

DRC Agenda

DATE: May 20, 2026
TIME: 5:00 PM
LOCATION: Virtual Meeting

*The DRC meetings are open to the public; however, there is not a public hearing component in the meetings. If you have comments to share with the DRC regarding a particular application, please submit your written comments to frose@atlBeltline.org prior to the meeting date. **Written comments must be submitted** by 4pm on the Tuesday prior to the public meeting and will be shared with the DRC.*

Old Business: 777 Memorial Drive – Permits Unlimited, LLC

Updated exterior renovation plans for the future use of a karaoke bar. The site is zoned MRC-3-C/BLO.

Kaci Palo – Kaci@permitsunlimitedllc.com

Requested Variation(s):

TBD. None identified by applicant.

New Business: 1075 Boulevard SE – Under New Management, LLC

Adaptive reuse of 1 story CMU building with a basement. The property fronts the Atlanta Beltline on its northern side, boulevard on its eastern side, and multifamily on the south. The building is dilapidated and has been unoccupied for at least a decade. Alterations include a full renovation including new roof structure, new openings, and new glazings. This project seeks to bring it back to life with a two-story, multi-tenant approach to bring small footprint, locally owned business to the area. Currently the project is designed as a core and shell so that flexibility can be maintained for future tenants to be brought in. The site is zoned MRC-3-C/BLO.

Saba Loghman – saba@undernewmanagement.co

Requested Variation(s):

1. Variation to Section 16-36.014(7)(a)(ii) Fenestration – to reduce the required 65% fenestration along Boulevard and to reduce the required 65% fenestration along the Beltline corridor to preserve the existing structure’s headers and maintain windows and doors as were historically provided on the building.

New Business: 501 (aka 500) and 549 Amsterdam Avenue, NW, 538 Orme Circle Rear and a portion of 530 Worchester Dr. and a portion of 500 Park Drive “Amsterdam Walk” – Portman Holdings, LLC

The overall development of the property will be phased, with this application reflecting the first of two phases. The project scope for this phase includes a combined 666 multifamily units and 96,452 square feet of nonresidential commercial uses. Access to the development will be provided from Amsterdam Avenue, a public right-of-way, and Evelyn Street, an existing private drive on the northern property boundary. The existing terminus of Amsterdam Avenue will be extended as a publicly accessible private drive through the project to connect to the existing Evelyn Street private drive. Parking will be provided in two parking structures screened with a combination of residential units and sidewalk level commercial uses. The site is zoned PDMU/BLO.

Mike Green – mgreene@portmanholdings.com

Requested Variation(s):

1. Variation to Section 16-36.012 Sidewalk/supplemental zone table – Clear Zone

The clear zone on the public right-of-way of Amsterdam Avenue is proposed to be six feet on the southern portion. The Beltline Overlay district requires a 10-foot clear zone on both sides of the public right-of-way. Condition 20 of Ordinance 24-O-1715 provides for a five-foot landscape buffer zone and a six-foot clear zone on the private Amsterdam Avenue extension throughout the project, which is accommodated and met in the area where the variation is requested. A 14-foot multi-use path is proposed on the northern portion of the public right-of-way of Amsterdam Avenue. The proposal to provide a 14-foot multi-use path on the northern portion of the right-of-way mitigates the impact of the six-foot clear zone on the southern portion. Further, the existing streetscape on Amsterdam Avenue west of Monroe Drive is substandard which limits the utility of a wider streetscape in this location. Also, the proposed building abutting the proposed six-foot clear zone is a residential use which mitigates the need for an expanded streetscape. Strict application of the required clear zone is not necessary for the accomplishment of public purposes or provision of public protection due to the surrounding environment and the zoning conditions.

2. Variation to Section 16-36.013 Sidewalk/Supplemental Zone – Tree planting zone

A five-foot street furniture and tree planting zone with trees planted 30 feet on center is required on public right-of-way. On the northern portion of the Amsterdam Avenue public right-of-way, a 14-foot multi-use path without street trees is proposed in lieu of incorporating the street furniture and tree planting zone and the required street trees. This proposal is consistent with condition 22 of Ordinance 24-O-1715 which provides for a six-foot-wide multi-use path on the northern portion of the Amsterdam Avenue public right-of-way that widens to 14 feet where right-of-way is available. As noted above, the existing streetscape along Amsterdam Avenue west of Monroe Drive is substandard and the right-of-way dead ends as a stub into the site. To maximize multimodal mobility and based on the adjacent built environment, the required street furniture zone and street trees are replaced with a multimodal path which provides public protection to an equivalent or greater degree than the requirements do and still meets the public purposes and intent of the requirements.

3. Variation to Section 16-36.013 Sidewalk/Supplemental Zone – Supplemental Zone

Sidewalk level residential uses require a minimum five-foot supplemental zone on public right-of-way. On the southern portion of the Amsterdam Avenue public right-of-way, a minimum two-foot supplemental zone is proposed abutting building B2, a proposed multifamily residential building. Supplemental zones are not required throughout the balance of the streets accessing the development, including the immediately adjacent private extension of Amsterdam Avenue and the existing Evelyn Street private drive. Strict application of the required supplemental zone is not necessary for the accomplishment of public purposes or provision of public protection based on the dead-end condition of Amsterdam Avenue and the zoning conditions on the balance of the site.