



DeKalb County Department of Planning & Sustainability

**178 Sams Street Decatur, GA 30030
(404) 371-2155 / plansustain@dekalbcountyga.gov**

Planning Commission Hearing Date: January 5, 2023

Board of Commissioners Hearing Date: January 26, 2023

STAFF ANALYSIS

Case No.: Z-22-1246187 **Agenda #:** 2022-2540

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-5 (Very High Mixed Use Density) District to allow a future mix of land uses to implement the LCI Plan.

Property Owner(s): **Metropolitan Atlanta Rapid Transit Authority (MARTA)**

Applicant/Agent: **Metropolitan Atlanta Rapid Transit Authority (MARTA)**

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, HR-2 & RSM **East:** O-I, HR-3 & R-75 **West:** City of Avondale Estates

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

STAFF RECOMMENDATION: DEFERRAL

The applicant is seeking a rezoning to the MU-5 (Very High Mixed Use Density) Zoning District for transit-oriented development of the site. The requested zoning district is consistent with the goals of the *Comprehensive Plan*. The proposed MU-5 (Very High Mixed Use Density) Zoning District allows a very high intensity mixture of uses with residential densities up to 120 dwelling units per acre and 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, “*Maximum Density*” & “*Mixed Use Development*” policies, page 88)”; 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, “*Clustering*”, page 78). The proposed MU-5 district is also consistent with the goals of the 2003 and 2012 Kensington Liveable Centers Initiative (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. The Kensington Station Small Area Plan (SAP) call for mixed-use development on this specific tract of land at maximum building heights of six stories and a maximum density of 60 dwelling units per acre.

It is important to note that the application does not contain a development proposal for the subject properties. Pending rezoning approval, the applicant intends to seek the services of a developer to further create a vision and execute the subsequent construction. Due to the potential scope of the project, a Development of Regional Impact (DRI) review may be required later in the process to ensure that the development plan aligns with regional land use, transportation, transit, environmental, and sustainability goals while mitigating potential adverse impacts. Per mixed-use district standards, a master development plan is required. In order to extend the County’s partnership with MARTA, the master development plan (master signage plan, architectural plans, etc.) and the DRI (if necessary) submittals will be deferred until no later than the land development permit stage.

These issues require further discussion relating to definition of next steps and drafting of appropriate zoning conditions. Staff has drafted conditions, attached herein for review by the Planning Commission, Board of Commissioners, MARTA, and other stakeholders. Therefore, the Department of Planning and Sustainability recommends deferral for a length of time to be determined by the board.



**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 WATER AND SEWER**

Case No.: Z-23-1246187

Parcel I.D. #: _____

Address: 3350 Kensington rd

Decatur, GA 30032

WATER:

Size of existing water main: none (adequate/inadequate)

Distance from property to nearest main: _____

Size of line required, if inadequate: unknown

SEWER:

Outfall Servicing Project: Cobb Fowler Creek

Is sewer adjacent to property: Yes () No (X) If no, distance to nearest line: 390 ft

Water Treatment Facility: Snapfinger () adequate () inadequate

Sewage Capacity: 36 (MGPD) Current Flow: 28 (MGPD)

COMMENTS:

Sewer Capacity required

Signature: Yola Lewis

12/8/2022

To: Ms. Madolyn Spann, Planning Manager
Mr. John Reid, Senior Planner
From: Ryan Cira, Director
Cc: Alan Gaines, Environmental Health Deputy Director
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 networks. 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.

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

Board of Health

DeKalb County Board of Health

404.508.7900 • www.dekalbhealth.net

12/8/2022

N9-2022-2540

Z-23-12446187/ 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,

3350 Kensington Road, Decatur, GA 30032

Amendment

- Please review general comments.
- case#s.... 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
- No septic system indicated in our system for this property. The surrounding area appears to have an installed septic system. Please note this particular property may have septic.

N10-2022-2541

SLUP-23-12461889/ 16/127/02/020

6651 Princeton Park Court, Lithonia, Ga 30058

Amendment

- Please review general comments.

N11-2022-2542

TA-23-1246147

County-wide

Amendment

- Please review general comments.

N12-2022-2549

TA-23-1246199

County-wide

Amendment

- Please review general comments.

Zoning Comments – December 2022

N1, N2 & N3: 4819 Glenwood Road. No access allowed to Janet Lane. Glenwood Road is classified as a Minor Arterial. Please see Zoning Code Chapter 5 and the Land Development Code Chapter 14-190 for required infrastructure improvements. A right of way dedication of 40 feet from centerline is required OR such that all public infrastructure is within right of way, whichever greater. A five-foot landscape strip from back of curb with a 10-foot multiuse path required. Pedestrian Street Lighting required. A plan prepared by a professional engineer showing that sight distance based on AASHTO Greenbook is achieved when exiting the driveway due to the wall and the crest of the hill. Please note that the driveway may need to be shifted to achieve sight distance.

N4. 3964 Chamblee-Tucker Road. No Comment

N5. 3964 Chamblee Tucker Road. Only one access point allowed on Chamblee Tucker Road. Chamblee Tucker Road is classified as a Minor Arterial. Please see Zoning Code Chapter 5 and the Land Development Code Chapter 14-190 for required infrastructure improvements. A right of way dedication of 40 feet from centerline is required OR such that all public infrastructure is within right of way, whichever greater. A five-foot landscape strip from back of curb with a 10-foot multiuse path required. Pedestrian Street Lighting required. A plan prepared by a professional engineer showing that sight distance based on AASHTO Greenbook is achieved when exiting the driveway must be submitted with the Land Development Permit.

N6. 2571 E. Wesley Chapel Way. Review and approval required by PM Tim Matthews or designee (TMatthews@dot.ga.gov) with GDOT I-20 at I-285 MMIP Interchange Project. Provide any right of way necessary for PI 0013915. E. Wesley Chapel Way is classified as a local street. Please see Zoning Code Chapter 5 and the Land Development Code Chapter 14-190 for required infrastructure improvements. A right of way dedication of 27.5 feet from centerline is required OR such that all public infrastructure is within right of way, whichever greater. A five-foot landscape strip from back of curb with a 6-foot sidewalk is required. Pedestrian Street Lighting required.

N7 & N8. 745 Arcadia Avenue. Provide a traffic study for the development to include a traffic signal warrant study. If the study is approved by PW- Transportation, install a traffic signal at the intersection of Craigie Ave and Arcadia Ave/Katie Kerr. Arcadia Ave/Katie Kerr is classified as a minor arterial. Please see Zoning Code Chapter 5 and the Land Development Code Chapter 14-190 for required infrastructure improvements. A right of way dedication of 40 feet from centerline is required OR such that all public infrastructure is within right of way, whichever greater. A five-foot landscape strip from back of curb with a 10-foot multiuse path required. Pedestrian Street Lighting required. Craigie Ave and Derrydown Way are classified as local streets. Please see Zoning Code Chapter 5 and the Land Development Code Chapter 14-190 for required infrastructure improvements. A right of way dedication of 27.5 feet from centerline is required OR such that all public infrastructure is within right of way, whichever greater. A five-foot landscape strip from back of curb with a 6-foot sidewalk is required. Pedestrian Street Lighting required. The proposed plan requires a right of way abandonment to be approved by the Board of Commissioners at a future date.

N9. 3350 Kensington Road. Review and approval required by PW- Transportation and GDOT PM April McKown (april.mckown@oneatlas.com) for PI 0017992. Dedicate right of way necessary for the PI 0017992 (which will build most of your required infrastructure improvements below, depending on project schedules). Reserve right of way for a potential roundabout at Mountain Drive and the MARTA Station main entrance. Traffic study required. Kensington Road is classified as a minor arterial. Please see Zoning Code Chapter 5 and the Land Development Code Chapter 14-190 for required infrastructure improvements. A right of way dedication of 40 feet from centerline is required OR such that all public infrastructure is within right of way, whichever greater. A five-foot landscape strip from back of curb with a 10-foot multiuse path required. Pedestrian Street Lighting required. Mountain Drive is a state route. GDOT District 7 (Renaldo Mathis at RMathis@dot.ga.gov) review and approval required prior to permitting. Mountain Drive is classified as a collector road. Please see Zoning Code Chapter 5 and the Land Development Code Chapter 14-190 for required infrastructure improvements. A right of way dedication of 35 feet from centerline is required OR such that all public infrastructure is within right of way, whichever greater. A five-foot landscape strip from back of curb with a 10-foot multiuse path required.

N10. 6651 Princeton Park Ct. No Comment.



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:

- **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 **(sections have been amended recently; please request the amended chapter)**, 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.

- ✓ **The county codes require the hydrology study to model the existing conditions as wooded**
- ✓ **Runoff Reduction Volume shall be provided unless technical justification is provided regarding the unfeasibility. Strongly recommend investigating the site and identify location where RRv can be provided and re-design/revise the layout to comply with the RRv requirement.**
- ✓ **A lot combination/division application shall be submitted and approved prior to the submittal of the Land Disturbance/Development Permit (LDP) application.**

- **Flood Hazard Area/Wetlands**

The presence of FEMA Flood Hazard Area was not 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.

N-9



DEKALB COUNTY GOVERNMENT
PLANNING DEPARTMENT
DISTRIBUTION FORM

NOTE: PLEASE RETURN ALL COMMENTS VIA EMAIL OR FAX TO EXPEDITE THE PROCESS TO
MICHELLE ALEXANDER AND/OR LASONDRA HILL

COMMENTS FORM:

PUBLIC WORKS TRAFFIC ENGINEERING

N-9-2022-2540

Case No.: 233-1246182 Parcel I.D. #: 15-250-07-001

Address: 3350

KENSINGTON Rd
DECATUR, GA 30032

Adjacent Roadway (s):

(classification) (classification)

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

Please provide additional information relating to the following statement.

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

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

COMMENTS:

PLANK AND FIELD REVIEWED. NOTHING TO INDICATE
CHANGE IN TRAFFIC FLOW OR TRAFFIC PATTERN.

Signature: [Signature]



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

October 27, 2022

Mr. Andrew Baker, Director
DeKalb County – Department of Planning & Sustainability
Shirley A. Trussell Building
178 Sams Street
Decatur, GA 30030

Subject: Kensington MARTA Station Rezoning Application

Dear Mr. Baker:

MARTA is pleased to submit a rezoning application to advance transit-oriented development at the Kensington MARTA Station after the withdrawal of the initial application on May 18, 2020. MARTA was asked during the initial rezoning pre-submittal community meeting and a meeting with former Commissioner Kathie Gannon to first develop a master plan to serve as a guide for mixed-use development at the level of density most appropriate at the rail station followed by a rezoning request.

On June 22, 2022, MARTA and DeKalb County officially kicked-off the master planning process with the launch of an interactive website. Numerous meetings have been held with the community and DeKalb County Commissioners for input on the master plan. Through a robust community engagement, MARTA has a clear direction and framework to advance transit-oriented development at the Kensington MARTA Station.

Based on the Kensington Master Plan for TOD, MARTA has revisited the development potential for the station and is now 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-5 (Mixed-Use Very High Density) to support mixed-use, transit-oriented development. Current uses include the transit station/bus loop, traction power sub-station, surface parking, detention pond, and undeveloped land.

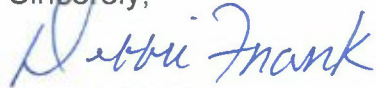
The MU-5 zoning classification is more in keeping with the community's vision for transit-oriented development at the station as defined in both the 2003 and 2012 Atlanta Regional Commission's Livable Centers Initiative Plans as well as the Draft 2050 DeKalb Unified Plan.

MARTA and the Housing Authority of DeKalb County (HADC) are gearing up for a groundbreaking later this year for a transit-oriented development consisting of affordable senior and workforce housing along with the new headquarters for HADC on MARTA's off-site property just south of the Kensington Station. This development will serve as a first

step toward development of the Regional Center as prescribed in the County's Draft 2050 DeKalb Unified Plan.

MARTA appreciates the Department of Planning and Sustainability's support with the master plan and rezoning request. 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,

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

Debbie Frank
Director of Transit Oriented Development

Attachments:

cc: Melissa Mullinax, Chief of Staff
Jacob Vallo, Sr. Director – TOD, Real Estate and Artbound

Chief Executive Officer
Michael Thurmond

DEPARTMENT OF PLANNING & SUSTAINABILITY

Director
Andrew A. Baker, AICP

REZONING APPLICATION CHECKLIST

Submit **4 printed, collated sets** of the complete application (no staples, no binders) and a PDF version on a **flash drive**

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

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

DEPARTMENT OF PLANNING & SUSTAINABILITY

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

Date Received: 10-27-2022 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#: Please see attachment.

Acreage: 35.218 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-5 (Mixed-Use Very High Density)

Present Land Use Designation: RC-Regional Center

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

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	3306 COVINGTON HWY
15 250 07 021	3358 KENSINGTON RD
15 250 07 020	3350 KENSINGTON RD
15 250 07 012	3314 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

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.

DEPARTMENT OF PLANNING & SUSTAINABILITY

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 Draft 2050 DeKalb Unified 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-5 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 the Draft 2050 DeKalb Unified Plan.**
- 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 X *

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

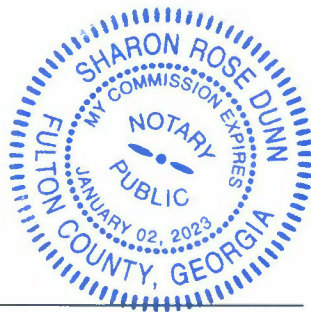
1. The name and official position of the local government official to whom the campaign contribution was made.
2. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution.

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.

Sharon Rose Dunn
Notary

Debbi Frank / 10.27.22
Signature of Applicant / Date

Check one: Owner X Agent _____



1/2/2023
Expiration Date/ Seal

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

DEPARTMENT OF PLANNING & SUSTAINABILITY

AUTHORIZATION

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

Date: _____

TO WHOM IT MAY CONCERN:

(I) (WE) _____
Name of owner(s)

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

Name of Agent or Representative

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

Notary Public

Owner

Notary Public

Owner

Notary Public

Owner

Notary Public

Owner

DEPARTMENT OF PLANNING & SUSTAINABILITY

FILING FEES

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

<u>Rezoning</u>	<u>FEE</u>
RE, RLG, R-100, R-85, R-75, R-60 MHP, RNC, RSM, MR-1, MR-2	\$500.00
HR-1, HR-2, HR-3 MU-1, MU-2, MU-3, MU-4, MU-5 O-I, OD, OIT, NS, C-1, C-2, M. M-2	\$750.00

If the application is a request to rezone to more than one zoning district, the higher fee will apply.

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

Chief Executive Officer
Michael Thurmond

DEPARTMENT OF PLANNING & SUSTAINABILITY

Director
Andrew A. Baker, AICP

PRE-APPLICATION FORM
REZONE, SPECIAL LAND USE PERMIT, MODIFICATION, AND LAND USE
(Required prior to filing application: signed copy of this form must be submitted at filing)

Applicant Name: MARTA Phone: _____ Email: _____

Property Address: 3350 Kensington Road, Decatur, GA 30032

Tax Parcel ID: 15 250 07 003 Comm. District(s): 4 & 6 Acreage: _____

Existing Use: Transit station & accessory uses Proposed Use: Transit-oriented development (TOD)

Supplemental Regs: _____ Overlay District: _____ DRI: _____ **Rezoning:**

Yes No _____

Existing Zoning: R-75, C-1, MR-2 Proposed Zoning: MU-5 Square Footage/Number of Units:

_____ Rezoning Request:

Land Use Plan Amendment: Yes _____ No

Existing Land Use: RC Proposed Land Use: _____ Consistent
Inconsistent _____

Special Land Use Permit: Yes _____ No Article Number(s) 27-

_____ Special Land Use Request(s)

Major Modification:

Existing Case Number(s): _____

Condition(s) to be modified:

DEPARTMENT OF PLANNING & SUSTAINABILITY

WHAT TO KNOW BEFORE YOU FILE YOUR APPLICATION

Pre-submittal Community Meeting: Review Calendar Dates: PC: BOC:
 Letter of Intent: Impact Analysis: Owner Authorization(s): Campaign
Disclosure: Zoning Conditions: _____ Community Council Meeting: Public Notice,
Signs: _____ Tree Survey, Conservation: _____ Land Disturbance Permit (LDP): _____ Sketch
Plat: _____ Bldg. Permits: _____ Fire Inspection: _____ Business License: _____ State
License: _____ Lighting Plan: _____ Tent Permit: _____ Submittal Format: NO STAPLES, NO
BINDERS PLEASE

Review of Site Plan

Density: _____ Density Bonuses: _____ Mix of Uses: yes _____ Open Space: _____
Enhanced Open Space: _____ Setbacks: front _____ sides _____ side corner _____ rear _____ Lot
Size: _____ Frontage: _____ Street Widths: _____ Landscape Strips: _____ Buffers: _____
Parking Lot Landscaping: _____ Parking - Auto: _____ Parking - Bicycle: _____ Screening:
_____ Streetscapes: _____ Sidewalks: _____ Fencing/Walls: _____ Bldg. Height: _____ Bldg.
Orientation: _____ Bldg. Separation: _____ Bldg. Materials: _____ Roofs: _____ Fenestration: _____ Façade
Design: _____ Garages: _____ Pedestrian Plan: _____ Perimeter Landscape Strip: _____
Possible Variances: _____

Comments:

Planner: Brandon White Date Oct. 26, 2022

DEPARTMENT OF PLANNING & SUSTAINABILITY

Filing Fees

REZONING:	RE, RLG, R-100, R-85, R-75, R-60, MHP, RSM, MR-1	\$500.00
	RNC, MR-2, HR-1, HR-2, HR-3, MU-1, MU-2, MU-3, MU-4, MU-5	\$750.00
	OI, OD, OIT, NS, C1, C2, M, M2	\$750.00
LAND USE MAP AMENDMENT		\$500.00
SPECIAL LAND USE PERMIT		\$400.00

Re-zoning Application Design Parameters

Kensington Station Master Plan

10.25.2022

With the anticipated growth of the Atlanta region and increased development pressure in this part of DeKalb County, Kensington station is uniquely situated to become a neighborhood destination and a regional connector. Redevelopment should be dense, to accommodate a growing population and support transit, while also blending with the existing housing next door and new housing developments underway. Access to the site should consider broader regional networks - providing porous pedestrian and bike access to the station and connections to nearby trails, allowing for bus service expansion to serve growing demand in neighboring counties, building streets through the site that connect to nearby existing streets, and providing enough parking for MARTA patrons while encouraging transit use through a new approach to parking.

Urban design parameters have emerged from MARTA's Transit-Oriented Development (TOD) Guidelines, reviewing previous plans for the Kensington station and surrounding area, and gathering input from community members through multiple methods (focus groups, online surveys, two in-person public meetings). As a qualification of the re-zoning request to MU-5, and in addition to enforcing the TOD Guidelines, MARTA will ensure that the future development partner adheres to these design parameters to create a walkable, dense, and safe TOD that serves MARTA's transit needs and the greater community.

Three conceptual diagrams in this application (see Street & Land Use Frameworks 1, 2, and 3 in the attached exhibit) generally illustrate how the site's streets, public spaces, and land uses could be arranged to accomplish the redevelopment goals using the design parameters below.

Build a connected street network with small, walkable blocks and enhanced crossings over the MARTA tracks.

- Improve the existing "kiss and ride" bridge to become part of the street network with streetscape treatments consistent with the other streets.
- Improve the pedestrian bridge access on the southeast corner to be more welcoming from Kensington Road.
- Ensure street blocks are walkable and have no block face longer than 400 feet, as designated in the MARTA TOD Guidelines, unless site conditions create connectivity barriers.
- Make rideshare and curbside management clear with designated areas and wayfinding signage.

Re-design the current stormwater pond into a usable public space that collects run-off during rain events.

- Remove the fences and re-design the space to hold the same capacity of stormwater while providing usable space. If the re-design of the space cannot accommodate stormwater run-off from the redevelopment, use other stormwater management best practices in public spaces.
- Bring pedestrian connections through the stormwater park that connect to the proposed multi-use trail on Mountain Drive and Covington Highway, the staircase to the station on Mountain Drive, and other street or trail connections within the site.
- Use native plants for all new landscaping elements and remove invasive species.

Improve pedestrian and bike access to the station with additional access points, trails, and sidewalks.

- Include sidewalks on both sides of all internal streets.
- Add sidewalks at existing vehicular entrances (off Memorial Drive, Kensington Road).
- Bring pedestrian connections through longer blocks to connect to station entrances and new streets and trails.
- Connect to the multi-use trail project planned on Mountain Drive, Covington Highway, Memorial Drive, and Kensington Road.
- Include wayfinding signage.

Make it easier to access the bus bay and improve conditions around it.

- Coordinate with MARTA bus operations to re-configure and expand the existing bus bay.
- Allow clearer pedestrian access from Kensington Road to the bus bay.
- Provide quality covered waiting spaces, plazas, and / or retail near the bus waiting area.

Create a usable event space / park on the north side of the station with mixed-use buildings around it.

- The event space / park should be between 0.75 and 1.5 acres in area.
- Provide active uses around it, like retail and residential units.
- A parking garage should not front this space.
- Make it easily accessible and visible from all connecting streets and pedestrian paths.
- Use native plants for all new landscaping elements in this space.

Include a permanent location for Station Soccer within the redevelopment.

- Consider safety for children and adults who need to access the soccer fields and conflicts with cars and buses.
- Where feasible, connect the fields to another park or open space on the site.

Test smaller-scale development types, like small multi-family buildings, townhouses, stacked flats, and mixed-use buildings.

- Avoid constructing monolithic, large-scale buildings on every block.
- Where feasible, include these building types to reflect adjacent properties, to create smaller community spaces, and to offer a greater variety of housing options.
- These building types can be used to fill in the gaps of odd-shaped parcels to create comfortable street edges.

Develop a new approach to parking.

- Provide replacement MARTA patron parking in consultation with MARTA Parking and the Federal Transit Administration (FTA).
- Ensure MARTA patrons still have adequate parking spaces during each phase of construction.
- Reduce parking ratios when financially feasible.
- Screen all parking decks from trails and streets with building facades, landscape, or public art.

Hello, Kensington!

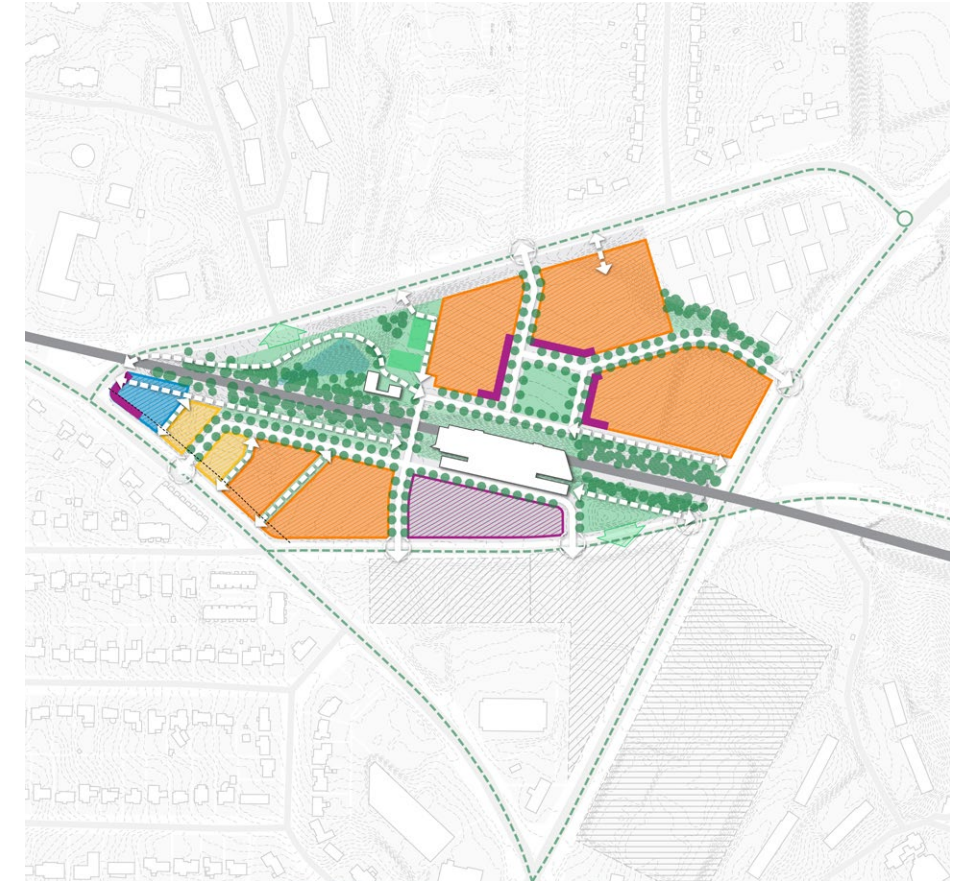
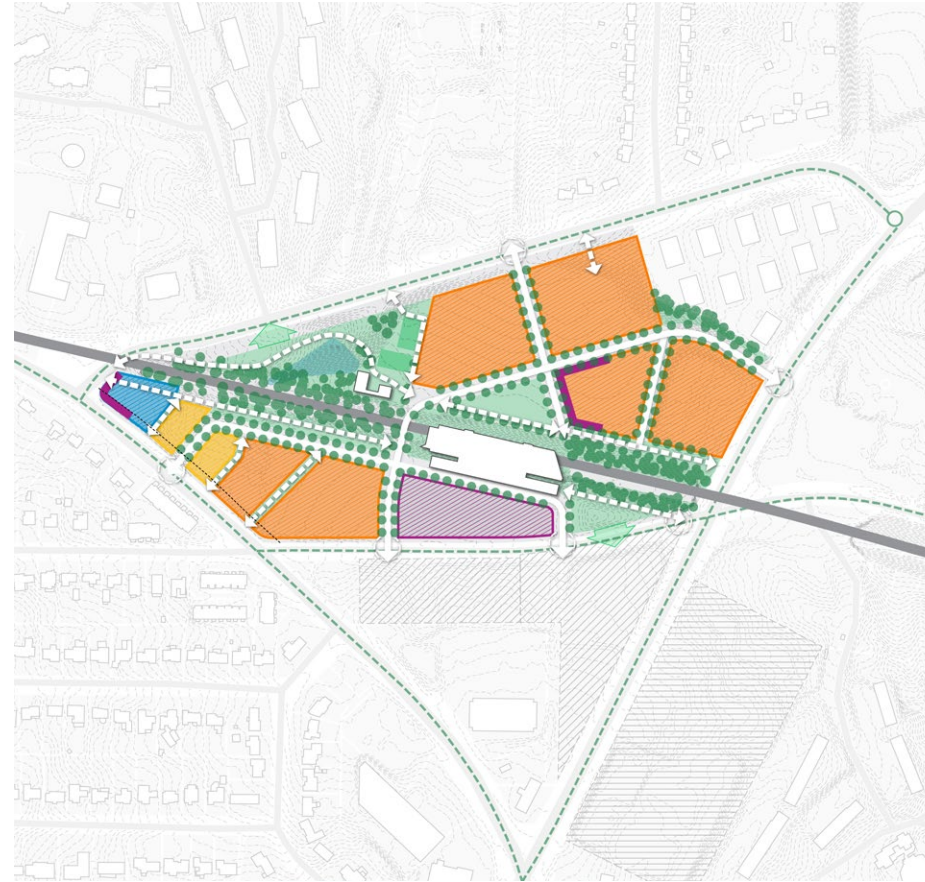
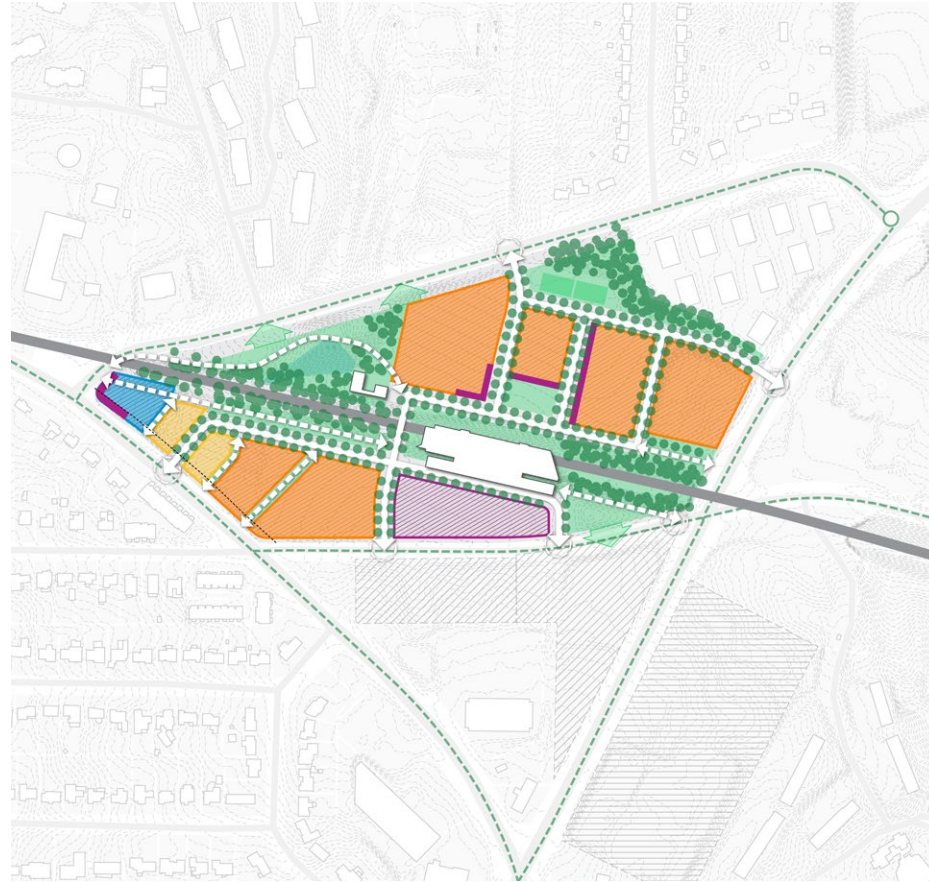
**We imagine this station as
a neighborhood gathering place.**

- 1 | Create a **connected street network** with small, walkable blocks and enhanced crossings over the MARTA tracks.**
- 2 | Re-design the current stormwater pond into a **usable public space** that collects run-off during rain events.**
- 3 | Improve **pedestrian and bike access** to the station with additional access points, trails, and sidewalks.**
- 4 | Make it easier to **access the bus bay** from the street.**

5 | Create a usable event space / park next to the station with mixed-use buildings around it.

6 | Include a permanent location for Station Soccer with redevelopment.

7 | Test smaller-scale development types, like small multi-family and mixed-use buildings.

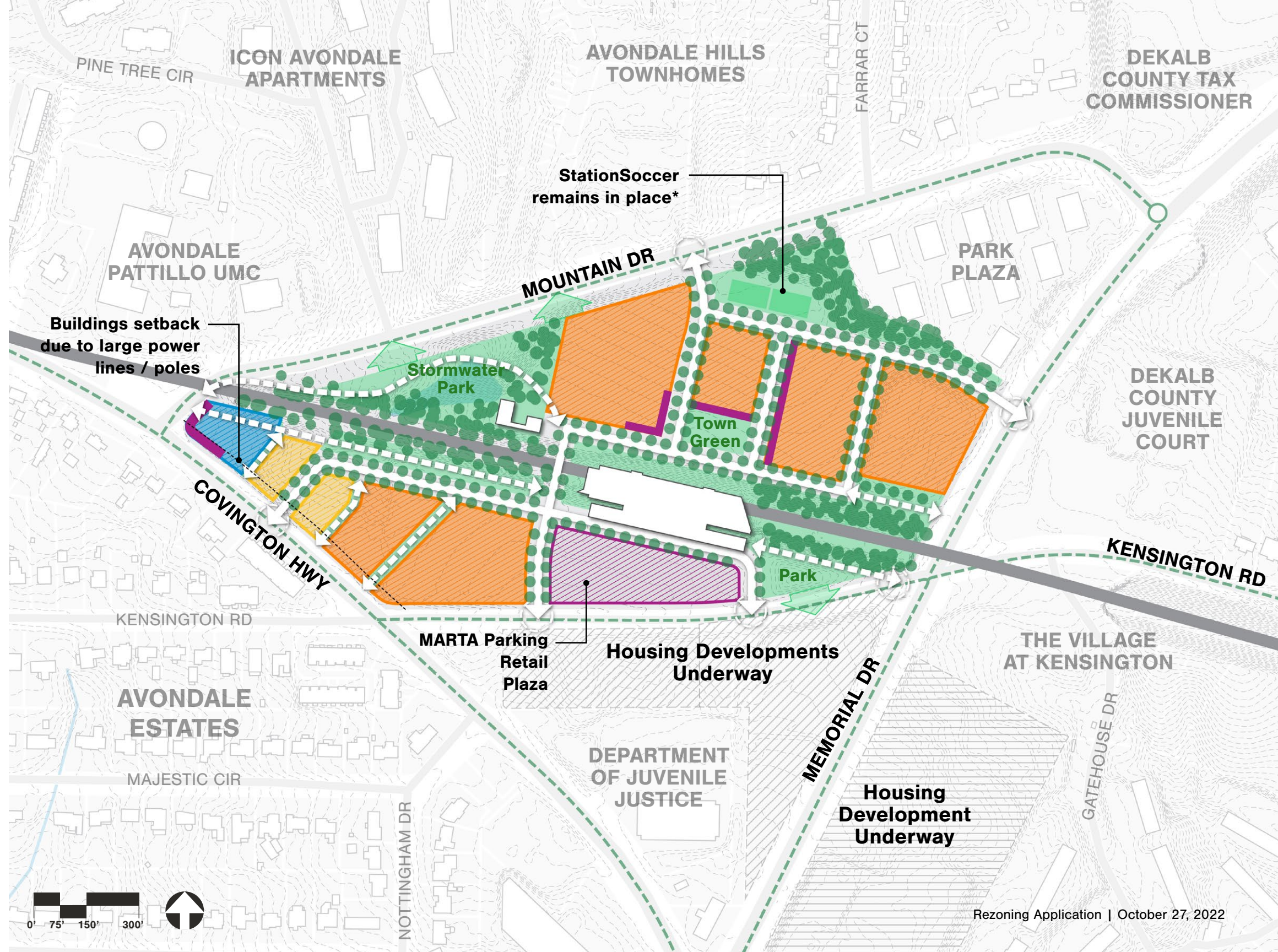


Three Street & Land Use Frameworks that create walkable, developable blocks.

Plan Framework 1

Streets are organized by the station and existing parking

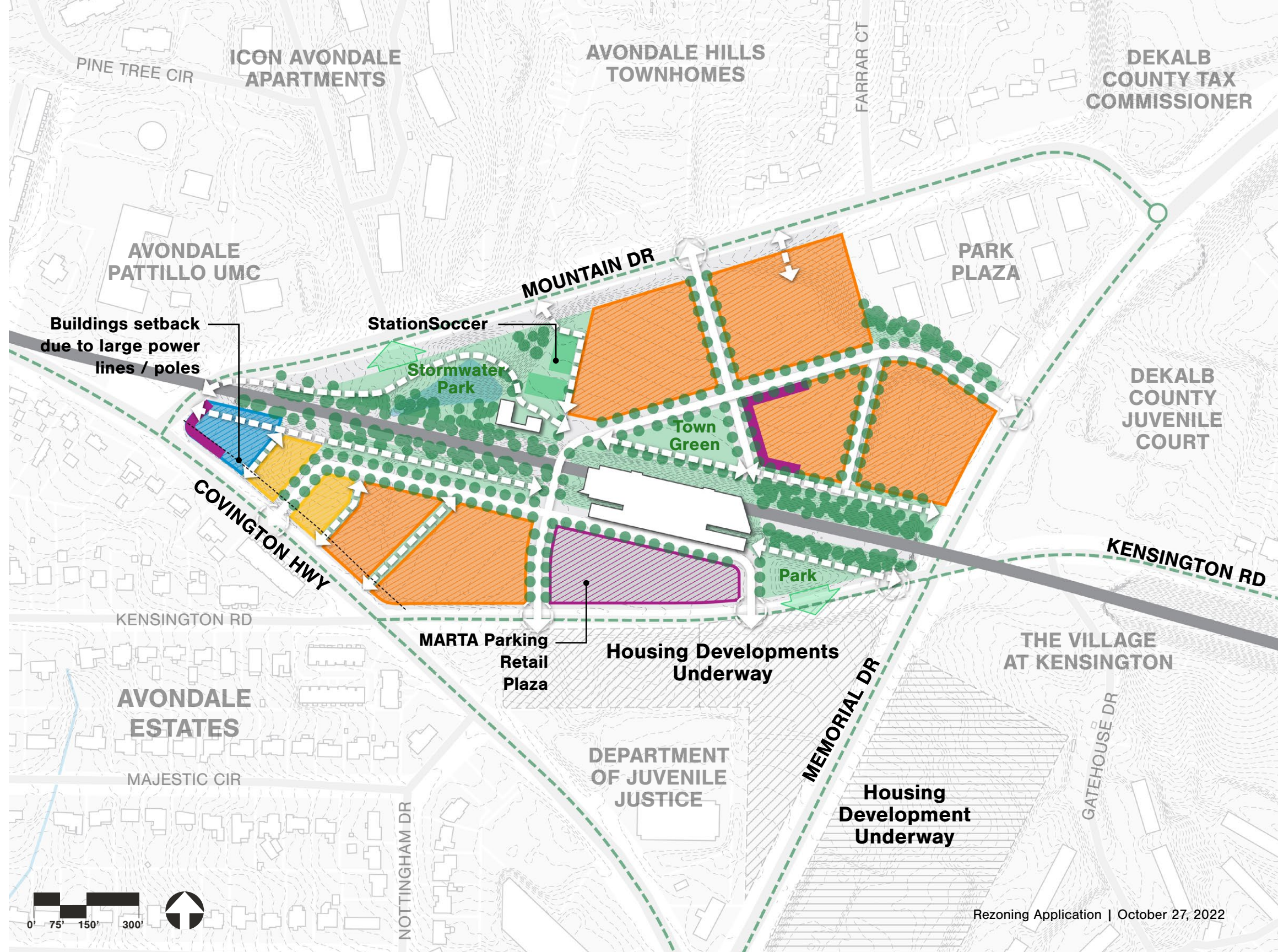
-  New street on MARTA property
-  Trail / path connection
-  Multi-family
-  Townhouses
-  MARTA Parking & Retail
-  Offices & retail
-  Retail frontage
-  Public / civic spaces
-  Nearby housing developments
-  Trails proposed in DeKalb Unified Plan
-  Estimated setback for power transmission lines



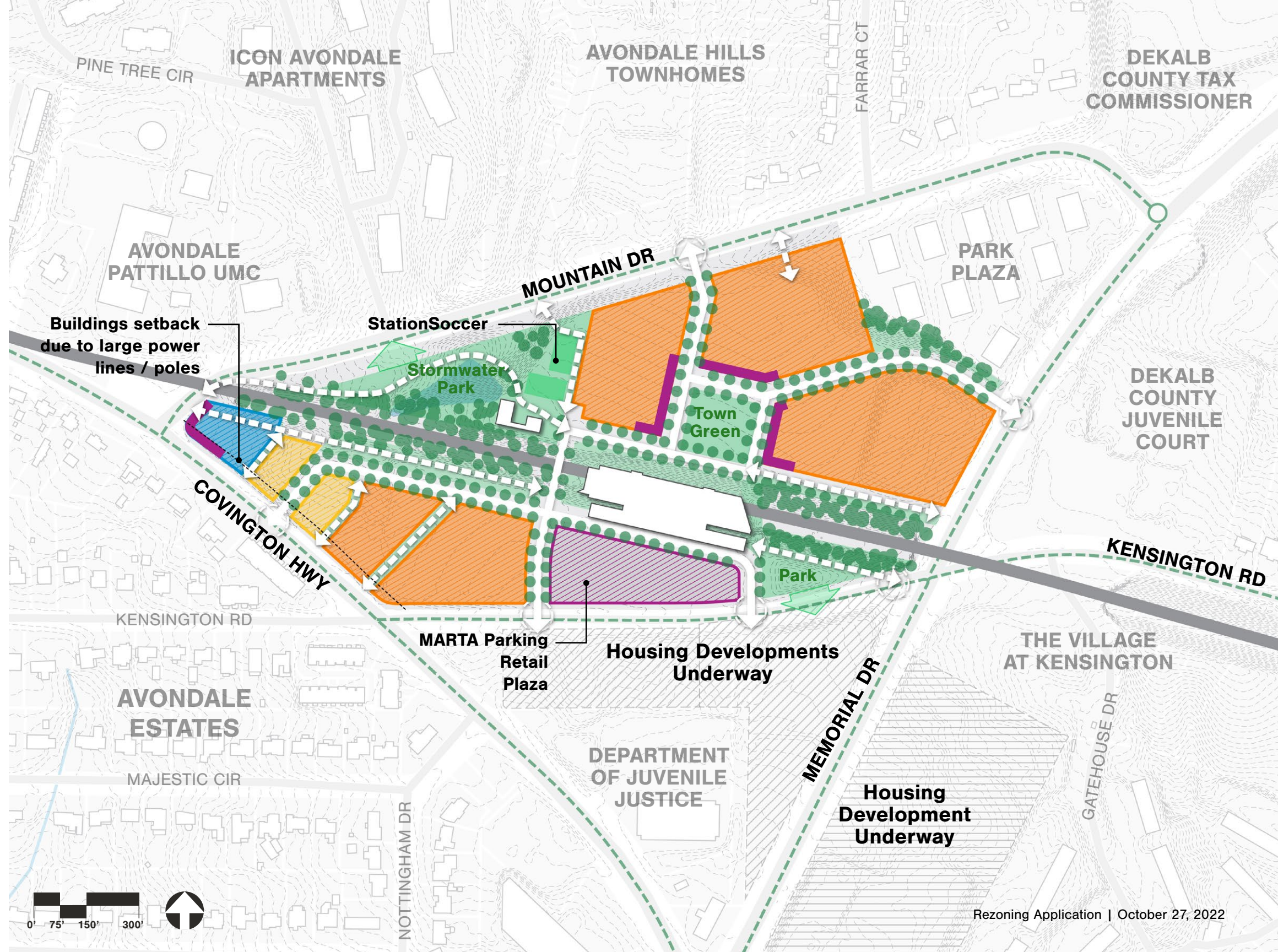
Plan Framework 2












Streets are organized by the adjacent street network

-  New street on MARTA property
-  Trail / path connection
-  Multi-family
-  Townhouses
-  MARTA Parking & Retail
-  Offices & retail
-  Retail frontage
-  Public / civic spaces
-  Nearby housing developments
-  Trails proposed in DeKalb Unified Plan
-  Estimated setback for power transmission lines



Hybrid organization



-  New street on MARTA property
-  Trail / path connection
-  Multi-family
-  Townhouses
-  MARTA Parking & Retail
-  Offices & retail
-  Retail frontage
-  Public / civic spaces
-  Nearby housing developments
-  Trails proposed in DeKalb Unified Plan
-  Estimated setback for power transmission lines





Focus Group Meet Up Summary

Date: 10.24.2022 Authored by: Sycamore Consulting

The Kensington Planning Team hosted a series of Focus Group Meet Ups to hear unique perspectives about the future of Kensington station. The purpose was to hear from specific groups who may use Kensington Station now and in the future. The feedback will help ensure that the master plan reflects a wide variety of wants, needs, and desires. Specific groups targeted included Adults 55+, Rental Community Residents, and City of Avondale Estates Residents. Meet Ups were held in person and virtually according to the following schedule:

Adults 55+

Thursday, October 6th & Thursday, October 13th @ 11:00 AM – 12:00 PM

Location: DeKalb Public Library, Covington Highway Branch
3500 Covington Hwy, Decatur, GA 30032

Rental Community Residents

Thursday, October 6th @ 6:00 PM - 7:00 PM

Location: Virtual Meeting

City of Avondale Estates Residents

Thursday, October 6th @ 7:00 PM – 8:00 PM

Location: Virtual Meeting

At each Focus Group Meet Up, participants were presented with an introduction to the master planning process, MARTA’s goals and policies surrounding Transit Oriented Development (TOD), and three high-level street and land-use framework plan alternatives that were concurrently available for comment online. Questions promoting general discussion were posed on topics including current user experience at the station; station access (by train, bus, car, bike and/or foot); current land use; and hopes, preferences, ideas, and concerns for future development of the site. This document provides a high-level summary of the common themes heard across all Focus Groups and individual summaries of input received at each Focus Group Meet Up.

Focus Group Meet Up: Common Themes

Common Themes: Wishes, Preferences, Ideas, and Concerns

- Safety: Participants expressed wishes for safety improvements for those using the station as well as those trying to access the station area from surrounding areas.

Safety was discussed in terms of surrounding roadways and the importance of safe roadway crossings as well as the physical (natural and built) environment of the station area itself.

- **Affordable Housing:** All groups expressed concern with the rising cost of living and the limited options for affordable housing – particularly housing for seniors and those on fixed or low income. People do like the opportunity of increased access to services that MARTA can provide.
- **Community Assets/Green Space:** Participants expressed desire for more walkable community-oriented spaces. Preferences and ideas included parks, sports facilities (including support for Station Soccer), event venues.
- **Traffic:** Concern with impacts to automobile traffic were expressed – particularly regarding existing traffic patterns and how any new development might add to or otherwise affect traffic congestion.

INDIVIDUAL FOCUS GROUP MEET UP SUMMARIES

Focus Group Meet Up Details

Meeting Date:	10.6.2022	Target Population:	Adults 55+
Meeting Location:	DeKalb Public Library Covington Highway Branch 3500 Covington Hwy, Decatur, GA 30032		

Discussion

What is missing within walking distance of your home?

- Pharmacy, especially now that they closed Rite Aid
- Grocery Store (Kroger) – something that is easy to walk to; right now, you have to drive or take the bus to grocery stores. Doesn’t need to be big, just somewhere to get the essentials
- Urgent Care
- Safe, walking trail (2 miles is a good distance)
- Activities, interactive greenspace for all ages – there is a lot of green space in the area, but all of it is fenced and has signs that say “no trespassing”

Wishes, Preferences and Ideas

- Prefer to walk not drive (20-30 min) everywhere
- Like the senior housing near LaVista and 285 (good parking example)
- For non-regular riders, they would use the station more if retail, food and beverage and other services located here
- Public amenities (recreational activities/resources, swimming pools, gyms)
 - o We may have resources in the community already, but people don’t know about them, and they are underutilized.
 - o Golf
 - o Bike trails
 - o Dog park
 - o Senior exercise facility (there’s a new one being built on Redan Road)

- Resources to teach and take classes
- Most all would live here if possible and visit if there was something to do
- Want to live in a senior apartment that doesn't require having a car (they are expensive and can break down)

Concerns

- Unless you have a car, this is a food desert.
- People don't necessarily want to catch the bus - they'd rather ride the train and walk.
- Enough greenspace for future residents
- Traffic impact of new development and road diet combined
- School capacity for children due to construction of new housing developments
- Using the bathrooms at Kensington - not sure if they are open
- Need to figure out the reasons that people don't ride MARTA in order to determine how to adjust that
 - MARTA doesn't take you everywhere you need to go (like other large urban cities)
 - Ridership safety - the community needs to know what safety precautions are put in place to change public perception; patrolling officers and lighting
 - One attendee noted that more officers are around recently. Usually, one on foot and one in a car.
 - Some are afraid to ride the train
 - It might take a while for public perception of this transit station to change for this to become a destination
 - Panhandling has gotten worse
- Housing units to parking ratio at the new development
- Concentration of drug rehab centers near the station
- Avondale Police are notorious for targeting and stopping Black drivers on Covington Highway especially, and it will take a long time to turn this around.
- Accessible paths for wheelchair users - specifically crossing Kensington Road
- Pet friendly housing options
- Evacuation concerns out of Atlanta when natural disasters strike

Focus Group Meet Up Details

Meeting Date:	10.13.2022	Target Population:	Adults 55+
Meeting Location:	DeKalb Public Library Covington Highway Branch 3500 Covington Hwy, Decatur, GA 30032		

Discussion

- Many attendees ride MARTA and use Kensington Station
- Some live in senior housing in the general area, others live in Lithonia
- One attendee is blind and a frequent MARTA rider, and came to express the need for housing and a community that allows for greater independence for people with disabilities
- One attendee doesn't feel safe enough to take Kensington and will to East Lake and park if taking the train to Downtown Atlanta

- One attendee used to have a 3-hour commute one-way: walk to the bus stop, take two buses, and take two trains
- Many have lived in Atlanta for a while and have seen the changes over time (like Edgewood / Kirkwood, Avondale, etc. and remember when Avondale was the end of the line station)

What are some issues with Kensington station?

- Safety concerns – no visible MARTA police at the station, teenagers hang out and they can get rowdy
- There is no town square, no businesses, no housing. It was built with cars in mind, and it makes it look out of place. You don't see people, so it doesn't always feel safe.
- Lighting and video recording are needed
- Concerns with adjacency to the jail
- Decatur has all the same potential issues (teenagers, homelessness, proximity to the jail, etc.), but it feels safe because everything else is there (plaza and town square, restaurants, businesses, government buildings, housing)

What would you like to see here?

- Restaurants and coffee shops (lots of people love coffee!) – Memorial Drive has restaurants, but they are too far away from the station to walk to.
- Housing
- Parks and green space
- Recreational spaces for kids and the youth to keep them engaged
- Affordable housing – not just one level of income – that also accommodates those with disabilities and seniors
- If MARTA does this plan, the problems will be fixed because more people will be around
- This area needs everything for everyone (like a hospital or medical center, and everything else we've mentioned)
- Bank (some banks are disinvesting in the area; maybe they could be partners in the redevelopment because they are federally required to spend money in the communities where they have branches)
- Grocery store
- Need jobs on and near MARTA – restaurants and businesses provide jobs – and it will allow employees to take transit to work, rather than drive, or have a long transit ride and walk
- Community services – medical spaces, recreation center (need something for kids to do to keep them out of trouble), educational activities, amphitheater (closest one is Lithonia)
 - o Amphitheater could be good for community events and concerts
 - o Jazz concerts for people to go relax
- Need to think about the streets around the station that make it an island that is hard to develop on. Need to work with GDOT – they've done it before. Why not here?
- Connect to the bike path in Avondale that goes to Stone Mountain

Reasons Development is Coming Here (separate conversation started through discussion)

- People here have taken care of things and invested in their homes and have been here for a while. That's why there is now attention here.
- There is a lot of development on Covington Highway, which will bring more people, and they need places to go (restaurants, retail, etc.).
- One of the most underutilized areas, especially with the DeKalb County facility and the parking lot at the station

- What are the plans for the DeKalb County facility?
- Green spaces should be added to that area
- DeKalb should be working with MARTA to make this whole area more walkable with green spaces and better streets

Housing and Density – does the idea of more than 600 units concern you?

- 600 units doesn't sound like a lot. Redevelopment is happening everywhere – people are moving here and they need somewhere to live.
- Downtown Atlanta feels better than it used to because people are living there – helps with more eyes on the street
- People may not want large buildings and design matters. Make it special.
 - Avondale Estates was modeled after European villages
 - Maybe do the same thing here – the name “Kensington” came from a place in the UK
 - Give it a smaller village look and feel
- Need affordable housing
- This area isn't part of Avondale Estates, so redevelopment probably won't affect them with traffic all that much because the road through the city has always been a thoroughfare
- Homeownership
 - Would be good to have some ownership units so that people can earn generational wealth
 - Investors and out of state property owners are buying up lots of homes, flipping them, renting them, then selling them for much more
 - The investors have made it hard to afford to live in the area, especially with increases in property taxes
 - MARTA should make a program for homeownership (gave the example of land trust models)
- Parking should be moved out farther from here and this should be a neighborhood station about people. It's time for the station to “grow up.”
- There are plenty of strip malls with a bunch of parking spots that could be used for MARTA, and shuttles could take riders to the stations.
- MARTA Reach was mentioned – loved the program and it should be expanded
- Housing for seniors and those with disabilities should be affordable
- Some seniors want to downsize because managing a house becomes too much to handle

Focus Group Meet Up Details

Meeting Date:	10.6.2022	Target Population:	Rental Community Residents
Meeting Location:	Virtual		

Discussion

How do you feel about housing options?

- There is a good amount of housing, but pricing is the difficult part.
- There is a struggle to find quality housing under \$1,000.

- Streets are not pedestrian friendly, especially Covington Hwy and Memorial Drive

What do you think is missing at the station?

- Walkability and walkable distances to greenspace
- Grocery Stores
- Amenities that are accessible to pedestrians

How do you move?

- Primarily by car
- Walk for recreation but would walk for errands if those amenities were available. Doesn't use MARTA as frequently since the pandemic.

Are you interested in housing on this site?

- No, not if it's developed like other larger developments taking place. A lot of the newer developments don't include enough private outdoor space and they feel bulky, as if people are being crammed.
- Prefer duplex style residential
- Would prefer housing that increases interaction with community – something that doesn't feel available in larger apartment buildings.

Would you come to Kensington if new retail amenities were here?

- No, since the pandemic in person shopping isn't as big of a draw. Prefers to shop at specific niche places where they know the owners.
- Existing public spaces and grocery store options are adequate
- Doesn't like the Edgewood retail (Best Buy, Target), and it shouldn't be used as an example or precedent.

Would you come to Kensington if new food and beverage amenities were here?

- Yes, I like restaurants that are convenient.

What open space amenities would bring you here?

- Hiking trails, a lot of people from the community currently use the Towers High School track for walking

Plan Framework Comments:

- Concerned about bringing big box retail here because of the traffic that will come in addition to the traffic from larger adjacent development projects
- Concerned about new development gentrifying this area and ensuring affordability for long-time residents (especially seniors)
- Concerned about whether parking would be removed from the station
- Preference for mid-size housing rather than large scale apartments

Focus Group Meet Up Details

Meeting Date:	10.6.2022	Target Population:	Avondale Estates Residents
Meeting Location:	Virtual		

Discussion

General Comments & Concerns

- There is currently no safe crossing at Covington, Mountain, and Kensington. This intersection hasn't worked for years.
- Concerns over the amount of residential and potential traffic impact. Covington already has a lot of traffic in the mornings.
- General support for improvements to the property.
- Want to see trees preserved and maintained. Emphasis on the importance of greenspace and supporting wildlife/natural habitats.
- Quality affordable housing is very rare around the station area.
- Don't know if retail would be a draw. Don't like the idea of Edgewood Retail district.
- Food is a plus. Want more food options. Supportive of Covington Highway food options.
- Concern about impacts to Avondale's golf cart community of 100+

How often do you use the station? And for what purpose?

- Commuting for work to Lenox – this has changed since the pandemic; now uses it less
- For travel to the airport and events at Mercedes Benz or State Farm Arena, and for dining at Decatur. Will usually Uber back from Decatur if it's later in the evening.
- For commuting to work in Buckhead, occasionally to Decatur and rarely the West Side
- For commuting to job at Georgia Tech.
- Not used very often since the pandemic
- For some, not within walking distance, concerns over reliability, and only rarely used

What would make your experience using Kensington Station better?

- Ability to bike to the station and bike parking, EV charging capabilities for commuters.
- Improved electronic signage (recently has been done, which is good), better and accessible public restrooms
- Better lighting, especially for early mornings and late evenings when the sun is down
- Restaurants and ability to bike to them
- Cafes (i.e., North Ave Station)
- Restaurants and other retail to make better use of the parking lots
- For people to feel safe using this public amenity
- Last-mile connectivity to get to and from the station. The MARTA Reach program was well-liked in the community.

How do you see redevelopment impacting Avondale Estates?

- Envision the site creating its own little city, envision people living there might use the Memorial corridor more.
- It feels a little separate from Avondale - the redevelopment at the Avondale Station is attractive – but when you exit it's in “no man's land” and on a busy street, doesn't want Kensington to feel this way. Depends on how the space between Avondale Estates and the station redevelops.

- It would be great for it be cohesive between Avondale, but fears it might feel like its own little island
- Concern about development fronting both sides of the road so that Kensington Station does not feel like an island; would be cool to do brewery tours between all the stations with all the new breweries popping up; should have things for all ages
- Commentor sees pros and cons, hopes that people will promote the new retail but fears increase in traffic, particularly on residential streets in nearby neighborhoods.
- Commenter sees this as an extension of Avondale, would like to see this complement existing businesses in Avondale and not duplicate
- Commenter likes that a mix of housing price points will bring diversity to the area
- Commenter: “Avondale residents are in a unique position halfway between Avondale Station and Kensington Station so there will likely be some people from Avondale who start walking here because it is closer. There are existing plans that are going to make this place more connected and safer for walking, excited to see this whole corridor develop as a much more connected and pedestrian friendly place, concerned about the competition with retail, would like to see some owner-occupied housing at the station because it helps provide some stability that might bring longer term residents leading neighborhood groups at the station. Covington Highway Study by the City of Avondale Estates for the road diet will make the city better connected to the station (currently underway)”
- Curious about how bus routes will be integrated - commenter says that the environment for bus ridership should feel comfortable, clean, and inviting

What is one single improvement that would improve your life in this area?

- Traffic management with better pedestrian facilities
- More comfortable pedestrian experience
- Retail and businesses that entice people to walk
- General placemaking - creating destinations people want to visit
- Greenspace and sustainable landscaping - incorporating native plant species and maintaining/enriching existing tree cover, natural habitats and ecosystems, shade trees and canopy trees

Work has already been done.

**We're not starting from scratch;
we're building on your work.**

Existing Plans

We're building on your work.

Memorial Drive- Martin Luther King, Jr. Drive Area Revitalization Study

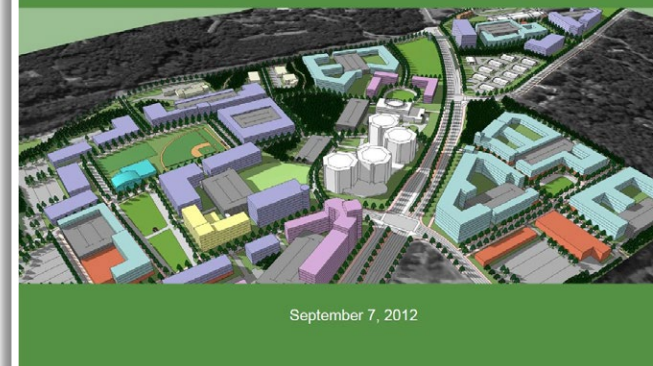


Livable Kensington



**KENSINGTON STATION
LIVABLE CENTERS INITIATIVE
FINAL REPORT**
January 31, 2003

Kensington Livable Centers Initiative TRANSIT ORIENTED DEVELOPMENT PLAN



2017

Kensington-Memorial Drive Overlay District



I-20 EAST TRANSIT-ORIENTED DEVELOPMENT COMMUNITY PLAN



Memorial Drive Revitalization Plan

Case: N11 TA-20-1244141
DeKalb County 2035
Comprehensive Plan Text
Amendment

DeKalb County 2021 Comprehensive Plan 5- Year Update Executive Summary

Prepared by
DeKalb County Long Range Planning
Planning and Sustainability Department

March 2021



Unified DeKalb Summer 2022

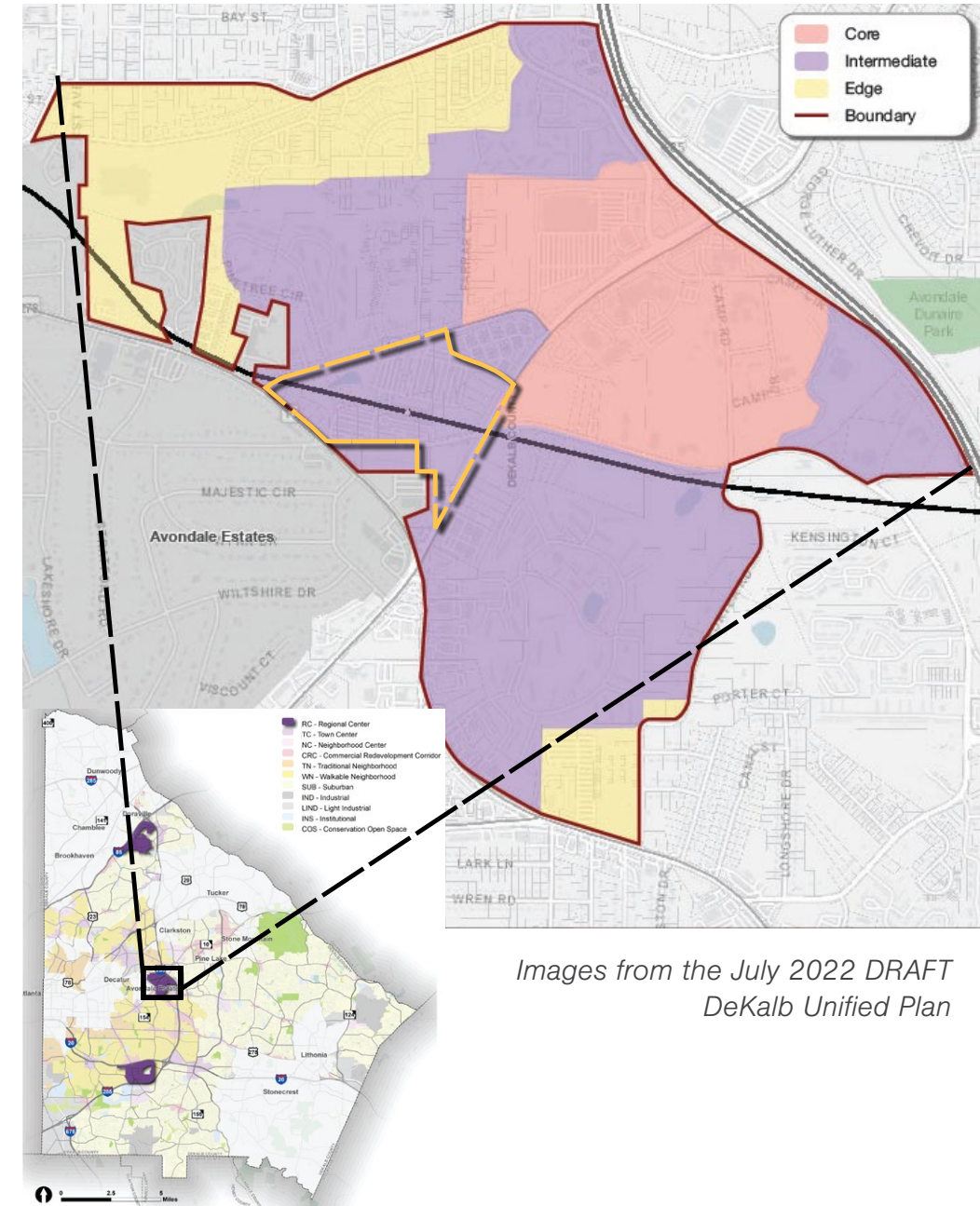
We're also aligning with new plans.

DeKalb Unified Plan: Regional Activity Center

- 1 Promote the concentration of density, development, regional-serving activities.
- 2 Reduce automobile dependence and encourage walking, biking, and taking transit.
- 3 Provide the highest intensity of residential, commercial, office, and education, and serve as a regional destination for employment, shopping, and services.

Development intensity should transition from higher intensity in the core to lower intensity at the edges.

MARTA is seeking a zoning designation that supports the DeKalb Unified Plan's vision.



Images from the July 2022 DRAFT DeKalb Unified Plan

We're meeting people where they are.



Visioning surveys

Online Activities open through October 9

More after the November meeting

July 16, 2022

Introduce project to the community

Visioning questions

Feedback and recommendations from previous plans

September 8, 2022

How people use Kensington

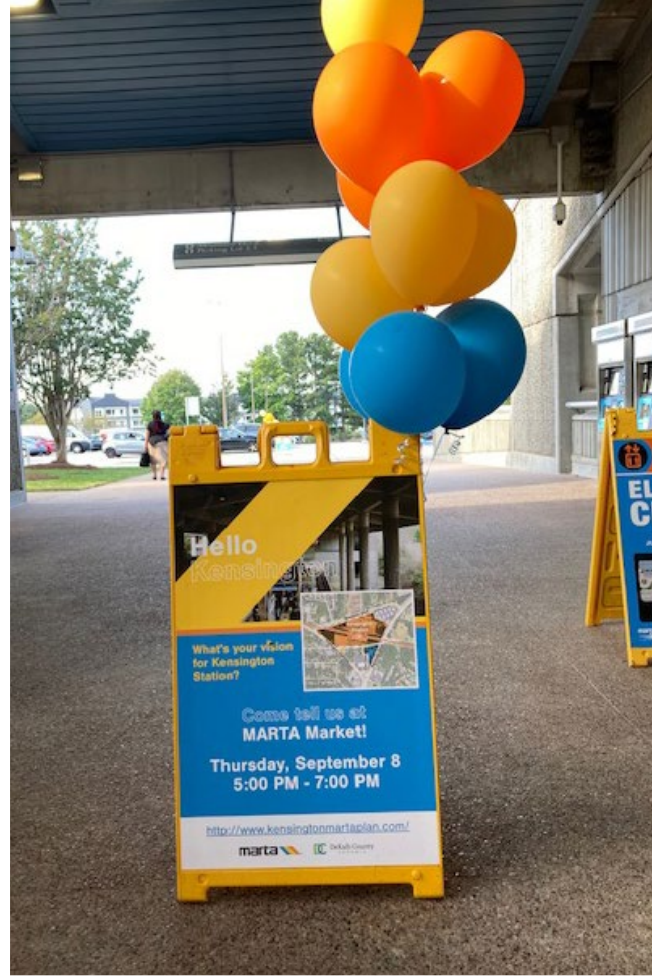
Housing

Design principles

Frameworks



Kensington Station Master Plan



HOW DO YOU USE KENSINGTON?

1. Please place your dot under how you use the Kensington station.
2. Answer the next question(s) on a post-it note and place it below the question.

I drive & park here to take the train

(place a dot in this space)

If more parking was provided at **Indian Creek** in favor of a mixed-use development at Kensington, how would your MARTA use change?

(place your post-it comment)

I walk, bike, or get dropped off to take the train

(place a dot in this space)

How is your experience getting into the station?

Challenging from transit station
 Difficult to get to the station
 More bike racks
 More bike repair stations
 More bike repair stations

I take a connecting bus from the train

(place a dot in this space)

How is your experience getting from the train platform to the bus bay? How could it be improved?

Signage
 Better lighting
 Clearer
 Good connectivity

I walk, bike, or get dropped off to take a bus

(place a dot in this space)

How is your experience getting to the bus bay? How could it be improved?

I only park here to take the train to events in Atlanta

(place a dot in this space)

If more parking was provided at **Indian Creek** in favor of a mixed-use development at Kensington, how would your MARTA use change for these events?

I never use the station

(place a dot in this space)

What would make you want to use transit?

(place your post-it comment)

More parking
 More transit options

Would you be willing to use retail and open spaces at the Kensington station?



PRINCIPLES

	Love it!	Neutral	Don't Like
Make it easier to access the bus bay from the street and train platform	•••••		
Create a usable event space / park next to the station with mixed-use buildings around it	•••••		
Include a park location for StationSoccer with redevelopment	•••••		
Test smaller-scale development types, like small-multi-family and mixed-use buildings	•••••		

ADULTS 55+

- Long-term residents of the area
- Senior housing units need to be bigger with balconies
- **Overall needs for the area:**
 - Grocery store, pharmacy, and urgent care nearby
 - Usable green spaces and more walking trails
 - Safety and security at the station (lighting, patrolling officers, etc.)

RENTERS

- Long-term resident of general area, but recently moved closer to the station
- Difficult to find quality affordable housing
- **Overall needs for the area:**
 - More green spaces and safe places to walk for errands and recreation
 - Housing that supports community interaction
 - Ensuring long-term affordability for existing residents

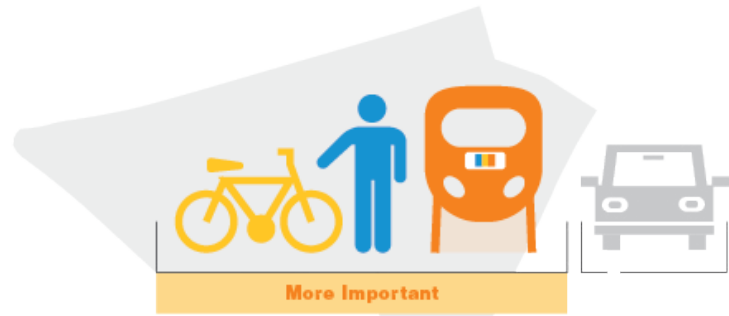
AVONDALE ESTATES

- Residents chose to live close to Kensington because of the station
- Walking and biking to the station and around the area is not safe
- Would love to visit places at the station (restaurants, cafes, green space)
- **Overall needs for the area:**
 - Improve pedestrian and bike access (sidewalks, crosswalks, lighting, bike lanes, bike parking, trees)
 - Environmental considerations
 - Cafes and restaurants that are walkable

Open House & Online Activities Results Summary

INPUT THEMES	HOUSING	DESIGN PARAMETERS	CONCEPT PLANS
<ul style="list-style-type: none">• Confirmed agreement on all the themes we've heard to-date with minor clarifications• <u>Clarifications</u>: affordability, walkability should include daily essentials, making spaces safe and accessible for children, safety for cyclists and pedestrians	<ul style="list-style-type: none">• Preference for smaller building types• <u>To want to live at Kensington</u>: needs a walkable, safe, affordable place with access to essentials	<ul style="list-style-type: none">• General agreement with some clarifying comments• <u>Comments</u>: a strong focus on safe walkability and quality green spaces	<ul style="list-style-type: none">• Desire for usable green space• Preference for useful retail, like a grocery store• Emphasis on the need to accommodate pedestrians, cyclists, and drop-off areas

Top Five Themes



Make walking & biking easier in and around the station property



Add public green spaces with recreation and space for events



Offer a variety of housing types and make them affordable and mixed-income



Add quality retail and restaurants, including daily essentials



Build a walkable, mixed-use community destination

We had a great time hearing from people at StationSoccer!



The themes have been consistent throughout all events and activities

We're directly addressing those themes.

Make walking & biking easier in and around the station property

Improving station access points for all users, designing walkable internal blocks, and considering safety improvements on adjacent streets.

Add quality retail and restaurants, including daily essentials

Making room for quality retail, restaurants, and office spaces near open spaces and major corridors.

Add public green spaces with recreation and space for events

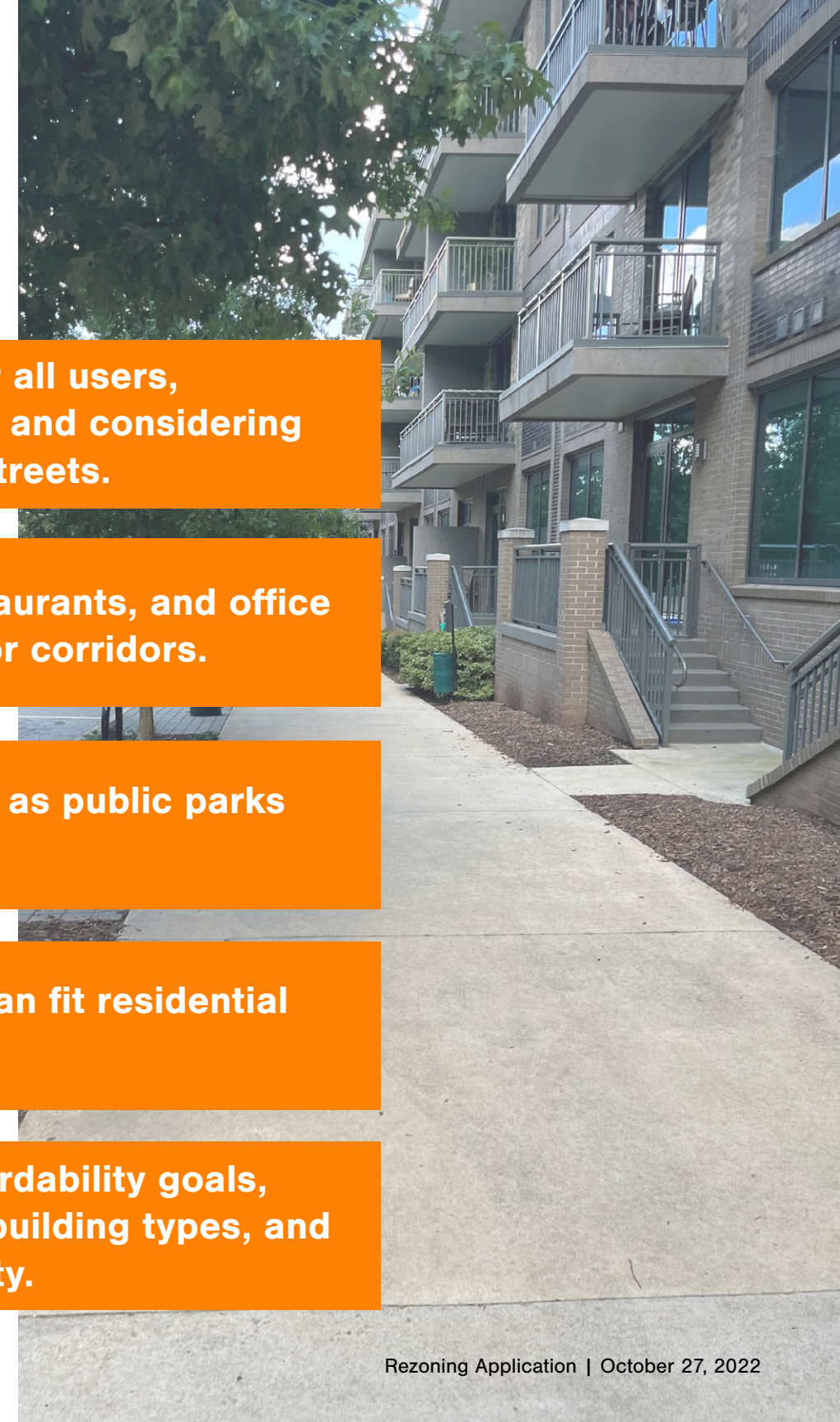
Re-designing current green spaces as public parks and adding a central green space.

Build a walkable, mixed-use community destination

Creating developable blocks that can fit residential units, retail, and office spaces

Offer a variety of housing types and make them affordable and mixed-income

Providing for MARTA's housing affordability goals, making opportunities for different building types, and building in transit-supportive density.



Hello Kensington

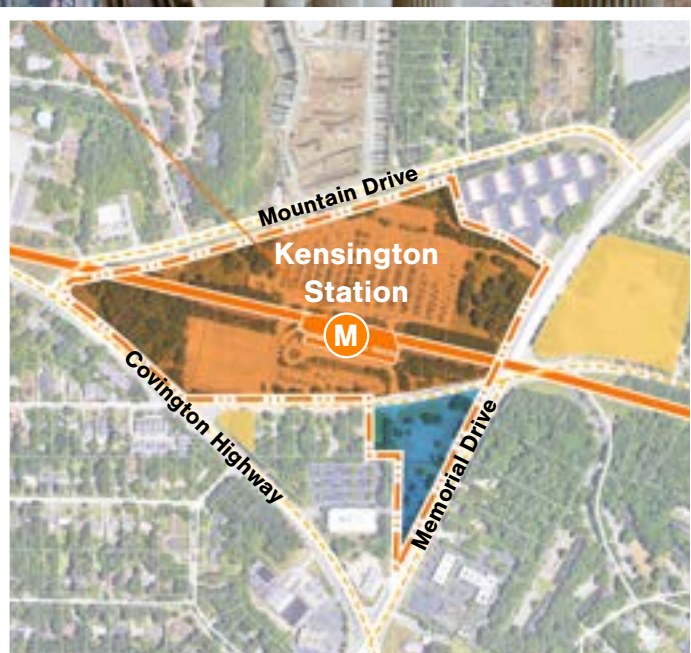
...Meet us @ MARTA Market

What's your vision for Kensington Station?

Join us at the **MARTA Market** for an interactive open house to officially kick off the Kensington Station master planning process. Come learn more about Transit Oriented Development (TOD) at MARTA and give us your input on what matters to you most.

This is an **open house** style meeting - drop in at any time during open house hours.

Can't attend but still want to give your input? Visit the website to learn more and participate in interactive activities. New activities will be posted on **September 8th**.



Open House Details:

Thursday, September 8, 2022
5:00 PM to 7:00 PM

We'll be located by the MARTA Market at Kensington Station.

<http://www.kensingtonmartaplan.com/>



#1

MARTA Kensington Station Master Plan

Sign In Sheet

10/5/2022

55+ Focus Group

Name	Email Address
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	dunbar75@

MARTA Kensington Station Master Plan
Sign In Sheet

10/5/2022

#1
65+ Focus
Group

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Demise Gunter Ratliff	Deecg355@gmail.com
Arthur Ratliff	arthur.ratliff@gmail.com

(#2)

10/13/2022

MARTA Kensington Station Master Plan Sign In Sheet

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CATHY ALSTON	cmallen52@aol.com
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Walter Harris	boomstrum@gmail.com
Garon Wiley	Garon-Wiiley@comcast.net

(#2)

10/13/2022

MARTA Kensington Station Master Plan Sign In Sheet

65+ Focus Group

Name	Email Address
Phyllis Kelgore	Phyllis W. Kelgore@yahoo.com
Jeff Johnson	jeffjohnson@comcast.net

Meeting ID	Topic	Host	Email	User Type	Department	Start Time	End Time	Duration (M)	Participant Count
858 6282	(Kensington	Ed Caddell	ed.caddell	Licensed		#####	7:56 PM	1:04:06	52

Participant User	Email	Device	IP Address	Location	Network	T Microphor	Speaker	Camera	Data Center
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TRUE	85 kbps	20 kbps	69 ms	79 ms	7 ms	5 ms	-	0.13 %	(1.3 %)	1212 kbps
TRUE	92 kbps	6 kbps	61 ms	66 ms	8 ms	3 ms	-	-	-	753 kbps
TRUE	91 kbps	50 kbps	61 ms	80 ms	5 ms	7 ms	-	0.3 %	(3.3 %)	729 kbps
TRUE	94 kbps	5 kbps	58 ms	65 ms	6 ms	3 ms	-0.0048	-	-	788 kbps
TRUE	101 kbps	-	65 ms	-	6 ms	-	-	-	-	639 kbps
TRUE	91 kbps	-	61 ms	-	8 ms	-	-	-	-	655 kbps
TRUE	96 kbps	7 kbps	69 ms	67 ms	8 ms	6 ms	-	-	-	962 kbps
TRUE	55 kbps	59 kbps	51 ms	59 ms	7 ms	7 ms	-0.004	-	-	1603 kbps
TRUE	100 kbps	-	69 ms	-	9 ms	-	0.03 %	(0.4 %)	-	768 kbps
TRUE	91 kbps	65 kbps	64 ms	65 ms	8 ms	7 ms	-	-	-	741 kbps
TRUE	96 kbps	42 kbps	62 ms	67 ms	4 ms	7 ms	-	-	-	693 kbps
TRUE	114 kbps	-	61 ms	-	6 ms	-	-	-	-	1451 kbps
TRUE	116 kbps	-	59 ms	-	6 ms	-	-	-	-	967 kbps
TRUE	86 kbps	50 kbps	70 ms	68 ms	11 ms	8 ms	0.18 %	(3.1 %)	-0.0053	515 kbps

-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
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-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
-	-	-	-	-	-(-)	-(-)	-	-	-
-	90 ms	-	9 ms	-	-0.0153	-(-)	320*180	-	11 fps
273 kbps	160 ms	155 ms	85 ms	57 ms	0.03 %(1.3	0.03 %(5.1	320*180	320*180	11 fps
361 kbps	73 ms	77 ms	9 ms	7 ms	-(-)	-0.0085	320*180	320*180	11 fps
-	61 ms	-	6 ms	-	-(-)	-(-)	640*360	-	16 fps
298 kbps	75 ms	81 ms	5 ms	8 ms	0.03 %(3.7	0.15 %(5.1	640*360	320*180	12 fps
271 kbps	64 ms	68 ms	7 ms	11 ms	-0.0125	-(-)	320*180	320*180	10 fps
217 kbps	61 ms	66 ms	7 ms	8 ms	-(-)	0.38 %(7.5	256*144	320*240	11 fps
-	63 ms	-	7 ms	-	-(-)	-(-)	640*360	-	15 fps
267 kbps	71 ms	72 ms	10 ms	14 ms	-(-)	-(-)	640*360	320*180	14 fps
622 kbps	52 ms	57 ms	8 ms	7 ms	0.73 %(5.0	-(-)	320*180	640*360	13 fps
245 kbps	74 ms	76 ms	11 ms	15 ms	-(-)	-(-)	640*360	320*180	14 fps
-	62 ms	-	9 ms	-	-(-)	-(-)	640*360	-	19 fps
-	58 ms	-	7 ms	-	-(-)	-(-)	640*360	-	19 fps
152 kbps	61 ms	65 ms	7 ms	7 ms	-(-)	-(-)	320*180	320*180	11 fps
-	60 ms	-	7 ms	-	-(-)	-(-)	-	-	-
400 kbps	62 ms	73 ms	12 ms	11 ms	0.04 %(1.3	0.22 %(6.9	256*144	320*180	9 fps

-	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
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-	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
14 fps	-	-	-	-	-	-	-(-)	-(-)	-
14 fps	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
14 fps	-	-	-	-	-	-	-(-)	-(-)	-
11 fps	-	-	-	-	-	-	-(-)	-(-)	-
11 fps	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
11 fps	-	-	-	-	-	-	-(-)	-(-)	-
17 fps	-	-	-	-	-	-	-(-)	-(-)	-
14 fps	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
14 fps	-	-	-	-	-	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
11 fps	-	-	-	-	-	-	-(-)	-(-)	-

Screen Shā	Screen Shā	Screen Shā	Zoom Min	Zoom Avg	Zoom Max	System Max Cpu Usage
-	5 fps	-	2%	4%	8%	24%
-	-	-	1%	1%	2%	12%
-	-	-	1%	1%	1%	12%
-	-	-	0%	0%	0%	38%
-	4 fps	-	3%	5%	8%	27%
-	-	-	0%	0%	1%	58%
1904*1024:-	-	4 fps	1%	1%	3%	10%
-	-	-	0%	0%	0%	0%
-	-	-	0%	0%	0%	3%
-	-	-	0%	0%	0%	6%
-	4 fps	-	0%	0%	1%	12%
-	-	-	0%	0%	0%	57%
-	4 fps	-	4%	4%	6%	17%
-	2 fps	-	1%	1%	4%	39%
-	-	-	6%	8%	10%	54%
-	2 fps	-	2%	3%	5%	18%
-	5 fps	-	0%	1%	4%	17%
-	4 fps	-	0%	0%	2%	11%
-	4 fps	-	2%	3%	4%	21%
-	5 fps	-	38%	44%	51%	51%
-	4 fps	-	3%	4%	5%	32%
-	2 fps	-	2%	3%	5%	20%
-	4 fps	-	7%	10%	15%	45%
-	2 fps	-	3%	4%	7%	18%
-	-	-	2%	2%	3%	17%
-	-	-	6%	7%	9%	22%
-	-	-	3%	4%	5%	31%
-	-	-	0%	0%	0%	0%
-	-	-	3%	4%	5%	16%
-	-	-	3%	4%	6%	26%
-	-	-	5%	5%	6%	18%

-	-	-	1%	2%	3%	8%
-	-	-	1%	1%	2%	26%
-	-	-	0%	0%	2%	11%
-	-	-	0%	0%	1%	6%
-	-	-	2%	3%	4%	16%
-	-	-	0%	1%	2%	15%
-	-	-	3%	6%	10%	28%
-	-	-	1%	2%	5%	39%
-	-	-	3%	6%	9%	49%
-	-	-	0%	0%	0%	27%
-	-	-	4%	4%	5%	15%
-	-	-	4%	5%	6%	33%
-	-	-	6%	8%	12%	31%
-	-	-	0%	1%	2%	19%
-	-	-	10%	13%	17%	52%
-	-	-	3%	3%	4%	18%
-	-	-	7%	8%	9%	20%
-	-	-	1%	1%	2%	19%
-	-	-	45%	49%	54%	54%
-	-	-	1%	2%	3%	7%
-	-	-	0%	0%	1%	8%
-	-	-	2%	2%	2%	10%
-	-	-	1%	1%	2%	9%
-	-	-	1%	1%	2%	12%
-	-	-	0%	0%	0%	0%
-	-	-	2%	3%	6%	16%



Mountain Drive
Parking Lot 2,3

and Information



Hello Kensington

What's your vision for Kensington Station?



Come tell us at **MARTA Market!**

Thursday, September 8
5:00 PM - 7:00 PM

<http://www.kensingtonmartaplan.com/>

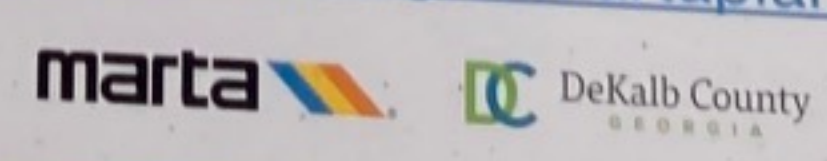


Table Map

Post-It Comment

Improve Bathroom Ventilation

Better Enforcement of Rules on Trains

Fare gates are open a lot - better monitoring system to reduce fare jump

Tight Grid - 250'

2 Mile Bike Routes from the station? Highlight Routes

Instead of 1/2 mile (10 min circle) calculate 10 min 1/2 mile actual routes

Possible development being studied here (Avondale Pattillo UMC)

Highly dangerous walking/biking, very few crosswalks even at key bus ir



Type of Comment

Station

Ridership Experience

Station

Plan Framework

Exhibit/Drawing

Exhibit/Drawing

Existing Plans, Studies

Connections

Do you agree with these ideas?

Voting Exercise	Total Dots		
	Yes	Online Yes	Yes Total
Make the station a walkable, community destination with mixed-use dev	8	26	34
Add public green space / parks	8	30	38
Make public spaces that can accommodate events, like farmers' market	8	28	36
Add recreation facilities, like playgrounds and sports fields	6	27	33
Improve the streets around the station (Mountain Drive, Covington High	8	30	38
Include affordable housing options for multiple income levels	9	21	30
Make development inclusive of people of all backgrounds, ages, abilities	7	27	34
Include high-quality retail and restaurants	6	25	31
Include essential retail locations (pharmacy, bank, etc.)	6	24	30
Support local businesses	7	28	35

Make the station and surrounding development feel safe & secure	8	29	37
Increase the tree canopy coverage	7	23	30
Take action soon!	7	26	33



No	Online No	No Total
0	3	3

0		0
---	--	---

0	2	2
---	---	---

1	3	4
---	---	---

0	0	0
---	---	---

0	7	7
---	---	---

0	2	2
---	---	---

1	4	5
---	---	---

1	6	7
---	---	---

0	2	2
---	---	---

0 2 2

0 6 6

0 1 1

Comments

Additional Thoughts?

All I see around this area is housing that I could not afford if I sold my home today; \$300M home
Also make the surrounding area more bikeable too!

Provide a safe means for crossing Mountain Dr.

Walkable should mean not only that there are pleasant, safe sidewalks but also that I can hand

Connect to path

Great idea

With higher density housing on this site and new high density on Memorial Drive, then public gr

Maximum space should be made available for public greenspace and playgrounds. If there will

Small, residential scale aka the soccer, also some event space

Playgrounds for children will be much more important with higher density housing on the site ar

Road diet on Mountain Drive

Yes, and use traffic circles to slow traffic and keep traffic moving

This is by far #1 most important to me! I live 1 mile away on Timber Valley Ct and it's not safe t

This will become necessary if higher density housing is developed.

For pedestrians and bikers!

If you could get leading pedestrian signals and improve crosswalk safety (like building the cross

Making biking as safe and easy as driving is very helpful for this. Bikes can handle trips that are

Highly important

Money should be invested in education and technical training to allow everyone the opportunity

Please allow mixed-use zoning for things like mid-rise apartment buildings (no more than 4 floor

Mixed income is important for aging in place as people retire and for overcoming the racial seg

"Inclusion" means that some people are EXCLUDED based on their background, age, and ability

Would be great to feel as if LGBTQIA+ people are represented and safe here.

In favor but only if reliable affordable housing measures are put in place. Also choose locally, b

High quality but affordable.

This is a Pipe-Dream. High quality retail and restaurants will only come if there are "High Quali

A Marta Police station would be great for security. A destination for Uber and Lyft riders (pick u

Less of a priority than having smaller, local vendors in spaces - as in, I'd prefer a locally owned

Essential retail locations should be highest priority to serve the densifying community nearby. E

Kiosks or mini-marts, atm not full retail

So important

The Free Market must determine the businesses that will choose to use this location. The Free

A top priority must be a good grocery store, otherwise the area will be heavily car dependent fo

Grocery store!!! Or at least convenience store/bodega

Affordable retail locations for small businesses

The Free Market must determine the businesses that will choose to use this location. The Free

Local business should not be the highest priority if other businesses can effectively serve resid

Priority #1

NO ! Make the station and surrounding development ACTUALLY safe and secure, not FEEL safe
Security should be achieved through good lighting and clear lines of sight. Police presence should

Would be nice to have, but lower on priority

How can you increase the tree canopy if you have sports fields ? It seems that they are mutual
Atlanta is a city in a forest and is best when we lean into that! Trees along pedestrian/bike path

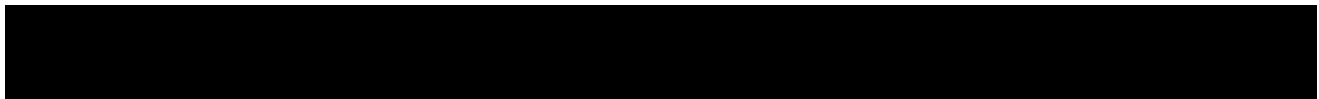
Priority #2

Please

Yes, and also, I appreciate the thorough dedication to surveying the community!!

Yes, but in a timely manner where it is done correctly

If construction can happen and be completed within a few years I would personally be excited to



lle most day-to-day needs simply by walking. Most crucially this includes having a walking distance gr

I be quality restaurants and quality food stores in this space, then "food trucks" and "farmer's markets

rd adjacent to the transit station. Sports fields take up too much space and will only be used occasio

swalks to street level, effectively making them speedbumps for cars) - that would be incredible! There

ities. All people must be given an EQUAL opportunity to apply without regard to background, age, or

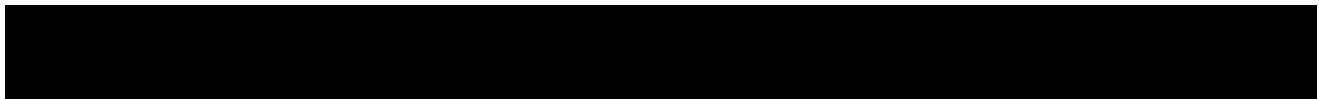
ity" customers who will patronize and invest their "High Quality" cash in the "High Quality" businesses

but once that need is met then remaining available space can be oriented to businesses that also attr

or what is effectively a universal need. A pharmacy and bank can naturally be included in a good groce

ent needs. Enticements for retail to move in should be based first on the quality of the space and pote

lly exclusive, unless you diminish other items items such as greenspace and children's playgrounds.

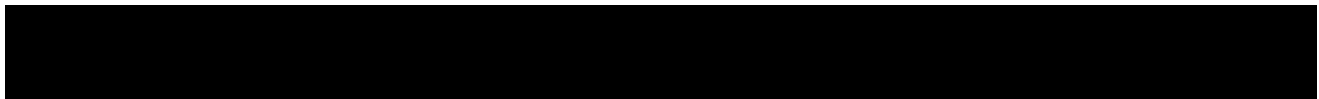


;" are totally unnecessary and counterproductive for all concerned parties. Use this space for greens;


;'s a YouTube video that goes over this in detail and I would love to see it added in particular around C

. Pipe-Dreams are wonderful for individuals with idealistic intentions. However, if this development is

ential customer base, and subsidies/tax incentives of any kind if used should only be used to fill in gap



s to succeed, then business realism must be at the core. Will massive taxpayer subsidies be given to



induce "High Quality" businesses to take the risk ? If this is the plan, then I object.

2A - Kensington Vision - MARTA's Goals, The Market for the Next 5 Years

Post-It Comment

Roundabout (Intersection of Mountain Drive and Covington Hwy)

Concerns about diversity of residents - rising rents make it tough for middle income

Keep Green Spaces (B) Build Trails with Beautiful Trees

Improve crosswalks for disabled and elderly

Exercise Stations, Dog Walk, Park Space (C)

3,000 market-rate units required to bring retail here

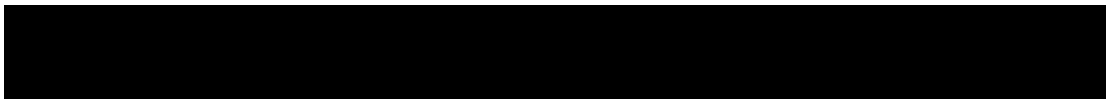
Permanent affordable housing

Housing for starting singles and couples

Rear Load/Alley Garages

Sound proof options for residential?

Bike path connecting Rockbridge



Type of Comment

Connections

Housing

Open Space

Connections

Open Space

Housing

Housing

Housing

Housing

Housing

Connections

2B - Kensington Vision - How do you use Kensington?

Voting Exercise

Theme (Part I)

I drive & park here to take the train.

Total Dots

4

Online Yes

4

I walk, bike, or get dropped off to take the train.

8

9

I take a connecting bus from the train.

5

4

I walk, bike, or get dropped off to take a bus.

0

3

I only park here to take the train to events in Atlanta.

1

2

I never use the station.

1

5



Total Yes	Online No
8	10


17	5
----	---

9	10
---	----

3	11
---	----

3	12
---	----

6	8
---	---



Theme (Part II)

If more parking was provided at Indian Creek in favor of a mixed-use development at

How is your experience getting into the station?

How is your experience getting from the train platform to the bus bay? How could it be

How is your experience getting to the bus bay? How could it be improved?

If more parking was provided at Indian Creek in favor of a mixed-use development at

What would make you want to use transit?

Post-It Comment

Comment

would not change

Not much.

Still use Kennsington

It would not change.

Wider sidewalks for groups to walk

Challenging from Farrar Ct.

1 mile walk lack of sidewalks from across road

Streets aren't good for bikes

Tifani Horne (760 Alexander Drive, GA 30032)

Avondale est. is nice walk, slow speeds, trees, crossing highway is diffic

Kensington grade is ok to walk, bike

no problem

Crossing covington is frightening!

Pretty normal. SO much parking lot, though - could use more green spa

Easy, but people are still hanging out in certain areas of the station

Pretty good, Uber drop off

Great

All up hill

Fine, unremarkable. Not too busy for drop off.

Escalator access to and from the platform on both ends - or ability to ac

Fix elevator

Good connectivity

Normal. Feels a bit like a highway underpass which is always a little dysl

Okay

Often slow. Have trouble connecting to buses.

Ok

Some greenery, maybe better signage - more frequent bus route service

Buses run on time more frequently, but the homeless need a safe places

More police

Okay

Ok

More cover bus stop, and brighter light, in the bus bay

Nothing

Would still need to use Kensington as this station as it has 24hr parking

My use would not change.

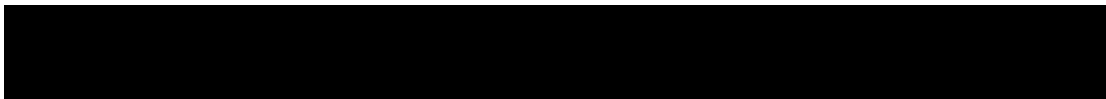
Meet people, shop/events

I use marta to airport and areas into Atlanta

I live here. Maybe will use it when going to the airport

Either living within walking/biking distance of this station or having retail

I would go to shops. Train use for possible events



Theme (Part III)

-

-

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-

ce to feel more friendly.

-

-

-

topian, but I am aware that that is just a factor of how high the parking lot sits vs. whe

ē would be good to supplement a redesigned bus bay and rail station as well.

; to live.

-

-

Would you be willing to use retail and open spaces at the Kensington station?

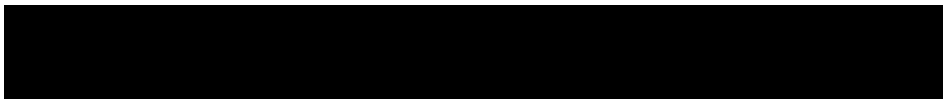
Yes

Yes

No car

Yes if they were available.

Yes



Post-It Comment

Comment

-
-
-
-
-
-
-

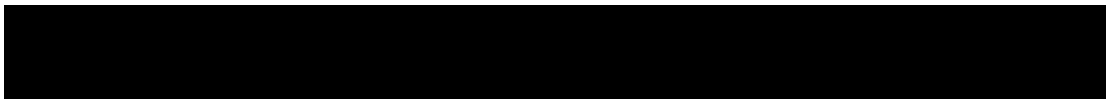
-
-
-

re the rail line sits. I find I have to schedule my route farther in advance t

-

-

Yes (1 dot)



Theme (Part IV)

-

-
-
-
-
-
-
-

-
-
-

than usual because of less frequent bus service to the station.

-

-

Would you consider living here?

Not sure

Yes

Yes

Yes, if a grocery store was within walking distance of housing here.

I live in Avondale Estates



Post-It Comment

Comment

-

-

-

-

-

-

-

-

-

-

-

-

-

Yes (1 dot)

Housing for You and Your Neighbors

Housing Type	Duplex or small cottage	Online Duplex or small cottage
Jennifer Brown	2	3
The Garcia Family	4	4
Joshua Johnson	2	5
Ms. Williams	4	7
You	5	3

Total

Other Comments

Condos

Include all the options, choice and price points

Ownership with ADU's

With SST features for aging-in-place

What would make you want to live at Kensington?

Walkability to groceries, MARTA, and amenities.

walkable neighborhood, lots greenspace- park.

Housing that is safe, secure, quiet (no gunfire, no squealing tires, no speeding cars), and clean (no trash, no litter, no dumping) in or around the development.

Safety first, green spaces second such as trees & plants in common areas in addition to park, walkability third.

More green space, more walkable and friendly area, a feeling of living in/near a city where I know my neighbors. The area near Kensington is where a lot of affordable housing in my price range is right now, but there's not a lot of new development to make the area feel revitalized. I'm currently in the market for a home, and the types of housing that are most attractive to me are small apartment buildings that have an urban feel. That way, I know my neighbors, I have the perfect amount of space for me and my cat, and I also know that there's things to do around me where I could enjoy the area if I so wished.

Safety, most things are in walking distance

N/a

Rent for low income

Low income housing

Single family homes or mixed use condos

Closer to work in July I turned 60 and where I am now is for the younger crowds. I need my rest and really a much better place

Would like to be less car dependent and live in a village

A townhouse in a price range I can afford making about median household income for Dekalb county, with groceries in walking distance and safe bike connections to Avondale and Decatur.

Do you want to live in a different type of housing than you have now, or something similar?

Similar to what I have today.

small ranch

Something similar.

Similar, small house. We live across from an apartment complex and many of the apartment residents walk by and tell us they wish they had a small horselike ours to garden and have more space.

I currently live in a large apartment building, and it feels very corporate. (It's owned by a large management company, so... no surprise there.)

As am I currently in the market for a home, I want something that FEELS like a home - a small mid-rise apartment building, duplex, or townhome that gives an urban feel without feeling like you've been relegated to distant suburbia where there's no transit or shopping to be found that isn't Uber or a Target.

Similar

Similar

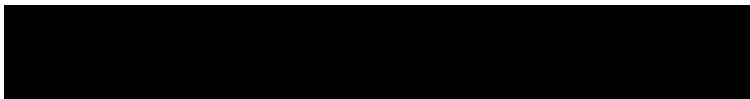
Yes

Yes

Yes I would like to be in something new and close to job.

I would like to live in a denser neighborhood that de-emphasizes cars and has more shared parks than individual lawns.

Total Duplex or small cottage	Townhouse	Online Townhouse	Total Townhouse	Apartment in small building	Online Apartment in small building	Total Apartment in small building
5	2	2	4	4	6	10
8	2	6	8	2	0	2
7	3	4	7	3	3	6
11	3	0	3	2	6	8
8	5	5	10	3	2	5
39			32			31



Apartment in Large building	Online Apartment in Large building	Total Apartment in Large building	Online None
2	3	5	1
2	0	2	4
3	2	5	1
2	1	3	1
3	2	5	2
		20	



Post-It Comment

A home with a front and back yard

Single-family home



Site Planning Principles

Theme

Connected street network with small, walkable blocks and enhanced crossings over the MARTA tracks

Re-design current stormwater ponds into usable public spaces that collect run-off during rain events

Improve pedestrian and bike access to the station with additional access points, trails, & sidewalks

Make it easier to access the bus bay from the street and train platform

Create a usable event space / park next to the station with mixed-use buildings around it

Include a permanent location for Station Soccer with redevelopment

Test smaller-scale development types, like small-multi-family and mixed-use buildings

Love It	Online Love It	Total Love It	-	Online Almost Love it	Total Almost Love It	Neutral
14	10	24	-	1	1	-
10	6	16	1	5	6	-
14	14	28	-	-	0	-
-	6	6	11	3	14	-
9	12	21	3	1	4	-
11	5	16	-	3	3	2
8	6	14	1	4	5	1

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|

Online Neutral	Total Neutral	-	Online Almost Don't Like	Total Almost Don't Like	Online Don't Like	Online Don't Like
3	3	-	-	0	-	
3	3	-	1	1	-	1
2	2	-	-	0	-	-
4	4	-	1	1	-	2
2	2	-	-	0	-	1
5	7	-	1	1	-	1
4	5	-	-	0	1	2

|

|

|

|



**Total Don't
Like**

0

1

0

2

1

1

3

|

|

Post-It Comment

Yes, for example it is not safe or enjoyable to walk to libraries/grocery/bus stops.

Smaller blocks are much more attractive for pedestrians.

great for non-drivers, especially for parents with young children and elderly

As a resident and home owner on Covington Hwy. We would love the area to be more family friendly

I will not know if I like or dislike it until I see a plan.

The surrounding streets have heavy vehicle traffic. To make the area safe for walkers and families, it

Concerned about blocking access south of Memorial. Too many recent projects have increased walk

Where do we place these to make it inviting?

will it be cost productive in the long run? if so, then yes

As long as the usable public spaces are still as efficient as the old stormwater ponds (or more efficient)

Usable public spaces - green spaces are always positive for an area.

I like the idea of public space. But I notice there is no word "green" involved in the above sentence. I

The rainwater in the area can be very heavy so need as much maintained run off areas that don't have

The streets around here are very unsafe. I only live 1 mile from here and don't feel comfortable biking

Improved pedestrian access is a must, even if driving takes longer.

Will encourage drivers from other counties to access Marta from station.

Again, where are these access points, trails, and sidewalks? Will they make sense?

Stated above. Need more options for pedestrian safety. With park, children will be running back and

I have seen this work well in areas of Las Vegas on a visit there

Would be very helpful, as Kensington is one of the more less-streamlined in this aspect of station design

No experience with this

Marta is not known for being a tidy property owner. I have mixed feelings about the train and bus behavior

Retail pop-ups for international stalls

Yes, event space, and yes screen parking

Yes, as long as affordable housing is made a priority so that new amenities don't induce gentrification

Too many newer developments have the look of a 'concrete jungle' - New York.

No, not an event space. Not with Avondale as your next-door neighbor. Bad idea.

Best option is to bring revenue to area to support the free options and security

Expand sports type facility to include volleyball, basketball, etc.

Station Soccer could also be somewhere else. I'm ok with converting the station soccer land into housing

keep the next generation and the elderly at the forefront of this plan.

Overall I think soccer fields are the best use of the space. A skate park would be a good addition.

Yes, and make sure the housing stays affordable for legacy residents

The site is too important to test to small-scale development. I'd rather have more housing here.

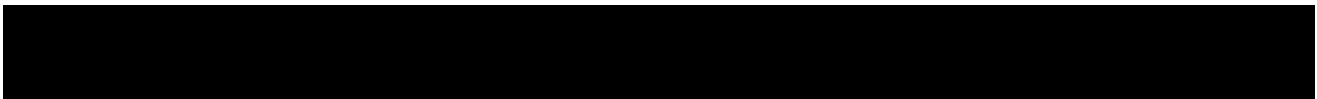
keeping the format of the surrounding homes and consider traffic congestion with larger developments

Yes please!!!!!!! 100%!!!!!! This would increase ridership and use!

Would love more info on how many and visual esthetic. I am one of the resident on Covington and would

I would like to see plans before I can love this idea. I would prefer to see smaller units and more green

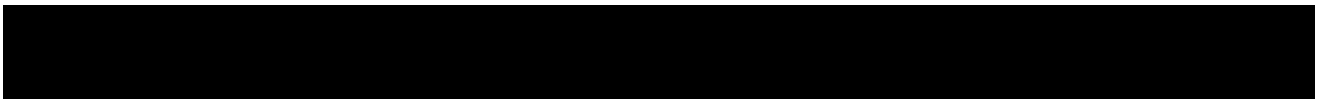
Keep value of neighborhood up don't drive costs down



: would be necessary to add pedestrian walking and speed bumps at intersections and near the entra

g because of how bad Covington Hwy and Memorial Drive are. Not enough crosswalks and people gc

e are the last houses on a septic system vs city water. If these upgrades are being made to the area .



way too fast. For example where the 21 intersects with the site you have to run across Memorial Drive

- we on Covington Hwy would like our water system to be upgraded, as well. Utilities in the area will o



bviously have to be upgraded. Our homes need to be brought up to modernity.

Site Frameworks

Framework 1	Total Dots
	6

Framework 2	Total Dots
	1

Framework 3	Total Dots
	1

Other Comments

Style of architecture should be considered
More kiosks, like I-Village
HE Holmes, I-Village concept
Great, Cozy up the housing and kiosks for retail
Daily essential/convenience store (toilets, medicines)
Love the fresh market
Office condos on Clairmont (w/ stormwater retention pond)

Type of Com

Buildings
Station
Station
Buildings
Program
Station
Open Space


Comments

Tree-lined promenade by the Town Green, 10-20' for art festivals and te
Too many big, multifamily blocks, straighten out the streets, retail storefr
There need to be more green space. Less retail. The retail in the center
Land use framework option 1 doesn't appear to have dedicated bicycle/s
I like the heavier retail in this one, along with the diversity of housing to i
I like how the retail is located directly outside of the Marta station entran

Comments

150' diameter for full play

I like the inclusion of townhomes. I think the office /retail and multifamily
Framework 2, I dislike it for the amount of large multifamily units versus

Comments

Well, I guess I choose Framework 3. The Kensington Station is a bit awl
This is my favorite of the three options. The square town green circled b
Framework 3 appears the most building dense. Again all the plans lack

ment



Type of Comment

Open Space	Events
Plan Framework	Green sp: Housing
Open Space	Retail
Mobility - Bike Lanes	
Retail	Diversity of Housing
Retail	Maximize Density

Type of Comment

Station Soccer	
Housing	Land use
Green space	Housing Grocery Store

Type of Comment

Rideshare	
Town green	Housing Mobility - bike lanes
Green space	

3C - Early Action Projects

Theme

Painted asphalt pathway with a design by a local artist & opportunity to help paint.

Wayfinding signage from station building to the soccer fields.

Kiosks with community information & updates (StationSoccer events, site redevelopment)

A walking path through the parking lot to StationSoccer with planters as a barrier

A walking path through the parking lot to StationSoccer with pallet fencing as a barrier

More seating around the soccer fields for spectators

Other Comments

Adequately car parking spaces for train riders should be made available in the plan



Total Dots	Online Vote	Total Votes
6	6	12
5	5	10
6	6	12
5	7	12
3	3	6
4	4	8



Post-It Comment

Artwork throughout

Love it, school children

Expand fresh market in the mean time

-

Yes, if maintained

Yes, expand fresh market daily or 3x a week

-

-

-



Meeting ID	Topic	Host	Email	User Type	Department	Start Time	End Time	Duration (H:M:S)	Participants
883 0672	(Kensington	Ed Caddell	ed.caddell	Licensed		#####	6:38 PM	0:56:32	6

Participant	User	Email	Device	IP Address	Location	Network	T	Microphor	Speaker	Camera	Data Center
Ed Caddell	ed.caddell		Windows	Public IP: 1	Decatur (U	Wifi		Microphor	Realtek H	Integrated	United Sta
Jen Price (Guest)		Unknown		99.32.189.	Atlanta (U	Wifi					United Sta
Jen Price (Guest)		Unknown		99.32.189.	Atlanta (U	Wifi					United Sta
Sarah McColley - Perk		Unknown		136.60.16.	Atlanta (U	Wifi					United Sta
Sarah McColley - Perk		Unknown		136.60.16.	Atlanta (U	Wifi					United Sta
PW - Kendra Harruff (		Unknown		47.39.175.	Smyrna (U	Others					United Sta
PW - Kendra Harruff (		Unknown		47.39.175.	Smyrna (U	Others					United Sta
Aditi Subramanian - P		Unknown		66.56.11.3	Atlanta (U	Wifi					United Sta
Nina she/her (Guest)		Unknown		70.191.23.	Pensacola	Wifi					United Sta
Aditi Subramanian - P		Unknown		66.56.11.3	Atlanta (U	Wifi					United Sta
Nina she/her (Guest)		Unknown		70.191.23.	Pensacola	Wifi					United Sta

3rd Party IAD	Host Data Archiving	Phone	VoIP	3rd Party / Video	Screen Share	Recording	CRC
	No		TRUE	FALSE	TRUE	FALSE	FALSE

Connection	Join Time	Leave Time	In Waiting	Version	uuid	Computer	Domain	Media Acc	Harddisk II
UDP	5:41 PM	06:38 PM	(No	5.11.1.660	3GBFTLzys	LAPTOP-LENA		02a7-0cf3-	NA
UDP	5:52 PM	05:52 PM	(Yes						
UDP	5:52 PM	06:38 PM	(No						
UDP	5:53 PM	05:53 PM	(Yes						
UDP	5:53 PM	06:38 PM	(No						
SSL	5:58 PM	05:58 PM	(Yes						
SSL	5:58 PM	06:38 PM	(No						
UDP	6:00 PM	06:01 PM	(Yes						
UDP	6:01 PM	06:02 PM	(Yes						
UDP	6:01 PM	06:38 PM	(No						
UDP	6:02 PM	06:37 PM	(No						

	Encrypted Audio (Rec	Audio (Ser	Audio (Rec	Audio (Sen	Audio (Rec	Audio (Sen	Audio (Rec	Audio (Sen	Video (Rec		
TRUE	81 kbps	33 kbps	17 ms	24 ms	9 ms	8 ms	0.11 %	(4.5	0.06 %	(1.7	307 kbps
TRUE											
TRUE	81 kbps	32 kbps	35 ms	39 ms	7 ms	7 ms	0.01 %	(0.4	0.05 %	(0.6	435 kbps
TRUE											
TRUE	60 kbps	44 kbps	55 ms	60 ms	6 ms	8 ms	-(-)		0.27 %	(2.7	210 kbps
TRUE											
TRUE	92 kbps	39 kbps	-	6 ms	7 ms	7 ms	-(-)		-(-)		385 kbps
TRUE											
TRUE	-	-	-	-	-	-	-(-)		-(-)		-
TRUE	93 kbps	12 kbps	33 ms	35 ms	10 ms	13 ms	0.04 %	(0.6	-(-)		352 kbps
TRUE											
TRUE	61 kbps	47 kbps	32 ms	38 ms	6 ms	7 ms	-(-)		0.02 %	(1.2	407 kbps

Video (Sen	Video (Rec	Video (Sen	Video (Rec	Video (Sen	Video (Rec	Video (Sen	Video (Rec	Video (Sen	Video (Rec	
507 kbps	15 ms	23 ms	9 ms	10 ms	0.12 %	3.30 %	0.19 %	9.6	640*360 320*180	13 fps
376 kbps	34 ms	40 ms	7 ms	8 ms	-0.0016	-0.0025		640*360	640*360	15 fps
466 kbps	56 ms	60 ms	7 ms	9 ms	-(-)	0.28 %	4.9	320*180	640*360	11 fps
647 kbps	-	-	6 ms	7 ms	-(-)	-(-)	-	-	-	10 fps
-	-	-	-	-	-(-)	-(-)	-	-	-	-
247 kbps	30 ms	38 ms	8 ms	15 ms	0.02 %	0.23 %	3.04 %	11.6	640*360 320*180	12 fps
-	35 ms	-	7 ms	-	-(-)	-(-)		320*180	-	13 fps

Video (Sen	Screen Sh	Screen Sh	Screen Sh	Screen Sh	Screen Sh	Screen Sh	Screen Sh	Screen Sh	Screen Sh
15 fps	18 kbps	-	17 ms	-	8 ms	-	-(-)	-(-)	1904*102
14 fps	22 kbps	-	35 ms	-	7 ms	-	-(-)	-(-)	1904*102
16 fps	-	15 kbps	-	63 ms	-	9 ms	-(-)	-(-)	-
10 fps	11 kbps	-	-	-	6 ms	-	-(-)	-(-)	-
-	-	-	-	-	-	-	-(-)	-(-)	-
13 fps	14 kbps	-	31 ms	-	8 ms	-	-(-)	-(-)	1904*102
-	24 kbps	-	33 ms	-	6 ms	-	-(-)	-(-)	1904*102

Screen Sh	Screen Sh	Screen Sh	Zoom Min	Zoom Avg	Zoom Max	System Max Cpu Usage
-	2 fps	-	1%	2%	5%	22%
-	1 fps	-	3%	5%	7%	29%
1904*102:-	1 fps	-	1%	1%	3%	10%
-	-	-	0%	0%	0%	0%
-	-	-	0%	0%	1%	44%
-	1 fps	-	0%	0%	1%	14%
-	1 fps	-	3%	5%	10%	26%

MARTA Kensington Station

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