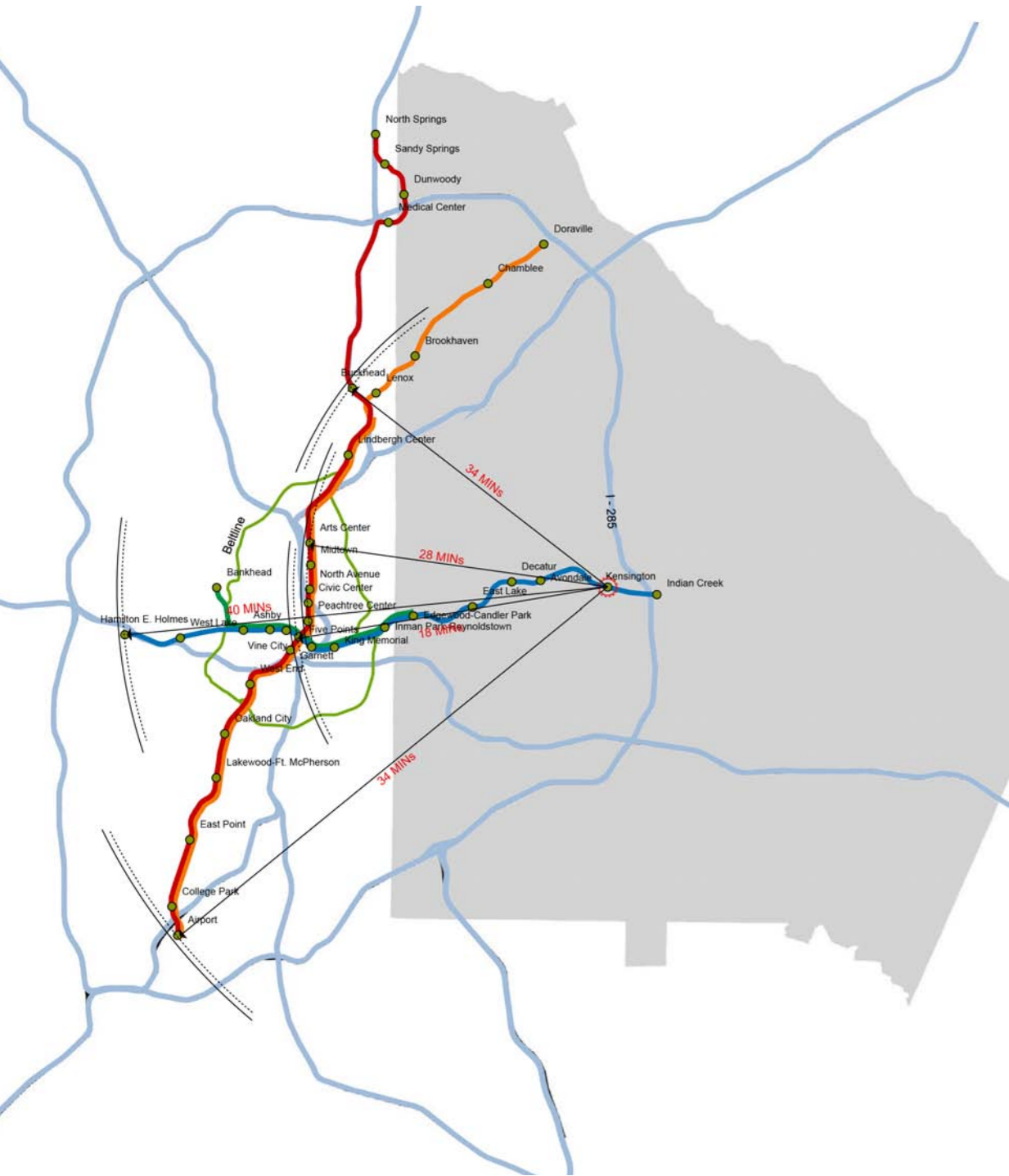


REGIONAL LOCATION

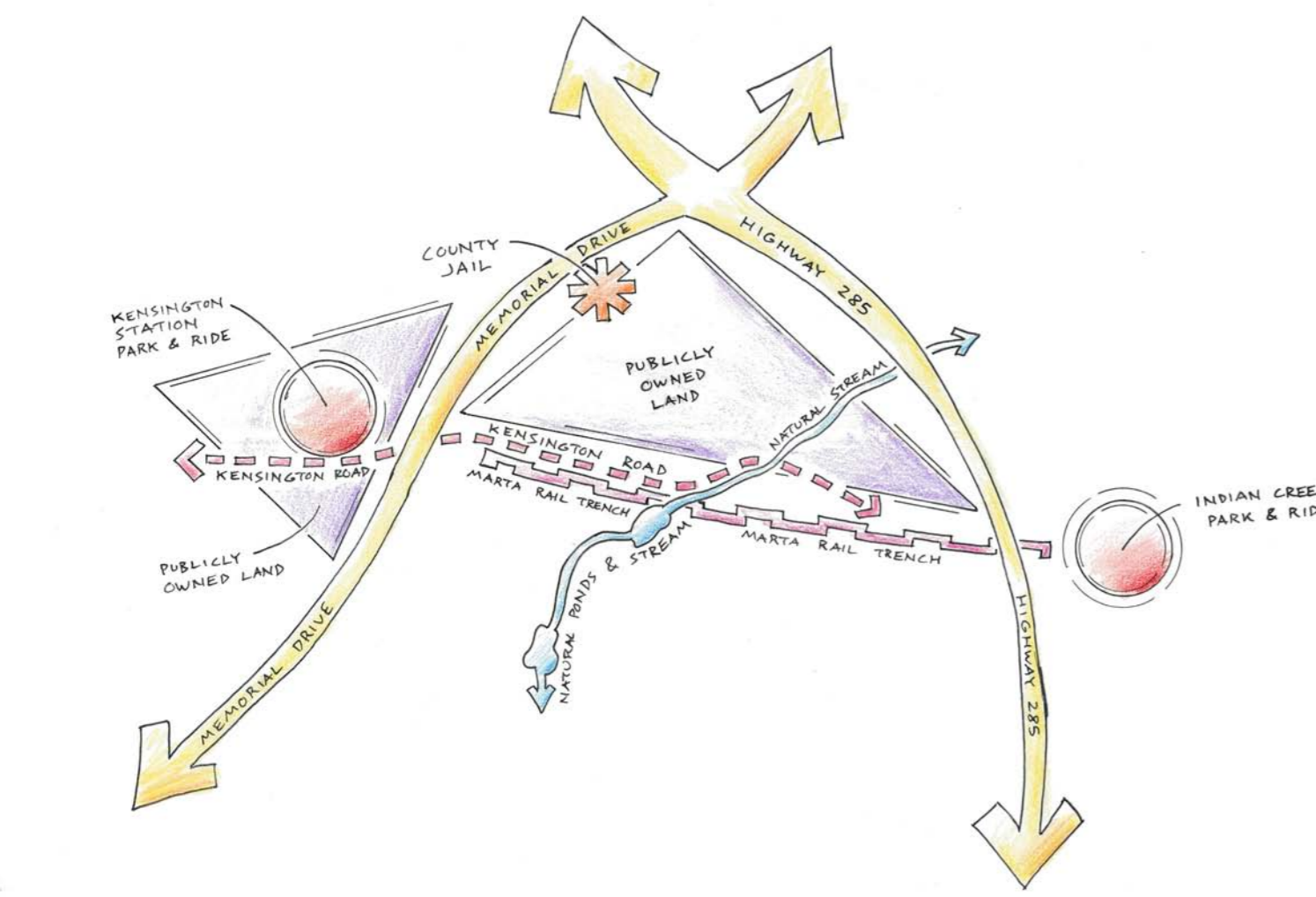


STUDY AREA



Located just inside the perimeter highway of Atlanta at the end of the East line of the MARTA commuter transit system, the Kensington MARTA station offers superb opportunities to create a new downtown core centered on the ideals of the Garden City and Transit-Oriented Development.

EXISTING CONDITIONS



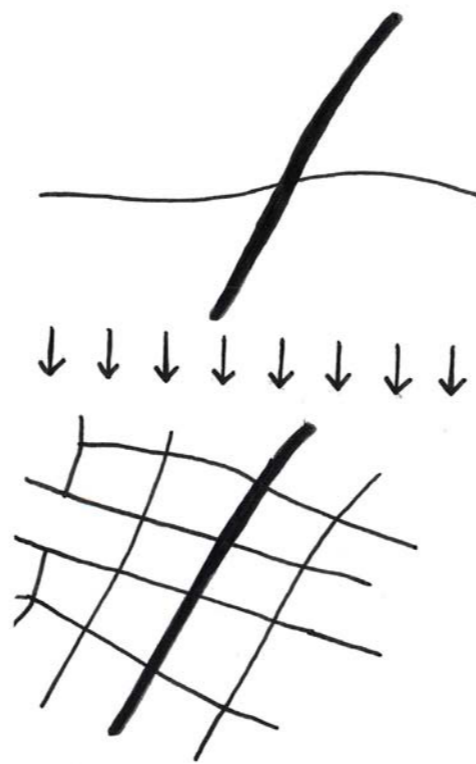
PROJECT GOALS

Creating Healthy Places While Accommodating Demographic Change and Migration

Climate Change Mitigation and Adaptation

Engaging with Economic Technological, and Industrial Transformation

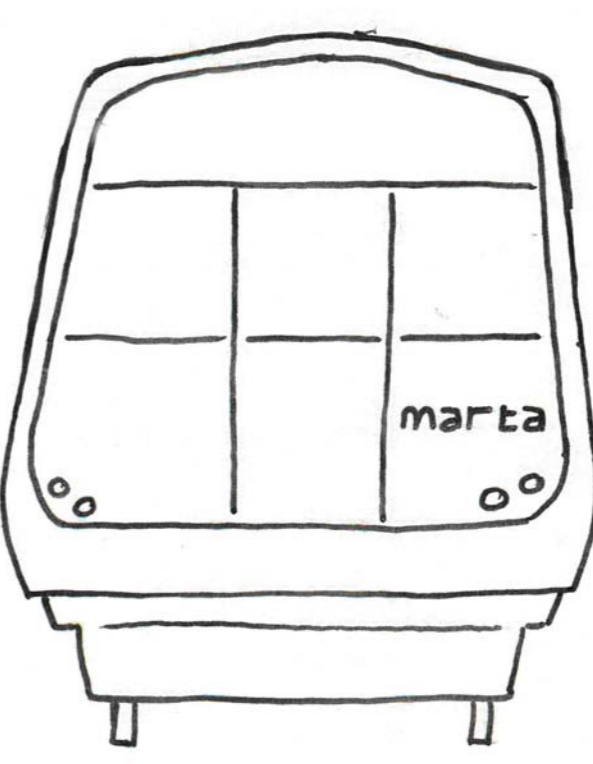
Ensuring Social Justice



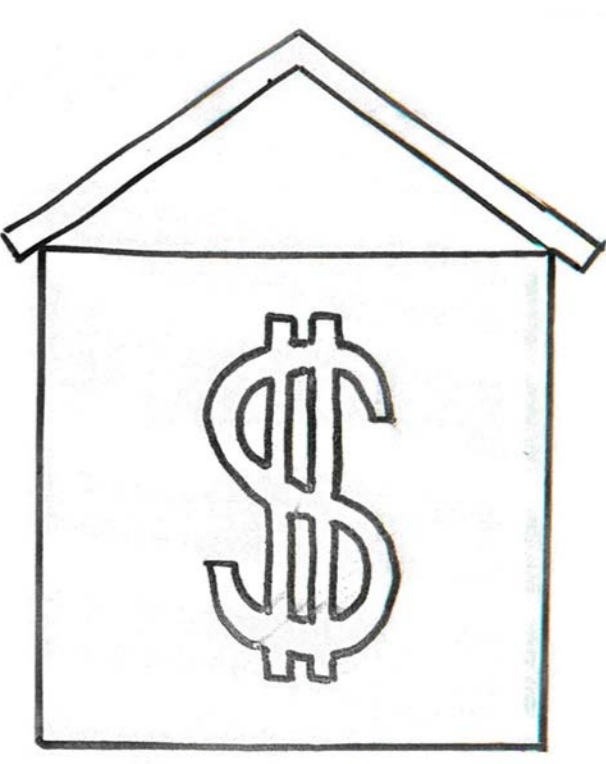
A new walkable street network evokes a renewal of an active street life. Dendritic patterns and superblocks are to be abandoned in favor of a more connected, tight-knit structure that performs for all people in all modes of transportation.



Green roofs, green streets, and rain gardens are to be implemented as primary mitigation measures for both stormwater and heat island effect. The introduction of a new stormwater park system gives land over to Mother Nature as an outright adaptation.

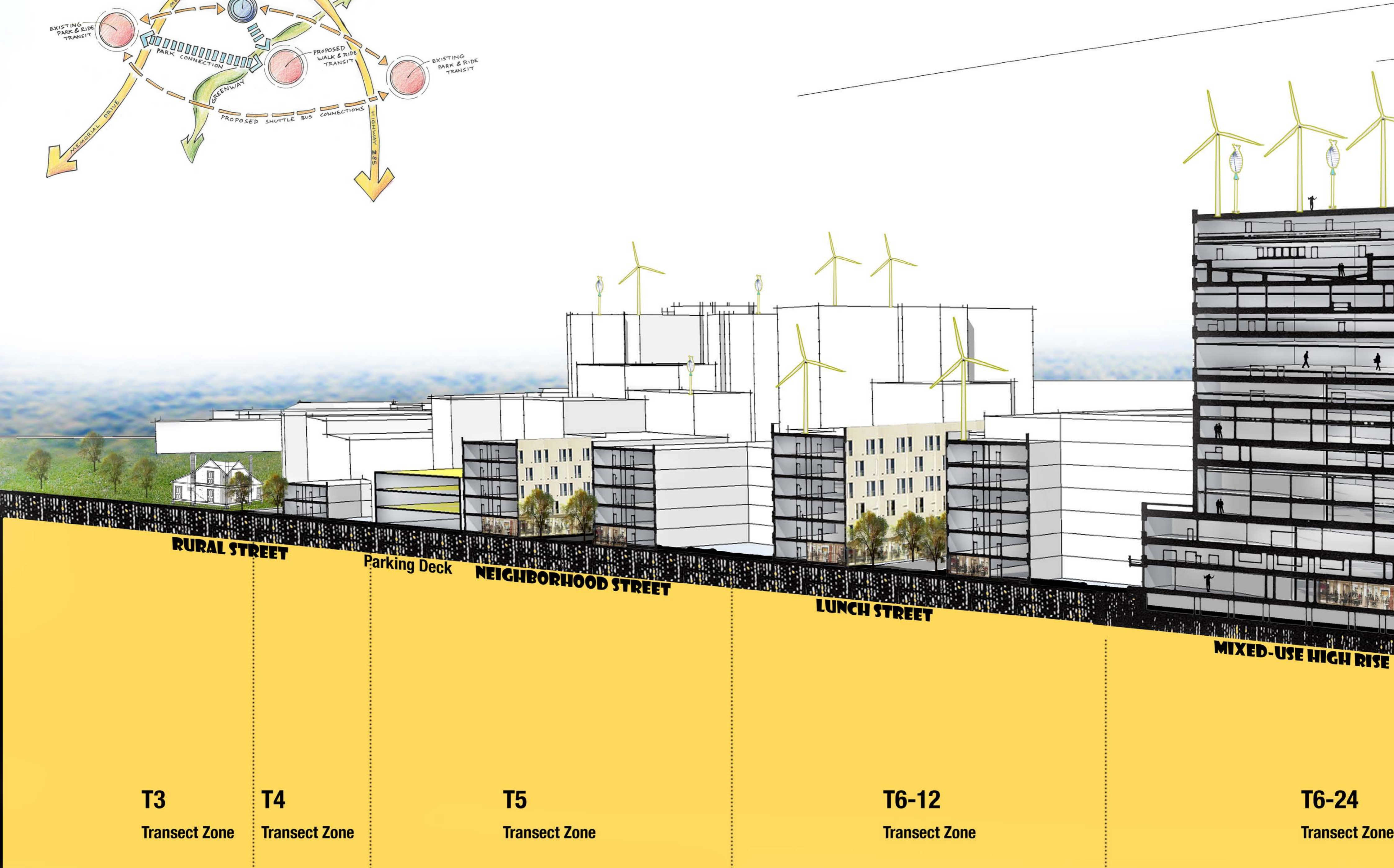
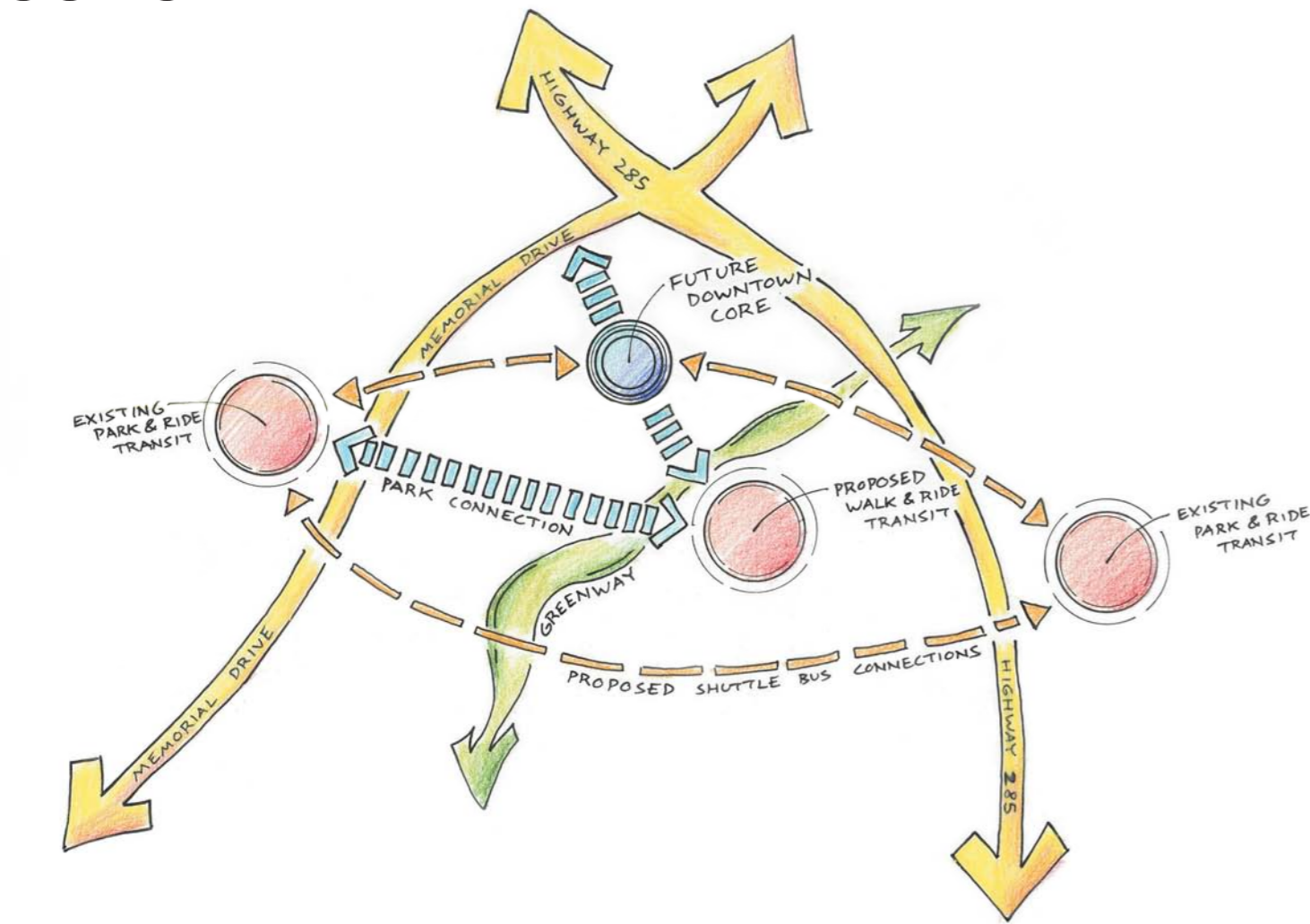


The existing MARTA transit line stands as a land bifurcation; a neighborhood separator. This design refuses to allow for such separation and identifies the line as the backbone and strength in a new view of the Garden City.



20% Low Income Housing is proposed to be mixed with market rate housing, providing housing for all incomes, as well as incentive to developers who chase LIHTC tax credits. Of course, transit is in within walking distance for most of the study area.

CONCEPT



RURAL STREET

Parking Deck

NEIGHBORHOOD STREET

LUNCH STREET

MIXED-USE HIGH RISE

T3

Transect Zone

T4

Transect Zone

T5

Transect Zone

T6-12

Transect Zone

T6-24

Transect Zone

SITE ISSUES & STRATEGIES

Dendritic Pattern

EXISTING
PROPOSED

Parallel Roads

- Improve Connectivity for Future Development of Study Area

Lack of Sense of Place

EXISTING
PROPOSED

Cap The Station

- Design Trademark Civic Plaza for Unique Sense of Place

Trench as Barrier

EXISTING
PROPOSED

Retrofit Rail Trench

- Re-envision MARTA Rail Trench as the Backbone of Civic Activity

Unbuildable Slope/ Stream

EXISTING
PROPOSED

Greenway as Amenity

- Build Upon Existing Natural Assets to Guide Design of Park Space

Lack of Transit Connections

EXISTING
PROPOSED

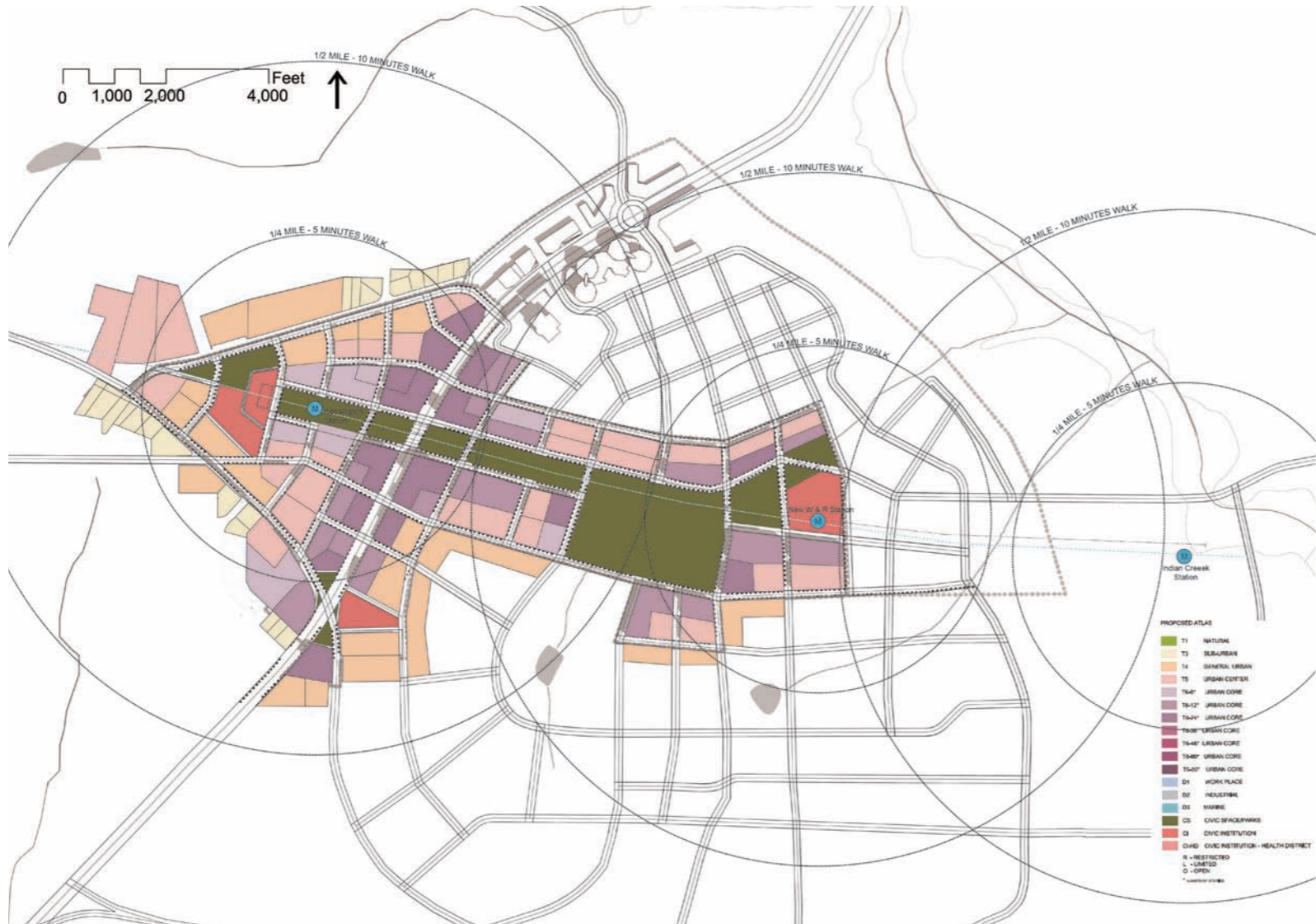
Future Public Transit

- Offer Well-Integrated Multi-Modal Transit Options for People of Dekalb

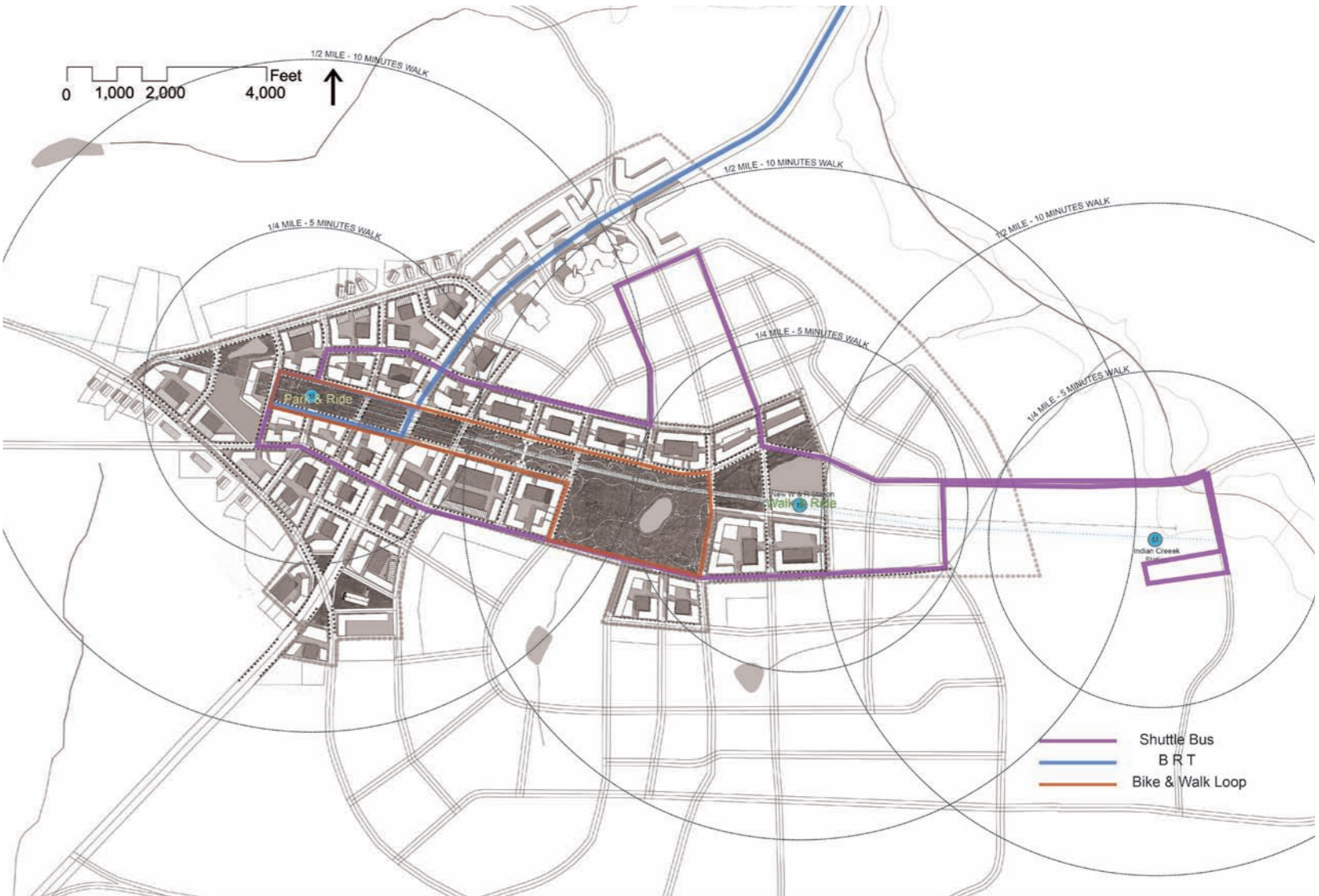
CREATING BUILDING & TRANSIT SYSTEMS

In an effort to provide for a vision of scale of development, a transect zone plan has been devised as a part of a form-based code for the area. The spine of the development is marked as civic, which holds park space, transit, and civic buildings. The most dense development (T6) is to be along Memorial Drive, in the office zone, and the allowable heights taper off gently, usually mid-block, to T4-Limited as the development meets adjacent existing residential neighborhoods.

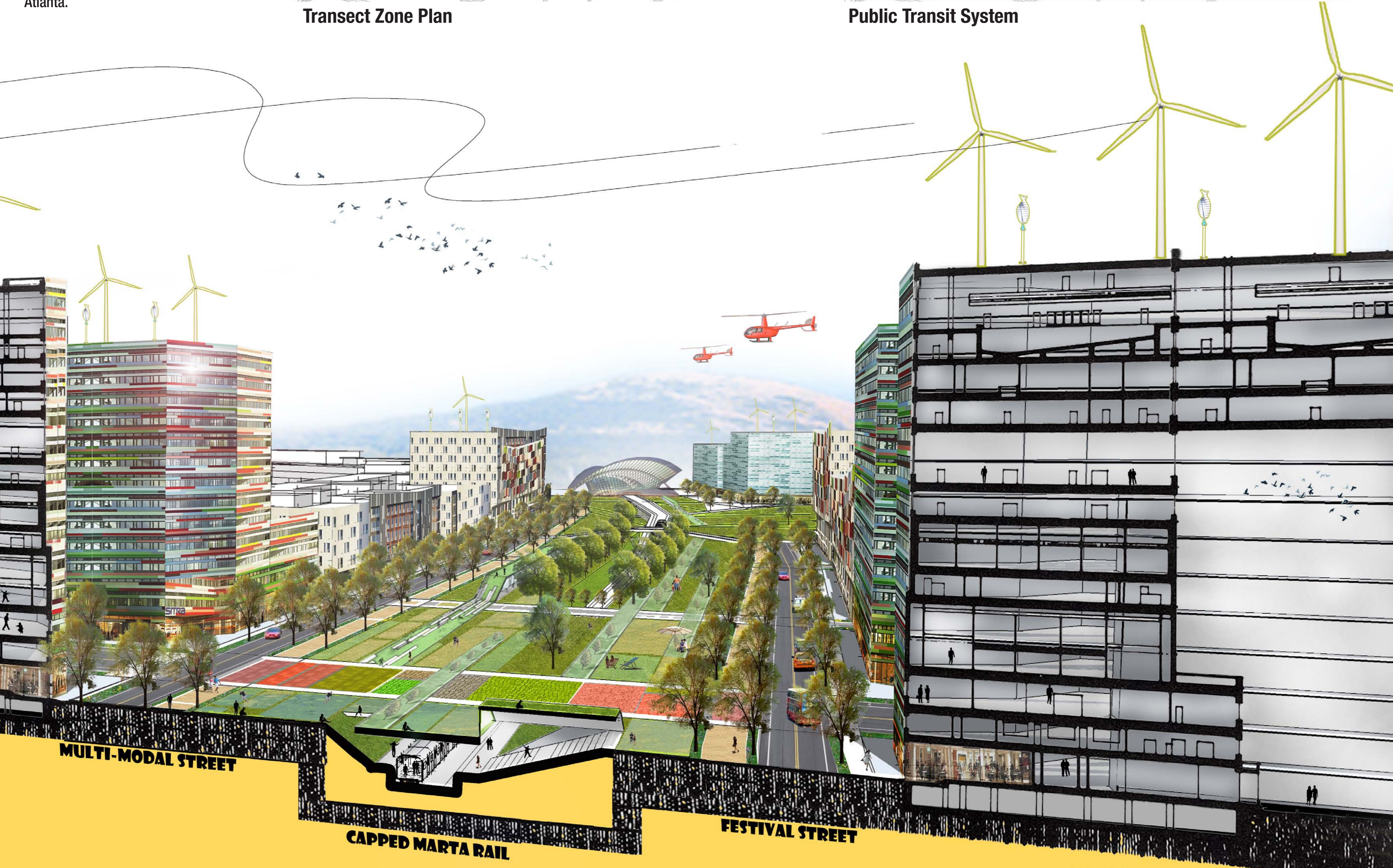
In addition to the MARTA line, multiple bus routes have been planned through the development. They offer connections not only as circulators within the proposed development, but also as primary transit routes to other major destinations within Atlanta.



Transect Zone Plan



Public Transit System



T6-24
Transect Zone

PLANNING THE STREET SYSTEM



DESIGNING FOR CONNECTIVITY



The existing dendritic pattern of the study area leaves something to be desired in the way of connectivity of a street network. A driver or pedestrian from Kensington Station has very few choices of routes which he or she can travel.



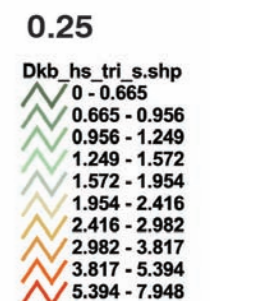
An initial addition of the future government center, as well as a few basic pieces of our study area shows vast improvements in increased access and options for the traveler in the area.



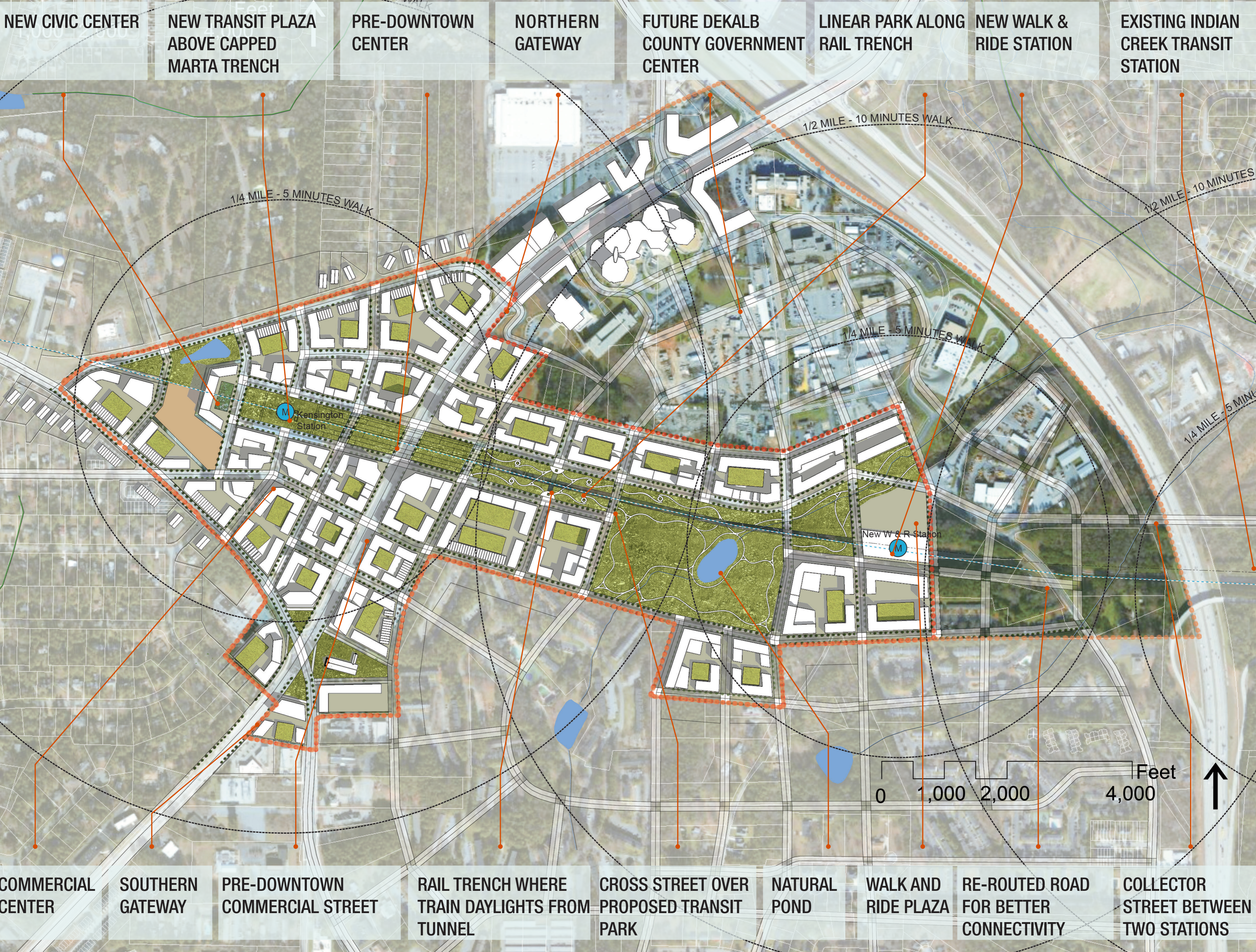
The addition of the downtown core along Memorial Drive and street network renovations adjacent to the Kensington MARTA station, plaza, Transit-Oriented Development, and the linear park provide a solid node of highly accessible activity.



Further inclusion of the proposed future Walk & Ride transit station and its associated nearby streets along the park and South to future development provide our design with a substantial influence on the study area's overall connectivity.



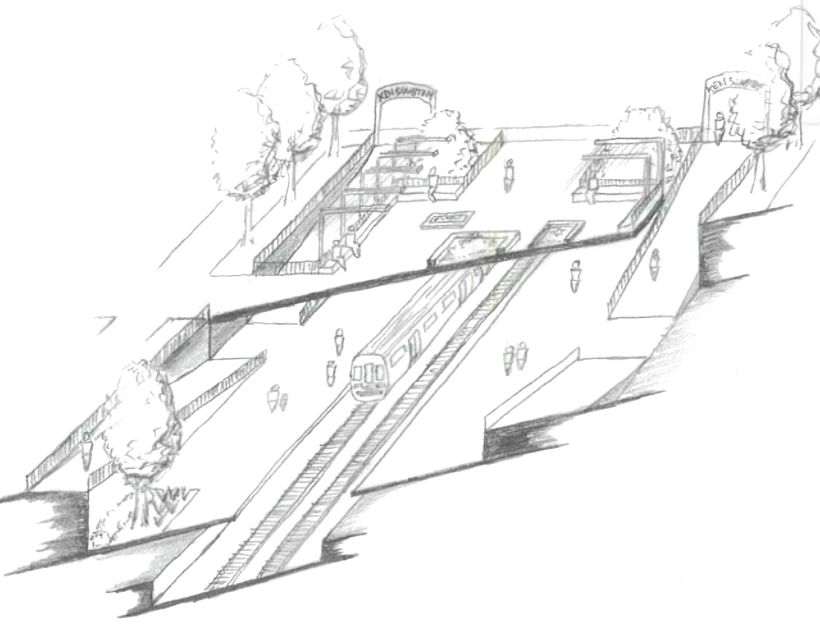
MASTER PLAN



PARK PROGRAM DIAGRAM

The spine given by the existing MARTA transit line provides a spectacular connection and virtual cross-section of the town-country. Civic formality blends with social and physical activity, as well as the natural land. Citizens of Dekalb can find the full spectrum of urbanity as it unites with Mother Nature.

CAPPED PLAZA SKETCH



CIVIC GREEN
- Provide Dekalb County with a central gathering space for the political arena

KENSINGTON PLAZA
- Daily lunch breaks, concerts, farmers' markets, transit connections
- Central node of urban life

KENSINGTON COMMONS
- Provide physical and visual connection across buffer of Memorial Drive
- Less formal, more active space of community congregation

LINEAR PARK
- Offers connecting device from formal setting to nature
- Uses existing rail trench as driver for form

ECO-FRIENDLY PASSIVE PARK
- Respite from hustle and bustle of the city
- Stormwater management education

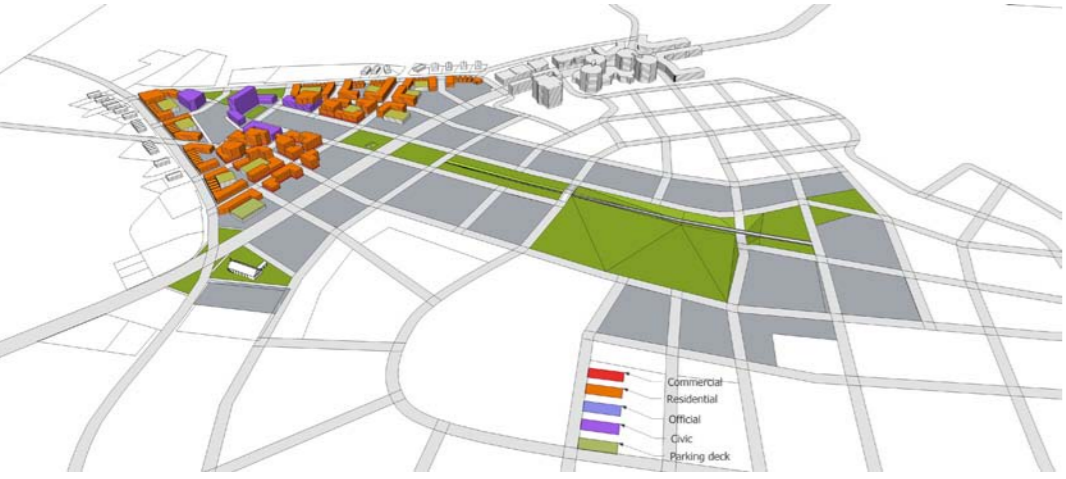


WALK & RIDE STATION & PLAZA
- Future node of activity within walkable distance to future government center to the North of site
- Stormwater management education

PERSPECTIVE SKETCH



PHASING



Phase 1 is the placemaking phase. A new civic anchor looks down over a new public plaza above the Kensington MARTA station. Surrounding this area will be a mixed-use center and hub of activity.



Phase 2 will be the re-design of Memorial Drive. Largely a vehicular thoroughfare today, it is re-envisioned as an office use core with commercial activity to enliven the street.



Phase 3 provides a park as an extension of the viewshed from the plaza in Phase 1. A green connection along the transit line provides opportunity for the new Garden City. With the park as the heart of the development, an urban, walkable block system and meets Olmstedian visions upon meeting the stream in front of a proposed station.



Phase 4 includes the proposed MARTA transit station at the East end of the development, which would provide a strong, walkable connection to the future government center just to its North.

BIRD'S EYE VIEW

