



DeKalb County Department of Planning & Sustainability

**330 Ponce De Leon Avenue, Suite 500
Decatur, GA 30030
(404) 371-2155 / plandev@dekalbcountyga.gov**

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

Board of Commissioners Hearing Date: June 25, 2020 6:30 P.M.

STAFF ANALYSIS

Case No.: Z-20-1243878 **Agenda #:** N.10

Location/Address: Various properties on south side of Mountain Drive, northeast side of Covington Highway, north side of Kensington Road, and west side of Memorial Drive in Decatur, Georgia. **Commission District: 4 Super District: 6**

Parcel ID(s): Various properties in 15-250 and 15-251

Request: To rezone properties from R-75 (Residential Medium Lot-75), MR-2 (Medium Density Residential-2), and C-1 (Local Commercial) Districts to MU-4 (Mixed Use High Density) District to allow a future mix of land uses to implement the LCI Plan.

Property Owner(s): MARTA

Applicant/Agent: Debbie Frank

Acreage: 35 acres

Existing Land Use: Kensington MARTA station, an electrical sub-station, parking lot, and vacant land.

Surrounding Properties: Townhomes, apartments, single-family residential, and institutional (Avondale Patillo United Methodist Church) to the north across Mountain drive; single-family residential and condominiums to the west across Covington Highway in the City of Avondale Estates; vacant land, offices, and a park and ride lot to the south across Kensington Road; and vacant land to the east across Memorial Drive.

Adjacent Zoning: **North:** MU-5, O-I, MR-2, R-75 **South:** HR-3 & RSM **East:** O-I & R-75 **West:** City of Avondale Estates

Comprehensive Plan: RC (Regional Center)/Kensington LCI **Consistent** **Not Consistent**

Proposed Density: NA	Existing Density: NA
Proposed Units/Square Footage: NA	Existing Units: NA (Parking Lot)
Proposed Lot Coverage: NA	Existing Lot Coverage: NA

Zoning History:

The properties appear to have been zoned R-75, MR-2, and C-1 since adoption of the first zoning ordinance and map in 1956.

Project Analysis

The subject properties comprise 35 acres and contain the Kensington MARTA station, an electrical sub-station, parking lot, and vacant land. The properties encompass a triangle of land bounded by Mountain Drive to the north, Memorial Drive to the east, Covington Highway to the west, and Kensington Road to the south. The applicant, MARTA, is requesting a rezoning to the MU-4 (Mixed Use High Density) district to allow a future mix of land uses consistent with the Kensington LCI Plan.

Based on community input from the May 12th community meeting and meetings with Commissioner Gannon, MARTA is requesting that the MU-4 rezoning request be withdrawn (see attached withdrawal letter). MARTA has submitted the following comments clarifying their withdrawal request: "Based on community feedback, MARTA will undertake a master planning process for transit-oriented development at Kensington Station. At the completion of the master plan, we will submit a rezoning application to support the vision for transit-oriented development at the station. The current zoning districts (R-75, MR-2, and C-1) are not supportive of the density and mix of land uses envisioned in transit-oriented communities. The master planning process will provide MARTA and the community an opportunity to create a development strategy representing the density of mixed-use activities we want to support at the Kensington MARTA station".

A sidewalk is located along Kensington Road, next to the curb. There are currently no pedestrian crossings with signage and triangular rapid flashing beacons connecting surrounding properties across Mountain Drive, Covington Highway, or Kensington Road to the Kensington MARTA station. These and other necessary pedestrian, bicycle, and regional transportation network improvements should be addressed through the master planning process MARTA will undertake. Additionally, these issues may also be addressed in a Development of Regional Impact (DRI) study to be submitted by MARTA, if a DRI is required.

Policy Summary. The subject properties are part of a Regional Center that extends east to I-285, encompassing several DeKalb County buildings, including the Tax Commissioner's Central Office, the Roads and Drainage Department, and the Sanitation Department. The Regional Center designation also extends to the north and south to include several residential neighborhoods. The MU-4 district which allows a high density mixture of land uses up to 40 units per acre is consistent with the Regional Center Character area of the 2035 DeKalb County Comprehensive Plan which calls for a very high density mixture of retail, office, services, and employment opportunities with residential densities up to 120 dwelling units per acre. The proposed mixed-use (MU-4) zoning is consistent with the "mixed-use" land use designation of the 2003 and 2012 Kensington LCI plans and the Transit Oriented Development (TOD) guidelines adopted by MARTA in 2010.

Surrounding Development. Surrounding land uses currently include townhomes, apartments, single-family residential, and institutional (Avondale Patillo United Methodist Church) to the north across Mountain drive; single-family residential and condominiums to the west across Covington Highway in the City of Avondale Estates; vacant land, offices, and a park and ride lot to the south across Kensington Road; and vacant land to the east across Memorial Drive. New construction and rezoning approvals in the surrounding area over the several years have supported the high density mixed use development goals of the Regional Center character area and include the following:

1. Two MU-5 (Mixed Use Very High Density) rezonings approved in 2016 on the north side of Mountain Drive (Avondale Estates and Avondale Hills) approved for a mix of residential, office, and retail which are currently under construction.
2. HR-3 (High Density Residential) rezoning approved in 2018 on properties on the south side of Kensington Road approved for 244 multi-family apartments at a density of 86 units per acre.

3. HR-3 rezoning request (Z 20 1243836) on current agenda (May 2020) requesting to rezone from O-I (Office Institutional) to HR-3 (High Density Residential) on the east side of Memorial Drive to allow the construction of 448 multi-family units at a density of 40 dwelling units per acre.

LAND USE AND ZONING ANALYSIS

Section 27-7.3.5 of the Zoning Ordinance, “Standards and factors governing review of proposed amendments to the official zoning map” states that the following standards and factors shall govern the review of all proposed amendments to the zoning maps.

A. Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan:

Comprehensive Plan Land Use Policies.

The Comprehensive Plan envisions the subject properties as part of a Regional Center character area; policies include: promoting very high density, pedestrian oriented design, and open space requirements that enhance the public realm. The proposed MU-4 district will allow development that is consistent with these goals as well as the following strategies and policies of the Regional Center (RC) character area of the 2035 Comprehensive Plan: “Create compact mixed use districts and reduce automobile dependency and travel to obtain basic services.” (RC Policy No. 5); Encourage the clustering of neighborhood and community shopping and office facilities in nodes with defined boundaries which are convenient to population concentrations and major transportation facilities.” (Land Use Policy No. 12); and “Encourage transit-oriented development (TOD) in appropriate locations.” (Land Use Policy No. 13).

Comprehensive Plan Small Area Plan - Kensington LCI Study.

High density mixed use. The proposed MU-4 district is consistent with the goals of the 2003 Kensington LCI study to encourage “transit-oriented development” as “a high-density, mixed-use development that provides a central transit “village”, offering all the elements of a complete live/work/play environment.”

2012 TOD Supplemental Study to Kensington LCI Study. The 2012 TOD Supplemental Study to the LCI identifies mixed- income development at the top of the major goals list. The proposed MU-4 district will allow ample development opportunities for affordable housing on the 35-acre project site.

Transportation Plans: Kensington LCI

There are currently no pedestrian crossings with signage and triangular rapid flashing beacons connecting surrounding properties across Mountain Drive, Covington Highway, or Kensington Road to the Kensington MARTA station. The LCI and supplemental studies address the transportation needs for the area and envision a transit-oriented development around the Kensington MARTA station. These and other necessary pedestrian, bicycle, and regional transportation network improvements should be addressed through the master planning process MARTA will undertake. Additionally, these issues may also be addressed in a Development of Regional Impact (DRI) study to be submitted by MARTA, if a DRI is required.

B. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties:

High-density mixed-use development is suitable in view of the MARTA station proximity, the mixed-use MU-5 zoned properties on the north side of Mountain Drive, the high density multi-family HR-3 zoned properties on the south side of Kensington Road and the east side of Memorial Drive, and the surrounding commercial and institutional uses. Enhanced pedestrian, bicycle, and regional bus transit infrastructure must be actively

designed and constructed to integrate the MARTA station with surrounding properties and the regional transportation network. These and other necessary pedestrian, bicycle, and regional transportation network improvements should be addressed through the master planning process MARTA will undertake. Additionally, these issues may also be addressed in a Development of Regional Impact (DRI) study to be submitted by MARTA, if a DRI is required.

C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned:

While the properties currently have a reasonable economic use as a MARTA station and parking lot, the proposed high density mixed-use zoning will better comply with the intent of the Regional Center character area's policies for high density mixed use in the area.

D. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property:

It does not appear that the high density mixed use zoning district would adversely affect the existing mixed use development pattern in the surrounding area encompassing institutional, office, multi-family, and single-family uses. Enhanced pedestrian, bicycle, and regional bus transit infrastructure must be actively designed and constructed to integrate the MARTA station with surrounding properties and the regional transportation network. These and other necessary pedestrian, bicycle, and regional transportation network improvements should be addressed through the master planning process MARTA will undertake. Additionally, these issues may also be addressed in a Development of Regional Impact (DRI) study to be submitted by MARTA, if a DRI is required.

E. Whether there are other existing or changing conditions affecting the use and development of the property, which give supporting grounds for either approval or disapproval of the zoning proposal:

Changing conditions which provide supporting grounds for approval include several new, under-construction and proposed multi-family developments in the nearby area, and local and regional policy discussions for expanded transit and transit-supportive funding for pedestrian infrastructure.

F. Whether the zoning proposal will adversely affect historic buildings, sites, districts, or archaeological resources:

Based on the submitted information, no historic buildings, sites, districts, or archaeological resources are located on the subject properties or in the surrounding area.

G. Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools:

Enhanced pedestrian, bicycle, and regional bus transit infrastructure must be actively designed and constructed to integrate the MARTA station with surrounding properties and the regional transportation network. These and other necessary pedestrian, bicycle, and regional transportation network improvements should be addressed through the master planning process MARTA will undertake. Additionally, these issues may also be addressed in a Development of Regional Impact (DRI) study to be submitted by MARTA, if a DRI is required. Impacts on the capacity of the school system should also be addressed through MARTA's master planning process. The applicant will need to obtain a sewer capacity letter from the Department of

Watershed Management to verify if sewer capacity is adequate.

H. Whether the zoning proposal adversely impacts the environment or surrounding natural resources:

The proposed development is not expected to have unusual impacts on the natural environment.

STAFF RECOMMENDATION: WITHDRAWAL WITHOUT PREJUDICE

The proposed MU-4 district allowing a high intensity mixture of uses with residential densities up to 40 dwelling units per acre will allow future development opportunities that are consistent with the following policies of the Regional Center (RC) character area of the 2035 Comprehensive Plan: “Encourage a very high density mix of retail, office, services, and employment opportunities and allow residential densities up to 120 dwelling units per acre (RC Policy No. 2 & 21)” and “Encourage the clustering of neighborhood and community shopping and office facilities in nodes with defined boundaries which are convenient to population concentrations and major transportation facilities.” (Land Use Policy No. 12). The proposed MU-4 district is also consistent with the goals of the 2003 and 2012 Kensington LCI studies to encourage “transit-oriented development” as “a high-density, mixed-use development that provides a central transit “village”, offering all the elements of a complete live/work/play environment.

However, based on community input from the May 12th community meeting and meetings with Commissioner Gannon, MARTA is requesting that the MU-4 rezoning request for this property be withdrawn (see attached withdrawal letter). MARTA has submitted the following comments clarifying their withdrawal request: “Based on community feedback, MARTA will undertake a master planning process for transit-oriented development at Kensington Station. At the completion of the master plan, we will submit a rezoning application to support the vision for transit-oriented development at the station. The current zoning districts (R-75, MR-2, and C-1) are not supportive of the density and mix of land uses envisioned in transit-oriented communities. The master planning process will provide MARTA and the community an opportunity to create a development strategy representing the density of mixed-use activities we want to support at the Kensington MARTA station”.

Therefore, the Department of Planning and Sustainability recommends “Withdrawal without Prejudice” of the rezoning request as requested by the applicant.

Attachments:

1. Department and Division Comments
2. Board of Health Comments
3. Board of Education Comments
4. Application
5. Site Plan
6. Zoning Map
7. Land Use Plan Map
8. Aerial Photograph
9. Site Photographs

NEXT STEPS

If this application is approved, the following will 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 or residential space and for use of property for a business. Floor plans may be required for certain types of occupants.)*
- **Plat Approval** *(Required if any parcel is being subdivided, re-parceled, or combined. Issued “administratively”; no public hearing required.)*
- **Sketch Plat Approval** *(Required for the subdivision of property into three lots or more. Requires a public hearing by the Planning Commission.)*
- **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.)*
- **Historic Preservation** *(A Certificate of Appropriateness is required for any proposed changes to building exteriors or improvements to land when located within the Druid Hills or the Soapstone Geological Historic Districts. Historic Preservation Committee public hearing may be required.)*
- ✔ • **Variance** *(Required to seek relief from any development standards of the Zoning Ordinance. A public hearing and action by the Board of Appeals are required for most variances.)*
- **Minor Modification** *(Required if there are any proposed minor changes to zoning conditions that were approved by the Board of Commissioners. The review is administrative if the changes are determined to be minor as described by Zoning Code.)*
- **Major Modification** *(Required submittal of a complete zoning application for a public hearing if there are any proposed major changes to zoning conditions that were approved by the Board of Commissioner for a prior rezoning.)*
- **Business License** *(Required for any business or non-residential enterprise operating in Unincorporated DeKalb County, including in-home occupations).*
- **Alcohol License** *(Required permit to sell alcohol for consumption on-site or packaged for off-site consumption. Signed and sealed distance survey is required. Background checks will be performed.)*

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



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

May 18, 2020

Mr. John Reid, Senior Planner
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. Reid:

MARTA is requesting a withdrawal of the rezoning application for the Kensington MARTA Station, which was scheduled for consideration by the Planning Commission on June 2, 2020 and by the Board of Commissioners on June 25, 2020. We received valuable input from the community on the proposed rezoning during the rezoning pre-submittal community meeting and a meeting we held with Commissioner Kathie Gannon last week.

Based on the community feedback, MARTA will undertake a master planning process for transit-oriented development at the Kensington Station. At the completion of the master plan, we will submit a rezoning application to support the vision for transit-oriented development at the station. As you know, the current zoning districts (R-75, MR-2 and C-1) are not supportive of the density and mix of land uses envisioned in transit-oriented communities. The master planning process will provide MARTA and the community an opportunity to create a development strategy representing the density of mixed-use activities we want to support at the Kensington MARTA Station.

MARTA appreciates the Department of Planning and Sustainability's support with the rezoning request and we look forward to your continued support during the master planning process for the station. If you have any questions, please do not hesitate to contact me at 404-848-5011 or by email at dfrank@itsmarta.com.

Sincerely,

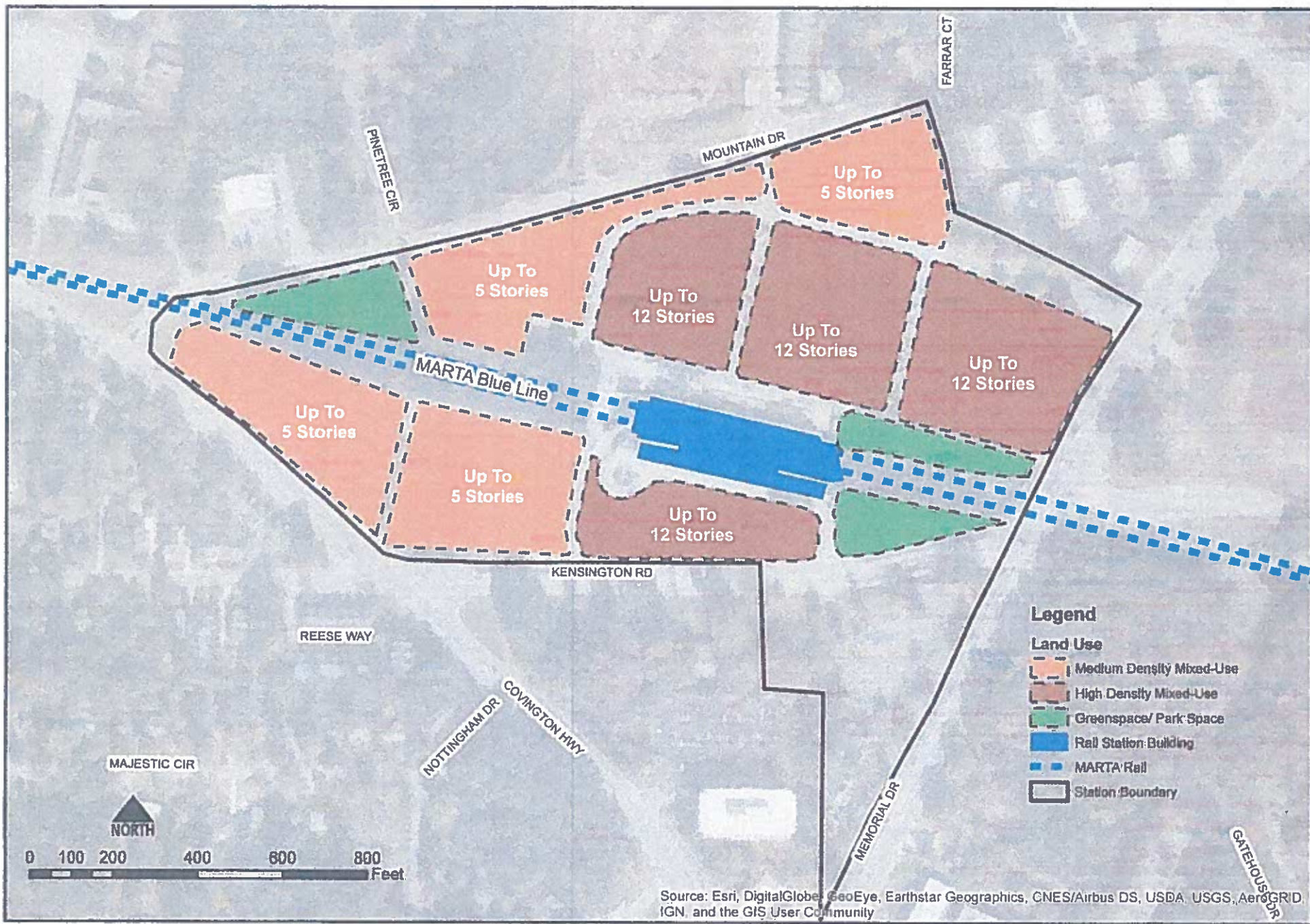
A handwritten signature in blue ink that reads "Debbie Frank". The signature is written in a cursive, flowing style.

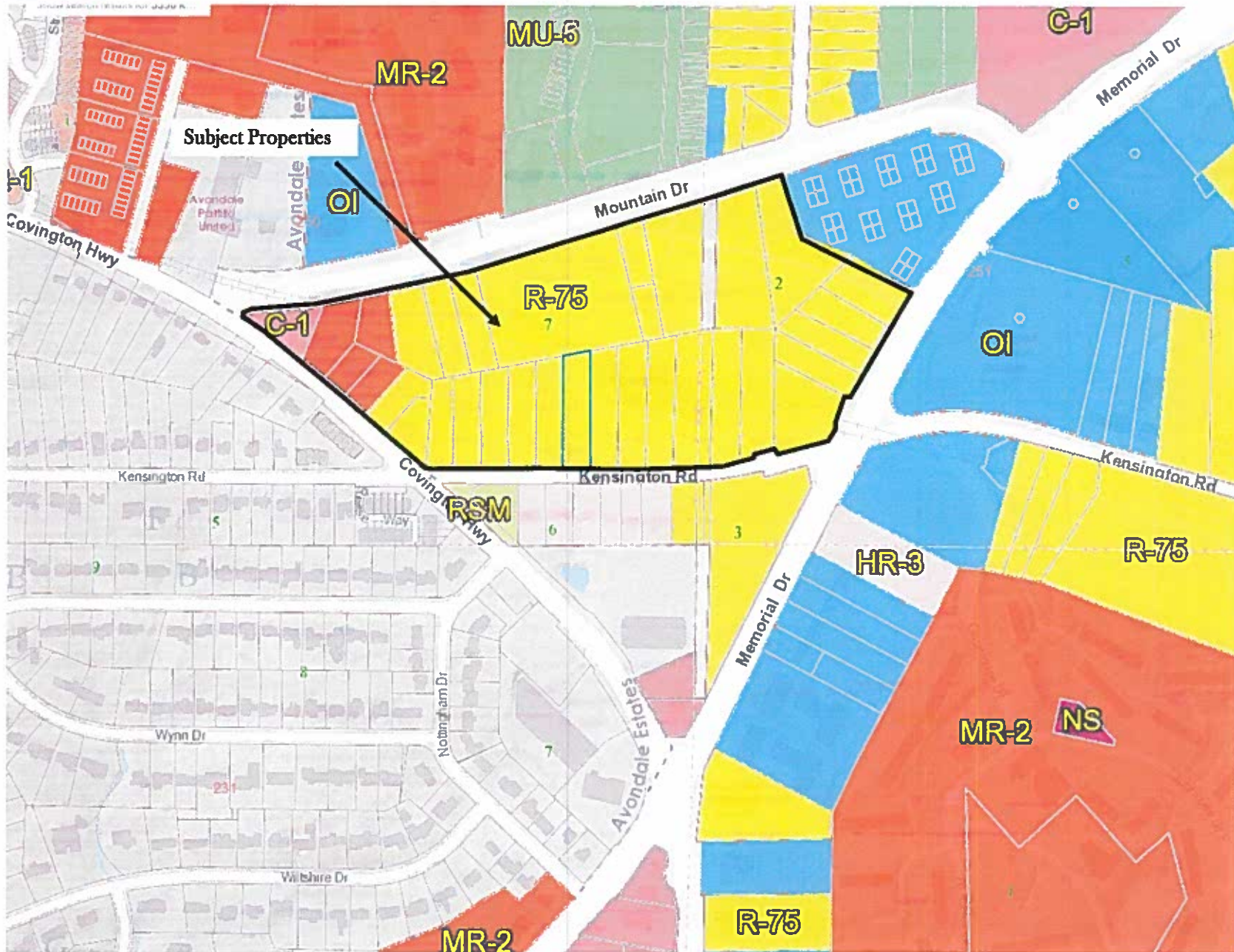
Debbie Frank
Director of Transit Oriented Development

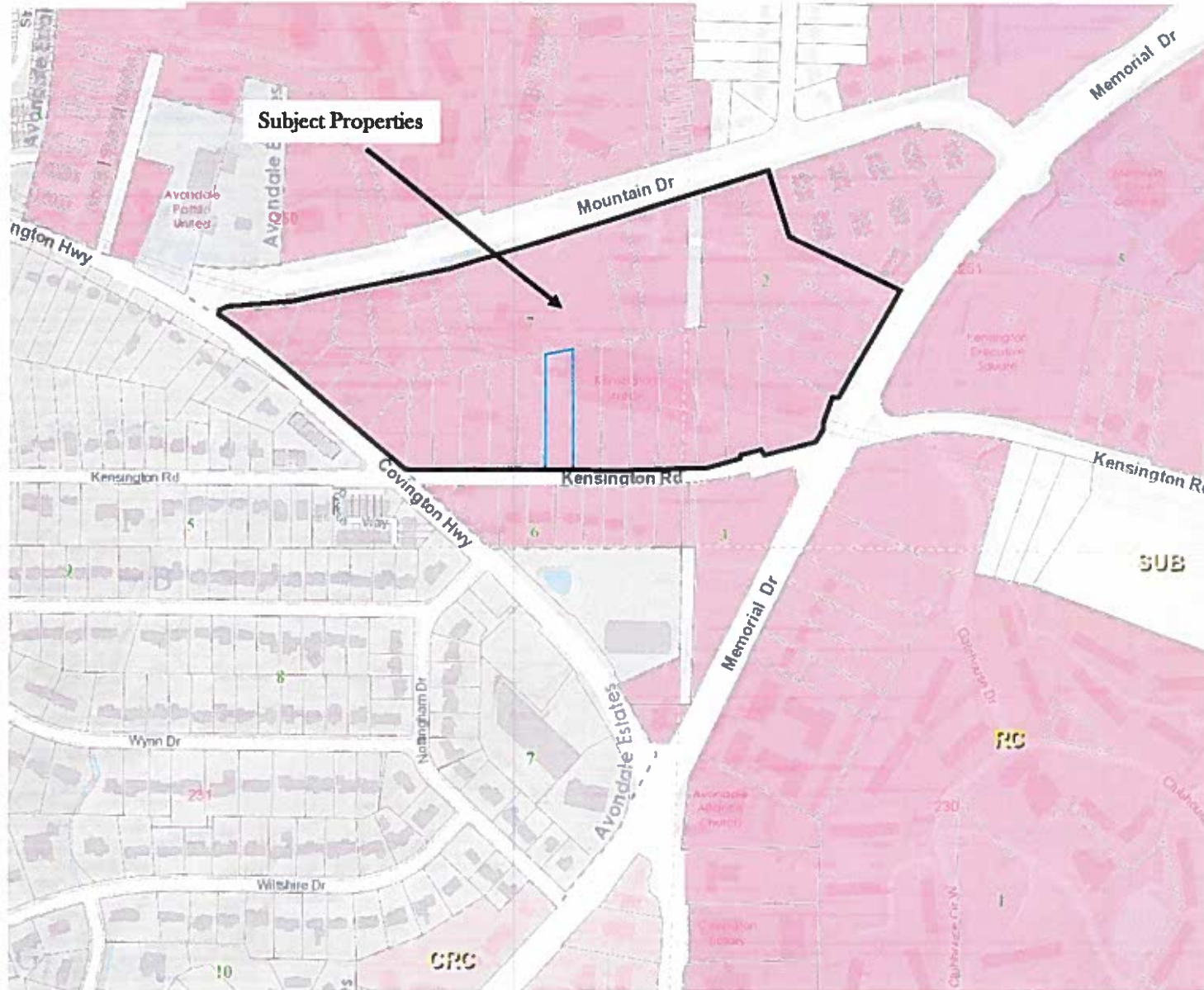
Attachments:

c: Melissa Mullinax, Chief of Staff
Jacob Vallo, Sr. Director – TOD, Real Estate and Art in Transit
Andrew Baker, Director - DeKalb County Department of Planning & Sustainability

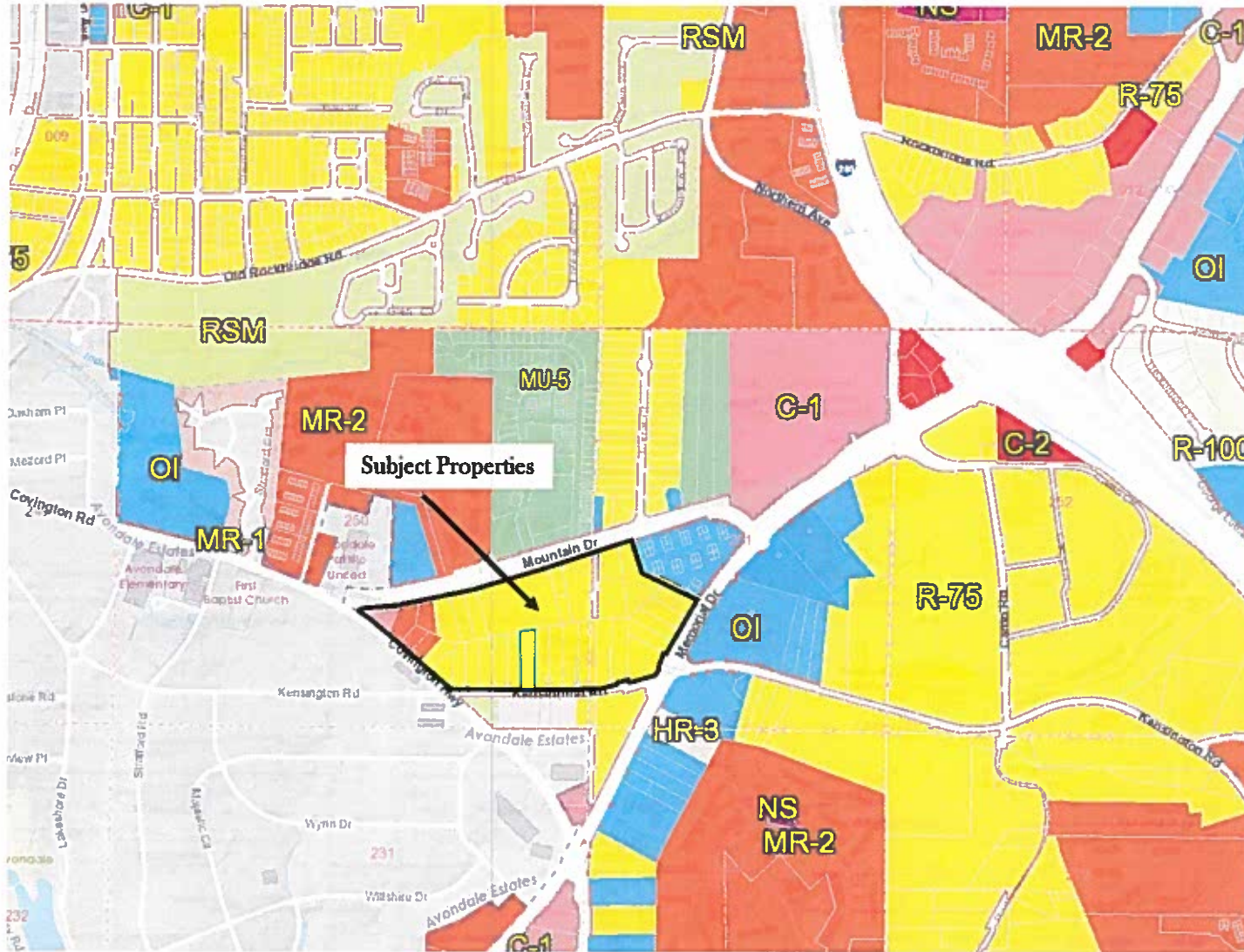
MARTA Kensington Station Conceptual Land Use Framework for MU-4 Zoning

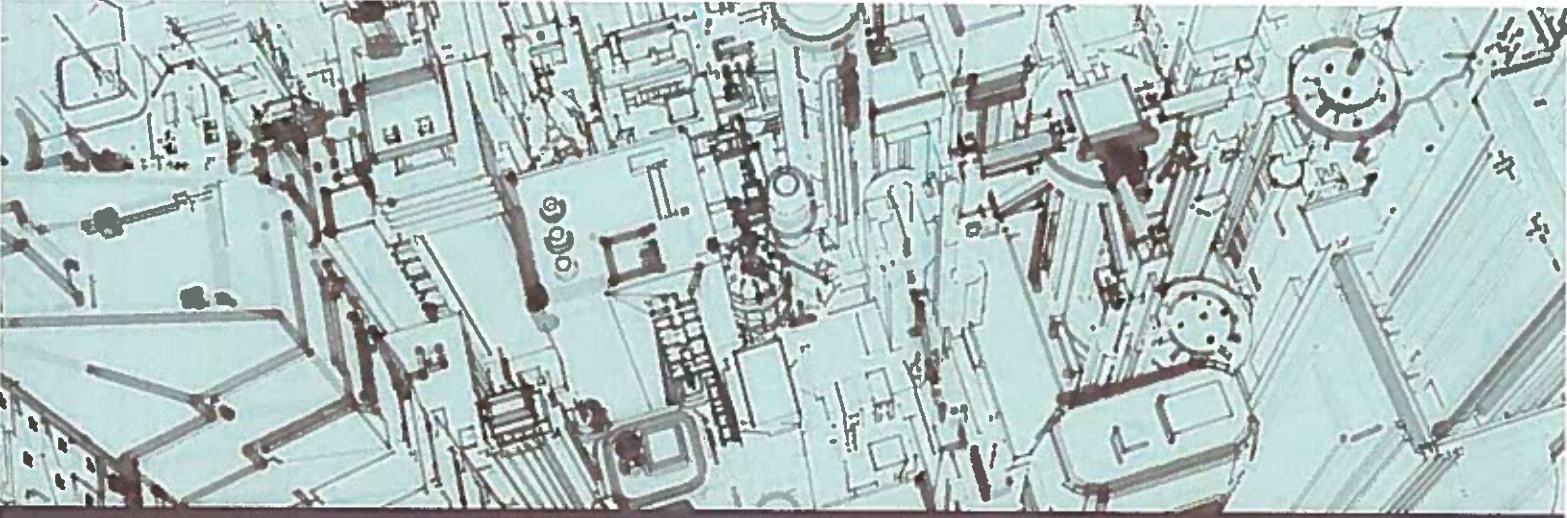












Kensington Station Development

DeKalb County Planning & Sustainability Department



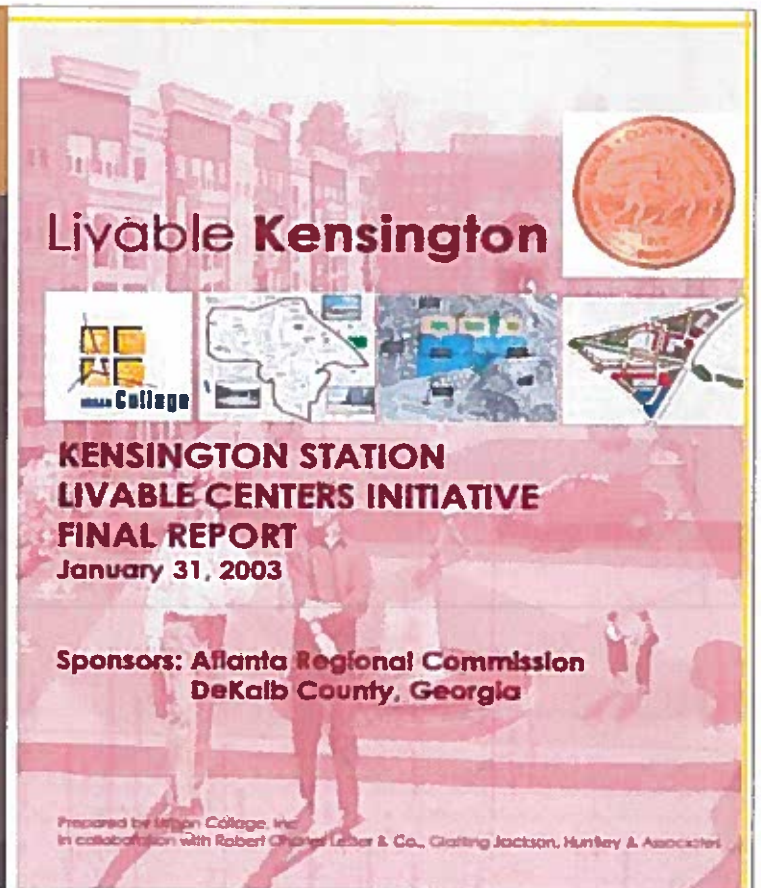
Purpose

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

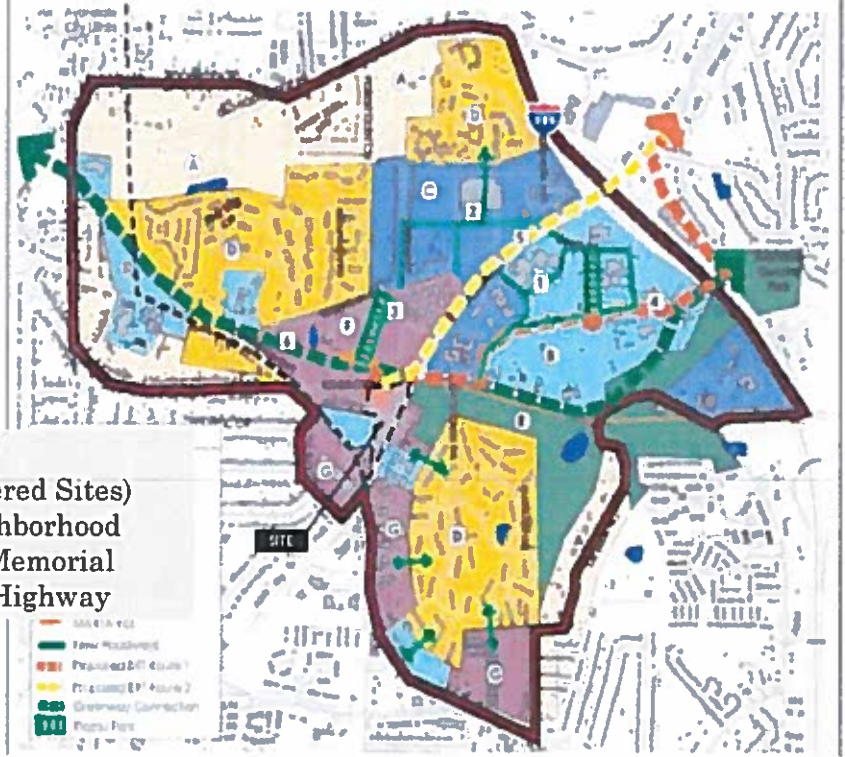
Future Land Use Policy

- A. Single Family Preservation - Maintain new and established single-family lots along Old Rock bridge, Porter Road, and in Avondale City limits
- B. Decade County Government Center Node
 1. Consolidate and relocate existing users scattered throughout the County
 2. Build new government administrative facilities
 3. Build new central open space quad
- C. Regional Employment Center
 1. Potential long term development site for high density office development or conference center
 2. Redevelop of single family residential to competitive office development
 3. Create pedestrian and vehicular connections and access
- D. Multi Family Redevelopment - Redevelop aging multi family housing
- E. 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

1. Government Center Improvements
2. Employment Center Improvements
3. Kensington Station Plaza
4. Bus Rapid Transit Long term Alternative 1
5. Bus Rapid Transit Short term Alternative 2
6. 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.

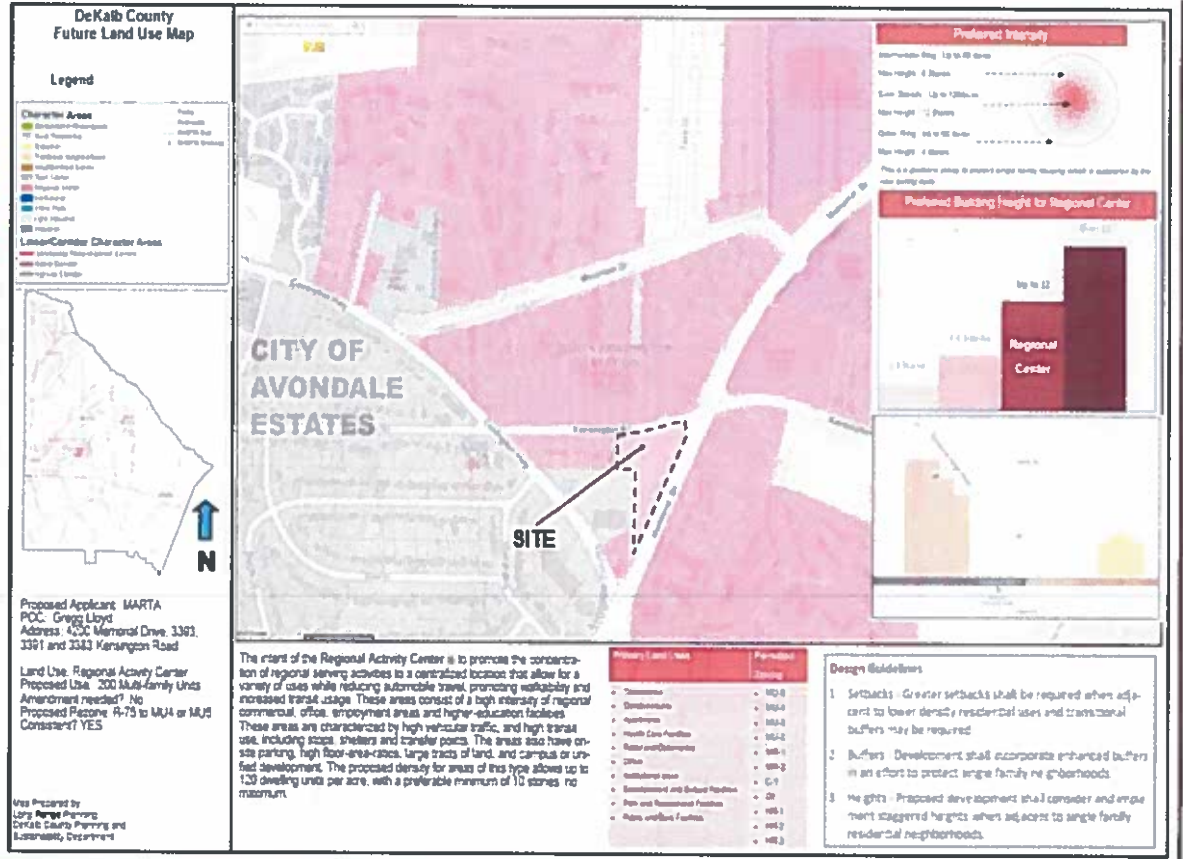


September 7, 2012

Regional Center Future Land Use Map

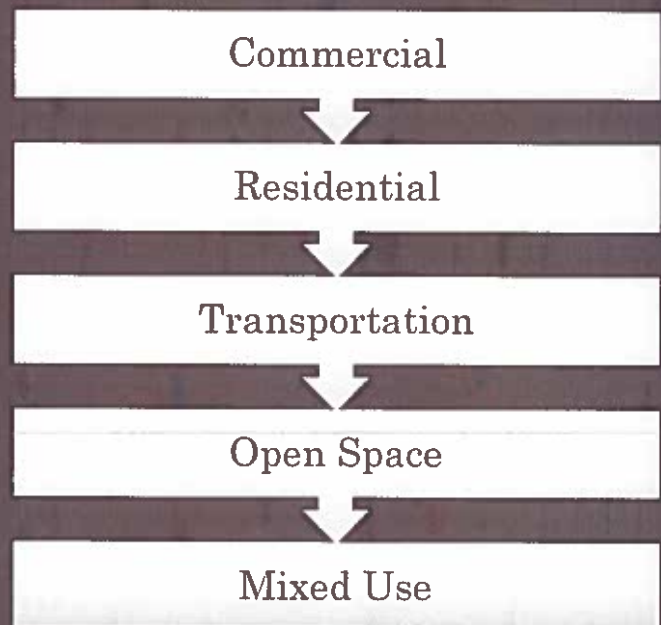
Policy Highlights

- 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. 60% complete.
Description: Mixed-use, 373 MF units of residential. Within a TOD & the Kensington LCI Plan.
Developer: Saxon McNairy Real Estate Partners
Estimated Cost: \$5M
Comm. District: 4.6

2. Avondale Estate

Status: Acquisition in progress
Description: Approximately 4.3 acres
Estimated Cost: N/A
Comm. District: 4.6

3. LDG Mixed Used Project

Status:
Description: Up to 850+ multi-family development, with a few office spaces. Square footage is 426,268. 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: Port of Rd.
Description: Approximately 9 acres. Zoned from R-25 (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 ft of non-residential and 200 plus units of residential.
Estimated Cost: \$29M
Comm. Districts: 5.7

7. Palmetto 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

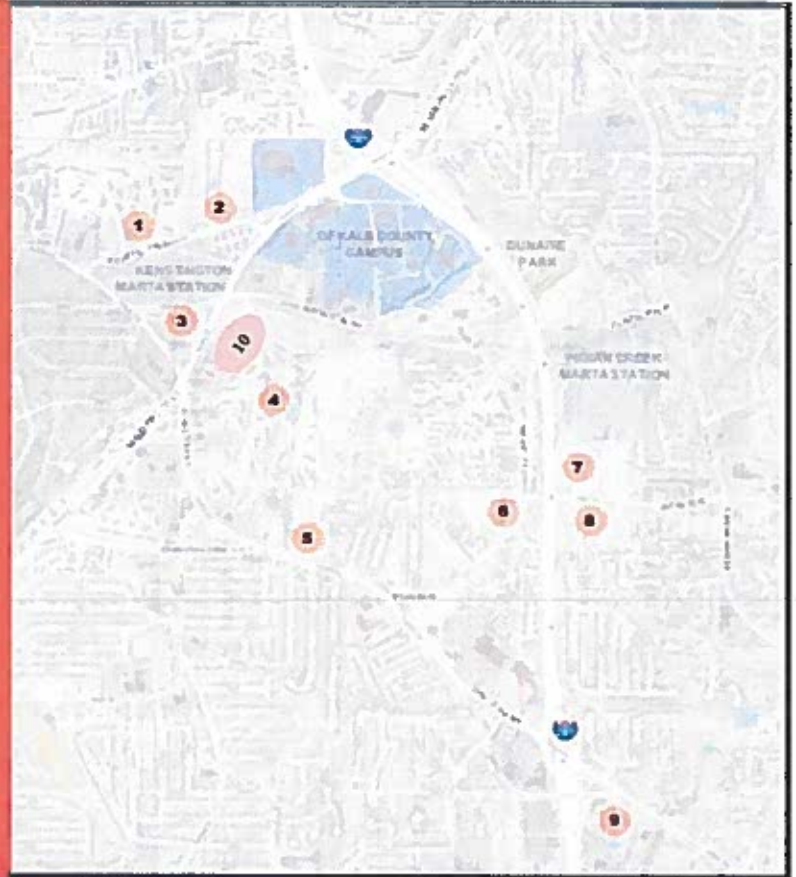
Status: Developer interest. No applications filed.
Location: Redan Road
Description: Proposed mixed-use. Town Center land use designation and within the Kensington-Memorial Overlay District.
District: 5.7

9. Ambling Grove

Status: SDC Rezoning Hearing. Recommendation pending.
Location:
Description: Proposed new development of 120+ unit single family attached townhomes with a density of 116/acre. 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 Varities of housing options
- 2 Undeveloped Green Space
- No Mixed Used Development

DeKalb County Parcel Map



Date Printed: 3/21/2020



Existing Area Uses with Development Projects



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. Peachtree Street
Decatur, GA 30030

Subject: MARTA Kensington Station Rezoning Application

Dear Mr. Baker:

MARTA is requesting the rezoning of the Kensington MARTA Station from R-7.5 (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 Incentive Plans as well as the 2035 Comprehensive Plan.

Currently, MARTA and the Housing Authority of DeKalb County (HADCO) are negotiating the development of senior housing on MARTA's off-site property just south of Kensington Road (Parcels 1523103001, 152103002, and 152103003). This proposed development will serve as a first step toward development of the Regional Center as prescribed in 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@mta.com.

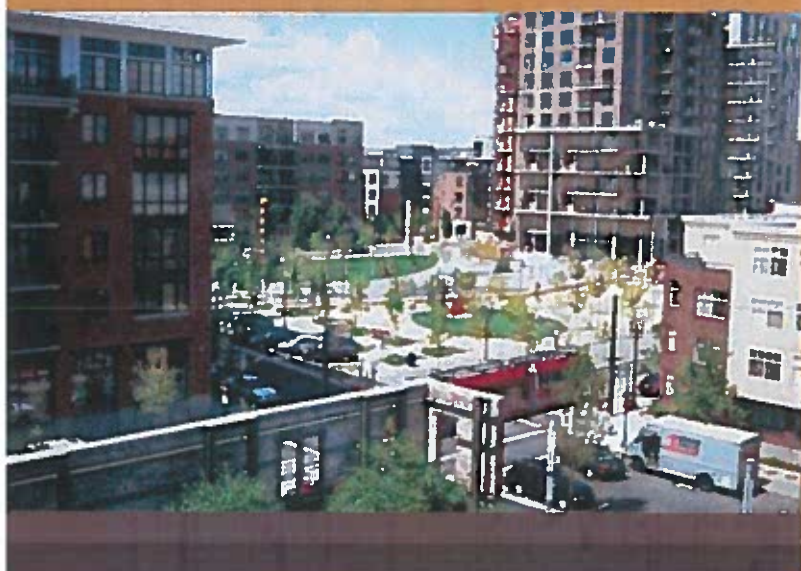
Sincerely,

Debbie Frank
Director of Transit Oriented Development

Attachments:

• Melissa Mullins, Chief of Staff
Jacob Vello, Sr. Director – TCO, Real Estate and Art in Transit

MTA | METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY | www.mta.com



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%	-1.1%
\$75,000 - \$99,999	7.5%	-5.7%
\$100,000 - \$149,999	9.4%	-5.4%
\$150,000 - \$199,999	5.8%	-9.9%
\$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	-0.08
Two or More Races	2.42	0.15
Hispanic Origin (Any Race)	3.66	-5.38

Bars show deviation from DeKalb County

14,618	5,011	2.34	32.7	\$40,964	\$261,453	60	48
Population	Households	Avg Size (Household)	Median Age	Median Household Income	Median Home Value	Wealth Index	Diversity Index

HOUSING TENURE



33%

33% of households are renters (National Median: 36%)



20%

20% of households are owner-occupied (National Median: 24%)



67%

67% of households are multi-unit (National Median: 40%)

Historical Trends: Population



INCOME



\$40,964

Median Household Income



\$25,332

Per Capita Income



\$14,730

Median Net Worth

HOUSING STATS



\$261,453

Median Home Value



\$5,970

Average Spent on Mortgage & Basics



\$665

Median Contract Rent

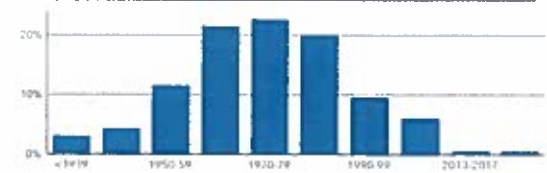
POVERTY



24%

24% of the population lives in poverty (National Median: 14.5%)

Housing: Year Built



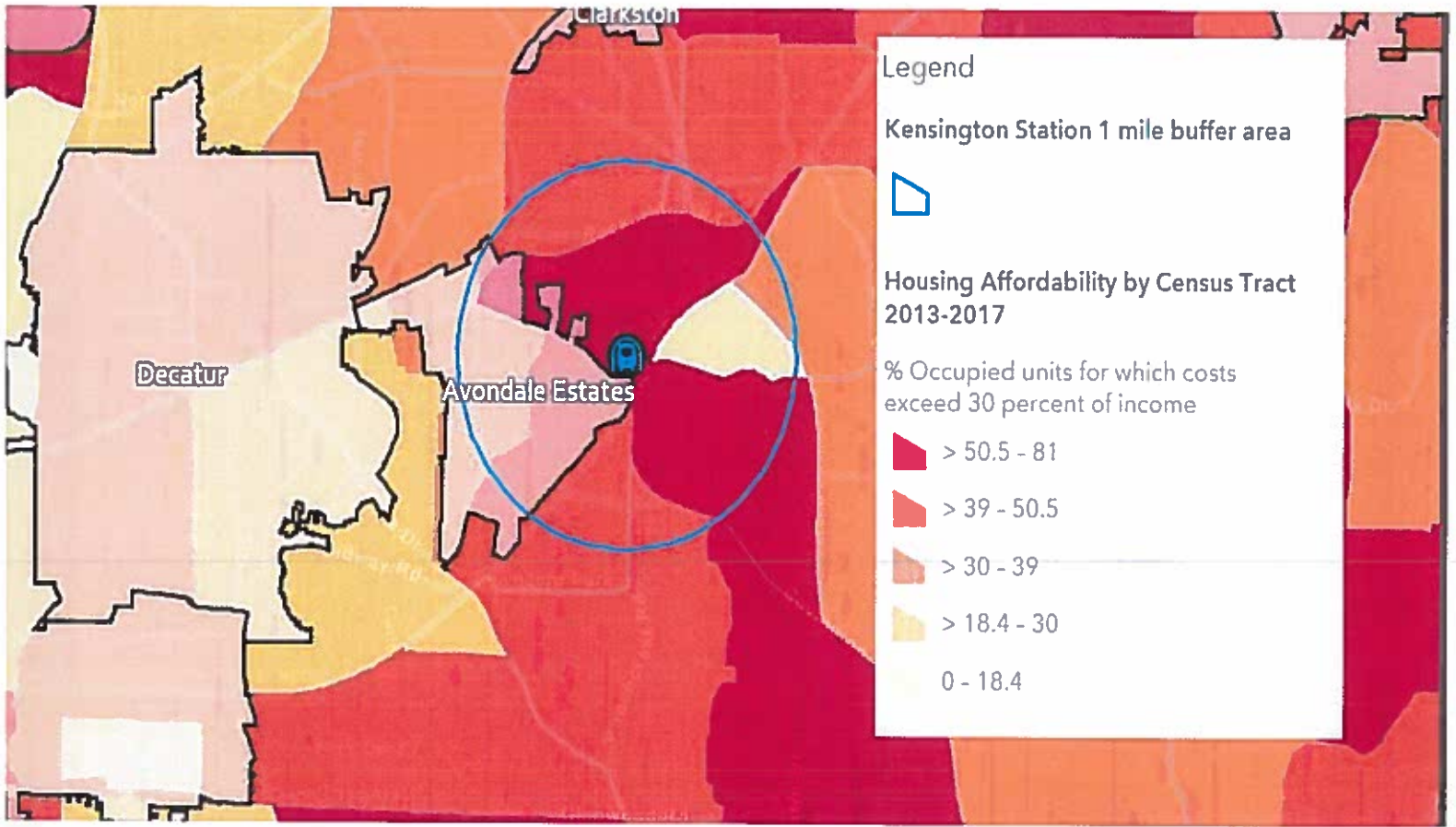
This infographic contains data provided by American Community Survey (ACS). The vintage of the data is 2014-2018. The vintage of the data is 2014-2018-2019-2021.

Source: This infographic contains data provided by American Community Survey (ACS), Esri. The vintage of the data is 2014-2018-2019-2021.

Kensington Station Area Median Housing Values (Census Tract Level)



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



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.



We create JOY in our communities by connecting people to jobs, food, healthcare, education, housing, greenspace, sport and love — all accessible through public transit.

Example

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)



Example

Lindbergh Train Station

MARTA Lindbergh Center Station Tour



N-13



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.: Z-20-1243870 Parcel I.D. #: 15-250-07-001

Address: 3350
Kensington Rd
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 _____

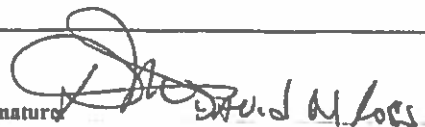
Please provide additional information relating to the following statement.

According to studies conducted by the Institute of Traffic Engineers (ITE) 6th 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:

Reviewed and found nothing that would
disrupt traffic.

Signature: 
David M. Lee



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
pkkeeter@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.

- 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

- 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

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



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

Rezoning Application to Amend the Official Zoning Map of DeKalb County, Georgia

Date Received: 3-24-2020 Application No:

Applicant Name: Debbie Frank, Director of TOD c/o MARTA

Applicant E-Mail Address: dfrank@itsmarta.com

Applicant Mailing Address: 2424 Piedmont Road, Atlanta, GA 30324

Applicant Daytime Phone: 404-848-5011 Fax:

Owner Name: Metropolitan Atlanta Rapid Transit Authority (MARTA)
If more than one owner, attach list of owners.

Owner Mailing Address: 2424 Piedmont Road
Atlanta, GA 30324

Owner Daytime Phone: 404-848-5011

Address of Subject Property: 3350 Kensington Road, Decatur, GA 30032

Parcel ID#: See Attachment

Acreage: 36.82 Commission District: District 4 / Super District 6

Present Zoning District(s): R-75 (Residential Medium Lot-75), MR-2 (Medium Density Residential), and C-1 (Local Commercial District).

Proposed Zoning District: MU-4 (Mixed-Use High Density)

Present Land Use Designation: RC-Regional Center

Proposed Land Use Designation (if applicable): RC-Regional Center

DEPARTMENT OF PLANNING & SUSTAINABILITY

IMPACT ANALYSIS

(Please respond to the following standards and factors on a separate sheet.)

Section 27-7.3.5. The following standards and factors are found to be relevant to the exercise of the county's zoning powers and shall govern the review of all proposed amendments to the Official Zoning Map:

- A. Whether the zoning proposal is in conformity with the policy and intent of the Comprehensive Plan.
- B. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties.
- C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned.
- D. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby properties.
- E. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.
- F. Whether the zoning proposal will adversely affect historic building, sites, districts, or archaeological resources.
- G. Whether the zoning proposal will result in a use which will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.
- H. Whether the zoning proposal adversely impacts the environment or surrounding natural resources.

Section 27-7.3.5. The following standards and factors are found to be relevant to the exercise of the county's zoning powers and shall govern the review of all proposed amendments to the Official Zoning Map:

- A. Whether the zoning proposal is in conformity with the policy and intent 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, a 2003 Livable Centers Initiative Plan and a 2012 Supplemental Livable Centers Initiative Plan. These plans recommend high density mixed-use development. MU-4 is specifically listed as a permitted zoning district in the Regional Center classification.**
- B. Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby properties. **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.**
- C. Whether the property to be affected by the zoning proposal has a reasonable economic use as currently zoned. **No. The property is currently zoned R-75 Residential Medium Lot, MR-2 Medium Density Residential, and C-1 Local Commercial. The current zoning districts do not permit the density nor design features that would permit for the economic viability of the site to realize the type of development envisioned by the LCI Plans or Comprehensive Plan, which is high density mixed-use development.**
- D. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby properties. **No. The zoning proposal will complement the recent development pattern in the area.**
- E. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal. **No. Other than the transitioning nature of the surrounding area from low density single-family to high density residential, there are no other supporting grounds for either approval or disapproval.**
- F. Whether the zoning proposal will adversely affect historic building, sites, districts, or archaeological resources. **No. There are no known historic buildings, sites, districts, or archaeological resources that will be adversely affected.**
- G. Whether the zoning proposal will result in a use which will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities, or schools. **TBD. MARTA along with our development partner will evaluate the potential ancillary impacts of the station development when site plan design has become more**

definite.

- H. **Whether the zoning proposal adversely impacts the environment or surrounding natural resources. No. There are no known impacts to the environment or surrounding natural resources that will be adversely impacted.**
-
-

DEPARTMENT OF PLANNING & SUSTAINABILITY

DISCLOSURE OF CAMPAIGN CONTRIBUTION

In accordance with the Conflict of Interest in Zoning Act, OCGA Chapter 36-67A, the following questions must be answered.

Have you, the applicant, made \$250.00 or more in campaign contribution to a local government official within two years immediately preceding the filing of this application?

Yes _____ No *

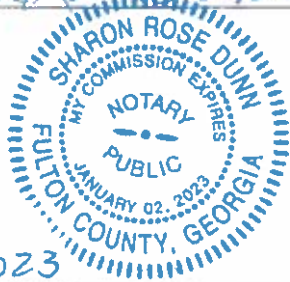
If the answer is yes, you must file a disclosure report with the governing authority of DeKalb County showing:

1. The name and official position of the local government official to whom the campaign contribution was made.
2. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution.

The disclosure must be filed within 10 days after the application is first filed and must be submitted to the C.E.O. and to the Board of Commissioners of DeKalb County, 1300 Commerce Drive, Decatur, GA 30030.



Notary



1/2/2023

Expiration Date/ Seal

 3/24/2020

Signature of Applicant /Date

Check one: Owner Agent _____

*Notary seal not needed if answer is "no".

Kensington MARTA Station

Parcels

Parcel

Number	Address
15 251 02 015	3417 MOUNTAIN DR
15 251 02 016	3407 MOUNTAIN DR
15 250 07 001	3383 MOUNTAIN DR
15 250 07 025	3375 MOUNTAIN DR
15 250 07 003	3347 MOUNTAIN DR
15 251 02 007	4278 MEMORIAL DR
15 250 07 005	3321 MOUNTAIN DR
15 250 07 006	3313 MOUNTAIN DR
15 250 07 026	4497 MOUNTAIN DR
15 250 07 007	3305 MOUNTAIN DR
15 251 02 006	4268 MEMORIAL DR
15 250 07 008	3297 MOUNTAIN DR
15 250 07 009	3298 MOUNTAIN DR
15 250 07 010	3271 MOUNTAIN DR
15 251 02 005	4262 MEMORIAL DR
15 251 02 001	3394 KENSINGTON RD
15 251 02 002	3404 KENSINGTON RD
15 251 02 004	4254 MEMORIAL DR
15 250 07 024	3382 KENSINGTON RD
15 250 07 023	3374 KENSINGTON RD
15 250 07 022	3366 KENSINGTON RD
15 250 07 011	0 COVINGTON HWY
15 250 07 021	3358 KENSINGTON RD
15 250 07 020	3350 KENSINGTON RD
15 250 07 012	0 COVINGTON HWY
15 250 07 019	3342 KENSINGTON RD
15 250 07 018	3334 KENSINGTON RD
15 251 02 003	3418 KENSINGTON RD
15 250 07 017	3326 KENSINGTON RD
15 250 07 013	3322 COVINGTON HWY
15 250 07 016	3318 KENSINGTON RD
15 250 07 014	3330 COVINGTON HWY

Legal Description
Kensington Station

All and singular that certain tract of land lying and being in Land Lots 250 and 251, 15th District, DeKalb County Georgia, being more particularly described as follows:

COMMENCING at INTERSECTION KEN B, having Georgia West State Plane coordinates (NAD 83/84) of a Northing 1,372,646.601 and an Easting 2,289,407.184 with an elevation of 1050.64 (NAD 83), said point recorded in Plat Book 24, Page 71, DeKalb County Georgia records.

THENCE South 42°19'00" West, a distance of 30.31 feet to a point on the southerly right-of-way of Mountain Drive, having a variable right-of-way, said point being the POINT OF BEGINNING;

THENCE continuing along said right-of-way, along the arc of a curve to the left a distance of 117.86 feet, said curve having a radius of 1130.37 feet and a chord bearing of North 86°30'54" East, 117.83 feet, to a point;

THENCE continuing along said right-of-way, South 22°17'20" West, a distance of 6.11 feet to a point;

THENCE continuing along said right-of-way, along the arc of a curve to the left a distance of 230.41 feet, said curve having a radius of 1133.37 feet and a chord bearing of North 79°42'51" East, 234.50 feet, to a point;

THENCE continuing along said right-of-way, North 72°48'28" East, a distance of 961.66 feet to a point;

THENCE continuing along said right-of-way, North 72°48'02" East, a distance of 300.21 feet to a point;

THENCE bearing said right-of-way, South 16°10'36" East, a distance of 214.97 feet to a point;

THENCE South 70°32'06" East, a distance of 211.17 feet to a point;

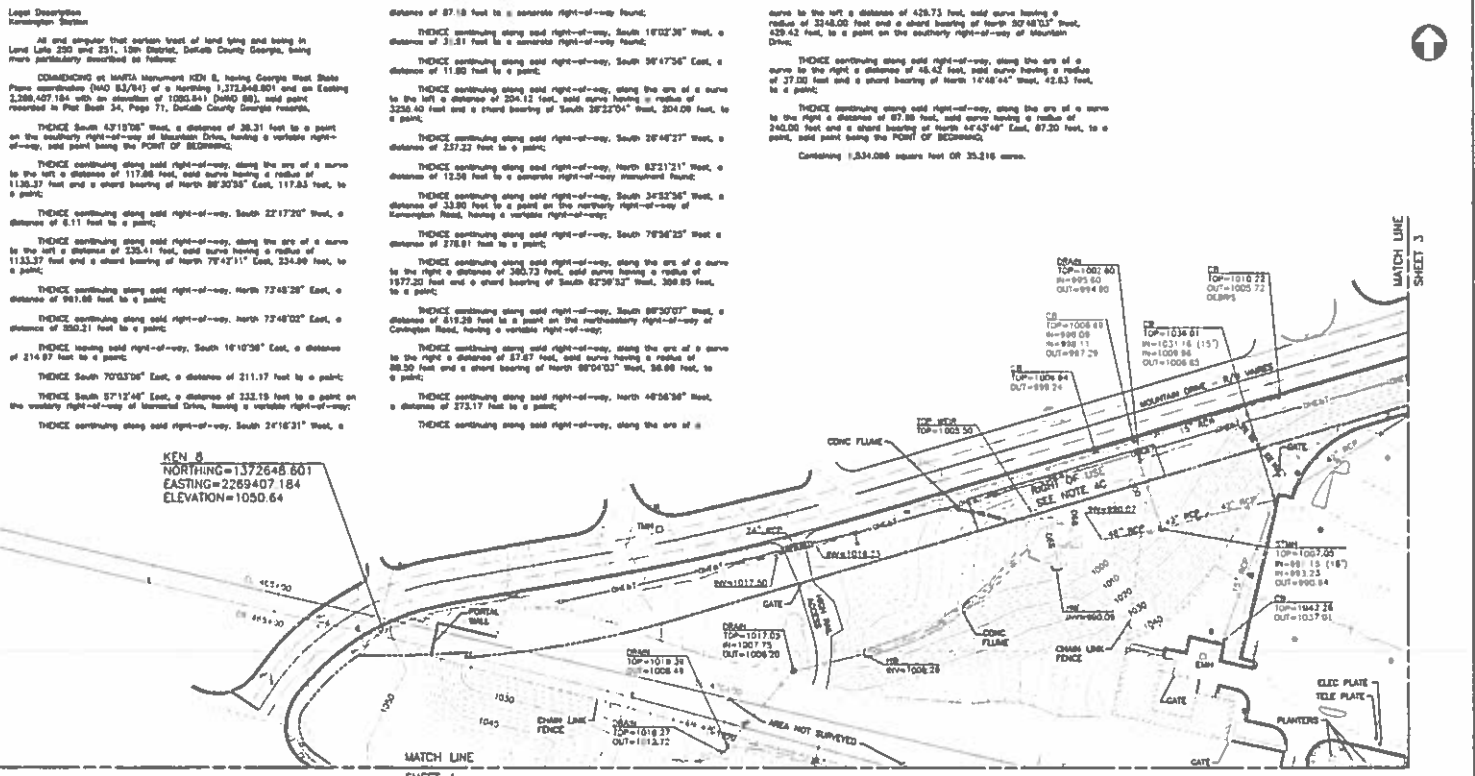
THENCE South 37°12'48" East, a distance of 232.19 feet to a point on the westerly right-of-way of Mountain Drive, having a variable right-of-way;

THENCE continuing along said right-of-way, South 24°16'31" West, a

distance of 87.18 feet to a concrete right-of-way point;
 THENCE continuing along said right-of-way, South 16°02'36" West, a distance of 31.51 feet to a concrete right-of-way point;
 THENCE continuing along said right-of-way, South 56°47'36" East, a distance of 11.80 feet to a point;
 THENCE continuing along said right-of-way, along the arc of a curve to the left a distance of 204.12 feet, said curve having a radius of 3230.40 feet and a chord bearing of South 39°22'04" West, 204.09 feet, to a point;
 THENCE continuing along said right-of-way, South 38°48'27" West, a distance of 237.32 feet to a point;
 THENCE continuing along said right-of-way, North 82°21'21" West, a distance of 12.56 feet to a concrete right-of-way monument point;
 THENCE continuing along said right-of-way, South 34°32'36" West, a distance of 33.50 feet to a point on the northerly right-of-way of Lumsden Road, having a variable right-of-way;
 THENCE continuing along said right-of-way, South 78°34'23" West, a distance of 278.91 feet to a point;
 THENCE continuing along said right-of-way, along the arc of a curve to the right a distance of 300.73 feet, said curve having a radius of 1377.20 feet and a chord bearing of South 62°36'32" West, 300.65 feet, to a point;
 THENCE continuing along said right-of-way, South 86°30'07" West, a distance of 819.28 feet to a point on the northerly right-of-way of Conception Road, having a variable right-of-way;
 THENCE continuing along said right-of-way, along the arc of a curve to the right a distance of 87.87 feet, said curve having a radius of 88.50 feet and a chord bearing of North 89°04'03" West, 86.66 feet, to a point;
 THENCE continuing along said right-of-way, North 48°56'36" West, a distance of 273.17 feet to a point;
 THENCE continuing along said right-of-way, along the arc of a

curve to the left a distance of 426.73 feet, said curve having a radius of 2248.00 feet and a chord bearing of North 52°48'03" West, 429.42 feet, to a point on the southerly right-of-way of Mountain Drive;
 THENCE continuing along said right-of-way, along the arc of a curve to the right a distance of 46.42 feet, said curve having a radius of 37.00 feet and a chord bearing of North 1°48'54" West, 42.83 feet, to a point;
 THENCE continuing along said right-of-way, along the arc of a curve to the right a distance of 87.98 feet, said curve having a radius of 240.00 feet and a chord bearing of North 64°42'46" East, 87.20 feet, to a point, said point being the POINT OF BEGINNING;
 Containing 1,334,286 square feet OR 35,216 acres.

KEN B
 NORTHING=1372646.601
 EASTING=2289407.184
 ELEVATION=1050.64



SHEET 2 OF 5

This survey was prepared in conformity with the technical standards for property surveys as shown on the first page of Chapter 180-7 of the Official Code of Georgia Annotated for PROFESSIONAL SURVEYORS and LAND SURVEYORS, and as set forth in the Georgia O.C.G.A. 18-1-47, SURVEYING O.C.G.A. 18-1-47, 18-1-48, 18-1-49, 18-1-50, 18-1-51, 18-1-52.

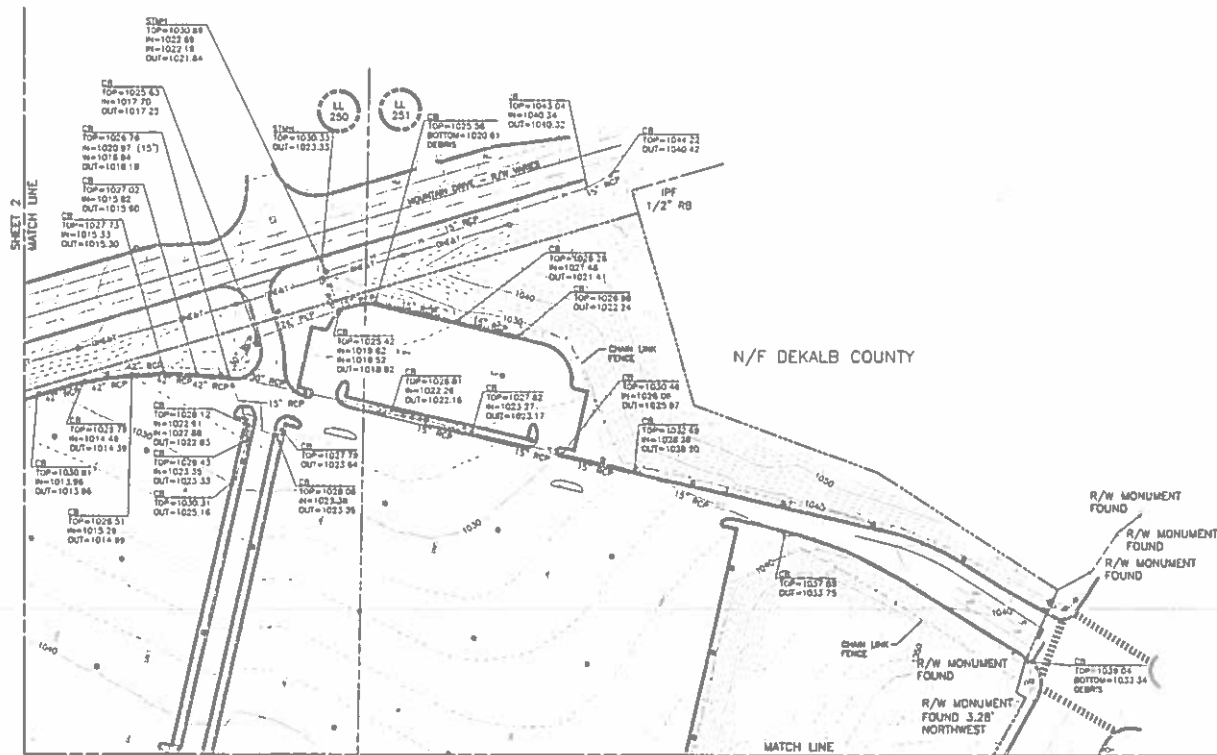
Date	By	Checked	Reviewed
01 MAY 2020	P. BOKAN	D. MENCHANT	L. PRESICOTT



METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

EAST LINE
 KENSINGTON STATION
 BOUNDARY SURVEY (D1200)
 LAND LOTS 250 AND 251, 15TH DISTRICT
 DEKALB COUNTY, GEORGIA

AS SHOWN
CE550
SE407A 0 2

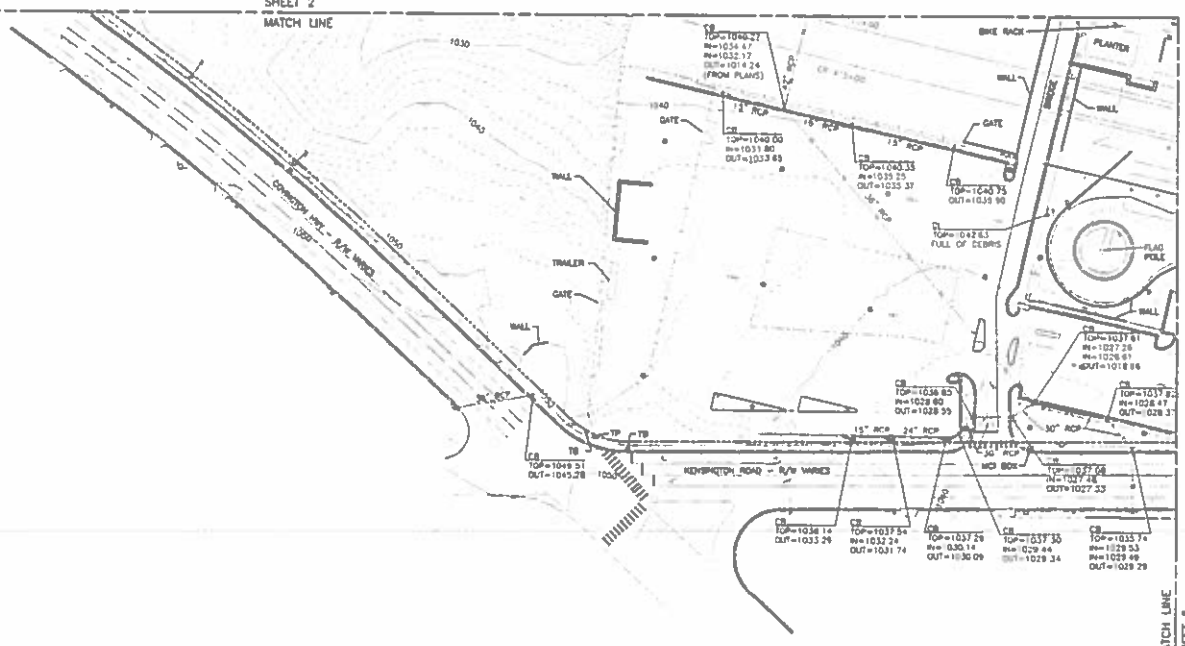


SHEET 3 OF 5

<p>THIS SURVEY WAS PREPARED IN COMPLIANCE WITH THE TECHNICAL STANDARDS FOR PROFESSIONAL SURVEYING IN GEORGIA AS SET FORTH IN CHAPTER 140-7 OF THE RULES OF THE BOARD OF SURVEYING AND MAPPING. THE SURVEYOR'S CERTIFICATE AND LAND BOUNDARY MAP ARE SET FORTH IN THE RECORDS OF THE BOARD OF SURVEYING AND MAPPING. 15-0-07, 15-15-0, 15-15-1, 15-15-2, 15-15-3, 15-15-4, 15-15-5, 15-15-6, 15-15-7, 15-15-8, 15-15-9, 15-15-10, 15-15-11, 15-15-12, 15-15-13, 15-15-14, 15-15-15, 15-15-16, 15-15-17, 15-15-18, 15-15-19, 15-15-20, 15-15-21, 15-15-22, 15-15-23, 15-15-24, 15-15-25, 15-15-26, 15-15-27, 15-15-28, 15-15-29, 15-15-30, 15-15-31, 15-15-32, 15-15-33, 15-15-34, 15-15-35, 15-15-36, 15-15-37, 15-15-38, 15-15-39, 15-15-40, 15-15-41, 15-15-42, 15-15-43, 15-15-44, 15-15-45, 15-15-46, 15-15-47, 15-15-48, 15-15-49, 15-15-50, 15-15-51, 15-15-52, 15-15-53, 15-15-54, 15-15-55, 15-15-56, 15-15-57, 15-15-58, 15-15-59, 15-15-60, 15-15-61, 15-15-62, 15-15-63, 15-15-64, 15-15-65, 15-15-66, 15-15-67, 15-15-68, 15-15-69, 15-15-70, 15-15-71, 15-15-72, 15-15-73, 15-15-74, 15-15-75, 15-15-76, 15-15-77, 15-15-78, 15-15-79, 15-15-80, 15-15-81, 15-15-82, 15-15-83, 15-15-84, 15-15-85, 15-15-86, 15-15-87, 15-15-88, 15-15-89, 15-15-90, 15-15-91, 15-15-92, 15-15-93, 15-15-94, 15-15-95, 15-15-96, 15-15-97, 15-15-98, 15-15-99, 15-15-100</p>	<p>D. MERCHANT P. SEYMOUR L. PRESCOTT 01 MAY 2020</p>		<p>METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY</p>	<p>EAST LINE KENSINGTON STATION BOUNDARY SURVEY (D1200) LAND LOTS 250 AND 251, 15TH DISTRICT DEKALB COUNTY, GEORGIA</p>	<p>AS SHOWN CE550 SE407A 0 3</p>
	<p>THIS SURVEY WAS PREPARED IN COMPLIANCE WITH THE TECHNICAL STANDARDS FOR PROFESSIONAL SURVEYING IN GEORGIA AS SET FORTH IN CHAPTER 140-7 OF THE RULES OF THE BOARD OF SURVEYING AND MAPPING. THE SURVEYOR'S CERTIFICATE AND LAND BOUNDARY MAP ARE SET FORTH IN THE RECORDS OF THE BOARD OF SURVEYING AND MAPPING.</p>				



SHEET 2
MATCH LINE



MATCH LINE
SHEET 5



SHEET 4 OF 5

THIS SURVEY WAS PREPARED IN COMPLIANCE WITH THE
 REQUIREMENTS OF THE METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY AS SET FORTH IN CHAPTER 100-7 OF THE RULES OF THE
 BOARD OF SURVEYORS AND LAND SURVEYORS, AND AS SET FORTH IN THE
 GEORGIA SURVEYING ACT, CHAPTER 100-7, R.S.A. 1969, AND
 19-6-47, 43-10-4, 43-19-4, 43-19-10, AND 43-10-23.

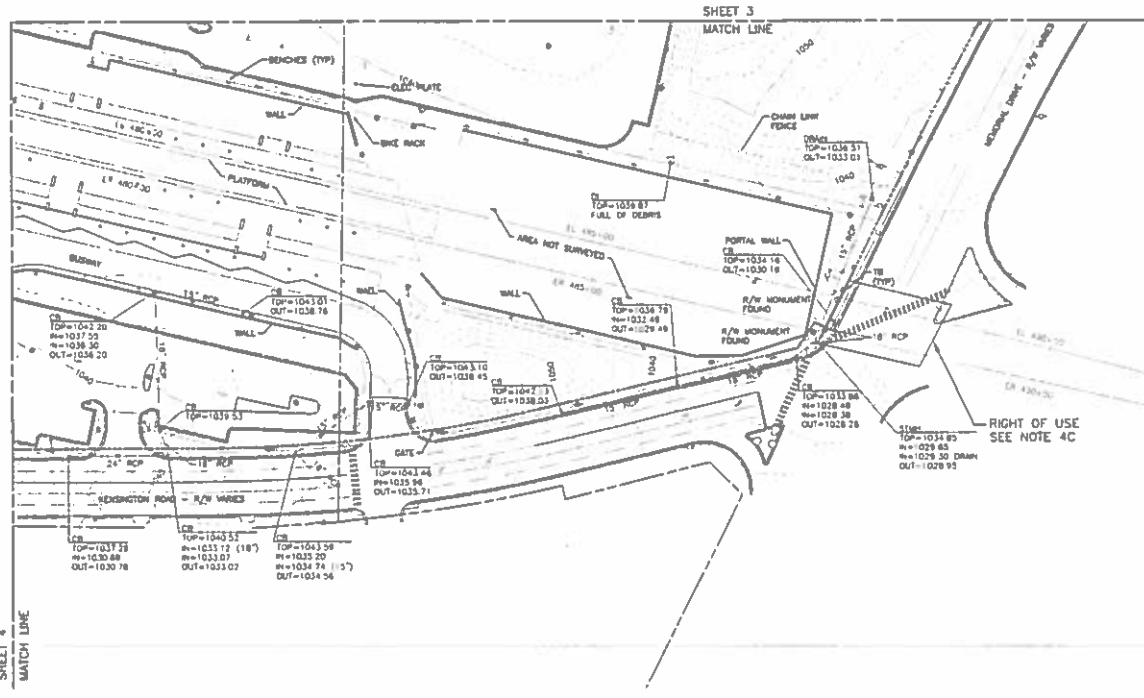
DATE	11/15/11
BY	L. MESSING
CHECKED BY	P. BOSTAM
DATE	01 MAY 2012

D. MESSING
P. BOSTAM
L. MESSING
 01 MAY 2012

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

EAST LINE
 KENSINGTON STATION
 BOUNDARY SURVEY (D1200)
 LAND LOTS 250 AND 251, 15TH DISTRICT
 DEKALB COUNTY, GEORGIA

AS SHOWN
CE350
 SE407A 0 4



SHEET 5 OF 5

THIS SURVEY WAS PREPARED IN CONFORMANCE WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS AS ORIGINALLY SET FORTH IN CHAPTER 160-7 OF THE RULES OF THE BOARD OF SURVEYORS AND LAND SURVEYORS AND AS SET FORTH IN THE GEORGIA RULES 115-4-1, 115-4-2, 115-4-3, 115-4-4, 115-4-5, 115-4-6, 115-4-7, 115-4-8, 115-4-9, 115-4-10, 115-4-11, 115-4-12, 115-4-13, 115-4-14, 115-4-15, AND 115-4-16-02.

DATE	11/15/2020
BY	P. SZYMCZAK
CHECKED BY	P. SZYMCZAK
DATE	01 MAY 2020

B. MERCHANT
P. SZYMCZAK
PRESCOTT
 01 MAY 2020

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

EAST LINE
KENSINGTON STATION
BOUNDARY SURVEY (01200)
LAND LOTS 250 AND 251, 15TH DISTRICT
DEKALB COUNTY, GEORGIA

AS SHOWN	CE550
SE407A	0 5