



DeKalb County Department of Planning & Sustainability

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Michael Thurmond
Chief Executive Officer

Planning Commission Hearing Date: July 07, 2020

Board of Commissioners Hearing Date: July 30, 2020

STAFF ANALYSIS

Case No.: SLUP-20-1243956 **Agenda #:** N.7

Location/Address: The property is located along the east side of Wesley Chapel Road, north of Interstate-20 at 2450, 2452, and 2470 Wesley Chapel Road and 4292 New Snapfinger Woods Drive, Decatur, GA. **Commission District:** 5 **Super District:** 7

Parcel ID: 15-131-03-009, 15-131-03-011, 15-131-03-012, 15-131-03-013

Request: To request a Special Land Use Permit (SLUP) to allow up to three drive-throughs on a multi-tenant commercial site in a C-1 (Local Commercial) District and within the I-20 Overlay District, in accordance with Chapter 27, Article 4, Table 4.1 Use Table and Section 27-4.2.23 Supplemental Regulations of the DeKalb County Code.

Property Owner/Agent: Mountainprize, Inc. & RaceTrac Petroleum, Inc.

Applicant/Agent: CSC Properties LLC

Acreage: 3.02 Acres

Existing Land Use: Currently Undeveloped (concrete slabs on site from previous commercial businesses)

Surrounding Properties Adjacent Zoning: East and north is Wesley Crossing Shopping Center. South and west are various retail uses zoned C-1 (Local Commercial) District along the Wesley Chapel corridor.

Comprehensive Plan: **Town Center (TC)** **Consistent** **Inconsistent I-20 TOD**

Proposed Building Sq. Ft.: approximately 7,250 square feet	Existing Building Sq. Footage: Undeveloped
Proposed Lot Coverage: <80%	Existing Lot Coverage: <80%

SUBJECT PROPERTY

The subject property is a 3.02-acre tract that consists of four contiguous lots zoned C-1 (Local Commercial) at the northeast corner of Wesley Chapel Road (a major thoroughfare) and New Snapfinger Woods Drive within Tier I of the I-20 Overlay District. The subject site contains vacant land that was previously developed with commercial uses. The site has curb, gutter, sidewalks and a deceleration lane. The site is west of Interstate 20 and surrounded by several existing commercial uses and an adjacent undeveloped outparcel north of the site. Further north are fast food restaurants (Taco Bell, Captain D's & Subway). Southeast of the site is Home Depot. South of the site is Kentucky Fried Chicken. East of the site is Wesley Chapel Crossing Shopping Center which has various commercial retail stores and a Planet Fitness exercise center. Across from the site along the west side of Wesley Chapel Road is Church's Chicken and Chick Fil-A fast food restaurants, strip commercial uses, and Kroger Shopping Center. To the southwest are various commercial uses.

The subject site is located within a Town Center Character Area designated by the 2035 DeKalb County Comprehensive Plan. The site is a part of the Wesley Chapel Activity Livable Centers Initiative (LCI) Study adopted by the DeKalb County Board of Commissioners on April 10, 2012. The objective of the study was to layout a desirable vision for development that the community would like the area to evolve into over a period of time. Features of this vision include a mixture of land uses, sustainable site and building features, diverse housing options, and a mix of community resources. The study concluded that the most logical location for new commercial and dining options is the northeastern corner of Wesley Chapel Road and Interstate-20 where a large concentration of such uses has been located in the past, and in proximity to other existing viable commercial uses. Suggestions for accomplishing this vision included increasing standard building height to 3 or 4 stories and introducing an internal grid of local streets to create a more urban multi-story form. Per the study, the master plan calls for general beautification of the area and the introduction of a gateway feature, such as a monument to announce to visitors that they have entered the Wesley Chapel Community.

The subject site also is located within the boundaries of the I-20 East Transit Oriented Development Plan. Approved on December 17, 2019 by the DeKalb County Board of Commissioners, the plan includes a proposed Wesley Chapel Road Transit Station as a hub supported by mixed-use development.

ZONING HISTORY

The 3.02-acre site was part of a larger 37.45-acre site zoned C-1 (Local Commercial) pursuant to CZ-87034, CZ-78033 and CZ-79079 with conditions. The combined tracts have been through several rezonings and modifications. Staff research revealed that approximately two acres of the site was rezoned from R-CH (Residential) to C-1 (Local Commercial) on March 28, 1978 with conditions pursuant to CZ-78033. Conditions on the 2-acre site were modified on November 28, 1978 to delete a 20-foot buffer along the south side of the property to accommodate parking spaces on the site. A subsequent modification allowed a restaurant on the site. On January 27, 1981, an .86-acre tract was modified to change the use from a restaurant to a service station. A portion of the large tract is currently developed as the Wesley Chapel Crossing shopping center adjacent to the site along the east property line. Previous commercial uses on the combined four parcels included Village Inn Pizza, China Buffet restaurant, Shoney's restaurant and a Shell gas station. These uses were eventually torn down, but the concrete slabs remained. The site was

rezoned to C-1 on May 28, 2013 to allow the development of a RaceTrac auto fuel station with retail and a convenience store pursuant to CZ-13-1809, SLUP-13-18511 and SLUP-13-18512. A copy of the approved conditions is included in the attachments. However, RaceTrac was never developed and the concrete slabs along with weeds and shrubbery remain on the site.

PROJECT ANALYSIS

Pursuant to the submitted site plan, the applicant intends to develop the existing 4 lots into three rectangular parcels for separate commercial tenants. The Special Land Use Permit is to request up to three drive-through lanes on the site in case the prospective tenants have uses with a drive-through lane. Per Chapter 27- Article 4.2.23.7, drive-through facilities require a Special Land Use Permit in Activity Center character areas. The subject site is located within a designated Town Center by the DeKalb County 2035 Comprehensive Plan. The development will have three buildings with various floor areas and the average building square footage is estimated to be 2,400 square feet. The proposed buildings are one-story with an average height of 20 feet. The building architecture will be in compliance with I-20 Development standards. One point of access is proposed along Wesley Chapel Road with two-interparcel access connections to the adjacent Wesley Chapel Crossing shopping center.

IMPACT ANALYSIS:

Section 27-7.4.6 of the DeKalb County Code states that the following criteria shall be applied in evaluating and deciding any application for a Special Land Use Permit.

- 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:**

Located on 3 acres, adequate land area is available to operate three commercial uses with a drive-through lane and comply with all required yards, open space, and off-street parking are satisfied within the C-1 (Local Commercial) District.

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

The proposed drive-through lanes are compatible with nearby commercial use along Wesley Chapel Road. However, the proposed drive-throughs are inconsistent with the recently adopted I-20 East Transit Oriented Development Plan which encourages a more pedestrian community centered around a MARTA station with mixed commercial, residential and office uses.

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

Given that the area along Wesley Chapel Road and New Snapfinger Woods Drive is developed with various commercial uses, it appears that there are adequate public facilities and utilities for the proposed drive-through lanes.

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:

Wesley Chapel Road is a major arterial and New Snapfinger Wood Drive is a collector. Given that, there is sufficient traffic carrying capacity for the proposed drive-through lanes.

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.

The character of the vehicles nor traffic generated by the drive-through lanes will not adversely impact existing land uses along access routes to the site.

F. Adequacy of 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:

One point of access is proposed along Wesley Chapel Road with two-interparcel access connections to the adjacent Wesley Chapel Crossing shopping center. Emergency vehicles can access the site from either access point. According to the site plan, it appears traffic will flow in a circular pattern to access the drive-through lanes and available parking spaces. Sidewalks are already installed on Wesley Chapel Road and New Snapfinger Woods Drive.

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:

The proposed drive-through lanes should not create adverse impacts upon any adjoining land use by reason of noise, smoke, odor, dust or vibration.

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:

The hours of operation for the proposed drive-through lanes should not create adverse impacts upon adjoining land uses.

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

The manner of operation for the proposed drive-through lanes should not create adverse impacts upon adjoining land uses.

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

Drive-through lanes are permitted uses within a Town Center character area with an approved Special Land Use Permit (SLUP).

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

The site is located within a Town Center Character Area designated by the DeKalb County 2035 Comprehensive Plan. The site is also located within the boundaries of the I-20 East Transit Oriented Development (TOD) Plan recently adopted by the Board of Commissioners on December 17, 2019. Although there are existing

commercial uses with drive-through lanes along Wesley Chapel Road between New Snapfinger Woods Drive and South Hairston Road (Chick-fil-A and Taco Bell) in the area of the subject site, the proposed drive-through facilities do not meet the intent and vision of the recently adopted I-20 East Transit Oriented Development (TOD) Plan. The TOD vision comprises three distinct areas of land use: the Mixed-Use Hub, which includes a 21st Century office park, a district of apartments and offices north of Snapfinger Woods Drive, and to the west, a quiet neighborhood of townhomes integrated with open space. The vision is to propose a mix of office, retail, apartments, townhouses and open spaces in the station area to create a vibrant transit-oriented community that has the potential to revive the 1-20 corridor north of Interstate 285. The plan encourages mobility by incorporating a grid of complete streets that connects residents and workers to residential, office and recreational uses, as well as additional connections to Wesley Chapel Road. The Promenade is a wide, pedestrian-only thoroughfare that serves to connect with new development north of Snapfinger Woods Drive and is also a prime location for a 21st century office park. The plan encourages an open space network extending north across Snapfinger Woods Drive with an enhanced public realm, including pedestrian and bicycle infrastructure.

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

The proposed site with up to three drive-through lanes does not abut any residential zoned properties. Therefore, transitional buffer zones are not required.

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

Adequate refuse areas will be provided per I-20 Overlay District standards.

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

There does not appear to be any compelling reasons for limiting the duration of the requested Special Land Use Permit.

N. 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.

The proposed one-story buildings with a drive-through lane is compatible in size and massing of adjacent and nearby commercial buildings in the area.

O. Whether the proposed use will adversely affect historic buildings, sites, districts, or archaeological resources.

The proposed drive-through lanes will not adversely affect historic buildings, sites, districts, or archaeological resources.

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

The proposed drive-through lanes comply with the following supplemental regulations per Sec.27-4.2.23 of the DeKalb County Zoning Code:

- a. Not located within sixty feet of a residentially zoned property.
- b. No drive-through facility shall be located on property less than ten thousand square feet in area, unless part of a mixed-use development.

R. Whether or not the proposed use will create a negative shadow impact on any adjoining lot or building as a result of the proposed building height.

The proposed one-story drive-through lanes will 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 the community as a whole, be compatible with the neighborhood, and would not be in conflict with the overall objective of the comprehensive plan.

The proposed drive-through lanes are inconsistent with the needs of the community as a whole to provide a more pedestrian oriented development to access commercial, office and residential uses.

COMPLIANCE WITH DISTRICT STANDARDS PER TABLE 2.2:

The site must comply with minimum development standards of the C-1 (Local Commercial) District per Table 2.2 of the DeKalb County Zoning Ordinance and the I-20 Overlay District.

STANDARD	REQUIREMENT	EXISTING/PROPOSED	COMPLIANCE
LOT WIDTH (C-1)	A minimum 100 feet of lot width on a public street frontage	Approximately 292 feet of frontage along the east side of Wesley Chapel Road.	Yes
LOT AREA (C-1)	20,000 Square Feet	3.02 acres or 131,551 Square feet	Yes
FRONT BUILDING SETBACK	Minimum 20 Feet for a major arterial (Wesley Chapel Road) and 10 feet minimum along New Snapfinger Woods Drive within a Town Center Character Areas	The submitted site plan depicts compliance with required setbacks.	Yes
SIDE INTERIOR BUILDING SETBACK	10 Feet	Proposed 10 feet	Yes
REAR BUILDING SETBACK	10 Feet	Proposed exceeds 10 Feet	Yes
HEIGHT	2 stories/35 feet	1 story	Yes

PARKING I-20 Overlay	4 parking spaces per 1,000 square feet. A minimum of 10 spaces per development	At least 25 parking spaces proposed for each development	Yes. Exceeds number of parking spaces.
OPEN SPACE	20%	Not calculated or depicted on submitted survey	Site should be able to accommodate this standard.
LINEAR FEET OF NEW SIDEWALK	Sidewalk along Wesley Chapel Road and New Snapfinger Woods Drive frontage	Sidewalk currently exists along Wesley Chapel Road and New Snapfinger Woods Drive frontage.	Yes

STAFF RECOMMENDATION: DENIAL

The proposed drive-through lanes are inconsistent with the vision of the recently adopted I-20 East Transit Oriented Development Plan to provide a mixed-use development centered around a MARTA rail station consisting of office, retail and residential that is pedestrian friendly to serve the needs of the community. Therefore, it is the recommendation of Planning and Sustainability Department that the Special Land Use Permit (SLUP) to allow up to three drive-throughs on the subject site be **DENIED**. However, should the SLUP request be approved, Staff offers the following conditions for consideration:

1. Allow up to three drive-through lanes on the site subject to compliance with C-1 (Local Commercial) zoning standards and I-20 Overlay District standards unless variances are obtained from appropriate regulatory authorities.
2. Right of way dedication of 50 feet required from centerline of Wesley Chapel Road.
3. The approval of this SLUP application by the Board of Commissioners has no bearing on the requirements for other regulatory approvals under the Zoning Board of Appeals, or other entity.
4. Drive-through lanes and service windows serving drive-through lanes shall only be located to the side or rear of buildings.
5. Drive-through canopies and other structures, where present, shall be constructed from the same materials as the primary building and with a similar level of architectural quality and detailing.
6. Stacking spaces shall be provided for any use having a drive-through facility. Stacking spaces shall be a minimum of ten (10) feet wide and twenty-five (25) feet long. Stacking spaces shall begin at the last service window for the drive-through lane (typically the “pick-up” window).
7. All drive-through facilities with the exception of drive-through restaurants shall provide at least three (3) stacking spaces for each window or drive-through service facility.
8. Drive-through lanes shall not impede on and off-site traffic movements, shall not cross or pass through off-street parking areas, and shall not create unsafe conditions where crossed by pedestrian access to a public entrance of a building.
9. Drive-through lanes shall be separated by striping or curbing from off-street parking areas. Individual lanes shall be striped, marked, or otherwise distinctly delineated.

10. All drive-through facilities shall include a bypass lane with a minimum width of ten (10) feet, by which traffic may navigate around the drive-through facility without traveling in the drive-through lane. The bypass lane may share space with a parking access aisle.
11. Drive-through lanes must be set back five (5) feet from all lot lines and roadway right-of-way lines.
12. Owner and operator are responsible for daily litter clean-up to ensure the property remains free of trash, litter, and debris.

Attachments:

1. **Department and Division Comments**
2. **Application**
3. **Site Plan**
4. **Zoning Map and Land Use Map**
5. **Aerial Photograph/Site Photographs**



TOD STATION TYPOLOGY

Commuter Town Center

DEVELOPMENT STRATEGY

Leverage multi-modal connection opportunities to create a transit hub that services a new 21st Century business destination.

2.2.3 WESLEY CHAPEL ROAD STATION



Figure 2-17: Existing Condition

Table 2-3: Key Strategies

TOD DENSITY & MIX OF USAGE	<ul style="list-style-type: none"> ○ Create medium- to high-density office supported by mixed-use development
REPURPOSING & INFILL	<ul style="list-style-type: none"> ○ Redevelop selective big-box retail sites to increase density
PARKING APPROACH	<ul style="list-style-type: none"> ○ Provide station parking for commuters ○ Reduce amount of parking on-site through shared parking program
COMPLETE STREETS & NEIGHBORHOOD SPACE	<ul style="list-style-type: none"> ○ Design a transit hub that supports transfers between different modes ○ Use public space and improved pedestrian space to connect high capacity transit and local buses

THE VISION

The Wesley Chapel Road station area plan envisions a 21st Century business destination supported by a multi-modal transit hub and mixed-use development. Located near the interchange of I-20 and I-285, the station is a node to switch modes and transfer between transit lines. The plan proposes a mix of office, retail, apartments, townhouses and open spaces in the station area to create a vibrant transit-oriented community that has the potential to revive this crossroads for the I-20 corridor (see Figure 2-18).

The redevelopment is concentrated in the area north of I-20 and west of Wesley Chapel Road. The station area TOD plan is built on a consolidation and redevelopment of low-density and underutilized commercial parcels and the redevelopment of an underutilized shopping center north of the station area.

The station area plan creates an environment ideal for attracting young professionals and businesses with a variety of transit-centric lifestyle amenities. The TOD vision for the Wesley Chapel Road station area will be accomplished through the key strategies highlighted in Table 2-3.



Figure 2-18: Illustrative Site Plan of the Wesley Chapel Road Station Area

MOBILITY

Wesley Chapel Road Station is a major connection point in the region and serves the I-20 and I-285 corridors. To facilitate transfers between MARTA high capacity transit, BRT (Bus Rapid Transit) and local buses, the transit hub will consist of a multi-modal station and large transit plaza called Station Place, which is a key feature in the design. Station Place includes areas for bus berthing and a circle for vehicular functions like pick-up/drop-off. Commuter parking is provided in an adjoining parking garage. Station Place is accessed from a new extension of Snapfinger Road and connects with Wesley Chapel Road. The extension of Snapfinger Road, which includes on-street parking and bicycle lanes, supports station area pedestrian, cyclist and vehicular circulation for the residential and mixed-use blocks adjacent to the new station.

New streets designed with Complete Streets principles are introduced throughout the station area and integrate with Wesley Chapel Road and Snapfinger Woods Drive. The scale of the resulting blocks is ideal for transit-oriented mixed-use, residential and office development, and transform the station area into a walkable and pedestrian friendly environment.

A grid of Complete Streets connects residents and workers to residential, office and recreational uses, as well as additional connections to Wesley Chapel Road. The new Station Plaza Road is the primary north-south corridor facilitating pedestrian and vehicular circulation between the new station and development blocks to the north.

OPEN SPACE NETWORK

The station area plan is structured around a network of open spaces and corridors of enhanced public realm that converge at Station Place. Surrounded by the new station, hotels, restaurants and apartments, the scale and programming of this large civic space establishes it as a hub for the entire open space network and as an important point of arrival and departure for transit users. Radiating north and west from Station Place, three corridors connect the development to the new station and provide a sequence of spaces that respond to use and density.

The Promenade is a wide, pedestrian-only thoroughfare that serves to connect Station Place with new development north of Snapfinger Woods Drive and is also a prime location for a 21st century office park. One block west is a lively cluster of restaurants, cafés and bars that surround a centrally-located plaza. This multi-purpose space is also the gathering place for the community and can be programmed with year-round activities like holiday and art festivals.

As the open space network extends north across Snapfinger Woods Drive from the promenade and plaza, and west along Snapfinger Road, neighborhood streets with an enhanced public realm, including pedestrian and bicycle infrastructure, aid with the transition to lower intensity development and add to the overall neighborhood feel.

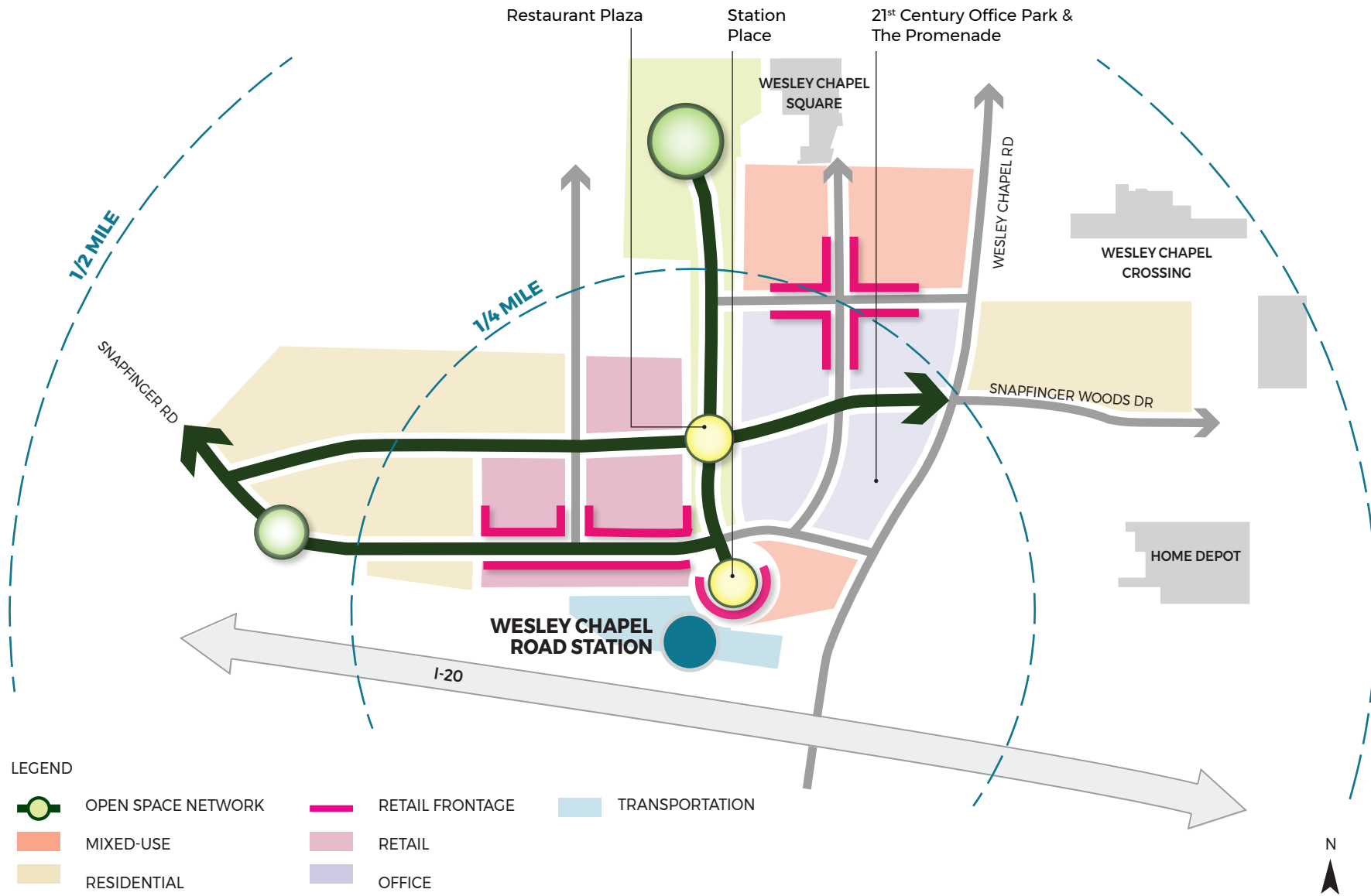


Figure 2-19: Wesley Chapel Road Station Area Design Framework Diagram

LAND USE & DENSITY

The TOD vision comprises three distinct areas of land use: the Mixed-Use Hub, which includes a 21st Century office park, a district of apartments and offices north of Snapfinger Woods Drive, and to the west, a quiet neighborhood of townhomes integrated with open space.

The Mixed-Use Hub will be a regionally significant development centered around the new station facility and transit plaza, Station Place. Tremendous value is unlocked by replacing the underutilized Chapel Hall Shopping Center and adjacent economy motels and fast food restaurants with pedestrian-friendly blocks of high-quality, mixed-use development that leverages new and existing transportation infrastructure investment. Commuter parking is accommodated for in garages integrated within development blocks that surround the new station facility. West of the Mixed-Use Hub, a Townhome Neighborhood transitions the station area plan to quiet, residential blocks that are integrated with the surrounding open space.

To the north, a residential cluster is intended to provide office workers an option to live near their place of employment. Each block meets the needs of residents by including essential neighborhood retail, courtyards for outdoor amenities, and parking garages. The new apartments and offices replace land that is currently underutilized, including a vacant big box structure, fast food establishments and public storage. However, the residential component integrates well with the existing and successful Wesley Chapel Square shopping center to the north.

The development densities within the Mixed-Use Core are among the highest of the six new station areas. Residential towers range from 8-14 floors, while office buildings range from 3-8 floors. The higher densities are focused around the new station facility to leverage the large investment in transit and locate the largest number of people nearest to the station. Moving north and west of the Mixed-Use Core, the development pattern begins to break down into blocks of smaller apartment buildings and rows of townhomes to facilitate the transition to the surrounding low-density single-family homes and commercial strip centers.

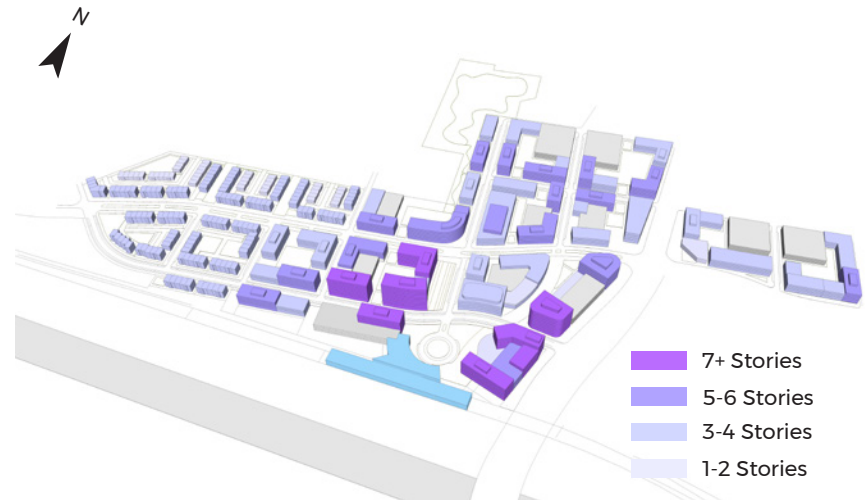


Figure 2-20: Wesley Chapel Road Station Development Density



High-Density Mixed-Use



Transportation



Main Street Retail



Medium-Density Office

Figure 2-21: Examples of Uses and Densities

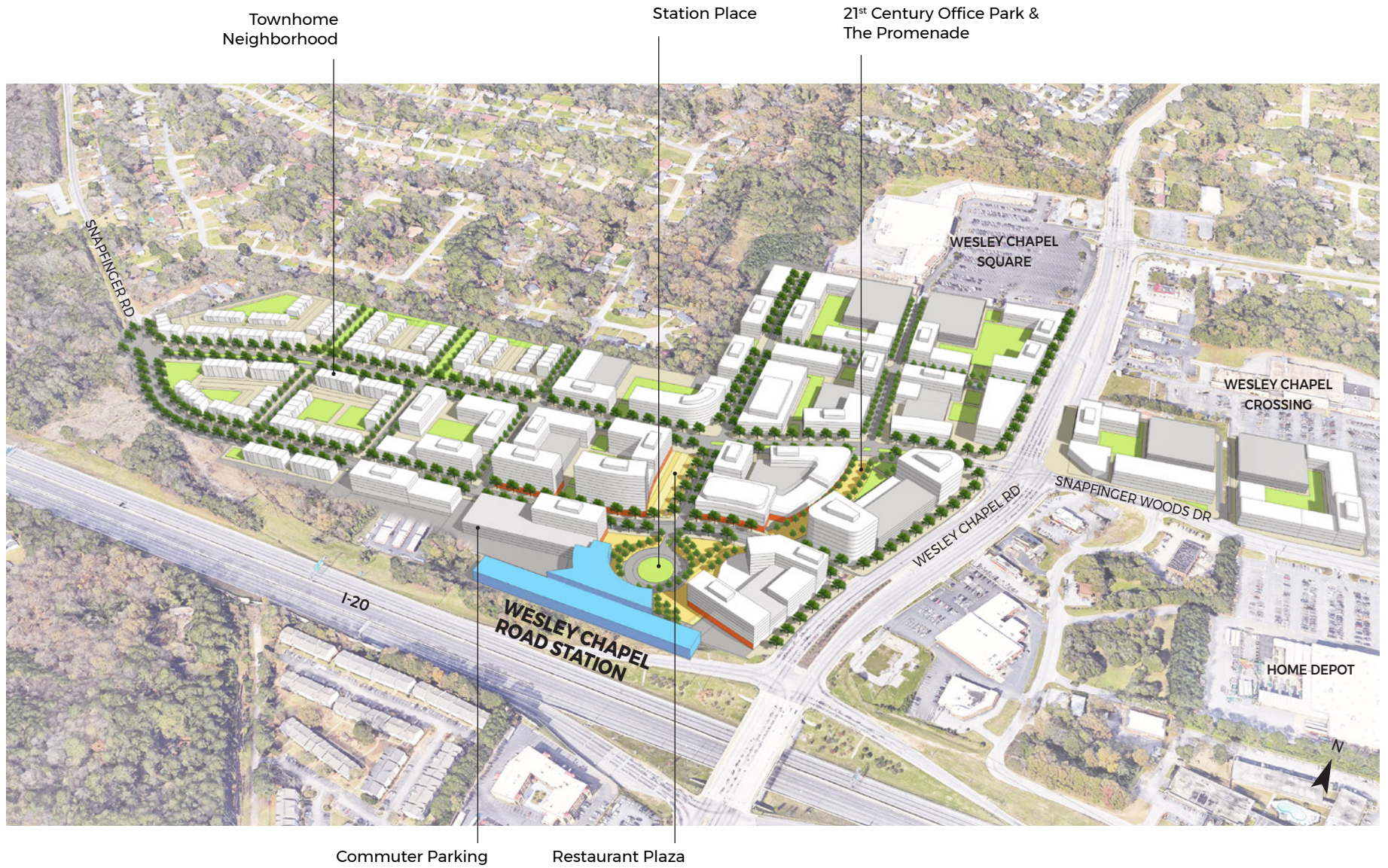


Figure 2-22: Aerial View of Potential Future Build-Out in the Wesley Chapel Road Station Area (Looking Northwest)

PUBLIC REALM IMPROVEMENTS

The focal point for the public realm is Station Place, an energetic civic-scaled space that brings together a high-density mix of uses with transportation (see Figure 2-23 and Figure 2-24). Distinctive paving and lighting, interactive works of art, lobbies, retail storefronts and restaurants with outdoor seating reinforce Station Place as the anchor for the station area development.

The Promenade and restaurant plaza are the next major spaces in the station area's public realm sequence. The Promenade provides a reprieve from the high energy of Station Place. Hanging lights, an alley of trees, and pockets of seating create an intimate and elegant atmosphere and is why the pedestrian-only thoroughfare is an attractive address for offices and retail providers. The restaurant plaza is most active during the evenings and weekends and offers a place for office workers and area residents to socialize. During warmer months, the outdoor dining floods into the space to create a festival-like scene.

From these spaces, the character of streets transition to lower densities and residential use to cultivate a neighborhood feel. Planters, street trees and lighting create a safe, comfortable and intimate public realm and reinforce the pedestrian scale of these corridors.



Figure 2-23: Zoom-in View of the Station Place and Promenade (Looking Northeast)



Decatur MARTA Station
Decatur, GA



Figure 2-24: View from Station Place Showing the Pedestrian Environment

NEXT STEPS

Following an approval of this zoning action, one or several of the following may be required:

- ✓ **Land Disturbance Permit** *(Required for of new building construction on non-residential properties, or land disturbance/improvement such as storm water detention, paving, digging, or landscaping.)*
- ✓ **Building Permit** *(New construction or renovation of a building (interior or exterior) may require full plan submittal or other documentation. zoning, site development, watershed and health department standards will be checked for compliance.)*
- ✓ **Certificate of Occupancy** *(Required prior to occupation of a commercial space and for use of property for any business type. The issuance follows the review of submitted plans if required based on the type occupancy.)*
- ✓ **Overlay Review** *(Required review of development and building plans for all new construction or exterior modification of building(s) located within a designated overlay district.)*
- ✓ **Variance or Special Exception** *(Required seeking relief from any development standards of the Zoning Ordinance. A public hearing and action by the Board of Appeals are required for most variances.)*
- ✓ **Business License** *(Required for any business or non-residential enterprise operating in Unincorporated DeKalb County, including in-home occupations).*

Each of the approvals and permits listed above require submittal of application, fees and supporting documents. Please consult with the appropriate department/division.

TRANSPORTATION COMMENTS-JULY 2020 ZONING AGENDA CASES

N1., N2 No comment

N3. No Comment

N4. Stephenson Rd is classified as a collector road. ROW dedication of 35 feet from centerline or to accommodate all public infrastructure, whichever greater. Bike lanes, 6-foot sidewalk, streetlights required. Add sidewalks across frontage of outparcel at 1451 Stephenson Road (16 162 05 001). Interior Streets residential: 55 right of way, 5 foot sidewalks, streetlights required. Contact Herman Fowler at hefowler@dekalbcountyga.gov for street lighting.

N5. Stephenson Rd is classified as a collector road. ROW dedication of 35 feet from centerline or to accommodate all public infrastructure, whichever greater. Bike lanes, 6-foot sidewalk, streetlights required. Alford is classified at a local road. ROW dedication of 27.5 feet from centerline or to accommodate all public infrastructure, whichever greater. 5-foot sidewalk, streetlights required. Provide an enhanced pedestrian crossing with a pedestrian refuge median and rectangular rapid flashing beacon for access to school. Add sidewalks across frontage of outparcel at 949 Stephenson Road (16 129 02 008). Contact Herman Fowler at hefowler@dekalbcountyga.gov for street lighting.

N6 & N7. Wesley Chapel Road is classified as a major arterial. ROW dedication of 50 feet from centerline or to accommodate all public infrastructure, whichever greater. Bike lanes, 6-foot sidewalk, streetlights required. Contact Herman Fowler at hefowler@dekalbcountyga.gov for street lighting.

N8. Parcel has no frontage to right of way. Verify access easements.

N9. Panola Industrial and Acuity Way are both classified as collectors. ROW dedication of 35 feet from centerline or to accommodate all public infrastructure, whichever greater. Bike lanes, 6-foot sidewalk, streetlights required on all public right of way frontages. Contact Herman Fowler at hefowler@dekalbcountyga.gov for street lighting. Access to interior road needs to meet at a 90-degree angle to the existing street to meet county code.

N10. Memorial Drive. GDOT review and permits required prior to LDP. The right of way falls within the jurisdiction of the City of Atlanta. Professional courtesy would allow COA a chance to comment. No comments.

N11. Bermuda Road is classified as a collector. ROW dedication of 35 feet from centerline or to accommodate all public infrastructure, whichever greater. Bike lanes, 6-foot sidewalk, streetlights required. Interior roads are shown as private. If public- ROW must be 55 feet, 5-foot sidewalks and streetlights required. Contact Herman Fowler at hefowler@dekalbcountyga.gov for street lighting.

N12. Columbia Drive is classified as a minor arterial. ROW dedication of 40 feet from centerline or to accommodate all public infrastructure, whichever greater. Bike lanes, 6-foot sidewalk, streetlights required. Watch required ROW dedication as it may impact offsets and # of lots. Contact Herman Fowler at hefowler@dekalbcountyga.gov for street lighting.



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.



**DEKALB COUNTY GOVERNMENT
PLANNING DEPARTMENT
DISTRIBUTION FORM**

NOTE: PLEASE RETURN ALL COMMENTS VIA EMAIL OR FAX TO EXPEDITE THE PROCESS TO MICHELLE M ALEXANDER mmalexander@dekalbcountyga.gov OR JOHN REID JREID@DEKALBCOUNTYGA.GOV

**COMMENTS FORM:
PUBLIC WORKS WATER AND SEWER**

Case No.: SLUP-20-1243956

Parcel I.D. #: 15-131-03-009; 15-131-03-011; 15-131-03-012; 15-131-03-013

Address: 2450, 2452, and 2470 Wesley Chapel Road and 4292 New Snapfinger Woods Drive

Decatur, Georgia

WATER:

Size of existing water main: 8" DI, 12" DI, and 20' DI Water Main (adequate/inadequate)

Distance from property to nearest main: Adjacent to Property

Size of line required, if inadequate: N/A

SEWER:

Outfall Servicing Project: Lower Snapfinger Creek Basin

Is sewer adjacent to property: Yes (X) No () If no, distance to nearest line:

Water Treatment Facility: Snapfinger WTF () adequate () inadequate

Sewage Capacity; * (MGPD)

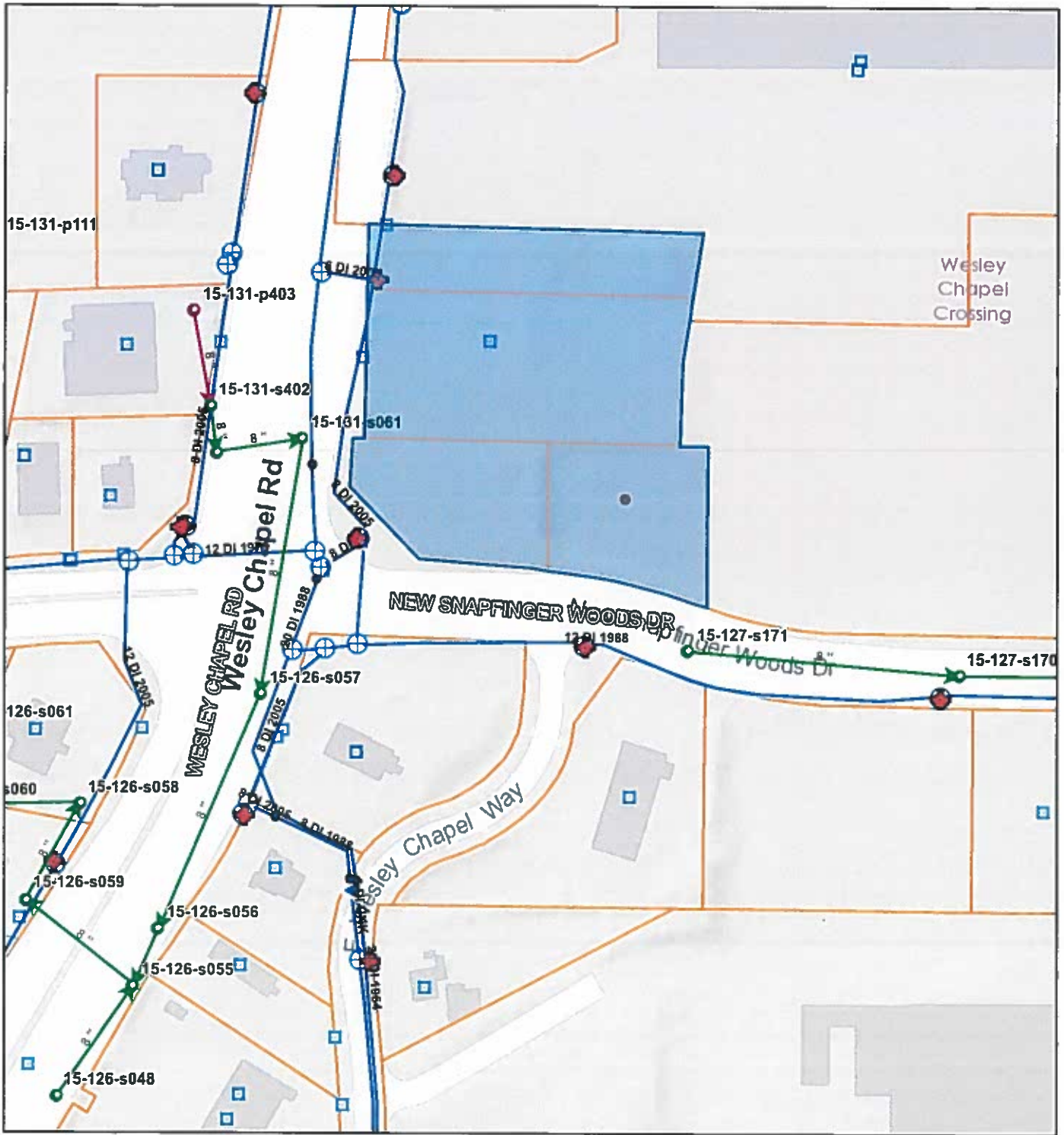
Current Flow: 21.77 (MGPD)

COMMENTS:

* Please note that the sewer capacity has not been reviewed or approved for this project. A Sewer Capacity Request (SCR) must be completed and submitted for review. This can be a lengthy process and should be addressed early in the process.

Signature: 

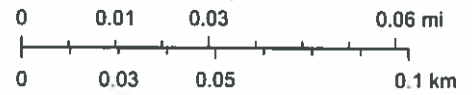
SLUP-20-1243956



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- | | | | |
|-------------|----------------|-------------|-----------|
| Manholes | PRIVATE | Tap Sleeve | Streets |
| DEKALB | Water Hydrants | Tee | Parcels |
| PRIVATE | Water Valves | WML | Land Lot |
| Sewer Mains | Water Fittings | Water Mains | Districts |
| DEKALB | Reducer | Water Meter | |





Board of Health

06/15/2020

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-20-1243838 2020-0598 / 15-013-01, 15-013-01-018
4341 East Conley Road, Conley, GA 30288
- Please review general comments.
- N.2 Z-20-1243839 2020-0599 / 15-013-02-017
4388 East Conley Road, Conley, GA 30288
- Please review general comments.
- N.3 CZ-20-1243935 2020-0600 / 18-261-01-006, 18-261-01-062
4575 Chamblee Tucker Road, Tucker, GA 30084
- Please review general comments.
- N.4 Z-20-1243841 2020-0601/ 16-159-01-003, 16-162-05-002, 16-162-05-003
1503 Stephenson Road, Lithonia, GA 30058
- Please review general comments.
- N.5 Z-20-1243958 2020-0602 / 16-128-02-001, 16-128-02-003, 16-128-02-011, 16-129-02-009
800 Alford Road, Stone Mountain, GA 30087
- Please review general comments.
- N.6 Z-20-1243955 2020-0603 15-131-03-009, 15-131-03-001, 15-131-03-012, 15-131-03-013
2450 Wesley Chapel Road, Decatur, GA 30035
- Please review general comments.
- N.7 SLUP-20-1243956 2020-0604 15-131-03-009, 15-131-03-001, 15-131-03-012, 15-131-03-013
2450 Wesley Chapel Road, Decatur, GA 30035
- Please review general comments.
- N.8 SLUP-20-1243957 2020-0605 / 15-015-04-013
3468 Moreland Ave., Conley, GA 30288
- Please review general comments.
- N.9 CZ-2—1243960 2020-0606 16-009-01-001,18-024-06-001
2620 Shell Bark Road, Decatur, GA 30035



Board of Health

- N.10 Z-20-1243968 2020-0607 / 15-179-11-025
2017 Memorial Drive, Atlanta, GA 30317
- Please review general comments.
- N.11 Z-20-1243972 2020-0608 /18-083-01-010
1347 Bermuda Road, Stone Mountain, GA 30087
- Please review general comments.
- N.12 Z-20-1243977 2020-0609 15-154-12-003
2043 Columbia Drive, Decatur, GA 30032
- Septic system installed on this property on June 24, 1975
- Please review general comments.
- N.13 TA-20-1244029 2020-0610
DeKalb County, GA
- Please review general comments.
- N.14 RE: Public Art 2020-0611 / 16-071-09-001
2387 Wellborn Road, Lithonia, GA 30058
- Please review general comments.

GENERAL NOTES:

1. ALL PROPOSED DIMENSIONS USED TO SHOW THE GEOMETRIC LAYOUT OF THE PROPOSED PARKING LOT ARE SHOWN AT THE FACE OF CURB. ALL PROPOSED DIMENSIONS USED TO SHOW THE GEOMETRIC LAYOUT OF THE PROPOSED BUILDING LOCATIONS ARE SHOWN AT THE OUTSIDE FACE OF THE BUILDING CORNERS. ALL CURB RADII ARE GIVEN AT THE FACE OF CURB.
2. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES BETWEEN THE EXISTING CONDITIONS IN THE FIELD AND THE SURVEY SHOWN ON THE PLANS BEFORE PROCEEDING WITH ANY NEW CONSTRUCTION.
3. CONTRACTOR IS RESPONSIBLE FOR CORRECT HORIZONTAL AND VERTICAL ALIGNMENT OF ALL TIES BETWEEN PROPOSED AND EXISTING PAVEMENTS, CURBS AND OUTER SIDEWALKS, WALLS AND UTILITY LINES.

SITE NOTES:

1. TRACT IS ZONED C-1 WITH CONDITIONS (LOCAL COMMERCIAL), 6-20 OVERLAY DISTRICT TIER 1.
2. SEE ARCHITECTURAL PLANS FOR BUILDING FLOOR PLAN DIMENSIONS, DOOR LOCATIONS, SITE LIGHTING PLAN, AND OTHER ARCHITECTURAL DETAILS.
3. NO CERTIFICATE OF OCCUPANCY WILL BE ISSUED UNTIL ALL SITE IMPROVEMENTS HAVE BEEN COMPLETED ON THE SITE.
4. HIGH INTENSITY LIGHTING FACILITIES SHALL BE SO ARRANGED THAT THE SOURCE OF ANY LIGHT IS CONCEALED FROM THE PUBLIC VIEW AND DOES NOT INTERFERE WITH TRAFFIC. USE PHOTO-CUTBACK PLAN IN ARCH PLANS.
5. ALL BUFFER, TREE SAVE AREAS AND UNDISTURBED AREAS SHALL BE CLEARLY IDENTIFIED BY FLAGGING AND/OR FENCING PRIOR TO COMMENCEMENT OF ANY LAND DISTURBANCE.
6. NO OUTSIDE STORAGE IS PROPOSED. THIS INCLUDES SUPPLIES, VEHICLE, EQUIPMENT, PRODUCTS, ETC.
7. SIGNING LOCATION, NUMBER, AND SIZE ARE NOT APPROVED UNDER THIS DEVELOPMENT PERMIT. A SIGNAGE PERMIT IS REQUIRED FOR ON-SITE SIGNAGE.
8. ALL PAVEMENT MARKINGS WITHIN DEKALB COUNTY RIGHT-OF-WAY SHALL BE THERMOPLASTIC AND ACCORDING TO GA DOT SPECIFICATIONS.
9. ALL CONSTRUCTION RELATED PERMITS DURING THE CONSTRUCTION PHASE OF THIS PROJECT ARE THE RESPONSIBILITY OF THE OWNER. HOWEVER, A CONTRACTOR/DEVELOPER CAN DO PERMITS WITH ASSISTANT AUTHORIZATION.
10. ALL EROSION, SEDIMENT CONTROL AND TREE PROTECTION MEASURES SHALL BE INSTALLED PRIOR TO ANY GRADING.
11. MAXIMUM CUT OR FILL SLOPE=3:1V
12. DEKALB COUNTY ACCEPTS NO RESPONSIBILITY FOR THE AMERICANS WITH DISABILITIES ACT (ADA). EXCEPT FOR NOTICED ACTION REQUIREMENT. THE OWNER/DEVELOPER IS SOLELY RESPONSIBLE FOR COMPLIANCE FOR ADA.
13. 24 HOUR CONTACT: JEFF WALKER, (770) 388-1389
14. CONTRACTOR SHALL COORDINATE WITH THE CITY/COUNTY JURISDICTION, WATER AND SEWER JURISDICTION, AND DEPARTMENT OF TRANSPORTATION INSPECTORS REGARDING ALL CERTIFICATE OF OCCUPANCY REQUIREMENTS AND COORDINATE WITH THE ENGINEER APPROXIMATELY 8 WEEKS PRIOR TO ANTICIPATED CERTIFICATE OF OCCUPANCY DATE REGARDING ANY TIES REQUIRING APPROVAL OR CERTIFICATION BY THE ENGINEER.

LEGEND	
	STANDARD DUTY ASPHALT PAVING
	HEAVY DUTY ASPHALT PAVING
	DOT SPECIFICATION ASPHALT PAVING
	CONCRETE SIDEWALK PAVING
	HEAVY DUTY CONCRETE PAVING
	PROPERTY LINE
	PARKING COUNT
	SPILL CURB
	TRAFFIC SIGN
	PAINTED TRAFFIC ARROWS
	TRAFFIC FLOW/LANE DESIGNATION
	VEHICLE STAKING POSITION

ZONING:
CURRENT ZONING: C-1 WITH CONDITIONS
PROPOSED ZONING: C-1
OVERLAY DISTRICT: 6-20 OVERLAY DISTRICT TIER 1

LAND USE DESIGNATION:
300 - VACANT COMMERCIAL LAND

BUILDING SETBACK REQUIREMENTS:
FRONT STREET: 10'
SIDE YARD: 10'
REAR YARD: 10'
MAX. BUILDING HEIGHT: 30 STORIES
PROPOSED BUILDING HEIGHT: 20 FEET

LOT REQUIREMENTS (INS):
LOT AREA MIN = 20,000 SF
LOT WIDTH = 100'
MAX FLOOR AREA RATIO = 3.3
ACTUAL FLOOR AREA = 131,988 SF ± 0.55
MAX. LOT COVERAGE = 80%
LOT #1 = 30,450 SF ± 11,880 SF ± 29,875 SF (98.45 SF ± 87.32%)
LOT #2 = 46,111 SF ± 12,580 SF ± 33,531 SF (72.70%)
LOT #3 = 50,000 SF ± 20,432 SF ± 29,571 SF (59.000 SF ± 59.14%)

PARKING REQUIREMENTS:
TOTAL EXISTING SPACES: 3 SPACES

PARKING SPACE REQUIREMENTS:
RESTAURANT WITH DRIVE THRU: 1 SP/150 SF, MINIMUM TO 1 SP/75 MAXIMUM

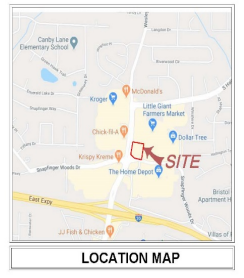
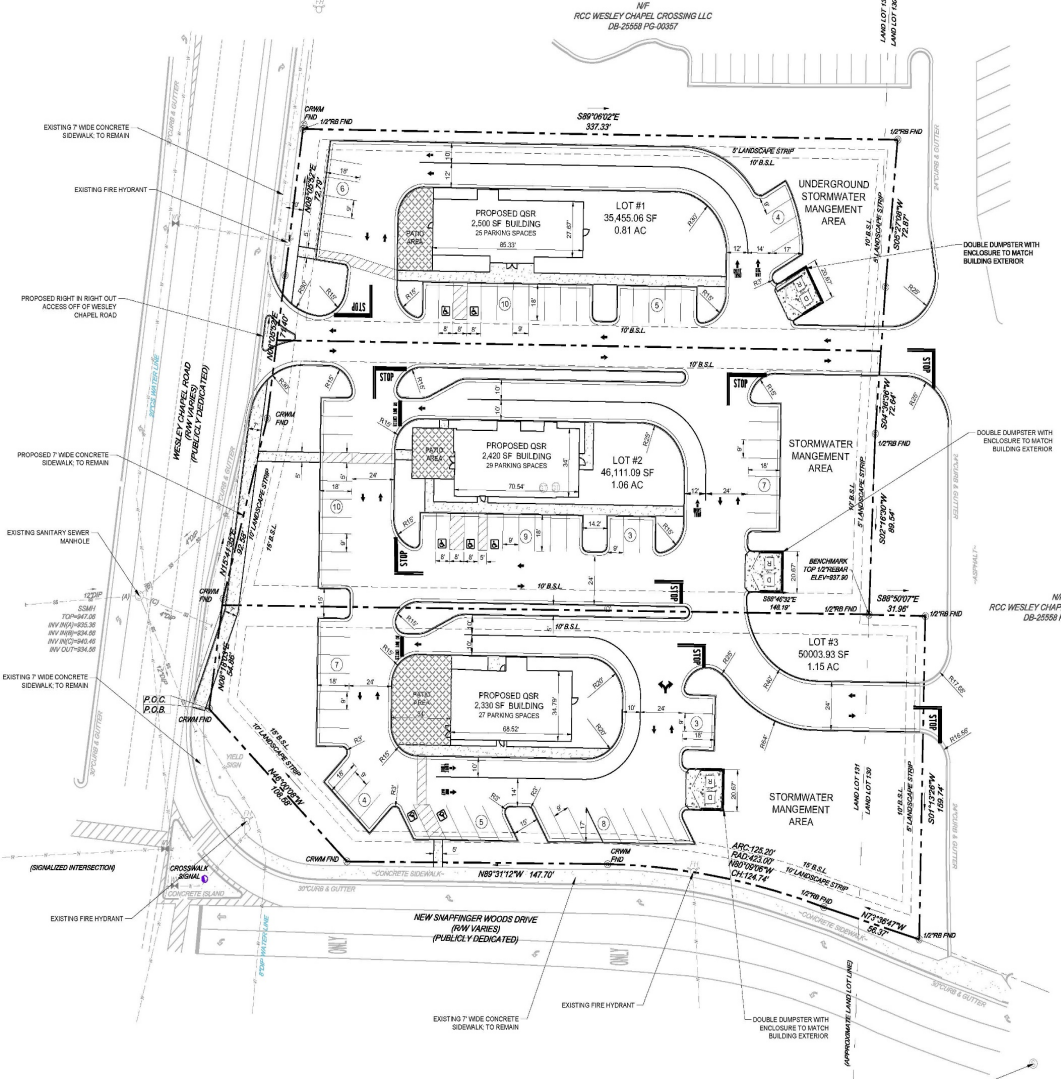
PARKING SPACE CALCULATIONS:
LOT #1: 2,300 SF X 1/150 = 15.33 SPACES MIN, 2,500 SF X 1/75 = 33.33 SPACES MAX
LOT #2: 2,400 SF X 1/150 = 16.00 SPACES MIN, 2,400 SF X 1/75 = 32.00 SPACES MAX
LOT #3: 2,300 SF X 1/150 = 15.33 SPACES MIN, 2,300 SF X 1/75 = 31.00 SPACES MAX
TOTAL: 48.33 SPACES MINIMUM, 96.33 SPACES MAXIMUM

PARKING SPACES PROVIDED:
LOT #1: 25 SPACES INCLUDING 1 ACCESSIBLE SPACE
PROPOSED SPACES: LOT #2: 25 SPACES INCLUDING 2 ACCESSIBLE SPACES
LOT #3: 27 SPACES INCLUDING 1 ACCESSIBLE SPACE
TOTAL PARKING SPACES = 81 SPACES INCL. 7 ACCESSIBLE SPACES



NO PORTION OF THE SUBJECT PROPERTY LIES WITHIN A 100-YEAR FLOOD HAZARD AREA PER FROM MAP NUMBER 130600140 DATED MAY 16, 2013.

THERE ARE NO WETLANDS OR STATE WATERS WITHIN 200 FEET OF THIS PROJECT SITE.



- GENERAL NOTES:**
1. CURRENT OWNER: MOUNTAINPRICE, INC. & RACETRAC PETROLEUM, INC. P.O. BOX 2827 BRYAN, GA 30081
 2. FUTURE OWNER: CSC PROPERTIES, LLC
 3. DEVELOPER: CSC PROPERTIES, LLC 5765 ULMERTON ROAD CLEARWATER, FL 33709 727-498-8444
 4. ENGINEER: FORESITE GROUP 3740 DANING COURT SUITE 100 PEACHTREE CORNERS, GA 30082 770-388-1399
 5. SITE ADDRESS: NORTHEAST CORNER OF WESLEY CHAPEL ROAD AND NEW SNAPPFINGER WOODS DRIVE EX. LOT #1 = 240 WESLEY CHAPEL ROAD ROAD TAX ID #10 131 03 010 EX. LOT #2 = 240 WESLEY CHAPEL ROAD ROAD TAX ID #10 131 03 000 EX. LOT #3 = 400 NEW SNAPPFINGER WOODS DRIVE TAX ID #10 131 03 015 EX. LOT #4 = 240 WESLEY CHAPEL ROAD ROAD TAX ID #10 131 03 011 LL 10, DISTRICT 18, SECTION 2
 6. SITE ACRES: TOTAL: 3.018 ACRES (101,581 SF) EX. LOT #1 = 0.994 ACRES (24,588 SF) EX. LOT #2 = 1.288 ACRES (34,908 SF) EX. LOT #3 = 0.998 ACRES (24,781 SF) EX. LOT #4 = 0.991 ACRES (27,301 SF)

ENGINEER:

FORESITE group

Foresite Group, Inc. | www.fg-inc.net
3740 Daning Ct. | 770.388.1399
Suite 100 | Peachtree Corners, GA 30092 | 770.388.1944

DEVELOPER:

CSC PROPERTIES

CSC PROPERTIES, LLC
5765 ULMERTON RD.
CLEARWATER, FL 33709

CONTACT: DEREK OEBERSCHALL

PRODUCT:

MULTI-TENANT DEVELOPMENT - WESLEY CHAPEL RD

WESLEY CHAPEL ROAD AND NEW SNAPPFINGER WOODS DRIVE
DEKALB COUNTY, GA
PARCEL #15 131 03 012, 13 131 03 011, 13 131 03 013

SEAL:

REVISIONS	DATE

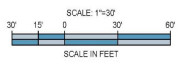
PROJECT MANAGER: JCW
DRAWING BY: JCH
JURISDICTION: DEKALB COUNTY
DATE: 04/20/2013
SCALE: 1" = 30'
TITLE:

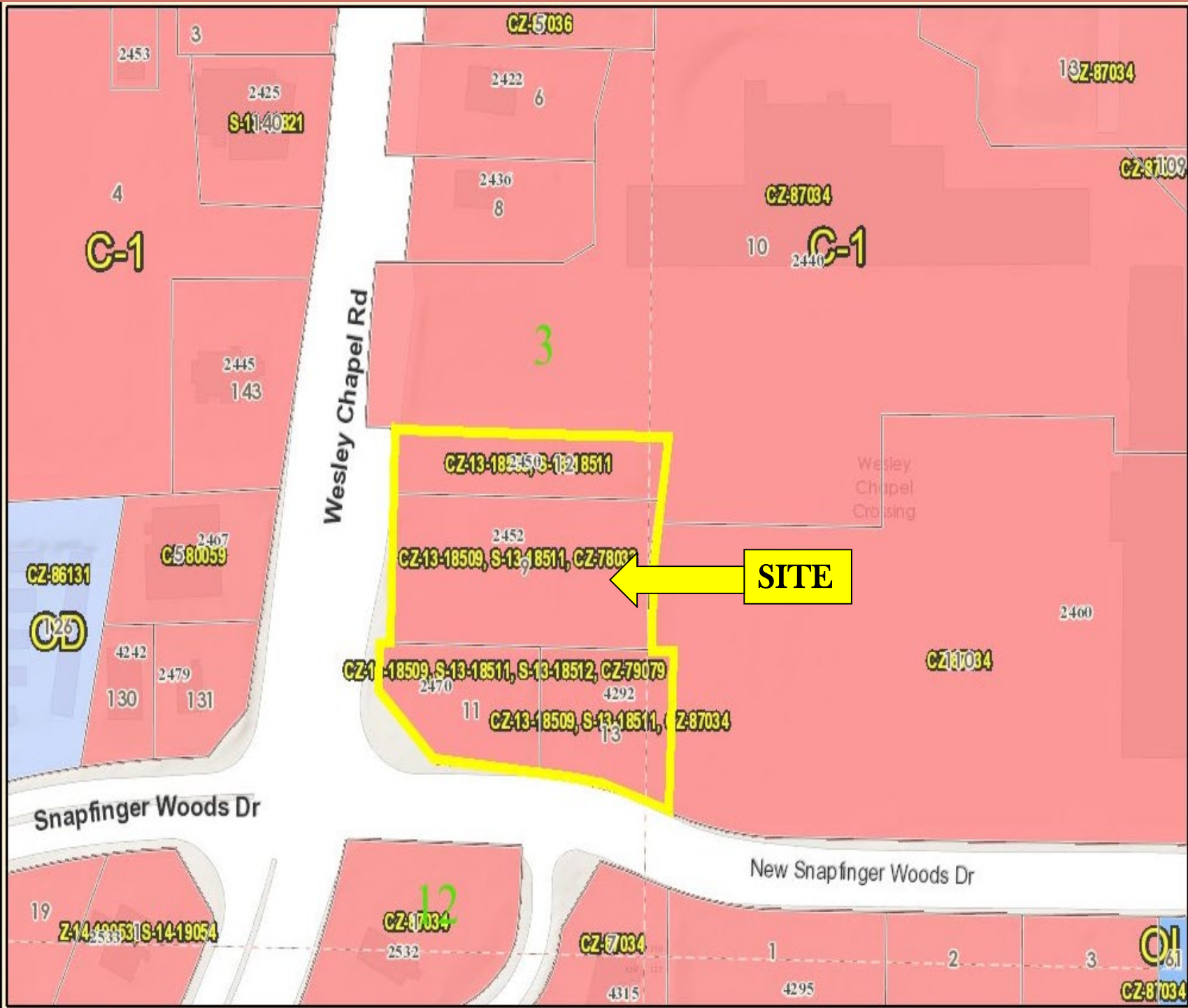
PRELIMINARY SITE PLAN

SHEET NUMBER:

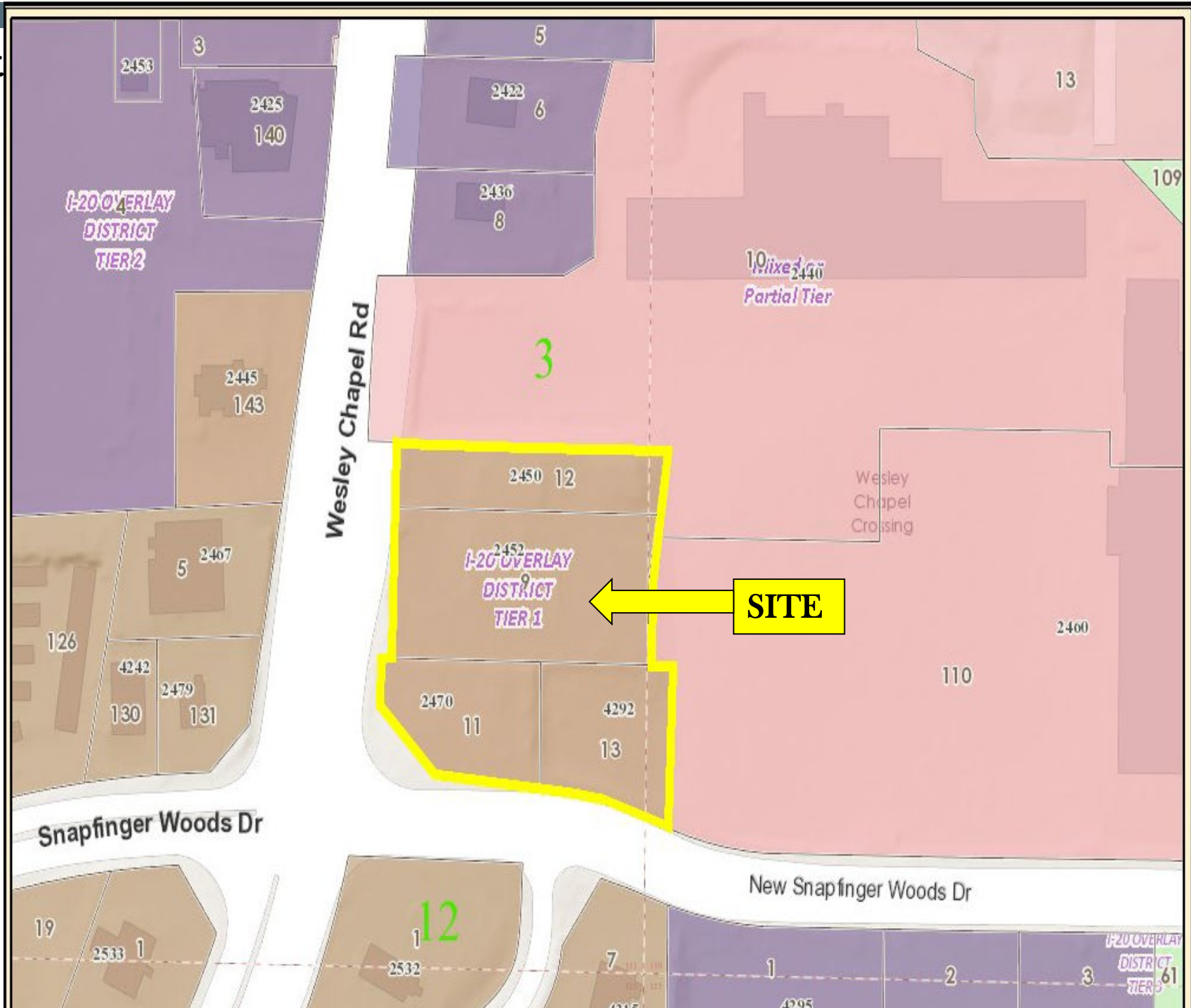
C-1

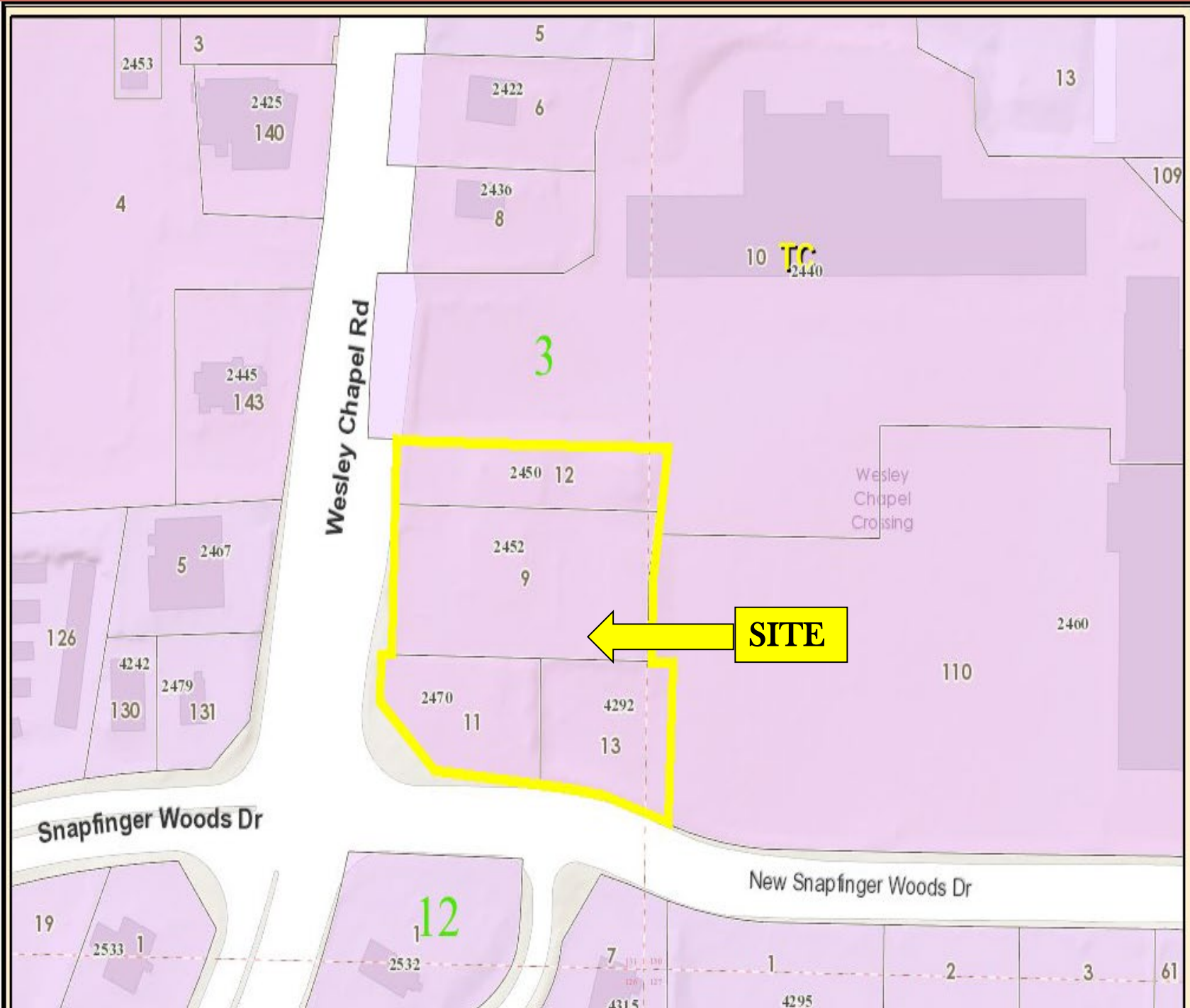
COMMENTS: NOT RELEASED FOR CONSTRUCTION
JOBFILE NUMBER: 930.026





District









Existing Site View From New Snap finger Woods Drive



Existing site looking across Wesley Chapel Road



Existing View looking north on Wesley Chapel Road; site is to the right of the road; existing sidewalk to remain