

KENSINGTON POINTE MASTER DEVELOPMENT PLAN:

NOVEMBER 2021 UPDATE

Development Site



Kensington Pointe: Transit Oriented Development Master Plan

- **Phase I – Senior Residences at Kensington Pointe**
 - 130 units reserved as Housing for Older Persons (HFOP)
 - 62 – One Bedroom units
 - 68 – Two Bedroom units
 - Affordability: 100% affordable; Reserved for residents at 30% - 80% AMI
 - **Phase II – Kensington Pointe**
 - 120 Family units
 - 65 – One Bedroom units
 - 43 – Two Bedroom units
 - 12 – Three Bedroom units
 - 100% Market rate units
 - **Phase III – Affiliated Resources Group (ARG) Offices**
 - 28,000 square feet
-

PHASE I – SENIOR RESIDENCES AT KENSINGTON POINTE – 130 UNITS

- DCA Competitive 9% Tax Credit Award
 - Housing for Older Persons (HFOP), 55
 - 130 residential units
 - 62 One Bedroom Units
 - 68 Two Bedroom Units
 - 100% of the units will be reserved for residents earning between 30% and 80% of the Area Median Income
 - Developer: Housing Development Corp.
 - Affiliate of the Housing Authority of DeKalb County
 - Sustainable real estate development model that will encourage MARTA ridership
 - Emphasize energy efficiency
 - Promote healthier resident lifestyles through design and construction materials
-

PHASE I - SENIOR RESIDENCES AT KENSINGTON POINTE

Community Amenities

- The development will include a modern design with site amenities including:
 - Gazebo
 - Community Garden
 - Community Room
 - Fitness Center
 - Wellness Center
 - Laundry Facility
 - Equipped Business Center

Unit Amenities

- The new construction one- and two-bedroom units will feature:
 - LED fixtures
 - Low-flow Water Sense plumbing fixtures
 - Washer/Dryer hookups
 - High efficiency water heaters
 - Smooth-surface flooring
 - Energy Star appliances

PHASE II- KENSINGTON POINT MARKET RATE (MF)

Community Amenities

- The development will include a modern design with site amenities including:
 - Fitness Center
 - Equipped Business Center
 - Pool
 - Outdoor Gathering Area

Unit Amenities

- The new construction one- and two-bedroom units will feature:
 - LED fixtures
 - Low-flow Water Sense plumbing fixtures
 - Washer/Dryer hookups
 - High efficiency water heaters
 - Smooth-surface flooring
 - Energy Star appliances

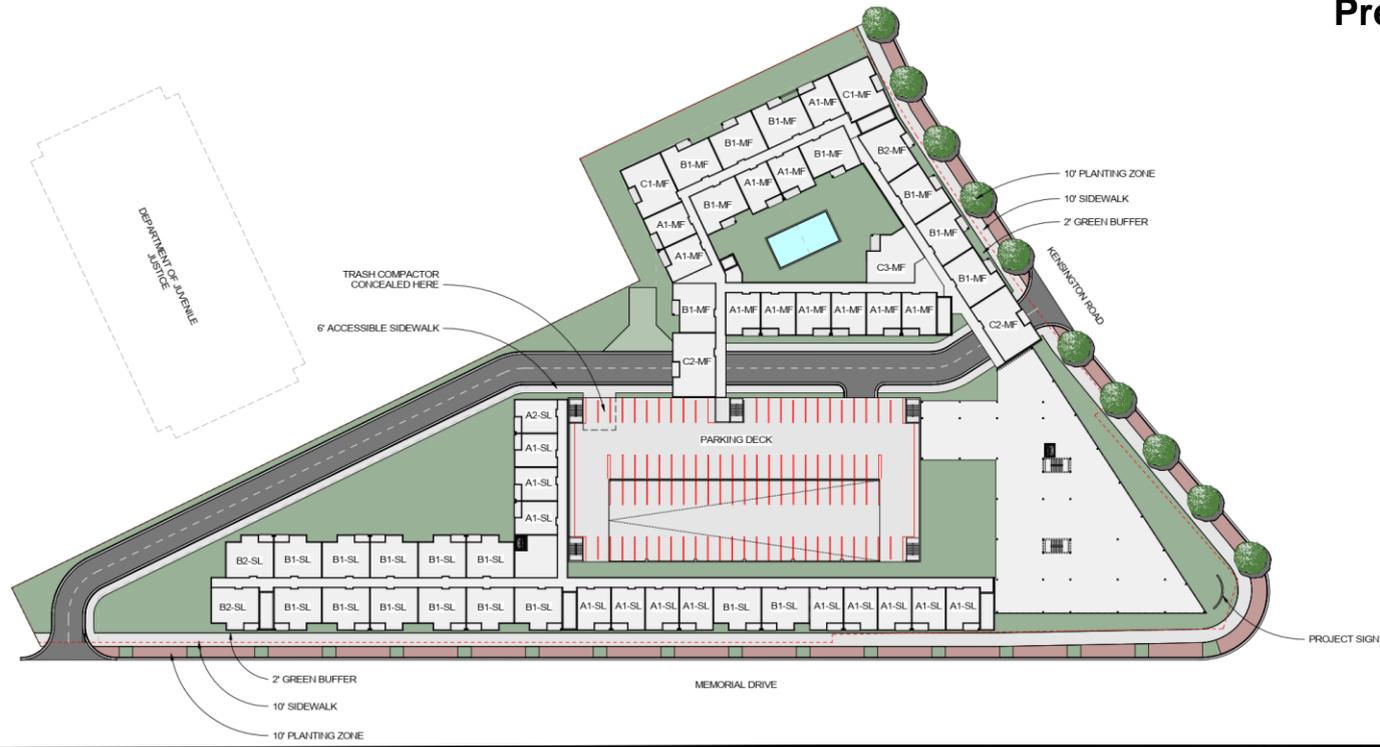


Previously Proposed Design:

Currently Proposed Design:



Kensington Road Perspective

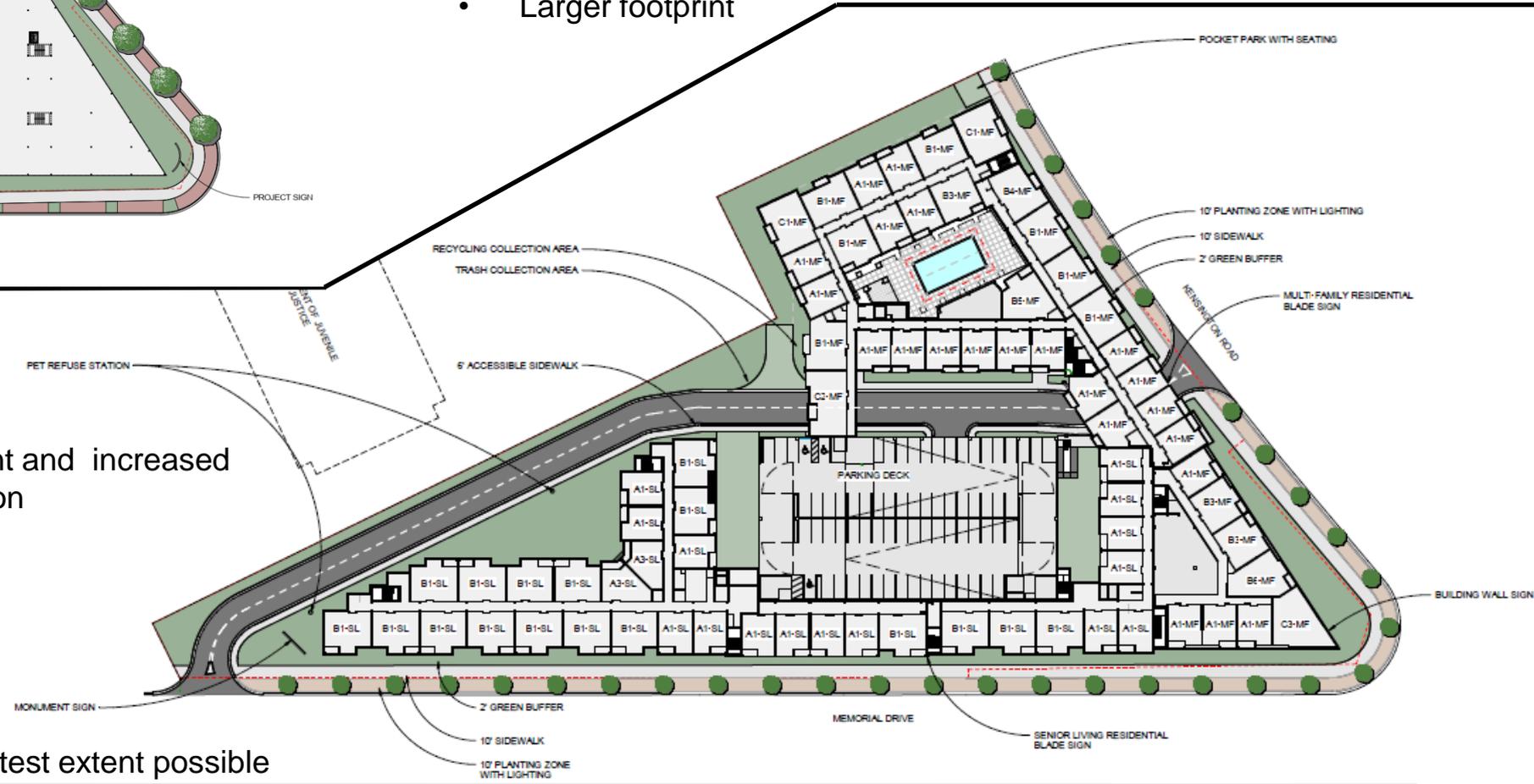


Previously Proposed Design:

- Residential
 - 5 floors
 - Market Rate- increased 2bd & 3bd unit count
- Office
 - 3 floors at 30,000sf
 - Standalone bldg. with sweeping glass windows
- Parking Deck
 - 4 floors
 - Larger footprint

Currently Proposed Design:

- Residential
 - Height reduction to 4 floors
 - Market Rate- reduced 2bd & 3bd unit count and increased 1bd count to accommodate height reduction
- Office
 - 2 floors at 28,000sf
 - 2 residential floors stacked above
- Parking Deck
 - 6 floors(1 sub-grade)
 - Smaller footprint
- Meets all Zoning Approval Conditions to the greatest extent possible



Site Plan Comparison

FIBER CEMENT SIDING



ARTISAN LAP SIDING

Thick, fiber cement lap siding elevates the aesthetic of traditional wood siding with lower maintenance.

Widths:	5.25"	7.25"	9.25"
Exposure:	4"	6"	7"



FIBER CEMENT PANELS



REVEAL PANEL WITH SURROUND TRIM

Make a dramatic statement with exposed trim that boldly frames the smooth panels with a modern industrial look. This raised trim catches ambient light to give your design strong geometric definition. Reveal Surround trim is available primed or with a clear anodized finish and is compatible with either primed or ColorPlus panels.



BRICK VENEER



FACE BRICK (FIELD COLOR)
RUNNING BOND PATTERN
QUEEN SIZE



METAL BALCONY GUARDRAIL (BLACK)

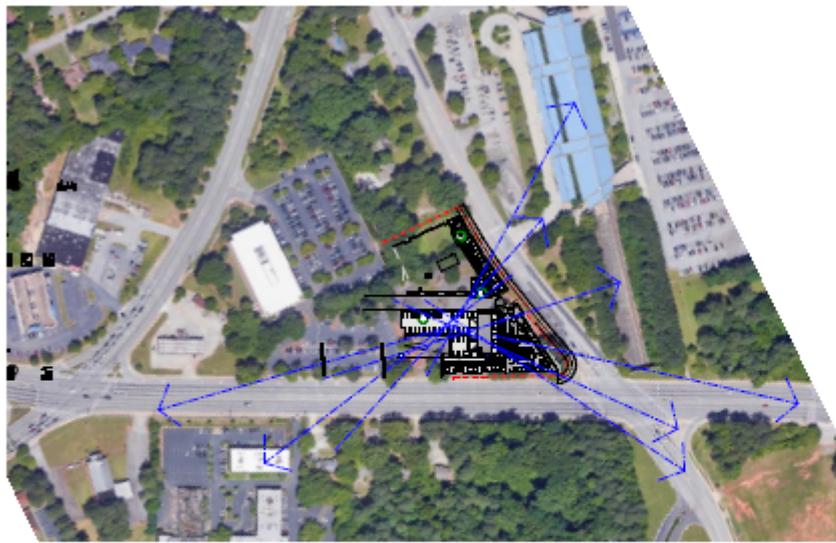


SOLARBAN ARCHITECTURAL GLAZING



SAMPLE FIBER CEMENT PANELS





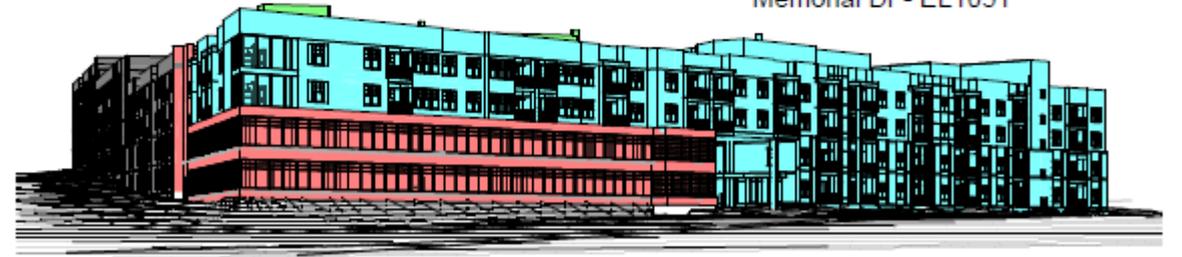
Perspective From Kensington Station Roof - EL 1061



Perspective From Memorial Dr Near Gas Station - EL1076

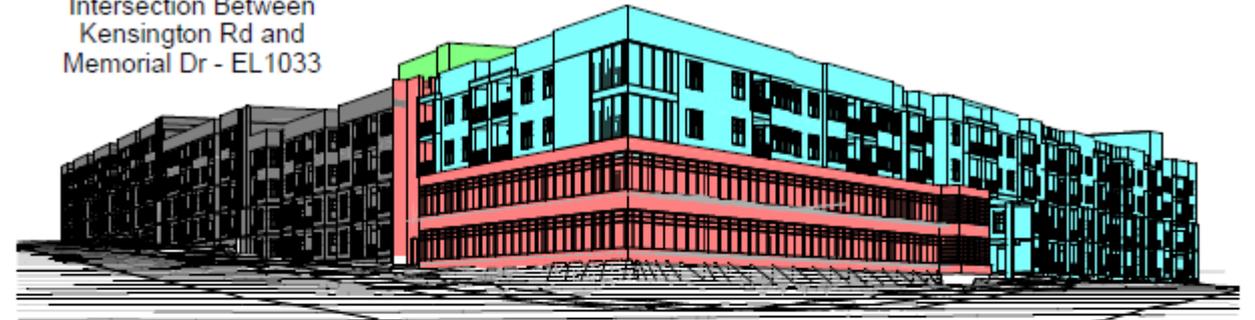
Perspective From Memorial Dr - EL1031

LEVEL 1 Used for Picking Up Perspectives - (EL 1049=Eye Level 0)
1" = 200'-0"



Perspective From Kensington Station Entry to Bus Bay - EL1035

Perspective From Intersection Between Kensington Rd and Memorial Dr - EL1033



Perspective From Kensington Office Building - EL1080

Perspective From East Side of Kensington Rd - EL1029



No.	County Rezoning Conditions	Compliance Status & Response	Comments
1	The 4.76 acre tract (the "Project Site") shall be developed in general conformity with the conceptual plan entitled "Exhibit A" and entitled Kensington Pointe and dated June 29, 2020 by the Department of Planning and Sustainability.	Design Complies	Final survey reflects 4.73 acres.
	Development shall comply with the intent of MARTA Transit-Oriented Development (TOD) Guidelines by moving the buildings close to the Kensington Road and Memorial Drive rights-of-way with parking located behind the proposed buildings.	Design Complies	The buildings and site layout were designed to the minimum required distance from approved setbacks.
	Building height shall be five stories for the residential buildings and a minimum of thirty feet tall for the office building.	Design revised, but compliant	Due to cost & design constraints the buildings do not exceed 4 stories at any given section. The office is now two stories instead of three with each floor at 12ft for a combined height of 24ft. Above the office are two residential floors at 10ft 8" each for a combined height of 45ft 4" which is above the 30ft minimum.
	Density will be between 40 and 60 dwelling units per acre.	Design Complies	Confirmed site acreage is 4.73ac. 250 units are contemplated for the site. This equals 52.85 units per acre.
	Internal sidewalks (minimum 5 feet in width) shall be constructed adjacent to all buildings, connected throughout the entire Project Site to provide for continuous connectivity to all buildings and open space to proposed sidewalks along Kensington Road and Memorial Drive.	Design Complies	All internal sidewalks are 6 ft.
	If the sidewalks crosses a driveway, it shall be clearly marked with striping, pavers, or raised crosswalks.	Design Complies	
	The Developer shall install pet refuse stations at appropriate locations along internal sidewalks/walking trails.	Design Complies	Stations are located at two areas shown on the site plan.
2	A commercial or office building shall be located on the northeast corner of the site at the Kensington Road/Memorial Drive intersection.	Design Complies	
	Non-residential uses shall constitute a minimum of 10% of the total building square footage on the project site. Reserved space without immediate tenant for future occupancy shall count toward compliance with this condition. Nonresidential uses may also include a fitness center, a business center, recreation center, and/or community rooms.	Design Complies	The Office will constitute 14.5% of the total building square footage.
3	Open space shall comprise a minimum of 15% of the project site. Provide and maintain outdoor play and recreation areas with a minimum area of five (5) percent of the total area of the lot or four thousand (4,000) square feet, whichever is greater. The applicant will meet the minimum and is currently estimated at 30% open space.	Design Complies	Open space constitutes 21.3% of the project site which meets the minimum although the open space in the revised site plan is less than originally contemplated due to design constraints.
4	Building materials to comply with Article 5 of the Zoning Ordinance. No vinyl or metal buildings are allowed. The building elevations for Kensington Roads shall be reasonably consistent to the elevations submitted on July 9, 2020 to the Planning Department.	Design Complies	
	The final building elevations and building materials shall be approved in writing by the District and Super District Commissioners for the Project Site prior to the issuance of the Building Permit for the Project Site. Final building elevations shall show articulation of different building materials.	Design Complies	Developer shall submit for approval at the appropriate time.
5	All openings of the parking deck facing the internal street shall be treated with a mural, architectural elements, trellis with vines, or a combination thereof.	Design will comply	
	All internal elements to the parking deck such as plumbing pipes, fans, ducts and lighting shall be concealed from the exterior view.	Design Complies	
	Lighting shall be shielded to minimize light spillover beyond and above the deck. The lighting on top deck shall be fully shielded fixtures and directed towards the parking spaces and not to any adjacent properties.	Design will comply	
6	One blade sign not to exceed 60 square feet per side with approximate dimensions of 3 feet wide x 20 feet tall shall be permitted for each residential building.	Design will comply(if erected)	
	One wall mounted sign not to exceed 6 feet tall x 10 feet wide for the office/commercial building may be erected.	Design will comply(if erected)	
	One monument sign not to exceed 20 square feet (per sign face) shall be allowed at the intersection of Memorial Drive and the internal private service road.	Design Complies	
	One wall mounted sign not to exceed 10 square feet may be erected at the intersection of Kensington Road and the private internal service drive.	Design will comply(if erected)	
	Wayfaring signs of less than 18 inches in height shall also be permitted. All of these sign conditions shall be subject to the requirements of the DeKalb County Sign Ordinance. If there is a conflict between these conditions and the DeKalb County Sign Ordinance, the more restrictive requirement shall apply.	Design will comply	
7	Prior to the issuance of a Land Development Permit for the Project Site, the developer, in cooperation with the abutting LDG development, shall submit to the DeKalb County Transportation Department a Pedestrian Safety Analysis prepared by a professional transportation engineer for safe pedestrian access from the Project Site to the Kensington MARTA station	Completed/Submitted	The Traffic Engineering Report and the Traffic Impact Study, which includes the Pedestrian Analysis, has been submitted to DeKalb County Transportation on 6/2/21. We are awaiting further comment from both DeKalb County & GDOT.

8	In order to match the streetscape standards that are required of the abutting LDG Development on Kensington Road to the greatest extent possible, a streetscape zone shall be constructed along Kensington Road and shall include the installation of landscape strips and street trees consistent with those on the LDG site as approved by the County Arborist.	Design Complies to greatest extent possible	The streetscape has been designed to be consistent with the adjacent development with the exception of an additional 10ft setback. This development is designed to adhere to conditions outlined in the zoning approval and the existing right of way designations. Any additional setbacks will result in a reduction of unit density and threaten the feasibility of the development. Discussions with DeKalb County Transportation and GDOT are ongoing.
	Minimum 10-foot wide sidewalk and a minimum 10-foot wide green space/landscape strip except in front of the office/commercial building where existing right-of-way is enlarged.	Design Complies	
	Under no circumstance shall the landscape strip be less than 5-feet wide. The Landscape strip shall be between the curb and the sidewalk.	Design Complies	
	Lighting shall be placed within the landscape strip.	Design Complies	
	A pedestrian pocket park with a seating area shall be provided along the western portion of the project site between the proposed buildings and the abutting LDG Development site.	Design Complies	
9	A streetscape zone shall be established along the Memorial Drive frontage to the extent possible given project design constraints, topographical issues, and Georgia Department of Transportation (GDOT) requirements.	Design will comply to greatest extent possible	The streetscape zone along Memorial Drive adheres to conditions outlined in the zoning approval using the existing right of way designations. Any additional setbacks will result in a reduction of unit density and threaten the feasibility of the development. Discussions with DeKalb County Transportation and GDOT are ongoing.
	The existing sidewalk shall be retained and repaired to ADA standards if damaged, and extended to meet the new sidewalk along Kensington if necessary.	Design Complies	
	Between the sidewalk and the building edge along Memorial Drive, the applicant shall provide a minimum 5-foot wide and a maximum 10-foot wide landscape strip. This landscaping may consist of small trees and /or hedges. The existing decorative street lighting will be inspected and repaired if necessary.	Design Complies	
10	A landscape plan showing the proposed landscaping within the streetscape zones along Kensington Road and Memorial Drive, along the proposed internal private drive, and for any open space area on the project site shall be approved in writing by the District and Super District Commissioners for the Project Site prior to the issuance of the Building Permit for the Project Site.	In-Process/To be submitted	Developer shall submit for approval at the appropriate time
	11 Refuse areas shall not be visible from the public street and shall be fenced or screened with a combination of materials and colors to match building materials of the primary building.	Design Complies	
	12 All equipment located on any flat top roof shall be screened from view.	Design Complies	
	13 All storm water detention shall be underground.	Design Complies	

Kensington Pointe- Kensington Road Narrative

Zoning Condition #8:

In order to match the streetscape standards that are required of the abutting LDG Development on Kensington Road to the greatest extent possible, a streetscape zone shall be constructed along Kensington Road and shall include the installation of landscape strips and street trees consistent with those on the LDG site as approved by the County Arborist.

Compliance Status:

Design Complies to greatest extent possible

Explanation:

The Kensington Road streetscape has been designed to be consistent with the adjacent development to the greatest extent possible. This development is designed to adhere to conditions outlined in the zoning approval and the existing right of way designations. Please reference the Site Plan Overlay Depiction (Figure 1) on the following page which presents the LDG development's site plan approved at re-zoning as compared to the northern section of Kensington Pointe's conceptual plan. Both sites share the same curb, 10' Planting Zone, and 10' Sidewalk along Kensington Road. However, the adjacent LDG development shows a 10' green buffer (with trees) south of the sidewalk whereas the Kensington Pointe Development is only able to accommodate a 2' green buffer south of the sidewalk to the edge of our building.

Additionally, it was noted by DeKalb County Transportation at the project's LDP pre-submittal meeting on October 13th, 2021, that the project would need to donate right-of-way to include the sidewalk thus the inner edge of the sidewalk would become the new right-of-way line. As we understand it, this would trigger the repositioning of the current setback based on the new position of the right-of-way line. Having to match the additional 10' green buffer or repositioning setbacks based on new right-of-way lines have the same effect which is encroachment upon the footprint of the building. This would negatively impact the buildability of the multi-family units as well as a portion of office. Please reference the light green overlay outlined in red which serves to demonstrate how the green buffer or increased setbacks would extend into the Kensington Pointe site. The Elevation Overlay Depiction (Figure 2) illustrates that 26 units (nearly 22% of the Multi-family Community) would be eliminated should the additional green buffer or increased setbacks be required.

Due to financial constraints driven by Davis Bacon (DB) requirements, the building is limited to 4-stories at any given segment and the development is unable to support an increase to the number of floors. DB wages are required for this project due to the federal funds that were utilized by MARTA to acquire the land. Any additional green space requirements or increased setbacks would adversely affect the feasibility of this development as well as reduce the density that was approved at re-zoning. DeKalb County Transportation is supportive of the option to have a maintenance easement in-lieu of the the right-of-way donation and subsequent setback repositioning. We ask to proceed as designed without the additional 10' green buffer that is contemplated by the adjacent LDG Development, and to resolve the matter of the right-of-way donation with a maintenance easement.

Figure 2

Perspective From
Kensington Station
Entry to Bus Bay -
EL1035

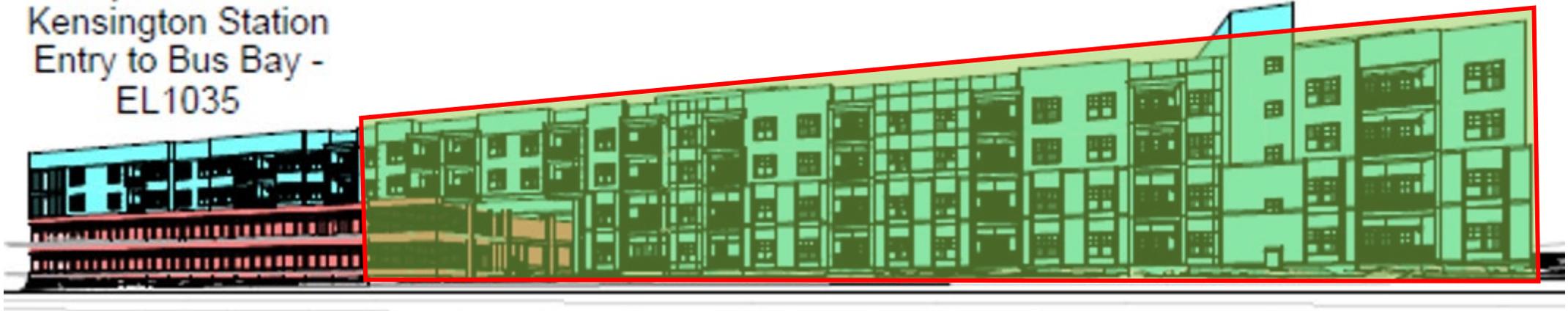
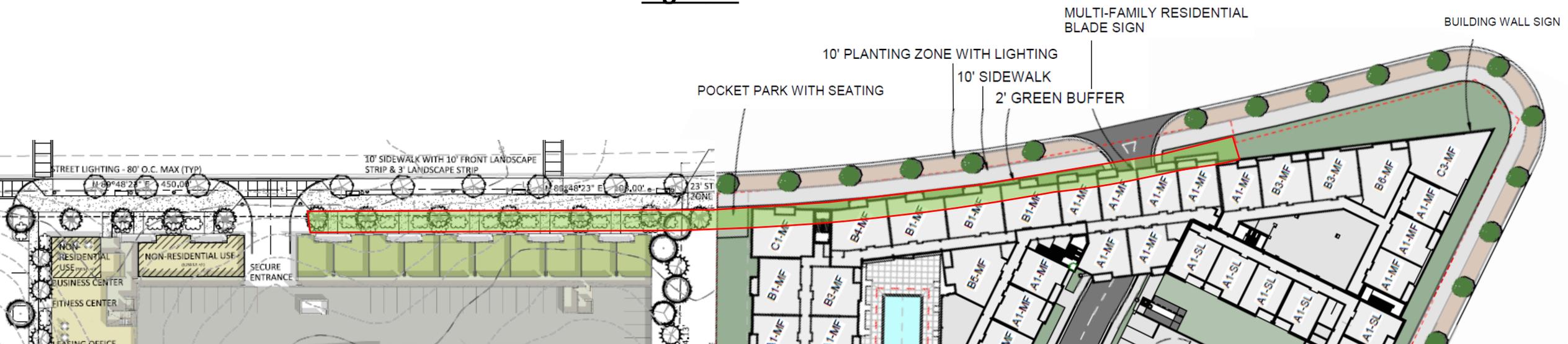


Figure 1



Kensington Pointe- Memorial Drive Narrative

Zoning Condition #9:

A streetscape zone shall be established along the Memorial Drive frontage to the extent possible given project design constraints, topographical issues, and Georgia Department of Transportation (GDOT) requirements.

Compliance Status:

Design will comply to greatest extent possible

Explanation:

The streetscape zone along Memorial Drive adheres to conditions outlined in the zoning approval using the existing right of way designations. Please reference the Site Plan Overlay Depiction (Figure 1) on the following page which presents the Memorial Drive side of the Kensington Pointe conceptual plan. It shows the curb, 10' Planting Zone, and 10' Sidewalk as well as a 2' green buffer to the edge of our building.

It was noted by DeKalb County Transportation at the project's LDP pre-submittal meeting on October 13th, 2021, that the project would need to donate right-of-way to include the sidewalk thus the inner edge of the sidewalk would become the new right-of-way line. As we understand it, this would trigger the repositioning of the current setback based on the new position of the right-of-way line.

Repositioning setbacks based on new right-of-way lines would encroach upon the footprint of the building. This would negatively impact the buildability of the Senior Living units as well as a portion of office. Please reference the light green overlay outlined in red which serves to demonstrate how the increased setbacks would affect the Kensington Pointe site. The Elevation Overlay Depiction (Figure 2) illustrates that 76 units (nearly 60% of the Senior Community) would be eliminated should the increased setbacks be required.

Due to financial constraints driven by Davis Bacon (DB) requirements, the building is limited to 4-stories at any given segment and the development is unable to support an increase to the number of floors. DB wages are required for this project due to the federal funds that were utilized by MARTA to acquire the land. Any increase to the setbacks would adversely affect the feasibility of this development as well as reduce the density that was approved at re-zoning. DeKalb County Transportation is supportive of the option to have a maintenance easement in-lieu of the the right-of-way donation and subsequent setback repositioning. We ask to proceed as designed and to resolve the matter of the right-of-way donation with a maintenance easement.

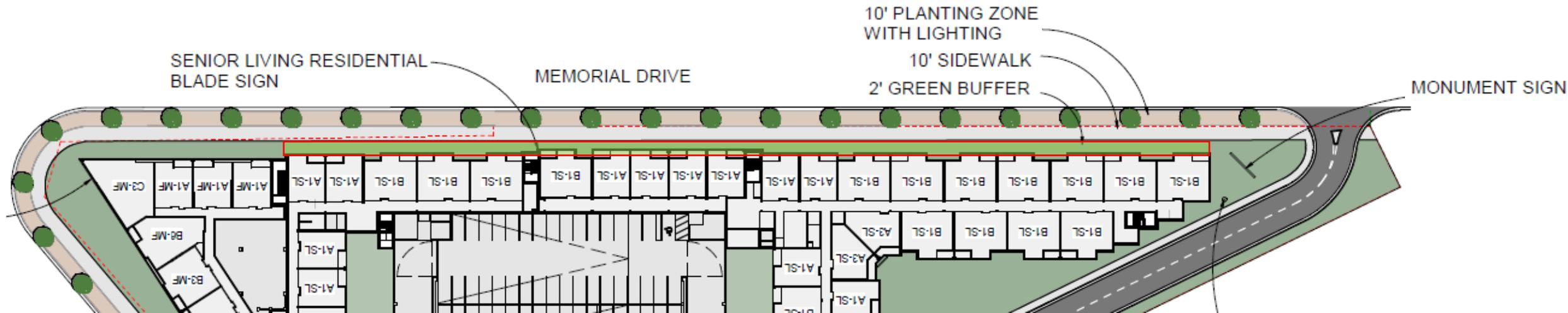
Furthermore, correspondence with GDOT is ongoing. Their comments so far indicate a desire to see no trees within 14' of the curb and for the right-in-turn from Memorial Drive to have a 35' radius. These changes have not been incorporated into the design of the project as we are awaiting a formal determination from the County.

Figure 2

Perspective From
East Side of
Kensington Rd -
EL1029



Figure 1



Agenda Item

File ID: SLUP-20-1243877

Substitute

Agenda Date July 14, 2020

Public Hearing: YES NO

Department: Planning and Sustainability

SUBJECT:

Commission District(s): 4 & 6

Application of John Corcoran for a Special Land Use Permit (SLUP) within the HR-2 (High Density Residential-2) District to allow for the construction of up to 130 senior housing residences in accordance with Chapter 27, Article 4, Table 4.1 Use Table and Section 27-4.2.46 (Senior Housing Supplemental Regulations) of the DeKalb County Code for properties at 3383, 3393, and 3391 Kensington Road and 4150 and 4200 Memorial Drive.

Petition No.: SLUP-20-1243877

Proposed Use: Senior Housing

Location: 3383, 3393 & 3391 Kensington Road; and 4150 and 4200 Memorial Drive

Parcel No.: 15-250-06-009, 15-251-03-001, 15-251-03-002, 15-251-03-003, 15 251 03 004

Information Contact: Jahnee Prince, AICP

Phone Number: 404-371-2607

PURPOSE:

Application of John Corcoran for a Special Land Use Permit (SLUP) within the HR-2 (High Density Residential-2) District to allow for the construction of up to 130 senior housing residences in accordance with Chapter 27, Article 4, Table 4.1 Use Table and Section 27-4.2.46 (Senior Housing Supplemental Regulations) of the DeKalb County Code. The property is located on the south side of Kensington Road and the west side of Memorial Drive, at 3383, 3393, and 3391 Kensington Road; and 4150 and 4200 Memorial Drive in Decatur, Georgia. The property has approximately 580 feet of frontage along Kensington Road, 845 feet of frontage along Memorial Drive and contains 4.76 acres.

RECOMMENDATION:

COMMUNITY COUNCIL: Full Cycle Deferral

PLANNING COMMISSION: Deferral

STAFF RECOMMENDATION: Approval with Conditions

PLANNING STAFF ANALYSIS: The proposed request for senior housing with accessory nonresidential uses is required to obtain a Special Land Use Permit (SLUP) in the proposed HR-2 (High Density Residential-2) zoning district (see associated rezoning case Z 20 1243876 from R-75 to HR-2). The applicant was originally requesting to rezone to the MU-4 (Mixed Use High Density) District which allows residential densities up to 40 dwelling units per acre. The project was initially proposing up to 170 affordable senior housing residences within two four-story multi-family buildings at a density of 40 units per acre, but was not able to provide a minimum of 20% nonresidential uses as required by the MU-4 zoning. The rezoning and SLUP applications were deferred from the June 9, 2020 Board of Commissioners meeting to the July 14th Board of Commissioners meeting to allow the applicant time to revise their rezoning application to the HR-2 (High Density Residential-2) District to allow an increase in residential density from 40 to 52 dwelling units per acre and increase

the building height from four stories to five stories to be more consistent with the higher densities called for by the Regional Center (RC) character area of the 2035 Comprehensive Plan (up to 120 dwelling units per acre). Of the proposed 250 residential units on the project site, 130 of those will be affordable senior housing. Based on the submitted information, it appears that the SLUP proposal for high density senior housing with accessory nonresidential uses is compatible and consistent with the nearby MARTA station, surrounding commercial and institutional uses, and other high density multi-family projects either approved or under construction in the surrounding area. The submitted concept plan, along with zoning conditions recommended by Planning Department Staff, is consistent with the Kensington LCI goals and TOD (Transit Oriented Development) guidelines adopted by MARTA focusing on high density, pedestrian focused developments by bringing the buildings up to wide sidewalks along the street, locating parking behind the buildings, and providing public access to open space. It appears that the project complies with the senior housing supplemental regulations of the zoning ordinance. With the recommended transportation improvements by Planning Department staff, the SLUP proposal should not cause an excessive or burdensome use of existing streets and transportation facilities. Therefore, Staff is recommending approval of the SLUP subject Staff's recommended conditions.

PLANNING COMMISSION VOTE: Deferral 7-0-0. L. Osler moved, P. Womack, Jr. seconded for a Deferral to the July 14, 2020 Board of Commissioners agenda. V. Moore was not present for this vote.

COMMUNITY COUNCIL VOTE/RECOMMENDATION: Full Cycle Deferral 9-0-1. The Council recommended "Full Cycle Deferral" since the proposed concept plans were in the process of being redesigned and Council wanted to review plans when they were completed. There was additional discussion concerning that there was not enough parking, and concerns that seniors who would live in the development would have no cars and no nearby parks, grocery stores, or drug stores to walk to.

SUBSTITUTE AGENDA ITEM PAGE

SUBSTITUTE CONDITIONS

SLUP-20-1243877

July 10, 2020

1. The 4.76 acre tract (the "Project Site") shall be developed in general conformity with the conceptual plan entitled "Exhibit A" and entitled Kensington Pointe and dated June 29, 2020 by the Department of Planning and Sustainability. Development shall comply with the intent of MARTA Transit-Oriented Development (TOD) Guidelines by moving the buildings close to the Kensington Road and Memorial Drive rights-of-way with parking located behind the proposed buildings. Building height shall be five stories for the residential buildings and a minimum of thirty feet tall for the office building. Density will be between 40 and 60 dwelling units per acre. Internal sidewalks (minimum 5 feet in width) shall be constructed adjacent to all buildings, connected throughout the entire Project Site to provide for continuous connectivity to all buildings and open space to proposed sidewalks along Kensington Road and Memorial Drive. If the sidewalks crosses a driveway, it shall be clearly marked with striping, pavers, or raised crosswalks. The Developer shall install pet refuse stations at appropriate locations along internal sidewalks/walking trails.
2. A commercial or office building shall be located on the northeast corner of the site at the Kensington Road/Memorial Drive intersection. Non-residential uses shall constitute a minimum of 10% of the total building square footage on the project site. Reserved space without immediate tenant for future occupancy shall count toward compliance with this condition. Nonresidential uses may also include a fitness center, a business center, recreation center, and/or community rooms.
3. Open space shall comprise a minimum of 15% of the project site. Provide and maintain outdoor play and recreation areas with a minimum area of five (5) percent of the total area of the lot or four thousand (4,000) square feet, whichever is greater. The applicant will meet the minimum and is currently estimated at 30% open space.
4. Building materials to comply with Article 5 of the Zoning Ordinance. No vinyl or metal buildings are allowed. The building elevations for Kensington Roads shall be reasonably consistent to the elevations submitted on July 9, 2020 to the Planning Department. The final building elevations and building materials shall be approved in writing by the District and Super District Commissioners for the Project Site prior to the issuance of the Building Permit for the Project Site. Final building elevations shall show articulation of different building materials.
5. All openings of the parking deck facing the internal street shall be treated with a mural, architectural elements, trellis with vines, or a combination thereof. All internal elements to the parking deck such as plumbing pipes, fans, ducts and lighting shall be concealed from the exterior view. Lighting shall be shielded to minimize light spillover beyond and above the deck. The lighting on top deck shall be fully shielded fixtures and directed towards the parking spaces and not to any adjacent properties.

6. One blade sign not to exceed 60 square feet per side with approximate dimensions of 3 feet wide x 20 feet tall shall be permitted for each residential building. One wall mounted sign not to exceed 6 feet tall x 10 feet wide for the office/commercial building may be erected. One monument sign not to exceed 20 square feet (per sign face) shall be allowed at the intersection of Memorial Drive and the internal private service road. One wall mounted sign not to exceed 10 square feet may be erected at the intersection of Kensington Road and the private internal service drive. Wayfaring signs of less than 18 inches in height shall also be permitted. All of these sign conditions shall be subject to the requirements of the DeKalb County Sign Ordinance. If there is a conflict between these conditions and the DeKalb County Sign Ordinance, the more restrictive requirement shall apply.
7. Prior to the issuance of a Land Development Permit for the Project Site, the developer, in cooperation with the abutting LDG development, shall submit to the DeKalb County Transportation Department a Pedestrian Safety Analysis prepared by a professional transportation engineer for safe pedestrian access from the Project Site to the Kensington MARTA station.
8. In order to match the streetscape standards that are required of the abutting LDG Development on Kensington Road to the greatest extent possible, a streetscape zone shall be constructed along Kensington Road and shall include the installation of landscape strips and street trees consistent with those on the LDG site as approved by the County Arborist, with a minimum 10-foot wide sidewalk and a minimum 10-foot wide green space/landscape strip except in front of the office/commercial building where existing right-of-way is enlarged. Under no circumstance shall the landscape strip be less than 5-feet wide. The Landscape strip shall be between the curb and the sidewalk. Lighting shall be placed within the landscape strip. A pedestrian pocket park with a seating area shall be provided along the western portion of the project site between the proposed buildings and the abutting LDG Development site.
9. A streetscape zone shall be established along the Memorial Drive frontage to the extent possible given project design constraints, topographical issues, and Georgia Department of Transportation (GDOT) requirements. The existing sidewalk shall be retained and repaired to ADA standards if damaged and extended to meet the new sidewalk along Kensington if necessary. Between the sidewalk and the building edge along Memorial Drive, the applicant shall provide a minimum 5-foot wide and a maximum 10-foot wide landscape strip. This landscaping may consist of small trees and /or hedges. The existing decorative street lighting will be inspected and repaired if necessary.
10. A landscape plan showing the proposed landscaping within the streetscape zones along Kensington Road and Memorial Drive, along the proposed internal private drive, and for any open space area on the project site shall be approved in writing by the District and Super District Commissioners for the Project Site prior to the issuance of the Building Permit for the Project Site.
11. Refuse areas shall not be visible from the public street and shall be fenced or screened with a combination of materials and colors to match building materials of the primary building.
12. All equipment located on any flat top roof shall be screened from view.
13. All storm water detention shall be underground.

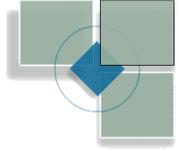


DeKalb County Department of Planning & Sustainability

330 Ponce De Leon Avenue, Suite 500

Decatur, GA 30030

(404) 371-2155 / plandev@dekalbcountyga.gov



Michael Thurmond
Chief Executive Officer

Planning Commission Hearing Date: June 2, 2020 6:30 P.M.

Board of Commissioners Hearing Date: July 14, 2020 9:00 A.M.

STAFF ANALYSIS

SUBSTITUTE

Case No.:	SLUP-20-1243877	Agenda #: N-2
Location/ Address:	3383, 3391, & 3393 Kensington Road and 4150 and 4200 Memorial Drive, Decatur, Georgia	Commission District: 4 Super District: 6
Parcel ID:	15 250 06 009, 15 251 03 001, 15 251 03 002, 15 251 03 003, 15 251 03 004	
Request:	For a Special Land Use Permit (SLUP) to allow up to 130 senior housing residences in the HR-2 (High Density Residential-2) district, in accordance with Chapter 27, Article 4, Table 4.1 Use Table of the DeKalb County Code.	
Property Owner:	MARTA	
Applicant/Agent:	John Corcoran	
Acreage:	4.76	
Existing Land Use:	Parking Lot	
Surrounding Properties:	Kensington MARTA station to the north, northeast, and northwest; vacant land and offices to the east: the DeKalb County Juvenile Detention Center and a Shell gas station to the south; and vacant land and offices to the west	
Adjacent Zoning:	North: R-75 South: C-1 East: O-I & HR-3 West: HR-3 and Avondale Estates	
Comprehensive Plan:	RC (Regional Center) Consistent <input checked="" type="checkbox"/>	Inconsistent <input type="checkbox"/>
Proposed Density: NA	Existing Density: NA	
Proposed Units/Square Ft.: Up to 130 Senior Housing residences	Existing Units/Square Feet: Parking Lot	
Proposed Lot Coverage: NA	Existing Lot Coverage: NA	

Staff Recommendation: APPROVAL WITH CONDITIONS

The proposed request for senior housing with accessory nonresidential uses is required to obtain a Special Land Use Permit (SLUP) in the proposed HR-2 (High Density Residential-2) zoning district (see associated rezoning case Z 20 1243876 from R-75 to HR-2). The applicant was originally requesting to rezone to the MU-4 (Mixed Use High Density) District which allows residential densities up to 40 dwelling units per acre. The project was initially proposing up to 170 affordable senior housing residences within two four-story multi-family buildings at a density of 40 units per acre, but was not able to provide a minimum of 20% nonresidential uses as required by the MU-4 zoning.

The rezoning and SLUP applications were deferred from the June 9, 2020 Board of Commissioners meeting to the July 14th Board of Commissioners meeting to allow the applicant time to revise their rezoning application to the HR-2 (High Density Residential-2) District to allow an increase in residential density from 40 to 52 dwelling units per acre and increase the building height from four stories to five stories to be more consistent with the higher densities called for by the Regional Center (RC) character area of the 2035 Comprehensive Plan (up to 120 dwelling units per acre). Of the proposed 250 residential units on the project site, 130 of those will be affordable senior housing. Based on the submitted information, it appears that the SLUP proposal for high density senior housing with accessory nonresidential uses is compatible and consistent with the nearby MARTA station, surrounding commercial and institutional uses, and other high density multi-family projects either approved or under construction in the surrounding area.

The submitted concept plan, along with zoning conditions recommended by Planning Department Staff, is consistent with the Kensington LCI goals and TOD (Transit Oriented Development) guidelines adopted by MARTA focusing on high density, pedestrian focused developments by bringing the buildings up to wide sidewalks along the street, locating parking behind the buildings, and providing public access to open space. It appears that the project complies with the senior housing supplemental regulations of the zoning ordinance. With the recommended transportation improvements by Planning Department staff, the SLUP proposal should not cause an excessive or burdensome use of existing streets and transportation facilities. Therefore, Staff is recommending approval of the SLUP subject to the following conditions:

1. The 4.76 acre tract (the "Project Site") shall be developed in general conformity with the conceptual plan entitled "Exhibit A" and entitled Kensington Pointe and dated June 29, 2020 by the Department of Planning and Sustainability. Development shall comply with the intent of MARTA Transit-Oriented Development (TOD) Guidelines by moving the buildings close to the Kensington Road and Memorial Drive rights-of-way with parking located behind the proposed buildings. Building height shall be five stories for the residential buildings and a minimum of thirty feet tall for the office building. Density will be between 40 and 60 dwelling units per acre. Internal sidewalks (minimum 5 feet in width) shall be constructed adjacent to all buildings, connected throughout the entire Project Site to provide for continuous connectivity to all buildings and open space to proposed sidewalks along Kensington Road and Memorial Drive. If the sidewalks crosses a driveway, it shall be clearly marked with striping, pavers, or raised crosswalks. The Developer shall install pet refuse stations at appropriate locations along internal sidewalks/walking trails.
2. A commercial or office building shall be located on the northeast corner of the site at the Kensington Road/Memorial Drive intersection. Non-residential uses shall constitute a minimum of 10% of the total building square footage on the project site. Reserved space without immediate tenant for future occupancy shall count toward compliance with this condition. Nonresidential uses may also include a fitness center, a business center, recreation center, and/or community rooms.

3. Open space shall comprise a minimum of 15% of the project site. Provide and maintain outdoor play and recreation areas with a minimum area of five (5) percent of the total area of the lot or four thousand (4,000) square feet, whichever is greater. The applicant will meet the minimum and is currently estimated at 30% open space.
4. Building materials to comply with Article 5 of the Zoning Ordinance. No vinyl or metal buildings are allowed. The building elevations for Kensington Roads shall be reasonably consistent to the elevations submitted on July 9, 2020 to the Planning Department. The final building elevations and building materials shall be approved in writing by the District and Super District Commissioners for the Project Site prior to the issuance of the Building Permit for the Project Site. Final building elevations shall show articulation of different building materials.
5. All openings of the parking deck facing the internal street shall be treated with a mural, architectural elements, trellis with vines, or a combination thereof. All internal elements to the parking deck such as plumbing pipes, fans, ducts and lighting shall be concealed from the exterior view. Lighting shall be shielded to minimize light spillover beyond and above the deck. The lighting on top deck shall be fully shielded fixtures and directed towards the parking spaces and not to any adjacent properties.
6. One blade sign not to exceed 60 square feet per side with approximate dimensions of 3 feet wide x 20 feet tall shall be permitted for each residential building. One wall mounted sign not to exceed 6 feet tall x 10 feet wide for the office/commercial building may be erected. One monument sign not to exceed 20 square feet (per sign face) shall be allowed at the intersection of Memorial Drive and the internal private service road. One wall mounted sign not to exceed 10 square feet may be erected at the intersection of Kensington Road and the private internal service drive. Wayfaring signs of less than 18 inches in height shall also be permitted. All of these sign conditions shall be subject to the requirements of the DeKalb County Sign Ordinance. If there is a conflict between these conditions and the DeKalb County Sign Ordinance, the more restrictive requirement shall apply.
7. Prior to the issuance of a Land Development Permit for the Project Site, the developer, in cooperation with the abutting LDG development, shall submit to the DeKalb County Transportation Department a Pedestrian Safety Analysis prepared by a professional transportation engineer for safe pedestrian access from the Project Site to the Kensington MARTA station.
8. In order to match the streetscape standards that are required of the abutting LDG Development on Kensington Road to the greatest extent possible, a streetscape zone shall be constructed along Kensington Road and shall include the installation of landscape strips and street trees consistent with those on the LDG site as approved by the County Arborist, with a minimum 10-foot wide sidewalk and a minimum 10-foot wide green space/landscape strip except in front of the office/commercial building where existing right-of-way is enlarged. Under no circumstance shall the landscape strip be less than 5-feet wide. The Landscape strip shall be between the curb and the sidewalk. Lighting shall be placed within the landscape strip. A pedestrian pocket park with a seating area shall be provided along the western portion of the project site between the proposed buildings and the abutting LDG Development site.
9. A streetscape zone shall be established along the Memorial Drive frontage to the extent possible given project design constraints, topographical issues, and Georgia Department of Transportation (GDOT) requirements. The existing sidewalk shall be retained and repaired to ADA standards if damaged, and extended to meet the new sidewalk along Kensington if necessary. Between the sidewalk and the building edge along Memorial Drive, the

applicant shall provide a minimum 5-foot wide and a maximum 10-foot wide landscape strip. This landscaping may consist of small trees and /or hedges. The existing decorative street lighting will be inspected and repaired if necessary.

10. A landscape plan showing the proposed landscaping within the streetscape zones along Kensington Road and Memorial Drive, along the proposed internal private drive, and for any open space area on the project site shall be approved in writing by the District and Super District Commissioners for the Project Site prior to the issuance of the Building Permit for the Project Site.
11. Refuse areas shall not be visible from the public street and shall be fenced or screened with a combination of materials and colors to match building materials of the primary building.
12. All equipment located on any flat top roof shall be screened from view.
13. All storm water detention shall be underground.

PROJECT ANALYSIS

The subject properties comprise 4.76 acres and contain a MARTA parking lot. The property is part of a triangle of land bounded on the north by Kensington Road, on the southeast by Memorial Drive, and on the southwest by Covington Highway. In addition to two vacant properties, the other land uses in this triangle are the DeKalb Juvenile Justice Center and a Citgo gas station. The Kensington MARTA Station is located across Kensington Road to the north. A sidewalk is located along Kensington Road, next to the curb.

The applicant was originally requesting to rezone to the MU-4 (Mixed Use High Density) District which allows residential densities up to 40 dwelling units per acre. Under that MU-4 zoning the project was proposing up to 170 senior housing residences within two four-story multi-family buildings at a density of 40 units per acre. All of those proposed units were to be affordable housing units. However, the rezoning and SLUP application was deferred from the June 9, 2020 Board of Commissioners meeting to the July 14th Board of Commissioners meeting to allow the applicant time to revise their rezoning application to HR-2 (High Density Residential-2) zoning to allow an increase in residential density from 40 to 52 dwelling units per acre and increase the building height from four stories to five stories. The higher densities allowed by HR-2 zoning (up to 60 units per acre) are more consistent with the Regional Center (RC) character area of the 2035 Comprehensive Plan calling for up to 120 dwelling units per acre and the Transit Oriented Development (TOD Guidelines) adopted by MARTA in 2010 to provide a high density, pedestrian-focused development near the Kensington MARTA station. The HR-2 district is also more consistent with the adjacent HR-3 zoning to the west. The applicant is applying for tax credits from the Georgia Department of Community Affairs, and in order for their tax credit application to remain competitive, the applicant must have a rezoning request approved by July 31st.

The proposed site plan and application is in keeping with the Transit Oriented Development (TOD) Guidelines adopted by MARTA in 2010 to provide a high density, pedestrian-focused development near public transit stations by bringing the buildings up to the street and proposed wide sidewalks, locating parking behind the buildings, and providing publicly accessible open space. The submitted application indicates five-story buildings will be located adjacent to the proposed sidewalk and right-of-way along Kensington Road and Memorial Drive, with parking and an internal private access drive located behind the buildings. Access is proposed via one driveway off Kensington Road and a right in, right out access off Memorial Drive. 250 residential units are proposed on the project site at a density of 52 dwelling units per acre, with 130 of those units dedicated for affordable senior housing and 120 units will be market rate multi-family. The project's total residential building square footage is 319,840 square feet which includes senior housing units and market rate

multi-family units. While no non-residential uses are required in HR-2 zoning, the applicant is providing 10.6% of the project site as office space (38,032 square feet), consistent with the 10% non-residential uses required in the adjacent HR-3 multi-family project abutting the north property line. Providing a commercial component is consistent with the Kensington LCI and MARTA TOD design guidelines to provide a mixture of land uses around the MARTA station to encourage pedestrian activity and reduce automobile dependency. The applicant indicates that the proposed building materials will likely consist of fiber cement and masonry veneers.

A four-story parking deck containing 340 parking spaces is proposed behind the five-story buildings. Since the project is within 1000 feet of a MARTA station, the zoning ordinance allows a 25% parking reduction upon application of an administrative variance, which would require only 265 parking spaces. Therefore the proposed number of parking spaces complies with code requirements. The project is providing an abundance of open space (37% open space provided, 15% required by the zoning ordinance) and outdoor recreation areas (10,367 s.f. required by zoning ordinance, 23,509 s.f. provided) located throughout the project site and will consist of passive open space which will be accessible to the public via internal sidewalks within the project site that connect to proposed public sidewalks along Kensington Road and Memorial Drive. Due to the pedestrian-focused design, the generous amount of open space and outdoor play area provided, and topographical constraints of the subject properties, the applicant indicates that administrative variances may be needed for a portion of the streetscape requirements of the zoning ordinance (10-foot wide sidewalk, 10-ft wide landscape strip, street trees 40 feet on center, etc) along Kensington Road and Memorial Drive.

Surrounding Development. There is new market-rate senior housing multi-family development construction underway along Mountain Drive around ¼ mile distance from the subject property to the north on the other side of the MARTA station (the Avondale Hills and Avondale Park developments). These developments are geographically separated from the subject parcels by the MARTA station and roadways to the immediate north. The properties to the west currently contain vacant land and offices. These properties were recently rezoned to HR-3 (High Density Residential) District on July 24, 2019 by the Board of Commissioners and approved for 244 apartments within a six story building. The subject site backs up to the DeKalb Juvenile Justice Center to the southwest and a Shell gas station to the south. To the east across Memorial Drive are offices and vacant land.

Supplemental Requirements: The application indicates there will be compliance with the following Senior Housing Supplemental Regulations of the Zoning Ordinance.

Section 27-4.2.26 requires the following for Senior Housing:

- A. Primary uses: Senior housing facilities shall include either independent living units or assisted living units (confirm they are independent living units), or both. The independent living units may be either single-family (detached) residences or multifamily (attached) residences. The primary use of the proposed development is independent senior housing.
- B. Accessory uses: Senior housing facilities shall include one (1) or more of the following accessory uses: 1. Ancillary clinics, personal service, retail (e.g., pharmacy, hair salon, medical offices). 2. Central kitchen and dining facility. 3. Recreation and amenities. 4. Building/Clubhouse for classes, meetings, concerts, storytelling, etc. 5. Adult day care. Accessory uses of senior housing include a clubhouse for classes, meetings, and other community amenities.
- C. The maximum number of unrelated residents living independently (not requiring personal care) and at age fifty-five (55) or older allowed in an independent living unit is one (1) per bedroom. The maximum number of unrelated residents living independently (not requiring personal care) and at age 55 or older allowed in independent living unit is one per bedroom.
- D. Height Standards: A senior living facility in which all of the occupied units are occupied by at least one senior aged fifty-five (55) or older is authorized up to ten (10) stories without a height SLUP in HR, MU3, MU-4, and MU-5 zoning districts, subject to transitional height plane regulations in Article 5. The proposed building height is five stories.
- E. Accessibility standards: All senior housing shall incorporate accessibility standards that meet certification requirements for Easy Living or

Universal Design and/or include all of the following minimum features: 1. At least one (1) step free entrance to the main floor at either the front or side of the structure; if only one (1) is provided, it shall not be from a patio or raised deck. 2. Main floor of each unit shall include a kitchen, entertaining area, and master bedroom with full bathroom. 3. Every door on the main floor shall provide a minimum width of thirty-four (34) inches of clear passage. 4. Blocking shall be installed in the master bath around toilet, tub, and shower for placement or future placement of grab bars.

The development will incorporate all accessibility standards cited above.

- F. Assisted living, nursing and continuing care facilities shall provide the following: 1. Primary and secondary support services: Approval for assisted living, nursing or continuing care facilities shall not be granted without documentation of provisions for the following primary and secondary services: a. Primary services: on-site dining facility, 24-hour on-call medical services, on-site licensed practical nurse, on-call registered nurse, linen and housekeeping services, and transportation services. b. Secondary services: physical therapy, medication administration program, care technician services (clothes changing, bathing, etc.), on-site personal care (barber, beauty salon), fitness center, library. c. Access to outdoor seating and walking areas shall be provided as part of every assisted living, nursing or continuing care facility.

This is not an assisted living facility, it is an independent living facility.

- G. A senior housing facility shall only be approved after consideration of the use permit criteria, found in Article 7 and after consideration of the following: 1. Proximity and pedestrian access to retail services and public amenities. 2. Transportation alternatives. 3. Integration into existing neighborhoods through connectivity and site design. 4. Diverse housing types. 5. Site and building design that encourages social interaction. 6. Building design that meets Easy Living standards.

All of these criteria cited above were considered.

- H. In addition, in consideration of the special land use permit or special administrative permit for a senior housing facility, the following criteria shall be evaluated based on the degree to which these elements provide transition from the proposed project to adjacent existing development: 1. Building height. 2. Landscaping. 3. Maximum lot coverage. 4. Setbacks from exterior property lines. 5. Site size. 6. Access to thoroughfare.

All of these criteria cited above were considered.

- I. Submittal requirements. The following documents and information are required for submittals for rezoning, special land use permits, land development permits and building permits associated with proposed senior living facilities: 1. Survey and site plan (per established requirements in Article 7). 2. Landscape and tree plan. 3. Number and location of residential units. 4. Types of units. 5. Amenities. 6. Institutional/non-residential services. 7. Proximity to services such as health care, shopping, recreation, and transit. 8. Other documents addressing the approval criteria in subsections G and H above.

All have been submitted or are addressed via proposed conditions of SLUP approval.

Access and Transportation Considerations

When a revised site plan is submitted, Planning Department Staff will recommend conditions of SLUP approval relating to adequate transportation infrastructure to accommodate the proposed senior housing.

Sidewalk/Pedestrian Access

Based on the submitted information and field investigation of the project site, there are sidewalks along this stretch of Kensington Road and Memorial Drive within this established commercial area. Planning Department Staff is recommending as a condition of SLUP approval that a 10-foot wide sidewalk be installed along Kensington Road and Memorial Drive, and that 5-foot wide internal sidewalks be constructed along all buildings to be continuously connected across the project site to ensure appropriate pedestrian access within and around the project site.

LAND USE AND ZONING ANALYSIS

Section 27-7.4.6 of the DeKalb County Zoning Ordinance, "Special land use permit; criteria to be applied" states that the following criteria shall be applied in evaluating and deciding any application for a Special Land Use Permit. No application for a Special Land Use Permit shall be granted unless satisfactory provisions and arrangements have been made concerning each of the following factors, all of which are applicable to each application.

A. Adequacy of the size of the site for the use contemplated and whether or not adequate land area is available for the proposed use including provision of all required yards, open space, off-street parking, and all other applicable requirements of the zoning district in which the use is proposed to be located:

Based on the submitted site plan and information, as well as field investigation of the project site, it appears that the size of the site is adequate for the use contemplated. Senior Housing is allowed in the HR-2 (High Density Residential-2) district, subject to approval of a SLUP. It appears that there is adequate land area available for the proposed use as there is compliance with all other required yards, open space, off-street parking, and other applicable requirements of the Zoning Ordinance.

B. Compatibility of the proposed use with adjacent properties and land uses and with other properties and land uses in the district:

Based on the submitted information, it appears that the SLUP proposal for high density senior housing with accessory nonresidential uses is compatible and consistent with the nearby MARTA station, surrounding commercial and institutional uses, and other high density multi-family projects either approved or under construction in the surrounding area.

C. Adequacy of public services, public facilities, and utilities to serve the contemplated use:

With recommended conditions by the Planning Department Staff, there should be adequate transportation infrastructure to accommodate the proposed senior housing project. For the portion of the project related to senior housing, there will be no impacts on the school system. The applicant will need to obtain a sewer capacity letter from the Department of Watershed Management to verify if sewer capacity is adequate.

D. Adequacy of the public street on which the use is proposed to be located and whether or not there is sufficient traffic carrying capacity for the proposed use, so as not to unduly increase traffic or create congestion in the area:

With recommended transportation improvements, the public street on which the proposed use is to be located is adequate and will not unduly increase traffic congestion since the proposed senior housing project accesses a six-lane major arterial road (Memorial Drive) and a four-lane minor arterial road with a center turn lane (Kensington Road). With recommended conditions by the Planning Department Staff, there should be adequate transportation infrastructure to accommodate the proposed senior housing project.

E. Whether or not existing land uses located along access routes to the site would be adversely affected by the character of the vehicles or the volume of traffic to be generated by the proposed use:

The area surrounding the Kensington MARTA station contains several high density multi-family and mixed-use projects that have either been approved or are under construction. Planning Department Staff is recommending as a condition of SLUP approval that adequate transportation infrastructure to accommodate the proposed senior housing be provided. With recommended transportation improvements, the existing land uses located along access routes to the site would not be adversely affected by the volume of traffic to be generated by the proposed use since the site accesses a six-lane major arterial road (Memorial Drive) and a four-lane minor arterial road (Kensington Road).

F. Ingress and egress to the subject property and to all proposed buildings, structures, and uses thereon, with particular reference to pedestrian and automotive safety and convenience, traffic flow and control, and access in the event of fire or other emergency:

Based on the submitted site plan, ingress and egress is adequate since the proposed use will be along a major arterial road (Memorial Drive) and a minor arterial road (Kensington Road). The submitted plan shows internal

sidewalks connecting the buildings to proposed sidewalks along Kensington Road and Memorial Drive which enhance pedestrian safety and convenience.

G. Whether or not the proposed use would create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust, or vibration that would be generated by the proposed use:

There are no anticipated adverse impacts on surrounding properties due to noise, smoke, odor, dust, or vibration as the proposed senior housing is consistent with the adjoining transportation, institutional, and office uses in the surrounding area. The proposed high density multi-family project is also compatible with the other high density multi-family projects either approved or under construction in the surrounding area.

H. Whether or not the proposed use would create adverse impacts upon any adjoining land use by reason of the hours of operation of the proposed use:

Based on the submitted information and elevations, it appears that the proposed use would not create adverse impacts on the adjoining land use by reason of the hours of operation.

I. Whether or not the proposed use would create adverse impacts upon adjoining land use by reason of the manner of operation of the proposed use:

See criteria "H".

J. Whether or not the proposed plan is otherwise consistent with the requirements of the zoning district classification in which the use is proposed to be located:

The proposed plan appears to be consistent with the requirements of the zoning district classifications in which the use is proposed to be located (HR-2 district).

K. Whether or not the proposed use is consistent with the policies of the comprehensive plan:

The proposed HR-2 zoning district allowing residential densities up to 60 dwelling units per acre and accessory non-residential uses is consistent with the Regional Center (RC) character area of the 2035 Comprehensive Plan calling for up to 120 dwelling units per acre, and also encourages development opportunities that are consistent with the goals of the 2003 and 2012 Kensington LCI *Small Area Plans* and the Transit Oriented Development (TOD) Guidelines adopted by MARTA in 2010 to encourage "transit-oriented development" as "a high-density, mixed-use development that provides a central transit "village", and to provide pedestrian-focused development by locating buildings adjacent to wide sidewalks along the street frontage, locating parking behind the buildings, and providing publicly accessible open space.

L. Whether or not the proposed plan provides for all buffers and transitional buffer zones where required by the regulations of the district in which the use is proposed to be located:

No buffer is required since the proposed HR-2 zoning district abuts HR-3 (High Density Residential -3) zoning along the west property line.

M. Whether or not there is adequate provision of refuse and service areas:

Based on the submitted information, ample refuse and service areas will be provided.

N. Whether the length of time for which the special land use permit is granted should be limited in duration:

This is a permanent development and should not be limited in duration.

O. Whether or not the size, scale, and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale, and massing of adjacent and nearby lots and buildings:

Based on the submitted plan and information, the proposed use would be located in a five-story building and will comply with all required building setbacks from the property line. The proposed project also is required to comply with the transitional height plane along Kensington Road. Therefore, there are no impacts on the size, scale, and massing of adjacent and nearby lots and buildings.

P. Whether the proposed plan would adversely affect historic building sites, districts, or archaeological resources:

Based on the submitted site plan and information, as well as field investigation of the project site, it does not appear that the proposed plan would adversely affect historic buildings, sites, districts, or archaeological resources.

Q. Whether the proposed use satisfies the requirements contained within the supplemental regulations for such special land use permit:

Based on the submitted information, it appears that the proposed senior housing project complies with the Supplemental Regulations of Section 27-4.2.26.

R. Whether or not the proposed building as a result of its proposed height , would create a negative shadow impact on any adjoining lot or building:

Based on the submitted plan and information, as well as field investigation of the project site, the proposed use would be located in a five-story building and will comply with all required building setbacks from the property line. Additionally, the site is also required to comply with the transitional height plane requirements along Kensington Road. Therefore, the proposed buildings should not create a negative shadow impact on any adjoining lot or building.

S. Whether the proposed use would be consistent with the needs of the neighborhood or of the community as a whole, be compatible with the neighborhood, and would not be in conflict with the overall objectives of the comprehensive plan:

The proposed HR-2 zoning district allowing residential densities up to 60 dwelling units per acre and accessory non-residential uses is consistent with the Regional Center (RC) character area of the 2035 Comprehensive Plan calling for up to 120 dwelling units per acre, and also encourages development opportunities that are consistent with the goals of the 2003 and 2012 Kensington LCI *Small Area Plans* and the Transit Oriented Development (TOD) Guidelines adopted by MARTA in 2010 to encourage “transit-oriented development” as “a high-density, mixed-use development that provides a central transit “village”, and to provide pedestrian-focused development by locating buildings adjacent to wide sidewalks along the street frontage, locating parking behind the buildings, and providing publicly accessible open space. With recommended transportation improvements by Planning Department Staff, the SLUP proposal should not cause an excessive or burdensome use of existing streets and transportation facilities.

Planning and Sustainability Department Recommendation: APPROVAL WITH CONDITIONS

Attachments:

1. Public Works Department Comments
 - a. Land Development Division

b. Traffic Engineering Division

2. Watershed Management Department Comments
3. Board of Health Comments
4. Board of Education Comments
5. Application
6. Site Plan
7. Zoning Map
8. Aerial Photograph
9. Photographs

EXHIBIT A

Kennington Pointe
06/29/20



ARG
HOUSING
DEVELOPMENT
CORPORATION

KENSINGTON POINTE
MULTI-USE RESIDENTIAL
DEVELOPMENT

THE CORCORAN OTA GROUP
ARCHITECTS

SITE PLAN
SCALE: 1" = 40'-0"



KENSINGTON ROAD PERSPECTIVE



SITE PLAN
1" = 40'-0"

FIBER CEMENT SIDING



ARTISAN LAP SIDING

Thick, fiber cement lap siding elevates the aesthetic of traditional wood siding with lower maintenance.

Widths:	5.25"	7.25"	8.25"
Exposure:	4"	6"	7"



FIBER CEMENT PANELS



REVEAL PANEL WITH SURROUND TRIM

Make a dramatic statement with exposed trim that boldly frames the smooth panels with a modern industrial look. This raised trim catches available light to give your design strong geometric definition. Reveal Surround trim is available primed or with a clear anodized finish and is compatible with either primed or ColorPlus panels.



BRICK VENEER



FACE BRICK (FIELD COLOR)
RUNNING BOND PATTERN
QUEEN SIZE



METAL BALCONY GUARDRAIL (BLACK)



SOLARBAN ARCHITECTURAL GLAZING



SAMPLE FIBER CEMENT PANELS



KT

Keri Taylor-Spann <Keri.Taylor-Spann@thehdc.org>

Wed 7/1/2020 3:02 PM

To: Reid, John; Williams, Matthew C.; John Corcoran <John.Corcoran@thehdc.org>

Cc: Frank, Debbie <dfrank@itsmarta.com>; Floyd, Greg <gfloyd@itsmarta.com>; Prince, Jahnee R.; Michael Corcoran (corcoran@corcoran-ota.com)

John,

Please see below:

1. Senior Housing:
 - a. Total (5 stories): 169,655 SF
 - b. Ground Floor only: 33,931 SF
2. Multi-family:
 - a. Total (5 stories): 150,185 SF
 - b. Ground Floor only: 30,037 SF
3. Parking Deck:
 - a. Total (4 stories): 126,080 SF
 - b. Floor Plate: 31,520 SF
4. Office:
 - a. Total (2 stories): 38,032 SF
5. Area of Non-residential at ground floor:
 - a. Office: 20,48 SF
 - b. Senior Housing: 1,763 SF
 - c. Multi-family: 1,829 SF
 - d. Total non-residential at ground floor: 23,840 SF

Thank You,
Keri Taylor-Spann

...

KT

Keri Taylor-Spann <Keri.Taylor-Spann@thehdc.org>

Mon 6/29/2020 3:46 PM

To: Reid, John; John Corcoran <John.Corcoran@thehdc.org>

Cc: Frank, Debbie <dfrank@itsmarta.com>; Floyd, Greg <gfloyd@itsmarta.com>; Prince, Jahnee R.; Williams, Matthew C.; Michael Corcoran (corcoran@corcoran-ota.com)



John,

Please see the attached draft site plan for the Kensington Master Development. Our presentation to the DeKalb County Board of Commissioners will include a full rendering of the attached site plan. W

Phase I – 130 unit Senior Community

- Along Memorial Drive

Phase II – 120 unit Family Community

- Kensington Road

ARG Office Building

- Approx. 25,000+ square feet at Kensington Road and Memorial Drive

Thank You,
Keri Taylor-Spann

...



Keri Taylor-Spann <Keri.Taylor-Spann@thehdc.org>

Tue 6/30/2020 5:40 PM

To: Reid, John; Williams, Matthew C.; John Corcoran <John.Corcoran@thehdc.org>

Cc: Frank, Debbie <dfrank@itsmarta.com>; Floyd, Greg <gfloyd@itsmarta.com>; Prince, Jahnee R.; Michael Corcoran (corcoran@corcoran-ota.com)



Kensington Pointe_Site Plan_...

402 KB

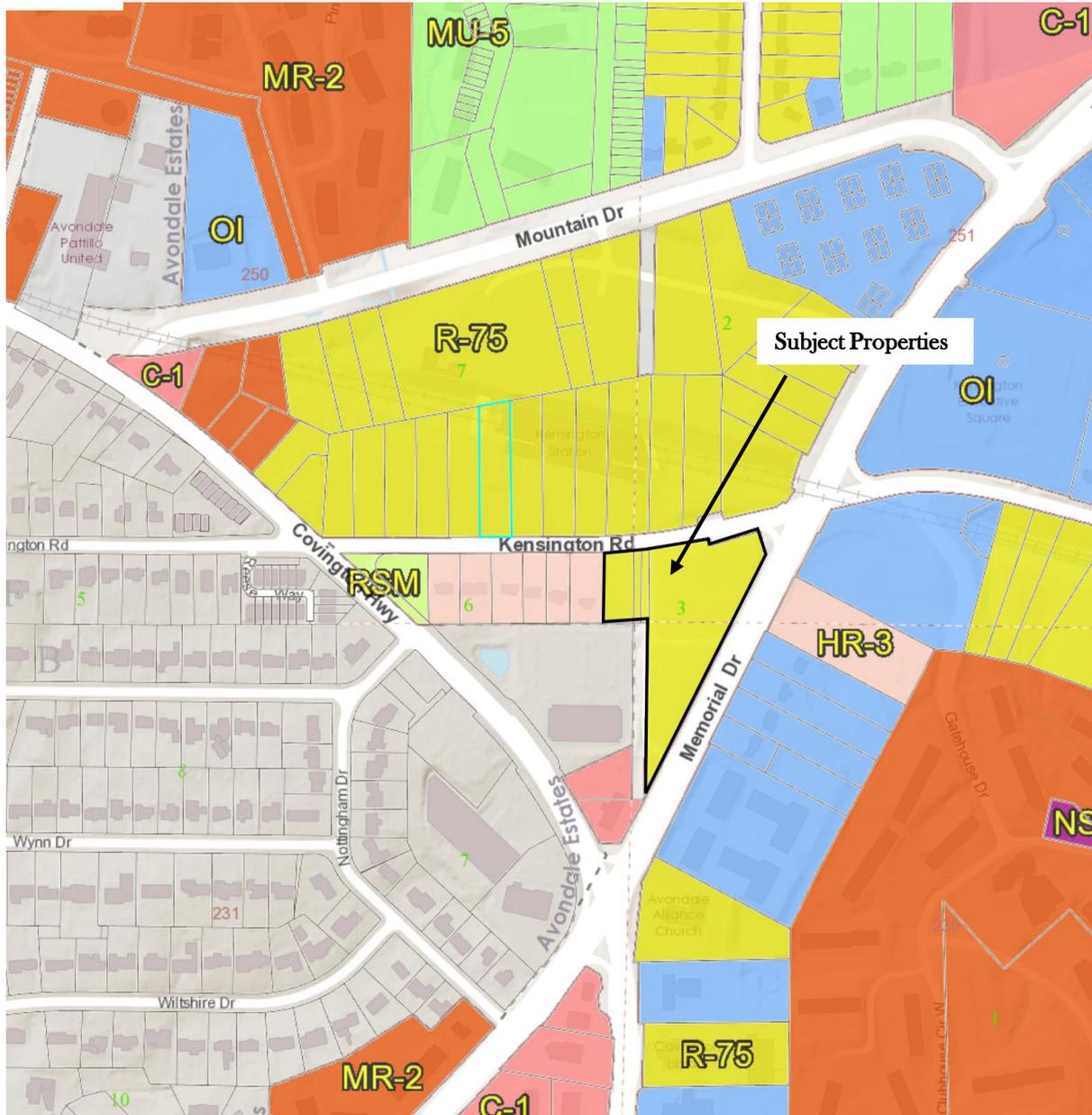
Good evening,

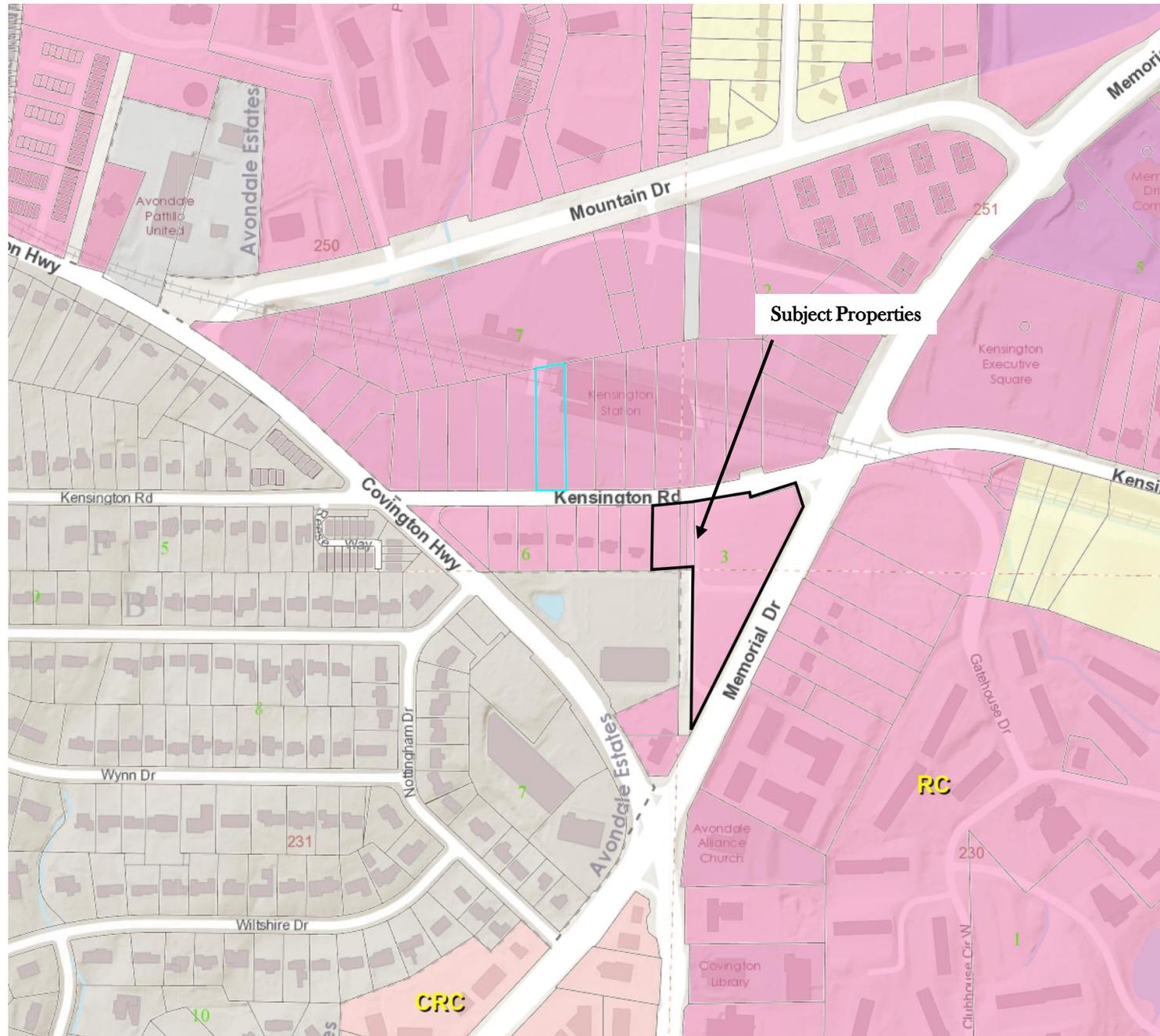
Please see the tabular data and our responses below. I have attached the previously sent site plan and to note, we anticipate having a full rendering available sometime next week.

HR-2 STANDARD	REQUIRED/ALLOWED	PROVIDED/PROPOSED	COMPLIANCE
MAX. D.U.s/ACRE (BASE, W/BONUSES)	Base: 40 d.u.s/ac W/Bonuses: 60 d.u.s/ac.	52 units/acre	Yes
MIN. OPEN SPACE	15% (UR1)	37%	Yes
MIN. LOT AREA	12,500 s.f.	187,308 s.f.	Yes
MIN. LOT WIDTH	100 ft.	845 feet (Memorial Dr)	Yes
MIN. TRANSITIONAL BUFFER	None Required (abuts HR-3 zoned properties)	20' minimum	Yes

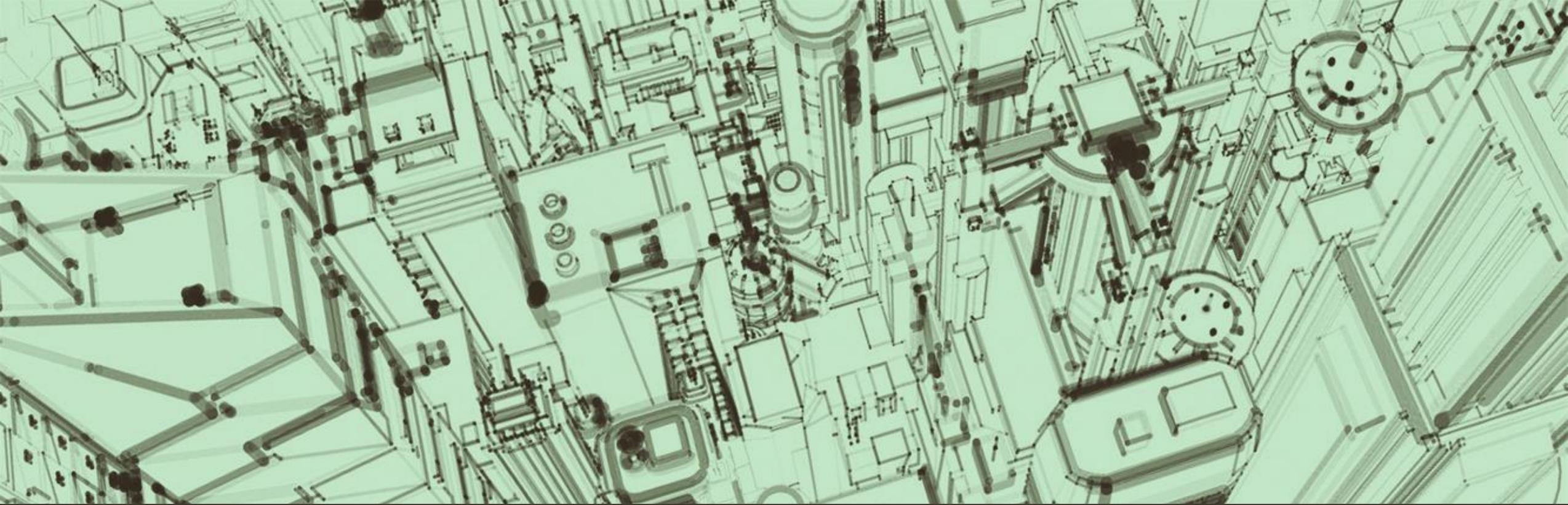
FRONT SETBACK (For entire bldg. site)	Min 10 ft. Max 20 feet	10' from the curb	Yes
REAR SETBACK	20 ft.	20'	Yes
MINIMUM UNIT SIZE	650 s.f.	745 SF	Yes
MAX. BLDG. HEIGHT	8 stories or 100 ft	5 stories	Yes
TRANS'L HEIGHT PLANE	Applicable on north side abutting Kensington Road	Applicant indicates will comply.	Yes
OUTDOOR PLAY AREA	Min. area of 5% of total lot area or 4,000 s.f., whichever is greater 5% of lot area = 10,367 s.f.	23, 509 SF (12.8%)	Yes
PARKING	Min. - Senior Housing--.5 spaces per dwelling unit, plus .25 spaces per du for guest parking (98 spaces) Multi-Family--1.5 spaces per unit (180 spaces) Office--1 space per 500 s.f. (32 spaces) TOTAL REQUIRED = 310	340 Total Spaces	Yes

PARKING	Min. - Senior Housing--.5 spaces per dwelling unit, plus .25 spaces per du for guest parking (98 spaces) Multi-Family--1.5 spaces per unit (180 spaces) Office--1 space per 500 s.f. (32 spaces) TOTAL REQUIRED = 310 parking spaces	340 Total Spaces	Yes
SIDEWALKS AND STREETSCAPING	10-ft. sidewalk, 10-ft. landscape strip, street trees 40 ft. on center.	10-ft. sidewalk, 5-ft. landscape strip, street trees 40 ft. on center.	Yes: we will redesign for 10ft. landscape strip, however this is not included in the current site plan. Please see the comment 6 below.









Kensington Station Development

DeKalb County Planning & Sustainability Department



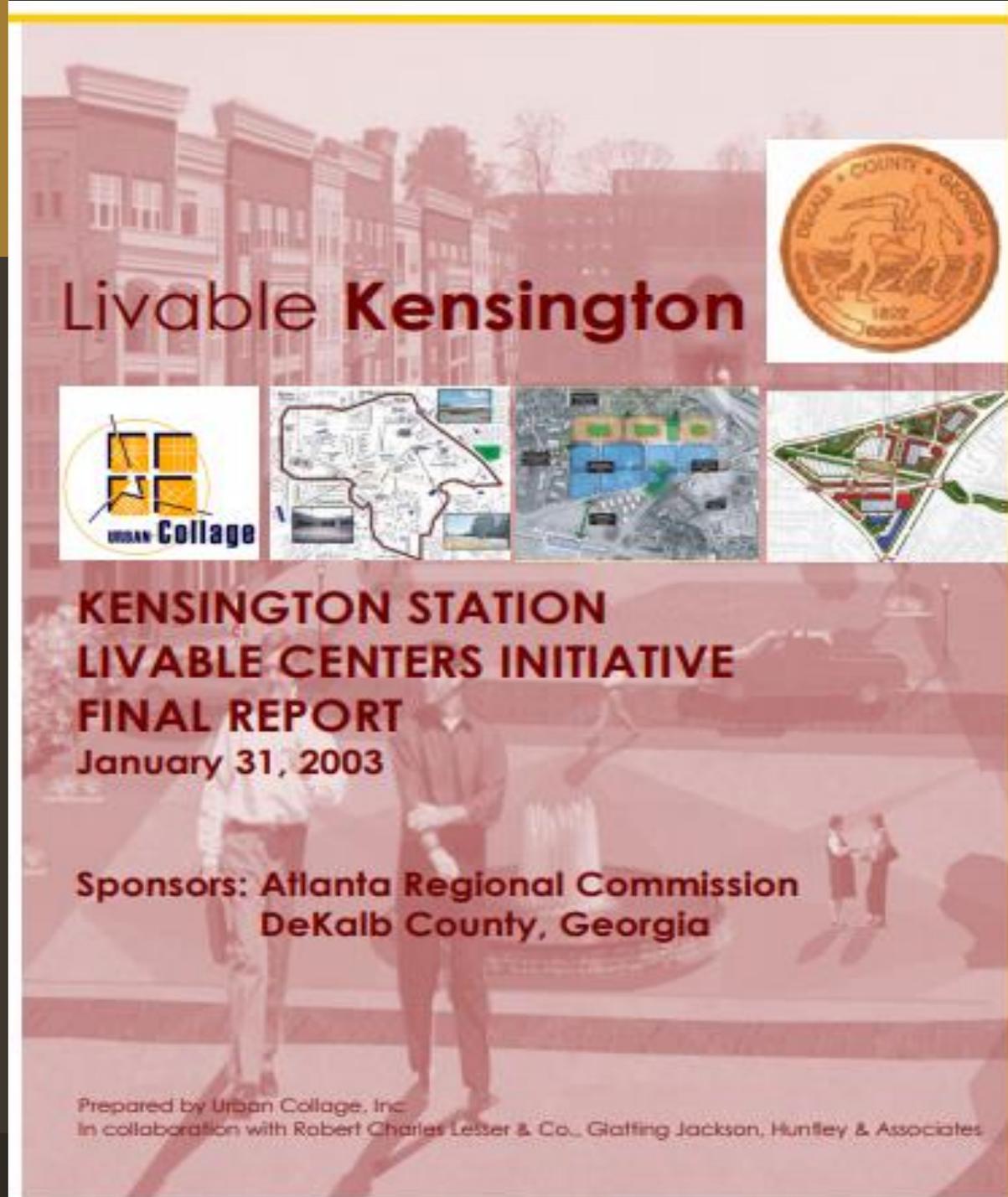
Purpose

Provide a supplemental report of land use policy analysis, existing studies, and Transit Oriented Development in the Kensington MARTA Station immediate area. Show the impact of proposed and existing development in the area.



Kensington Station Existing Policy and Community Vision

- Kensington LCI plan (2003)
- Kensington LCI/TOD
Supplemental Plan (2012)
- Regional Activity Center



Kensington Station LCI Plan (2003)

Policy Highlights

- The original planning effort focused on revitalizing potentially sustainable mixed-use activity centers.
- Through urban design and market analysis, the area surrounding the Kensington MARTA Station was selected as a mixed use activity center

SUB - AREAS

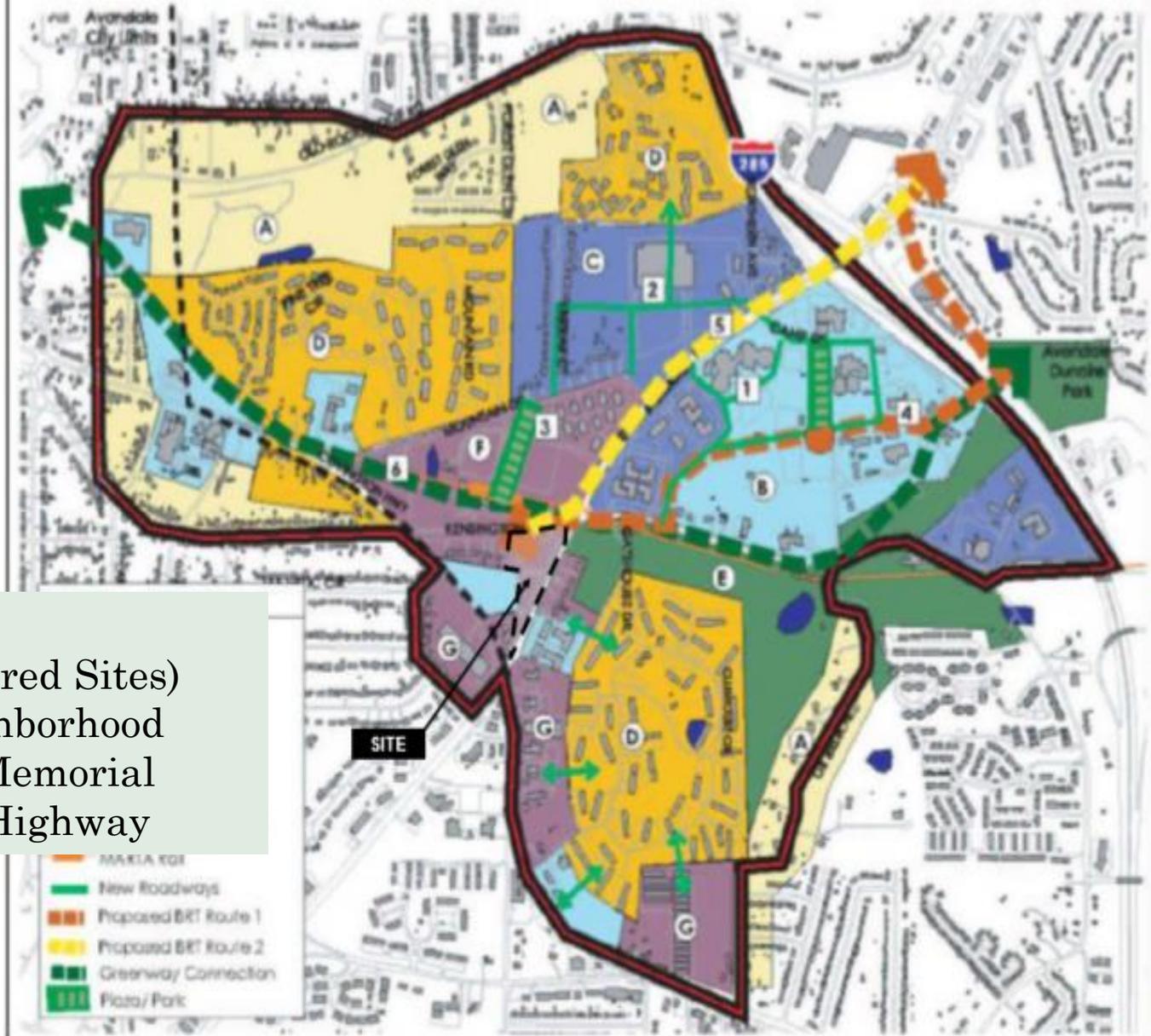
Future Land Use Policy

- Single-Family Preservation** - Maintain new and established single-family core along Old Rockbridge, Porter Road, and in Avondale Estates.
- DeKalb County Government Center Node**
 - Consolidate and relocate existing uses scattered throughout the County.
 - Build new government administrative facilities.
 - Build new central open space quadrangle.
- Regional Employment Center**
 - Potential long term development site for high-density office development or conference center.
 - Redevelop of single-family residential to compatible office development.
 - Create pedestrian and vehicular connections and access.
- Multi-Family Redevelopment** - Redevelop aging multi-family housing.
- Open Space Enhancements** - Connect existing undeveloped land along MARTA rail alignment to the County's greenway system with trails and pedestrian improvements.

G. Mixed-Use Redevelopment(Scattered Sites)
 Redevelop aging neighborhood oriented retail along Memorial Drive and Covington Highway

- Government Center Improvements
- Employment Center Improvements
- Kensington Station Plaza
- Bus Rapid Transit Long-term Alternative 1
- Bus Rapid Transit Short-term Alternative 2
- Greenway Connection Improvements

Kensington Station Activity Center Small Area Plan (SAP)



Kensington LCI Supplemental Study (2012)

Kensington Livable Centers Initiative TRANSIT ORIENTED DEVELOPMENT PLAN

Policy Highlights

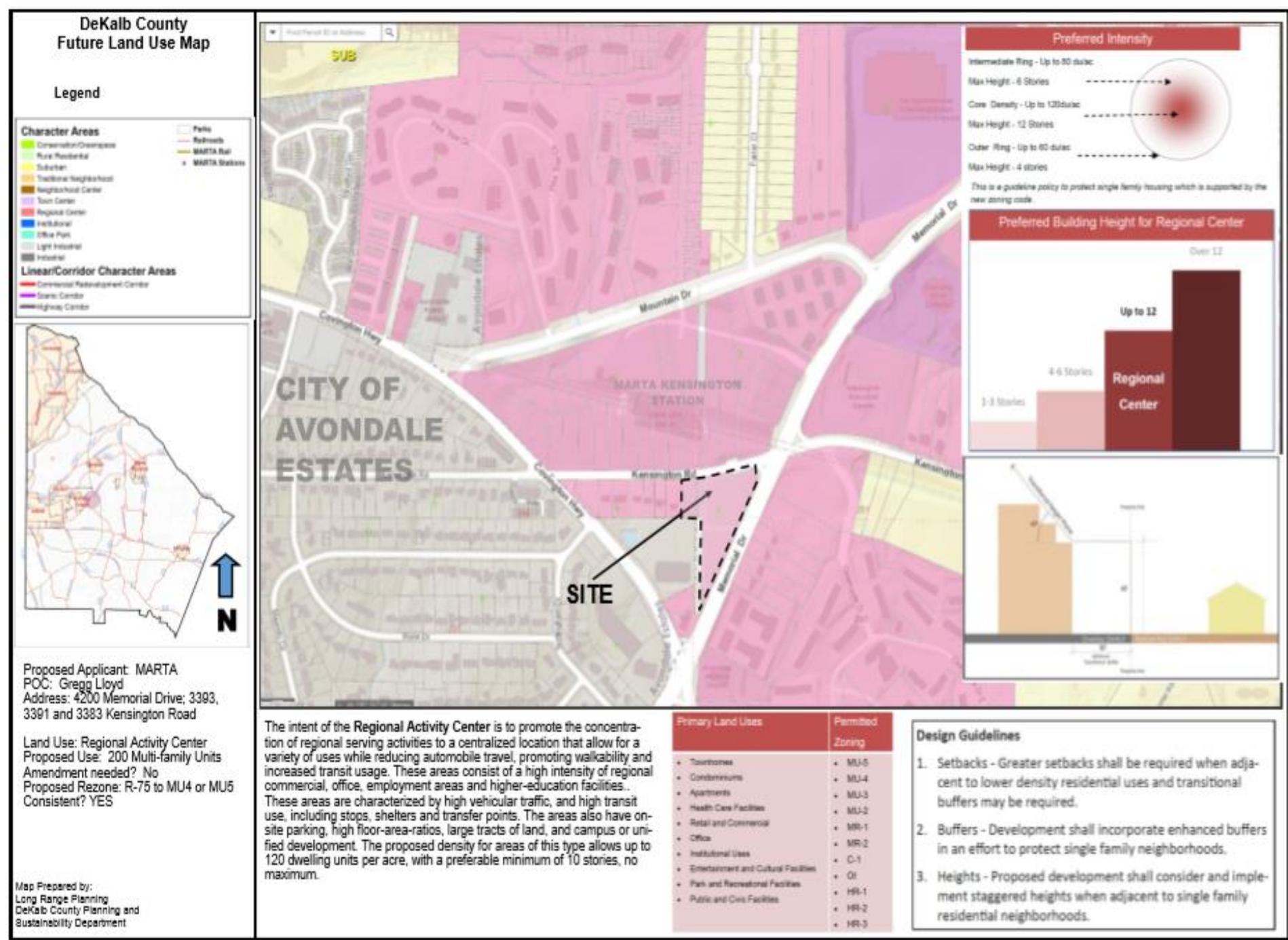
- The 2012 is referred to as a “supplemental” plan, which **focuses mostly on areas directly around the MARTA station.**
- The supplemental plan does not negate the policies of the 2003 LCI Plan.



September 7, 2012

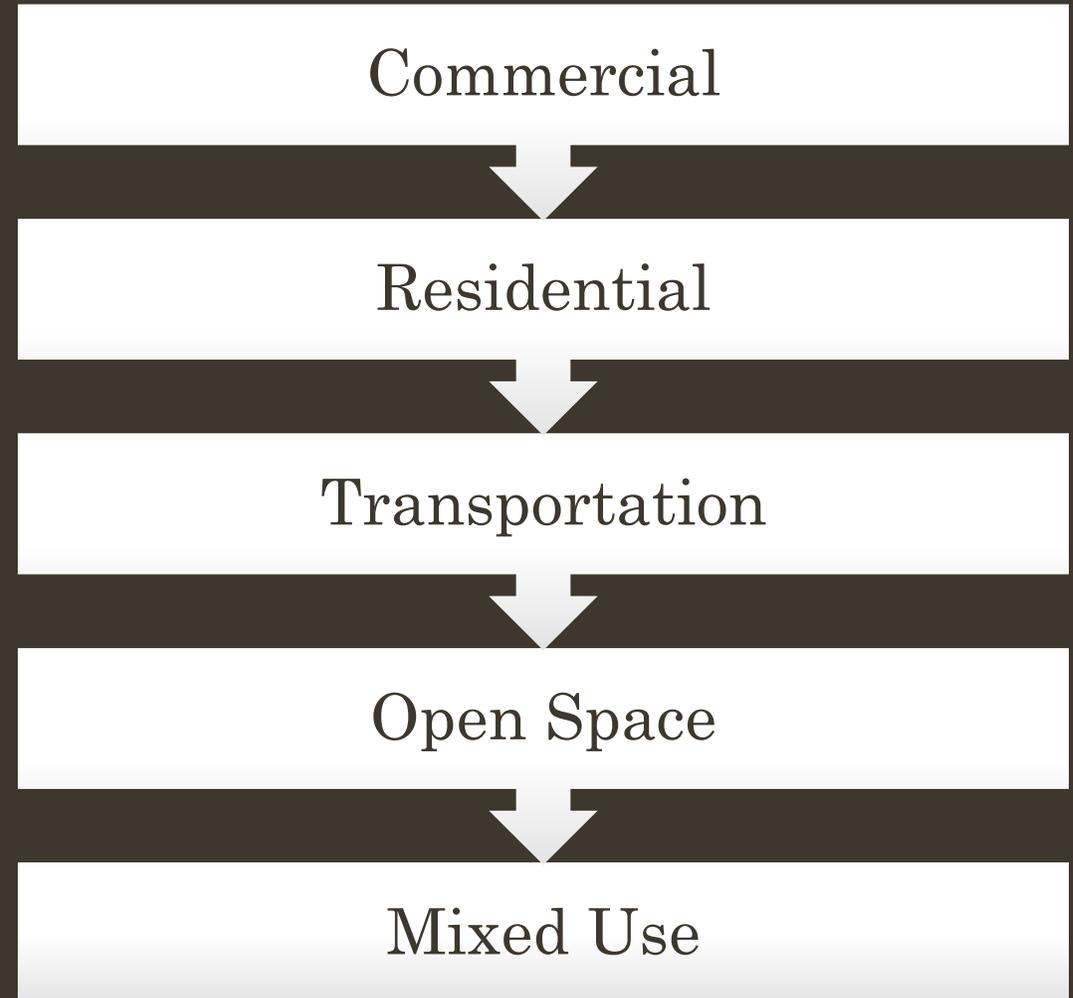
Regional Center Future Land Use Map

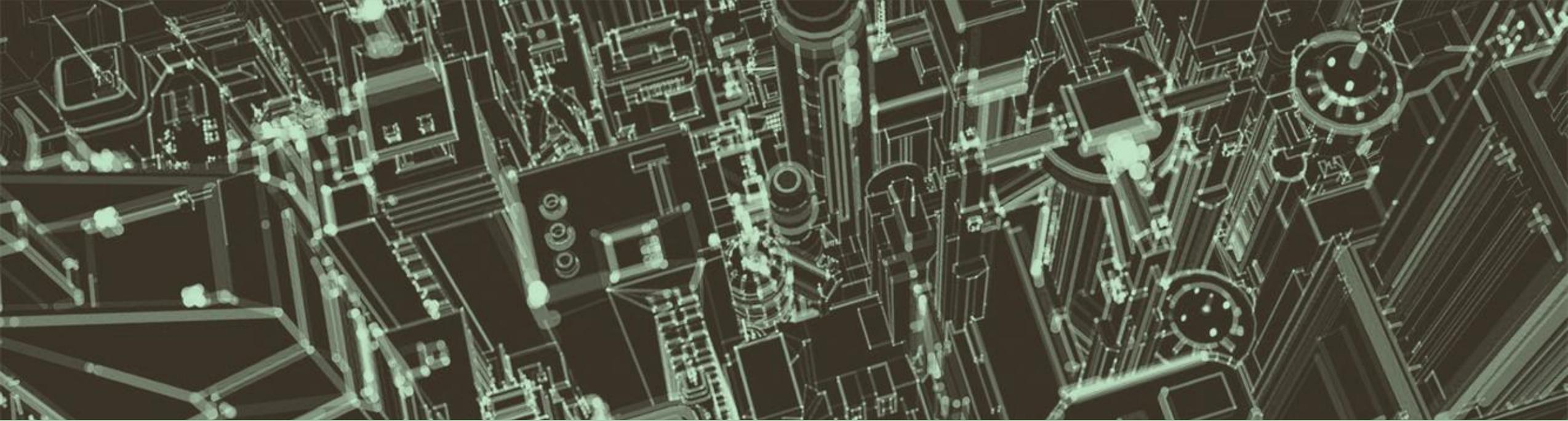
- Policy Highlights
- To promote the concentration of regional serving activities to a centralized location that allow for a variety of uses.
 - Regional Center** is the highest land use designation in the county.



All Three Policy Recommendations

- **COMMERCIAL** - low scale retail with storefronts and on-street parking.
- **RESIDENTIAL** - Condos, walkup apartments and townhouses constructed out of brick and with traditional facades, private entrances and pedestrian orientation.
- **TRANSPORTATION** -included streetscapes with decorative pavers, cross walks, street trees, bike racks and lighting.
- **OPEN SPACE** -green space with seating areas and public gathering areas.
- **MIXED-USE** -Low density (3 to 5 stories) mixed-use buildings. Ground floor retail with office or residential above rated most appropriate for the Kensington area.





Kensington Station

Surrounding Development Analysis



Kensington Approved Rezoning Cases

Residential

Townhome, Condos, Single Family Housing

Mixed- Used

Retail, Commercial ,office

Cases	Residential	Mixed-Used
2017	2	2
2018	1	0
2019	1	0

DeKalb Major Projects (MARTA Areas)

1. Avondale Forest

Status: Development in progress @ approx 25%
Description: Mixed-use, 373 MF units of residential. Within a TAD & the Kensington LCI Plan.
Developer: Shelton McNally Real Estate Partners.
Estimated Cost: \$5M
Comm. District: 4/6

2. Avondale Estates

Status: Acquisition in process.
Description: Approximately 4.3 acres.
Estimated Cost: N/A
Comm. District: 4/6

3. LDG Mixed Used Project

Status:
Description: Up to 855 multi-family development, with a few office spaces. Square footage is 426,588. Tax credits are involved. This project is also within the Kensington LCI Plan.
Estimated Cost: \$4M
Comm. District: 4/6

4. Oak Tree Villas

Status: Developer interest, no applications have been filed.
Location: Memorial Drive
Comm. District: 3/7

5. Townhomes

Status:
Location: Porter Rd.
Description: Approximately 9 acres. Rezoned from R-75 (Residential Medium Lot) district to MU-1 (Mixed-use low density) to develop 60 attached townhome units, with an amenity area and approximately 40,000 square feet of retail development.
Comm. District: 3/7

6. Sunrise

Status: Currently under construction.
Description: LDG is the developer. Mixed use project with 40,000 sq of non-residential and 200 plus units of residential.
Estimated Cost: \$39M
Comm. Districts: 5/7

7. Paldela Property

Status: Developer interest. No applications filed.
Location: Redan Road
Description: Approximately 13 acres. Town Center land use designation (mixed-use). Within Kensington-Memorial Overlay
Comm. Districts: 5/6

8. Hamby Property

Status: Developer interest. No applications filed.
Location: Redan Road
Description: Proposed mixed-use. Town Center land use designation and within the Kensington Memorial Overlay District.
District: 5/7

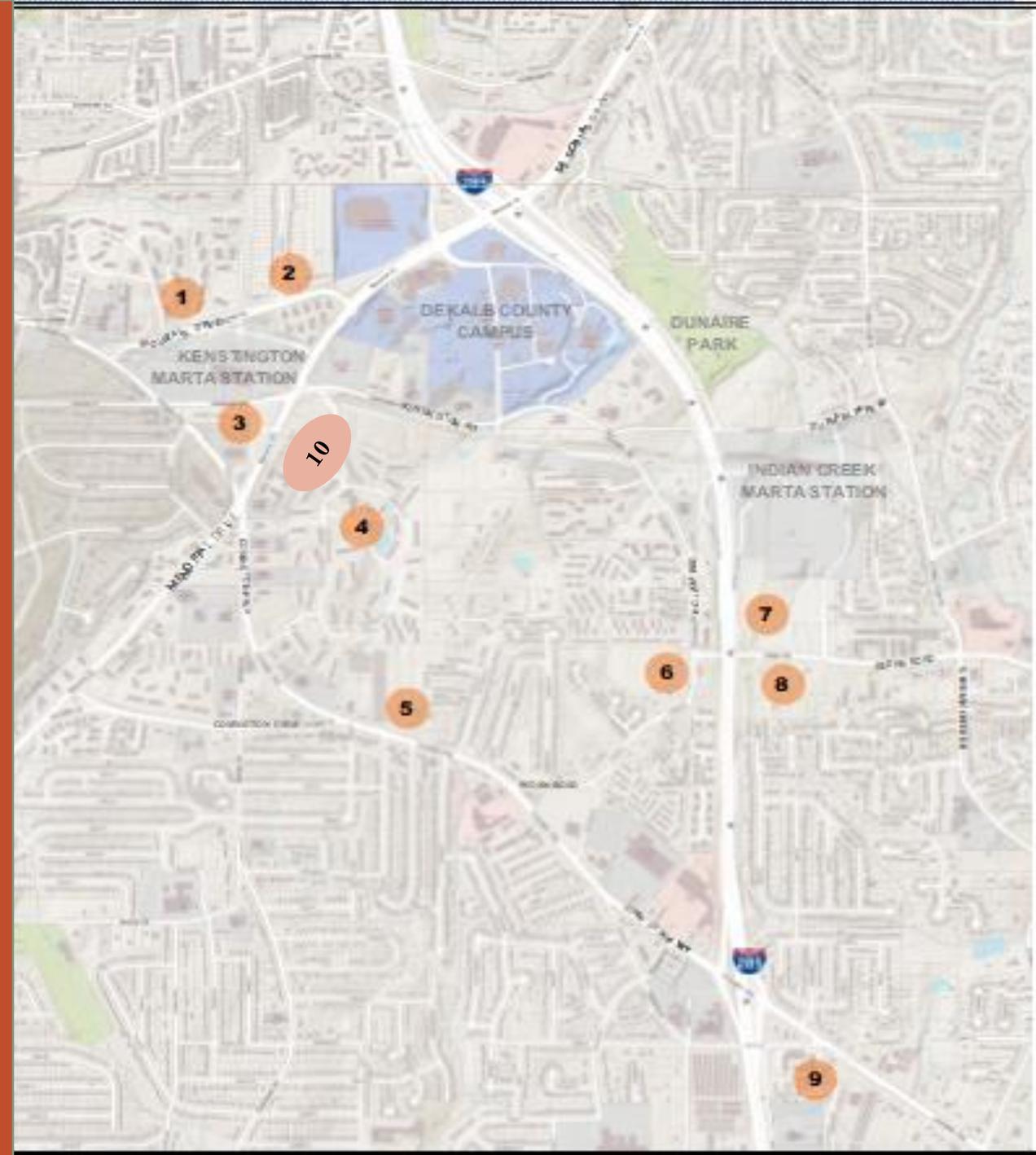
9. Ambling Grove

Status: BOC Rezoning Hearing. Recommendation pending.
Location:
Description: Proposed new development of 120-unit single family attached townhomes, with a density of 11du/ac.
Developer: Morris, Manning, & Martin
Comm. Districts: 5/7

10. AHS
 Status: Rezoning Hearing
 Units: 220

Notes:

The projects mentioned above are not ALL of the development activity that is occurring within DeKalb County. They represent development that is occurring mostly around the Kensington and Indian Creek MARTA stations. These projects are in various stages from interest to land development, that have been in our pipeline from 2018-2019. Planning staff will continue to monitor and update development status.





- 5 Office Space
- 7 Varieties of housing options
- 2 Undeveloped Green Space
- No Mixed Used Development



DeKalb County Parcel Map



Date Printed: 3/31/2020



Existing Area Uses with Development Projects

Kensington Surrounding Projects



DeKalb County Parcel Map
 Date Printed: 3/31/2020



AHS Project: Rezoned to a HR-3 (High Density Residential-3) to build ground level retail in combination with 220 apartment units within two - 7 seven-story buildings. contains 2.3 acres.

220 Units



Units TBD

Avondale Estates
Status: Acquisition in process.
Description: Approximately 4.3 acres.
Estimated Cost: N/A
Comm. District: 4/6



90 Units

LDG Mixed Used Project
Status:
Description: Up to 855 is multi-family development, with a few office spaces. Square footage is 426,588. Tax credits are involved. This project is also within the Kensington LCI Plan.
Estimated Cost: \$4M
Comm. District: 4/6



855 Units

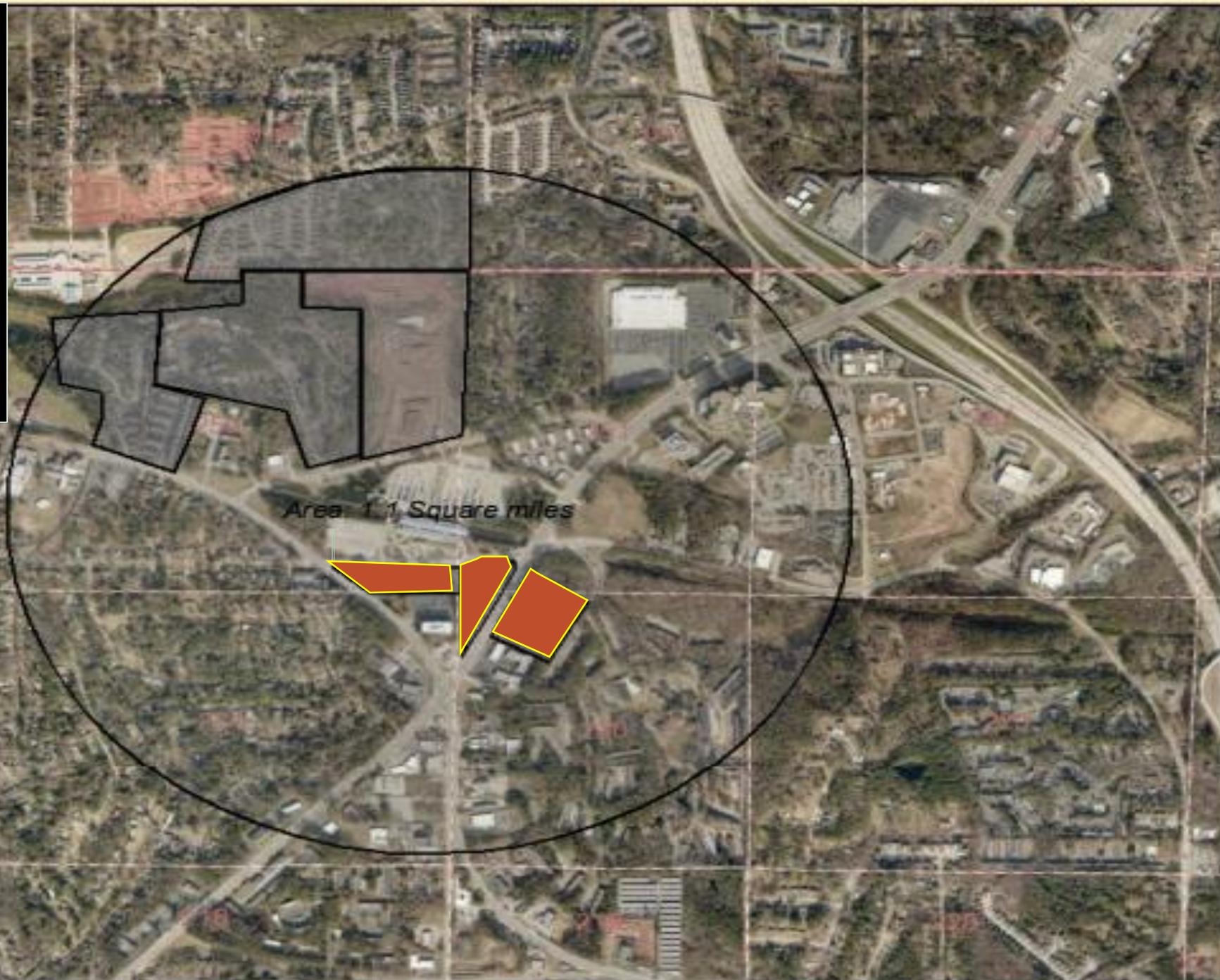
Existing Units within 1.1 miles
Radius
Total Units: 2,116



Proposed Mixed-Use
Development
with very limited mixed-use
included in the development .

There is currently no mixed use
development with in 1.1 mile
radius

Total Mixed-Use : 0



KENSINGTON STATION Future Development



MARTA

Kensington Station Rezoning



marta
2424 Piedmont Rd. N.E.
Atlanta, GA 30324-3330
404-848-5000

March 24, 2020

Mr. Andrew Baker, Director
DeKalb County – Department of Planning & Sustainability
Clark Harrison Building
330 W. Ponce de Leon Avenue
Decatur, GA 30030

Subject: MARTA Kensington Station Rezoning Application

Dear Mr. Baker:

MARTA is requesting the rezoning of the Kensington MARTA Station from R-75 (Residential Medium Lot-75), C-1 (Commercial Local) and MR-2 (Medium Density Residential-2) to MU-4 (Mixed-Use High Density) to support mixed-use, transit-oriented development at the station. Current uses include the transit station/bus loop, traction power sub-station, surface parking, detention pond, and undeveloped land.

The MU-4 zoning classification is more in keeping with the community's vision for transit-oriented development at the station as defined in both the 2003 and 2012 Atlanta Regional Commission's Livable Centers Initiative Plans as well as the 2035 Comprehensive Plan.

Currently, MARTA and the Housing Authority of DeKalb County (HADC) are negotiating the development of senior housing on MARTA's off-site property just south of Kensington Road (Parcels 1525103001, 152103002, and 152103003). This proposed development will serve as a first step toward development of the Regional Center as prescribed the County's 2035 Comprehensive Plan.

We are hopeful that the rezoning request is favorably received by DeKalb County. If you have any questions, please do not hesitate to contact me at 404-848-5011 or by email at dfrank@itsmarta.com.

Sincerely,


Debbie Frank
Director of Transit Oriented Development

Attachments:

c: Melissa Mullinax, Chief of Staff
Jacob Vallo, Sr. Director – TOD, Real Estate and Art in Transit

KENSINGTON MARTA STATION DEMOGRAPHICS

Households By Income

The largest group: <\$15,000 (15.9%)

The smallest group: \$200,000+ (5.1%)

Indicator	Value	Difference
<\$15,000	15.9%	+7.1%
\$15,000 - \$24,999	15.6%	+7.2%
\$25,000 - \$34,999	12.1%	+3.4%
\$35,000 - \$49,999	13.3%	+1.1%
\$50,000 - \$74,999	15.1%	-3.8%
\$75,000 - \$99,999	7.5%	-5.7%
\$100,000 - \$149,999	9.4%	-5.1%
\$150,000 - \$199,999	5.8%	-0.9%
\$200,000+	5.1%	-3.5%

Bars show deviation from DeKalb County

Race and Ethnicity

The largest group: Black Alone (71.35)

The smallest group: Pacific Islander Alone (0.01)

Indicator	Value	Difference
White Alone	21.67	-9.98
Black Alone	71.35	+17.32
American Indian/Alaska Native Alone	0.11	-0.19
Asian Alone	3.38	-3.68
Pacific Islander Alone	0.01	-0.04
Other Race	1.06	-3.08
Two or More Races	2.42	-0.35
Hispanic Origin (Any Race)	3.66	-5.38

Bars show deviation from DeKalb County

14,618

Population

5,011

Households

2.34

Avg Size Household

32.7

Median Age

\$40,964

Median Household Income

\$261,453

Median Home Value

60

Wealth Index

48

Diversity Index

HOUSING TENURE



33%

2019 Owner Occupied Housing Units (Esri) (%)



20%

2019 Vacant Housing Units (Esri) (%)



67%

2019 Renter Occupied Housing Units (Esri) (%)

INCOME



\$40,964

Median Household Income



\$25,332

Per Capita Income



\$14,530

Median Net Worth

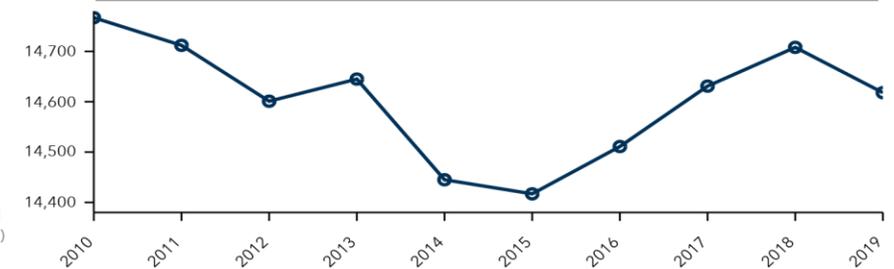
POVERTY



24%

2013-2017 ACS Households Below the Poverty Level (%)

Historical Trends: Population



HOUSING STATS



\$261,453

Median Home Value



\$5,970

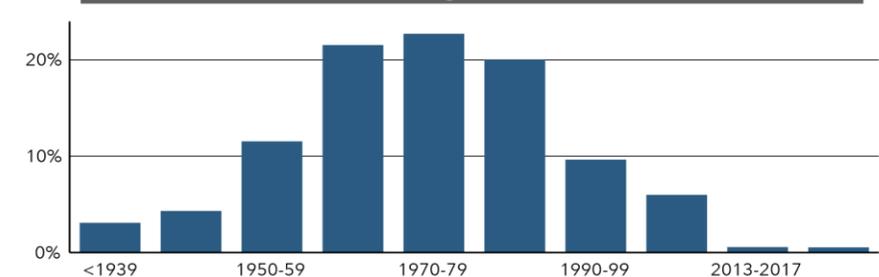
Average Spent on Mortgage & Basics



\$665

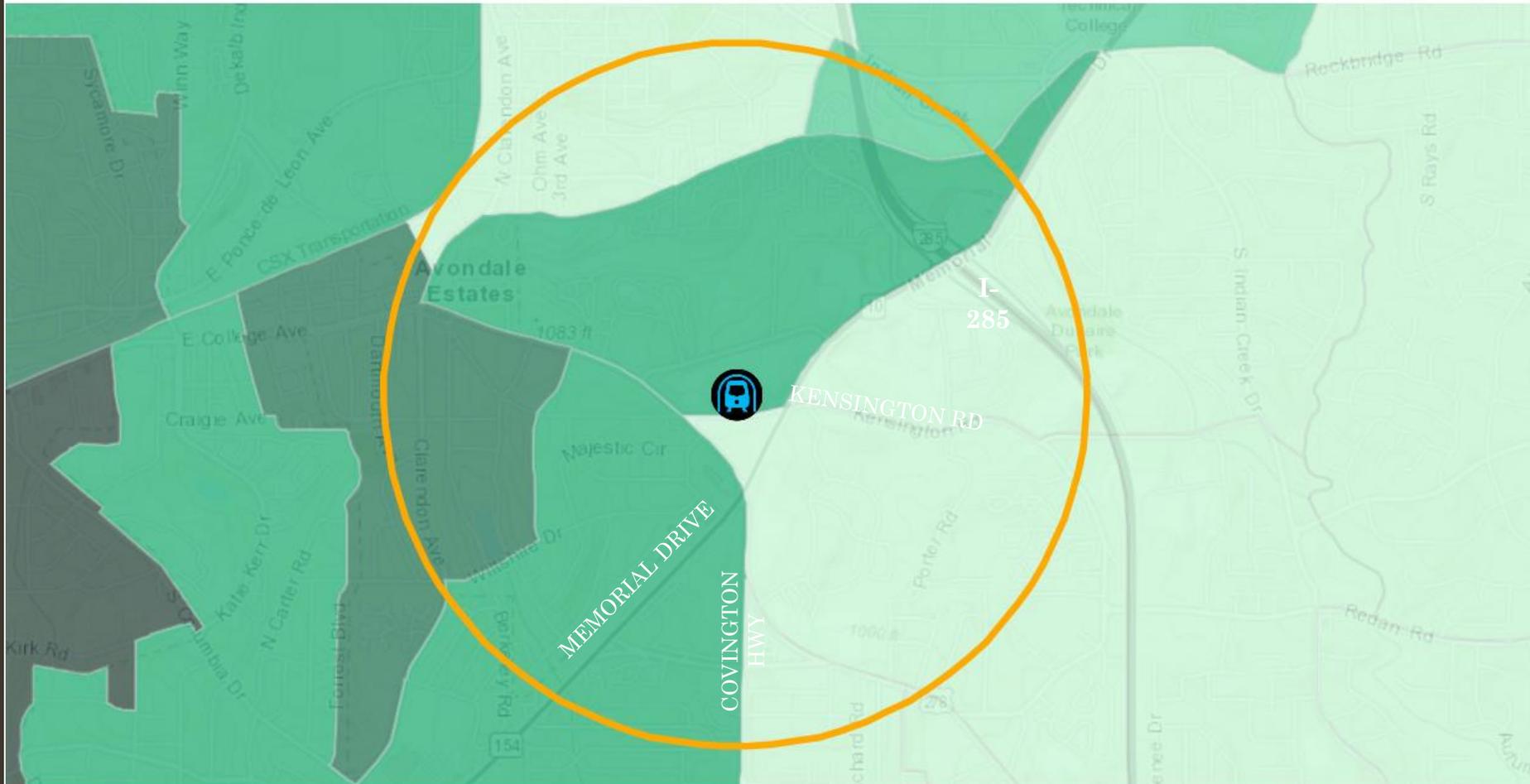
Median Contract Rent

Housing: Year Built



This infographic contains data provided by American Community Survey (ACS), Esri, Esri and Bureau of Labor Statistics. The vintage of the data is 2014-2018, 2019, 2024. © 2020 Esri

Kensington Station Area Median Housing Values (Census Tract Level)



Legend

1 Mile Buffer

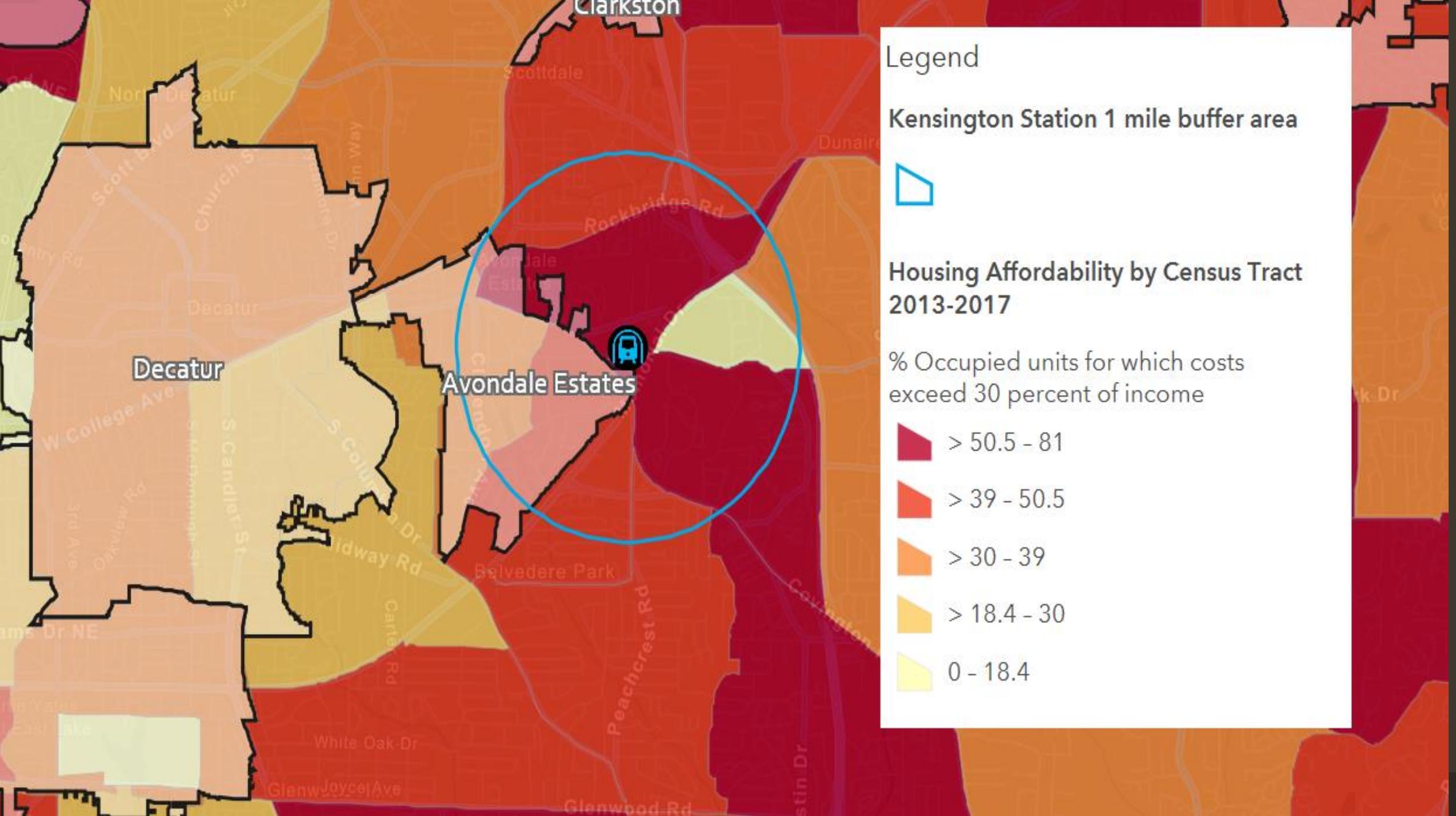


Housing Values by Census Tract 2018

Median value of owner-occupied unit (dollars), 2018

- > 480,400 - 682,600
- > 331,900 - 480,400
- > 212,300 - 331,900
- > 123,700 - 212,300
- 0 - 123,700

Produced by the DeKalb County Department of Planning and Sustainability (Long Range Planning Division) 4/2020
Source: American Community Survey 2014-2018 5 year estimates as prepared by the Atlanta Regional Commission



Legend

Kensington Station 1 mile buffer area



Housing Affordability by Census Tract 2013-2017

% Occupied units for which costs exceed 30 percent of income

- > 50.5 - 81
- > 39 - 50.5
- > 30 - 39
- > 18.4 - 30
- 0 - 18.4

WHAT
IS
MARTA
POLICY ON
TOD ?



MARTA Guidelines & Policies TOD Guidelines

We've adopted a defined set of guidelines that provide a framework for designing and constructing successful TOD projects. These guidelines focus on creating developments that benefit MARTA and the surrounding communities and are built on four foundational principles: Station-area development that is compact and dense relative to its surroundings.

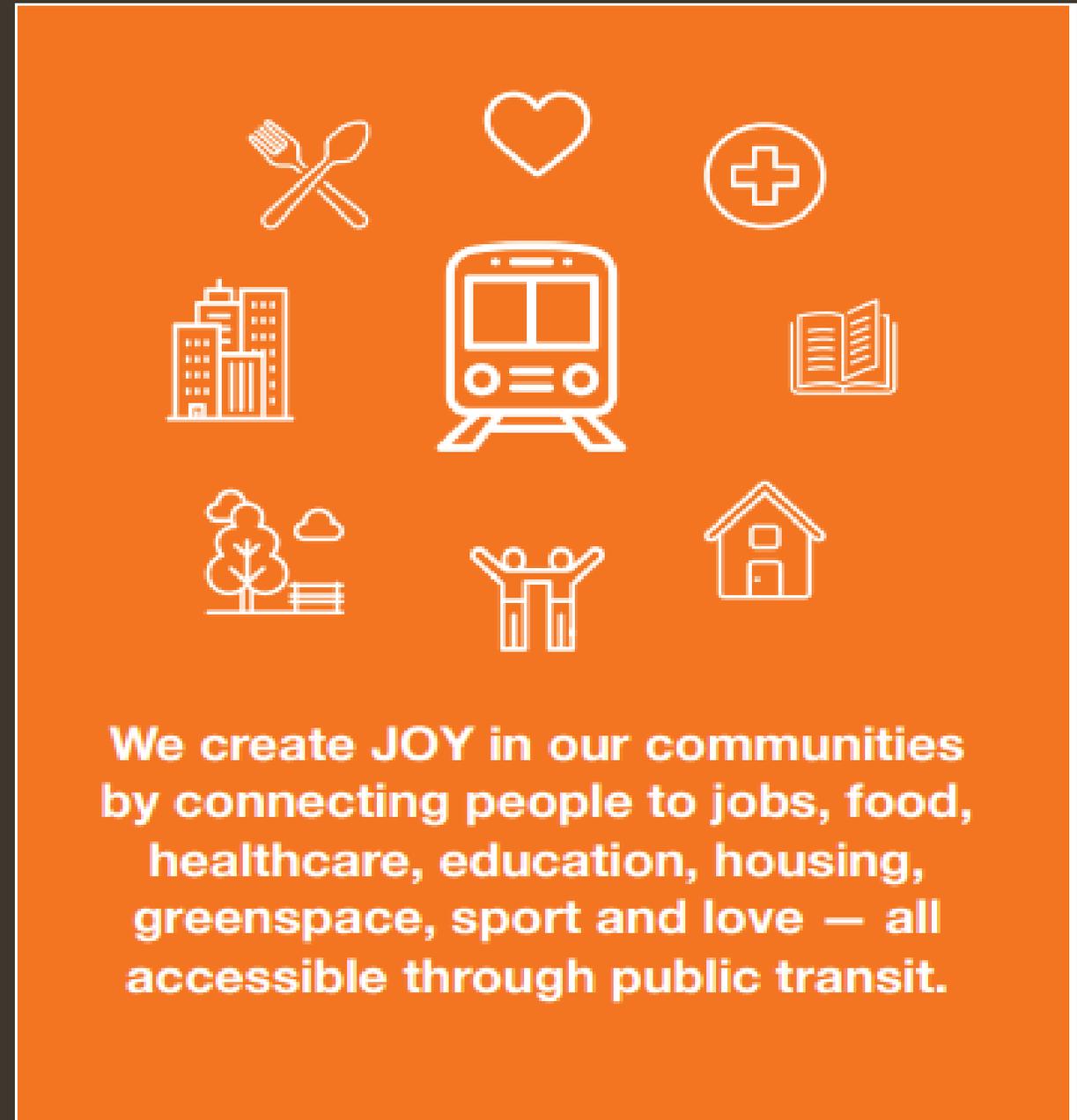
1. TOD seeks higher density for a simple reason: concentrated developments makes it possible for people to live, work, shop and go to school within walking distance of MARTA. This not only generates revenue for MARTA and other transit providers, but it also allows residents to make regular use of alternative transit.

2. A rich mix of land uses. TOD creates mixed-use developments that help people live all their lives more conveniently. By taking a live-work-play approach to these station areas, TOD strengthens the link between transit and development. **3. The areas become more than transit hubs or stops on a route.**

They become destinations where people choose to spend their days — all with the convenience of on-site transit.

4. A great public realm. TOD places people and pedestrians first, especially within the quarter-mile radius involved in most daily commutes. In a mixed-use environment, short blocks and grid-based sidewalks navigate throughout the development. These streets, sidewalks, plazas and transit stations are safe and accessible — dotted with attractive amenities, clear lighting and easy-to-follow wayfinding.

A new approach to parking. Even with high transit utilization, people still use cars to come and go — and they'll need a place to park when they do. **TOD aims to make parking a natural, non-dominant aspect of mixed-use developments, reducing the number of necessary spaces and providing incentives that regularly free up parking.** All the while, these parking spaces are designed to blend in directly with the overall look and feel of the area.



MARTA's Brookhaven / Oglethorpe Station



Concept plan for the Brookhaven-Oglethorpe MARTA redevelopment include a central plaza area, tennis courts, a swimming pool area within residential units, townhomes and ground floor retail. (City of Brookhaven)



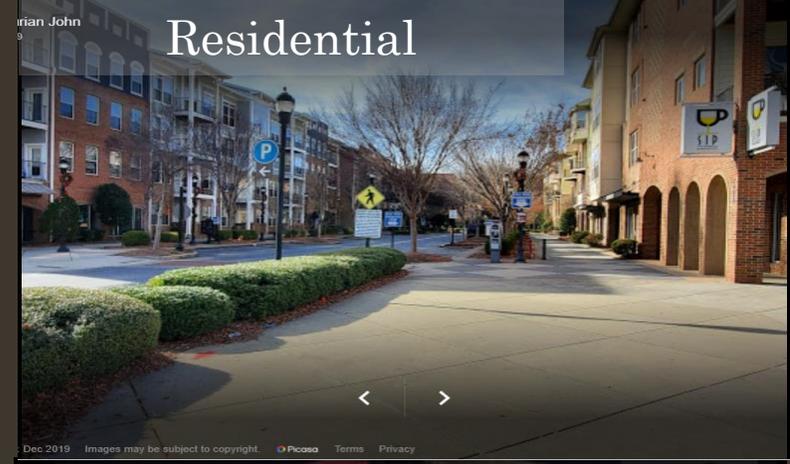
Sonjia Sullivan
Accounting Systems Administrator & Project Manager



Example

Lindbergh Train Station

MARTA Lindbergh Center Station Tour





DEKALB COUNTY GOVERNMENT
PLANNING DEPARTMENT
DISTRIBUTION FORM

NOTE: PLEASE RETURN ALL COMMENTS VIA EMAIL OR FAX TO EXPEDITE THE PROCESS TO MICHELLE ALEXANDER mmalexander@dekalbcountyga.gov AND/OR LASONDRA HILL lahill@dekalbcountyga.gov

**COMMENTS FORM:
PUBLIC WORKS TRAFFIC ENGINEERING**

Case No.: SLUP-20-1243877 Parcel I.D. #: 15-250-06-009

Address: Kensington Rd
Alexander Da
Decatur, GA

Adjacent Roadway (s):

(classification) (classification)

Capacity (TPD) _____	Capacity (TPD) _____
Latest Count (TPD) _____	Latest Count (TPD) _____
Hourly Capacity (VPH) _____	Hourly Capacity (VPH) _____
Peak Hour. Volume (VPH) _____	Peak Hour. Volume (VPH) _____
Existing number of traffic lanes _____	Existing number of traffic lanes _____
Existing right of way width _____	Existing right of way width _____
Proposed number of traffic lanes _____	Proposed number of traffic lanes _____
Proposed right of way width _____	Proposed right of way width _____

Please provide additional information relating to the following statement.

According to studies conducted by the Institute of Traffic Engineers (ITE) 6/7TH Edition (whichever is applicable), churches generate an average of fifteen (15) vehicle trip end (VTE) per 1, 000 square feet of floor area, with an eight (8%) percent peak hour factor. Based on the above formula, the _____ square foot place of worship building would generate _____ vehicle trip ends, with approximately _____ peak hour vehicle trip ends.

Single Family residence, on the other hand, would generate ten (10) VTE's per day per dwelling unit, with a ten (10%) percent peak hour factor. Based on the above referenced formula, the _____ (Single Family Residential) District designation which allows a maximum of _____ units per acres, and the given fact that the project site is approximately _____ acres in land area, _____ daily vehicle trip end, and _____ peak hour vehicle trip end would be generated with residential development of the parcel.

COMMENTS:

Plans and field reviewed. Nothing found that would interrupt traffic flow.

Signature: [Signature]



DEKALB COUNTY GOVERNMENT PLANNING DEPARTMENT DISTRIBUTION FORM

The following areas below may warrant comments from the Development Division. Please respond accordingly as the issues relate to the proposed request and the site plan enclosed as it relates to Chapter 14. You may address applicable disciplines.

DEVELOPMENT ANALYSIS:

- **Transportation/Access/Row**

Consult the Georgia DOT as well as the DeKalb County Transportation Department prior to land development permit. Verify widths from the centerline of the roadways to the property line for possible right-of-way dedication. Improvements within the right-of-way may be required as a condition for land development application review approval. Safe vehicular circulation is required. Paved off-street parking is required.

- **Storm Water Management**

Compliance with the Georgia Stormwater Management Manual, DeKalb County Code of Ordinances 14-40 for Stormwater Management and 14-42 for Storm Water Quality Control, to include Runoff Reduction Volume where applicable is required as a condition of land development permit approval. Use Volume Three of the G.S.M.M. for best maintenance practices. Use the NOAA Atlas 14 Point Precipitation Data set specific to the site.. Recommend Low Impact Development features/ Green Infrastructure be included in the proposed site design to protect as much as practicable the statewaters and special flood hazard areas.

- **Flood Hazard Area/Wetlands**

The presence of FEMA Flood Hazard Area was not indicated in the County G.I.S. mapping records for the site; and should be noted in the plans at the time of any land development permit application. Encroachment of flood hazard areas require compliance with Article IV of Chapter 14 and FEMA floodplain regulations.

- **Landscaping/Tree Preservation**

Landscaping and tree preservation plans for any building, or parking lot must comply with DeKalb County Code of Ordinances 14-39 as well as Chapter 27 Article 5 and are subject to approval from the County Arborist.

- **Tributary Buffer**

State water buffer was not reflected in the G.I.S. records for the site. Typical state waters buffer have a 75' undisturbed stream buffer and land development within the undisturbed creek buffer is prohibited without a variance per DeKalb County Code of Ordinances 14-44.1.

- **Fire Safety**

Plans for land development permit must comply with Chapter 12 DeKalb County Code for fire protection and prevention.

From: [Keeter, Patrece](#)
To: [Hill, LaSondra](#)
Subject: Zoning Comments April 2020
Date: Monday, April 13, 2020 5:48:42 PM
Attachments: [image006.png](#)
[image008.png](#)
[image010.png](#)
[image003.emz](#)
[image005.png](#)
[image007.jpg](#)
[image009.png](#)
[image011.png](#)
[image017.png](#)

N1 & N2- Panthersville Road is classified as a minor arterial. 6 foot sidewalks, Bike lanes, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 40 foot right of way dedication from centerline required (see Land Development Code 14-190 and Zoning Code page 5-14). Ensure driveway has intersection and stopping sight distance based on AASHTO standards- provide sign and sealed engineer's study of sight distance.

N3. Memorial Drive is a state route. GDOT review and approval required prior to permitting. Memorial Drive is classified as a major arterial. 6 foot sidewalks, Bike lanes, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 50 of right of way dedication from centerline or the amount needed for all public infrastructure (Sidewalks, bike lanes, lanes, street lights) required, whichever greater (see Land Development Code 14-190 and Zoning Code page 5-14). Midway Road is classified as a collector. 6 foot sidewalks, Bike lanes, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 35 feet of right of way dedication from centerline or the amount needed for all public infrastructure (Sidewalks, bike lanes, street lights) required, whichever greater (see Land Development Code 14-190 and Zoning Code page 5-14). Ensure driveway has intersection and stopping sight distance based on AASHTO standards- provide sign and sealed engineer's study of sight distance.

N4. See chapter 5 of the zoning code- traffic study required. 448 units requires more access points. See section 14-200 of the land development code. Memorial Drive is a state route. GDOT review and approval. required prior to permitting. Memorial is classified as a major arterial. 6 foot sidewalks, Bike lanes, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 50 feet of right of way dedication from centerline or the amount needed for all public infrastructure (Sidewalks, bike lanes, lanes, street lights) required, whichever greater (see Land Development Code 14-190 and Zoning Code page 5-14). If you variances for bike lanes, I suggest you request this as part of zoning. Ensure driveway has intersection and stopping sight distance based on AASHTO standards- provide sign and sealed engineer's study of sight distance.

N5. Lawrenceville Hwy is a state route classified as a major arterial. GDOT review and approval. required prior to permitting. 6 foot sidewalks, Bike lanes, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 50 feet of right of way dedication from centerline or the amount needed for all public infrastructure (Sidewalks, bike lanes, lanes, street lights) required, whichever greater (see Land Development Code 14-190 and Zoning Code page 5-14). If you variances for bike lanes, I suggest you request this as part of zoning. Haralson Rd is classified as a local road. 5 foot sidewalks, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 27.5 feet right of way dedication from centerline or the amount needed for all public infrastructure (Sidewalks, bike lanes, lanes, street lights) required, whichever greater (see Land Development Code 14-190 and Zoning Code page 5-14). Ensure driveway has intersection and stopping sight distance

based on AASHTO standards- provide sign and sealed engineer's study of sight distance.

N6. East Conley Rd is classified as a collector. 6 foot sidewalks, Bike lanes, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 50 feet of right of way dedication from centerline or the amount needed for all public infrastructure (Sidewalks, bike lanes, lanes, street lights) required, whichever greater (see Land Development Code 14-190 and Zoning Code page 5-14). If you variances for bike lanes, I suggest you request this as part of zoning. Ensure driveway has intersection and stopping sight distance based on AASHTO standards- provide sign and sealed engineer's study of sight distance.

N7. East Conley Rd is classified as a collector. 6 foot sidewalks, Bike lanes, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 50 feet of right of way dedication from centerline or the amount needed for all public infrastructure (Sidewalks, bike lanes, lanes, street lights) required, whichever greater (see Land Development Code 14-190 and Zoning Code page 5-14). If you variances for bike lanes, I suggest you request this as part of zoning. Ensure driveway has intersection and stopping sight distance based on AASHTO standards- provide sign and sealed engineer's study of sight distance.

N8. North Druid Hills Road is classified as a major arterial. 6 foot sidewalks, Bike lanes, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 50 feet of right of way dedication from centerline or the amount needed for all public infrastructure (Sidewalks, bike lanes, lanes, street lights) required, whichever greater (see Land Development Code 14-190 and Zoning Code page 5-14). Ensure driveway has intersection and stopping sight distance based on AASHTO standards- provide sign and sealed engineer's study of sight distance. Ensure that the driveway either lines up with the Knob Hill or is at the appropriate offset in section 14-200 of the land development code. Interior road to be privately maintained.

N9. Stephenson Road is classified as a collector road. 6 foot sidewalks, Bike lanes, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 35 feet of right of way dedication from centerline or the amount needed for all public infrastructure (Sidewalks, bike lanes, lanes, street lights) required, whichever greater (see Land Development Code 14-190 and Zoning Code page 5-14). Ensure driveway has intersection and stopping sight distance based on AASHTO standards- provide sign and sealed engineer's study of sight distance. For more that 150 units, the code requires two access points. I would like more details on the proposed super entrance, but would generally support a variance for the extra 10 lots with the addition of sidewalk along the entire frontage and along the frontage of the Calvary Church within the existing ROW.

N10. Sherrydale Ln is classified as a local road. 5 foot sidewalks, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 27.5 feet right of way dedication from centerline or the amount needed for all public infrastructure (Sidewalks, bike lanes, lanes, street lights) required, whichever greater (see Land Development Code 14-190 and Zoning Code page 5-14). Interior streets to remain private.

N11. No comment

N12. No comment

N13. This appears to be a DRI. As I recall, the county can not take any zoning actions until the traffic study is submitted and reviewed by the regional partners, including ARC, GDOT and GRTA. Taking action on this item can put our federal transportation funding at risk. If this is not considered to be a DRI, I would still need a traffic study completed to make appropriate zoning comments to identify necessary improvements. Transportation has currently applied for federal funding to complete road diets on Mountain Drive (state route) and Kensington Road. In addition, we have applied for federal

funding to wrap this development area in a multiuse path to promote development and multi-modal connectivity. Memorial Drive and Covington Hwy are state routes classified as major arterials. GDOT review and approval. required prior to permitting. 6 foot sidewalks, Bike lanes, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 50 feet of right of way dedication from centerline or the amount needed for all public infrastructure (Sidewalks, bike lanes, lanes, street lights) required, whichever greater (see Land Development Code 14-190 and Zoning Code page 5-14). Mountain Drive is a state route classified as a collector. GDOT review and approval required prior to permitting. 6 foot sidewalks, Bike lanes, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 35 feet of right of way dedication from centerline or the amount needed for all public infrastructure (Sidewalks, bike lanes, street lights) required, whichever greater (see Land Development Code 14-190 and Zoning Code page 5-14). Kensington Road is classified as a minor arterial. 6 foot sidewalks, Bike lanes, Street lights (SL Engineer: hefowler@dekalbcountyga.gov) and 40 feet of right of way dedication from centerline or the amount needed for all public infrastructure (Sidewalks, bike lanes, lanes, street lights) required, whichever greater (see Land Development Code 14-190 and Zoning Code page 5-14). Ensure driveway has intersection and stopping sight distance based on AASHTO standards- provide sign and sealed engineer's study of sight distance. Watch driveway offsets required in Section 14-200 of the land development code (existing and already permitted driveways). This will be more units than the code allows. Intersection improvements and upgrades to protect capacity (median islands) will most likely be required. At a minimum: analyze roundabouts as design solutions for driveway access on Mountain and Kensington, provide enhanced pedestrian crossings on Kensington and Mountain, provide direct pedestrian accommodations from the sidewalks on public right of way to the entrances of the development. N14 & N15- This should all be packaged with the DRI in N13. See comments on N13.

Patrece G. Keeter, P.E.

*Engineering Manager,
Department of Public Works
Transportation Division*

1950 West Exchange Place, 4th FL
Tucker, Georgia 30084
pgkeeter@dekalbcountyga.gov

770-492-5281
678-758-3860
DeKalbCountyGA.gov



04/08/2020

To: Mr. John Reid, Senior Planner
From: Ryan Cira, Environmental Health Manager
Cc: Alan Gaines, Technical Services Manager
Re: Rezone Application Review

General Comments:

DeKalb County Health Regulations prohibit use of on-site sewage disposal systems for

- multiple dwellings
- food service establishments
- hotels and motels
- commercial laundries
- funeral homes
- schools
- nursing care facilities
- personal care homes with more than six (6) clients
- child or adult day care facilities with more than six (6) clients
- residential facilities containing food service establishments

If proposal will use on-site sewage disposal, please contact the Land Use Section (404) 508-7900.

Any proposal, which will alter wastewater flow to an on-site sewage disposal system, must be reviewed by this office prior to construction.

This office must approve any proposed food service operation or swimming pool prior to starting construction.

Public health recommends the inclusion of sidewalks to continue a preexisting sidewalk network or begin a new sidewalk network. Sidewalks can provide safe and convenient pedestrian access to a community-oriented facility and access to adjacent facilities and neighborhoods.

For a public transportation route, there shall be a 5ft. sidewalk with a buffer between the sidewalk and the road. There shall be enough space next to sidewalk for bus shelter's concrete pad installation. Recommendation: Provide trash can with liner at each bus stop with bench and monitor for proper removal of waste.

Since DeKalb County is classified as a Zone 1 radon county, this office recommends the use of radon resistant construction.

Board of Health

- N.1 **Z-20-1243789 2020-0310 / 15-023-01-008**
4201 PANTHERSVILLE RD, ELLENWOOD, GA 30294
- Septic system installed on 09/07/1962
- N.2 **SLUP-20-1243788 2020-0311 / 15-023-01-008**
4201 PANTHERSVILLE RD, ELLENWOOD, GA 30294
- Septic System installed on 06/07/1962
- N.3 **N3 SLUP-20-1243831 2020-0312 /15-217-12-003**
3585 MEMORIAL DR, DECATUR, GA 30032
- Please review general comments
- N.4 **Z-20-1243836 2020-0313 / 15-230-01-010**
4213, 4203, 4195, 4187, 4179, 4183, & 4159
MEMORIAL DR, DECATUR, GA 30032
- Please review general comments
- N.5 **Z-20-1243837 2020-0314 / 18-146-02-081**
2550 LAWRENCEVILLE HWY, DECATUR, GA 30033
- Septic system installed on 10/18/1989
- N.6 **Z-20-1243838 2020-0315 / 15-013-01-017; 15-013-01-018**
4321 & 4341 E CONLEY RD, CONLEY, GA 30288
- Please review general comments
- N.7 **Z-20-1243839 2020-0316 / 15-013-02-017**
4388 E CONLEY RD, CONLEY, GA 30288
- Please review general comments
- N.8 **Z-20-1243840 2020-0317 / 18-152-03-006**
2573 N DRUID HILLS RD, ATLANTA, GA 30329
- Septic system installed on 05/02/1963
- N.9 **Z-20-1243841 2020-0318/ 16-159-01-003; 16-162-05-002**
1467 & 1503 STEPHENSON RD, LITHONIA, GA 30058
- Please review general comments
- N.10 **Z-20-1243847 2020-0319 / 15-197-01-001**
3559 SHERRYDALE LN, DECATUR, GA 30032
- Please review general comments
- N.11 **CZ-20-1243853 2020-0320/ 15-251-01-028**
3458, 3468 & 3478 MOUNTAIN DR, DECATUR, GA 30032

DeKalb County Board of Health

445 Winn Way – Box 987

Decatur, GA 30031

404.294.3700 • www.dekalbhealth.net



Board of Health

- Please review general comments

- N.12 **SLUP-20-1243861 2020-0331 / 15-041-01-152**
2902 CEDAR TRACE ROAD, ELLENWOOD, GA 30294
 - Please review general comments

- N.13 **Z-20-1243878 2020-0387 / 15-250-07-001, 15-250-07-003, 15-250-07-005, 15-250-07-006, 15-250-07-007, 15-250-07-008, 15-250-07-009, 15-250-07-010, 15-250-07-011, 15-250-07-012, 15-250-07-013, 15-250-07-014, 15-250-07-016, 15-250-07-017, 15-250-07-018, 15-250-07-019, 15-250-07-020, 15-250-07-021, 15-250-07-022, 15-250-07-023, 15-250-07-024, 15-250-07-025, 15-250-07-026, 15-251-02-001, 15-251-02-002, 15-251-02-003, 15-251-02-004, 15-251-02-005, 15-251-02-006, 15-251-02-007, 15-251-02-015, 15-251-02-016**
3350 KENSINGTON RD, (AND OTHERS), DECATUR, GA 30032
 - Please review general comments

- N.14 **Z-20-1243876 2020-0385 / 15-250-06-009, 15-251-03-001,15-251-03-002, 15-251-03-003**
4200 MEMORIAL DR, DECATUR, GA 30032
 - Please review general comments

- N.15 **SLUP-20-1243877 2020-0386 / 15-250-06-009, 15-251-03-001,15-251-03-002, 15-251-03-003**
4200 MEMORIAL DR, DECATUR, GA 30032
 - Please review general comments

- N.16 **TA-20-1243897 2020-0414**
 - Please review general comments

DEPARTMENT OF PLANNING & SUSTAINABILITY

Director

Chief Executive Officer
Michael Thurmond

Andrew A. Baker, AICP

SPECIAL LAND USE PERMIT (SLUP) APPLICATION CHECKLIST

(Submit 4 printed, collated sets of the complete application and a PDF version on a flash drive)

- _____ 1. Schedule a mandatory **Pre-Application Conference** with Planning & Sustainability staff by appointment. Obtain **Pre-Application form** (to be completed in pre-application meeting). Please call 404-371-2155 for appointment.
- _____ 2. Hold a **Pre-Submittal Community Meeting** with surrounding neighborhood associations and residents. Provide documentation of the meeting (**meeting notice and sign in sheets**). Letter(s) from homeowners association(s) may also be provided.
- _____ 3. Submit **Application** (Submit 4 printed, collated sets and a PDF version on a flash drive. Please assemble materials in the following order.)
 - _____ A. **Application form** with name and address of applicant and owner, and address of subject property;
 - _____ B. **Pre-submittal community meeting notice and sign-in sheet** and other documentation of meeting, if any;
 - _____ C. **Letter of application and impact analysis**
 1. **Letter of application** identifying a) the proposed zoning classification, b) the reason for the rezoning or special use or modification request, c) the existing and proposed use of the property, d) detailed characteristics of the proposed use (e.g. floor area, height of building(s), number of units, mix of unit types, number of employees, manner and hours of operation), d)(optional) statement of conditions discussed with the neighborhood or community, if any.
 2. **Impact analysis** of the anticipated impact of the proposed use and rezoning on the surrounding properties in response to the standards and factors specified in Article 7.3 of the DeKalb County Zoning Ordinance, as attached. If a Major Modification, please include previously approved conditions and Board of Commissioner meeting minutes.
 - _____ D. **Authorization Form**, if applicant is not the owner. Must be signed by all owners of the subject property and notarized. Authorization must contain the mailing address and phone number of any applicant or agent who is authorized to represent the owner(s) of the subject property. Please include warranty deed, if property ownership is less than 2 years.
 - _____ E. **Campaign disclosure statement** (required by State law).
 - _____ F. **Legal boundary survey** of the subject property, (showing boundaries, structures, and improvements), prepared and sealed within the last year by a professional engineer or land surveyor registered in the State of Georgia. (If survey shows property on opposite sides of a public street right-of-way, file a separate application for each property.)
 - _____ G. **Site Plan**, printed to scale, folded, of any existing and or proposed development/redevelopment. For projects larger than 1 acre, site plan should be at least 1:50 scale. The site plan must include the following:
 - _____ a. complete boundaries of subject property;
 - _____ b. dimensioned access points and vehicular circulation drives;
 - _____ c. location of all existing and proposed buildings, structures, setbacks and parking;
 - _____ d. location of 100 year floodplain and any streams;
 - _____ e. notation of the total acreage or square footage of the subject property;
 - _____ f. landscaping, tree removal and replacement, buffer(s); and
 - _____ g. site plan notes of building square footages, heights, density calculations, lot coverage of impervious surfaces, parking ratios, open space calculations, and other applicable district standards.
 - _____ H. **Reduced Site Plan**, reduced to 8.5" x 11".
 - _____ I. **Written Legal Description** of metes and bounds of the subject property (can be printed on site plan or survey).
 - _____ J. **Building Form Information**. Elevation (line drawing or rendering), or details of proposed materials, in compliance with Article 5 of the Zoning Ordinance.
 - _____ K. **Completed, signed Pre-application Form** (Provided at pre-application meeting.)

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED



404.371.2155 (o)
404.371.4556 (f)
DeKalbCountyGa.gov

Clark Harrison Building
330 W. Ponce de Leon Ave
Decatur, GA 30030

DEPARTMENT OF PLANNING & SUSTAINABILITY

SPECIAL LAND USE PERMIT APPLICATION

Amendments will not be accepted after 5 working days after the filing deadline.

Date Received: 06/15/20 Application No: SLUP-20-1243877

APPLICANT NAME: JOHN CORCORAN

Daytime Phone: 470-440-8594 E-Mail: john.corcoran@theHDC.org

Mailing Address: 750 Commerce Dr., Decatur, GA 30030

Owner Name: METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY (MARTA)

(If more than one owner, attach contact information for each owner)

Daytime Phone: 404-848-5011 E-Mail: dfrank@itsmarta.com

Mailing Address: 2424 Piedmont Rd, Atlanta, GA 30324

SUBJECT PROPERTY ADDRESS OR LOCATION: 3391 Kensington Rd,

Decatur, DeKalb County, GA, 30032

Parcel ID: 1525006009, 1525103001, 1525103002, 1525103003 Acreage or Square Feet: 4.3 4.76

1525103004 added 06/15/20

Commission Districts District 4/Super District 6

Existing Zoning: R75 Proposed Special Land Use (SLUP) Senior Housing, HR-2

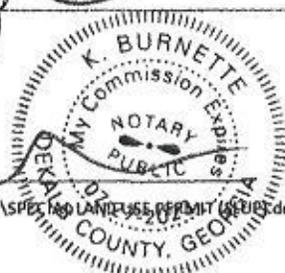
I hereby authorize the staff of the Planning and Sustainable Department to inspect the property that is the subject of this application.

Printed Name of Applicant: John Corcoran

Owner: Agent:

Signature of Applicant

Notary Signature and Seal:



DEPARTMENT OF PLANNING & SUSTAINABILITY

IMPACT ANALYSIS

Criteria: Sec 27-7.4.6 The following criteria shall be considered by the Department of Planning and Sustainability, the Planning Commission and the Board of Commissioners in evaluating and deciding any application for a special land use permit. No application for a special land use permit shall be granted by the Board of Commissioners unless satisfactory provisions and arrangements have been made concerning each of the following factors, all of which are applicable to each application, and unless the application is in compliance with all applicable regulations in Article 4.

- A. Adequacy of the size of the site for use contemplated and whether or not adequate land area is available for the proposed use including provision of all required yards, open space, off-street parking and all other applicable requirements of the zoning district in which the use is proposed to be located.
- B. Compatible of the proposed use with adjacent properties and land use and other properties and land uses in the district.
- C. Adequacy of public services, public facilities and utilities to serve the use contemplated.
- D. Adequacy of the public street on which the use is proposed to be located and whether or not there is sufficient traffic carrying capacity for the use proposed so as not to unduly increase traffic and create congestion in the area.
- E. Whether or not existing land uses located along access routes to the site will be adversely affected by the character of the vehicles or the volume of traffic generated by the proposed use.
- F. Ingress and egress to the subject property and to all proposed buildings, structures and uses thereon with particular references to pedestrian and automotive safety and convenience, traffic flow and control and access in the event of fire or other emergency.
- G. Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor dust or vibration generated by the proposed use.
- H. Whether or not the proposed use will create adverse impacts upon any adjoin land use by reason of the hours of operation of the proposed use.
- I. Whether or not the proposed use will create adverse impact upon any adjoin land use by reason of the manner of operation of the proposed use.
- J. Whether or not the proposed plan is consistent with all of the requirements of the zoning district classification in which the use is proposed to be located.
- K. Whether or not the proposed use is consistent with the policies of the comprehensive Plan,
- L. Whether or not the proposed plan provides for all required buffer zones and transitional buffer zones where required by the regulation of the district in which the use is proposed to be located.
- M. Whether or not there is adequate provision of refuse and service areas:
- N. Whether the length of time for which the special land use permit is granted should be limited in duration.
- O. Whether or not the size, scale and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of the adjacent and nearby lots and buildings.
- P. Whether the proposed plan will adversely affect historic buildings, sites, districts, or archaeological resources.
- Q. Whether the proposed use satisfies the requirements contained within the Supplemental Regulations for such special land use permit.
- R. Whether or not the proposed building as a result of its proposed height will create a negative shadow impact on any adjoining lot or building.
- S. Whether the proposed use would be consistent with the needs of the neighborhood or the community as a whole be compatible with the neighborhood and would not be in conflict with the overall objectives of the comprehensive plan.

IMPACT ANALYSIS

Criteria: Sec 27-7.4.6 The following criteria shall be considered by the Department of Planning and Sustainability, the Planning Commission and the Board of Commissioners in evaluating and deciding any application for a special land use permit. No application for a special land use permit shall be granted by the Board of Commissioners unless satisfactory provisions and arrangements have been made concerning each of the following factors, all of which are applicable to each application, and unless the application is in compliance with all applicable regulations in Article 4.

- A. Adequacy of the size of the site for use contemplated and whether or not adequate land area is available for the proposed use including provision of all required yards, open space, off-street parking and all other applicable requirements of the zoning district in which the use is proposed to be located. **Yes, the site is adequate to support the proposed development of senior housing and satisfy all requirements.**
- B. Compatible of the proposed use with adjacent properties and land use and other properties and land uses in the district. **In the past five years, properties along Kensington Road have transitioned to denser residential uses. This proposal conforms with the changing land use pattern of the adjacent and nearby properties.**
- C. Adequacy of public services, public facilities and utilities to serve the use contemplated. **The proposed senior development will be positioned within close proximity to public services and utilities.**
- D. Adequacy of the public street on which the use is proposed to be located and whether or not there is sufficient traffic carrying capacity for the use proposed so as not to unduly increase traffic and create congestion in the area. **TBD. MARTA along with our development partner will evaluate the potential ancillary impacts of the station development when site plan and development concept have been designed and approved. The development will incorporate any mitigation plans after final evaluations have been completed.**
- E. Whether or not existing land uses located along access routes to the site will be adversely affected by the character of the vehicles or the volume of traffic generated by the proposed use. **No, the proposed land use will not adversely affect the volume of traffic for existing land uses along the access routes.**
- F. Ingress and egress to the subject property and to all proposed buildings, structures and uses thereon with particular references to pedestrian and automotive safety and convenience, traffic flow and control and access in the event of fire or other emergency. **The development will incorporate any mitigation plans after final evaluations have been completed.**
- G. Whether or not the proposed use will create adverse impacts upon any adjoining land use by reason of noise, smoke, odor dust or vibration generated by the proposed use. **No, the proposed development is a senior residential community that will not have an adverse impact on noise, smoke, odor, dust or vibration generation.**
- H. Whether or not the proposed use will create adverse impacts upon any adjoin land use by reason of the hours of operation of the proposed use. **No, the proposed development will not adversely impact hours of operations of any adjoining land.**

- I. Whether or not the proposed use will create adverse impact upon any adjoin land use by reason of the manner of operation of the proposed use. **No. The proposed development will not adversely impact the manner of operations of any adjoining land.**
- J. Whether or not the proposed plan is consistent with all of the requirements of the zoning district classification in which the use is proposed to be located. **Yes. The development is consistent with all the requirements of the zoning district.**
- K. Whether or not the proposed use is consistent with the policies of the comprehensive Plan, **Yes. The 2035 Comprehensive Plan designates the MARTA Station within a Regional Center classification. In addition, the station has been the subject of a DeKalb County Small Area Plan and a 2012 Livable Centers Initiative Plan. These plans recommend high density mixed-use development. HR-2 is specifically listed as a permitted zoning district in the Regional Center classification.**
- L. Whether or not the proposed plan provides for all required buffer zones and transitional buffer zones where required by the regulation of the district in which the use is proposed to be located. **Yes, the proposed senior housing development will adhere to the all required buffer zones and transitional buffer zones.**
- M. Whether or not there is adequate provision of refuse and service areas: **Yes, the proposed development will have adequate provisions for refuse and service areas as outlined in the attached schematic plan.**
- N. Whether the length of time for which the special land use permit is granted should be limited in duration. **No, the SLUP duration should not be limited and should be for the life of the development.**
- O. Whether or not the size, scale and massing of proposed buildings are appropriate in relation to the size of the subject property and in relation to the size, scale and massing of the adjacent and nearby lots and buildings. **Yes, the proposed senior housing development will be appropriate to the size and scale of nearby buildings.**
- P. Whether the proposed plan will adversely affect historic buildings, sites, districts, or archaeological resources. **No. There are no known historic buildings, sites, districts, or archaeological resources that will be adversely affected.**
- Q. Whether the proposed use satisfies the requirements contained within the Supplemental Regulations for such special land use permit.
- **The primary use of the proposed development is independent senior housing.**
 - **Accessory uses of this senior housing residence will include a clubhouse for classes, meetings, and other community amenities.**
 - **The maximum number of unrelated residents living independently (not requiring personal care) and at age fifty-five (55) or older allowed in an independent living unit is one (1) per bedroom.**
 - **This development will be 4 stories and will not require a height SLUP.**
 - **The development will incorporate accessibility standards that meet the following certification requirements for easy living or universal design and/or include all of the following minimum features:**

1. At least one (1) step free entrance to the main floor at either the front or side of the structure; if only one (1) is provided, it shall not be from a patio or raised deck.
 2. Main floor of each unit shall include a kitchen, entertaining area, and master bedroom with full bathroom.
 3. Every door on the main floor shall provide a minimum width of thirty-four (34) inches of clear passage.
 4. Blocking shall be installed in the master bath around toilet, tub, and shower for placement or future placement of grab bars.
- The site selection and design of the proposed senior community has considered the following criteria:
 1. Proximity and pedestrian access to retail services and public amenities.
 2. Transportation alternatives.
 3. Integration into existing neighborhoods through connectivity and site design.
 4. Diverse housing types.
 5. Site and building design that encourages social interaction.
 6. Building design that meets easy living standards.
 7. Building height.
 8. Landscaping.
 9. Maximum lot coverage.
 10. Setbacks from exterior property lines.
 11. Site size.
 12. Access to thoroughfare.
- R. Whether or not the proposed building as a result of its proposed height will create a negative shadow impact on any adjoining lot or building. **No, the development is planned as a 4-story building and will not create a negative shadow on any surrounding buildings.**
- S. Whether the proposed use would be consistent with the needs of the neighborhood or the community as a whole be compatible with the neighborhood and would not be in conflict with the overall objectives of the comprehensive plan. **Yes. In the past five years, properties along Kensington Road have transitioned to denser residential uses. This proposal conforms with the changing land use pattern of the adjacent and nearby properties and the goals as outlined in the comprehensive plan.**

DEPARTMENT OF PLANNING & SUSTAINABILITY

AUTHORIZATION

The property owner should complete this form or a similar signed and notarized form if the individual who will file the application with the County is not the property owner.

June 11, 2020

Date: _____

TO WHOM IT MAY CONCERN:

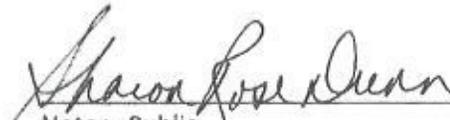
(I) (WE) Metropolitan Atlanta Rapid Transit Authority (MARTA)
Name of owner(s)

being (owner) (owners) of the subject property described below or attached hereby
delegate authority to

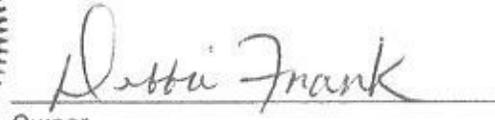
Housing Development Corporation (an affiliate of the Housing Authority of DeKalb County)

Name of Agent or Representative

to file an application on (my) (our) behalf


Notary Public




Owner

Notary Public

Owner

Notary Public

Owner

Notary Public

Owner

DEPARTMENT OF PLANNING & SUSTAINABILITY

FILING FEES

At the time of submittal, a filing fee shall accompany each Special Land Use Permit application as follows:

SPECIAL LAND USE PERMIT	\$400.00
--------------------------------	-----------------

Applications for non-contiguous property (separated by a street) must be filed separately. A separate fee will be charged for each application. Applications deferred "full cycle" do not require additional fees. An application that is withdrawn and later re-filed will be treated as a new case and will require a new fee.

ADDITIONAL CRITERIA FOR SPECIFIED USES

No application for a special land use permit for the uses specified below shall be granted by the board of commissioners unless it is determined that, in addition to meeting the requirements contained within the zoning district in which such property is located and the criteria contained in section 7.4.6 and complying with applicable regulations in Article 4, satisfactory provisions and arrangements have been made concerning each of the following criteria:

- A. *Telecommunications towers and antennas.* In determining whether to authorize a special land use permit for a telecommunication tower or antenna, the board of commissioners shall comply with and apply the requirements of section 4.2.57.
- B. *Mine, mining operation, gravel pit, quarry, or sand pit.* In determining whether to authorize a special land use permit for a mine, mining operation, gravel pit, quarry, or sand pit, the board of commissioners shall also consider each of the following criteria:
 - 1. Whether the type and volume of traffic associated with such use will cause congestion in the streets and will create noise and vibration along streets used for residential purposes or adjacent to activity centers.
 - 2. Whether the applicant has provided a soil erosion control plan and a reuse or reclamation plan which meets the requirements of DeKalb County and of the Georgia Surface Mining Act, O.C.G.A. § 12-4-70, et seq., as amended, and the Rules of Department of Natural Resources, Chapter 391- 3-3, as amended.
 - 3. Whether or not the applicant meets the requirements of the county's noise ordinance.
- C. *Child day care facility.* In determining whether to authorize a special land use permit for a child day care facility, the board of commissioners shall also consider each of the following criteria:

DEPARTMENT OF PLANNING & SUSTAINABILITY

1. Whether the proposed off-street parking areas and the proposed outdoor play areas can be adequately screened from adjoining properties so as not to adversely impact any adjoining land use.
 2. Whether there is an adequate and safe location for the dropping off and picking up of children at the child day care facility.
 4. Whether the character of the exterior of the proposed structure will be compatible with the residential character of the buildings in the zoning district in which the child day care facility is proposed to be located, if proposed for a residential zoned district.
- D. *Biomedical waste disposal facilities, disposal facilities, landfills, county solid waste disposal facilities, county solid waste landfills, private industry solid waste disposal facilities, solid waste handling facilities, solid waste thermal treatment technology facilities, and disposal facilities for hazardous and/or toxic materials including radioactive materials.*
1. In determining whether to authorize a special land use permit for a biomedical waste disposal facility, disposal facility, landfill, county solid waste disposal facility, county solid waste landfill, private industry solid waste disposal facility, solid waste handling facility, solid waste thermal treatment technology facility, or disposal facility for hazardous and/or toxic materials including radioactive materials, the board of commissioners shall also consider each of the following criteria:
 - a. Whether the proposed use does not pose any potential negative impact resulting from air pollution, degradation of soil and/or water quality, noise, odor, or other negative environmental effects.
 - b. Whether the proposed use will not have a significant deleterious effect on use of land and value of existing housing in adjacent and nearby neighborhoods.
 - c. Whether the proposed use will not create a negative traffic impact on any adjacent or nearby residential street(s) resulting from truck and other vehicular traffic associated with the facility.
 - d. Whether the proposed use does not represent an over-concentration of such uses in the area.
 2. An assessment shall be prepared by the DeKalb County sanitation division regarding item 1.d above.



Keri Taylor-Spann <Keri.Taylor-Spann@thehdc.org>

Mon 6/15/2020 5:03 PM

To: Reid, John

Cc: Prince, Jahnee R.; John Corcoran <John.Corcoran@thehdc.org>; Frank, Debbie <dfrank@itsmarta.com>; Floyd, Greg <gfloyd@itsmarta.com>

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Good afternoon John Reid,

The applicant would like to request that the applications for Z-20-1243876 and SLUP-20-1243877 be amended to HR2 rather than MU4. The revised applications are attached.

Please note that this is the first draft of our revised HR-2 site plan and the architect is making requested revisions.

Thank You,

Keri Taylor-Spann

Vice President, Development



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