliveries will still be carried out using the existing driveways, access points, and curb cuts along the rights of way that border the Grady Hospital campus. The introduction of the new rooftop Heliport (Wing A) will not affect how products and supplies are currently delivered to this facility.
- **Refuse and service areas:** The site handles refuse through dumpsters and compactors located throughout the area, with daily pickups by a private garbage disposal service. Service personnel will enter the site through the main loading area. The current operator's method of disposing of refuse and garbage at the facility will not be impacted by the proposed rooftop Heliport (Wing A). Service personnel will park in the existing parking facilities and move internally within the facility to access the new rooftop heliport for utility maintenance and repair.
- **Buffering and screening:** The proposed heliport will be oriented towards Jesse Hill Jr. Drive, where the existing helipad is located on top of Grady Memorial Hospital. There are no residential areas immediately adjacent to the hospital, only other commercial establishments, Georgia State University, and other healthcare and medical facilities, including the Children's Healthcare of Atlanta Hospital campus. On the south side of the hospital campus is the US Interstate 75 and 85, which results in lighting, glare, and noise having a limited spillover towards the surrounding residential areas. The proposed design was created to comply with FAA requirements and to minimize visibility from neighboring properties. The heliport components have been placed on the rooftop to limit visibility from adjoining properties, but there are two locations where the fall protection safety netting needed to extend beyond the

building's face. The design team worked to minimize this while still accommodating the desired size of the helicopter. Accordingly, the fall protection will extend beyond the building's face on the west elevation facing Jesse Hill Jr. Dr SE. Furthermore, the proposed heliport will be located on the same elevation as the existing helicopter pad, so there will be limited impact upon the immediate area. The applicant has indicated there would not be an increase in the number of vehicles coming to the site.

- **Hours and manner of operation:** Grady Memorial Hospital currently serves Atlanta 24 hours a day, 7 days a week, 365 days a year, with a dedicated staff of 6,259 employees working across three shifts: 1st shift (3,661), 2nd shift (367), 3rd shift (1,034), and a variable shift (1,197). In 2022, Grady accommodated an impressive 646,759 patient visits, including approximately 1,100 helicopter arrivals. The addition of a new rooftop heliport will allow for approximately 2,200 more arrivals. This Heliport will be comprised of a helipad, taxiway, and parking pad, and is designed to augment the hospital's emergency air transport capabilities:
 - Helipad: Exclusive area for emergency air transport vehicles to conduct take-offs and landings.
 - Taxiway: Connects the helipad and parking pad, facilitating seamless movement of vehicles.
 - Parking Pad: Provides temporary storage for vehicles, ensuring optimal utilization of the helipad.

The hospital's onsite cafeteria operates from 6:30 am to 7:00 pm. Importantly, the heliport project does not necessitate additional parking beyond the normal operations associated with individuals and relatives traveling to accompany patients at the facility.

- **Duration:** The applicant is requesting an indefinite duration. Staff is supportive of this request.
- **Required yards and open space:** The applicant has indicated that there will be no encroachments into the required yards and open spaces, and the proposal will comply with all required yards and open space requirements of the SPI-1 SA1 (Downtown Special Public Interest District Subarea 1) zoning district.
- **Tree Preservation and replacement:** The applicant has stated that there are no proposed changes for the subject property that involve tree removal. In addition, if the applicant intends to develop or redevelop the existing hospital campus in the future, they must comply with the City's tree preservation ordinance.

STAFF RECOMMENDATION: APPROVAL



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JAHNEE R. PRINCE, AICP
Commissioner
KEYETTA M. HOLMES, AICP
Director
Office of Zoning & Development

MEMORANDUM

TO: Zoning Review Board
FROM: Keyetta M. Holmes, AICP, Director *KMH*
SUBJECT: U-24-08 for 215 West Wieuca Road NW
DATE: April 11, 2024

An Ordinance by Councilmember Mary Norwood granting a special use permit to sever excess development density (**54,450 square feet of residential floor area**) pursuant to **16-28.023(2)(d)** from a portion of **2400 Defoors Ferry Road NE (sending property)** fronting approximately 750 feet on the south side of Defoors Ferry Road and transfer it to property located at **215 West Wieuca Road NW (aka Chastain Park Avenue) (receiving property)**.

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

RECOMMENDATION: 60 DAY DEFERRAL – JUNE 2024



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

MEMORANDUM

TO: Zoning Review Board

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

SUBJECT: Z-23-70 for 1111 Ridge Avenue SW

DATE: April 11, 2024

An Ordinance by Zoning Committee to rezone from I-1-C/BL (Light Industrial Conditional/BeltLine Overlay) to MRC-3/BL (Mixed Residential Commercial/BeltLine Overlay) for property located at **1111 Ridge Avenue SW**.

FINDINGS OF FACT:

- **Property location:** The subject property fronts 548 feet on the west side of Ridge Avenue SW commencing at a ½” rebar found at the intersection of the south right-of-way margin of Weyman Avenue and the northeast right-of-way margin of Ridge Avenue. The property is in Land Lot 74 of the 17th District, Fulton County, Georgia within the Peopletown Neighborhood of NPU V, Council District 1.
- **Property size and physical features:** The subject property is approximately 3.716 acres (161,869 sq. ft.). The property is currently unimproved, with a cement foundation and tall grass surrounding the property. There is currently no curb cut to access to the site, however, there is a broken sidewalk along Ridge Avenue that can be used to access the site. The broken sidewalk is currently lined with large stone barricades to limit access. The topography is relatively flat.
- **CDP Land Use Map Designation:** The current land use designation for the property is Mixed Use (MU) within the 2021 Comprehensive Development Plan (CDP).
- **Current/past use of property:** The property is currently unimproved. Staff is unaware of any other previous uses for the site.
- **Surrounding zoning/land uses:** The properties in the immediate area are zoned I-1-C (Light Industrial Conditional) and MRC-1-C (Mixed Residential Commercial Conditional) with a Mixed Use (MU) land use designation. It is 450 feet away from the future Terminal South Development.

- **Transportation System:** Ridge Avenue is categorized as a local street. There are sidewalks along both sides of Ridge Avenue. MARTA bus route #55 and #155 is located on Weyman Avenue and Ridge Avenue. The closest MARTA rail service in the area is the West End Transit Station approximately 2 miles away.

PROPOSAL: The applicant seeks to rezone from I-1-C/BL (Light Industrial Conditional/BeltLine Overlay) to MRC-3/BL (Mixed Residential Commercial/BeltLine Overlay) to develop 425 residential units.

Project Specifications:

<u>Maximum Allowable Building Square Footage:</u>	
Residential (Utilizing NLA):	517,931 SF
<u>Maximum Height of Building:</u>	100'
<u>Floor Area Ratio Calculation:</u>	
Net Lot Area (NLA):	161,854 sf/ 3.72 acres
Gross Land Area (GLA):	174,842 sf/ 4.01 acres
Current Base FAR:	
Non-Residential:	4.0
Residential:	3.2
Combined:	7.2
Current Bonus FAR:	0
Maximum Allowable FAR:	7.2
Proposed Max FAR:	2.5
<u>Usable Open Space (UOSR) Calculations</u>	
Required (.40*GLA):	69,937 SF
Proposed:	~69,937 SF (approx.)
<u>Parking Spaces</u>	
Proposed:	0.58 per dwelling unit

CONCLUSIONS:

- **Compatibility with comprehensive development plans (CDP); timing of development:** The subject properties have a Mixed-Use (MU) land use designation, which is compatible with the requested MRC-3 (Multifamily Residential Commercial) zoning district, thus a land use amendment will not be necessary to facilitate the rezoning.

- **Availability of and effect on public facilities and services/referrals to other agencies:** The location of the site and current use of surrounding properties indicates there are public facilities and services available to the subject property. There has been no indication from review agencies and/or departments that there would not be adequate public facilities and services to the subject site. When proposed development plans are submitted to other agencies for permit review, compliance with all applicable City codes will be required.
- **Availability of other appropriate land zoned for proposed use; effect on balance of land uses with regard to the public need:** The applicant has not indicated that they own other land that would be suitable for this development. The property is surrounded by mixed use zoning districts and land uses and is supported by the MU (Mixed Use) land use designation. Staff finds that the proposed rezoning would have a positive effect on the environment and not create an imbalance of land uses.
- **Effect on the character of the neighborhood:** The purpose of the MRC-3 zoning district is to “*encourage the development of multi-family housing within commercial areas*”. The property is adjacent to mixed use properties and industrial uses. This rezoning would increase housing supply and support retail and other nonresidential uses at the future Terminal South development. Staff finds that the proposed rezoning will have an overall positive effect on the character of the neighborhood.
- **Suitability of proposed use:** Staff finds the proposed land use suitable as the proposed use reflects the overall goals and recommendations from the 2021 Comprehensive Development Plan, NPU-V policies, and the Atlanta BeltLine Subarea 2 Plan. City Wide Policy # 8 from the 2021 CDP encourages to “*integrate new development (or new residential development) with surrounding residential fabric*”. NPU-V Policies “*supports SMART growth and density. Condos and apartments along with smart transit solutions are good for both commercial corridors and residential (when planned), and to promote mixed-use (commercial, residential, and office) development patterns that are compatible with the surrounding residential areas and are located along major transportation routes.*” Goals from the BeltLine Subarea 2 Plan are to “*provide a balanced mix of compatible uses*”. The proposed MRC-3 zoning would allow the construction of the 425 residential units.
- **Effect on adjacent property:** The proposed development would have positive impacts on the adjacent properties. The property is in an area that has been designated for mixed use development and would positively impact the adjacent properties by further activating property, particularly the future Terminal South development, in the area consistent with recommendations from the 2021 CDP, NPU-V policies, and the BeltLine Subarea 2 Plan. Staff is of the opinion if this property is rezoned to MRC-3, there will be positive effect on adjacent properties.
- **Economic use of current zoning:** There is currently limited uses with the current zoning. The property has been vacant and dilapidated, a rezoning to MRC-3 would allow for the creation of a development that would only increase available housing stock and add to the services and potential job creation to residents in the Peopletown neighborhood and the future Terminal South Development.
- **Compatibility with policies related to tree preservation:** Development of the property must comply with the City of Atlanta Tree Ordinance at the time of permitting.

- **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 Atlanta City Design, **1111 Ridge Avenue SW** located within a Corridor area. Corridor areas are described as follows:

“These are the connecting tissues of the city, the major streets that flow out of the core in every direction. They stitch Old and New Atlanta geotherm 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 vibrant public life out beyond the core of the city.”

STAFF RECOMMENDATION: APPROVAL