

DRC Agenda

DATE: July 15, 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.*

New Business: 196 Montgomery Ferry Dr – Kimley-Horn for Ansley Golf Course

Clubhouse expansion, tennis building rebuild, and pool renovation. The site is zoned R-4/BL

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Requested Variation(s):

1. **Section 16-36.012 (2) Sidewalks - Street Trees:** To maintain the existing streetscape, landscaping, and residential neighborhood feel, the project requests a variation from the street tree planting distance requirement (16-36.012(2)) in which tree plantings are required at 30' O.C. spacing along the site frontage. There currently is landscaping and significant back canopy provided by existing trees, which serves an equivalent function to the code-required street landscaping. Additionally, no improvements are being proposed in this portion of the site as part of this project. The building façade and the site frontage facing Montgomery Ferry Drive will not be impacted or improved. Golf Circle is a very low density single-family residential road without sidewalks on either side of the road. Installing a full streetscape would represent a significant departure from the residential use and feel of that road and would be both isolated from other streetscapes and out of character with the neighborhood. Maintaining the existing parking lot and loading driveway adjacent to the Golf Circle does not physically allow tree plantings every 30'. In lieu of street trees as stated in the code, additional landscaping and trees will be planted within the landscaped islands in this parking lot adjacent to the roadway.
2. **Section 16-36.012 (3) Sidewalks - Decorative Pedestrian Lights:** The project requests a variation from the decorative pedestrian lighting requirement (16-36.012(3)) in which pedestrian light fixtures are required at 60' O.C. spacing along all public street frontages. The Montgomery Ferry Drive frontage is not being improved or modified as part of this project and does not currently have decorative pedestrian lights. Adequate lighting of the public street and sidewalk is already provided by lighting around the club and overhead lights across Montgomery Ferry Drive. On Golf Circle, there is not sufficient space to install a pedestrian light due to the lack of an existing streetscape. Sidewalk and roadway lighting will be provided by adjacent parking lot and site lighting on the club property. Decorative lighting on both frontages would be out of character with the low-density residential feel of the neighborhood.

3. **Section 16-36.013 (1) Supplemental Zone:** To maintain the existing site conditions, the project requests a variation to from the supplemental zone requirement (16-36.013(1)) in which the supplemental zone may not exceed 30 inches in rise from the public sidewalk for a minimum distance of 15 feet. Along Montgomery Ferry Drive, there are some existing instances of a rise of up to 36 inches measured 15 feet from the existing 10-foot-wide sidewalk. This variation is caused by a conflict between the adjacent downward slopes of the roadway and sidewalk against the consistent building floor above it. Meeting this code would require significant earthwork and land disturbance activity in an area which is outside of the project scope. The requested variation is based on maintaining the existing site frontage on Montgomery Ferry, which is not impacted as part of the project.
4. **Section 16-36.014 (2)(b)(ii) Relationship of Building to Street:** To facilitate the construction of the proposed clubhouse building expansion, the project requests a variation from the requirement that the primary pedestrian entrance must be at-grade with the adjacent sidewalk. The proposed clubhouse building expansion is designed with the intent to match the existing building floor elevations in effort to minimize ramping or steps within the building. Therefore, the main clubhouse entrance from the sidewalk is at 852' in elevation. The adjacent sidewalk is approximately 48" lower than the building floor. Stairs will be provided as well as an accessible pathway from the sidewalk. The requested variation is based on matching existing architectural elevations and allowing the proposed expansion to seamlessly match with the existing clubhouse.
5. **Section 16-36.014 (7)(a) Relationship of Building to Street - Fenestration:** The project requests a variation from the fenestration requirements for street frontages at the sidewalk level adjacent to 25% on collector roads (Montgomery Ferry Drive) and 14.7% on local roads (Golf Circle) from the required 65% and 30%, respectively, per Beltline Overlay. The existing facade provides fenestration along 25% of the elevation facing Montgomery Ferry Drive and includes least one instance of 20' of façade without intervening fenestration or site entrances. The clubhouse building was constructed many years before the adoption of the beltline overlay district's code regarding fenestration, and adherence to this code would require significant architectural and structural revisions which are not part of the project scope. For the fenestration of the façade facing Golf Circle, the design intent is to match the scale and architectural language of a single-family home to remain in keeping with the adjacent neighborhood. To respect the tranquility of the neighborhood, club activity is concentrated toward the "inside" of the site on the west and north sides of the building, reducing the practicality of fenestration on Golf Circle. Additionally, the architecture of the street level story is comprised mainly of pitched roof area, which does not lend naturally to fenestration.
6. **Section 16-36.017 (1)(e) Driveway Curb Cuts:** To maintain the existing site accessibility and circulation, the project requests a variation from the maximum number of curb cuts per street frontage. The existing curb cuts on both Montgomery Ferry Drive and Golf Circle will not be widened or reconstructed in any other way as part of the scope of this project. No new curb cuts are proposed for the project. The closure of any of the existing curb cuts would drastically limit the site circulation
7. **Section 16-36.020 (5)(b) Off-Street Surface Parking Lots:** To facilitate the construction of the proposed tennis building, the project requests a variation from the off-street parking requirement (16-36.020(5)(b)) in which an off-street parking lot cannot be located directly between the building and the street. This condition exists in the site today, with the parking lot by Golf Circle being located between the road and the existing tennis building. In the proposed development, the tennis building will be redesigned and relocated, but it must remain directly southwest of the parking lot. The use of the tennis building is exclusively to serve the adjacent

tennis. There is no practical or financially feasible location for the tennis building in which it can directly serve the tennis courts without being located between the tennis courts and the existing parking lot on Golf Circle.