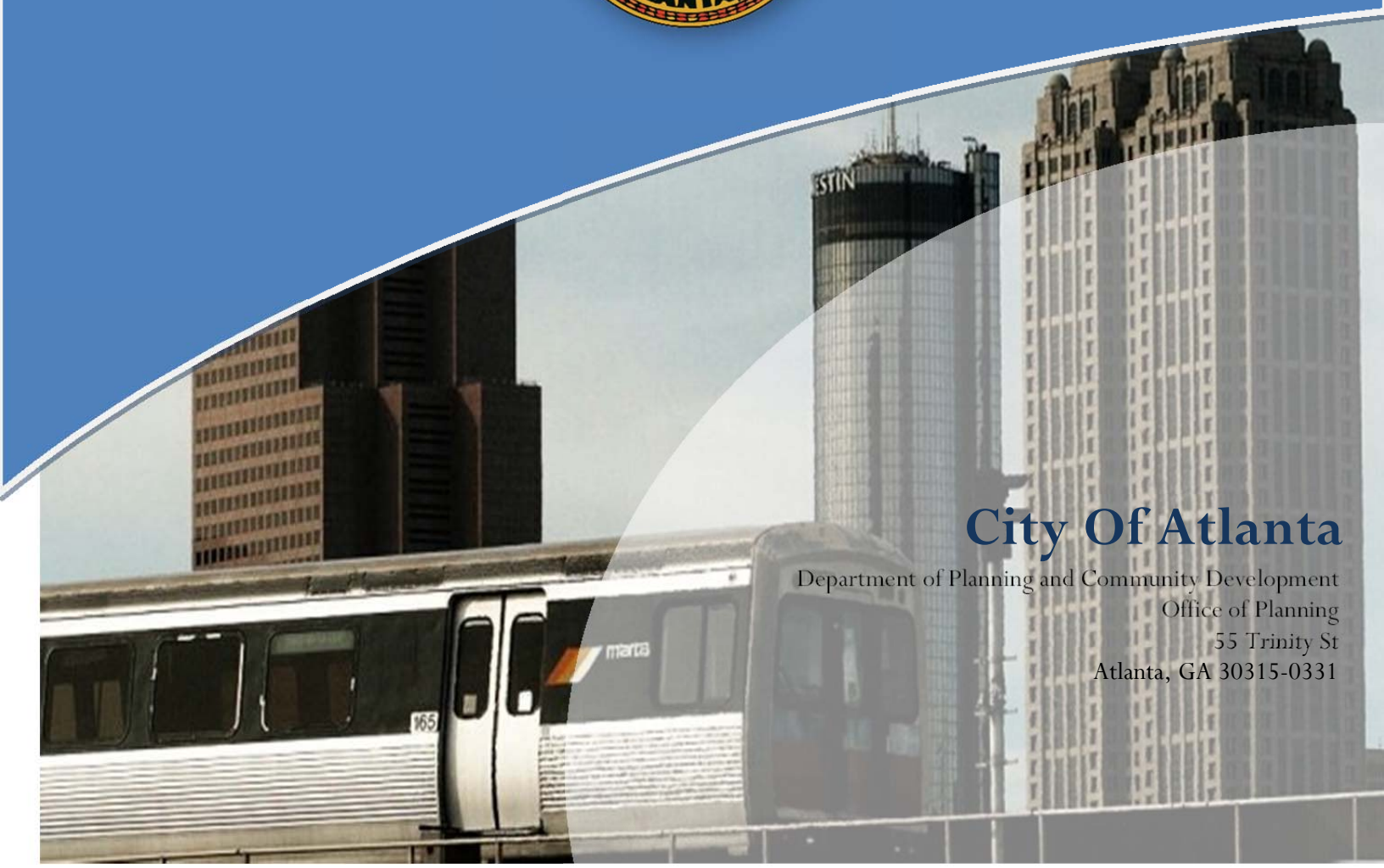
TRANSIT ORIENTED ATLANTA

A Strategy for Advancing Transit-Oriented Development



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ACKNOWLEDGEMENTS

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Transit-oriented development is relatively dense development designed to maximize non-motorized access to transit and improve quality of life. TOD is typically located within ½ mile from an existing or proposed transit station. TOD is an important growth management tool for the City of Atlanta and the Atlanta region for promoting smart growth, revitalizing neighborhoods, and making efficient use of the City's transit investments, and reducing the negative impacts of suburban sprawl.

Atlanta has significant potential for additional transit-oriented development as there are 2,600 acres of vacant or under-utilized land near transit stations.

Transit-oriented development includes the following design strategies:

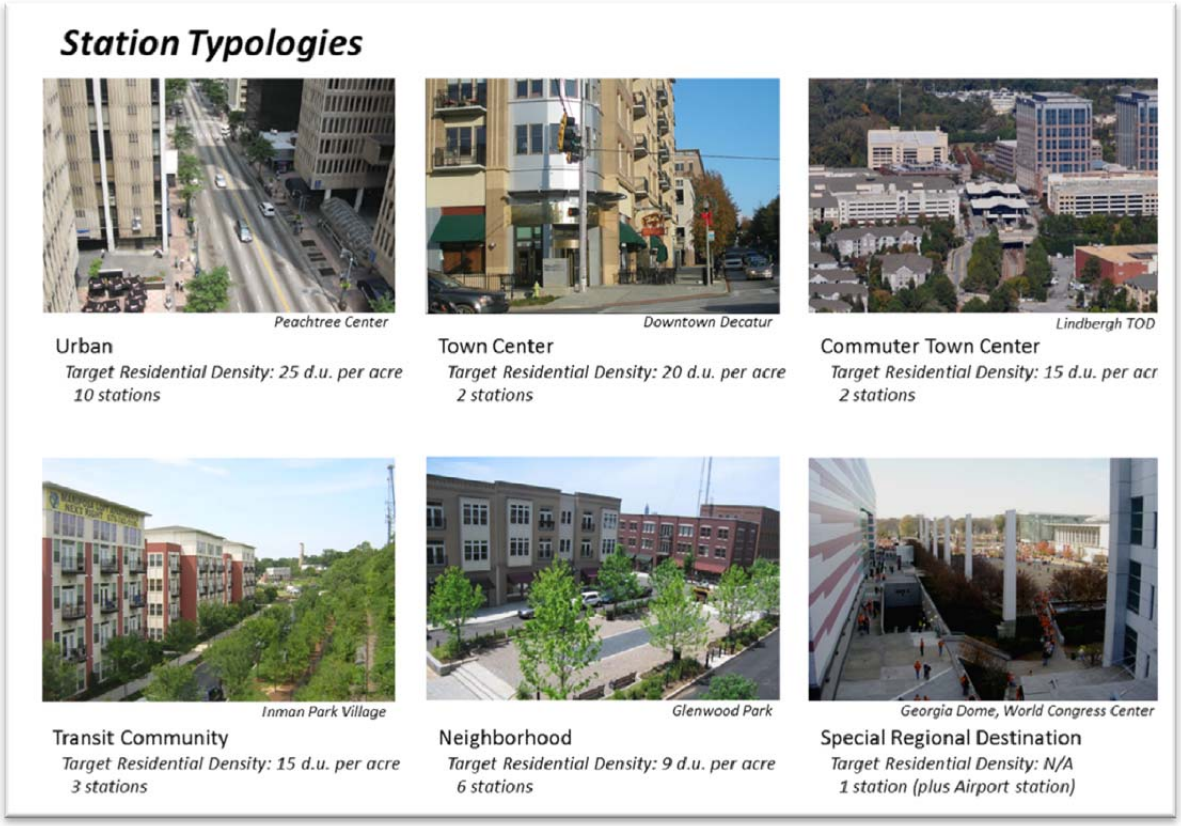
- Increased densities – Increased employment and population densities position to potential riders within ½-mile walking distance of transit stations;
- Protect single family neighborhoods – Single-family detached residential neighborhoods should be protected from encroachment by non-residential uses and incompatibly scaled residential development.
- Mixed-uses – Office, retail, entertainment, education, residential, and public space promote concentrations of activity around transit stations, which increase the prominence of transit within a community as well as serving as trip generators;
- Pedestrian and bicycle orientation – Placing daily goods and services within a short distance of residents reduces vehicular travel.

There is much the City of Atlanta, MARTA, and the private sector can do to improve the areas within ½ mile of existing and proposed transit stations. Many of the station areas have relatively low residential or employment densities. There are 2,600 of acres of underutilized land available for redevelopment including vacant and abandoned property and surface parking lots. Many station areas are overly oriented towards cars and lack adequate pedestrian and bicycle facilities.

This document is Atlanta's first comprehensive review of the state of transit-oriented development and outlines a vision and strategy for advancing TOD in the years ahead. The document:

- Synthesizes the previous studies and capital project recommendations into Station Area Profiles.
- Details an Implementation Plan for advancing TOD citywide.

- Establishes citywide policy focused on attracting new development around stations that protects and enhances existing neighborhoods.
- Establishes a context sensitive TOD policy based on station types, or "typologies."



BENEFITS OF TRANSIT-ORIENTED DEVELOPMENT

Transit Oriented Development is a vital growth strategy for the City of Atlanta for an array of reasons. TOD can help boost transit ridership, which in turn reduces greenhouse gas emissions, relieves congestion, and promotes healthier lifestyles. TOD can also help Atlanta enhance the livability of neighborhoods and business districts, foster wider housing choices, provide private development opportunities, and create safer neighborhoods. For MARTA, TOD can be viewed as a financial investment that has the potential to increase ridership and fare reciepts and generate revenue through joint development.

LOCATIONS FOR ATLANTA TOD

Atlanta's existing TOD areas include properties within ½ mile of the 24 MARTA rapid rail stations and the 12 Atlanta Streetcar stops that are not part of a single-family detached residential neighborhood. As other proposed transit lines gain momentum, additional TOD areas may be added to this Strategy including lines proposed in the *Connect Atlanta Plan*, such as streetcar expansion, Atlanta BeltLine streetcar, and Clifton Corridor lines.

ATLANTA'S GOALS FOR TOD

The City of Atlanta has established two measurable goals related to TOD implementation:

1. By 2025, increase the number of residential dwelling units within 0.5 miles of a transit station by 25,000 units. In 2010, there were 50,000 residential units near MARTA. Thus, the 2025 target is 75,000 residential units. This would result in an increase in the gross residential density from 5.2 units per acre to 7.8.
2. By 2018, adopt transit-supportive zoning around all of the City's 24 MARTA stations. As described in the implementation section, there are nine stations with out-dated zoning and an additional four stations require a minor update to the existing zoning.

STATION AREA PROFILES

City of Atlanta transit-oriented development strategies will focus on areas within a half-mile radius of each MARTA station and the streetcar stops. Each station area was assessed using site visits and previous planning studies. This report includes a 26 station area profiles, which summarize existing conditions and recommendations from previous studies including:

- Issues and conditions
- Nearby landmarks and popular destinations
- Existing studies
- Maps illustrating potential sites for transit oriented development
- Maps illustrating sidewalk conditions, comparisons between the ½ mile radius and the ½ mile network buffer
- List of priority projects based on previous studies including zoning changes, transportation projects, and station recommendations

IMPLEMENTATION STRATEGIES

The primary purpose of this document is to create an implementation framework to help increase transit-oriented development around the City of Atlanta's rail transit stations. Successful implementation relies equally on the City's departments and staff and partner organizations such as Invest Atlanta, the Atlanta Regional Commission, the CIDs, and MARTA. The formation of a TOD Task Force and a TOD Financing Strategies Team are recommended to focus on implementation efforts.

The TOD Task Force would include staff from various departments and partners. This group should begin by meeting every two months and should focus on the implementation activities described in this section that are possible under current funding and staffing levels.

A TOD Financing Strategies Team would include senior policy and decision makers. This group should explore opportunities for creating or leveraging a new funding stream to support TOD. This would include opportunities around affordable housing and infrastructure.

Education and Outreach

- Prepare an education and training module for neighborhood and community leaders
- Partner with the TOD Collaborative's education programs
- Seek in depth engagement opportunities

Planning

- Prepare detailed development and urban design plans for catalytic sites
- Reorganize the Atlanta Consolidated Housing Plan around Transit-Oriented Development
- Focus on neighborhood gateways

Zoning

- Proactively update and rezone station areas without transit-oriented zoning
- Prepare Street Framework Plans for each transit station area and adopt a citywide implementation mechanism

Development Review

- Evaluate development liaison program (ombudsman)
- Utilize Major Project Team Review for TOD projects

Focus on Funding

- Prioritize incentive funds for TOD and make TOD a focus of business and developer recruitment efforts
- Incorporate design oversight into incentive deals
- Focus sidewalk and bicycle infrastructure investments near transit stations
- Create a Tunnels and Bridges Program
- Reduce standards for Transportation Impact Studies or Development of Regional Impact requirements
- Explore creation of a TOD Infrastructure Fund
- Explore participation in a TOD Land Acquisition Fund for Affordable Housing
- Support the creation or expansion of Community Improvement Districts

Strengthen Partnerships

- Form an Atlanta-based TOD Task Force
- Support the work of Atlanta's institutional TOD partners
- Support MARTA's Joint Development Program

INTRODUCTION

Transit-oriented development (TOD) is relatively dense development designed to maximize non-motorized access to transit and improve quality of life. Since the advent of MARTA in the late 1970s, the City of Atlanta, in partnership with the Atlanta Regional Commission, and the business districts along the Peachtree Spine, have worked to plan and promote TOD around the 24 rapid rail stations serving the city. Through methods such as the Transit Station Area Development (TSAD) studies of the late 1970s and the LCI and CID master plans of the 1990s and 2000s, the partnership between public sector planning, CID advocacy, and private development has accomplished positive results along the Peachtree Spine (Downtown, Midtown, Lindbergh, and Buckhead). This exemplary impact of partnership on station areas has led to thousands of new residential units, millions of square feet of office development, new shops, restaurants and institutions, along with investments in streetscapes, bike lanes, and trails. This has remade the Peachtree Spine into a national model for TOD.

Much work, however, remains throughout the rest of the system where over 2,600 acres of redevelopment sites await future TOD. Throughout the system, 15 stations have fewer than 4,000 boardings per day; 11 station areas have street networks without sidewalks, or mostly dilapidated sidewalks; nine station areas have older suburban zoning that does not allow TOD friendly projects; and 13 stations do not have any bicycle infrastructure, such as bike lanes or multi-use trails, serving the station.

This TOD Implementation Strategy documents Atlanta's many successes, identifies areas for improvement, and maps out a path forward. The Strategy focuses on the stations with the greatest need - those not serving the Peachtree Spine – but also includes recommendations to continue building momentum citywide. The Strategy is focused on finding low cost, high impact implementation measures and policy changes to position all 24 of Atlanta's station areas to be full partners in the economic recovery.

GENERAL CHARACTERISTICS

Transit-oriented development is relatively dense development designed to maximize non-motorized access to transit and improve quality of life. TOD is typically the area within ½ mile from an existing or proposed transit station. TOD is an important growth management tool for the City of Atlanta and the Atlanta region for promoting smart growth, revitalizing neighborhoods, and making efficient use of the City's transit investments, and reducing the negative impacts of suburban sprawl.

Most TOD's include the following design strategies:

- Increased densities – Increased employment and population densities position to potential riders within ½-mile walking distance of transit stations;
- Protect single family neighborhoods – Single-family detached residential neighborhoods should be protected from encroachment by non-residential uses and incompatibly scaled residential development.
- Mixed-uses – Office, retail, entertainment, education, residential, and public space promote concentrations of activity around transit stations, which increase the prominence of transit within a community as well as serving as trip generators;
- Pedestrian orientation – Placing daily goods and services within walking distance of residents reduces vehicular travel.

There is much the City of Atlanta, MARTA, and the private sector can do to improve the areas within ½ mile of existing and proposed transit stations. Many of the station areas have relatively low residential or employment densities. There are hundreds of acres of underutilized land available for redevelopment including MARTA surface parking lots. Many station areas are overly oriented towards cars and buses and lack adequate pedestrian and bicycle facilities.

LOCATIONS

Atlanta's existing TOD areas include properties within ½ mile of the 24 MARTA rapid rail stations and the 12 Atlanta Streetcar stops that are not part of a single-family detached residential neighborhood. As other proposed transit lines gain momentum, additional TOD areas may be added to this Strategy including lines proposed in the *Connect Atlanta Plan*, such as streetcar expansion, Atlanta BeltLine streetcar, and Clifton Corridor lines.

GOALS

The City of Atlanta has established two measurable goals related to TOD implementation:

1. By 2025, increase the number of residential dwelling units within 0.5 miles of a transit station by 25,000 units. In 2010, there were 50,000 residential units near MARTA. Thus, the 2025 target is 75,000 residential units. This would result in an increase in the gross residential density from 5.2 units per acre to 7.8.
2. By 2018, adopt transit-supportive zoning around all of the City's 24 MARTA stations. As described in the implementation section, there are nine stations with out-dated zoning and an additional four stations require a minor update to the existing zoning.

Case Study: Lindbergh Center

Lindbergh MARTA Station area includes one of the nation's most successful TODs. Lindbergh Station was originally developed as a commuter-type station with a large surface parking lot. As the area matured, MARTA leveraged the strengthening market to consolidate their parking needs into new decks, freeing valuable acreage for redevelopment. Emblematic of the joint development's success, the station has the second highest average weekday boardings in the City of Atlanta (after Five Points Station).

In 2000, MARTA executed a master development agreement that led to the construction of 1.2 million square feet of office and retail and 716 residential units around a new, pedestrian-friendly grid of streets, structured parking, and station improvements. To help make the project a success, MARTA combined many of the tools at its disposal to support TOD. As a land owner of about 40 acres of surface parking, MARTA had already completed the horizontal development that is often a barrier in urban areas. They utilized their bonding authority to finance the construction of the parking decks, necessary station improvements, and other infrastructure needs. And perhaps the most significant incentive, they paid for much of the parking serving the private developments. In fact, the parking serving the remaining undeveloped parcels is already in place, deeply incentivizing the remaining sites.

The project yielded numerous benefits to MARTA. Since the project is based on a ground lease, MARTA garners $1.6 million per year in lease revenue that is not subject to the 50/50 operations/capital split. Additionally, the resultant higher ridership increases fare box receipts and improves station area safety.

PREFERRED DEVELOPMENT PATTERN

Transportation

TODs should operate as mixed-use centers serving the needs of pedestrians, bicyclists, transit users, and motorists. They should connect with sidewalks to adjacent neighborhoods and maximize pedestrian activity by providing clear way-finding signage and several access points for pedestrians to utilize transit. Sidewalks should be wide, free of obstructions and in good repair, and should be lined with street trees to serve as buffers between travel lanes and pedestrians and provide shade. Intersections should be fully accessible, clearly marked with crosswalks and, where possible, medians to make street crossings safe. Streetscapes with pedestrian lighting, street furniture, trash receptacles and wide sidewalks improve the pedestrian accessibility of TODs. Streetscape improvements should be implemented along key street sections to connect TOD opportunities to the station. Bicycle facilities should be provided particularly along streets designated as

a Core or Secondary Bicycle Connection in the *Connect Atlanta Plan*. All developments and transit stations should provide well lit, secure, covered bicycle parking and storage.

Station areas should strive for a highly connected grid of small walkable blocks. As parcels redevelop, new development should include smaller pedestrian-friendly blocks with frequent intersections. The network of streets should connect to the existing street network of adjacent neighborhoods. Overall, TODs should reflect a planned relationship between development and public infrastructure, and be consistent with the relevant station area plans.

Land Use and Urban Design

New transit-oriented developments should be consistent with the community vision for the station area, the station typology goals, and the existing context. Existing historic and potentially historic structures should be preserved as should existing, stable, single-family neighborhoods which often surround TOD opportunity sites, even though they may lie within 0.5 miles of a rail station. In TOD, the highest densities should be at the center and transition to lower densities at the edges to protect and buffer surrounding neighborhoods. Additionally, surrounding neighborhoods should be buffered from noise and lights of the more active TOD. TOD must be developed consistent with the city's long standing and well established policy of protecting neighborhoods and single family areas. Nothing about this strategy document is meant to imply that single family areas and neighborhoods that lie within 0.5 miles of a station should be targeted for TOD.

Transit-oriented developments should have an urban form that creates a pedestrian friendly environment. Building placement, massing and orientation should be built to the back edge of the sidewalk, and the main building entrance should open to the sidewalk to frame the streetscape and encourage pedestrian activity. Surface parking lots should be located to the side and/or rear of buildings, and when adjacent to the sidewalk should be screened with vegetation. Structured parking should be encouraged and should be screened with liner buildings. Buildings should be constructed of quality materials and design.

The use mix in transit-oriented developments is essential to the station area's success. Primary land uses should include residential, office, and employment-rich light industrial. Increased multi-family residential housing density should be encouraged and should include a range of housing unit sizes and prices along with workforce and affordable housing. Other primary land uses should include retail, grocery stores, restaurants, hotels, high schools and higher education, and other entertainment uses. Community and government uses such as police mini-precincts, arts/cultural and community centers should also be located in TODs. TODs should include usable public spaces, plazas and small parks designed in accordance with CPTED (crime prevention through environmental design) principles and should include active ground-floor uses adjacent to such spaces.

Within a block of the station entry point, joint development efforts and new private TOD should create neighborhood gateways. These areas should include services that meet the needs of transit riders such as coffee shops, sandwich/lunch places, dry cleaners, food carts, newsstands and drugstores. Neighborhood gateways should also include bicycle facilities like bike parking and lockers, and bike share stations.

MAKING THE CASE FOR TRANSIT-ORIENTED DEVELOPMENT

Transit Oriented Development is a vital growth strategy for the City of Atlanta for an array of reasons. TOD can help boost transit ridership, which in turn reduces greenhouse gas emissions, relieves congestion, and promotes healthier lifestyles. TOD can also help Atlanta enhance the livability of neighborhoods and business districts, foster wider housing choices, provide private development opportunities, and create safer neighborhoods.[1] For MARTA, TOD can be viewed as a financial investment that has the potential to increase ridership and fare reciepts and generate revenue through joint development. This section provides concise highlights of the benefits of TOD in the City of Atlanta.

Transportation Choices

Transit-oriented development affords residents and workers the opportunity to choose transit. TOD also provides mobility options for young people, the elderly, people who prefer not to drive, and those who do not own cars. Making it easy for students, workers, and residents to choose transit results in increased ridership and farebox revenue, less traffic congestion, and more efficient use of the roadway infrastructure.

Reduced Air Pollution

Air pollutants from cars and trucks are one of the largest contributors to poor air quality. Traffic emissions have been linked to many detrimental health effects including premature mortality, cardiac symptoms, exacerbation of asthma symptoms, diminished lung function, increased hospitalization and others. Motor vehicles are a serious source of air pollution in cities. TOD encourages transit ridership, walking and bicycling, and reduced car and truck trips. Therefore, encouraging TOD should help improve Atlanta's air quality.

Smaller Carbon Footprint

Since TODs provide safe and easy pedestrian access to transit, students, residents, and workers drive less and reduce their carbon footprint. This reduction in driving can reduce rates of greenhouse gas emissions by 2.5 to 3.7 tons per year for each household. TOD makes it easier for more riders to choose transit, resulting in significant decreases to the region's contribution to global climate change.

Less Traffic Congestion

As the Atlanta region continues to grow rapidly, with three million new residents expected by 2040, greater housing options, complimented by the transportation choices mentioned above, are a key part of the strategy for sustainable regional growth. TOD projects in an urban context similar to Atlanta's Urban type stations typically see a 70 to 90 percent reductions in vehicular trips. Projects near low density suburban contexts closer to Atlanta's Neighborhood type stations typically see a reduction of 15 to 25 percent. Fewer vehicular trips help reduce traffic congestion.

Less Parking Required

Because transit oriented developments generate fewer vehicular trips, it requires less parking. This saves on development costs, where structured parking spaces can cost between $12,000 and $18,000 each. These savings can translate into lower housing costs for residents and reduced overhead for businesses. In about half of the City of Atlanta station areas, there are no parking minimums or greatly reduced parking requirements included in the applicable zoning district.

Reduced Family Transportation Costs

Housing and transportation rank as the first and second largest expenses in typical household budgets. Taking into account the reduced costs of transportation in transit-oriented development, home buyers and renters can afford more house for their income. Thus, TOD can increase disposable income by reducing household driving costs: one estimates shows a household saving $3,000 to 4,000 per year.

Healthier Communities

TOD decreases the negative public health and environmental impacts of suburban sprawl through the creation of walkable communities centered on mass transit and served by neighborhood commercial and retail establishments. Walking to and from public transportation can help physically inactive populations, especially low-income and minority groups, attain the recommended level of daily physical activity. Increased access to public transit helps promote and maintain active lifestyles.[2] In fact, choosing transit is the lifestyle choice that leads to the greatest amount of daily physical activity. Along with the increases in physical activity, TOD also improves community health by improving air quality, reducing car crash injuries, and improving the safety of neighborhood streets.

Increased Ridership and Revenue

Successful transit-oriented development increases ridership and revenue for both the transit authority and the local government. As the number of housing units and jobs located near transit increases, so does the level of ridership and the tax base associated with the TOD. A Portland, Oregon study

found that TOD improves the effectiveness of transit investments by increasing the use of transit by 20 to 40 percent.[3] Another recent study found that TODs can increase ridership 5 to 6 times that of ridership in similar developments not centered in tranist.[4]

Greater Access to Jobs

Transit systems that generate the highest commute ridership have a high percentage of the region's jobs accessible by rail-based transit.[5] Similarly, many other studies have demonstrated that quality transit access to jobs is among the strongest predictors of whether residents will take transit to work. Within the City of Atlanta, 53 percent of jobs are located within 0.5 miles of a station, while just 11 percent of the land is in the same area. And for the entire MARTA system, 287,000 jobs are within a half-mile of a station.

Economic Development

TOD is increasingly used as a tool to help revitalize urban neighborhoods and enhance tax revenues for local jurisdictions. TOD is particularly attractive to young, creative workers who can thrive in a modern economy. In Atlanta, 29 percent of the land area within 0.5 miles of a station is vacant or deeply underutilized. This amounts to 2,600 acres of opportunity for economic development, which at normal TOD densities, could accommodate approximately 170,000 new residents and several million square feet of office and retail space.

Ideal Location for Affordable Housing

Expanding housing opportunities adjacent to transit can lower the combined cost of housing and transportation, helping cities and regions meet the demand for new affordable and workforce housing. Housing and transportation rank as the first and second largest expenses in typical households, respectively. Metropolitan Atlanta ranks 6th among the 25 largest regions in terms of the percent moderate income households spend on housing and transportation (63 percent).[6] TOD can add to the supply of affordable housing by providing lower-cost shelter and improved access to public transportation, thereby reducing household transportation expenditures. Housing costs for land and structures can be significantly reduced through these more compact growth patterns. TODs can increase disposable income by reducing household driving costs, saving a typical household between $3,000 to 4,000 per year.

More Efficient Use of Existing Infrastructure

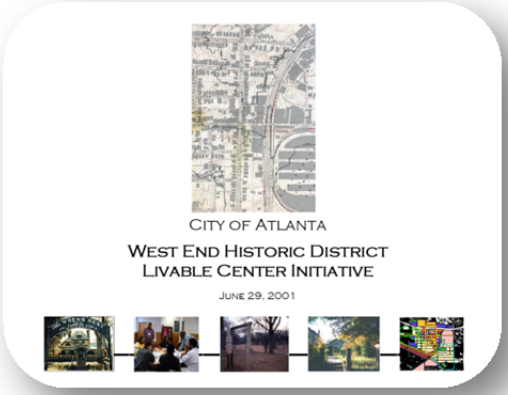
Since TODs feature more compact development and often result from infill development, local governments can reduce infrastructure costs associated with expanding water, sewage, and roads by up to 25 percent. Most of Atlanta's station areas have adequate road, water, and sewer infrastructure to readily accommodate infill development. From a regional perspective, this saves local governments and utility providers from the cost of expanding service to greenfield areas. It also conserves the green infrastructure at the edge of the City, including farms, forests, and natural areas.

BACKGROUND AND PREVIOUS STUDIES

CITYWIDE EFFORTS

Since the inception of MARTA as Atlanta's transit provider, the City of Atlanta has made transit-oriented development an organizing theme of its planning and zoning work and economic development strategy. In the 1970s, the first generation of studies prepared by the City, with MARTA and the ARC, were the Transit Station Area Development Studies (TSADS). These studies looked comprehensively at each station's geography and land use context, capacity for growth, relationship to existing and planned infrastructure, and ability to be connected to the surrounding community. The TSADS program believed that portions of the rapid transit system would draw significant amounts of new development thereby increasing land values and tax revenues. This TOD Strategy and the regional planning, zoning, and development activities of recent years have all built upon those first generation studies.

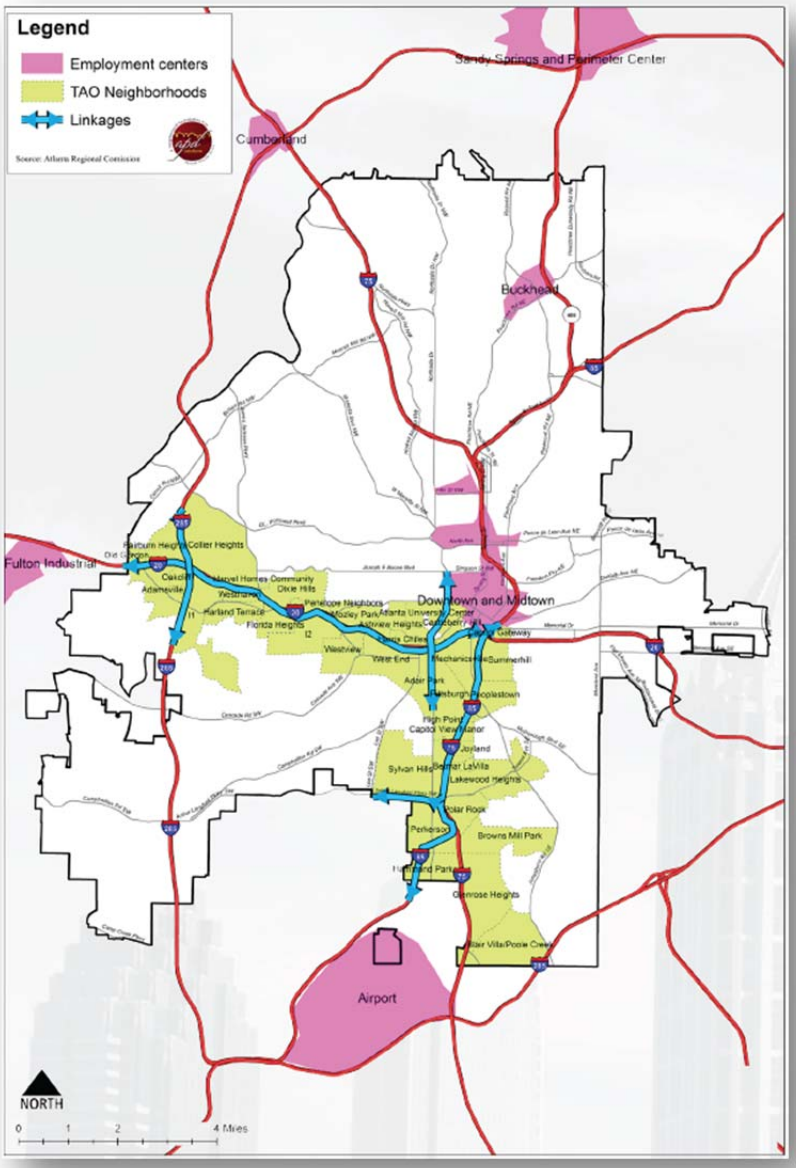
The second generation station area plans were the ARC-sponsored Livable Centers Initiative (LCI) studies, a program intended to promote greater livability, accessibility, mobility and development in existing and developing employment centers, town centers, and corridors. Eleven of the LCI studies in the City of Atlanta include one or more MARTA station areas. The Imagine Downtown LCI, for example, includes all or a portion of eight station areas. In total, 22 of the 24 City-serving stations, except Lindbergh Center and East Lake, are covered by an LCI plan, making them eligible for LCI program infrastructure funds.



The City of Atlanta has begun to change its zoning to favor transit-oriented development based in large part on the TSADS and LCI plans. The City's 22 Special Public Interest (SPI) Districts provide customized zoning rules for specific city areas. Several SPI districts cover densely developed station areas, including all the Downtown, Midtown, Buckhead Stations as well as the Ashby, Lindbergh Center, Vine City, and West End Stations. The 2001 rezoning of Midtown (SPI-16), where development is organized around four MARTA stations, exemplifies TOD fundamentals of density, mixed uses, pedestrian connections, reduced parking requirements, and transition to single-family areas. Atlanta also created an innovative set of "Quality of Life" zoning codes, with regulations for Multi-Family Residential and Mixed Residential Commercial Districts. Over time, these new district regulations are being applied to specific areas of the city. The Quality of Life codes promote neighborhood-appropriate density,

enhanced pedestrian and bicycle travel, high-quality urban design, and reduced parking near MARTA stations.

Citywide planning also emphasizes TOD. Atlanta's Comprehensive Development Plan (CDP) articulates land use and transportation policies to help promote develop of transit station areas and increase density near available infrastructure, discourage strip development, minimize urban sprawl, promote neighborhood conservation, enhance the pedestrian system, and reduce parking requirements near transit. Closely related to the CDP is Atlanta's C*onnect Atlanta Plan*, the City's first comprehensive transportation plan. Connect Atlanta supports TOD at the macro level, through investment in transit infrastructure, and at the micro level, through "complete streets" with connectivity, ample sidewalks, universal accessibility, and bicycle infrastructure.



Efforts around the Atlanta BeltLine exemplify how the City is planning for TOD around future transit service. In 2006, Atlanta created the BeltLine TAD and Atlanta BeltLine, Inc, an implementation organization. ABI is charged with, among other things, encouraging development and affordable housing around the planned transit service. The City also created an overlay district covering the BeltLine loop, prepared a comprehensive master plan for the BeltLine Planning Area, and is engaged in rezoning work around the future transit service. Similar planning efforts are underway surrounding planned transit service to Emory, CDC, streetcar expansions downtown, and Cobb County.

In 2013, the City of Atlanta's Office of Housing completed The Strategic Community Investment Report. This document conducted an in-depth field survey of citywide residential and neighborhood conditions. The result, was a recommended policy focusing a large

portion of city resources on a small number of neighborhoods. The focus area, mapped in light green, includes most of Atlanta's west and south line MARTA rapid rail stations.

RECENT EFFORTS BY OTHERS

Many regional partners are working to advance and foster TOD, including a range of initiatives and efforts prepared in recent years by ARC, MARTA, Community Improvement Districts, and the nascent TOD Collaborative.

In April 2011, several regional partners including Southface, the ARC, and MARTA completed the Edgewood/Candler Park Station charrette-based study. This detailed exploration of the development potential of the surface parking lots around the station advanced the previous planning work for the Edgewood neighborhood and the Moreland Avenue corridor study (a grandfathered LCI area). Both of these previous planning studies recommended higher density and mixed-use developments on the south side of the Edgewood/Candler Park MARTA Station. The charrette utilized the recent studies and evaluated the underutilized parking lots through stakeholders, designers, developer and community input.

Throughout 2012, a TOD Policy Working Group made up of planners, stakeholders, and local officials from the MARTA service area met monthly to assess the state of local TOD policy and initiatives. The Working Group, led by Southface and the ARC, identified the following six arenas where more work was needed: manage stakeholder outreach, create media and marketing plans, coordinate research and analysis, develop seminars and leadership programs, assist in the identification and removal of barriers, and assist in the development of financing tools. In early 2013, several location organizations came together to form the TOD Collaborative, focused on implementation efforts in the six areas of need. The TOD Collaborative is led by the Livable Communities Coalition, Enterprise Community Partners, and the Atlanta Land Trust.

In November 2010, MARTA approved their TOD Guidelines. The guidelines are a framework of expectations for all future joint development projects with MARTA's participation. The guidelines are built upon four principals: station-area development that is relatively dense; a rich mix of land use in order to create "transit villages" which will foster and promote live, work, leisure activities, and educational institutions; creating a great public realm and small pedestrian-friendly blocks; and lastly, MARTA's new approach to parking will adopt a "less-car" approach to foster more pedestrian friendly infrastructure

through shared parking that minimizes the need for parking spaces.

When the 2.6 mile Atlanta Streetcar line was under construction, Central Atlanta Progress prepared the Streetcar Development and Investment Guide to highlight TOD opportunities.[7] As a result of construction activity, the Atlanta Streetcar has already fostered developments along its corridor including residential, hotel, and institutional developments. The guide focuses on over 80 acres of remaining underutilized land and 30 vacant buildings within a few blocks of the route, highlighting development potential, incentives, and resources to support quality TOD.

Recognizing the rapid growth of Atlanta and its region, the ARC adopted its new Regional Development Plan (RDP) in 2006 based on Envision6—an in-depth, "what-if" planning process that integrated land use, transportation, and water resource policies to look ahead over the next quarter century. During that time, the ARC anticipates the population of metro Atlanta will grow by approximately two million people. This is expected to have a profound impact on the City's transit system and the potential to spur TOD citywide. The Regional Development Plan features a Unified Growth Policy Map and a Matrix of Regional Places. Together, these tools illustrate where the region wants and needs to channel future growth. Dense, mixed-use development is desired in the city core – especially around transit lines – and forms a key component of growing the metropolitan region sustainably.

To further support local TOD efforts, the ARC recently prepared a TOD Implementation Strategy Assistance study. The study explored the real estate and financial market conditions at the 38 MARTA stations areas and prepared a detailed analysis of ten station areas, focusing on redevelopment opportunities on both private redevelopment sites and underutilized MARTA property. Detailed station area analysis in the City of Atlanta included Arts Center, East Lake, Hamilton E. Holmes, King Memorial, Lakewood/Fort McPherson, and Lindbergh Station areas.

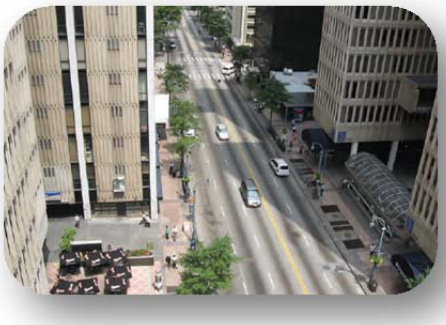
STATION TYPOLOGIES IN THE CITY OF ATLANTA

The development patterns in TOD areas have been organized into several different station types. As a planning tool, station typologies are meant to be forward looking and aspirational by helping guide future redevelopment and infrastructure investments around the transit stations. The typologies are also important in providing an understanding of the mix of development, transit function and density that each station will be able to accommodate. The City of Atlanta's station typologies build on work by MARTA and Atlanta BeltLine, Inc. They are intended to consider future growth as well as account for stations that do not fit into a classic TOD mold but perform important regional transportation functions.

The typologies focus on thematic similarities and differences, instead of a specific definition meant to categorize a station as one type of station. The main objectives in the station typology are to ensure that the typology reflects not only land use, location, and density, but the transit operations as well. **Table 1**compiles the stations by station type and is included below. See also the typology-based policy section at the end of this document, especially **Table 3**.

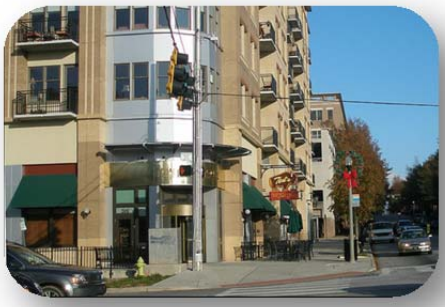
URBAN CORE

Urban core stations are located in the densely developed nodes of the transit system network. Urban core stations are surrounded by a mix of urban uses, primarily civic, institutional, hotel and office uses; however there is an effort being made to increase residential and retail uses in these areas. Pedestrian's connectivity is crucial to urban core stations, which tend to be closely spaced to allow people the option of walking or taking transit to nearby activities. An advantage of the urban core stations are their proximity to the center of the system and ability to process high volumes of riders. Examples of Urban Core stations include Five Points, Peachtree Center, Arts Center, Buckhead Stations, and all the Atlanta Streetcar stops.



TOWN CENTER

The town center stations are nodes of dense, active, mixed-use development. Town center stations are located in two types of settings. Some are located in focus areas for new town centers which are TOD nodes that are built in response to current and future transit opportunity, while others are in historic downtown areas where transit will create the opportunity for the town center to expand without excessive traffic congestion. They differ from urban core stations because the development around these stations is of a lesser scale. Access to local bus service, automobile access and pedestrian connectivity are important for town centers as these are all ways that local



circulators/buses connect the transit station to other destinations within the town center as well as the surrounding neighborhoods. Examples of Town Center stations include the Bankhead and Lakewood-Fort McPherson MARTA Stations.

COMMUTER TOWN CENTER

Commuter town centers share many of the same characteristics of town center stations, however they also serve as a primary point where commuters transfer to the rapid transit system. This requires a large park-and-ride capacity in order to accommodate the large volumes of commuters arriving by automobile and local and regional bus service. Structured parking should be used to accommodate the commuter demand. There are two Commuter Town Center stations in the City of Atlanta: Hamilton E. Holmes and Lindbergh Center.

TRANSIT COMMUNITY

Transit community stations are more intense than neighborhood-type stations and less intense than town center-type stations. They typically include under-utilized land appropriate for redevelopment near the existing or future transit station, surrounded by single-family residential neighborhoods. The redevelopment should be transit-supportive, consistent with local station area plans, and properly transition to the single-family areas. Transit riders are likely to arrive at a transit community station by walking, bicycling, or taking local bus service. Examples of Transit Community type stations include West End and King Memorial.

NEIGHBORHOOD

Neighborhood stations are located in residential areas and primarily provide transit for people who live near the station. The proximity of transit allows residents to get to work, school, entertainment, shopping, and other destinations accessible through the transit network. The area closest to the station would be able to accommodate relatively dense housing or neighborhood scale mixed-use development, with proper transitions to single-family areas. Neighborhood stations are local stations where people most often arrive on foot or by bicycle. Examples of neighborhood stations include the Edgewood-Candler Park, Ashby, and West Lake MARTA Stations.

SPECIAL REGIONAL DESTINATION

Special Regional Destinations are not traditional TODs as they have a single dominant use. These most often times are sports and entertainment venues, educational or medical campuses, airports, and large commercial or industrial complexes. Since these areas are trip generators, transit alignments are often created to serve as many of their users as possible. Examples of the Special Regional Destination typology are the Dome/GWCC Station and the Airport Station.

Table 1: City of Atlanta Transit Stations by Type

Transit Station Type	MARTA Rapid Rail Stations	Atlanta Streetcar
Urban Core	Arts Center Buckhead Civic Center Five Points Garnett Georgia State Lenox Midtown North Ave Peachtree Center	Auburn at Piedmont Centennial Olympic Park Carnegie at Spring Dobbs Plaza Hurt Park Luckie at Cone Park Place Peachtree Center Sweet Auburn Market Woodruff Park
Town Center	Bankhead Lakewood-Ft. McPherson*	None
Commuter Town Center	Hamilton E. Holmes Lindbergh Center	None
Transit Community	King Memorial West End	Edgewood at Hilliard King Historic District
Neighborhood	Ashby East Lake* Edgewood-Candler Park Inman Park-Reynoldstown Oakland City Vine City West Lake	None
Special Regional Destination	Dome/GWCC Airport*	None

** A portion of the station area is within the City of Atlanta.*

STATION AREA PROFILES AND PROJECT RECOMMENDATIONS

This section summarizes the station area research and recommendations compiled in the following station area profiles. For each of the 24 rapid rail stations and two of the streetcar stops in the City of Atlanta, the team assessed the stations areas, reviewed previous planning studies, and developed priority recommendations.

The first page of each station profile identifies the station typology, summarizes key issues and existing conditions within the station area, identifies all recent previous studies, and the planning team's opinion of the area's greatest challenge.

The middle pages of each station profile include two maps and a snapshot of the station area's key statistics and demographics. The first map identifies all of the potential redevelopment sites within 0.5 miles of the station area. The second map illustrates sidewalk conditions and compares the 0.5-mile crow fly, or radial buffer, to the 0.5-mile walkshed, or network buffer. The ribbon of statistics across the top of the pages includes information about the station area's total housing units, redevelopment areas, employment, MARTA parking and its utilization, average weekday boardings, journey to station information, and a summary of sidewalk conditions.

The fourth and final page of each station profile lists high priority projects. These projects, which draw heavily from previous adopted studies and plans, are divided into three buckets: transportation projects, zoning changes, and MARTA station recommendations. All of the projects are focused on expanding opportunities for transit-oriented development. They also focus on mitigating the station areas greatest challenge(s), issues, and conditions summarized in the first page of each station area profile.

The following sections summarize the key findings and analysis conducted for this TOD Strategy from an Atlanta-wide perspective.

Station Typology

Each station area profile includes the station's typology. See the previous section for a complete introduction. See also the typology-based policies in the Policy section near the end of this document, especially **Table 3**.

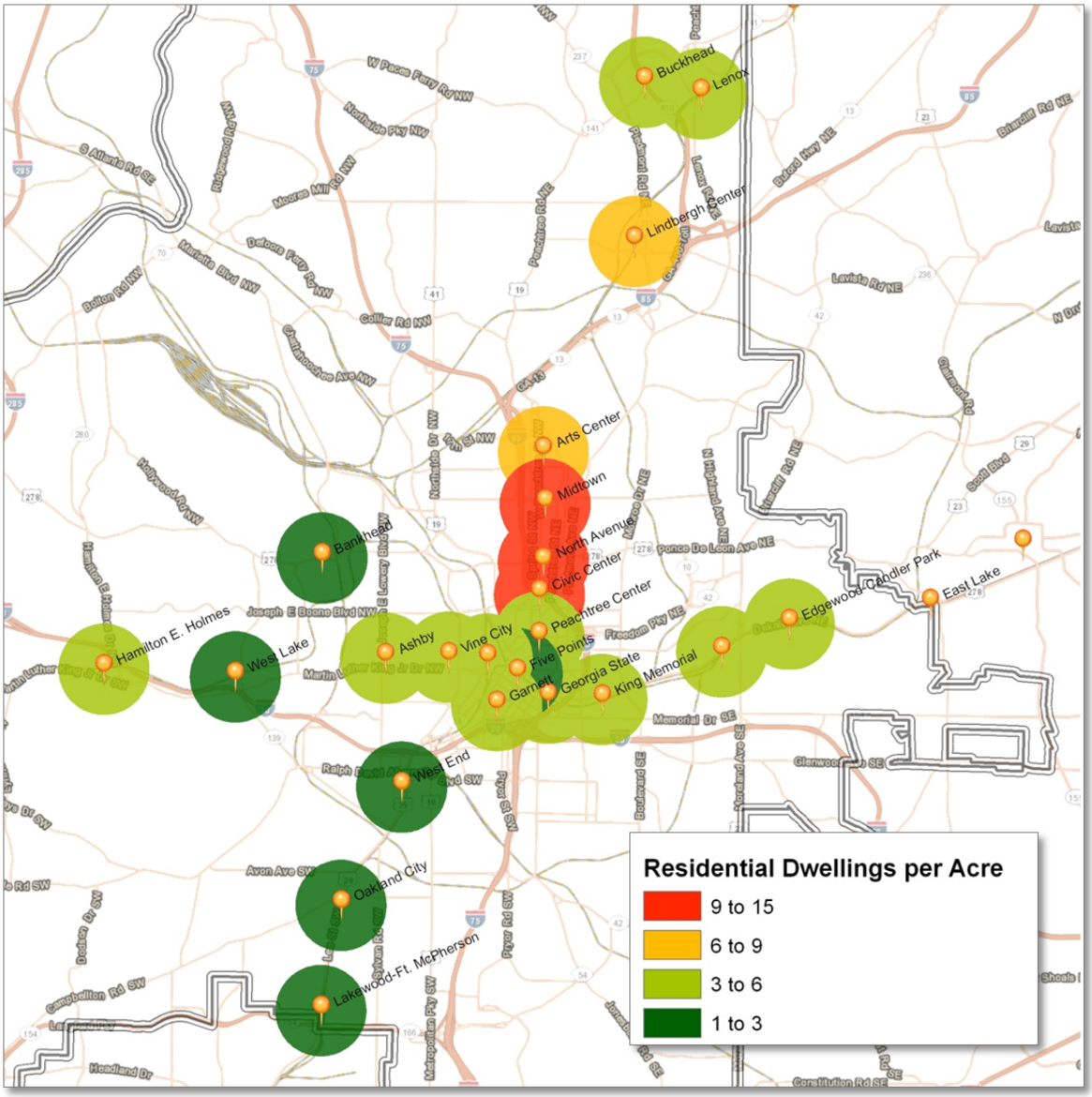
Existing Studies

Each profile includes a list of all the recent previous studies that cover all or a portion of the station area. Each of these studies was reviewed in preparing this TOD Strategy, and most of the project and zoning recommendations included in each station profile are pulled directly from these previous studies. A complete matrix of all previous studies by station is included in the appendix.

Demographic Information

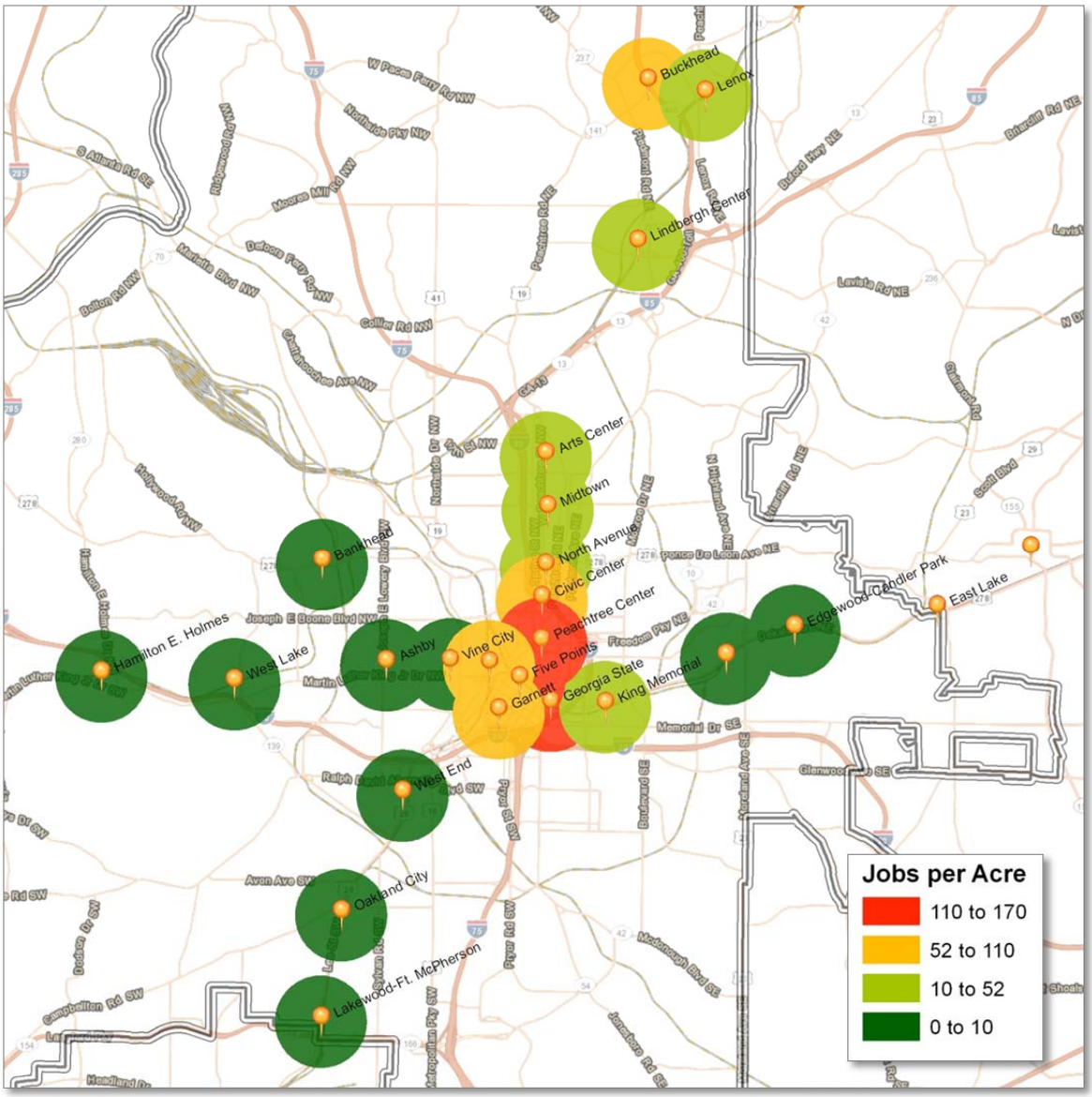
Residential and employment density is a important result of TOD and a key driver and metric of TOD success. More employees and residents around stations generally translates into increased neighborhood vibrancy and transit ridership – key factors in a station area's success as a destination.

Residential densities around the MARTA stations are quite low, but significantly above citywide levels. Target residential densities are based on the station's typology and range from 9 dwelling units per acre for a Neighborhood type station to 25 units per acres for an Urban station. The City of Atlanta as a whole averages 2.6 dwelling units per acre while the Atlanta station area's average 5.2. Throughout Atlanta, the MARTA station areas include 11 percent of the land area and 20 percent of the population and housing units.



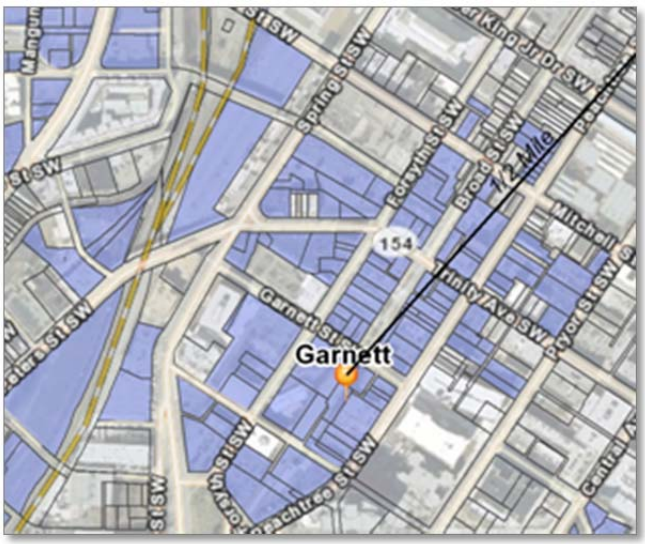
The relative residential densities around the Atlanta station areas is illustrated on the map below. The highest concentration of transit-oriented residences are around the three Midtown/Downtown serving stations, where the Midtown Station itself has the highest residential density in the system at 15 dwelling units per acre. Most of the stations on the west, south, and east lines have very low residential densities around the station. With the typology density targets well above existing density levels at all Atlanta stations, there is tremendous opportunitity for infill residential development at every station.

Employment density around Atlanta's MARTA stations is illustrated on the map below. The employment density along the Peachtree Spine MARTA stations is excellent and one of the strengths of the entire system. In Atlanta, the station areas cover 11 percent of the city's land area, but include 53 percent of the city's jobs. And, in the system as a whole, 287,000 jobs are within a short walk of a rapid rail station.



Employment density peaks at Peachtree Center, which averages 166 jobs per acre. Similar to pattern seen on the residential density map, the stations on the west, south, and east line all have low employment densities. Nationally, TOD is increasingly being used as a tool to help revitalize aging aging urban neighborhoods and enhance tax revenues for local jurisdictions. Additionally, initiatives such as the Fort McPherson redevelopment and MARTA's renewed interest in joing development should help foster jobs along the three underutilized legs of the system.

Redevelopment Opportunities

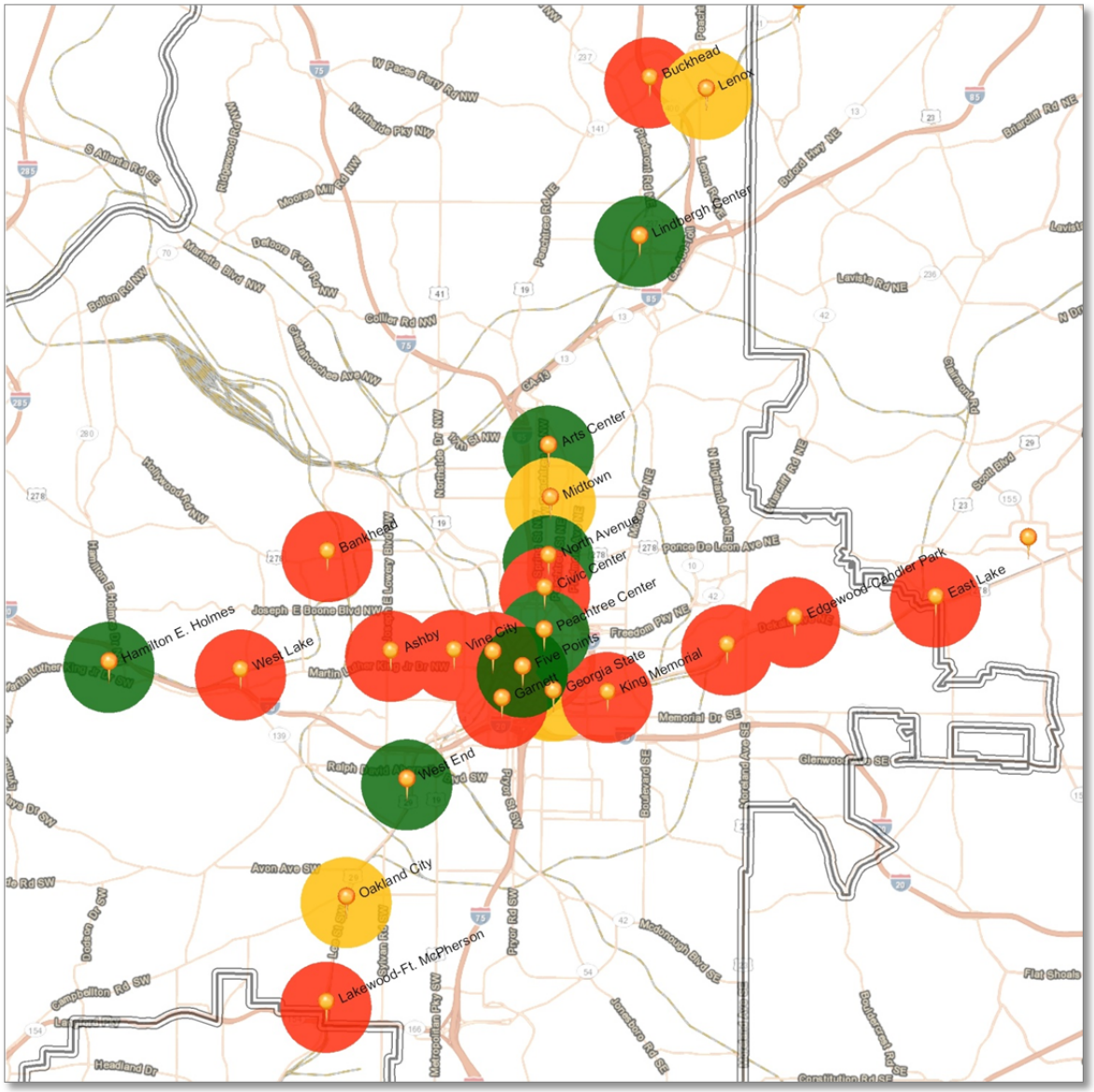


Redevelopment opportunities around the stations include a combination of vacant land, surface parking lots, including portions of the MARTA parking areas, vacant buildings, and deeply underutilized properties. Single-family detached residential neighborhoods should be protected from encroachment by non-residential uses and incompatibly scaled residential or transit-oriented development. The planning team evaluated all of the property within 0.5 miles of each station and found a total of 2,600 acres available for future TOD. This comprises roughly 29 percent of all the land in the 24 Atlanta station areas. At modest residential densities, this could accommodate 175,000 new residents and several million square feet of retail and office space. The maps in each station area profile highlight the potential redevelopment opportunities in blue and the single-family zoned properties in yellow.

The underutilized property around Garnett Station is a good example of the challenges facing some TOD areas. Garnett Station is surrounded by a large number of small, vacant parcels under many different owners. Thus, expensive and time consuming assemblage and land consolidation would have to occur to support a significant TOD. Based on a national survey of TOD developers, these "horizontal" development costs are a key barrier. In Atlanta, MARTA is the largest owner of property near the stations, and many of their surface parking lots are deeply underutilized and subject to total or partial redevelopment. Along with being adjacent to the transit stations, these sites have the great advantage of already being assembled.

Average Weekday Boardings

Many stations have healthy average weekday boardings while others are lagging. In Atlanta, seven stations have average weekday boardings in excess of 6,000 riders per day and 13 have fewer than 3,500. Because TOD is a more cost effective and efficient way to increase ridership compared to expanding rail service, there is a tremendous opportunity to grow the rider pool through new development near the stations. When done well, TOD creates a mix of uses and destinations within walking distance of stations. This promotes transit ridership for those station areas that have low average weekday boardings. For example, stations with some of the highest levels of recent TOD activity have the highest ridership, including Lindbergh Center and Arts Center.



Journey to the Station

The Atlanta Regional Commission conducts a regular "Journey to Transit" survey of MARTA riders. The information for each station is included in the station profile above the sidewalk conditions map. The survey includes driving, carpooling, drop off, walking, bicycling, and/or bus transfer. At stations such as Peachtree Center, which are not served by bus lines or a MARTA patron parking lot, most riders walk to the station (93 percent). The Lakewood/Fort McPherson Station has the highest City of Atlanta rate of driving and carpooling to

the station (36 percent) due to its large parking lots and absence of transit-oriented uses nearby. Finally, Oakland City Station, which is served by four bus routes, has the highest rate of bus transfer activity (71 percent).

Sidewalk Infrastructure

A safe and complete pedestrian and sidewalk network is vitally important to successful TOD. To better understand the walkability of Atlanta's station areas, the planning team evaluated and rated the 528 miles of sidewalk within a half mile of the Atlanta MARTA stations. Sidewalk conditions have been classified and mapped into three categories, summarized in **Table 2** and illustrated in the map below.

Most of the station areas along the Peachtree Spine have excellent and complete sidewalk networks. At three stations, between 50 and 75 percent of the sidewalks are impassable or missing. Further, the three westernmost station areas have over 75 percent of the sidewalks categorized as impassable or missing.

Pedestrian Network and Barriers

In addition to sidewalk conditions, the planning team evaluated the street network and identified barriers to station accessibility. The second map in each station area profile includes a comparison of the 0.5-mile network buffer to the 0.5-mile radial buffer. The network buffer represents an actual 0.5-mile walk distance from the station, considering streets and off-street short cuts such as trails. The radial buffer, or crow fly buffer, is a perfect 0.5 mile radius circle around the station. A larger network buffer relative to the radial buffer equates to a more intact street grid with fewer major barriers.

Five Points Station has the largest network buffer, which comprises 83 percent of its half-mile buffer. By comparison, Bankhead Station has the smallest network buffer at just 39 percent of its half-mile buffer. Key barriers to station access include industrial superblocks, interstates, railroad lines and yards, and cemeteries.

The project recommendations and implementation strategies include new street connections to reduce superblocks, new or safer pedestrian connections across major barriers such as rail lines and interstates, and pedestrian and bicycle access through the Oakland and Westview cemeteries.

Station Area Recommendations

Each profile includes three types of station area specific recommendations: transportation projects, zoning changes, and MARTA station recommendations. The transportation projects draw heavily from station area studies, LCI plans, Atlanta BeltLine master plans, and the *Connect Atlanta Plan*. Projects were specifically included when they addressed key findings from the analysis and evaluation of the station area. These projects include new sidewalks and streetscapes, bicycle infrastructure, multi-use paths, street grid improvements, intersection safety improvements, and recommendations for public art.

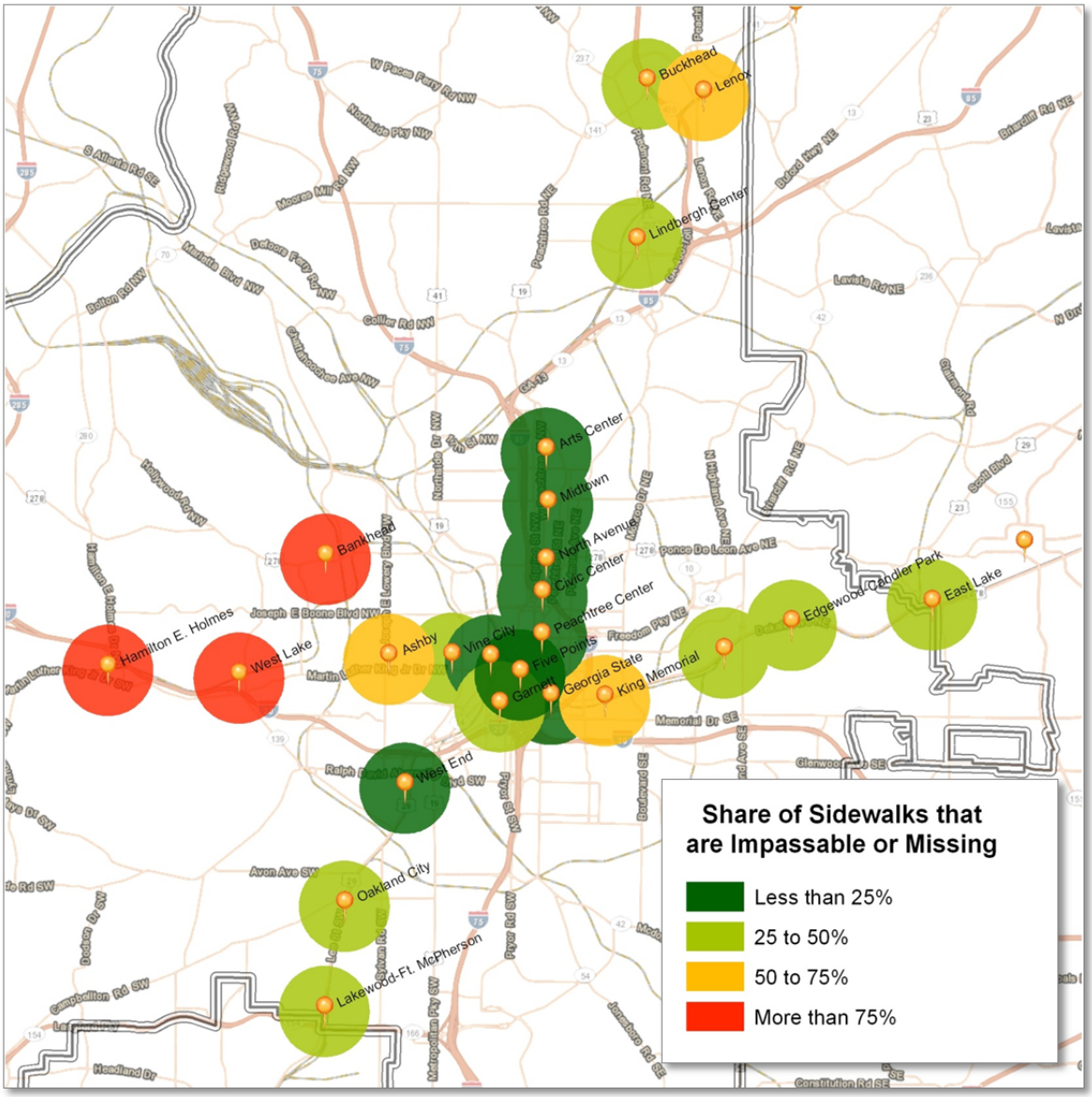


Table 2: Summary of Station Area Sidewalk Conditions

Condition	Description	Miles	Share of Total
Above Average	Good condition, buffered from high speed traffic, fully accessible.	131	25%
Average	Generally good condition with some breaks and large cracks	205	39%
Impassable	Not fully accessible for people with disabilities or missing	192	36%

The "Zoning Changes" section summarizes the planning team's recommendations including rezoning efforts, zoning district updates, along with identifying occasional new districts that may be

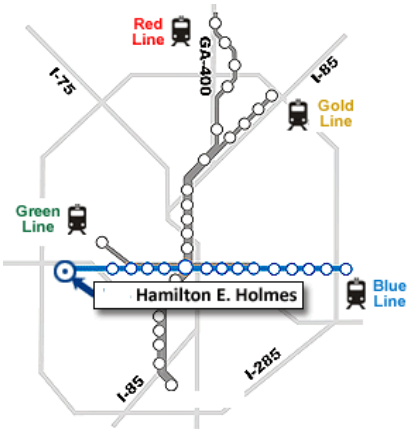
needed. Nine station areas need a significant zoning overhaul, generally rezoning from the older, more suburban zoning districts to the newer, quality of life zoning districts. Four station areas have an SPI district in place that could benefit from a few minor updates to improve the transit-orientation of the district. Finally, eleven station areas, principally in the Downtown, Midtown, and Buckhead SPI districts, have excellent zoning in place and need no changes. Importantly, no station profile recommends rezoning of any single family neighborhood area to support TOD. Zoning recommendations included in the station profiles remain consistent with the city's longstanding policy of protecting single family neighborhoods.

The final section compiles the MARTA Station Recommendations focused on the station, the station grounds, bus depot, and any associated surface parking around the station. Station recommendations include installing new bicycle parking, redevelopment of surface parking lots with TOD, opportunities for retail on the station grounds, and with opportunities to simplify bus depot and waiting areas.

- ***Bicycle parking***: most stations lack adequate, secure, covered bicycle parking. Each station profile includes a recommendation for bicycle parking accomodations based on the existing available parking and average daily ridership.
- ***Redevelopmenty opportunities***: Recommendations to redevelop some or all of the surface parking around many of the stations was based on a variety of factors including the station's typology, proximity to one of the three business districts, and size and utilization of the parking lot.
- ***Retail opportunities***: One key recommendation of the study is to create neighborhood gateways between the station and the surrounding neighborhood to allow riders to create a more welcoming station environment and fulfill some of their basic retail and service needs between the station and their destination. Recommendations for retail are focused on activating dead or underutilized areas in the existing station as well as proximity to retail and services around the station.
- ***Bus depot recommendations***: Many of the bus depots are overcapacity and outdated relative to current bus routes and frequency, technology, and the move to the Breeze card. And, at many stations, the bus depot creates a barrier between the station and the neighborhood.

EAST-WEST LINE STATION PROFILES

HAMILTON E. HOLMES STATION



Blue Line

TYPOLOGY | COMMUNITY TOWN CENTER

Nearby Landmarks & Popular Destinations:

Douglas High School

ISSUE AND CONDITIONS:

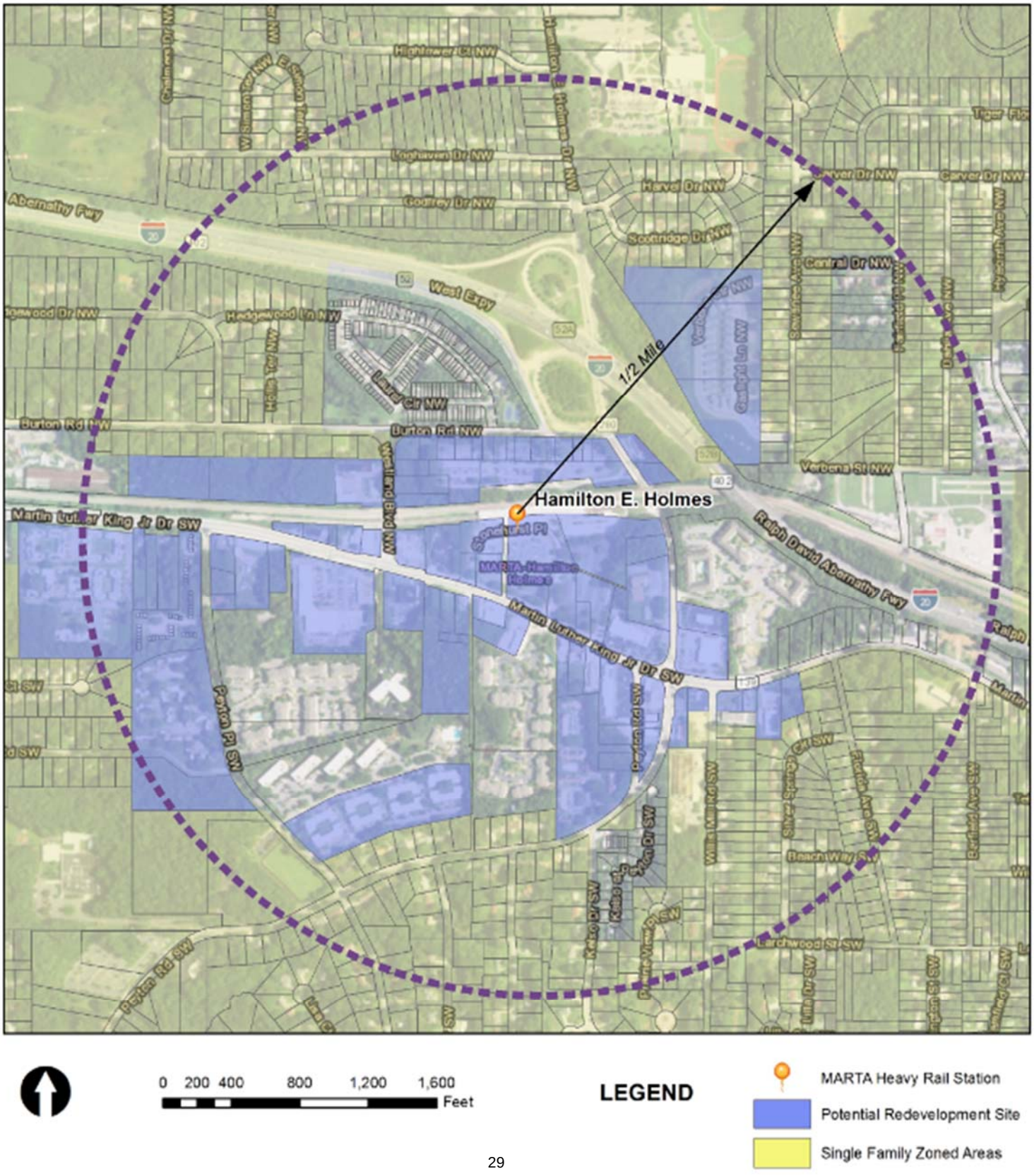
Hamilton E. Holmes Station area has seen significant development activity over the past five years. Five large residential development – both townhome and multifamily – were completed, along with a new drug store. Unfortunately, all of this development is suburban in character, not oriented towards the nearby transit station. The residential developments are all gated and disconnected creating barriers to improved walkability between the developments and the station. Drawing from the LCI study, two key immediate actions are needed: implementing a zoning overhaul and incorporating street framework requirements.

As a Commuter Town Center, available parking and easy access to the I-20 will always be station area priorities. The MARTA patron parking lot is the second largest in the system, but, at 30 percent, its utilization is quite low. About 15 percent of patrons walk to the station, even though over 95 percent of the nearby sidewalks are classified as poor. Two key barriers – I-20 and ML King Jr Dr – afford opportunities to improve the quality and safety of pedestrian trips to the station.

Previous Studies:
Hamilton E. Holmes MARTA Station LCI (2001)

Greatest Challenge:
Pedestrian infrastructure on arterials and collectors

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
1,572	3.6	127	5,576	45	2,119	4	1436	30%	7,569



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (9 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
15%	15%	10%	60%	0	1	15	227	45%

0 200 400 800 1,200 1,600 Feet

LEGEND

MARTA Heavy Rail Station
Half Mile Buffer
Network Buffer

Sidewalk Conditions
Above Avg.
Average
Impassable

Hamilton E. Holmes Station

TYPOLOGY | COMMUNITY TOWN CENTER

PRIORITY TRANSPORTATION PROJECTS:

- New traffic signal and entrance to station property at ML King, Jr Dr and Stonehurst Pl in front of the HE Holmes Station south entrance (Connect Atlanta Plan, PA-002).
- ML King, Jr Dr streetscape, pedestrian, and signal improvements: Linkwood Rd to Fairfield Pl (HE Holmes LCI Study, T1, T2, T26, T28, T33, T34, T35).
- On HE Holmes Dr, signalization and new crosswalks at ramps north of I-20 (HE Holmes LCI Study project, T25).
- Willis Mill Rd bicycle facilities and connection between L Hampton Trail and station (High Priority Bicycle Projects; #1020).
- Remove right turn slip lanes on Burton Rd between HE Holmes Dr and the I-20 on-ramp for better pedestrian access to HE Holmes Station.
- Continue sidewalk on Burton Rd between HE Holmes Dr and the I-20 on-ramp.
- Pedestrian facilities on Peyton Rd between HE Holmes Dr and Peyton Pl.
- Pedestrian connection via Cox Dr to Peyton Rd apartment complexes.
- Create multi-use trail connection between Verbena Cr and HE Holmes Dr.

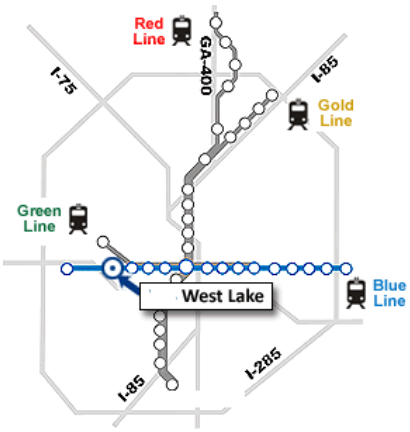
ZONING CHANGES:

- Implement the zoning recommendations in the LCI plan.
- Incorporate street framework standards to improve street grid within private development sites.

MARTA STATION RECOMMENDATIONS:

- Redevelop 60 to 70 percent of the surface parking lot as a transit oriented development consistent with the MARTA TOD Design Guide.
- Introduce built-in retail in underutilized areas within the station's building envelope.
- Add a total of 40 covered bike racks and lockers.

WEST LAKE STATION



Blue Line

TYPOLOGY| NEIGHBORHOOD

Nearby Landmarks & Popular Destinations:

Mozley Park

Anderson Park

ISSUE AND CONDITIONS:

West Lake Station area is filled with potential. The station area has the lowest residential and employment density (2.2 and 1.3 respectively) and the weakest MARTA parking utilization rate (9 percent) of any station in the City of Atlanta. A large portion of its station area is consumed by I-20 and the Westview Cemetery. And, nearly 90 percent of the station area sidewalks are classified as poor. As a result, the station has the City's highest transfer rate, with very few patrons walking, biking, or driving to the station.

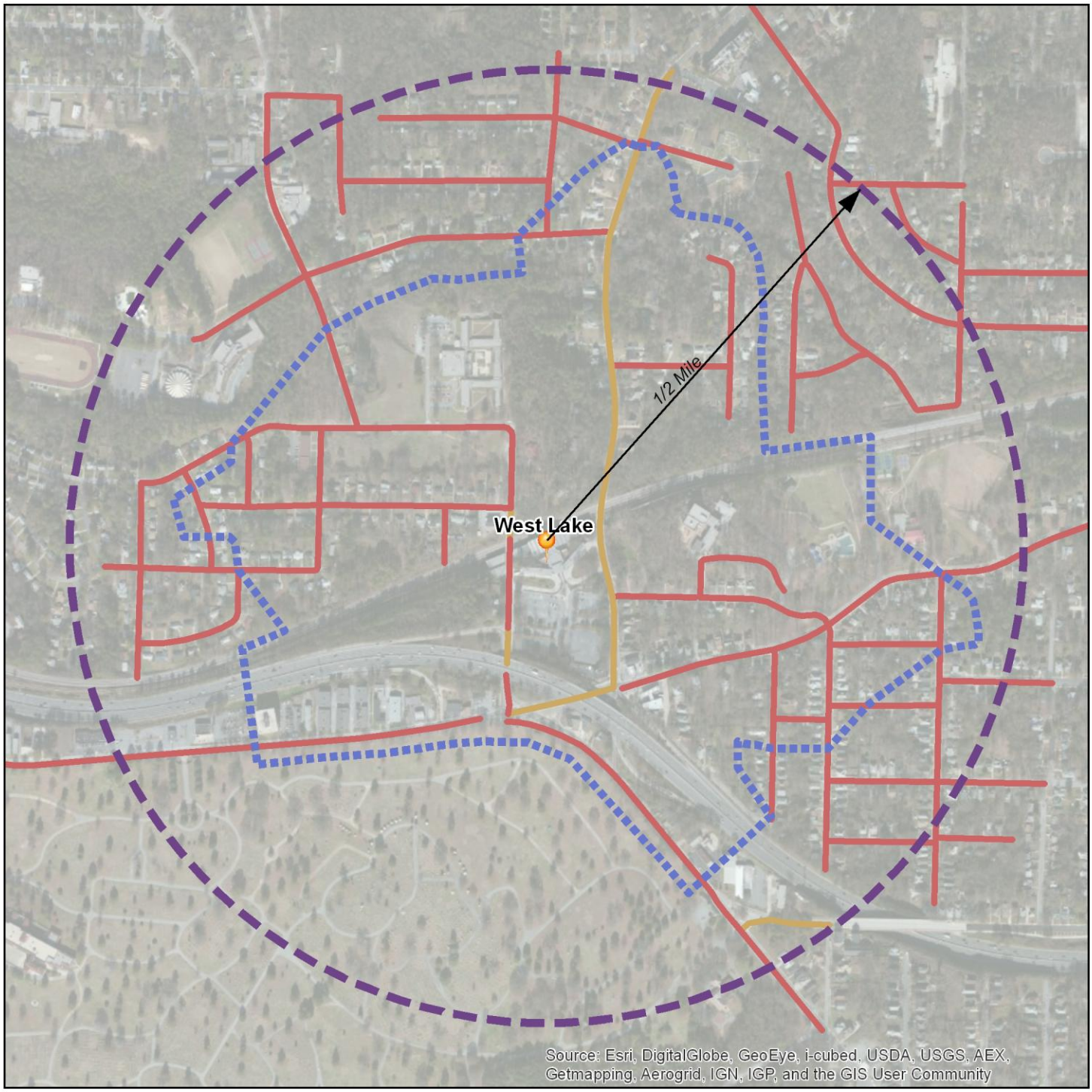
While the station area has seen little infill development in recent years, there are nearly 400 acres of redevelop-able land with the potential to create a vibrant transit village, linking the neighborhoods to the station. The station area also has two large parks, three schools, and three multi-use trail segments, which could be connected to each other and the station.

Existing Studies:
West Lake MARTA Station 3

Greatest Challenge:
Railroad and I-20 are barriers to accessing the station

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
850	2.2	65	3,422	53	629	1	391	9%	5,512

Walk and Bike	Drive, Carpool	Dropped Off	Transferred (4 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
16%	4%	9%	71%	0	2	15	234	47%



West Lake Station

TYPOLOGY | NEIGHBORHOOD

TRANSPORTATION PROJECTS:

- ML King, Jr Dr pedestrian facilities: Wilson Ave to Chappell Rd (West Lake MARTA Station LCI Study projects T-25; CAP, RD006 and PA-007, -008, -009).
- L Hampton Trail mill and resurface from West Lake Station to Mozley Park. (High-Priority Bicycle Projects; #1016).
- Multi-use trail between the L Hampton Trail in Mozley Park and existing trail in Anderson Park connecting to West Lake Station and Turner Middle School (West Lake MARTA Station LCI, T-28).
- New streetscape on Anderson Ave bridge between Penelope Rd and I-20.
- Overpass bridge streetscape on West Lake Ave.
- I-20 underpass beautification on West Lake Ave and Anderson Ave.
- Pedestrian safety improvements on W Lake Ave between JE Boone Blvd and RD Abernathy Blvd.
- Road diet and bike lanes on ML King Jr Dr east of RD Abernathy Blvd.
- Intersection improvements on RD Abernathy Blvd at ML King Jr Dr.
- Pedestrian facilities on RD Abernathy Blvd between ML King Jr Dr and Westview Dr.

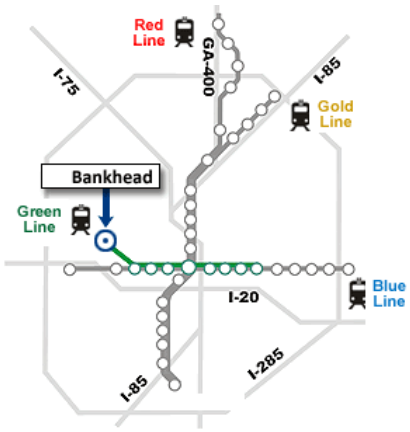
ZONING CHANGES:

- Implement the zoning recommendations in the LCI plan.
- Incorporate street framework standards.

MARTA STATION RECOMMENDATIONS:

- Consolidate bus operations to one loop.
- Redevelop all of the surface parking lot and one of the bus depot loops as a transit oriented development, incorporating the Browning St extension (CAP, PS-NS-027).
- Improve bicycle and pedestrian and ADA access from Anderson Ave and West Lake Ave to the station entrance.
- Add a total of 20 covered bike racks and lockers.

BANKHEAD STATION



Green Line

TYPOLOGY | TOWN CENTER

Nearby Landmarks & Popular Destinations:

Maddox Park

Future BeltLine Westside Reservoir Park

ISSUE AND CONDITIONS:

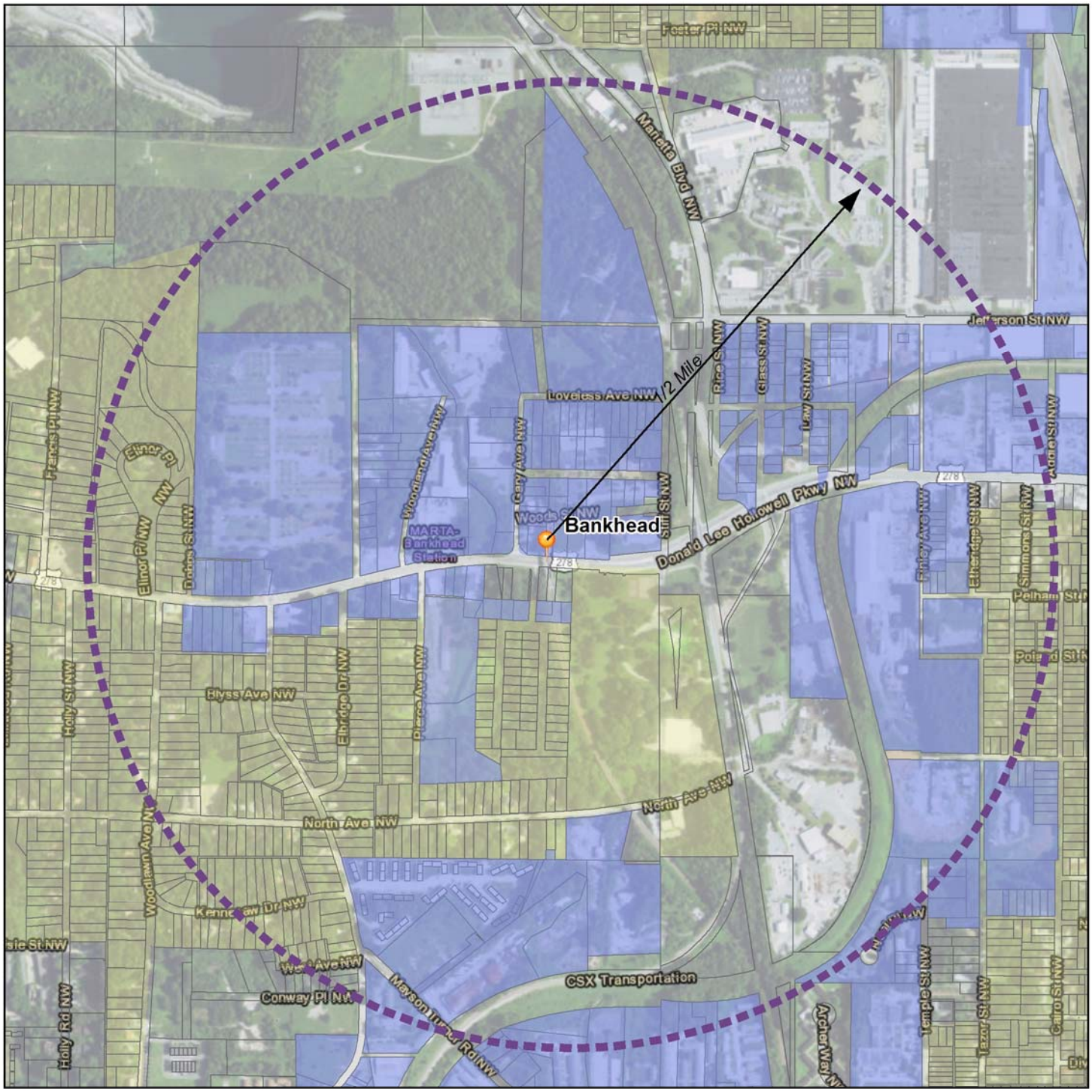
Several recent planning studies have envisioned a high-density transit village around Bankhead MARTA Station with mixed-use and office buildings up to 15 stories high. Other plans include bus rapid transit service in the DL Hollowell Pkwy corridor and streetcar service, creating a transit hub. The station area has 165 acres of redevelopment area, but, recent years have seen little interest in infill and redevelopment around the station. The station area currently suffers from low residential density (2.2 units per acre) and the lowest employment density in the city (0.8 jobs per acre) and an extraordinary vacancy rate of 38 percent.

Accessing the station is another major challenge. All of the sidewalks within 0.5 miles of the station were classified as "poor." The former Bellwood Quarry site and a disconnected grid create major barriers to station access to the north and south of the station area.

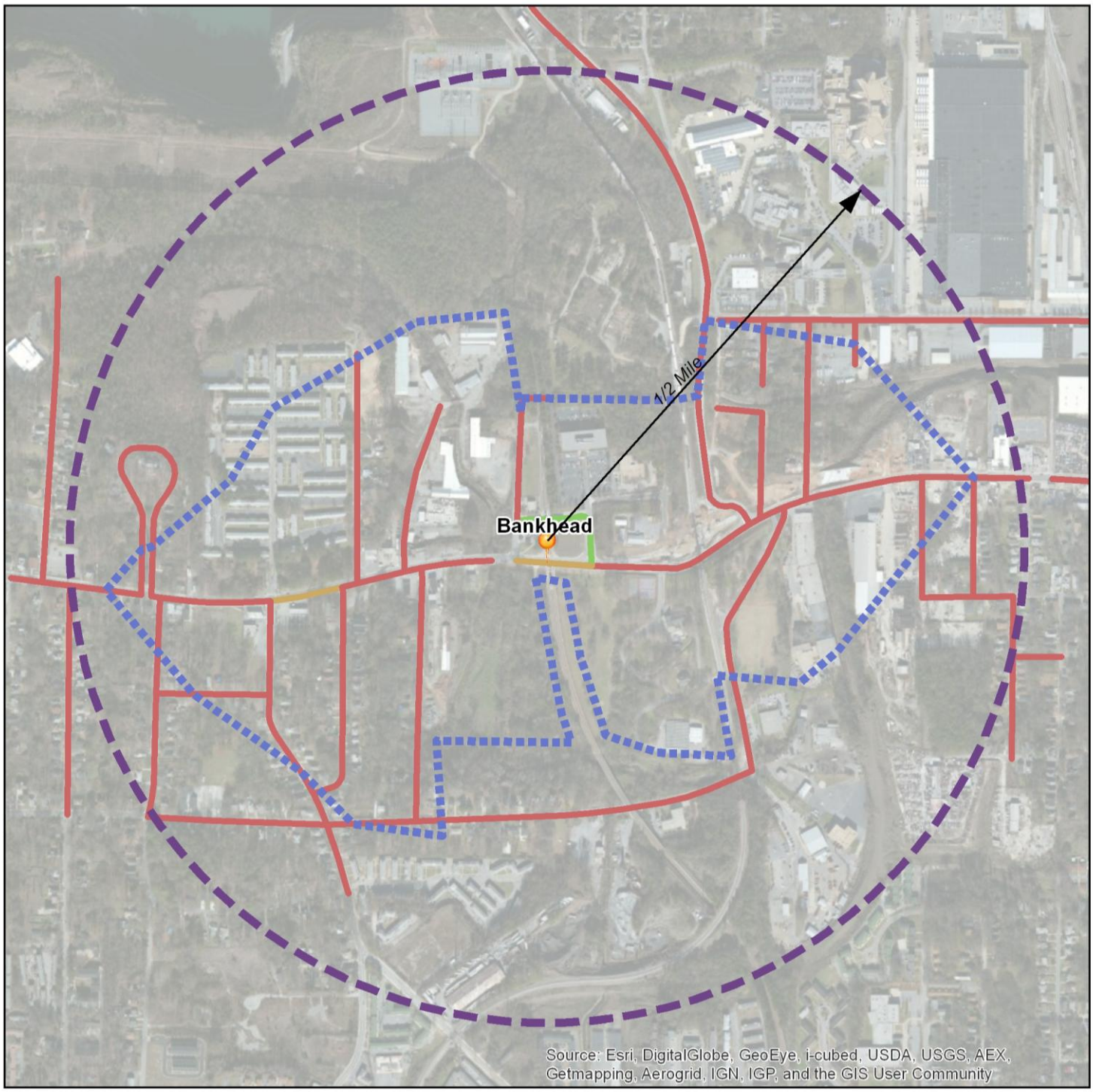
Existing Studies:
Atlanta Beltline Master Plan: Subarea 10 (2010), Atlanta Beltline Master Plan: Subarea 9 (2009), Bankhead MARTA Station LCI (2006), DL Hollowell Pkwy Redevelopment Plan (2004)

Greatest Challenge:
Attaining new private development to increase residential and employment densities

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
1,050	2.2	165	8,946	54	381	1	12	99%	2,010



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (3 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
Data Not Available For This Station				0	0	11	196	39%



0 200 400 800 1,200 1,600 Feet

LEGEND

MARTA Heavy Rail Station
Half Mile Buffer
Network Buffer

Sidewalk Conditions
Above Avg.
Average
Impassable

Bankhead Station

TYPOLOGY | TOWN CENTER

TRANSPORTATION PROJECTS:

- Restripe Gary St for parallel parking
- Add a traffic signal and crosswalks at Stiff St and DL Hollowell Pkwy. Multi-use trail to link DL Hollowell Pkwy to North Ave via Maddox Park: "Proctor Creek Multi-Use Trail" (Beltline Master Plan Subarea 10 – Project ID# M-10).
- Extend Gary St to connect with Jefferson St Opening up a multi-modal connection through the future Westside Reservoir Park.
- Install Bicycle Boulevard on Jefferson St with possible connection to Bankhead Station via a bridge over the CSX freight line.
- Install and repair sidewalk on Marietta Blvd.

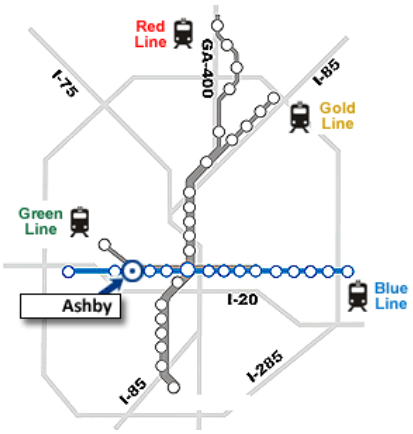
ZONING CHANGES:

- Rezone parcels throughout the station area consistent with the existing Comprehensive Development Plan and previous studies.

MARTA STATION RECOMMENDATIONS:

- Redevelop the parking and landscaped areas around the station with retail to the west of the station and office over retail to the east.
- Remove fencing between DL Hollowell Pkwy and the station.

ASHBY STATION



Blue & Green Line

TYPOLOGY | NEIGHBORHOOD

Nearby Landmarks & Popular Destinations:

Atlanta University Center

Booker T. Washington High School

Historic Westside Village

ISSUE AND CONDITIONS:

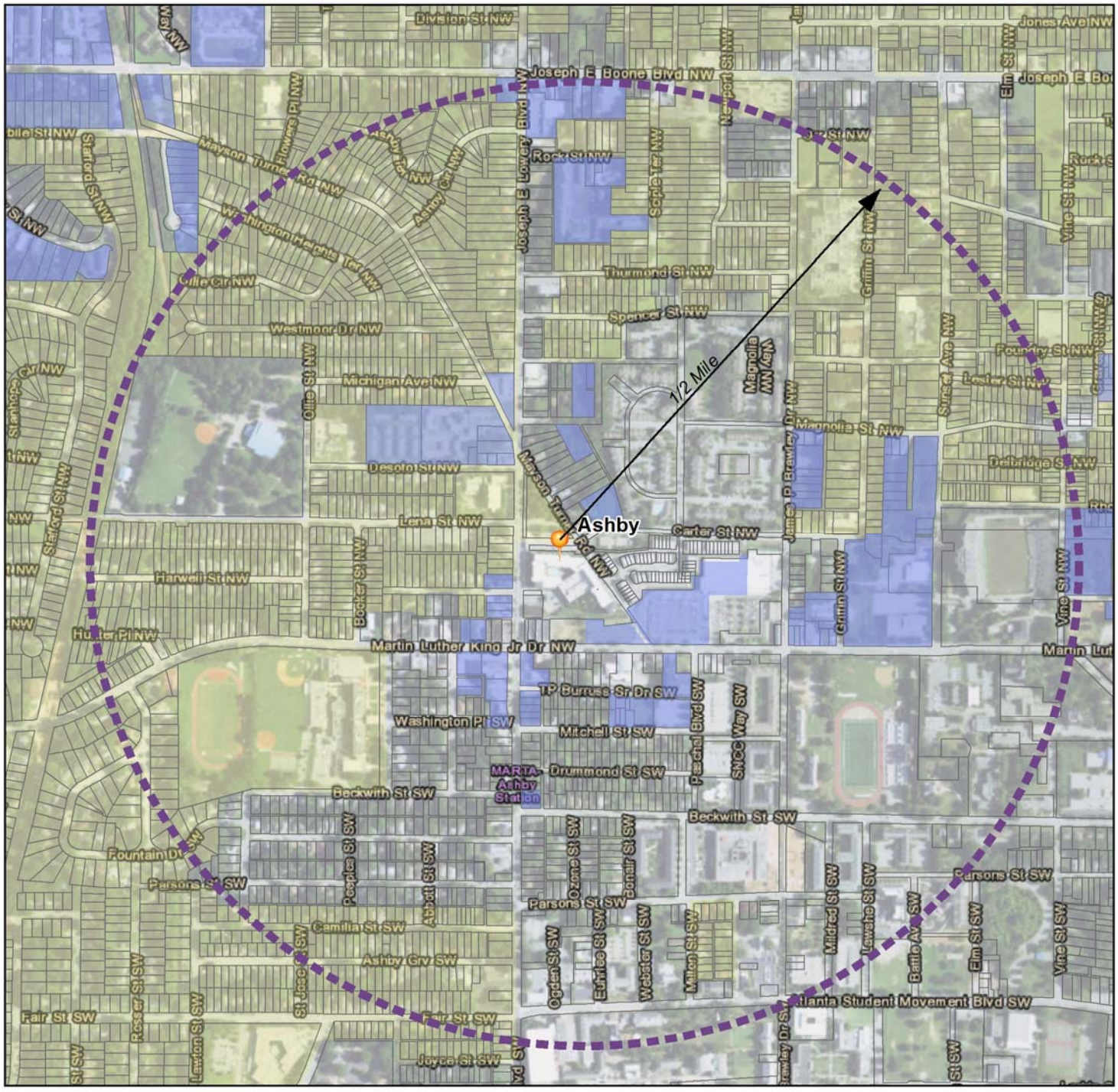
The Ashby Station area is benefitting from numerous recent investments. The largest being the Historic Westside Village redevelopment, supported by the Westside TAD, which includes a mix of retail, apartments, condominiums and townhomes to the south and east of the station. The latest phase includes the first smaller-format Wal-Mart (80,000 square feet) in the City of Atlanta. Forthcoming public investments include a TE-funded Westside Trail connecting Ashby Station to downtown and a TE-funded segment of the Atlanta BeltLine Trail between Lena St and Langhorn St to the south. Both projects greatly expand the bicycle-shed for the station.

Total boardings at the station remain quite low and the station area has an alarmingly high vacancy rate (40 percent of all housing units). The station area continues to need improved sidewalk connections, especially to the AUC and Washington High School. The station itself presents an unwelcoming front to the neighborhoods with underutilized surface parking and an unscreened dumpster. This strategy recommends repurposing the MARTA parking lots and creating more pedestrian and bicycle friendly entrances along all sides of the station.

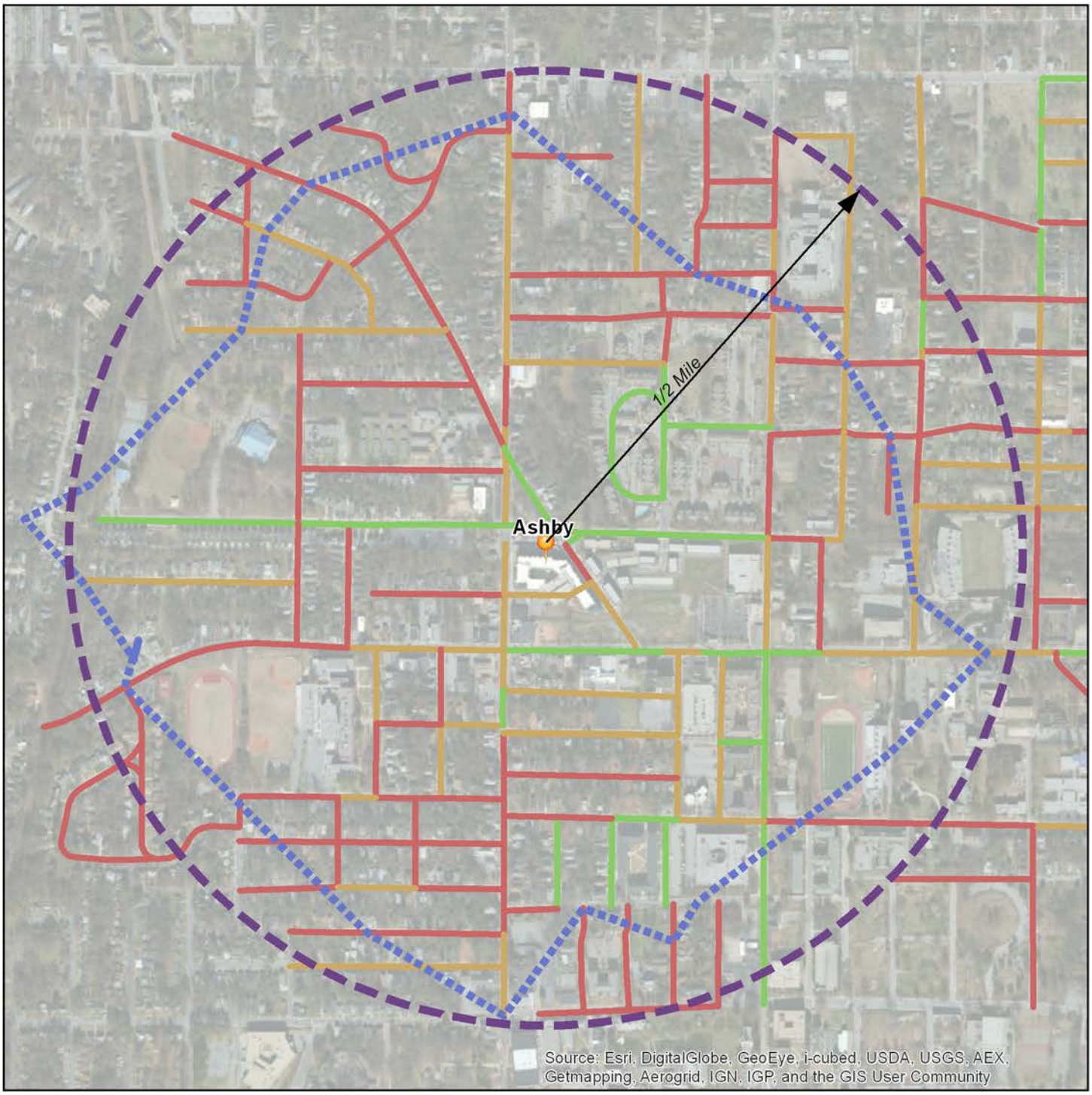
Existing Studies:
Atlanta BeltLine Master Plan: Subarea 10 (2010), Vine City/Washington Park LCI (2009)

Greatest Challenge:
Accessibility to Atlanta University Center and retail on ML King, Jr Dr

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
2,475	4.6	41	2,196	54	797	2	142	11%	2,295



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (1 Bus Route)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
49%	1%	10%	39%	5	8	16	367	73%



TYPOLOGY | NEIGHBORHOOD

TRANSPORTATION PROJECTS:

- Road diet on ML King Jr Dr west of Ollie St for sidewalk widening.
- Add parallel parking on Mason Turner Rd and Lena St including at least three disabled spaces in front of station and in conjunction with MARTA recommendations below.
- Streetscape improvements on Mayson Turner Road between the Atlanta BeltLine and ML King Jr Dr.
- Construct Vine City Promenade (VCWP LCI T-10, T-11)
- Install Bicycle Boulevard on JP Brawley Dr from Jefferson St to Greensferry Ave (Connect Atlanta Plan – Secondary Bicycle Connection; High-Priority Bicycle Projects; #1017).
- Install Cycle Atlanta: Phase 1.0 Study bicycle projects along Lena St., Joseph E Lowery Boulevard, and J P Brawley Drive.

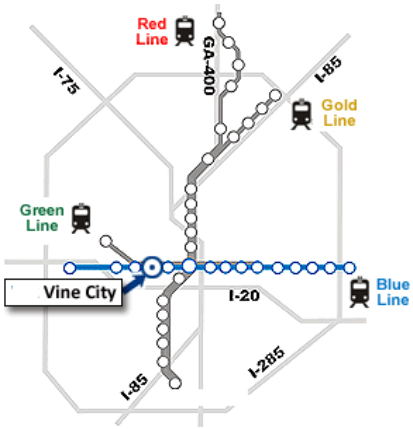
ZONING CHANGES:

- Increase the transit-orientation of SPI-11, especially subareas 1, 2, 3, 8, and 10.

MARTA STATION RECOMMENDATIONS:

- Repurpose all of the MARTA off-street parking. Consider retail space and a gateway park or plaza north of the station. Consider street food market, farmers market, or similar for the parking lot west of the station.
- Create pedestrian friendly entrances between the station and Mayson Turner Rd, Lena St, and Carter St.
- Add a total of 20 covered bike racks and lockers serving both sides of JE Lowery Blvd.
- Add wayfinding signage directing visitors to the Atlanta University Center.

VINE CITY STATION



Blue & Green Line

TYPOLOGY | NEIGHBORHOOD

Nearby Landmarks & Popular Destinations:

Georgia Dome

Georgia World Congress Center

Atlanta University Center

ISSUE AND CONDITIONS:

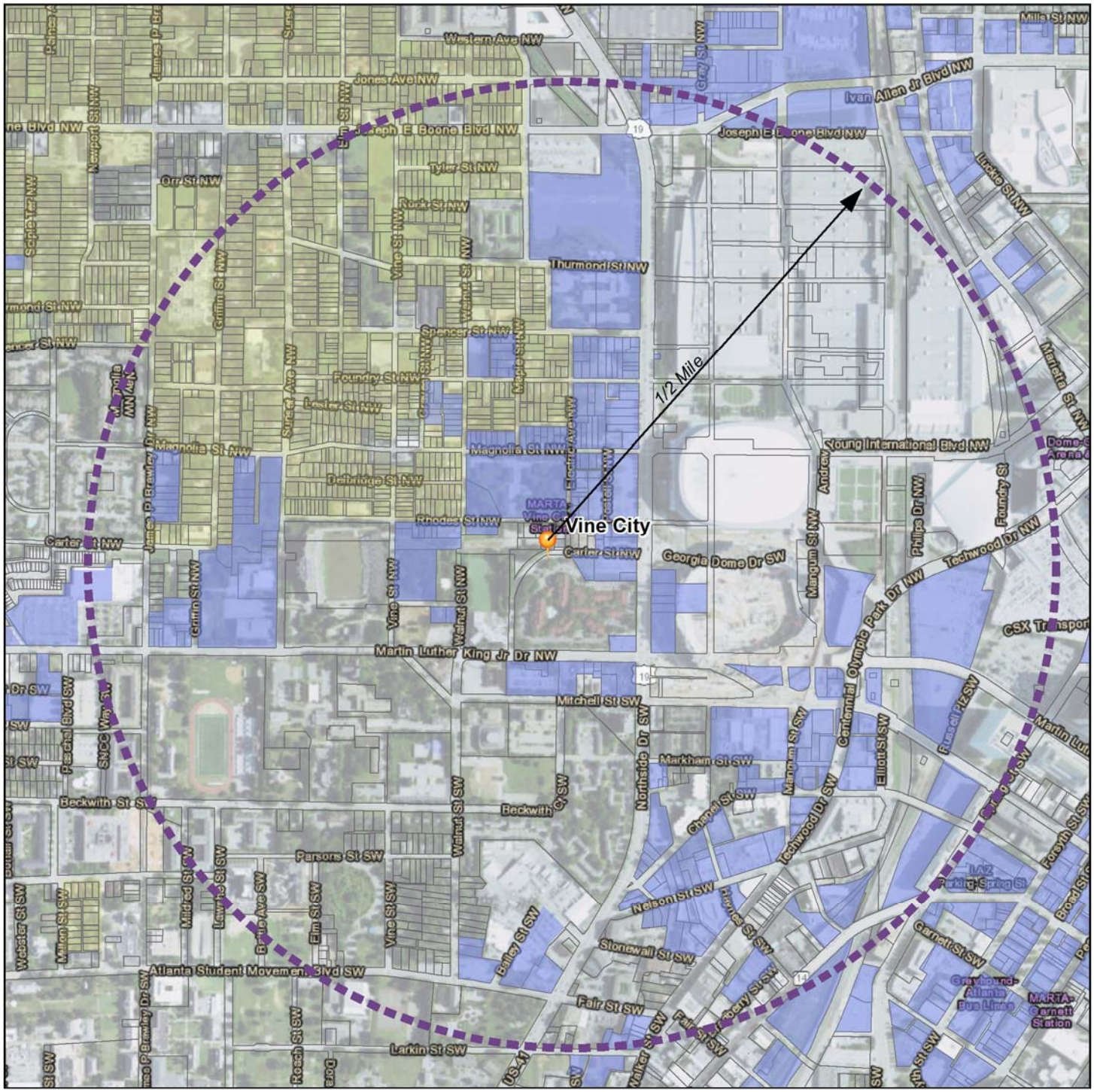
Vine City Station has fewer than 2,000 boardings per day, one of the least used stations in the system, in spite of serving three major regional destinations. The station area clearly needs to strengthen its relationship and access to these key destinations. This includes improving the safety and quality of the Northside Dr crossings, currently a major barrier between the station and the neighborhood and the GWCC complex. The City can also leverage the development of the Georgia Multi-Modal Passenger Terminal and proposed replacement football stadium for improved street grid and sidewalk improvements throughout the area east of the station.

The station area has nearly 100 acres of potential redevelopment area and a high vacancy rate (near 27 percent in 2010). Supporting infill and increasing occupancy rates will also help increase ridership.

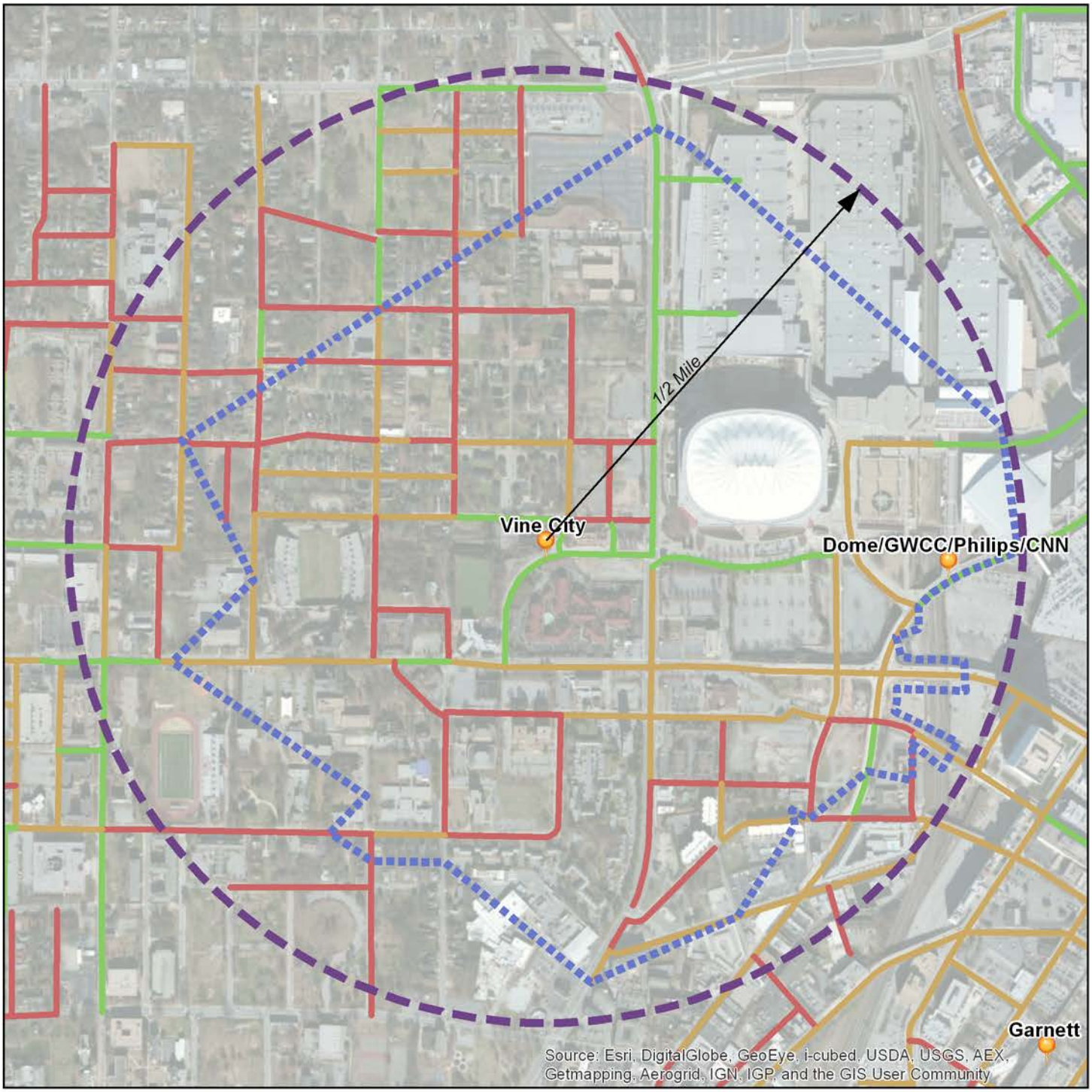
Existing Studies:
Vine City/Washington Park LCI (2009)

Greatest Challenge:
Vacancy and abandoned property north of the station

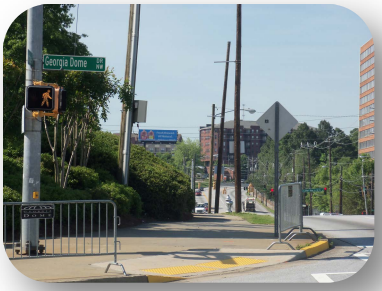
Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
1,780	3.5	96	2,785	29	2,875	6	27	80%	1,714



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (AUC Shuttle)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
36%	5%	9%	50%	5	10	11	324	64%



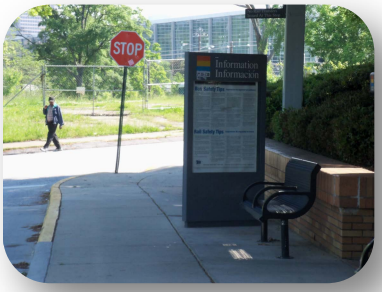
TRANSPORTATION PROJECTS:



- ML King, Jr Dr lane reconfiguration and streetscape (VCWP LCI T-2, T-3, PP-2, PP-3, PP-4, PP-5).
- Beckwith St and Beckwith Ct streetscape.
- Sidewalks with street trees or shade canopies throughout the MMPT project area.
- Construct Vine City Promenade (VCWP LCI T-10, T-11).
- Install Bicycle Boulevard on JP Brawley Dr between Jefferson St to Greensferry Ave (Connect Atlanta Plan – Secondary Bicycle Connection; High-Priority Bicycle Projects; #1017).
- Install Cycle Atlanta: Phase 1.0 Study bicycle projects along Lena St., Walnut St, and Mitchell St.
- Pedestrian facility enhancement on Northside Dr from the station to Larkin St.
- If the Georgia Dome is replaced, create a new street connection between Magnolia St and A Young International Blvd.

ZONING CHANGES:

- Increase the transit-orientation of SPI-11, especially subareas 3, 8, and 12.

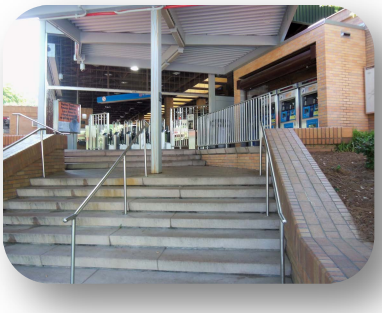


MARTA STATION RECOMMENDATIONS:

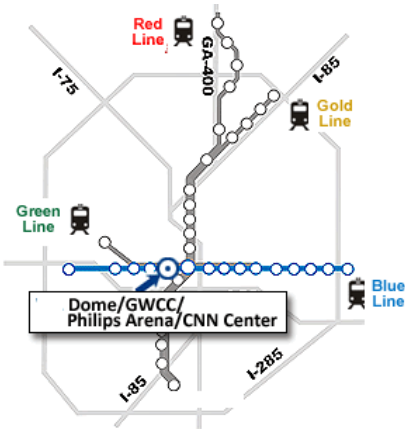
- Redevelop the station's surface parking lot.
- Add a total of 20 covered bike racks and lockers.

OTHER ITEMS:

- Partner with Invest Atlanta and Westside TAD implementation



DOME/GWCC STATION/PHILLIPS ARENA/CNN CENTER



Blue & Green Line

TYPOLOGY | SPECIAL REGIONAL DESTINATION

Nearby Landmarks & Popular Destinations:

Georgia Dome	Georgia World Congress Center
CNN Center	Centennial Olympic Park
Philips Arena	Luckie-Marietta District

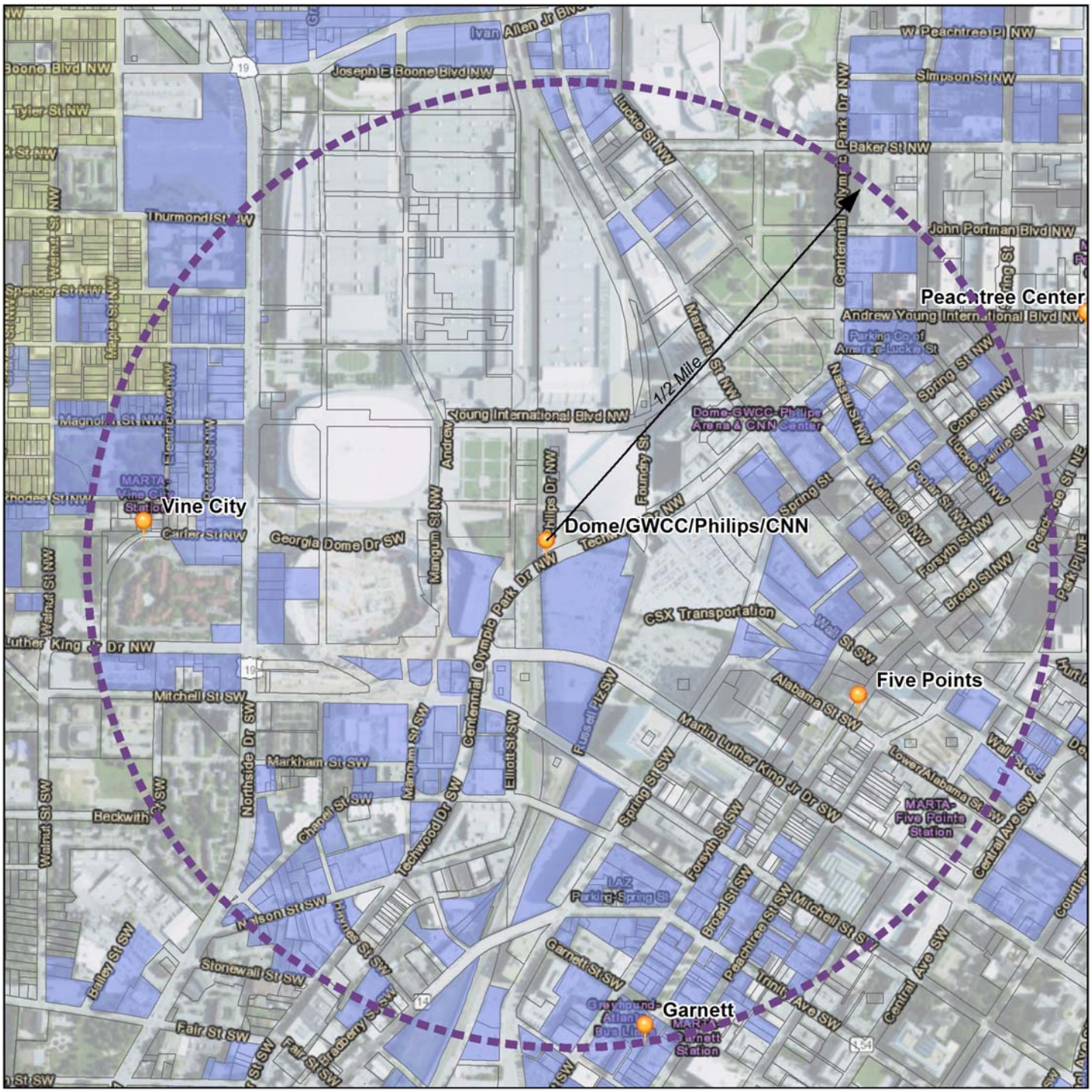
ISSUE AND CONDITIONS:

The Dome/GWCC Station serves Atlanta's major center for conventions, professional sports, and tourism. The station area has among the highest employment densities in the City with 82 jobs per acre. Over 90 percent of patrons walk to the station and the sidewalks between the station and the popular destinations to the north are all in good condition. South of the station lies "the gulch," a vast redevelopment area of nearly 100 acres and currently a barrier for Castleberry Hill residents. Active planning to redevelop the area into a regional Multi-Modal Passenger Terminal could reshape the south side of the station area through a mix of new office, retail, and residential space, and transform both Five Points and Dome Stations into part of a major, regional transit hub.

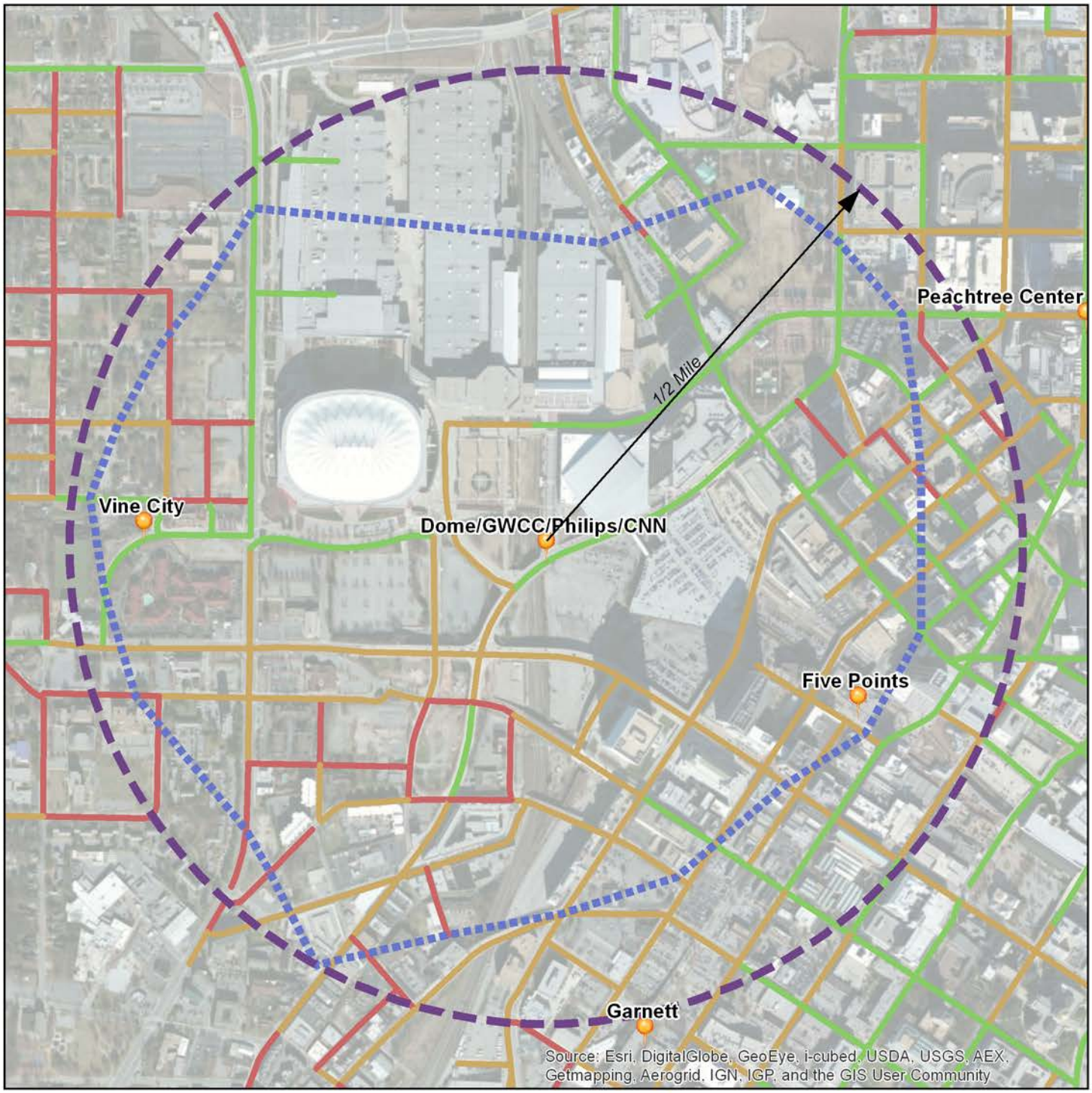
Existing Studies:
Georgia MMPT Feasibility Study (ongoing), Green Line Plan (2010), Imagine Downtown: Encore (2009)

Existing Studies:
Lack of destinations south of the station

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
1,922	4.0	97	NA	NA	41,084	115	0	NA	2,398

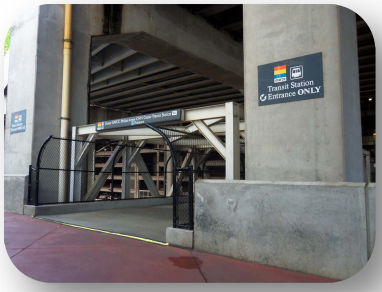


Walk and Bike	Drive, Carpool	Dropped Off	Transferred (0 Bus Transfers)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
93%	0%	1%	1%	8	14	6	360	72%

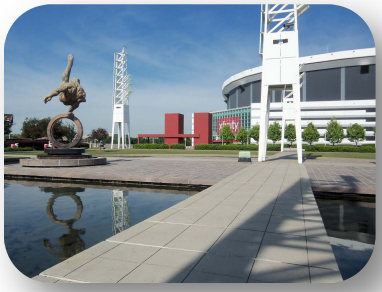


TYPOLOGY | SPECIAL REGIONAL DESTINATION

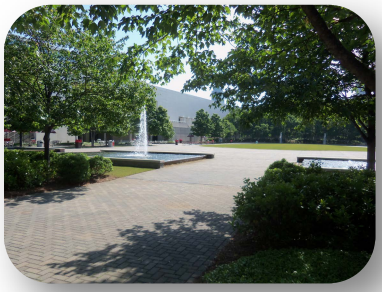
TRANSPORTATION PROJECTS:



- Centennial Olympic Park Dr pedestrian improvement between A Young International Blvd and Nelson St (Imagine Encore Plan Project ID #C11a/C11b).
- Centennial Olympic Park Dr and ML King, Jr Dr – remove channelized right-turn lanes from all four corners and improve pedestrian access and safety at intersection.
- Nelson St pedestrian bridge (Imagine Encore Plan Project ID #C45).
- Marietta St Core Bicycle Connection improvements (Imagine Encore Plan Project ID #C39a/C39b).



- Magnum St /Walker St two-way protected cycle track from Mitchell St to Peters St. (Connect Atlanta Plan - Alternative for Core Bicycle Connection; High-Priority Bicycle Projects; #1022).
- Reintroduce two-way traffic on Centennial Olympic Park Dr between Chapel St and Nelson St.
- Extend Alabama St and Wall St to Centennial Olympic Park Dr (Imagine Downtown Encore Plan Project ID #C64a/C64b and #C65a/C65b).
- Create a new north/south street between Centennial Olympic Park Dr and ML King, Jr Dr.
- Install Cycle Atlanta: Phase 1.0 Study bicycle projects along Andrew Young International Blvd, Centennial Olympic Park Dr, and Mitchell St.



ZONING CHANGES:

- No changes needed

MARTA STATION RECOMMENDATIONS:

- Allow consistent access to the at-grade fare gate entrance on Mangum St to serve Castleberry Hill and the TOD opportunities south of the station.
- Add a total of 20 covered bike racks and lockers.

FIVE POINTS STATION

All Lines

TYPOLOGY | URBAN CORE

Nearby Landmarks & Popular Destinations:

Government Walk
Georgia State University
Fairlie-Poplar District
Downtown Atlanta Business District
Proposed Multi-modal Passenger Terminal

ISSUE AND CONDITIONS:

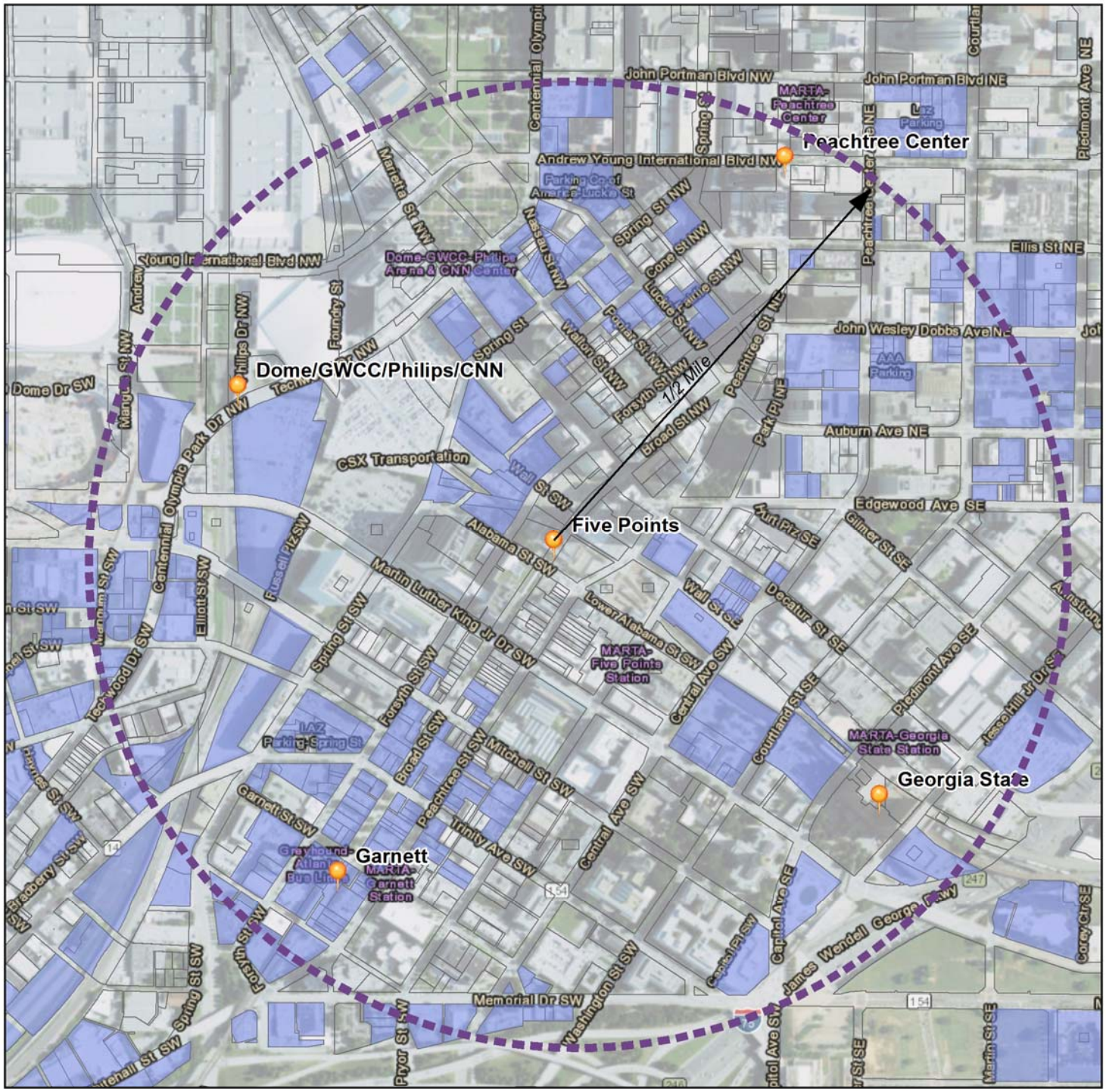
Five Points station is by far the busiest station in the system. With over 23,000 average weekday boardings, it has over twice the daily boardings of the second busiest station. The high boardings rate is driven by the large number of jobs in the station area (83,341) and a high transfer rate from connecting bus routes (38 percent). MARTA has 11 local bus routes along with GRTA, Cobb, and Gwinnett busses that serving the station area. Five Points also has the most intact, walkable street grid of any station in the system with a network walkshed covering 83 percent of the crow fly buffer.

There are numerous infill opportunities in the station area. The largest redevelopment sites are now associated with the proposed MMPT. But, with a low residential density in the station area, many Downtown supporters are focused on increasing the residential density to help activate the station area after hours and on weekends. Another, important barrier to increased ridership is the large amount of low-cost parking surrounding the station.

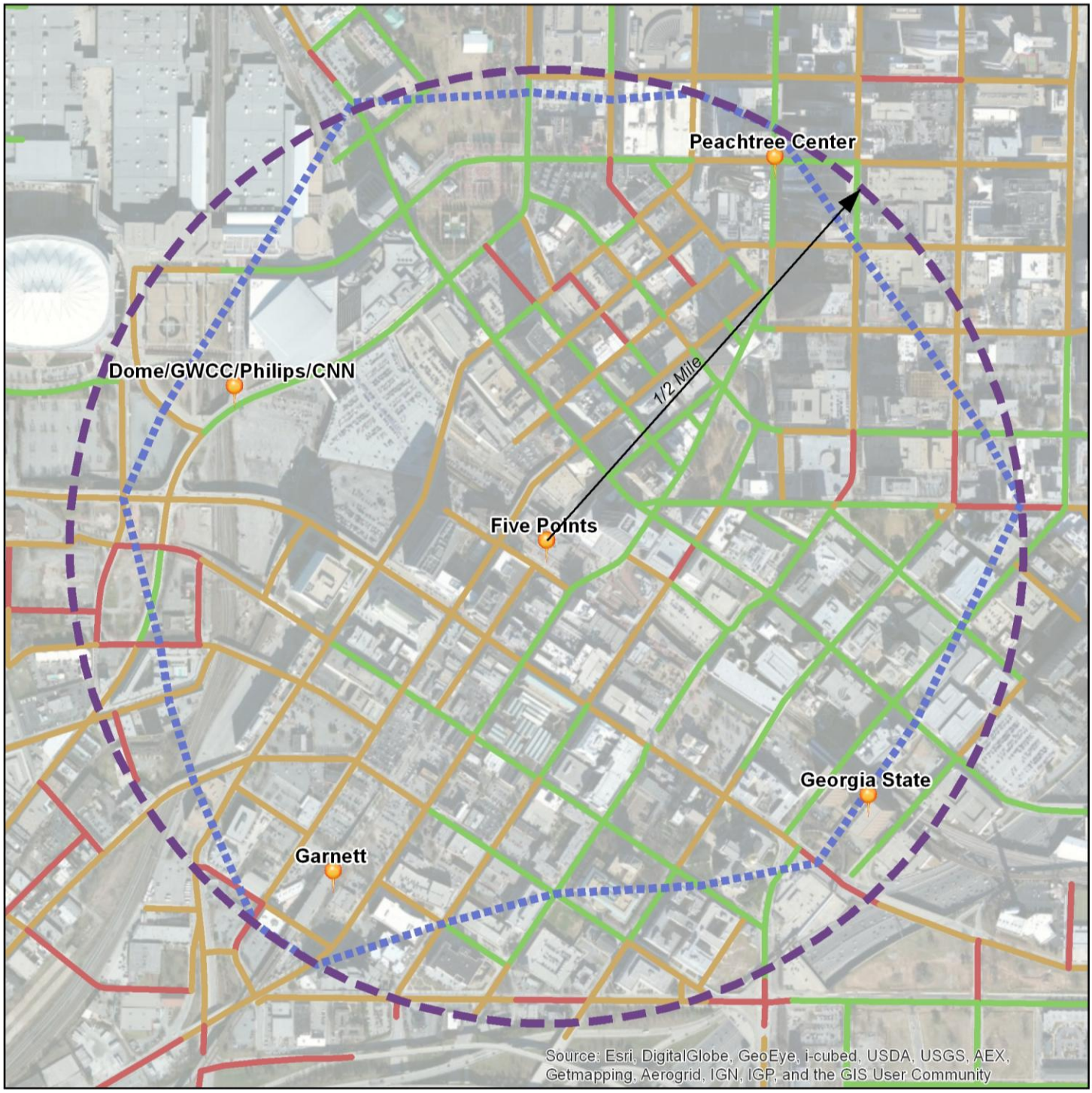
Existing Studies:
Georgia MMPT Feasibility Study (ongoing), Green Line Plan (2010), Imagine Downtown: Encore (2009)

Greatest Challenge:
Loitering

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
1,289	2.6	81	11,246	139	83,841	166	0	NA	23,647



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (10 Bus Transfers)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
51%	2%	9%	38%	13	17	4	418	83%



Five Points Station

TYPOLOGY| URBAN CORE

TRANSPORTATION PROJECTS:

- Pedestrian and streetscape improvements on Spring St from Marietta St to Whitehall St.
- Pedestrian and streetscape improvements on Broad St from Marietta St to Garnett Station.
- Pedestrian and streetscape improvements on Forsyth St from Marietta St to Memorial Dr (Imagine Encore Project ID #C21).
- Re-open Alabama St for vehicle traffic between Peachtree St and Central Ave.
- Extend Alabama St and Wall St west to Centennial Olympic Park Dr as part of the development of the proposed MMPT.
- Replace the Spring St viaduct and ramps to ML King, Jr Dr.
- Marietta St. core bicycle route improvements (Imagine Encore Project ID #C39b) or Luckie St-Tech Pkwy-Howell Mill Rd as an alternative.
- Streetscape improvements and relocation of parallel parking on Pryor St between Decatur St and ML King, Jr Dr.
- Implement the Peachtree St Core Bicycle Connection improvements.
- Implement the east-west Core Bicycle Connection improvements on ML King, Jr Dr, Mitchell St, Memorial Dr, and Woodward Ave.

ZONING:

- None.

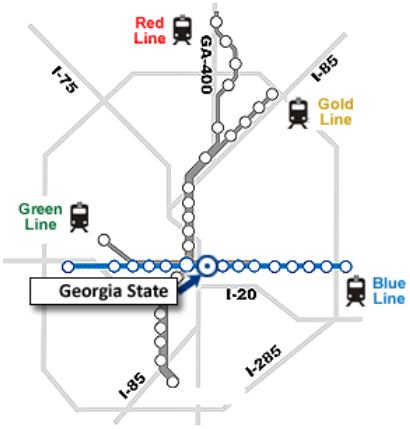
MARTA:

- Add 60 covered bike rack spaces and lockers. Consider additional bike services such as a tune up shop inside the station.
- Relocate the on-street bus stops and idling to the proposed MMPT.
- Activate the station and plaza above the station with retail, a bike shop, bike rental, or similar use that supports riders' needs.

OTHER ITEMS:

- Install permanent street vending kiosks.
- Reduce loitering surrounding station.

GEORGIA STATE STATION



Blue & Green Line

TYPOLOGY | URBAN CORE

Nearby Landmarks & Popular Destinations:

Government Walk	Downtown Atlanta
Grady Hospital	Georgia State University

ISSUE AND CONDITIONS:

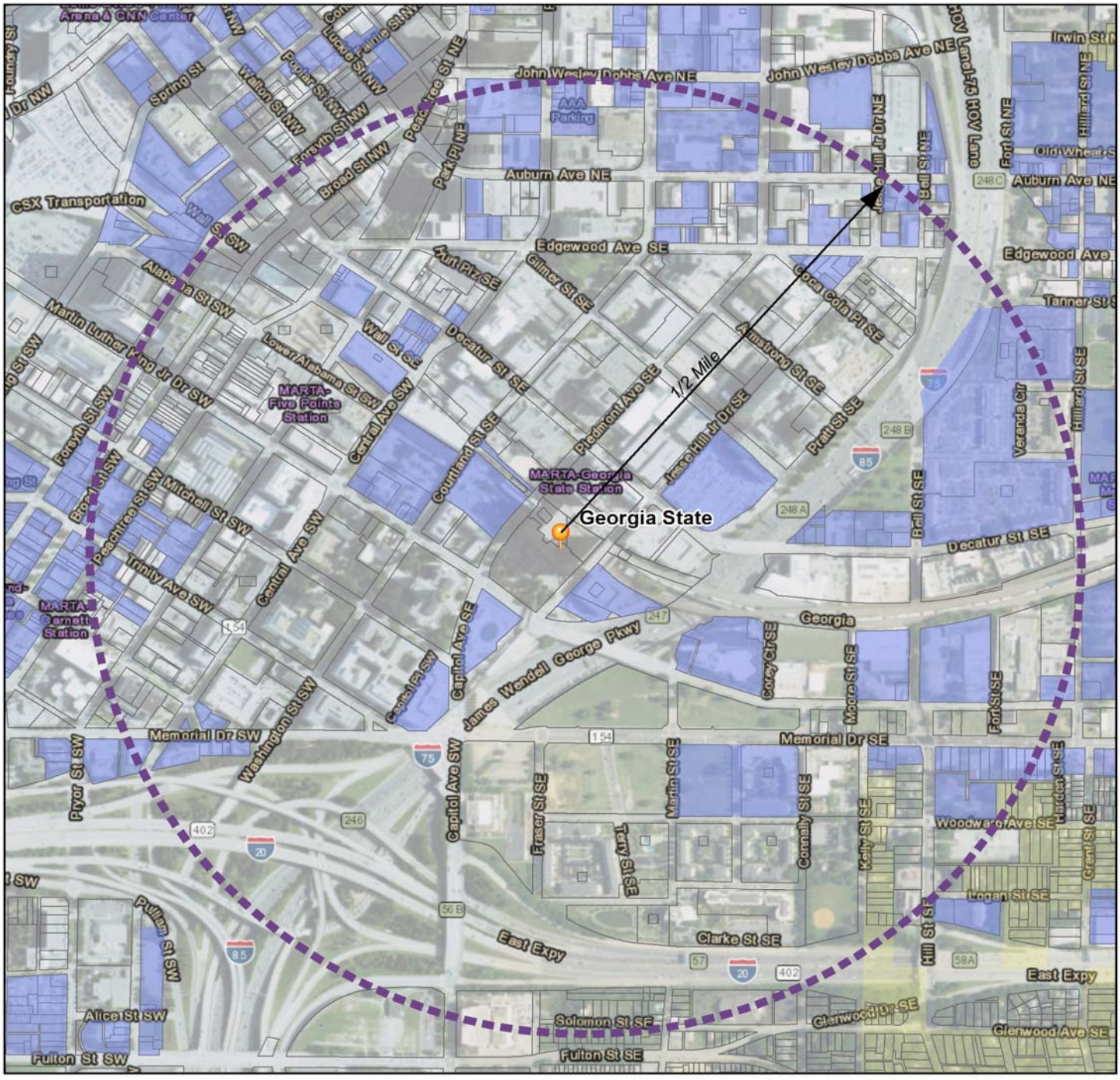
Georgia State primarily serves Grady Hospital and Georgia State University. But, it also provides the shortest walk to the State Capitol and Turner Field. The station area includes the third highest number of jobs among the Atlanta stations (57,657). Most of the recent new development in the station area has been expansion projects by Georgia State University.

The station area walkshed is limited by the Downtown Connector, which decreases access to the Capitol Mall park project and the Capitol Gateway redevelopment site.

Existing Studies:
Green Line Plan (2010), Imagine Downtown: Encore (2009), Memorial Drive/King Memorial Station LCI (2001)

Greatest Challenge:
Interstate barrier hinders walkability

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
2,270	4.4	84	10,341	123	57,657	115	0	NA	3,882



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (No Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
88%	1%	4%	6%	10	12	3	340	68%

0 200 400 800 1,200 1,600 Feet

LEGEND

MARTA Heavy Rail Station
Half Mile Buffer
Network Buffer

Sidewalk Conditions
Above Avg.
Average
Impassable

Georgia State Station

TYPOLOGY| URBAN CORE

TRANSPORTATION PROJECTS:

- Remove slip lane at ML King, Jr Dr and J Hill, Jr Dr.
- ML King, Jr Dr streetscape between Capitol Ave and Oakland Cemetery, including interstate overpass (Imagine Encore Project ID #C40).
- Create new access to the station from the Courtland St. viaduct (Connect Atlanta Plan -Project ID #AT-070).
- Courtland St/Washington St streetscape, new viaduct, and complete streets improvements between Edgewood Ave and Memorial Dr (Connect Atlanta Plan -Project ID #AT-070).
- Decatur St. pedestrian improvements and streetscape between J Hill, Jr Dr and Jackson St, including interstate overpass.
- Install mid-block crossing and RRFB/HAWK at station entrance on J Hill, Jr Dr.
- Decatur St bicycle facilities from J Hill, Jr Dr to Jackson St (Connect Atlanta Plan – Secondary Bicycle Connection, Alternative Core Bicycle Connection; High-Priority Bicycle Projects; #1004).
- Bicycle facilities on J Hill, Jr Dr between Gilmer St and ML King, Jr Dr.
- Woodward Bicycle Blvd and connection to Mitchell St.

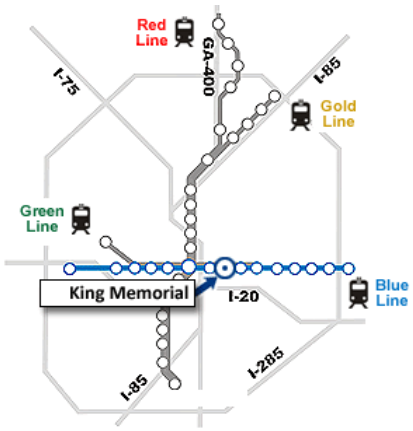
ZONING:

- None.

MARTA:

- Add 30 covered bike rack spaces and lockers accessible from both station entrances.
- Introduce retail and services at street level just outside the fair gates on both Piedmont Ave and J Hill, Jr Dr.

KING MEMORIAL STATION



Blue & Green Line

TYPOLOGY | TRANSIT COMMUNITY

Nearby Landmarks & Popular Destinations:

Martin Luther King, Jr National Historic Site

ISSUE AND CONDITIONS:

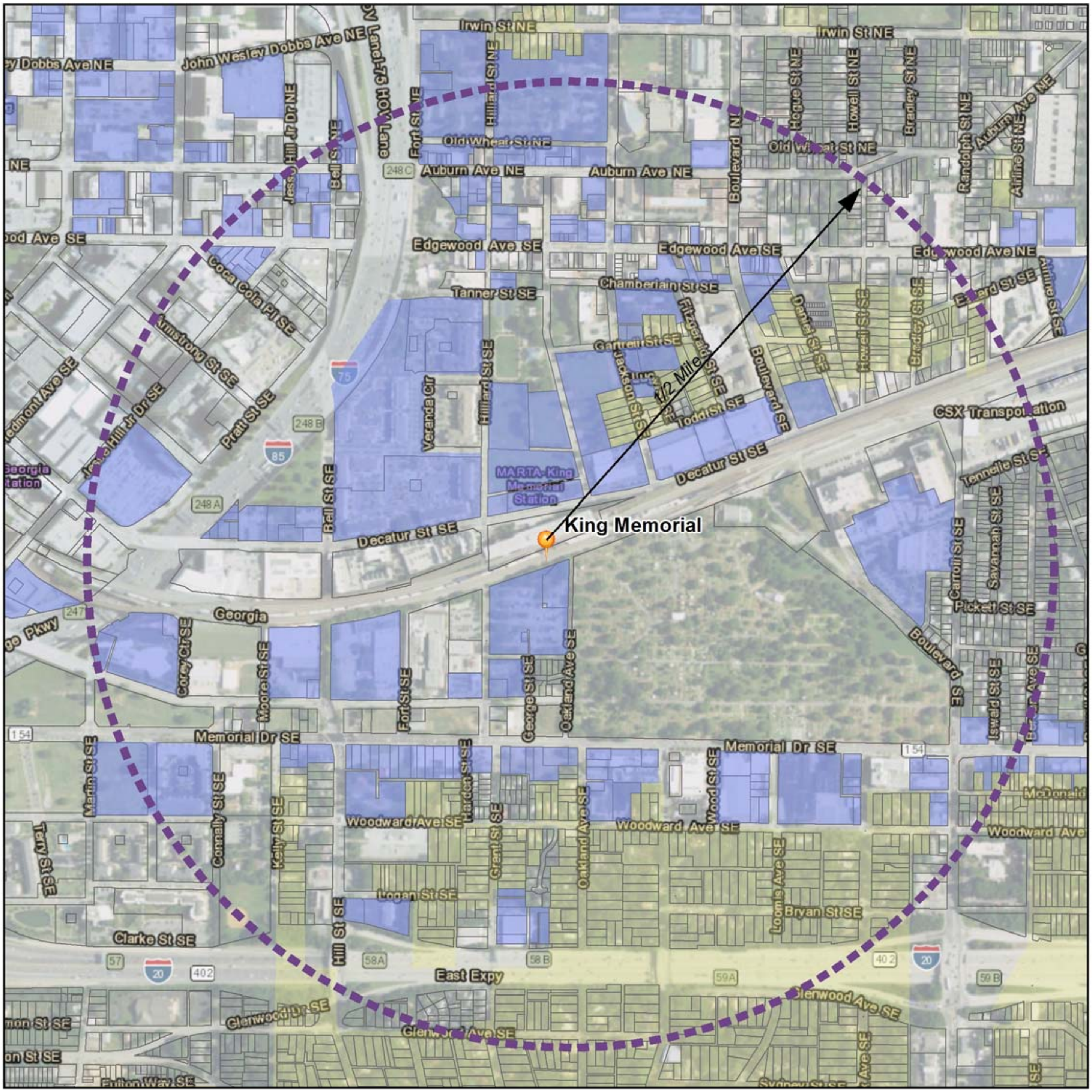
The King Memorial Station area is experiencing many positive changes. South of the station, along ML King Jr Dr, numerous historic lofts have redeveloped as residential units. The Capital Gateway Mall land acquisition effort is nearly complete for the new park between the state Capitol and Oakland Cemetery. And, the City adopted the SPI-22 zoning district. North of the station, the new streetcar line is operating. And, northwest of the station, Pencil Factory Lofts and the Grady Homes redevelopment have added new residential and retail space. The City recently renovated Butler Park and Recreation Center.

While there have been many improvements, much work remains. There are nearly 100 acres of redevelopment area and the station boardings remain weak. The relationship between the station and the neighborhoods needs improvement, including the redevelopment of the MARTA surface parking lot and introduction of amenities at street level, beneath the station. The Downtown Connector and Oakland Cemetery are major barriers, as are nearly 20 miles of substandard sidewalks.

Existing Studies:
Imagine Downtown: Encore (2009), Fourth Ward Master Plan (2008), Memorial Drive/King Memorial Station LCI (2001), City Center LCI (2001)

Greatest Challenge:
Barriers to pedestrian access on Hill St and Grant St underpass

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
3,010	5.9	108	1,581	15	7,779	15	21	79%	2,957



0 200 400 800 1,200 1,600
Feet

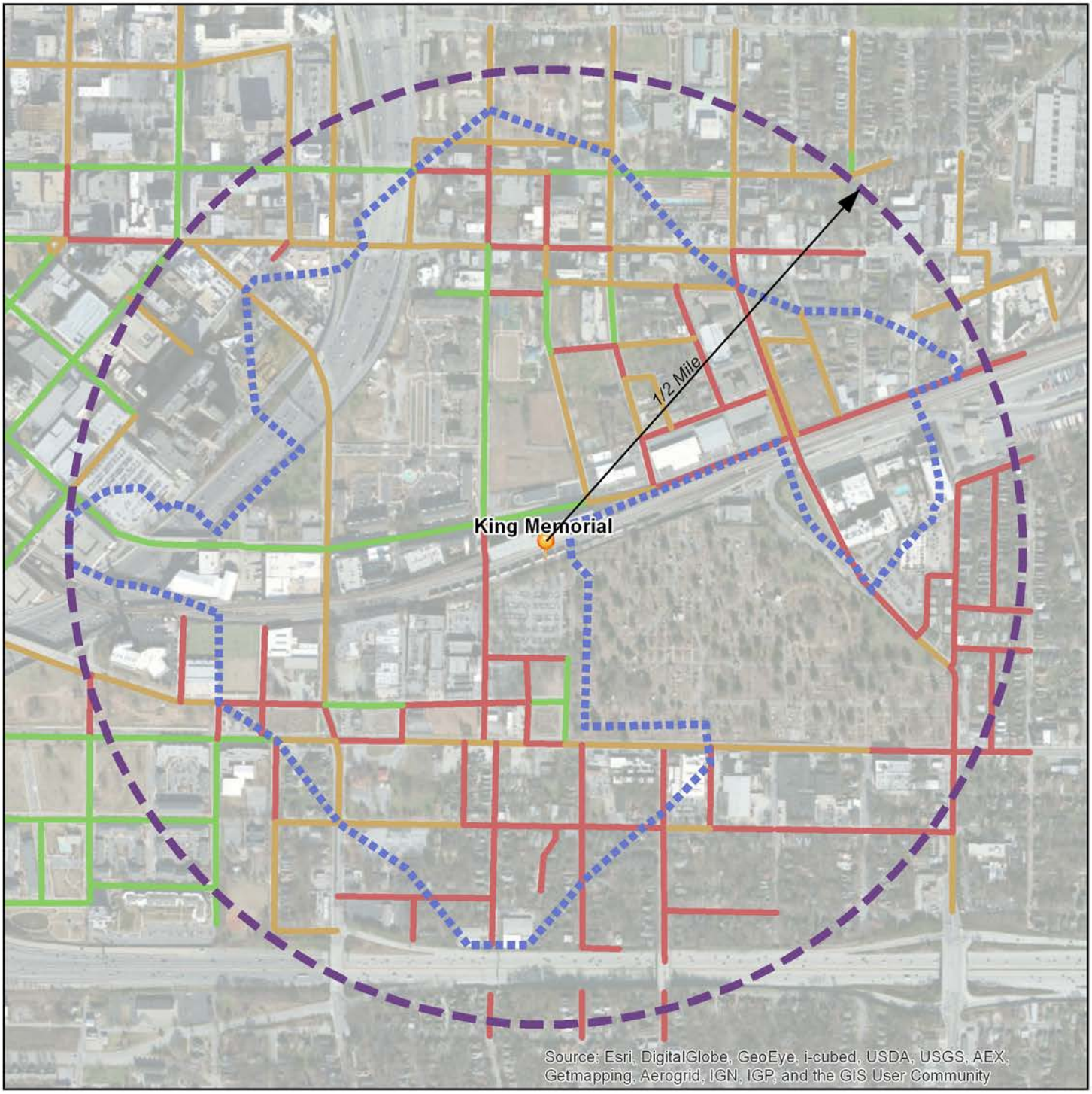
LEGEND

MARTA Heavy Rail Station

Potential Redevelopment Site

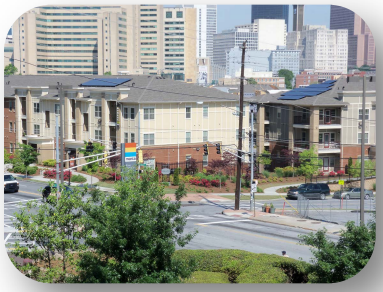
Single Family Zoned Areas

Walk and Bike	Drive, Carpool	Dropped Off	Transferred (2 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
27%	1%	16%	104%	4	9	11	249	50%

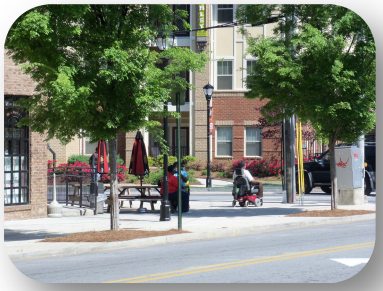


TYPOLOGY | TRANSIT COMMUNITY

TRANSPORTATION PROJECTS:



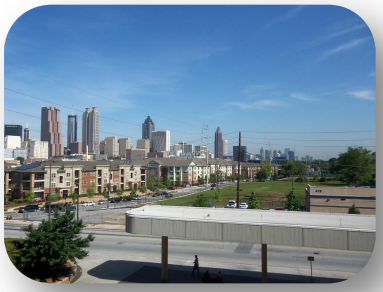
- Eliminate northbound, channelized right turn lane on Grant St at Decatur St.
- Rectangular rapid flashing beacon at WH Borders Dr and Decatur St.
- New traffic signal at Jackson St and Decatur St with marked crosswalks.
- Repair Grant St sidewalks. Install light art and mural at Grant St underpass and improve underpass drainage.
- Hilliard St between Decatur St and Auburn Ave: streetscape enhancement for continuity from King Memorial Station to Martin Luther King Jr. National Historic Site (Imagine Encore Project ID #C27a).
- DeKalb Ave at Boulevard: new, safer vertical circulation and continue sidewalk on south side of DeKalb Ave, crossing Boulevard.
- Traffic signal/rectangular rapid flashing beacon at Carroll St and Boulevard.
- Carroll St and Boulevard: reopen bicycle/pedestrian entry into Oakland Cemetery (Oakland Cemetery Master Plan).
- Sidewalk improvement on Boulevard between Gartrell St and Carroll St.
- Decatur St bicycle facilities from J Hill Jr Dr to Jackson St (Connect Atlanta Plan – Secondary Bicycle Connection, Alternative Core Bicycle Connection; High-Priority Bicycle Projects; #1004).
- Hilliard St/Grant St bicycle facilities from Auburn Ave to Woodward Ave (Connect Atlanta Plan -Alternative for Secondary Bicycle Connection; High-Priority Bicycle Projects; #1016).
- Woodward Ave bicycle boulevard between Fraser St and Chastain St.
- Open access on Woodward Ave between Connelly St and Kelly St through the Fulton Atlanta Community Action Authority (FACAA) parking lot



ZONING CHANGES:

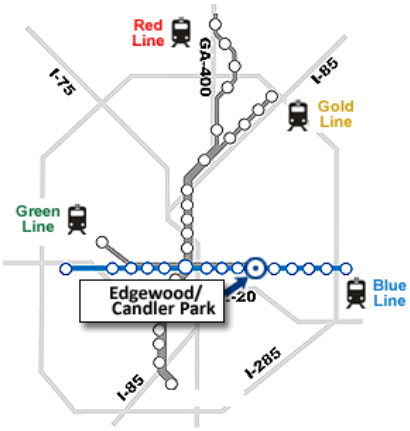
- Update zoning north of the station and the King Historic District and SPI-1.

MARTA STATION RECOMMENDATIONS:



- Better wayfinding from station to ML King Jr National Historic Site, Oakland Cemetery, Cabbagetown, and Grant Park.
- Redevelop the parking and landscaped areas around the station with retail to the northwest of the station and office over retail to the northeast.
- Redevelop the parking lot south of the station and evaluate a new pedestrian access to the platform from the south.
- Add a total of 10 covered bike spaces and lockers.

INMAN PARK/REYNOLDSTOWN STATION



Blue & Green Line

TYPOLOGY | NEIGHBORHOOD

Nearby Landmarks & Popular Destinations:

Little Five Points

Edgewood Retail District

ISSUE AND CONDITIONS:

Among the Neighborhood type stations, Inman Park/Reynoldstown is relatively close to its target residential density (4.6 units per acre) and has a relatively high number of daily boardings (3,125). The target density for Neighborhood stations is 9 units per acre, meaning the few remaining sites are critical to closing the gap. In 2010, during the height of the housing crisis, the station area remained relatively stable with the lowest vacancy rate in the City.

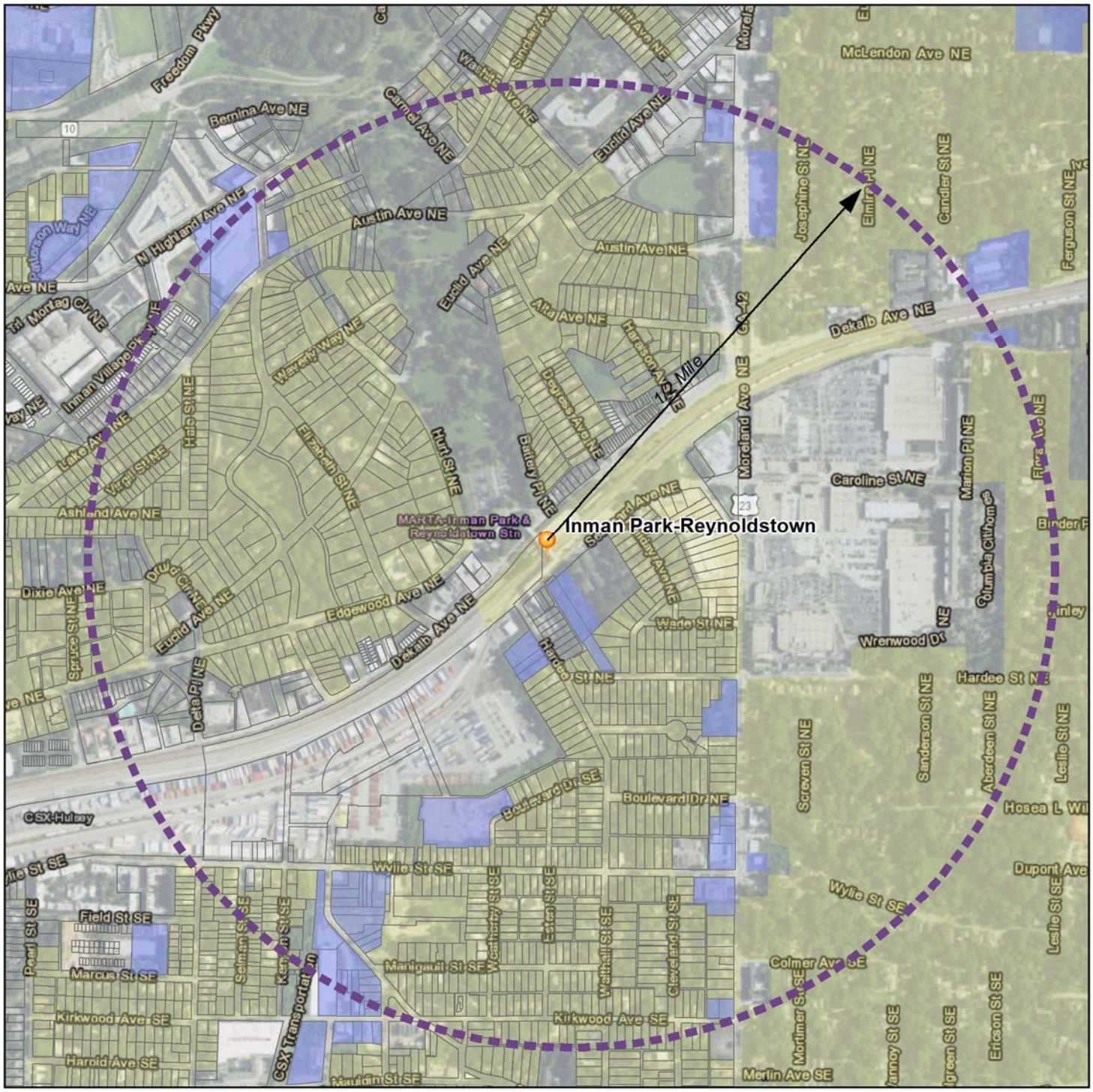
The Atlanta BeltLine Master Plans for Subareas 4 and 5 recommended redevelopment schemes for the MARTA property on both sides of the station. These surface parking lots should be redeveloped into inviting gateway TODs with residential or office space and patron-serving retail. There is also a need to strengthen the pedestrian environment between the station and the primary destinations including the Carter Center, Highland Avenue retail, Little Five Points, the Atlanta BeltLine Trail in Reynoldstown, and the Edgewood Retail District.

With nearby Freedom Pkwy and Atlanta BeltLine Trails, and the Edgewood Ave bike lanes, the station could become an important bicycle hub.

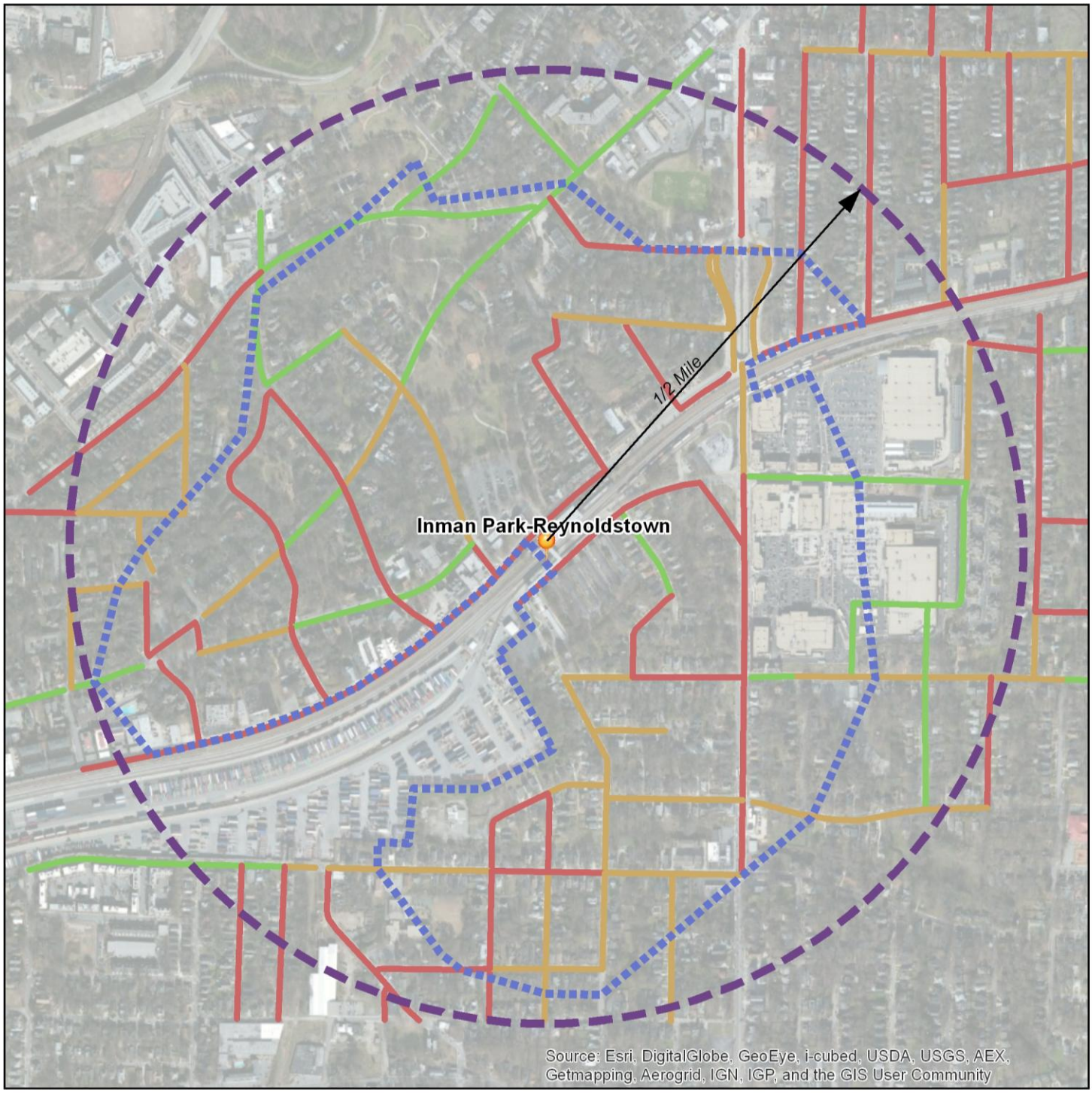
Existing Studies:
Atlanta BeltLine Master Plan: Subarea 4 and Subarea 5 (2011), Ponce-Moreland LCI (2005)

Greatest Challenge:
High speeds and unsafe pedestrian conditions on DeKalb Ave.

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
2,393	4.6	24	2,208	94	1,763	4	366	56%	3,125



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (4 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
Data not available for this station				5	7	10	289	57%



0 200 400 800 1,200 1,600 Feet

LEGEND

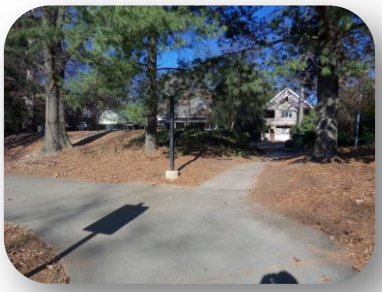
MARTA Heavy Rail Station
Half Mile Buffer
Network Buffer

Sidewalk Conditions
Above Avg.
Average
Impassable

Inman Park/Reynoldstown Station

TYPOLOGY | NEIGHBORHOOD

TRANSPORTATION PROJECTS:



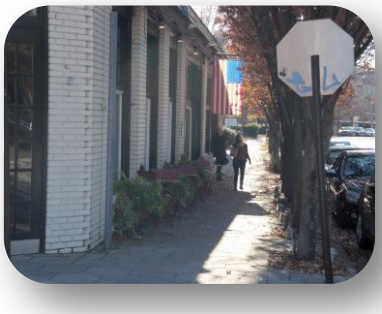
- Open street connection between Seaboard Ave. and Walthall St. Created bicycle access at the end of Wathall St in the interim (Project ID #MT-42 Ponce-Moreland LCI).
- DeKalb Ave streetscape from Delta Pl to Moreland Ave.
- DeKalb Ave road diet with bicycle facilities east of Hurt St.
- Seaboard Ave streetscape between Moreland Ave and Walthall St (Project ID #MT-33 Ponce-Moreland LCI).
- Edgewood Ave Core Bicycle Connection from Boulevard to Hurt St (CAP – Core Bicycle Connection; High-Priority Bicycle Projects; #1003).
- Priority sidewalk repair/installation on Elizabeth St between DeKalb Ave and N Highland Ave.
- Beltline Trail connection south to Glenwood Park originating from the station (Atlanta BeltLine Master Plan: Subarea 4).
- Install wayfinding to/from station to Little Five Points, Edgewood Retail District, Inman Park Village and the Carter Center (Project ID #MT-36, 39 Ponce-Moreland LCI).

ZONING CHANGES:

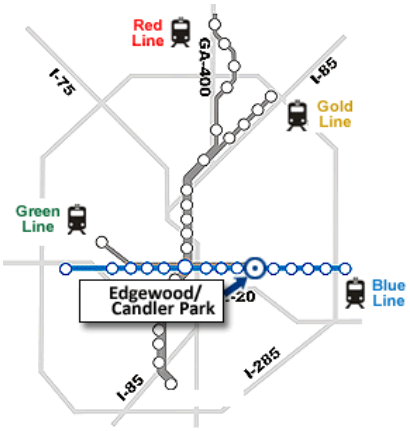
- Rezone MARTA parcels on both sides of the station and the RG-2 parcels south of the station to be more transit supportive.

MARTA STATION RECOMMENDATIONS:

- MARTA stairway exit onto Seaboard Ave.
- Redevelop the parking areas both north and south of the station (Project ID #MO-8 Ponce-Moreland LCI).
- Install new covered bike racks and lockers (Project ID #MT-35 Ponce-Moreland LCI).
- Improve bicycle and pedestrian access from Walthall St.



EDGEWOOD/CANDLER PARK STATION



Blue & Green Line

TYPOLOGY | NEIGHBORHOOD

Nearby Landmarks & Popular Destinations:

Little Five Points

Edgewood Retail District

ISSUE AND CONDITIONS:

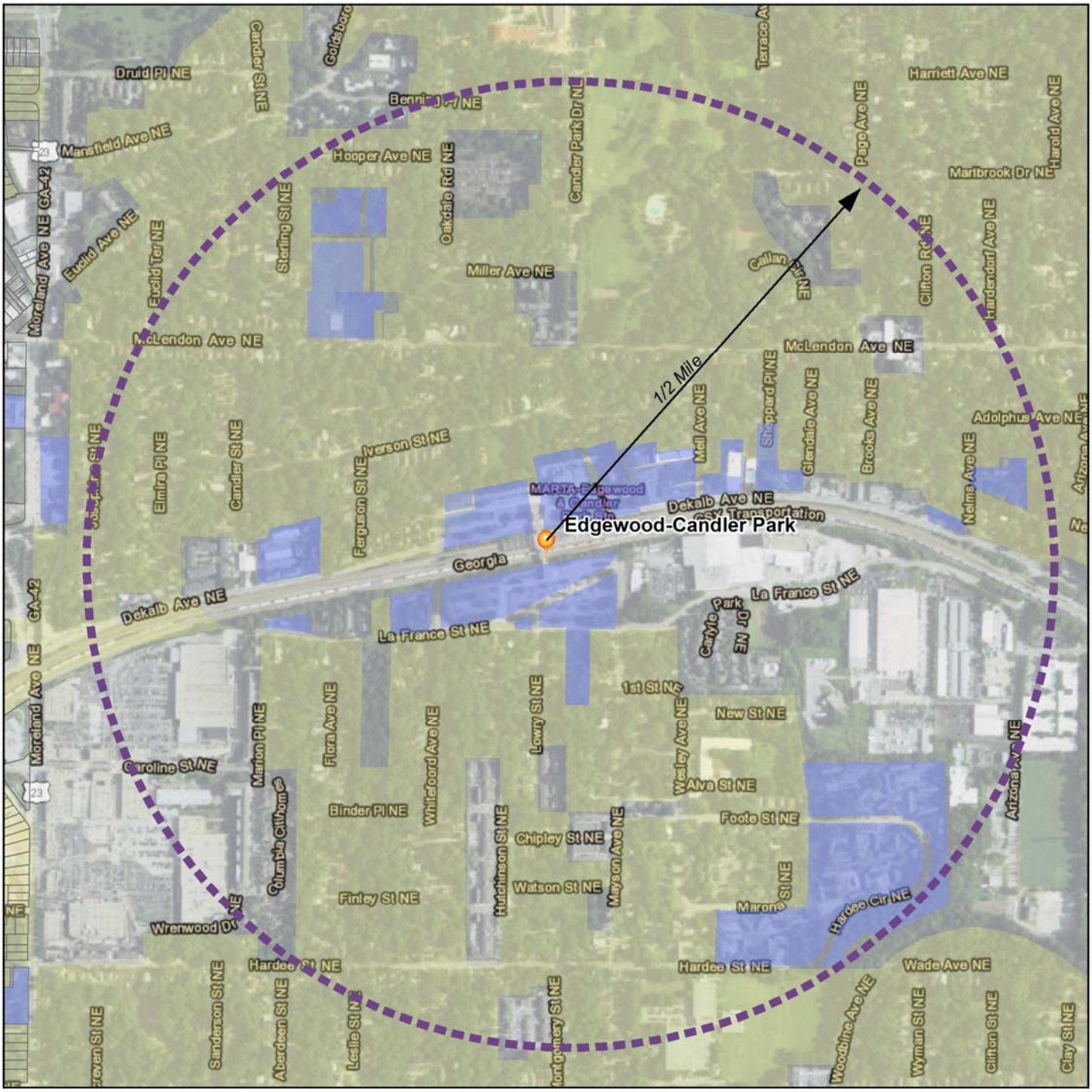
The Edgewood/Candler Park Station is surrounded by relatively healthy neighborhoods, with low vacancy rates, and a relatively intact street grid. Three previous studies have all recommended infill strategies around the station, especially in relation to the underutilized parking areas. There are about 50 acres of redevelopment area, most of which is owned by MARTA, in the form of surface parking, and one other property owner south of the station.

DeKalb Ave, whose sidewalks are uncomfortable narrow and close to the traffic, and MARTA fencing are two barriers to accessing the station. Additionally, about half of the sidewalks in the station area are in "average" or "poor" condition including key streets used to access that station such as Oakdale R, and Marion Pl.

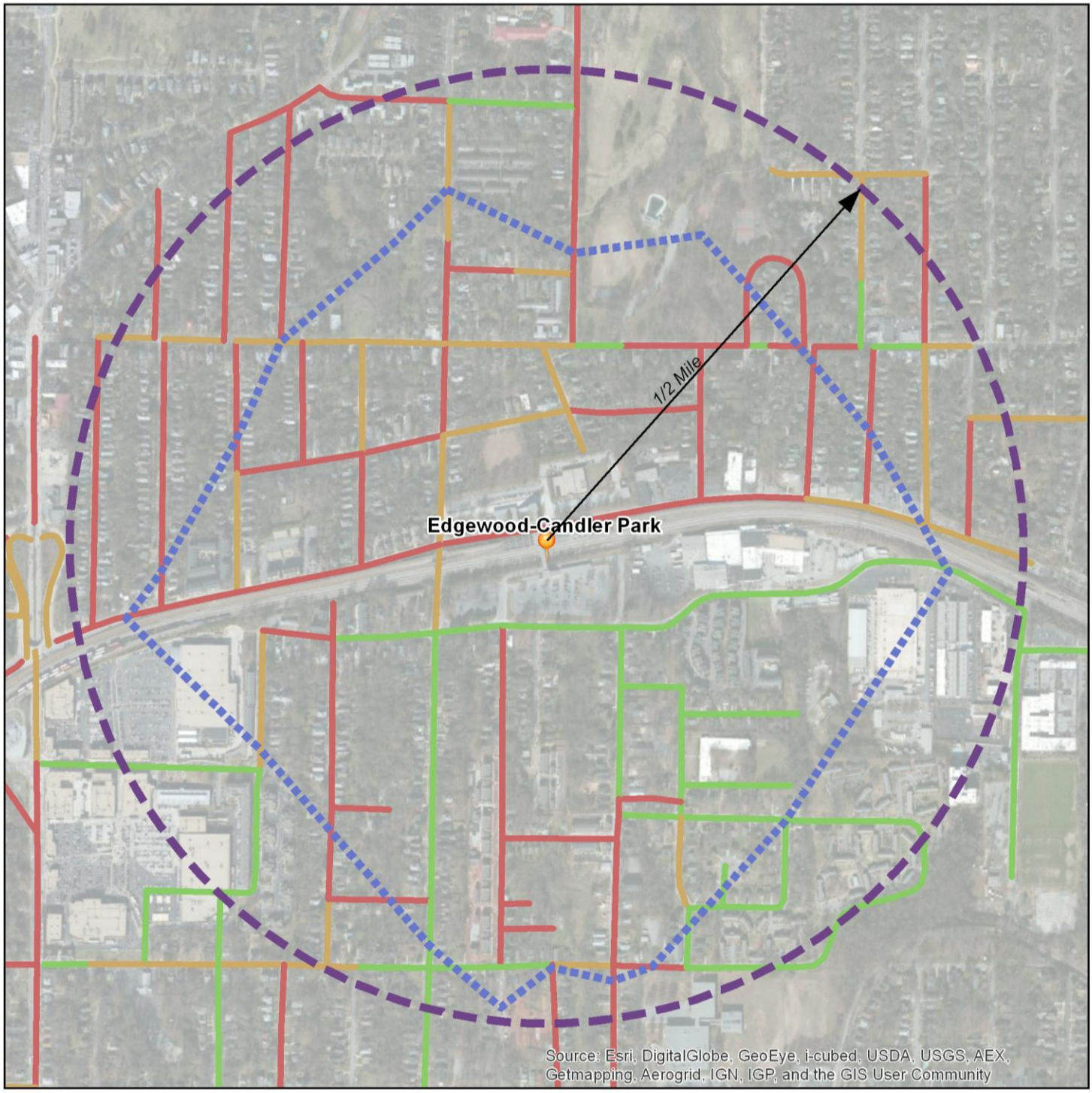
Existing Studies:
Edgewood-Candler Park MARTA Station Charrette Study (2011), Edgewood Development Plan (2009), Ponce-Moreland LCI (2005).

Greatest Challenge:
High speeds and unsafe pedestrian conditions on DeKalb Ave.

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
2,294	4.1	50	2,452	49	1,790	4	679	30%	1,400



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (3 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
30%	29%	19%	22%	7	5	11	303	60%



Edgewood/Candler Park Station

TYPOLOGY | NEIGHBORHOOD

TRANSPORTATION PROJECTS:

- DeKalb Ave streetscape from Moreland Ave to Nelms Ave (Project ID #MT-47 Ponce-Moreland LCI).
- Multi-use trail connection from Woodbine Ave (Trolley Trail) to Arizona Ave.
- Streetscape connection to Edgewood Retail District and Arizona St: Marion Pl, LaFrance St, and Arizona St.
- Repair broken patches of sidewalk on Oakdale Ave (Project ID #MT-18 Ponce-Moreland LCI).
- Remove LaFrance St slip lanes at Whitefoord Ave intersection.
- Candler Park Terrace extension and connection to DeKalb Ave in conjunction with redevelopment of north parking lot and MARTA operation building site.

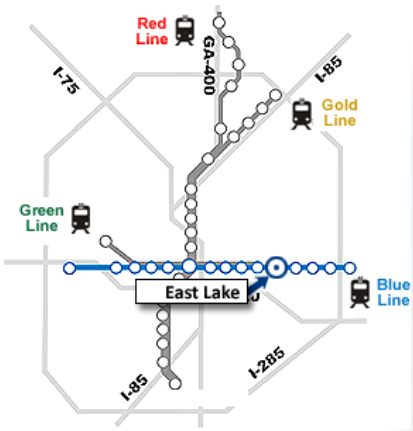
ZONING CHANGES:

- Transit-supportive zoning is needed along DeKalb Ave and LaFrance St and covering the MARTA properties on both sides of the station.

MARTA STATION RECOMMENDATIONS:

- Remove all fencing from the perimeter of both sides of the station.
- Add a total of 10 covered bike racks and lockers.
- Pursue redevelopment of south parking lot consistent with the 2012 Edgewood Charrette study (Project ID #MO-7 Ponce-Moreland LCI).
- Consolidate bus operations to one side of the station with real time travel information.

EAST LAKE STATION



Blue Line

TYPOLOGY | NEIGHBORHOOD

Nearby Landmarks & Popular Destinations:

Oakhurst Village, Decatur

ISSUE AND CONDITIONS:

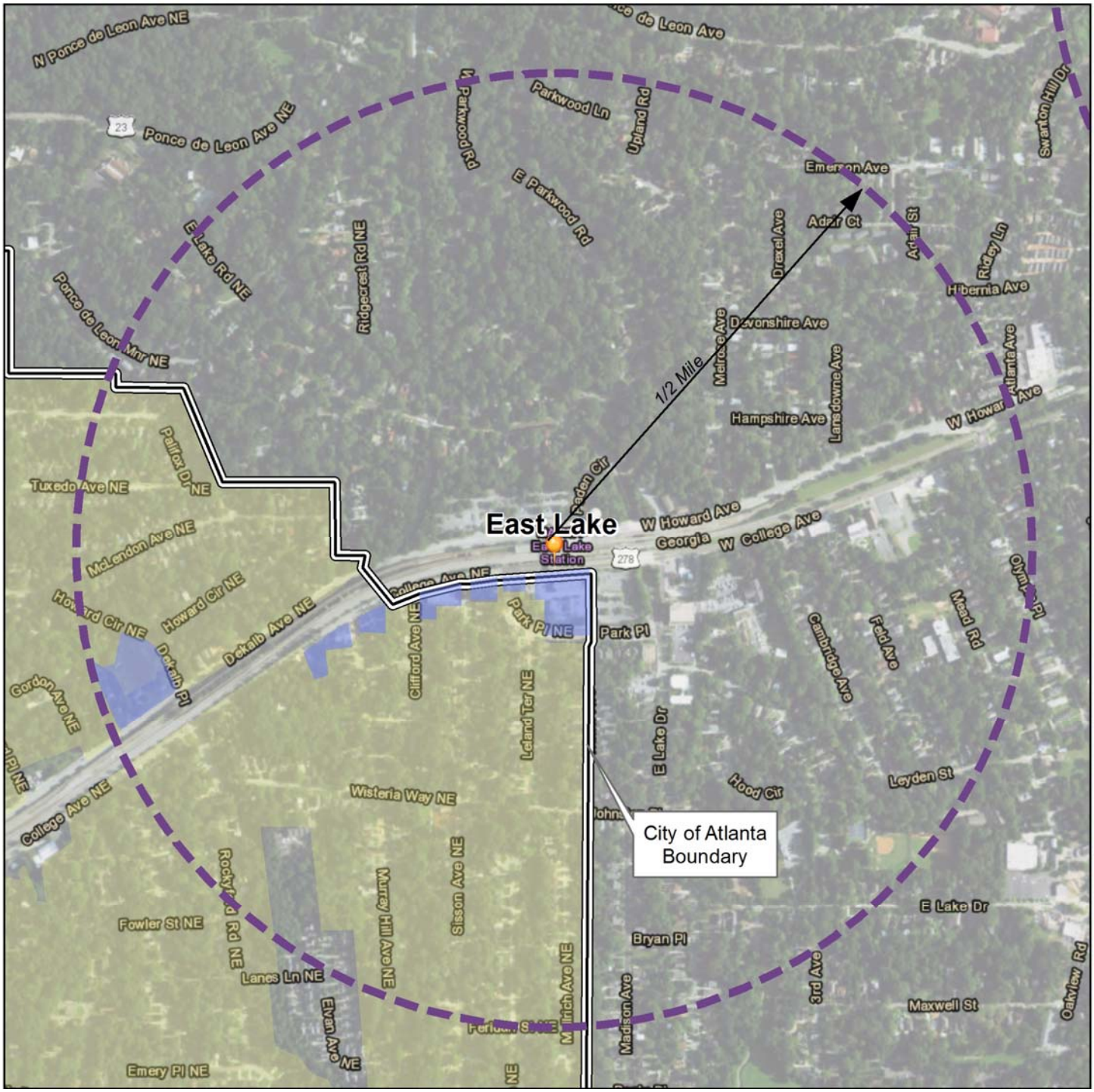
With around 1,200 boardings per day, the station has the fewest boardings of any heavy rail station in the MARTA system. The station is surrounded on both sides by large, underutilized surface parking lots and detached, single-family housing. There are no significant pockets of residential density, retail, or employment within one half mile of the station; Decatur's Oakhurst Village is a 0.8 mile walk. Portions of the East Lake Station Area lie within the City of Atlanta (121 acres or about 30 percent), the City of Decatur, and unincorporated DeKalb County.

The primary opportunities for infill development in Atlanta are the south parking lot and along DeKalb and College Avenues, but all the sites need transit-friendly zoning. Both MARTA parking lots have redevelopment potential. The south lot is split between the cities of Decatur and Atlanta. The north lot is entirely within the City of Decatur. The station is served by the Stone Mountain multi-use trail and could improve its position is a bicycle hub.

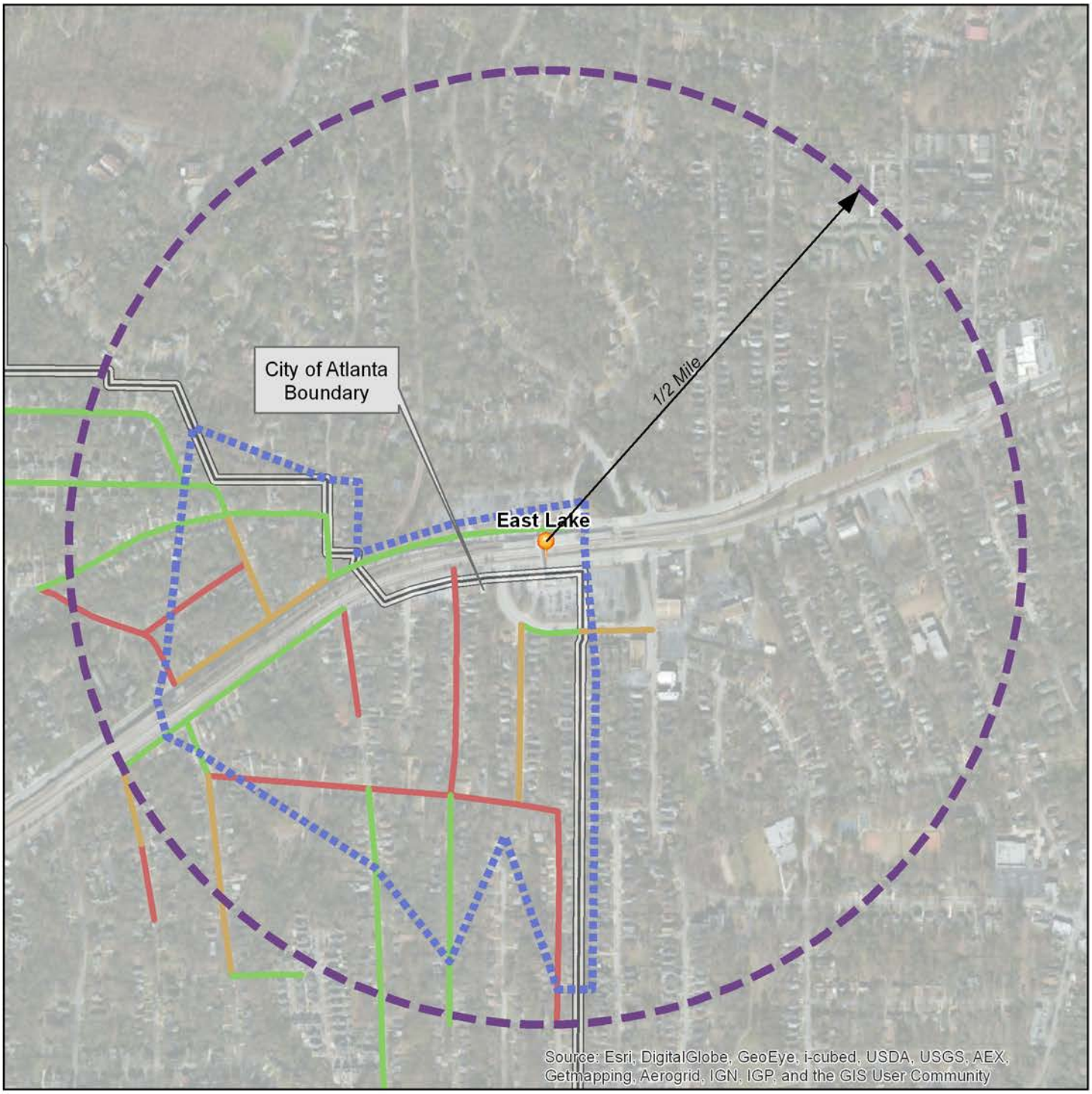
Existing Studies:
None: this is the only transit station in Atlanta not covered by a small area study.

Greatest Challenge:
Limited redevelopment opportunities with low housing and employment densities

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
559	3.7	8	NA	NA	1,790	4	611	28%	1,155



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (2 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
34%	28%	11%	26%	4	4	5	114	76%

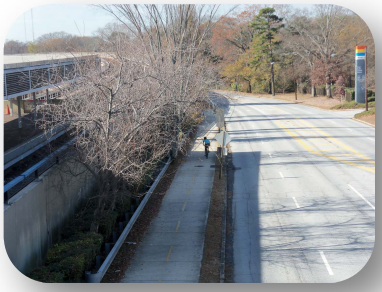


East Lake Station

TYPOLOGY | NEIGHBORHOOD

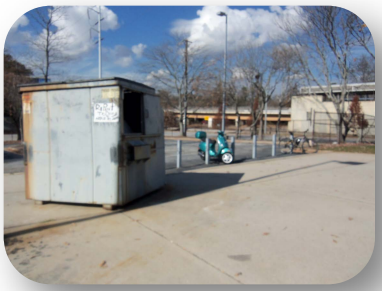
TRANSPORTATION PROJECTS:

- Road diet on Park Pl to three lane cross section with raised median/refuge islands and crosswalks at Leland Tr and Winter Ave.
- Pedestrian signal heads and push button installation at W Howard Ave and Paden Cir.
- Install sidewalks on Wisteria Wy from Rocky Ford Rd to city limits.
- Stripe crosswalk at Sisson Ave and College Ave.
- Install sidewalks on eastern side of DeKalb Pl between DeKalb Ave and McLendon Ave.
- Install safer trail crossing of railroad tracks on DeKalb Ave near Ridgecrest Rd.
- Install NACTO compliant, innovative bike intersection treatment on DeKalb Pl/ Rocky Ford Rd at DeKalb Ave.
- Connect the Stone Mountain Trail to the Trolley Trail in Kirkwood via DeKalb Ave/Arizona Ave or the trail along the northern edge of the Pullman Yard property. (Connect Atlanta Plan – Secondary Bicycle Connection; High-Priority Bicycle Projects; #1009).
- Howard Cir, DeKalb Pl bicycle facilities from McLendon Ave to DeKalb Ave (Connect Atlanta Plan – Secondary Bicycle Connection; High-Priority Bicycle Projects; #1010).
- Wayfinding to/from Kirkwood Village and Oakhurst Village



ZONING CHANGES:

- Rezone the MARTA parking lot and strategic parcels along College Ave and DeKalb Ave for TOD.

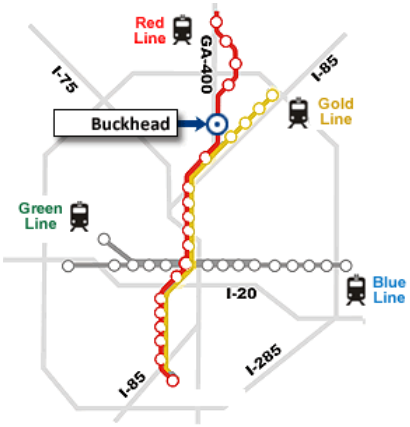


MARTA STATION RECOMMENDATIONS:

- Redevelop south parking lot in conjunction with the City of Decatur. Incorporate Winter Ave. extension north to College Ave.
- Add a total of 10 covered bike racks and lockers.
- Consolidate bus operations to one side of the station with real time travel information.

NORTH-SOUTH LINE STATION PROFILES

BUCKHEAD STATION



Red Line

TYPOLOGY | URBAN CORE

Nearby Landmarks & Popular Destinations:

Buckhead Business District

Lenox Square and Phipps Plaza Malls

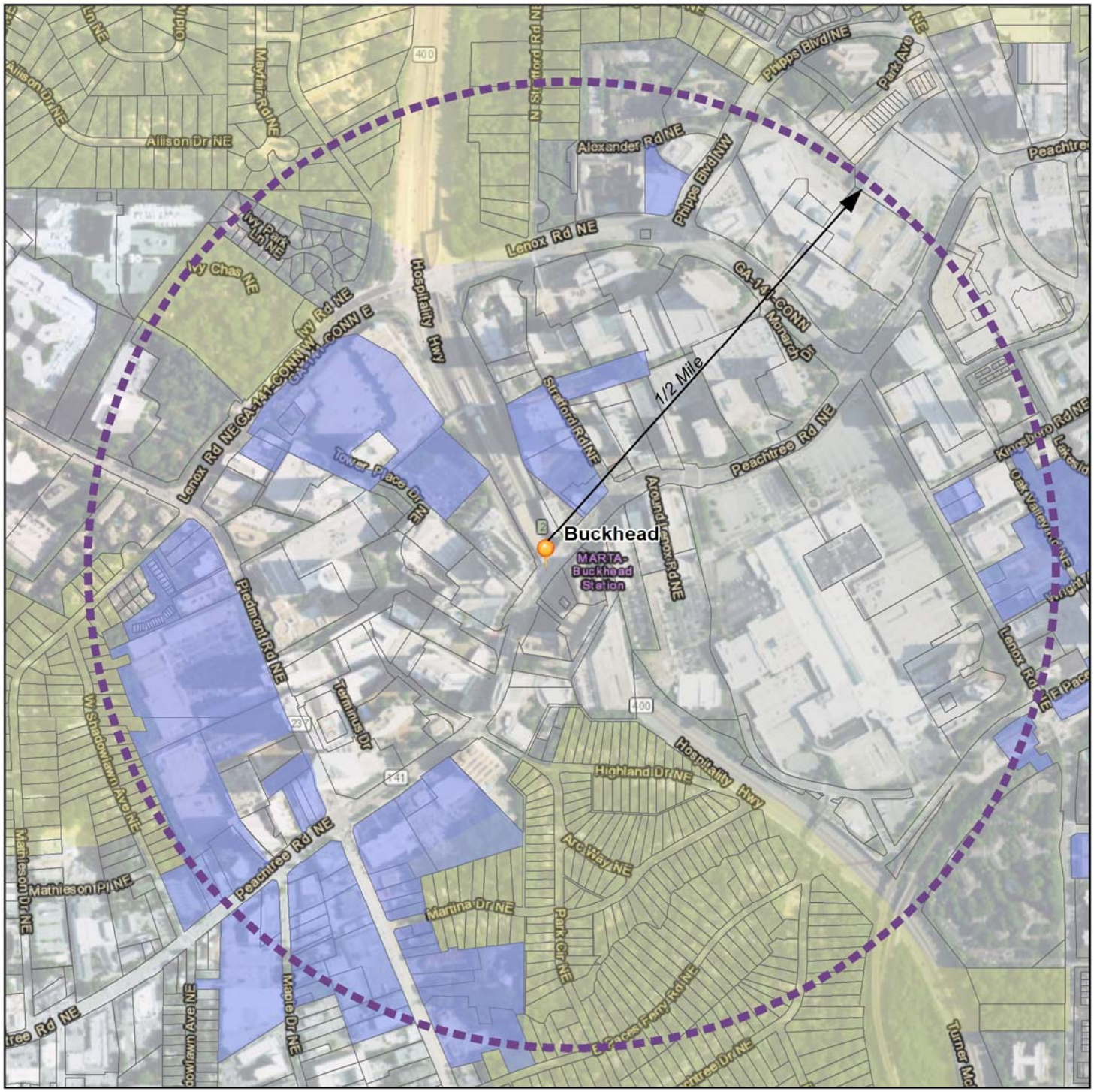
ISSUE AND CONDITIONS:

The Buckhead CID and numerous developers have made important investments in the Buckhead Station area in recent years. Prior to the economic downturn, several new office and residential towers were constructed; these will help boost the already healthy employment and residential densities. Several improvements are expanding the walkshed and improving pedestrian safety and comfort. A new northern entrance to the station is under construction, serving both sides of Highway 400. And, the CID installed new streetscaping along Peachtree Rd, and is presently designing the Buckhead 400 multi-use trail, which will connect to the station. This CID, with the City, has revamped the zoning, greatly improving its transit-orientation. All of these improvements should help boost ridership, which, at about 2,500 boardings per weekday, is the lowest among all the 'Urban Core' type stations. Key barriers within the station area are the fast-moving multi-lane highways, especially Lenox and Piedmont Roads. In spite of this, most riders walk or bike to the station (61 percent). There is not an existing "Kiss and Ride" curb-side drop-off at the station.

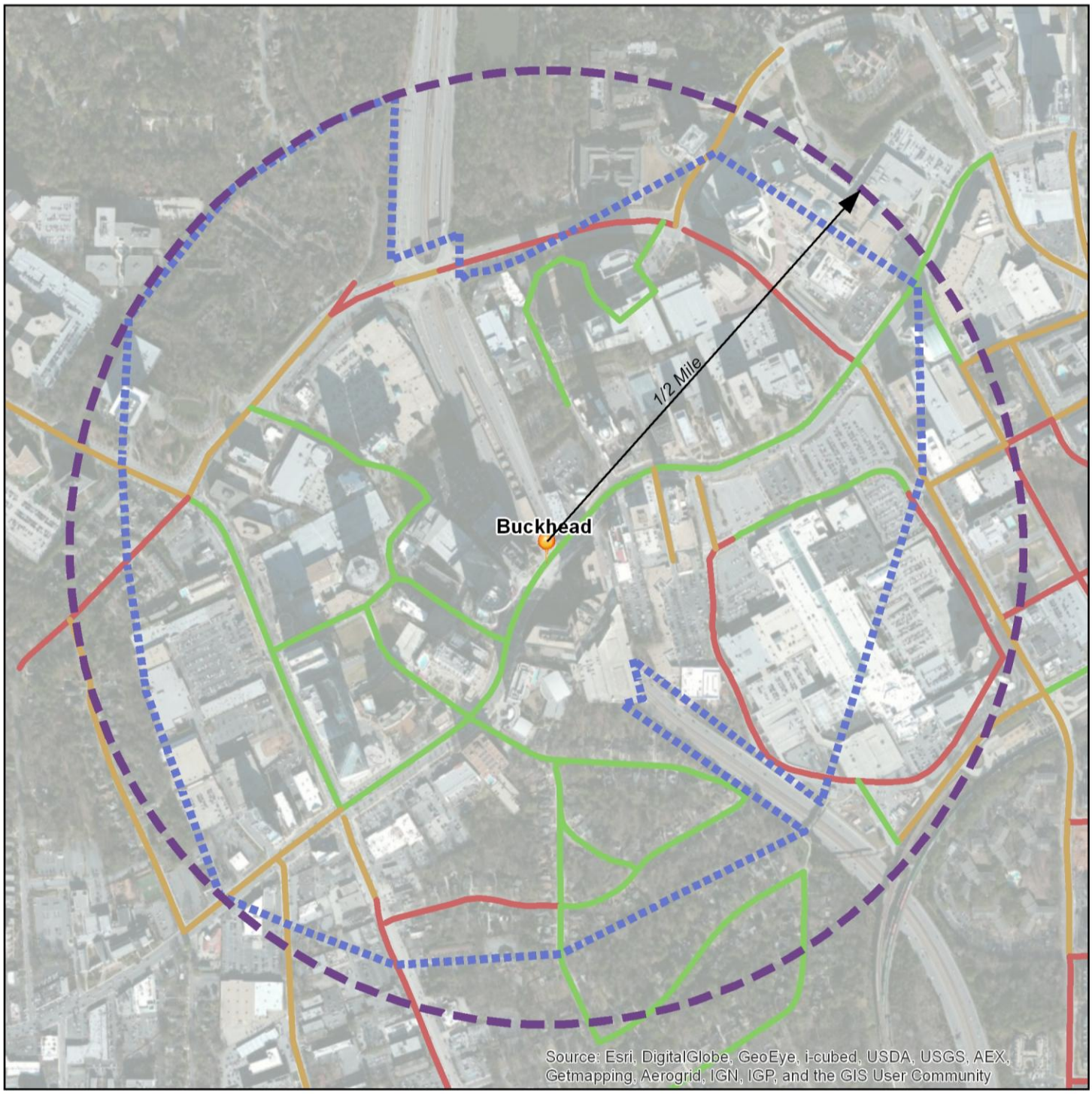
Existing Studies:
Buckhead Pedestrian Connectivity Study (2011), Buckhead LCI (2002), Livable Buckhead: GA 400 Trail

Greatest Challenge:
Superblocks

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
2,623	5.5	77	9,800	127	34,179	68	0	NA	2,519



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (1 Bus Route)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
63%	11%	7%	18%	6	5	4	323	64%



Buckhead Station

TYPOLOGY| URBAN CORE

TRANSPORTATION PROJECTS:

- Pedestrian promenade between Stratford Rd and Phipps Plaza.
- Lenox Rd streetscape between Peachtree Rd and Carter Rd.
- Complete PATH 400 Trail (Livable Buckhead: GA 400 Trail).
- Priority pedestrian facilities on Lenox Rd between Phipps Blvd and Peachtree Rd.
- Priority pedestrian facilities on Mathieson Dr between W Shadowlawn Ave and Piedmont Rd.
- Priority pedestrian facilities on Piedmont Rd between Peachtree Rd and E Paces Ferry Rd.
- Cycle track or shared-use path on Lenox Rd. from Piedmont Rd to Phipps Blvd.
- Sidewalk completion on Stratford Dr from Peachtree Rd to northern entrance of the station (newly built pedestrian bridge).

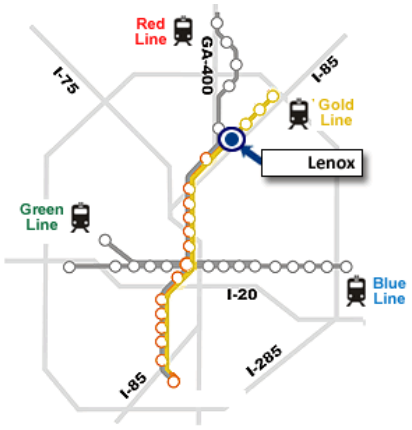
ZONING CHANGES:

- None.

MARTA STATION RECOMMENDATIONS:

- Add a total of 20 covered bike racks and lockers.
- Enhanced lighting just outside the station.
- Improved wayfinding for surrounding office buildings, malls, and bus routes.

LENOX STATION



Gold Line

TYPOLOGY | URBAN CORE

Nearby Landmarks & Popular Destinations:

Buckhead Business District

Lenox Square Mall

ISSUE AND CONDITIONS:

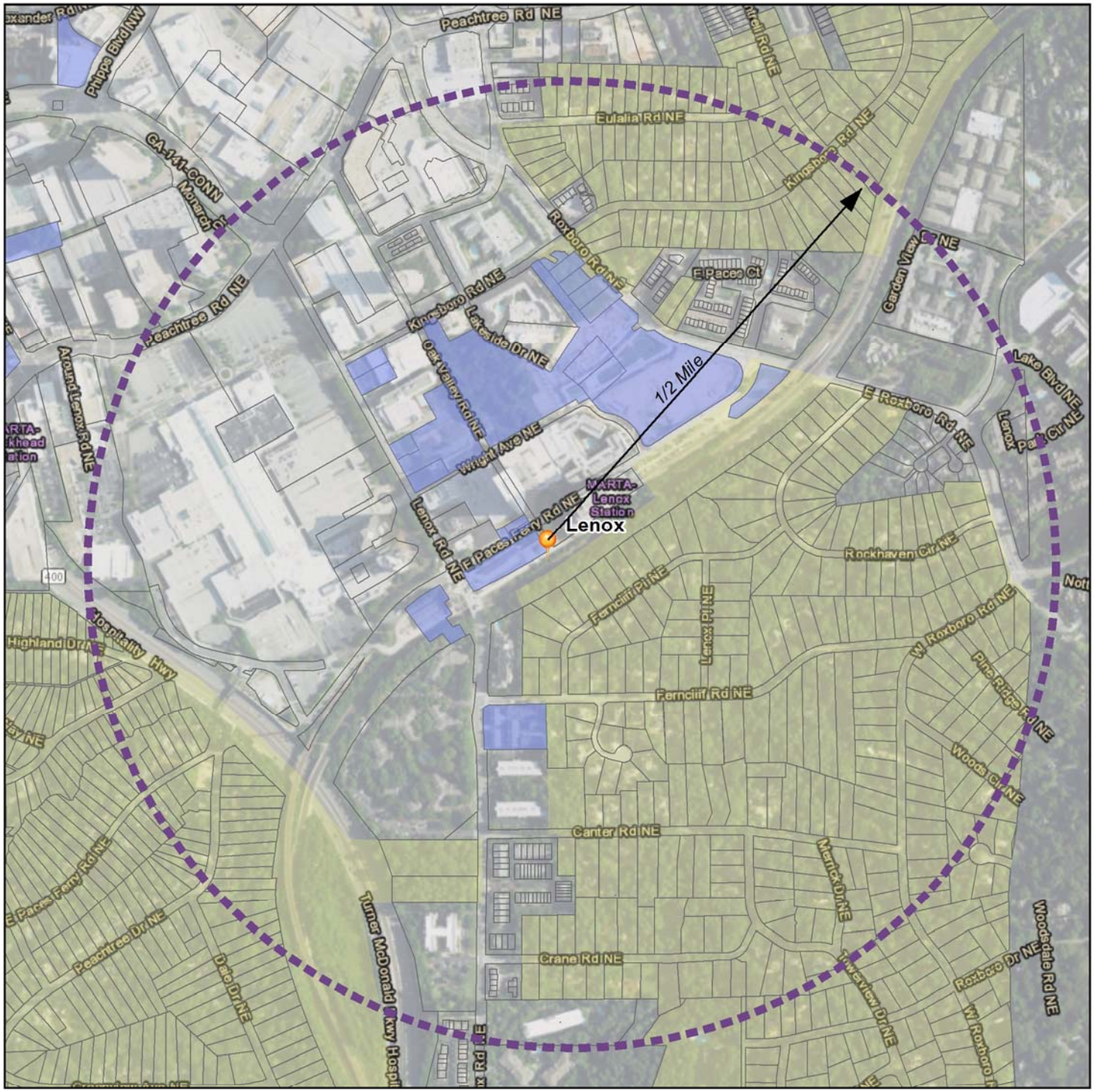
Lenox Station is conveniently located near Lenox Mall, which generates much of the station's ridership. A pedestrian promenade connects the mall to the station, which helps give the station substantially higher ridership than the Buckhead station and a high walk/bike rate of 63 percent. The station includes Resurgence Plaza, one of the pioneering TOD sites. Beginning with a ground lease in 1984, the development includes 400,000 square-feet of office space on 1.6 acres and generates an annual income of $239,000 for MARTA.

While the station area has the fewest jobs of any of the Urban Core stations – primarily because over half of the station area is single-family detached housing – there are about 29 acres of redevelop-able land. The redevelopment sites include the air rights at the station and the remaining surface parking lots, which have a utilization rate of 21 percent. Setting the stage to support new TOD investment, the City, with Buckhead CID, completed a major overhaul of the business district's zoning, creating one of the most transit-friendly zoning districts in Atlanta.

Existing Studies:
Buckhead Pedestrian Connectivity Study (2011), Buckhead LCI (2002), Livable Buckhead: GA 400 Trail

Greatest Challenge:
High speed traffic and pedestrian safety and comfort on major roadways including Roxboro Rd and Lenox Rd

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
2,623	5.3	29	9,915	340	19,361	37	321	UNK	3,677

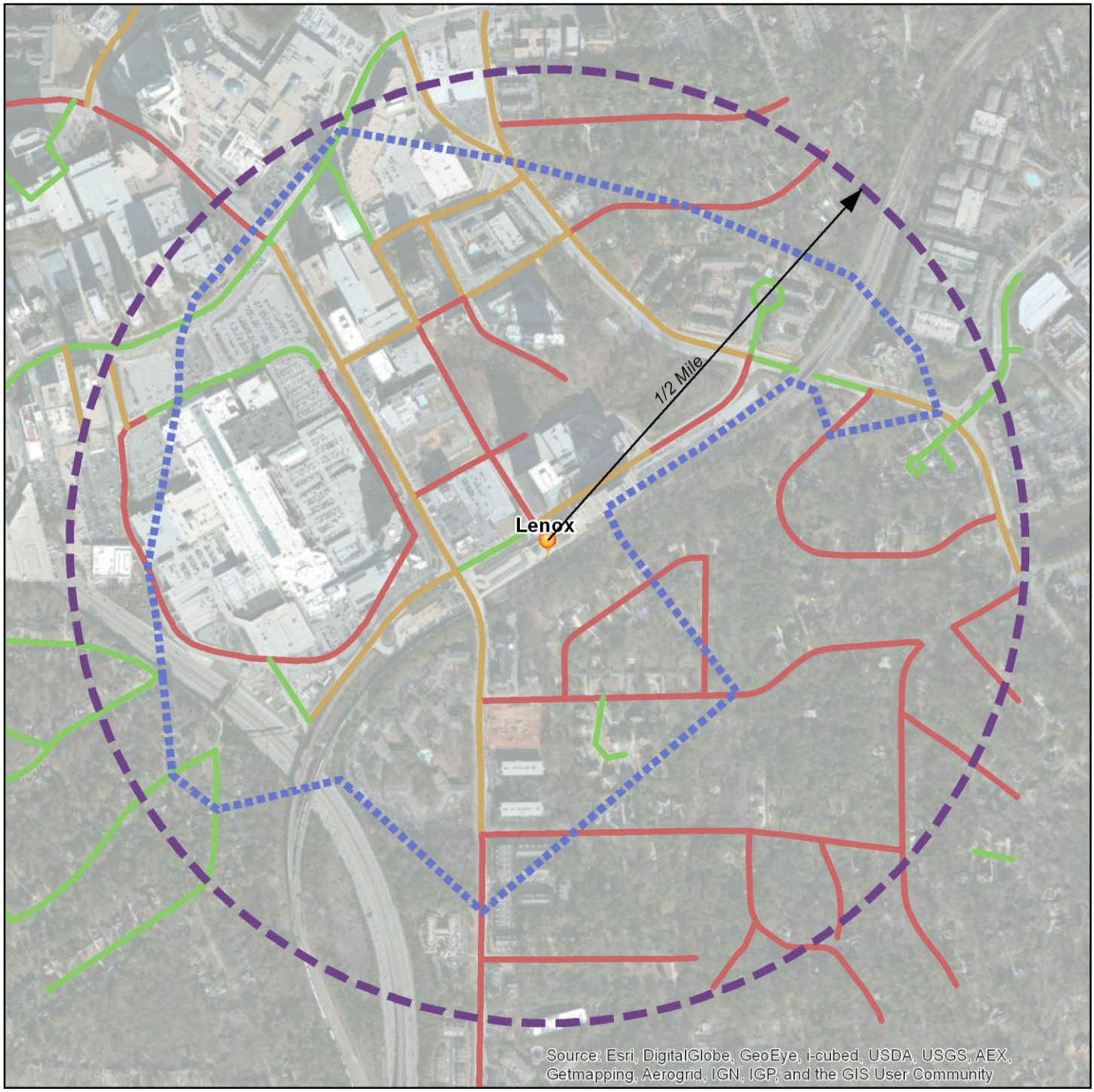


0 200 400 800 1,200 1,600 Feet

LEGEND

- MARTA Heavy Rail Station
- Potential Redevelopment Site
- Single Family Zoned Areas

Walk and Bike	Drive, Carpool	Dropped Off	Transferred (3 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
63%	4%	18%	14%	2	5	9	266	53%



0 200 400 800 1,200 1,600 Feet

LEGEND

MARTA Heavy Rail Station
Half Mile Buffer
Network Buffer

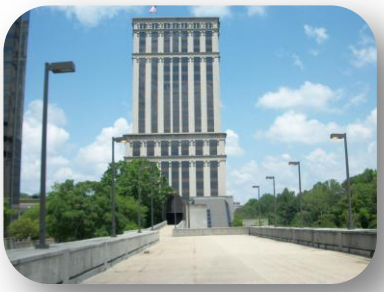
Sidewalk Conditions
Above Avg.
Average
Impassable

Lenox Station

TYPOLOGY | URBAN CORE

TRANSPORTATION PROJECTS:

- E Paces Ferry Rd Secondary Bicycle Connection improvements and streetscaping between GA 400 and Roxboro Rd (Connect Atlanta Plan and Buckhead LCI).
- Bicycle facilities on Roxboro Rd between E Paces Ferry Rd and Prichard Wy (Connect Atlanta Plan and Buckhead LCI).
- Lenox Rd bike facilities between Peachtree Rd and Carter St (Connect Atlanta Plan and Buckhead LCI).
- Lenox Rd streetscape between Peachtree Rd and Ferncliff Rd.
- Complete PATH 400 Trail (Livable Buckhead: GA 400 Trail).
- Priority pedestrian facilities on Oak Valley Rd between Kingsboro Rd and Lenox Station.
- Priority pedestrian facilities on E Paces Ferry Rd between Wolfe Ave and Roxboro Rd.



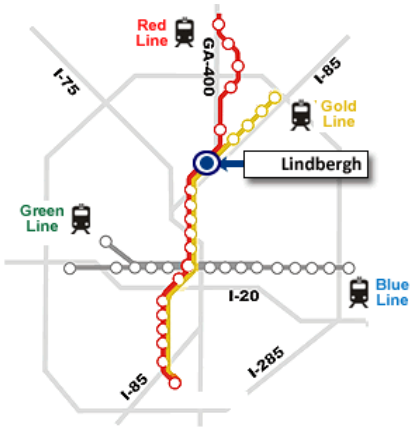
ZONING CHANGES:

- None.

MARTA STATION RECOMMENDATIONS:

- Add a total of 20 covered bike racks and lockers.
- Enhance lighting just outside the station.
- Improve wayfinding between Lenox Station and Lenox Square Mall.
- Create safe, direct pedestrian connection between bus area and Lenox Mall food court entrance.

LINDBERGH CENTER STATION



Gold & Red Line

TYPOLOGY| COMMUTER TOWN CENTER

Nearby Landmarks & Popular Destinations:

Lindbergh Center TOD

ISSUE AND CONDITIONS:

Lindbergh Station is a national model for transit oriented development. In 2000, MARTA executed a master development agreement that led to the construction of 1.2 million square-feet of office and retail and 716 residential units around a new, pedestrian-friendly grid of streets, structured parking, and station improvements. In concert with the MARTA investments, the City rezoned most of the remaining station area to support TOD and numerous private developers constructed additional retail, apartments, and townhomes throughout the station area.

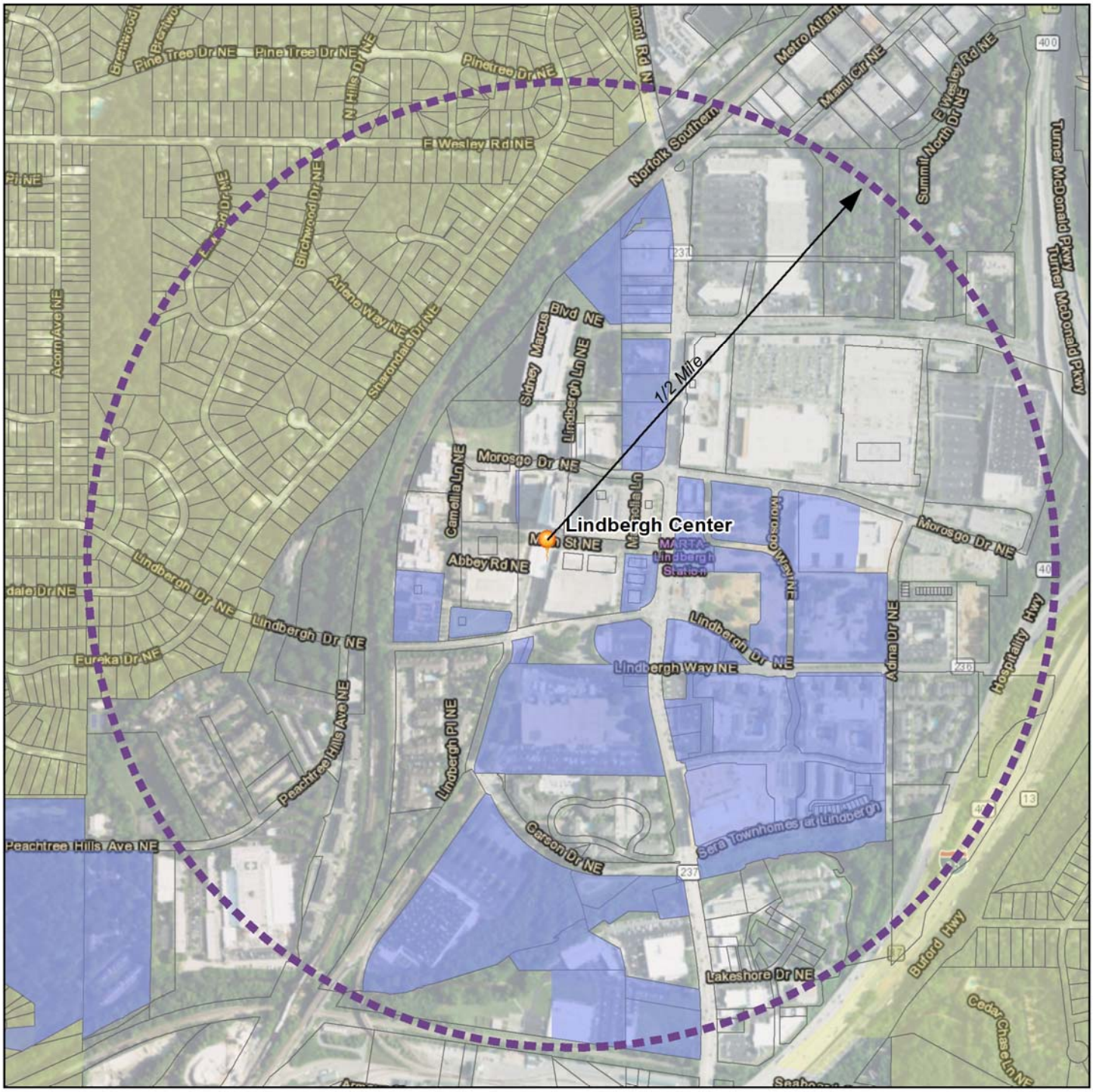
As a result, the station has the second highest number of boardings in the system behind Five Points Station. It has both healthy residential and employment densities at 7.4 and 19, respectively. And, the stage is set for additional transit-oriented infill. The MARTA-controlled parcels include several key sites, where the structured parking is already built, helping incentivize development. A handful of additional privately-held sites lie to the east and southeast of the station.

Piedmont Rd and the active Norfolk Southern railroad remain the greatest barriers within the station area.

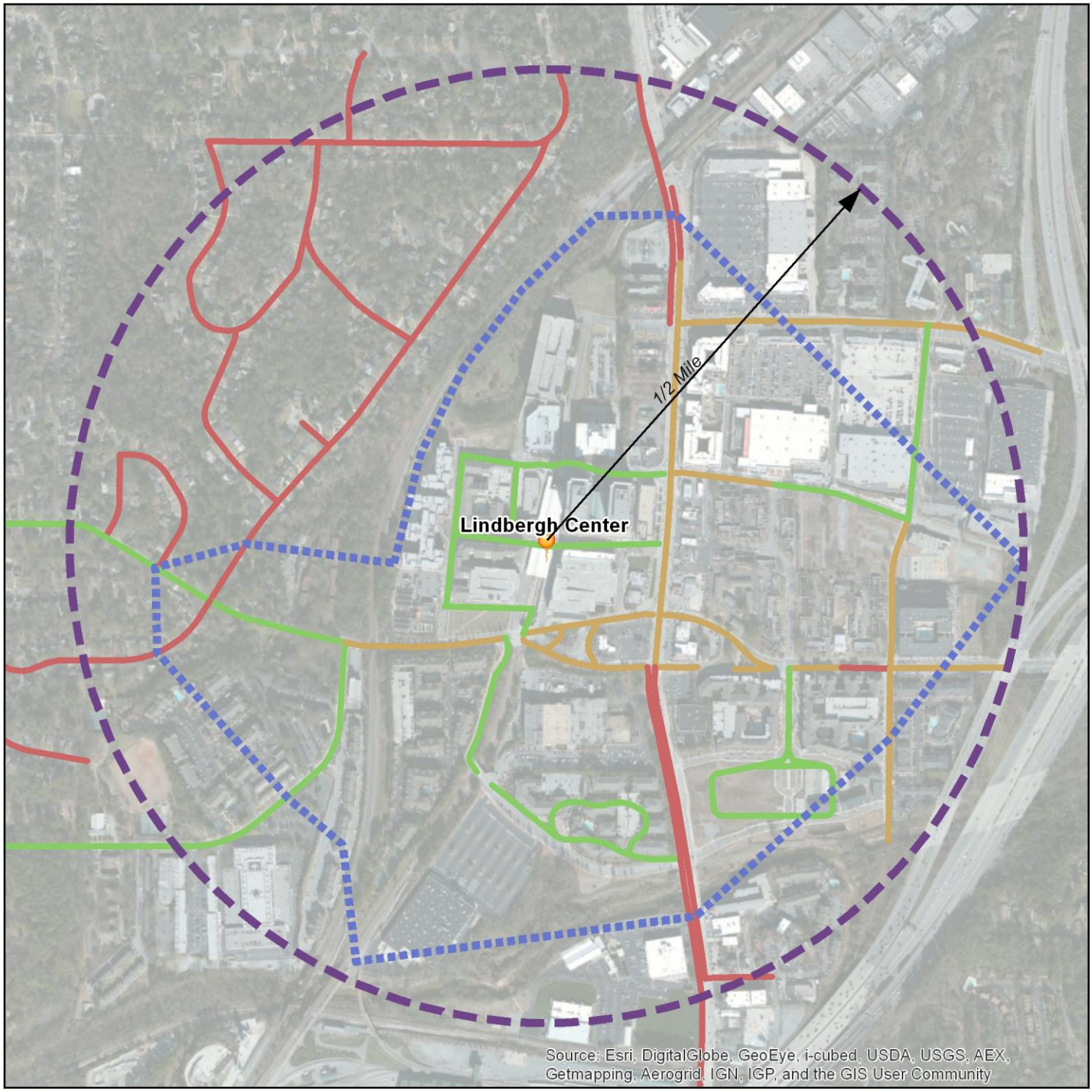
Existing Studies:
Atlanta Beltline Master Plan: Subarea 7 (2009), Lindbergh TSAD Study (2001)

Greatest Challenge:
Piedmont Rd creates a barrier for pedestrians within the walkshed

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
3,974	7.4	102	3,766	37	9,398	19	2,907	UKN	9,202



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (5 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
33%	16%	12%	39%	5	4	7	270	54%



Lindbergh Center Station

TYPOLOGY| COMMUTER TOWN CENTER

TRANSPORTATION PROJECTS:

- Piedmont Rd streetscape from Miami Cir to Garson Dr.
- Complete the sidewalk (fill the gaps) on S Marcus Blvd between Piedmont Ave and GA 400.
- Complete the sidewalk (fill the gaps) on Adina Dr between S Marcus Blvd and Fountainhead Ln.
- Complete the sidewalk (fill the gaps) on Lindbergh Dr/Wy between Garson Dr and GA 400.
- Complete PATH 400 Trail (Livable Buckhead PATH 400 Trail).

- Develop Atlanta BeltLine Trail between the station, Peachtree Rd, Peachtree Hills neighborhood and the GA 400 trail (Project ID #M-1 Beltline Subarea 7 Master Plan).
- Install bike facility on Garson Dr for the entirety and fill the sidewalk gap over the MARTA tracks (Project ID #M-14 Beltline Master Plan Subarea 7).

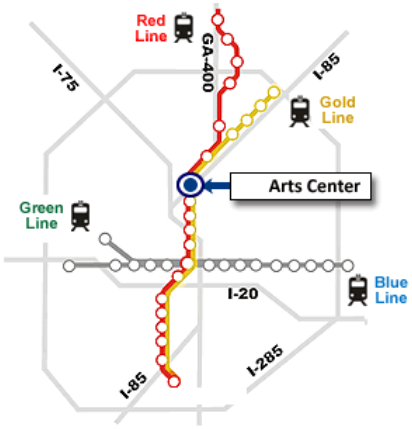
ZONING CHANGES:

- Consider rezoning the MARTA property around the station from C-3 to SPI-15. Prepare a technical correction for SPI-15.

MARTA STATION RECOMMENDATIONS:

- Add a total of 40 covered bike racks and lockers.
- Improved wayfinding to nearby retailers.

ARTS CENTER STATION



Gold & Red Line

TYPOLOGY | URBAN CORE

Nearby Landmarks & Popular Destinations:

Midtown Business District	Atlantic Station
Woodruff Arts Center	High Museum of Art

ISSUE AND CONDITIONS:

The Arts Center Station area has experienced a building boom in the past decade with the construction of numerous office and residential towers, major investments in the Woodruff Arts Center complex, and the emergence of Atlantic Station. One of the earlier recent investments in the station area was One Atlantic Center, a MARTA TOD project based on a 1983 ground lease. The one million square-foot 50-story class A office building generates $1.4 million annually in rent for MARTA.

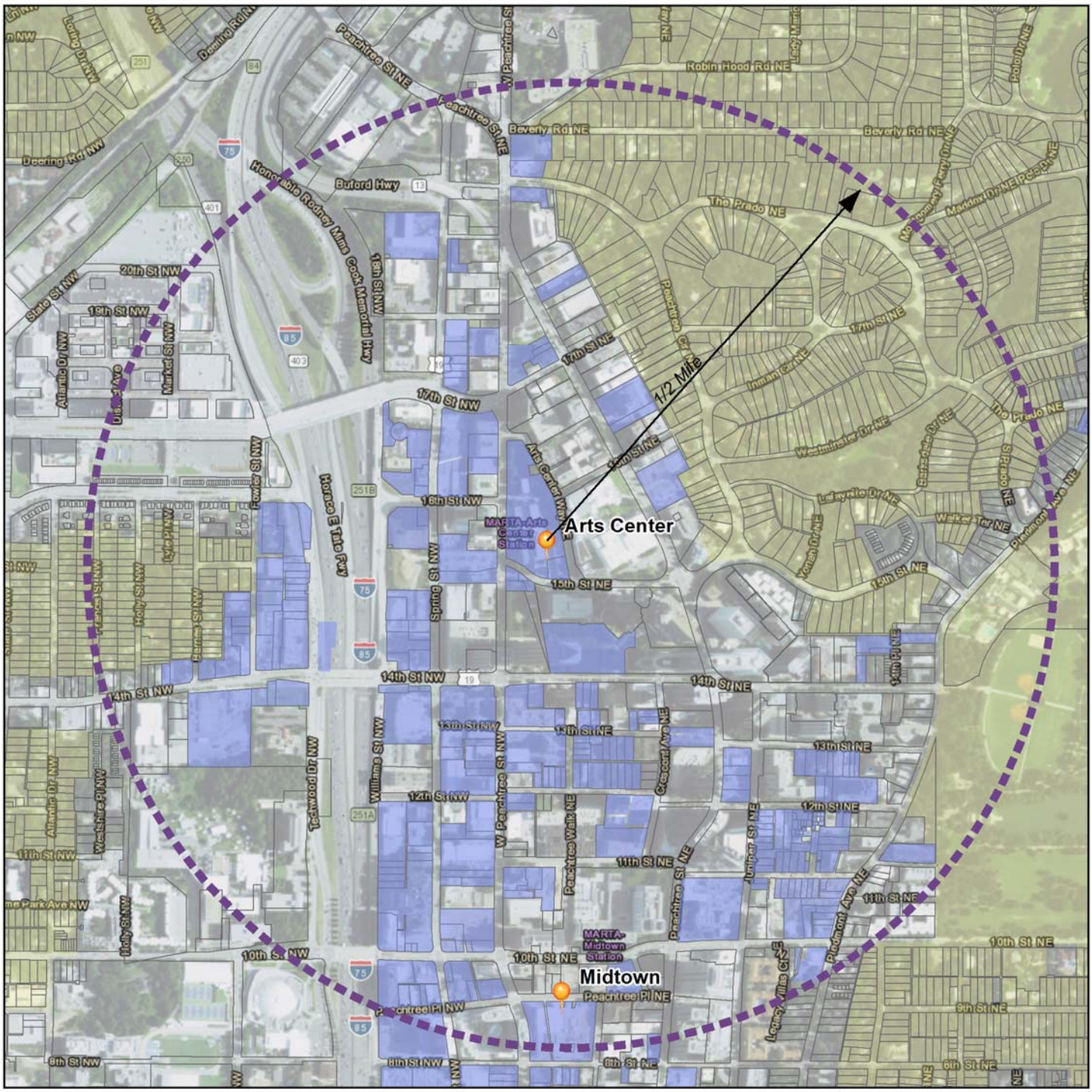
Arts Center Station has grown into an important regional bus hub serving MARTA, Cobb, Gwinnett, and GRTA routes. As a result, the station has a high transfer rate for an Urban station type (39 percent). And, the station has the highest average weekday boardings among the Midtown-serving stations and the 6th highest of the Atlanta-serving stations (6,920 per weekday).

An extraordinary amount of redevelopment sites remain, with just over 100 acres available, mostly along the Spring St and W Peachtree St corridors. And while the sidewalk network is far above average, improvements are still needed on West Peachtree St, Spring St, 12th St, and 13th St.

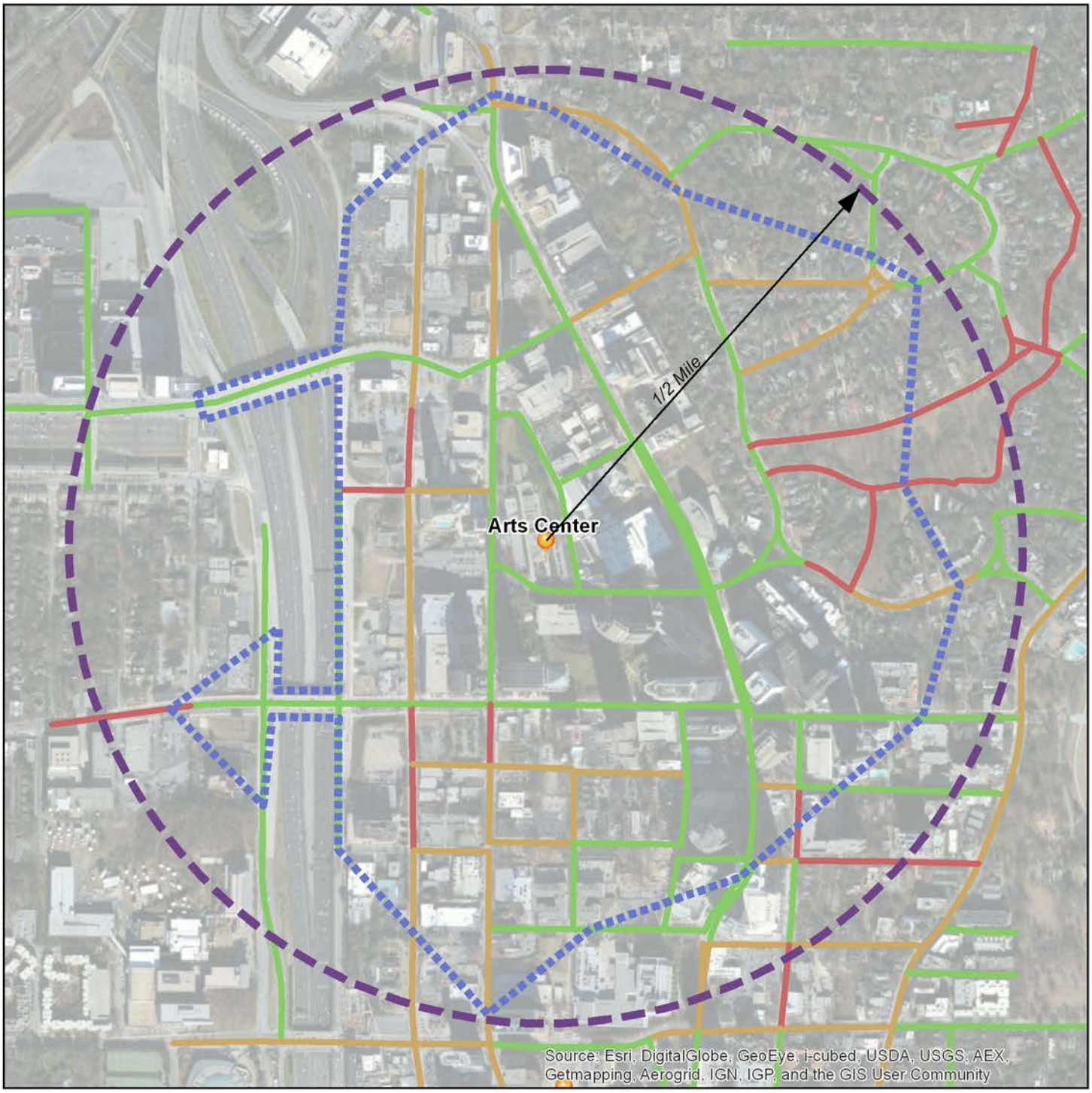
Existing Studies:
Blueprint Midtown LCI (1997), Blueprint Midtown II (2004)

Greatest Challenge:
Unsafe pedestrian conditions on W Peachtree St and Spring St

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
4,457	8.9	101	8,118	80	23,071	46	29	90%	6,920



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (2 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
43%	4%	14%	39%	12	7	2	317	63%



TYPOLOGY| URBAN CORE

TRANSPORTATION PROJECTS:

- Increase the pedestrian and bicycle level of service at the Spring St and Spring/Buford Connector intersection, including removal of the free flow right turn lanes.
- Spring St streetscape between Peachtree St and 8th St
- West Peachtree St streetscape between Peachtree St and 7th St.
- Spring St and W Peachtree St lane reconfigurations.
- 12th St and 13th St streetscapes for gaps between Piedmont Park and Spring St.

- 12th St bicycle boulevard between Piedmont Park and Williams St.
- Sidewalk construction on 18th St between Spring St and SCAD.
- Two-way conversion of 18th St. including new traffic signal.
- Create formal pedestrian way from station to Crescent Ave.
- 15th St extension from W Peachtree St to Williams St.

- Rectangular rapid flashing beacons/HAWK signal installation at unsignalized crosswalks within the station area.
- Install Cycle Atlanta: Phase 1.0 Study bicycle projects along W Peachtree St.

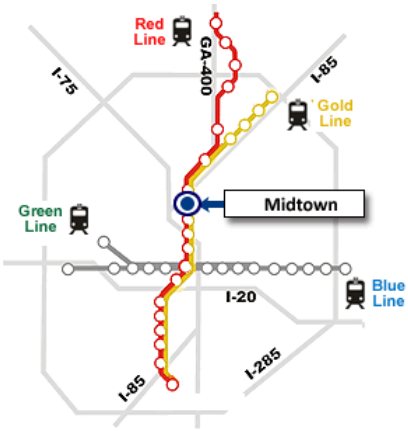
ZONING CHANGES:

- None.

MARTA STATION RECOMMENDATIONS:

- Redevelop above the station, the surface parking lot, and other vacant MARTA property. Redevelopment should include affordable housing.
- Add a total of 30 covered bike racks and lockers.
- Explore regional bus center on vacant property west of station.
- Create direct pedestrian connections to the bus depot from W Peachtree St and 15th St.

MIDTOWN STATION



Gold & Red Line

TYPOLOGY | URBAN CORE

Nearby Landmarks & Popular Destinations:

Midtown Business District
Georgia Tech
Turner Network Headquarters
Federal Reserve Building
Piedmont Park

ISSUE AND CONDITIONS:

Midtown Station serves the heart of the Midtown business district. The station area has seen tremendous growth in residential high rise development yielding the highest residential density of any station area within the City of Atlanta with 7,300 housing units and 14.7 du/acre. The station area has a healthy employment density at 41 jobs per acre with major employers including the Federal Reserve Bank and Turner Network. Midtown Station serves Piedmont Park, Atlanta's premier urban park, which hosts numerous major festivals, events and concerts. The station also serves Georgia Tech and is the major transfer point for the Stinger circulator shuttle that serves the Institute.

The station area includes 91 acres of redevelopment area, including 8 acres of surface parking lots.

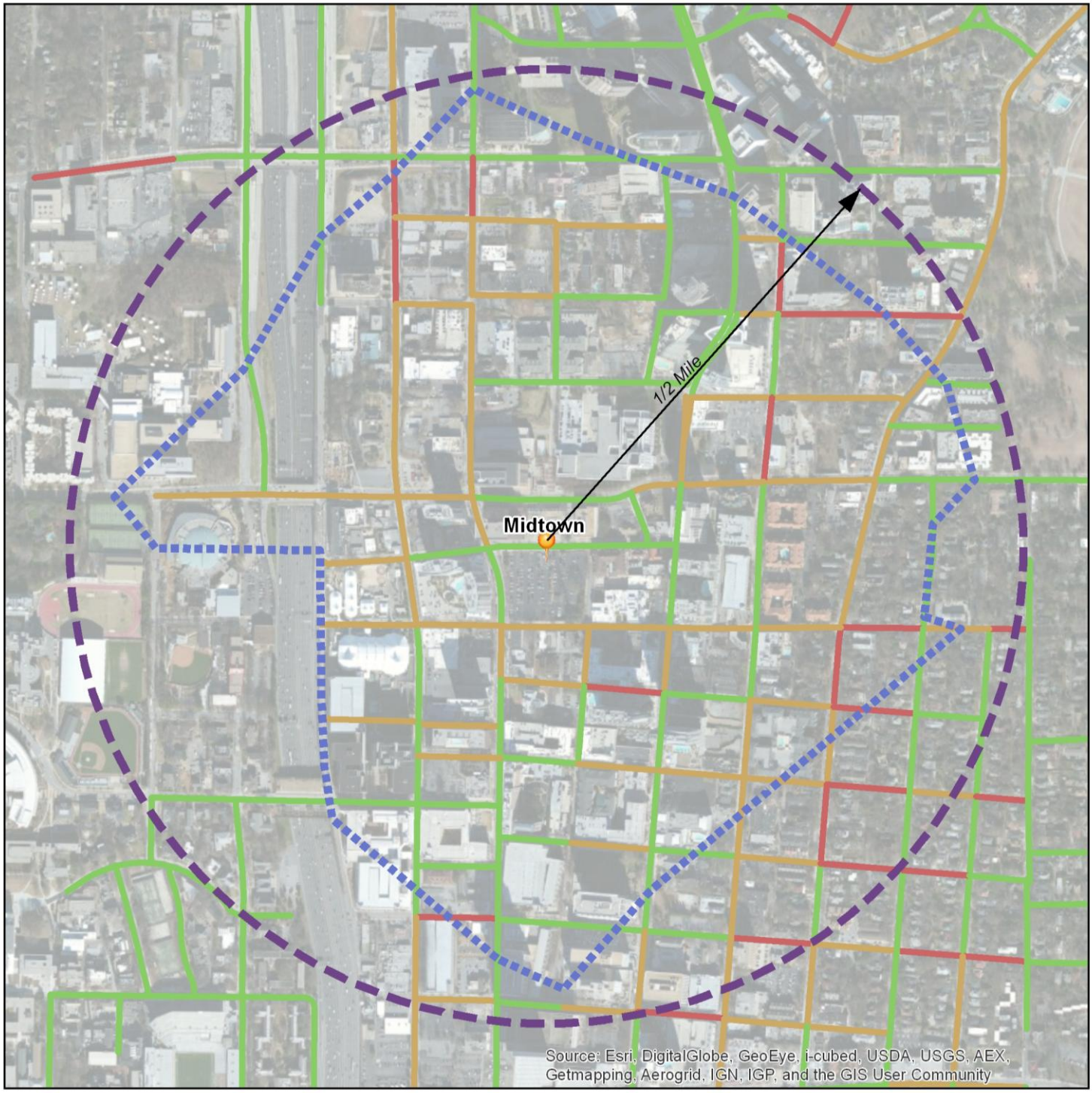
The sidewalk network is far above average, with many major investments both shepherded and funded through Midtown Alliance. Pedestrian improvements are still needed on W Peachtree St, Spring St, 12th St, 13th St and Piedmont Ave south of 10th St.

Existing Studies:
Blueprint Midtown LCI (1997), Blueprint Midtown II (2004)

Greatest Challenge:
Lack of sufficient bicycle infrastructure

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
7,316	14.7	91	5,171	57	20,510	41	14	60%	5,532

Walk and Bike	Drive, Carpool	Dropped Off	Transferred (4 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
56%	3%	13%	25%	13	11	3	323	64%



Midtown Station

TYPOLOGY| URBAN CORE

TRANSPORTATION PROJECTS:

- Peachtree St bicycle connection improvements (Connect Atlanta Plan – Core Bicycle Connection).
- Spring St streetscape between Peachtree St and 8th St.
- W Peachtree St streetscape between Peachtree St and 7th St.
- 12th St and 13th St streetscapes for gaps between Piedmont Park and Spring St/ Williams St.
- 8th St bicycle boulevard between Piedmont Ave and Williams St.
- 12th St bicycle boulevard between Piedmont Park and Williams St including intersection re-alignments.

- W Peachtree St bicycle facilities from 12th St to North Ave. (Connect Atlanta Plan – Core Bicycle Connection; High-Priority Bicycle Projects; #1014).
- Piedmont Ave sidewalk improvements south of 10th St.
- Lane reconfigurations on Spring St and W Peachtree St.
- Dedicated bicycle infrastructure on Juniper St and Piedmont Ave between 14th St and R McGill Blvd.
- Two-way conversions for (1) 7th St between Piedmont Ave and W Peachtree St (CAP: Project #OW-005), (2) 8th St between Peachtree St and Cypress Dr (CAP: Project #OW-006), and (3) 12th St.

- Upgrade 5th St Secondary Bicycle Connection between Williams St and Charles Allen Dr (Connect Atlanta Plan – Secondary Bicycle Connection and High-Priority Bicycle Projects; #1001).
- Signalize the intersection of Peachtree Pl and Spring St.
- Bicycle access and wayfinding improvements on Cypress St and Peachtree Walk.
- Rectangular Rapid flashing Beacons/HAWK signal installation at unsignalized crosswalks within the station area.

ZONING CHANGES:

- None.

MARTA STATION RECOMMENDATIONS:

- Add 24 covered bike racks and lockers on both sides of 10th St.

NORTH AVENUE STATION

Gold & Red Line

TYPOLOGY | URBAN CORE

Nearby Landmarks & Popular Destinations:

Midtown and SoNo Business Districts Georgia Tech

Emory University Hospital Fox Theater

ISSUE AND CONDITIONS:

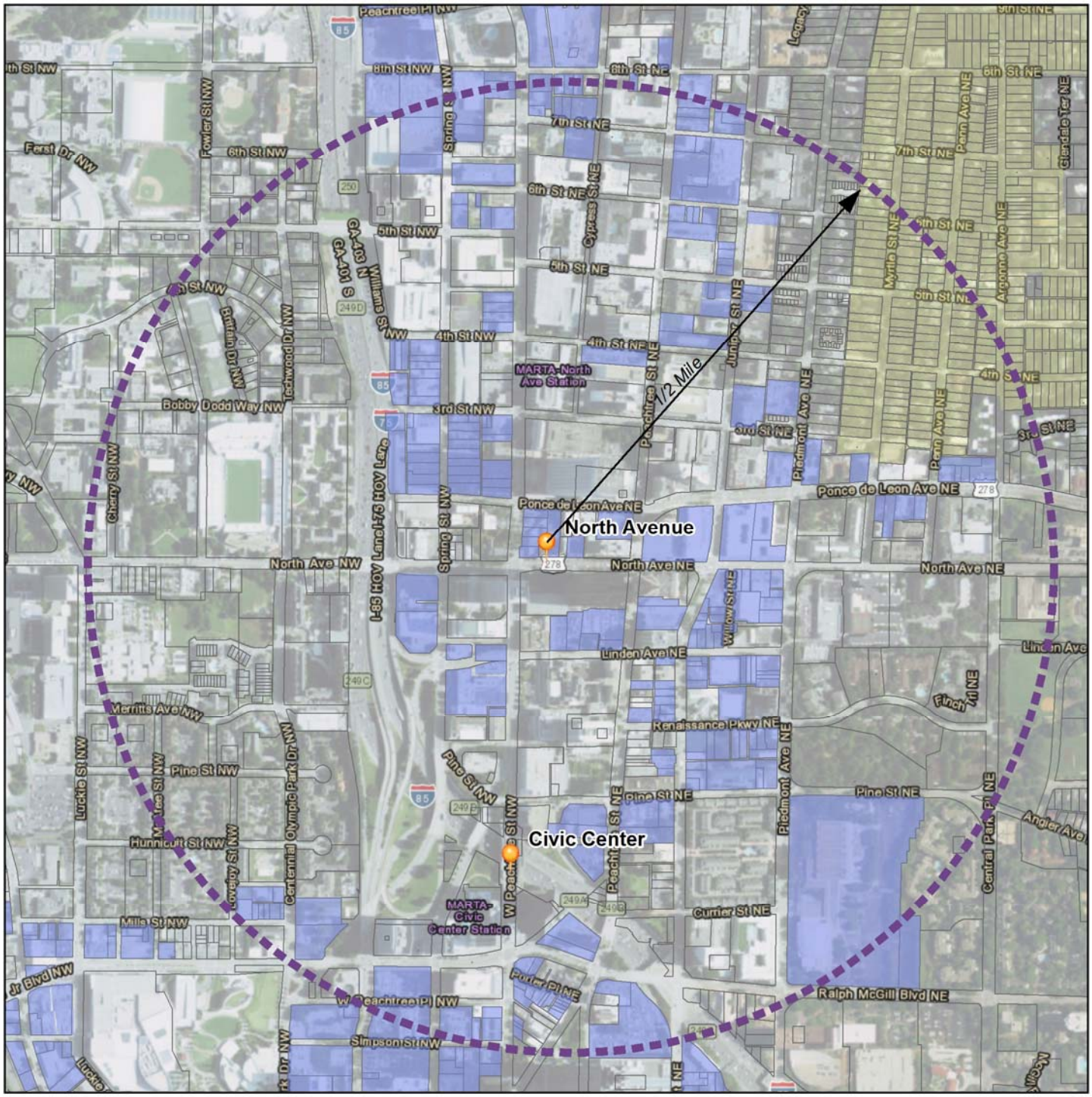
The North Avenue Station area has benefitted from recent development activity and streetscaping improvements. Pedestrian improvements on North Ave and Ponce de Leon Ave by Georgia Tech and Midtown Alliance have netted the station area the best sidewalk network in the City of Atlanta with 15 miles surveyed as "above average." Emory University Hospital continues to grow and expand its SoNo campus yielding the highest number of jobs among the Midtown-serving stations (25,971). Additionally, the station area has the second highest number of residential units with 6,900, which does not include several hundred units of student housing.

The Downtown Connector, as with all of the Midtown stations, is a major barrier for walking and biking. For the North Avenue Station and Civic Center Station, the barrier is magnified by the 30-acre ramp complex between Ivan Allen Blvd. and Linden Ave.

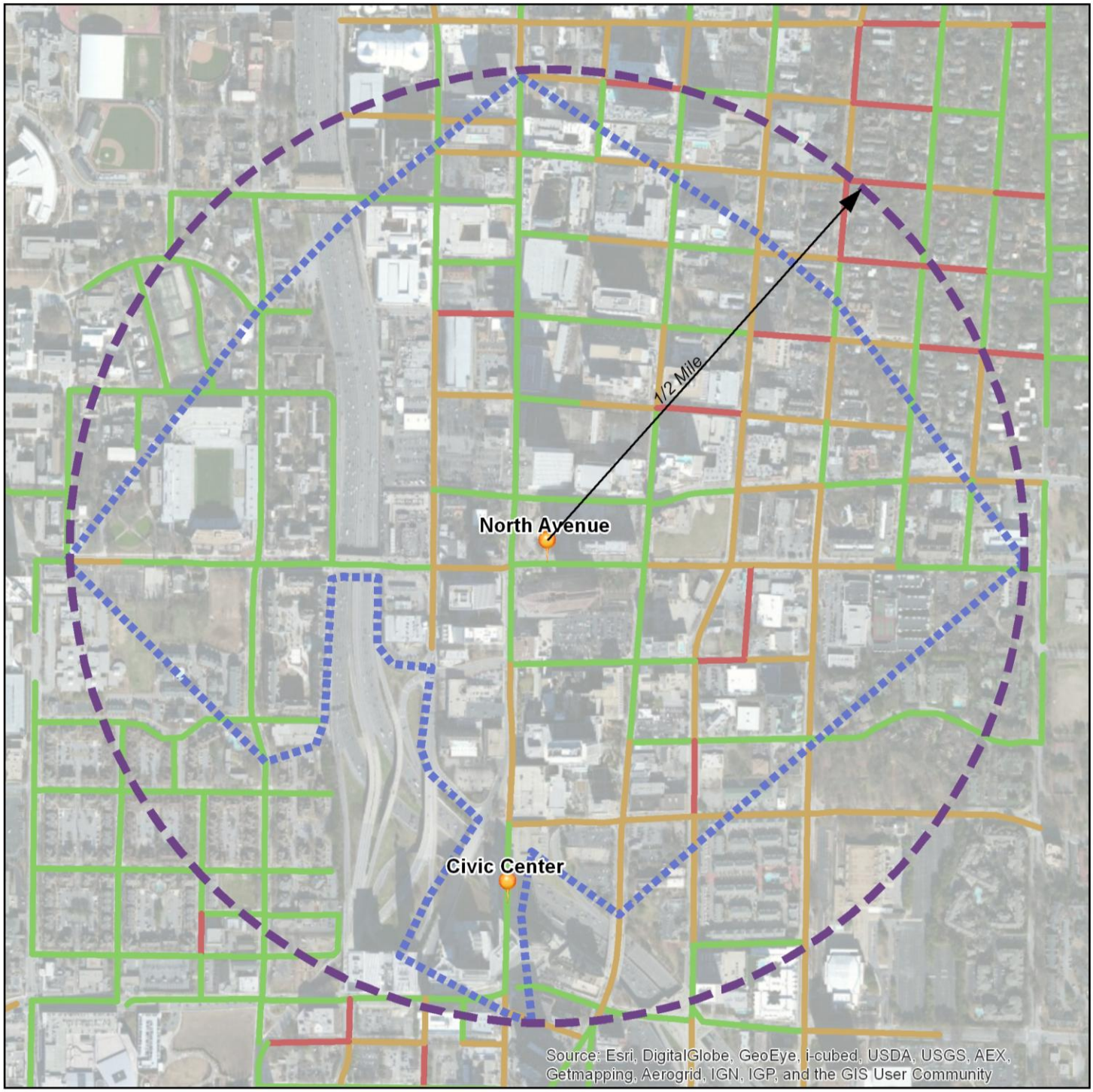
Existing Studies:
Imagine Downtown Encore (2009), Blueprint Midtown II (2004), Blueprint Midtown LCI (1997)

Greatest Challenge:
I-85/75 barrier to the western side of station area

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
6,916	13.9	61	5,604	91	25,971	79	0	NA	6,052



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (3 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
68%	3%	12%	17%	15	10	2	329	65%



0 200 400 800 1,200 1,600 Feet

LEGEND

MARTA Heavy Rail Station
Half Mile Buffer
Network Buffer

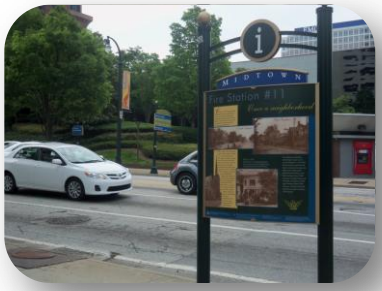
Sidewalk Conditions
Above Avg.
Average
Impassable

North Avenue Station

TYPOLOGY| URBAN CORE

TRANSPORTATION PROJECTS:

- Spring St streetscape between 4th St and Linden Ave.
- Juniper St/Courtland St streetscape.
- Piedmont Ave streetscape south of 10th St.
- Add security cameras, light art and mural at 3rd St underpass. Keep the underpass open during all daylight hours.
- Complete Street improvements on North Ave between Peachtree St and Central Park Pl.
- Lane reconfigurations on Spring St and W Peachtree St.
- Peachtree St core bicycle connection improvements (Connect Atlanta Plan – Core Bicycle Connection).
- Dedicated bicycle infrastructure on Juniper St and Piedmont Ave.
- W Peachtree St bicycle facilities from 12th St to North Ave (Connect Atlanta Plan – Core Bicycle Connection; High-Priority Bicycle Projects; #1014).
- Upgrade 5th St Secondary Bicycle Connection between Williams St and Charles Allen Dr (Connect Atlanta Plan – Secondary Bicycle Connection and High-Priority Bicycle Projects; #1001).
- Cypress St bicycle connection between 3rd St and Peachtree Pl.
- Signalize the intersection of 4th St and W Peachtree St.
- Two-way conversions identified in the (Connect Atlanta Plan - Project #OW-001, 3rd St; Project #OW-002, 4th St; Project #OW-003, and 6th St; Project #OW-004).
- Renovation of North Ave, 10th St, and Peachtree St bridges with pedestrian and traffic safety measures. (I-75/85 Connector Transformation Study).
- Rectangular rapid flashing beacons/HAWK signal installation at unsignalized crosswalks within the station area.
- Install buffered bicycle lanes on Ponce De Leon Ave between W Peachtree St and Atlanta BeltLine Eastside Trail.



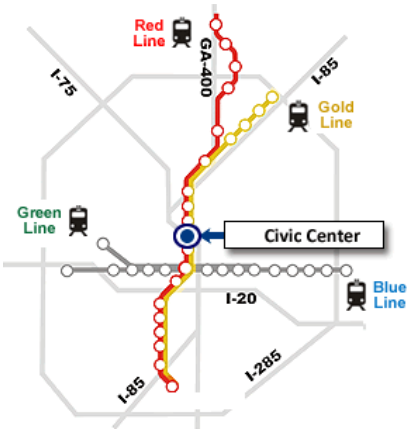
ZONING CHANGES:

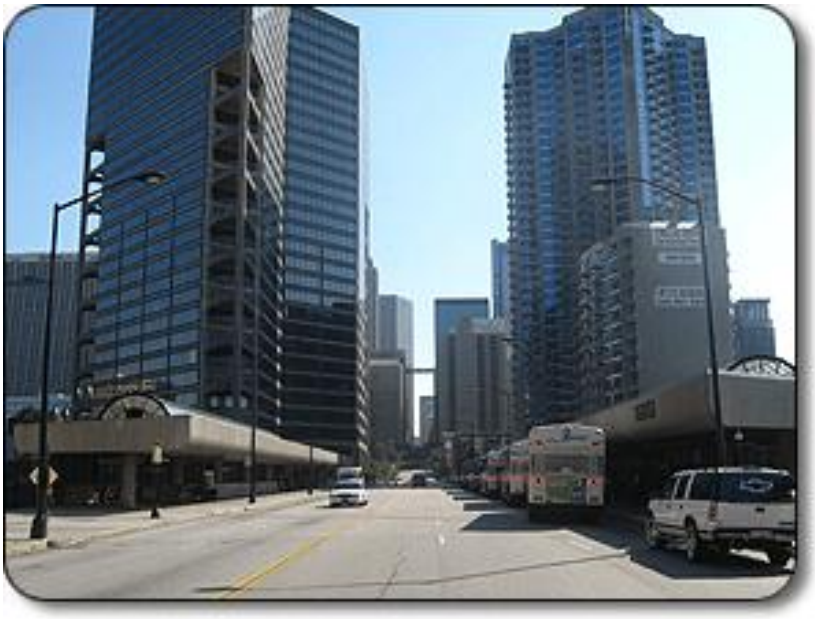
- None

MARTA STATION RECOMMENDATIONS:

- Add 30 covered bike racks and lockers at both ends of the station
- Add retail and services to the station.
- Create a safe pedestrian entrance directly into the bus bays from Ponce de Leon Ave and North Ave.
- Install wayfinding signage directly riders to key nearby destinations.

CIVIC CENTER STATION





Gold & Red Line

TYPOLOGY | URBAN CORE

Nearby Landmarks & Popular Destinations:

Downtown Business District	Emory University Hospital
Mega Bus Stop	US Federal Building

ISSUE AND CONDITIONS:

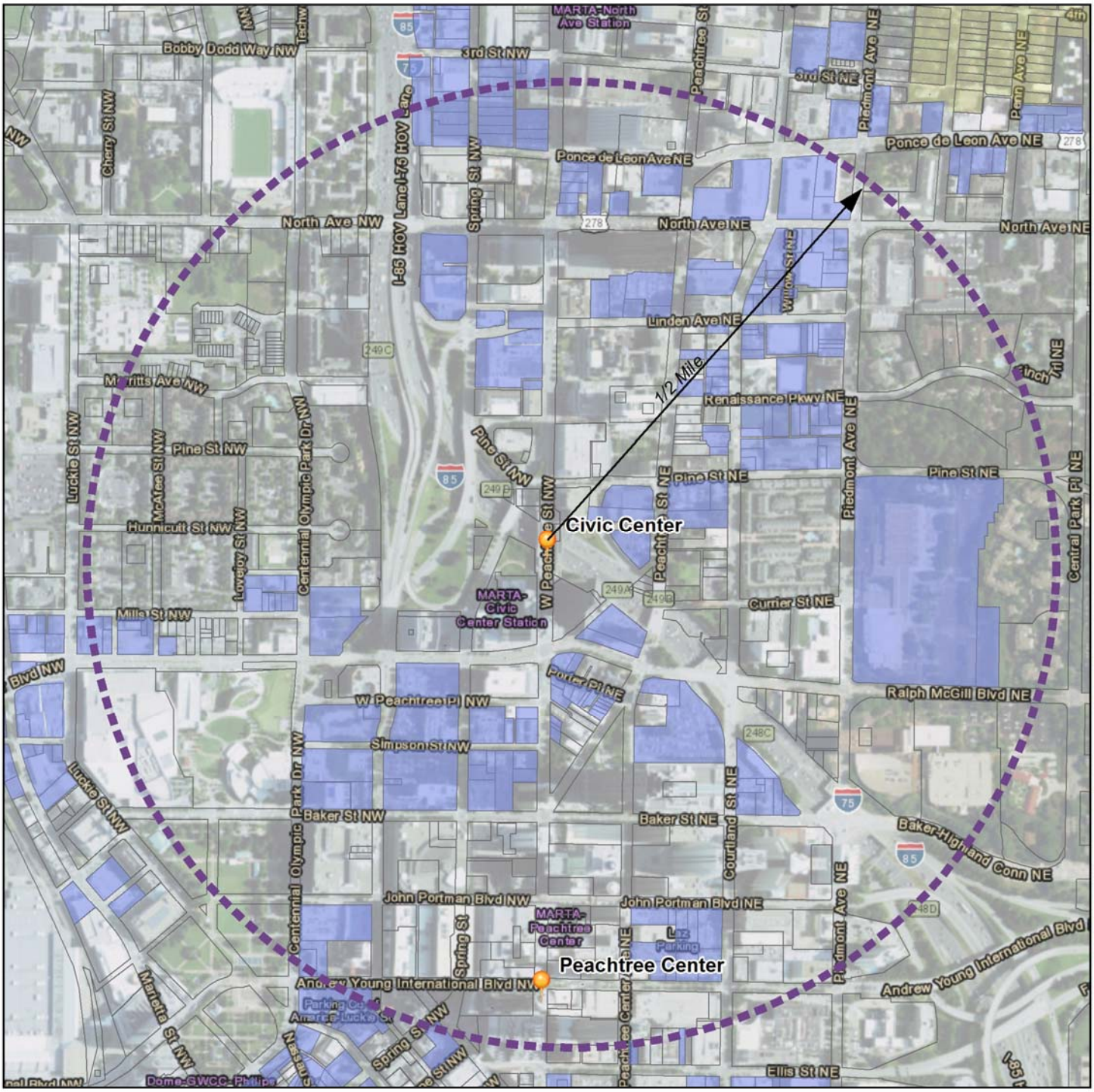
The Ivan Allen Plaza redevelopment and major investments in the Emory University Hospital have reshaped the private development landscape around Civic Center Station in recent years. Emory has developed expansions to the hospital including a new primary building stretching between Peachtree and West Peachtree Streets. Ivan Allen Plaza redevelopment included a series of adjacent blocks and amounted to 610,000 sf new office space, numerous restaurants and shops, 700 residential units, and 340 hotel rooms. On the near term horizon, the National Center for Civil and Human Rights, planned for the site just north of the World of Coca-Cola, broke ground in June 2012.

These recent and forthcoming developments should help boost the station's extremely weak ridership, with typically fewer than 3,000 boardings per day. Two important barriers are depressing ridership. The first is a relatively small walkshed (just 55 percent of the crow fly area), driven by the Downtown Connector and its 30-acre ramp complex between Ivan Allen Blvd. and Linden Ave. There are also a number of sidewalks classified as "average" and "poor" surrounding the station, making walking to the station less attractive than the nearby alterative stations at North Avenue and Peachtree Center.

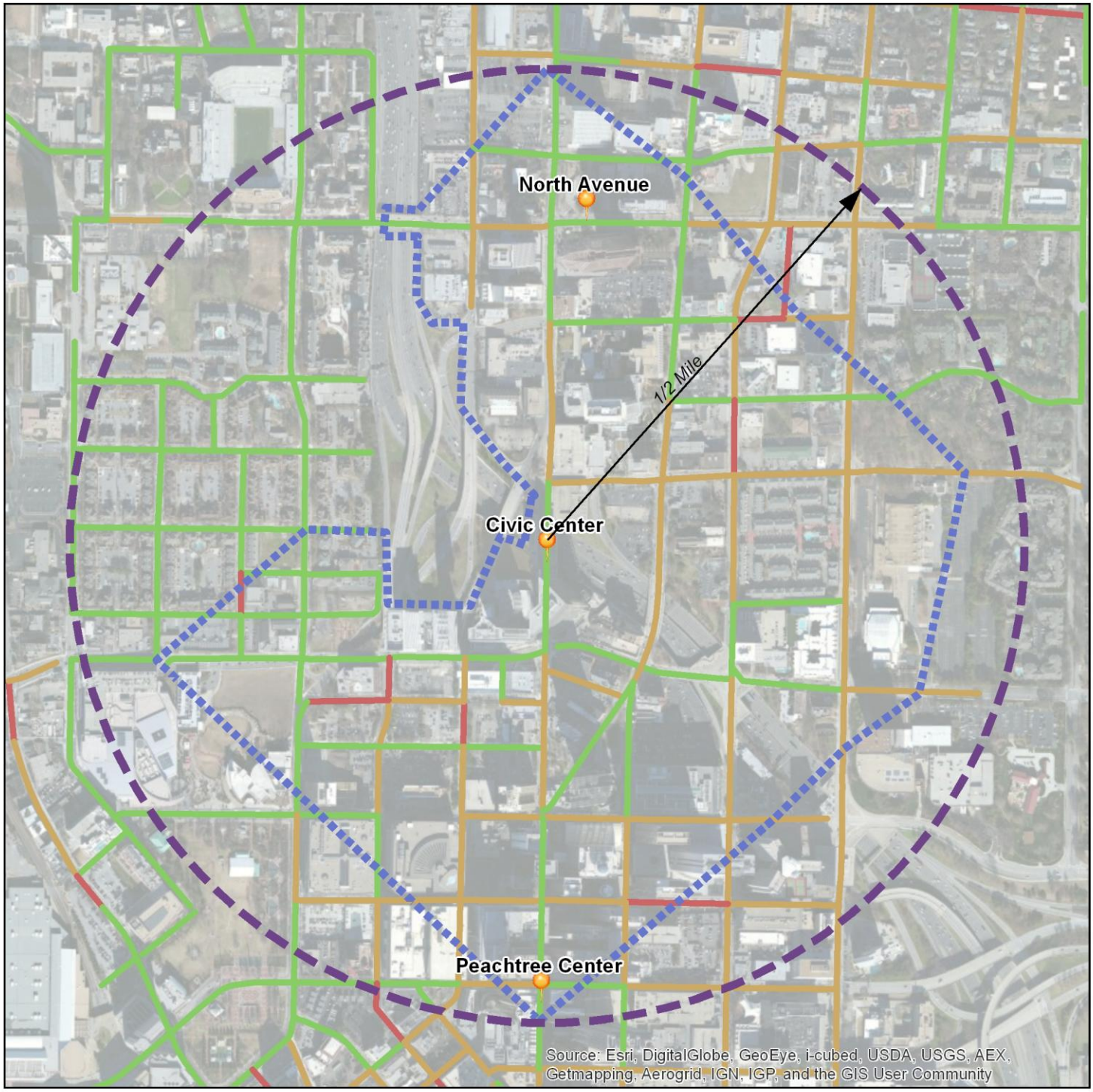
Existing Studies:
Imagine Downtown Encore (2009), Blueprint Midtown II (2004), Jones/Simpson/Alexander/McGill LCI (2003), Blueprint Midtown LCI (1997)

Greatest Challenge:
Vacant Land

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
4,794	9.3	89	7,884	89	39,962	79	0	NA	2,838



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (1 Bus Route)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
76%	3%	8%	14%	13	12	1	277	55%



0 200 400 800 1,200 1,600 Feet

LEGEND

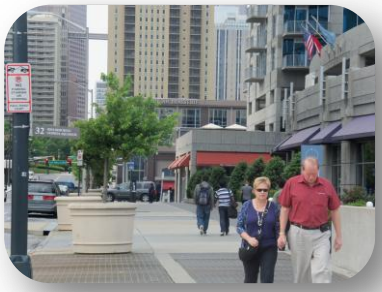
MARTA Heavy Rail Station
Half Mile Buffer
Network Buffer

Sidewalk Conditions
Above Avg.
Average
Impassable

Civic Center Station

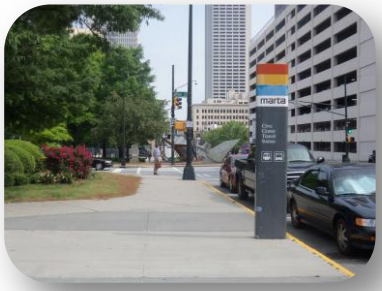
TYPOLOGY| URBAN CORE

TRANSPORTATION PROJECTS:



- Juniper St/Courtland St streetscape.
- Piedmont Ave streetscape south of 10th St.
- Lane reconfigurations on Spring St and West Peachtree St.
- Core Bicycle Connection on Peachtree St or alternative; pavement marking or cycle track; from W. Peachtree St to Pine St. (Connect Atlanta Plan – Core Bicycle Connection in conjunction with CAP Project ID# TR-008; High-Priority Bicycle Projects; #1019).
- W Peachtree St Core Bicycle Connection improvements (Connect Atlanta Plan – Core Bicycle Connection in conjunction with Cycle Atlanta Phase 1.0 Project ID# OW-012).

- Reduce travel lanes and add raised median on W Peachtree St between Pine St and I Allen Jr Blvd.
- Dedicated bicycle infrastructure on Juniper St. and Piedmont Ave (Cycle Atlanta Phase 1.0).
- Streetscape on W Peachtree St along Civic Center Station bridge.
- I Allen, Jr Blvd/R McGill Blvd between Peachtree St and Central Park Dr: bike lanes to continue existing connections (Imagine Encore Project ID #C31 in conjunction with Cycle Atlanta Phase 1.0).
- Remove disabled parking spaces on R McGill Blvd at Ivan Allen Jr Blvd in front of the Federal Building to continue sidewalk.



- Work with GDOT to allow development over the interstate on either side of the station and on either side of Peachtree St.
- Implement pavement marking plan to improve bus boarding and operations and manage kiss and ride.
- Intersection pedestrian safety improvements at I Allen Jr Blvd at Centennial Olympic Park Dr and Williams St.
- Intersection pedestrian safety improvements at Pine St, Spring St and W Peachtree St.
- Intersection pedestrian safety improvements at Linden Ave and Spring St.
- Rectangular rapid flashing beacons/HAWK signal installation at unsignalized crosswalks within the station area.

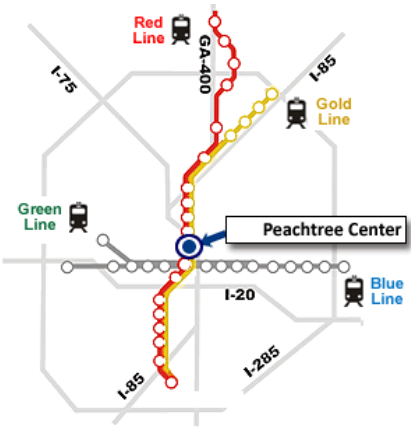
ZONING CHANGES:

- None

MARTA STATION RECOMMENDATIONS:

- Add 10 covered bike rack spaces and lockers.
- Add retail at the street level atop the station.

PEACHTREE CENTER STATION



Gold & Red Line

TYPOLOGY| URBAN CORE

Nearby Landmarks & Popular Destinations:

Downtown Business District

Centennial Olympic Park Area

Fairlie-Poplar District

ISSUE AND CONDITIONS:

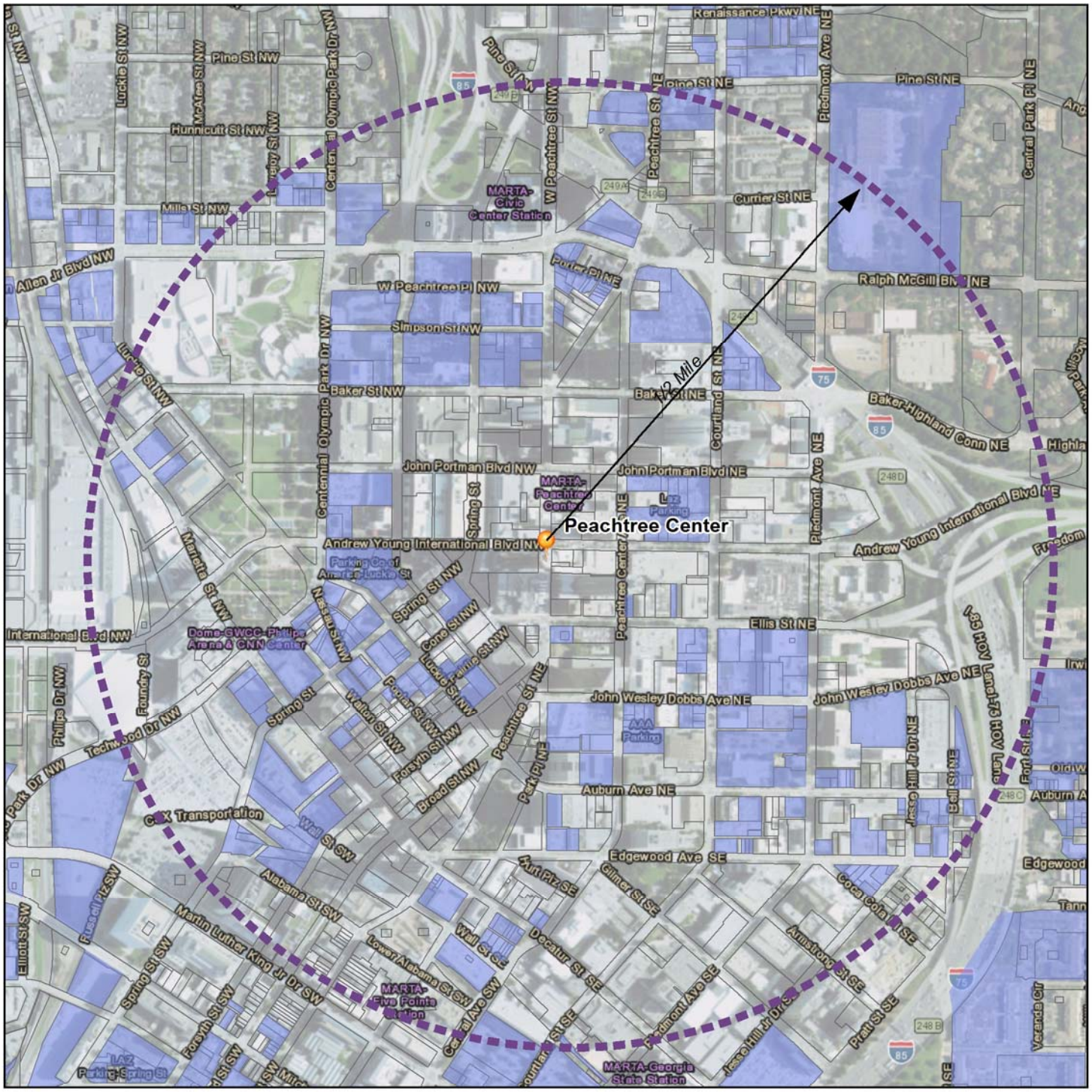
With the recent completion of the Atlanta Streetcar line, Peachtree Center Station is now a rail transfer station. Hopes are high for economic development along the streetcar line with over 80 acres of redevelopment sites, many of which are also near the Peachtree Center Station. Central Atlanta Progress recently completed their *Atlanta Streetcar Development Guide*, the most detailed TOD planning effort in Atlanta's history, which focuses on 12 strategic opportunity sites and their redevelopment potential.

The streetcar and new TOD will help strengthen Peachtree Center station as a high functioning urban station area. It has the third highest average daily boardings in Atlanta (8,260) and the region's highest job density (83,420 total jobs). Yet, it is near the bottom in terms of residents and occupied housing units within the station area.

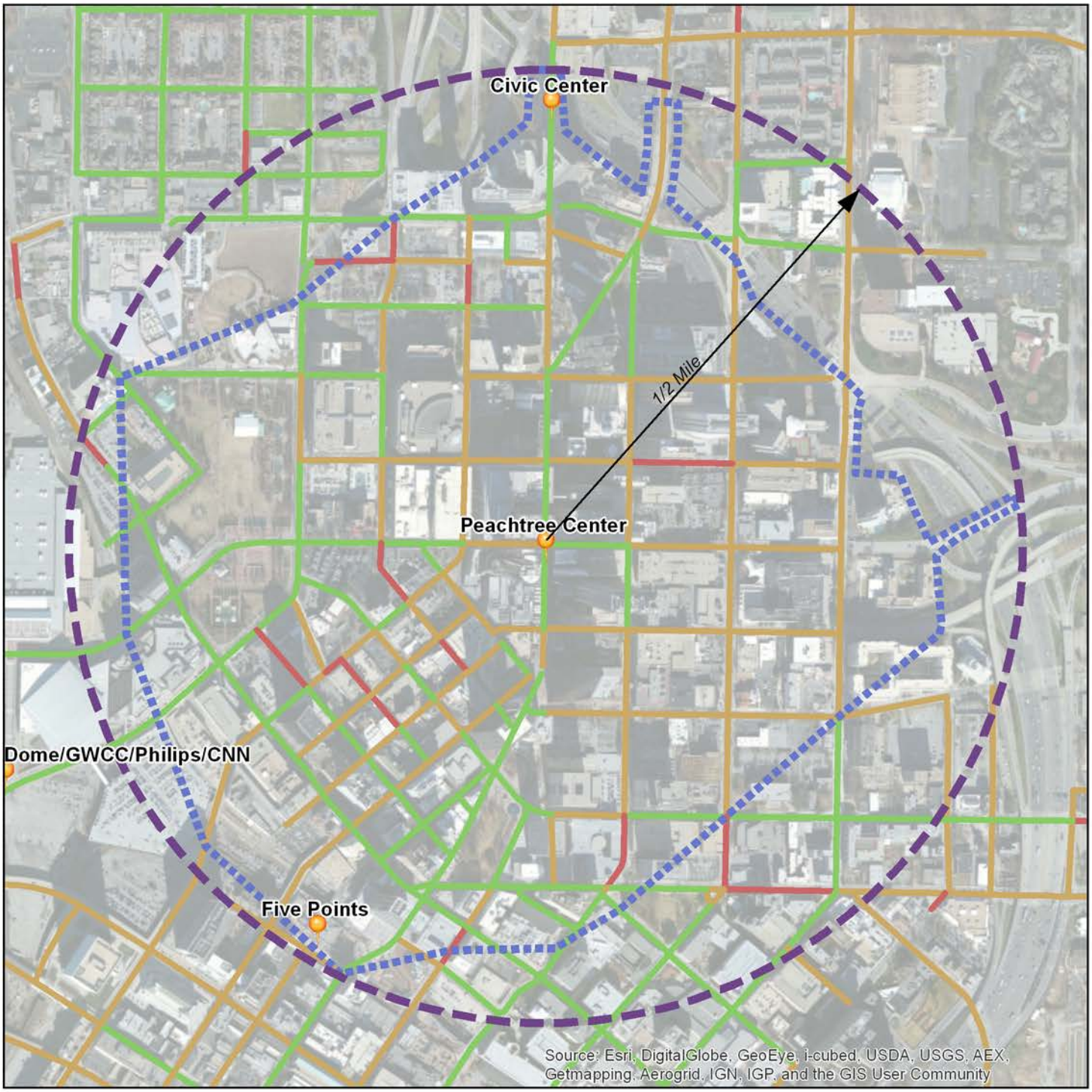
Existing Studies:
Atlanta Streetcar Development Guide (2012), Imagine Downtown Encore (2009)

Greatest Challenge:
Relatively low residential density

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
2,784	5.7	66	9,700	146	83,420	166	0	NA	7,532

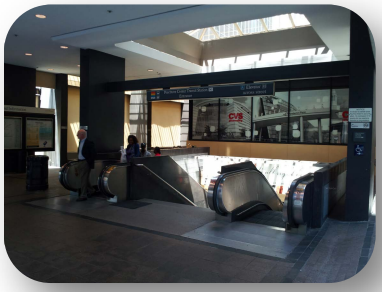


Walk and Bike	Drive, Carpool	Dropped Off	Transferred (0 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
93%	1%	2%	4%	13	15	2	350	70%

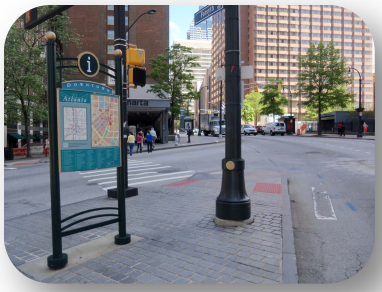


TYPOLOGY | URBAN CORE

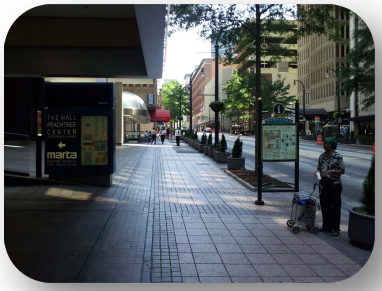
TRANSPORTATION PROJECTS:



- Juniper St/Courtland St streetscape.
- Piedmont Ave between A Young International Blvd and North Ave streetscape enhancement (Imagine Encore Project ID #C54a/C54b).
- Peachtree St Core Bicycle Connection improvements (Connect Atlanta Plan – Core Bicycle Connection).
- Lane reconfigurations on Spring St and West Peachtree St.
- Dedicated bicycle infrastructure on Juniper St and Piedmont Ave (Cycle Atlanta Plan Phase 1.0).

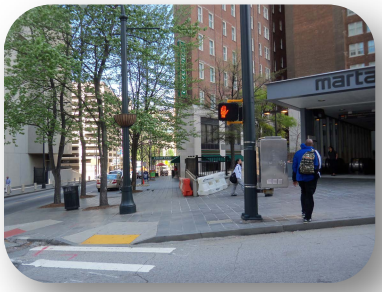


- Peachtree Center Ave Alternative Core Bicycle Connection cycle track and streetscape from Peachtree St to Edgewood Ave (Connect Atlanta Plan – Alternative Core Bicycle Connection; High-Priority Bicycle Projects; #1002).
- J Portman Blvd (Harris St) shared-use path and streetscape enhancement between Centennial Olympic Dr and Piedmont Ave. (Imagine Encore Project ID #C24).
- Centennial Olympic Park Dr road diet between Marietta St and I Allen Jr Blvd, including the addition of on-street parking (to be coordinated with MMPT).



- Intersection pedestrian safety improvements at I Allen Jr Blvd at Centennial Olympic Park Dr and Williams St.
- Intersection pedestrian safety improvements at Pine St, Spring St and W. Peachtree St.
- Intersection pedestrian safety improvements at Linden Ave and Spring St.
- Rectangular rapid flashing beacons/HAWK signal installation at unsignalized crosswalks within the station area.

ZONING CHANGES:

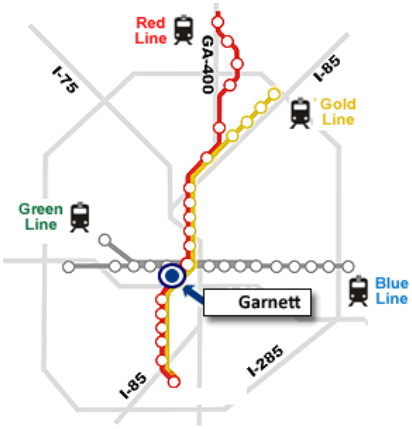


- None.

MARTA STATION RECOMMENDATIONS:

- Add 40 covered bike rack spaces and lockers.
- Pursue joint development over the station's southeastern ingress/egress point.

GARNETT STATION



Gold & Red Line

TYPOLOGY | URBAN CORE

Nearby Landmarks & Popular Destinations:

Government Walk

Castleberry Hill

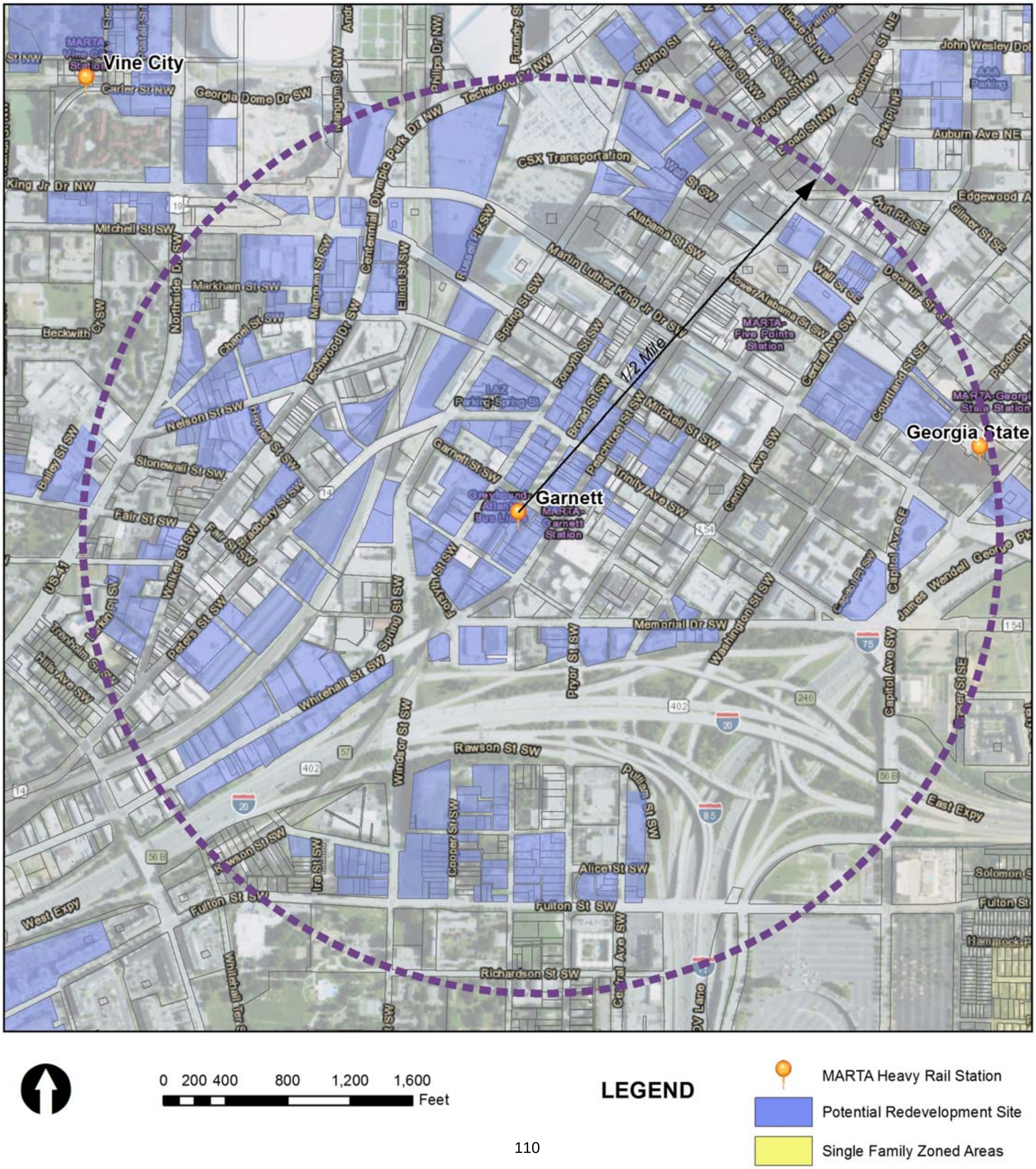
ISSUE AND CONDITIONS:

At 123 acres, Garnett Station has the largest potential redevelopment area of any urban type station. The TOD opportunity sites include 80 acres of surface parking, several vacant parcels in Castleberry Hill and the sites associated with the proposed MMPT. Nearly 87 percent of MARTA patrons walk to Garnett Station in spite of seven miles of broken, impassable and missing sidewalks around the station. Major barriers in the station area include the I-20/75/85 interchange and I-20, along with the rail corridor separating Castleberry Hill from the station. As a result, the station area has very low average daily boardings (usually less than 3,000 per day). The station provides access to the Municipal Court of Atlanta, Atlanta City Hall, Atlanta Public Schools, Castleberry Hill neighborhood, the Grady Detention Center and for the Main Greyhound Station.

Existing Studies:
Imagine Downtown: Encore (2009)

Greatest Challenge:
Underinvestment in surrounding area

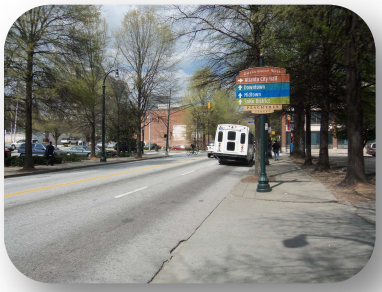
Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
1,913	3.7	123	10,692	87	34,102	68	0	NA	2,957



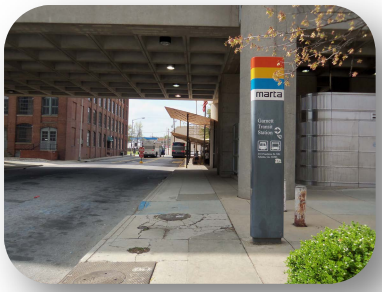
Walk and Bike	Drive, Carpool	Dropped Off	Transferred (0 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
88%	1%	4%	6%	4	1	7	263	52%

TYPOLOGY | URBAN CORE

TRANSPORTATION PROJECTS:

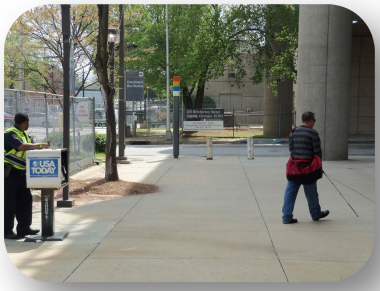


- Spring St pedestrian and streetscape improvements between Marietta St to Whitehall St (CAP Project ID #AT-086A, AT-086B).
- Mitchell St streetscape enhancement between Washington St and Spring St (Imagine Encore Project ID # C43a).
- Forsyth St pedestrian and streetscape enhancement between Memorial Dr and Marietta St (Imagine Encore Project ID #C21).
- Peachtree St Core Bicycle Connection improvements (Connect Atlanta Plan).
- Bicycle facilities and pedestrian facilities on Nelson St between Castleberry Hill and Peachtree St, including new bicycle/pedestrian bridge.
- Magnum St/Walker St two-way protected cycle track from Mitchell St to Peters St (Connect Atlanta Plan -Alternative for Core Bicycle Connection; High-Priority Bicycle Projects; #1022).



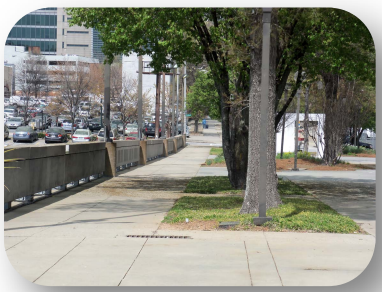
ZONING:

- None.



MARTA:

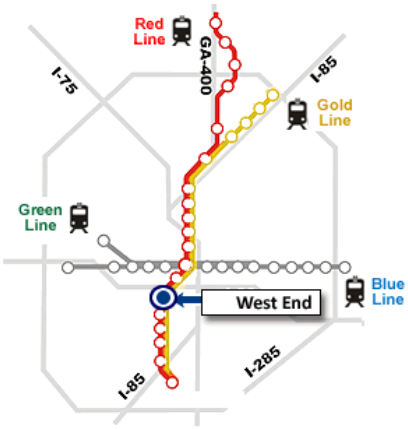
- Add 20 covered bike rack spaces and lockers. ‘
- Restore station access from Garnett St on the east and west sides of the station.
- Repurpose plaza north of the station for retail or a market.
- Relocate the Greyhound bus station to the proposed MMPT and reopen Brotherton St to the public.



OTHER:

- Public safety enhancements along Trinity St; close alleyways, fence parking, etc.
- Increase police beats on foot and bicycle
- Explore redevelopment opportunities on city property adjacent to the station.

WEST END STATION



Gold & Red Line

TYPOLOGY | Transit Community

Nearby Landmarks & Popular Destinations:

West End Shopping District

Atlanta University Center

ISSUE AND CONDITIONS:

West End Station has the highest ridership of any Transit Community type stations. With over 7,000 boardings per day, it has the fifth highest number of boardings overall for stations serving the City of Atlanta, which is higher than any of the stations serving Midtown and Buckhead.

The station has a high number of transfers (50 percent of riders) and a relatively high number of patrons ride or bicycle to the station (31 percent). Just six percent drove or carpooled to the station, and parking lots have a utilization rate near 50 percent.

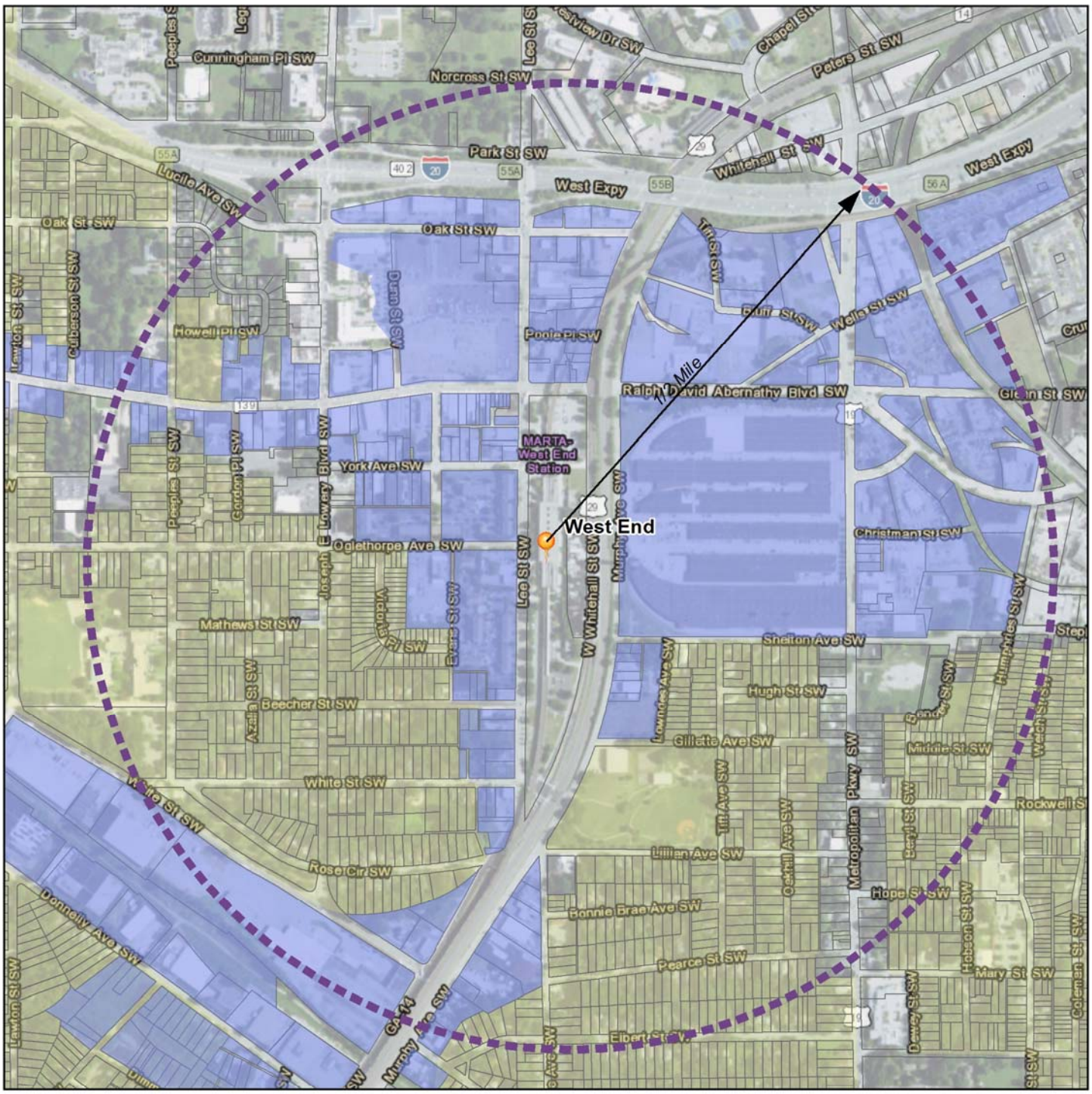
The station's walk-shed is quite small, at just 54 percent of the half-mile buffer. I-20 and the freight rail line area major barriers along with two large superblocks housing the West End Mall and the Candler Warehouses.

The most important redevelopment sites are north of Ralph David Abernathy Blvd, which have the opportunity to build on the success of the Sky Lofts condominiums project

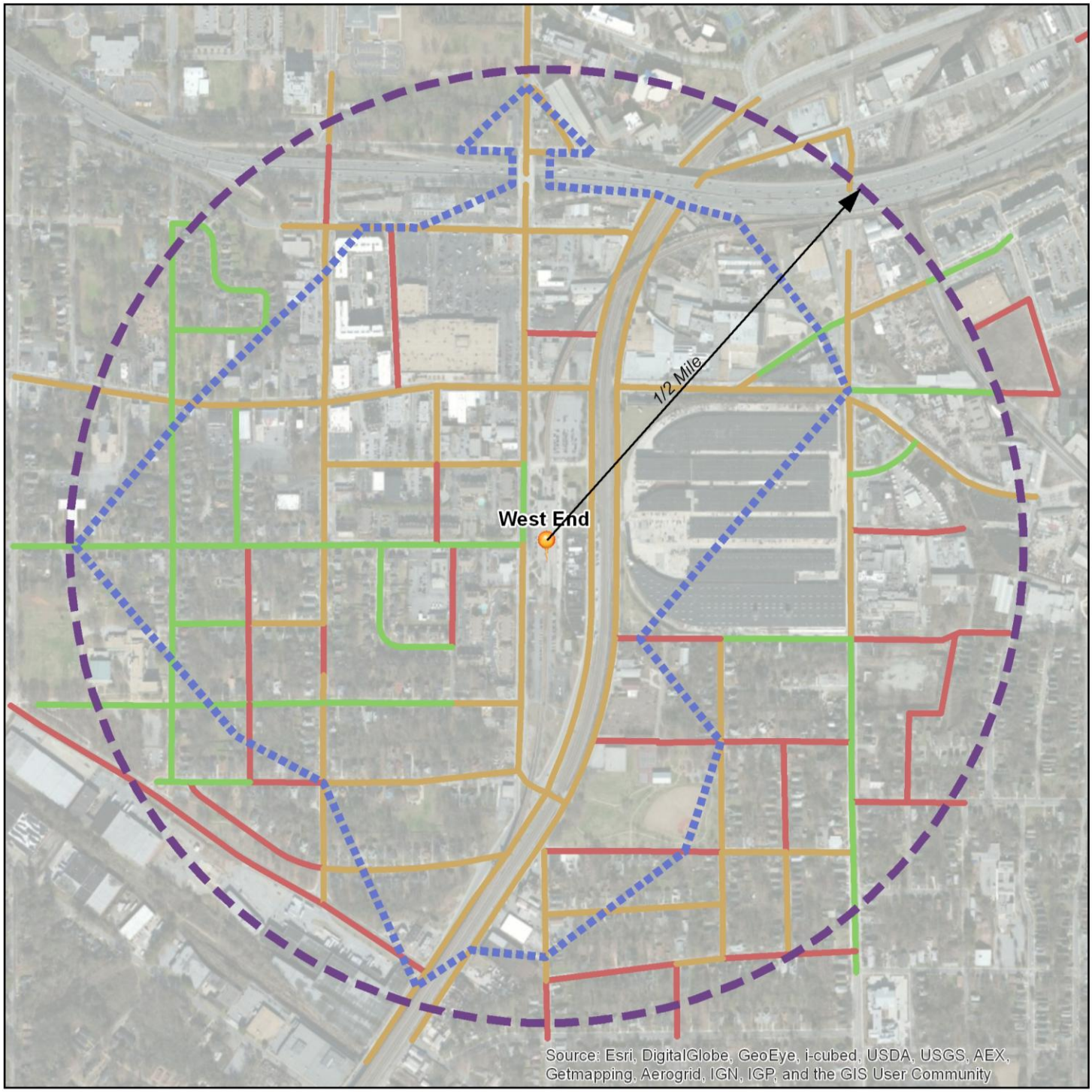
Existing Studies:
Atlanta BeltLine Master Plan: Subareas 1 (2010) and 2 (2009), West End LCI (2001)

Greatest Challenge:
Railroad corridor barrier to station area

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
1366	2.6	202	6,213	31	1,288	2	547	54%	7,022



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (5 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
31%	6%	13%	50%	6	14	6	272	54%



West End Station

TYPOLOGY| TRANSIT COMMUNITY

TRANSPORTATION PROJECTS:

- Lee St sidewalk project from West End Station to the city limits on Lee St (West End Historic District LCI).
- RD Abernathy Blvd streetscape from West End Station area to JE Lowery Blvd (West End Historic District LCI).
- At-grade pedestrian crossing of the freight railroad lines between Shelton Ave and the station.
- Wayfinding to AUC and the Morehouse Medical Center.
- Light art and mural at RD Abernathy Blvd underpass.
- Murphy Ave bicycle facilities from RD Abernathy Blvd to Sylvan Rd (Connect Atlanta Plan – Core Bicycle Connection; High-Priority Bicycle Projects; #1005).
- RD Abernathy Blvd bicycle facilities from Lee St to Pullman St (Connect Atlanta Plan – Core Bicycle Connection; High-Priority Bicycle Projects; #1006).
- Install crosswalk at Whitehall St and RD Abernathy Blvd intersection.
- Remove channelized right turn lane at Lee St and RD Abernathy Blvd intersection.
- Install rectangular rapid flashing beacon/HAWK signal at unsignalized crosswalk on Lee St at York Ave.
- Install road diet on Lee St between RD Abernathy Blvd and White St; adding bicycle facilities and/or pedestrian refuge islands
- Install pedestrian and bicycle safety improvements at intersection triangle at Lee St, W Whitehall St, White St, and Murphy St.
- Install bicycle boulevard on Oglethorpe Ave.

ZONING CHANGES:

- Improve the transit orientation of the existing SPI-21 zoning, especially subareas 1 and 2.

MARTA STATION RECOMMENDATIONS:

- Add a total of 35 covered bike racks and lockers.
- Redevelop northern parking lots and portions of other property for retail and mixed use development.
- Improve the bicycle and pedestrian entrances at Whitehall St and RD Abernathy Blvd intersection, RD Abernathy Blvd and Lee St intersection, and Oglethorpe Ave.

OAKLAND CITY STATION

Gold & Red Line

TYPOLOGY| Neighborhood

Nearby Landmarks & Popular Destinations:

Fort McPherson Redevelopment Site

ISSUE AND CONDITIONS:

The Oakland City Station has the highest and healthiest ridership for a Neighborhood type station, at just over 5,000 boardings per day. The station area has three excellent opportunities to improve ridership and enhance the station area. Just southwest of the station lays the Fort McPherson historic district and Veterans' Administration Hospital. The base master plan includes an extension of the Oakland City street grid into the station and a pedestrian connection through the open air market directly to the station. The Murphy Triangle district is the second opportunity with over 100 acres of redevelopment area in close proximity to the station. The underutilized surface parking lot around the station is an additional eight acre redevelopment site.

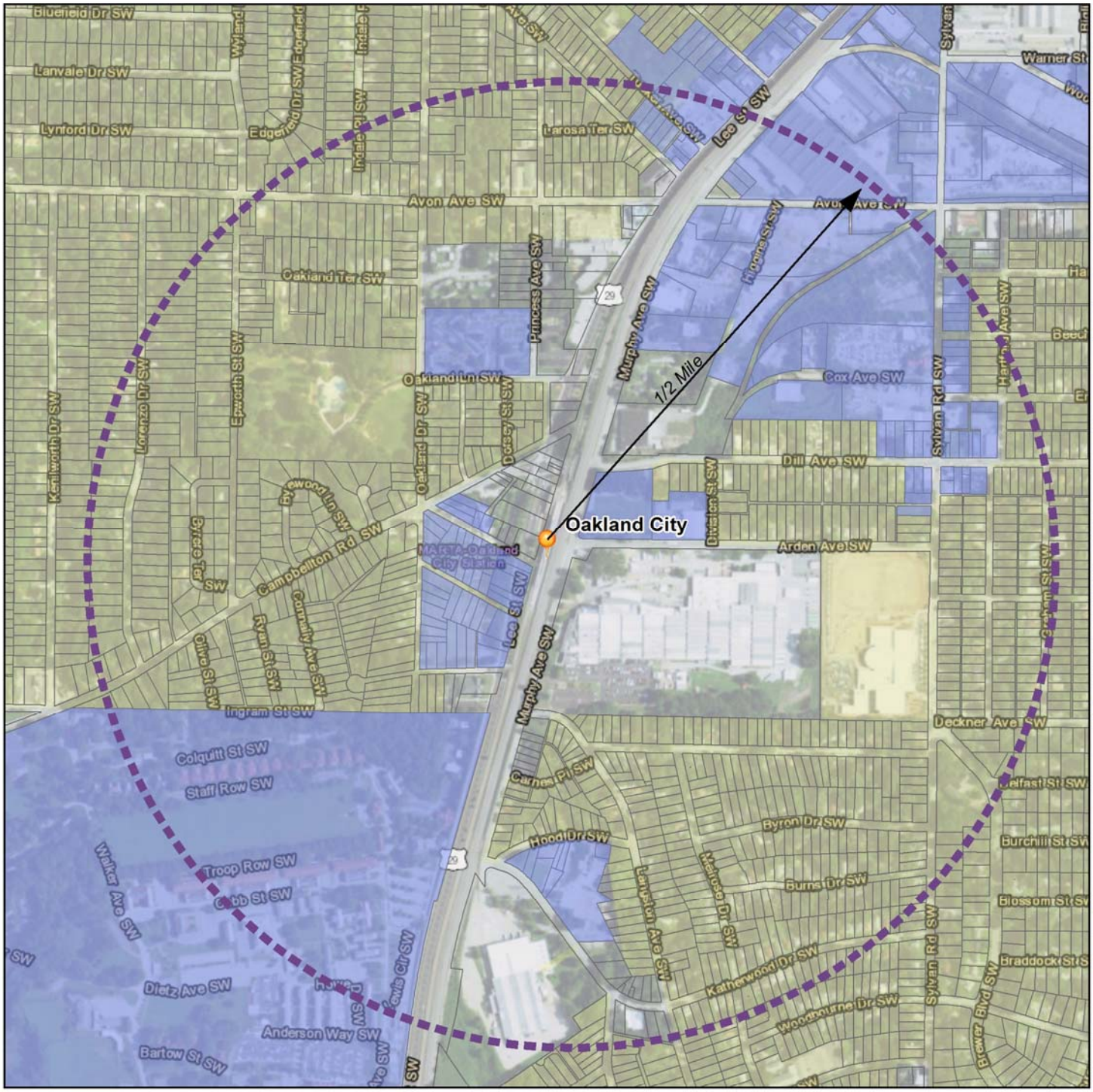
The Lee St/railroad/Murphy Ave corridor is the only major barriers to station access.

One note on the housing and employment numbers, the 2010 Census was taken just as the base was closing and indicates extremely low levels of employment and occupied residences. Additionally, the 80 acres of redevelopment area does not include available acres on the base.

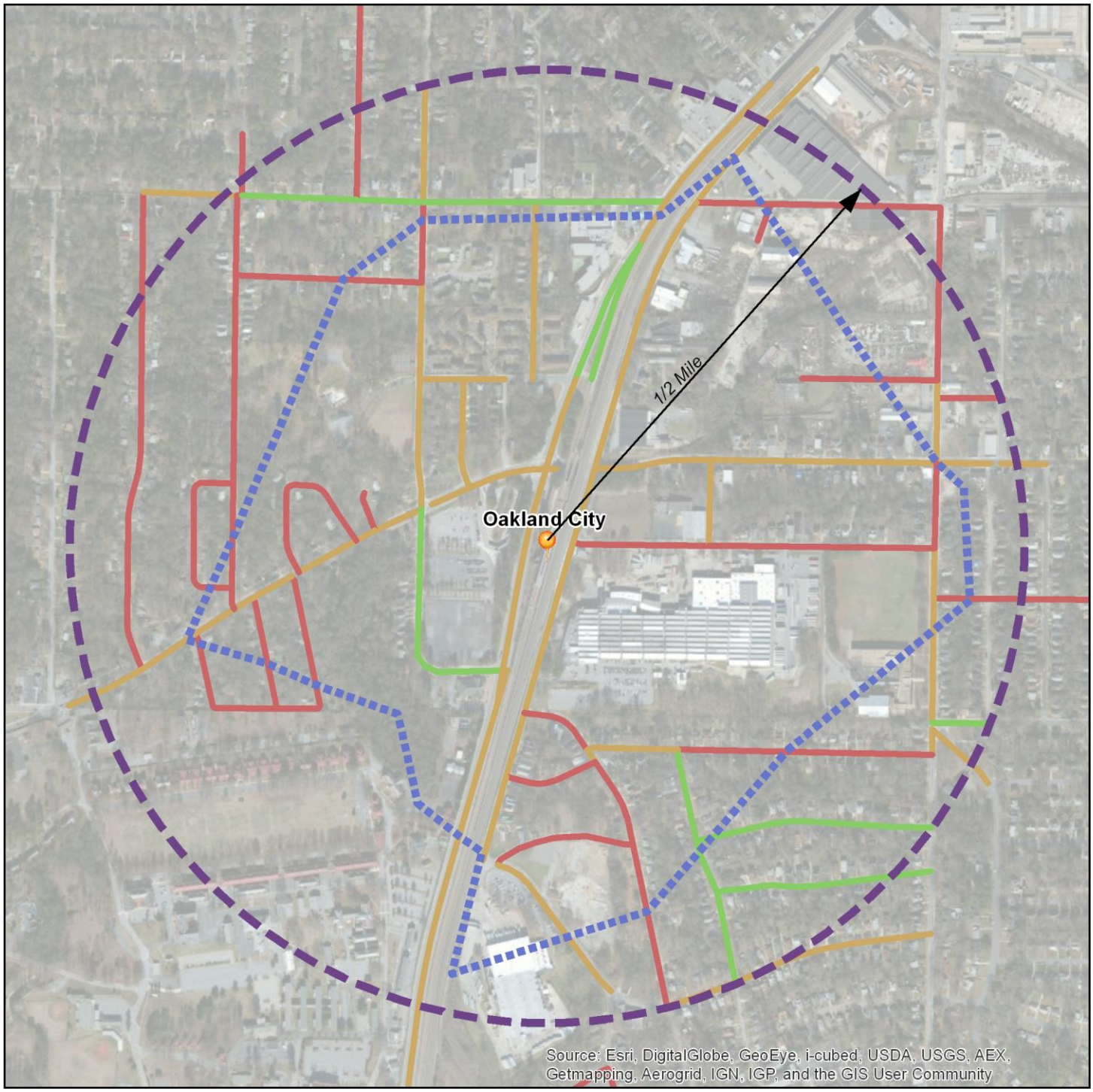
Existing Studies:
Fort McPherson Research Park Master Plan and District Conceptual Plan (2010), Atlanta BeltLine Master Plan: Subarea 1 (2010), Atlanta BeltLine Master Plan: Subarea 2 (2009), Oakland City/Lakewood LCI (2004)

Greatest Challenge:
Poor connection to Fort McPherson redevelopment area

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
1,279	2.5	80	3,248	41	789	2	337	56%	5,161



Walk and Bike	Drive, Carpool	Dropped Off	Transferred (4 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
11%	9%	9%	71%	4	9	8	273	54%



Oakland City Station

TYPOLOGY | NEIGHBORHOOD

TRANSPORTATION PROJECTS:

- Murphy Ave streetscape, resurfacing, road markings and bicycle facilities between Atlanta BeltLine corridor and Evans Dr (Oakland City/Lakewood LCI Project ID# R-1).
- Lee St multi-use trail (Greenway) north to West End MARTA Station (Oakland City/Lakewood LCI Project ID# G-2).
- Pedestrian connection between Van Buren St and the "Outdoor Market" planned for the NE corner of the base.
- Extend Venetian St to Ingram St then on to Lee St.
- Extend Olive St, Ryan St, Connally St, and Oakland Dr into Ft McPherson.
- Shared-use path installation along Lee St.
- Crosswalk with rectangular rapid flashing beacon/HAWK signal and refuge island on Campbellton Rd and Brewster St.
- Remove channelized right-turn lanes at Lee St and Campbellton Rd intersection to ensure greater pedestrian safety.
- Install artwork and light art in Dill Ave underpass.

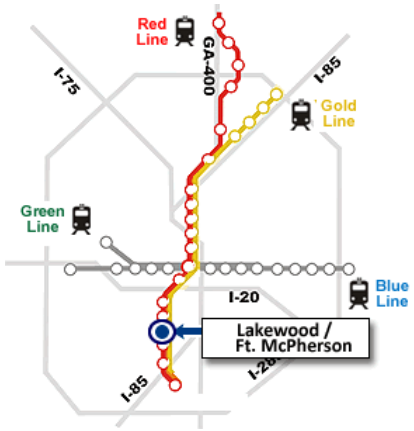
ZONING CHANGES:

- Implement the zoning recommendations in the Oakland City/Lakewood LCI study for the MARTA parking lots and along Lee St.
- Continue to explore a "Light Industrial + Mixed Use" zoning class for the Murphy Triangle district.
- Finalize rezoning for Fort McPherson consistent with the master plan.

MARTA STATION RECOMMENDATIONS:

- Add a total of 20 covered bike racks and lockers.
- Redevelop western parking lots for retail under office or residential.

LAKEWOOD/FT. MCPHERSON STATION



Gold & Red Line

TYPOLOGY | Town Center

Nearby Landmarks & Popular Destinations:

Fort McPherson Redevelopment Site

ISSUE AND CONDITIONS:

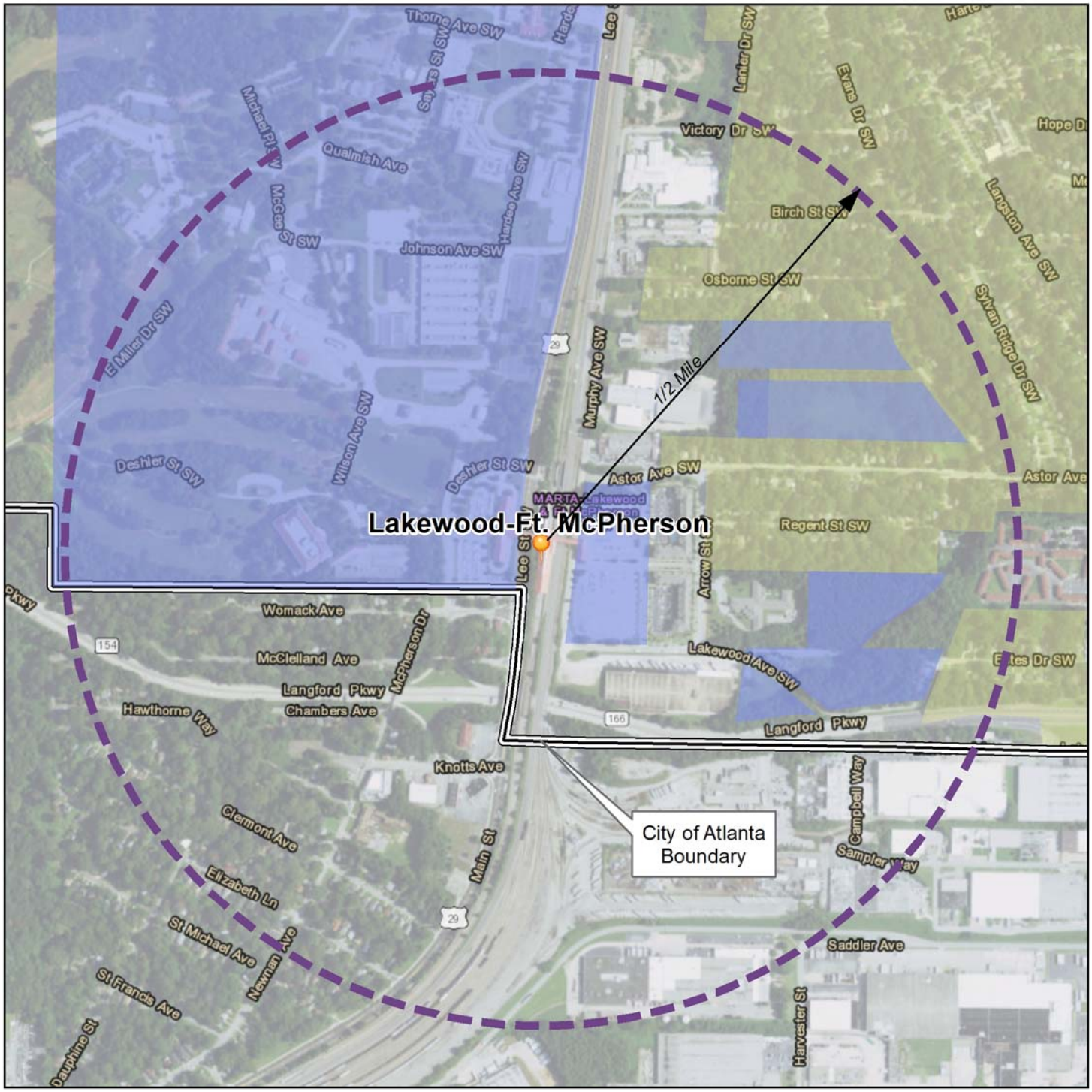
The Lakewood/Fort McPherson Station area is split between the City of Atlanta and the City of East Point. The City of Atlanta portion includes 330 acres, or 65 percent, of the half-mile station area, which is dominated by two redevelopment sites. Fort McPherson, which lies northwest of the station, is in the process of closing and redeveloping. The Fort's master plan includes a 127 acre employment center focused around the MARTA Station, which transitions to lower density residential and new parkland as one moves away from the station. The Fort McPherson Redevelopment Authority is working full time on implementation. The MARTA surface parking lots are the second dominant feature. In 2005, MARTA sold one of the excess parking lots to create the Columbia Sylvan Hills TOD: a 192 unit apartment complex. But, with a utilization rate for the remaining nine acres of parking hovering around 35 percent, hundreds of spaces lie vacant on a daily basis and represent an important redevelopment site.

One note on the housing and employment numbers, the 2010 Census was taken just as the base was closing and indicates extremely low levels of employment and occupied residences. Additionally, the 92 acres of redevelopment area does not include available acres on the base.

Existing Studies:
Fort McPherson Res. Park Master Plan and District Conceptual Plan (2010), Oakland City/Lakewood LCI (2004)

Greatest Challenge:
Poor connection to Fort McPherson redevelopment area

Total Housing Units	DU/Acre	Acres of Redevelopment Area	DU to Reach Target	Infill Target Density	Total Jobs	Job Density/ Acre	MARTA Parking Spaces	Avg. Parking Utilization	Avg. Weekday Boardings
940	2.8	92	5,660	61	964	2	1,134	32%	1,985

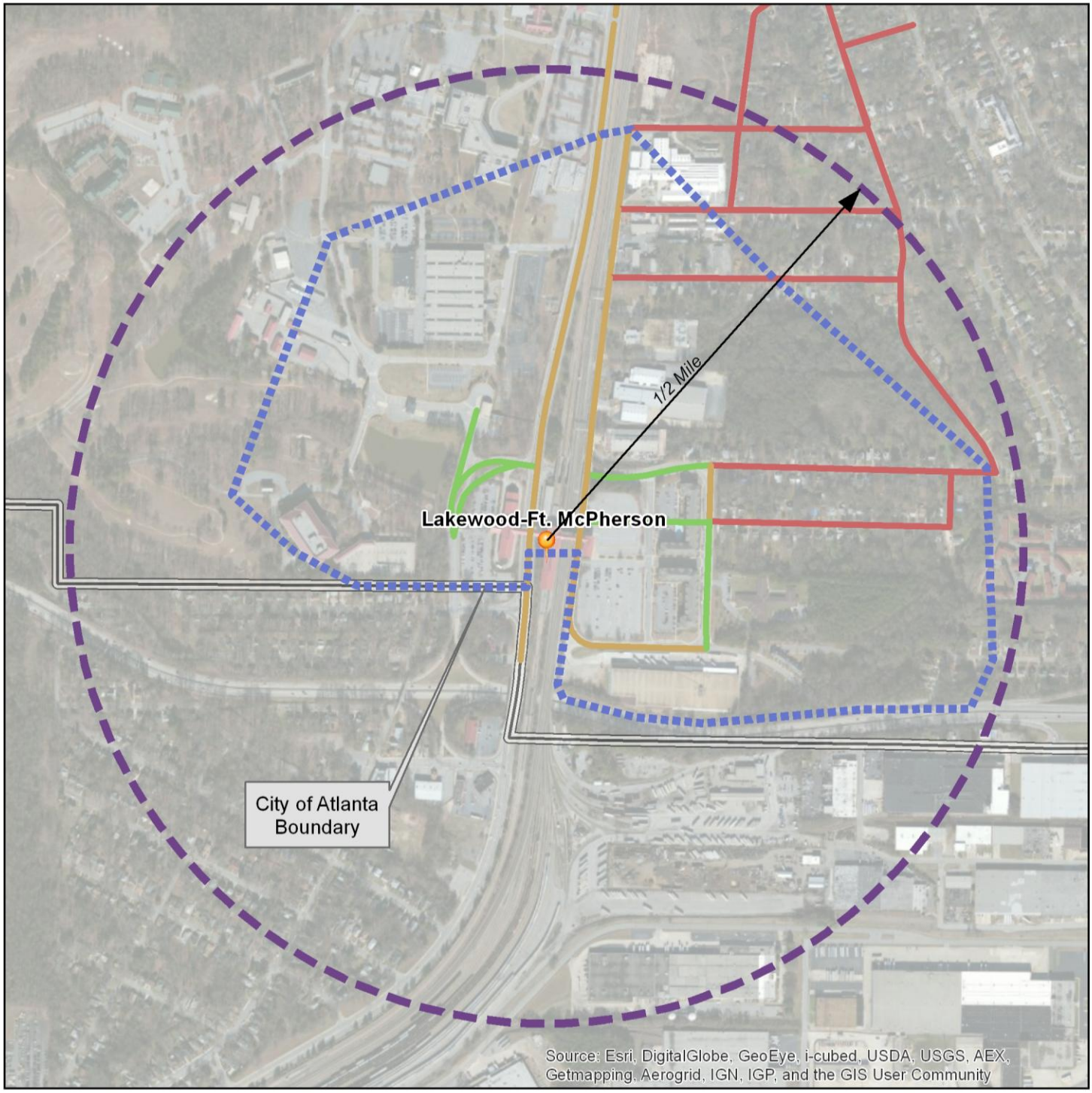


0 200 400 800 1,200 1,600 Feet

LEGEND

- MARTA Heavy Rail Station
- Potential Redevelopment Site
- Single Family Zoned Areas

Walk and Bike	Drive, Carpool	Dropped Off	Transferred (9 Bus Routes)	Sidewalk Above Average (Miles)	Sidewalk Average (Miles)	Sidewalk Impassable (Miles)	Network Buffer (Acres)	Share of Crow Fly Buffer
24%	36%	13%	26%	2	4	3	215	65%



Lakewood/Ft. McPherson Station

TYPOLOGY | TOWN CENTER

TRANSPORTATION PROJECTS:

- Lee St multi-use trail (Greenway) north to Oakland City MARTA Station (Oakland City/Lakewood LCI Project ID# G-2).
- Murphy Ave streetscape, resurfacing and road markings between station and Victory Dr (Oakland City/Lakewood LCI Project ID# R-1).

ZONING CHANGES:

- Finalize the rezoning for Fort McPherson consistent with the master plan.
- Implement the zoning recommendations in the Oakland City/Lakewood LCI study within the MARTA parking lots and north of Lakewood Ave.

MARTA STATION RECOMMENDATIONS:

- Add a total of 20 covered bike racks and lockers.
- Pursue redevelopment of both the eastern and western parking lots (Oakland City/Lakewood LCI Project ID# PD-1and PD-2).
- Strengthen pedestrian and bicycle connections to the Fort McPherson site (Oakland City/Lakewood LCI Project ID# P-1, P-2, P-3, P-4).

ATLANTA STREETCAR PROFILES

ATLANTA STREETCAR WEST

Western Streetcar Line

TYPOLOGY| URBAN CORE

Nearby Landmarks & Popular Destinations:

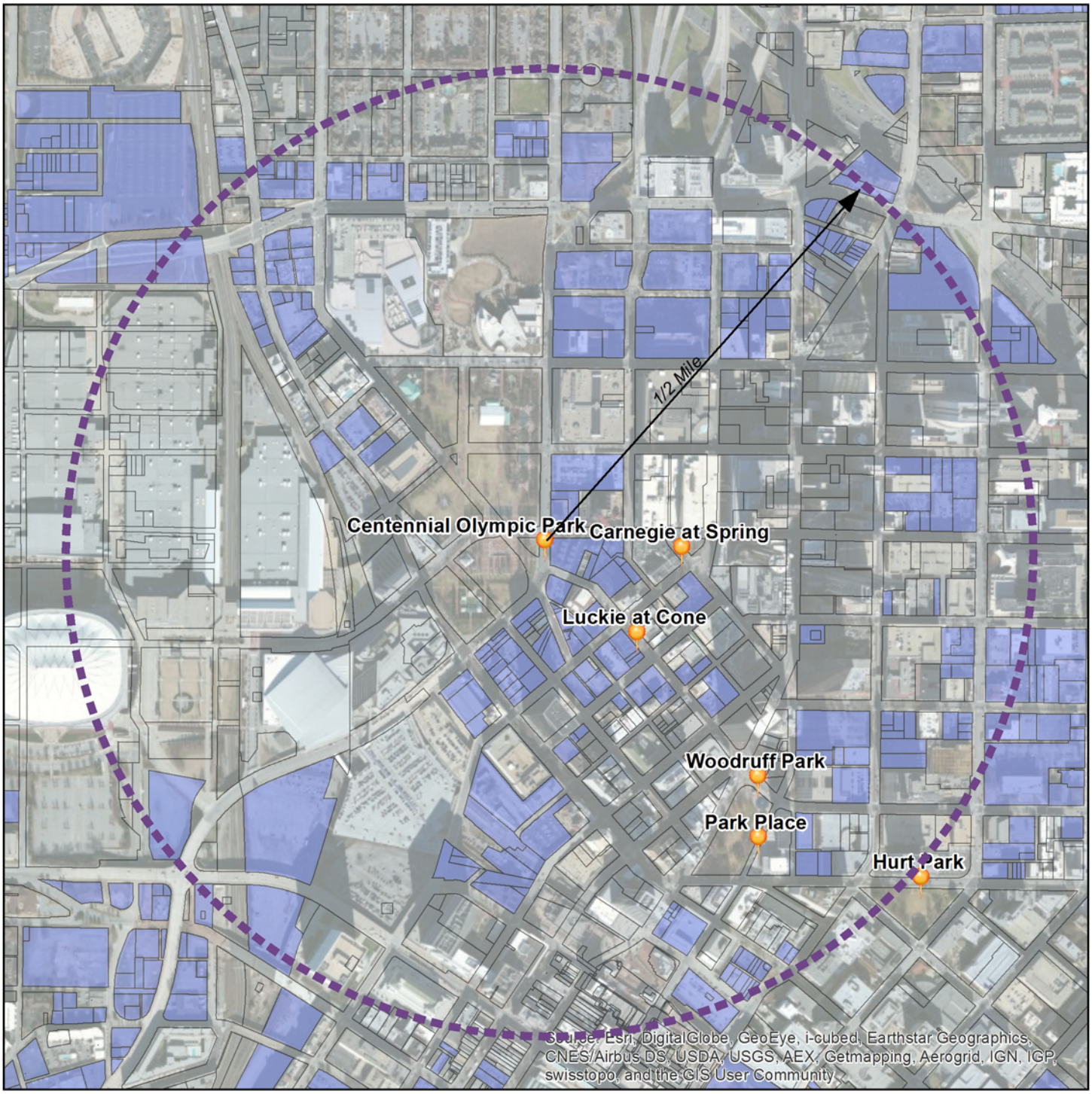
Centennial Olympic Park	Georgia Aquarium
Center for Civil and Human Rights	CNN Center
College Football Hall of Fame	World of Coke

ISSUE AND CONDITIONS:

The western leg of the streetcar line at Centennial Olympic Park Dr, serves an assortment of tourist attractions, hotels, and amenities. The completion of the 2.5-mile streetcar circulator is in phase one of a five phase system plan that will connect the Atlanta BeltLine corridor to the Midtown and Downtown commercial districts. The western leg of the streetcar line will serve the Luckie-Marietta District, the College Football Hall of Fame as well as retail space around the CNN Center and Georgia World Congress Center.

Existing Studies:
Imagine Downtown: Encore (2009), City Center LCI (2001)

Greatest Challenge:
Expanding streetcar access to tourists, convention goers, and those attending major events.


1/2 Mile
Centennial Olympic Park
Carnegie at Spring
Luckie at Cone
Woodruff Park
Park Place
Hurt Park
Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community
0 200 400 800 1,200 1,600
Feet
LEGEND
Atlanta Streetcar Stop
Potential Redevelopment Site

0 200 400 800 1,200 1,600 Feet

LEGEND

- Atlanta Streetcar Stop
- Half Mile Buffer
- Network Buffer

Sidewalk Conditions

- Above Avg.
- Average
- Impassable

Atlanta Streetcar West

TYPOLOGY| URBAN CORE

TRANSPORTATION PROJECTS:

- Protected bicycle facility along Luckie St, Baker St, and Centennial Olympic Dr. Coordinate with the bicycle projects within Corridor E in the *Cycle Atlanta: Phase 1.0 Study*.
- J Portman Blvd (Harris St) shared-use path and streetscape enhancement between Centennial Olympic Dr and Piedmont Ave. (Imagine Encore Project ID #C24).
- Allow for 24-hour pedestrian access through Centennial Olympic Park to connect with hotels, conference centers and tourist attractions.
- Streetscape improvements on Carnegie Way between A Young International Blvd and Peachtree St.
- Rectangular rapid flashing beacons/HAWK signal installation at unsignalized crosswalks within the station area.

ZONING CHANGES:

- None.

ATLANTA STREETCAR EAST

Eastern Streetcar Line

TYPOLOGY| URBAN CORE

Nearby Landmarks & Popular Destinations:

Dr. Martin Luther King Jr. National Historic Site

Historic Sweet Auburn District

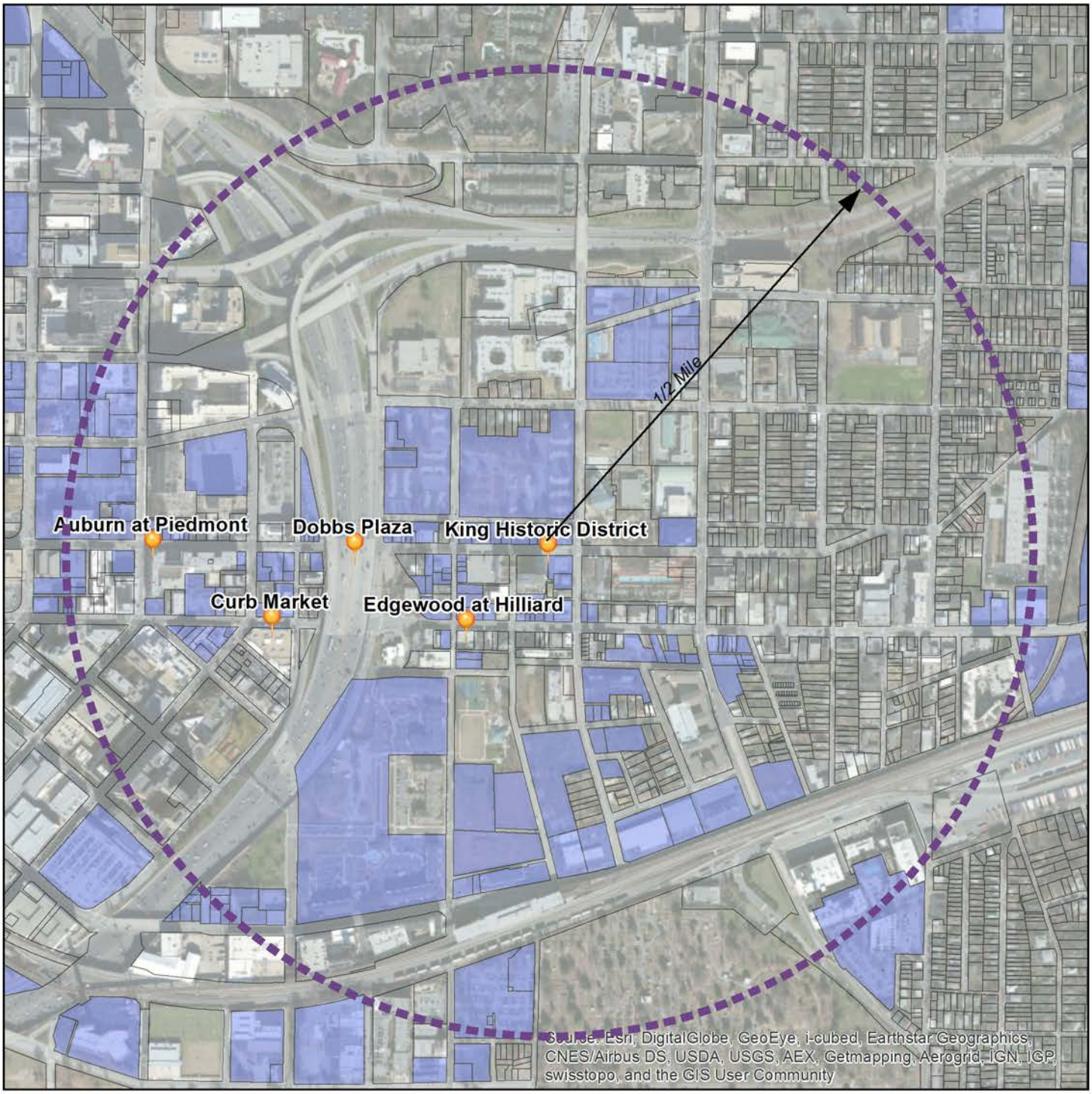
ISSUE AND CONDITIONS:

The Atlanta Streetcar eastern station area is experiencing a significant amount of change. Along the eastern streetcar line on Edgewood Ave, numerous historic spaces have redeveloped as restaurants and modern loft residential units. The completion of the 2.5-mile streetcar circulator is in phase one of a five phase streetcar system plan, which will continue east the Atlanta BeltLine corridor. North of the eastern stations, the Old Fourth Ward neighborhood is in the process of significant revitalization, adding new residential and retail space around the newly constructed Historic Fourth Ward Park. And, work has begun on the Atlanta BeltLine trail extension into Cabbagetown, east of the streetcar line.

While the first 2.5 miles of the streetcar are complete, much work remains. Plans are already underway for an eastern expansion to the Atlanta BeltLine corridor. There are also nearly 106 acres of underutilized property well-suited for future TOD. The new streetcar stations will improve the relationship between transit and the surrounding neighborhoods and further enhance sustainable travel options for central Atlanta.

Existing Studies:
Imagine Downtown: Encore (2009), Fourth Ward Master Plan (2008), Memorial Drive/King Memorial Station LCI (2001), City Center LCI (2001)

Greatest Challenge:
Historic Preservation and compatible, transit-oriented infill within the M.L. King Landmark District.



0 200 400 800 1,200 1,600
Feet

LEGEND

Atlanta Streetcar Stop

Potential Redevelopment Site

0 200 400 800 1,200 1,600 Feet

LEGEND

- Atlanta Streetcar Stop
- Half Mile Buffer
- Network Buffer

Sidewalk Conditions

- Above Avg.
- Average
- Impassable

Atlanta Streetcar East

TYPOLOGY | URBAN CORE

TRANSPORTATION PROJECTS:

- Auburn Ave between Jackson St and Boulevard overall enhancement, streetscape improvements and identity signage, as well as selected sidewalk surface segments along the rest of the corridor.
- Provide sidewalk improvements on Hilliard St between Tanner St and Irwin St
- Provide on-street parking, bike lanes, sidewalk improvements on Jackson St between Freedom Pkwy and Decatur St
- Hilliard St between Decatur St and Auburn Ave: streetscape enhancement for continuity from King Memorial Station to Martin Luther King Jr. National Historic Site (Imagine Encore Project ID #C27a).

- Install bike lanes and parking lanes on JW Dobbs Ave between Peachtree St and Boulevard
- Install bike lanes and parking lanes on Irwin St between Peachtree St and Boulevard
- Improve all intersections (restripe crosswalks, signal timing and ADA compliance, etc) on JW Dobbs Ave between Peachtree St and Boulevard
- Restore alley usage behind Edgewood Ave and eliminate curb cuts and loading conflicts with the streetcar
- Create a new street through the Wheat St Gardens. The new street would cross the Wheat St Gardens from Fort St to Jackson St, between Old Wheat St and Irwin St
- Convert Fort St to two-way operation
- Install traffic calming on Auburn Ave at the ML King Jr National Historic Site

ZONING CHANGES:

- None.

IMPLEMENTATION STRATEGIES FOR STATION AREAS

The primary purpose of this document is to create an implementation framework to help increase transit-oriented development around the City of Atlanta's rail transit stations. Successful implementation relies equally on the City's departments and staff and partner organizations such as Invest Atlanta, the Atlanta Regional Commission, the CIDs, and MARTA. The formation of a TOD Task Force and a TOD Financing Strategies Team are recommended to focus on implementation efforts. Some form of Mayor's Office engagement is also recommend such as a TOD Subcabinet or staff liaison.

The TOD Task Force would include staff from various departments and partners. This group should begin by meeting every two months and should focus on the implementation activities described in this section that are possible under current funding and staffing levels. In addition the group could explore actions required for long term needs, along with their potential cost and staff requirements.

A TOD Financing Strategies Team would include senior policy and decision makers. This group should explore opportunities for creating or leveraging a new funding stream to support TOD. This would include opportunities around affordable housing and infrastructure.

The section below includes citywide implementation strategies and action items. These should be considered in conjunction with the station-specific implementation recommendations in the station area profiles in the previous section. Together they form body of high priority action items and investments to foster TOD and the focus of the TOD Task Force and the TOD Financing Strategies Team.

Effective implementation strategies for the station areas should focus on the following categories:

- *Education and outreach*
- *Planning and zoning*
- *Development review*
- *Focus on funding*
- *Strengthening partnerships*

By considering these categories during the process, it helps ensure that the right stakeholders are involved, that the stakeholders understand the need/importance of TOD around the station area, that barriers to the vision of the TOD strategy have been properly explored and a cohesive vision for the project has been reached, and that the "next steps" in the implementation/development phase are understood and all options for effective implementation have been explored and considered.

EDUCATION AND OUTREACH

- Prepare an education and training module for neighborhood and community leaders:

    - For some areas of Atlanta such as Downtown, Midtown, and Buckhead, dense transit-oriented development is the norm. Residents there are familiar with the design review process and are able to help shape the development in a way that supports community goals and fits in with the district's vision. For other station areas, primarily on the west, south, and east lines, transit-oriented redevelopment has been quite rare. The lack of familiarity with TOD can lead to neighborhood objections and costly delay. A TOD outreach program would help neighborhoods and NPUs engage in the redevelopment process, prepare for potential redevelopment, and participate in a process that helps shape redevelopment sites around transit stations in a way that supports community goals and fits in with the district's vision.
- Partner with the TOD Collaborative's education programs:
    - Atlanta's TOD Collaborative (the Collaborative) is an emerging regional TOD advocacy partnership between Livable Communities Coalition, Enterprise Community Partners, and the Atlanta Community Land Trust Collaborative. The City of Atlanta, along with many other local governments served by MARTA, is a supporting partner. The Collaborative's priorities for 2014 include a TOD education and outreach program focused on elected officials, policy makers, and institutions. Partnering with the Collaborative will also help expand the City's education program focusing on neighborhood leaders.
- Seek in depth engagement opportunities:
    - More in depth educational opportunities exist. Both Denver, Colorado and Portland, Oregon have a form of a TOD leadership academy. Both academies are multi-day training events that focus on community leaders, developers, and policy makers. Short of implementing a dedicated multi-day event, a TOD module could be integrated into other leadership academies such as LEAD Atlanta, or the ARC or ULI's leadership programs.

    - Another opportunity could be to build upon the spring 2013 MARTA TOD Developer Day. This could become an annual event, or could merge with similar events hosted by the Atlanta Regional Commission or Invest Atlanta (Atlanta's Development Authority).

PLANNING

- Prepare detailed development and urban design plans for catalytic sites:
    - While most of Atlanta's MARTA Stations have a general station area plan in place, very few catalytic sites have been the subject of detailed site planning. Two recent efforts, however, are good examples of how detailed

planning can help build consensus and move sites closer to redevelopment. In 2011, several regional partners prepared the Edgewood/Candler Park MARTA Station Charrette Study. And in 2012, Central Atlanta Progress completed their Atlanta Streetcar Development Guide. These two studies, which focused on encouraging near term development, build consensus around specific development ideas and identify infrastructure and regulatory barriers to implementation. Throughout the transit system, there are dozens of additional catalytic sites that could benefit from specific site planning efforts.

- Prepare a Station Area Plan for East Lake MARTA Station:
  - Of the 24 MARTA rapid rail stations in the City of Atlanta, East Lake Station is the only one without a general station area plan. The half mile station area is shared between Atlanta, the City of Decatur, and unincorporated DeKalb County. The planning effort should include all three jurisdictions and identify ways to work together to support TOD around the station.
- Reorganize the Atlanta Consolidated Housing Plan around Transit-Oriented Development:
  - The Consolidated Housing Plan is the primary planning document directing federal housing and CDBG funds in the City. Los Angeles recently refocused their housing plan around TOD to expand access to jobs and decrease transportation costs for the future residents.

- Finalize LCI grandfathering of the Atlanta BeltLine Master Plan: Subarea 7:
  - The Atlanta BeltLine Master Plan for Subarea 7 includes the Lindbergh MARTA Station area and builds on the TSAD Plan prepared in 1999. The plan was recently submitted to the Atlanta Regional Commission for consideration in their LCI program. LCI status will make the station area eligible for future detailed planning work and implementation funding.
- Focus on neighborhood gateways:
  - Early transit systems constructed neighborhood retail areas around the streetcar stops. Today, these areas are vibrant neighborhood villages such as in Virginia-Highland, Little Five Points, Kirkwood and East Atlanta. Within a block of the station entry point, joint development efforts and new private TOD should strive to re-establish a system of neighborhood gateways. These areas should include services that meet the needs of transit riders such as coffee shops, sandwich/lunch places, dry cleaners, food carts, newsstands and drugstores. They should be design to incorporate kiss and ride and small public plazas or parks that can serve as staging areas or rendezvous points. Neighborhood gateways should also include bicycle facilities like bike parking and lockers, and bike share stations.

ZONING

- Proactively update and rezone station areas without transit-oriented zoning:
  - Zoning is one of the key tools for implementing TOD at the parcel level, providing a fine grained interpretation of TOD. Once regulations are written that embrace compact growth, a pedestrian orientation, and mixed uses, TOD can be implemented on a case by case basis, in a consistent fashion, that gradually transforms a station area into a transit-oriented district or neighborhood. This incremental infill approach is especially important in Atlanta where many of the station areas are largely built out, and opportunities for a large-scale Greenfield TOD area are quite rare.

The graphic to the right illustrates the locations of the nine station areas that need proactive zoning work and the four station areas that need a zoning update. The zoning in these areas should incorporate the following ideas and principles to help foster successful development projects:

- o ***Parking***: Manage the supply of parking and creating opportunities to maximize efficient use of the parking throughout the day and week.
- o ***Permitted and prohibited uses***: Allow uses that help generate transit traffic such as residential, office, and employment-rich light industrial, while disallowing other uses such as warehousing, storage, junkyards, and drive-throughs.
- o ***Density***: Create opportunities for transit-oriented densities.
- o ***Proximity:*** Allow for increased heights and densities and reduced parking requirements for sites closest to the transit station.
- o ***Proper transitions***: Ensure proper transitions in height, intensity, and use between the single family areas and the relatively dense station area development.
- o ***Urban design***: Incorporate standards for the streetscape, relationship to the street, location and design of parking areas, along with the Special Administrative Permit design review process.
- o ***Street framework plans***: Establish street grid plans for all superblocks near the transit station, and a regulatory approach for requiring the smaller blocks in new developments.

    - ***Storefront streets***: Identify key street segments where commercial storefront treatment should be required.
    - ***Accessory dwelling units***: Explore opportunities to allow carriage units in single family areas near the transit station, to increase density in the single family detached areas.
    - ***Incentives***: Use zoning as a tool to help meet community needs such as affordable housing, grocery stores, and major employers.
- Prepare Street Framework Plans for each transit station area and adopt a citywide implementation mechanism.

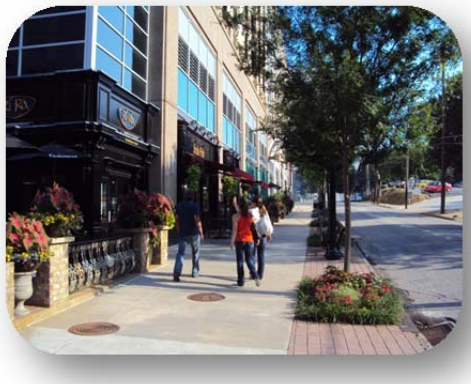
DEVELOPMENT REVIEW

- Evaluate development liaison program (ombudsman):
    - The City of Atlanta's development review process is relatively complex and time consuming, especially for large and complicated transit oriented development projects. A liaison program would assign a city staff person to each project to help spearhead it through all stages of review and permitting. The liaison would help provide regular communication to the developer and identify strategies to keep the review on track.
- Utilize Major Project Team Review for TOD projects:
    - Atlanta has used Major Project Team Review as a way to enhance coordination between city review department on particularly large and complicated developments. The process is widely praised by the private sector. As a possible low-cost incentive to transit-oriented developers, the Major Project Team Review process could be offered for smaller TOD projects that would not usually qualify.

FOCUS ON FUNDING

- Prioritize incentive funds for TOD and make TOD a focus of business and developer recruitment efforts.
    - There are many existing programs through the City, Invest Atlanta, Atlanta BeltLine, Inc, and the state of Georgia that are designed to help incentivize affordable housing, development and/or job creation. This initiative would strive to introduce or strengthen the application or scoring criteria in a way that places a greater emphasis on TOD. A complete list and summary of the programs is included in Appendix II. Some of the programs that could be used to explore this approach include:
        - Tax exempt bonds
        - Low interest loans
        - Opportunity Zone tax credits
        - Economic Opportunity Fund
        - TAD funded incentives
        - New Markets Tax Credits
        - Brownfield clean up assistance funds
        - CDBG and HOME funds

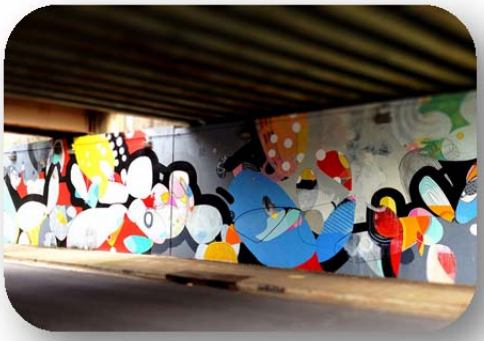
    - Urban Enterprise Zones
  - The 2013 Strategic Community Investment (SCI) Report included a similar recommendation for housing dollars and code enforcement. The SCI priority investment area includes the station areas for HE Holmes, West Lake, Ashby, Vine City, and West End MARTA Stations along with portions of the Oakland City and Lakewood/Fort McPherson MARTA station areas.
- Incorporate design oversight into incentive deals:
  - The design of a transit-proximate development is critically important to how transit supportive it is. There are numerous examples where transit-proximate developments that receive incentive funding are designed in ways that make using the nearby transit stations quite difficult. In most of these cases, modifying the site plan to increase the transit orientation would not have increased construction costs. Further, in most of the cases, it would have only taken simple changes to things such as the location of entrances, placement of gates, and organization of the parking areas to increase transit orientation. In exchange for the higher priority funding discussed above, the program administrator should retain some level of design oversight or approval.



- Focus sidewalk and bicycle infrastructure investments near transit stations:
  - One of the key findings of this TOD Strategy is the tremendous need for investment in sidewalks and bicycle infrastructure near the transit stations. Currently, there are 192 miles of streets near an Atlanta transit station that have poor, impassable, or missing sidewalks. This is a critical barrier to attracting new developments near transit stations.

    There are numerous existing and future opportunities to fund sidewalk and bicycle projects in the City, and a portion should be focused within the transit areas. One way to implement this idea could be a "Focus Station" or "Better Station" program modeled after the "Better Block" program. This type of program would provide an intensive focus in a small area and include fixing up infrastructure, code enforcement, policing, and tree planting. Another way could be a Safe Routes to Transit program modeled after the Safe Routes to Schools Program.
- Create a Tunnels and Bridges Program:
  - One of the major barriers, both physically and psychologically, for pedestrians accessing the transit stations are many of the nearby tunnels and bridges. In many cases, the tunnels are poorly lit or covered with graffiti; others have drainage and flooding problems; and in rare cases, there are no sidewalks in the tunnel, forcing pedestrians to walk in the travel lane. Bridges and overpasses are also a challenge.

Because there are often no nearby buildings or street trees on the bridge, they can get extremely hot in the summertime.



A tunnels and bridges program could help improve these conditions by working with existing staff and resources. Working with the Office of Cultural Affairs and other local arts organizations, the City could install light art, or other types of installations to improve comfort, safety, and aesthetics. The Department of Public Works could also help improve drainage and repair sidewalks. Longer term projects could focus on the installation of shade structures and physical barriers to protect pedestrians on bridges

- Reduce standards for Transportation Impact Studies or Development of Regional Impact requirements:
  - One of the small, but significant, incentives available to local and regional governments is establishing a reduced standard for traffic studies for transit-oriented developments. Because TODs generate fewer vehicular trips than equivalent developments that are not located near transit, there is a rational basis for lowering the standards for the various transportation impact studies. Further, many of the recommendations that come out of the study are focused on expanding roadway capacity for cars, which is often at odds with the goal of creating pedestrian oriented areas around the transit stations.
- Explore creation of a TOD Infrastructure Fund:
  - One of the most significant findings of the TOD Strategy is the overwhelming need for pedestrian and bicycle infrastructure in the station areas. Many station areas have limited or no bicycle infrastructure and several hundred miles of missing or impassable sidewalks. The proposed fund would focus on improvements in the ROW, including providing matching funds to TAP, LCI, Last Mile Connectivity, and other similar funding opportunities. Possible sources of revenue include parking districts, parking license fee or surcharge, or "swapping" federal funds.

- Explore participation in a TOD Land Acquisition Fund for Affordable Housing:
  - Another one of the key findings of the TOD Strategy is the clear need and benefit for locating affordable housing near transit. The TOD Land Acquisition Fund is an emerging tool in use in Denver, Colorado and a handful of other cities. Generally, a group of organizations contribute to a fund for the express purpose of acquiring,

holding, and facilitating development of affordable housing near transit stations. As of 2013, there is an ongoing dialogue about the creation of a TOD Fund for Atlanta, led by the TOD Collaborative.

- Support the creation or expansion of Community Improvement Districts:
  - Within the City of Atlanta, the station areas within a CID have experinced significantly more private development activity and have much higher quality sidewalks than the rest of the station areas. The Downtown, Midtown and Buckhead CIDs include most of the station areas between Garnett Station and Buckhead and Lenox Stations, except Lindbergh Center. These three CIDs have the funding and staff resources necessary to match and manage sidewalk and bicycle projects. In recent years, there have been several discussions regarding new or expanded CIDs that would incorporate new station areas.

STRENGTHEN PARTNERSHIPS

- Form an Atlanta-based TOD Task Force:
  - Convene a bimonthly meeting of key stakeholders focused on enabling Atlanta TOD and those working on TOD efforts. Model the meeting after the "Monthly Transportation Planning Meeting" managed by the Office of Planning, but also include representatives from outside City Hall including MARTA, the ARC, and the TOD Collaborative.
- Support the work of Atlanta's institutional TOD partners:
  - Forge a closer working relationship with organizations including the CIDs, MARTA, the ARC, and the TOD Collaborative. These organizations are implementing or enabling implementation of key aspects of the TOD Strategy. Identify and eliminate barriers to their success and seek ways to support their success.

- Support MARTA's Joint Development Program:
  - MARTA owns scores of acres of property adjacent to its rapid rail stations. As documented in each station profile, much of the land is deeply underutlized surface parking. MARTA is restarting its joint development program and planning to begin procurement at five station areas in the next few years. The City of Atlanta can support these efforts through incentives, zoning work, and streamlined review. The

City should also help shape the design and character of the joint developments to create Neighborhood Gateways, incorporate retail and affordable housing, and consider first source hiring and green building requirements in the development agreements.

ATLANTA'S TRANSIT-ORIENTED DEVELOPMENT POLICY

This policy section is designed as a supplement to the policies included in the *Connect Atlanta Plan* and Comprehensive Development Plan. Updating policies, creating action plans, and developing programs and review processes can set the stage for long-term success when planning for and implementing transit supportive projects. Policies that integrate transportation and community land use objectives help further community goals and overcome challenges. The policy should be used to shape zoning updates, prioritize investments in private developments and affordable housing, and review and improve private development plans and applications.

LAND USES AND INTENSITY

- Encourage relatively dense development near the transit stations consistent with the targets in **Table 3**.
- Encourage retail and service establishments that serve transit riders daily needs.
  - Residentially oriented station areas should offer neighborhood commercial amenities such dry cleaning, prepared dinners, grocery stores, and child care.
  - Employment oriented station areas should offer daytime amenities such as coffee shops, restaurants, and business service establishments.
- Employ storefront space planning and zoning requirements to create opportunities to access goods and services near the transit stations, and create neighborhood gateways next to stations.
- Encourage a mix of uses, housing types, and housing affordability within station areas.
- Protect existing, stable single family residential neighborhoods and historic buildings.
- On sites appropriate for TOD, discourage low-density and land consumptive uses such as junkyards, telecommunications equipment storage centers, self- or mini-storage centers, urban agriculture, warehouse distribution centers, and low-density residential development.
- Discourage auto-oriented uses and development patterns within 0.25 miles of transit stations including park for hire lots, vehicle sales, leasing, or storage, car washes, gasoline service stations, and drive through service windows.
- Encourage uses that increase weekend and off-peak ridership such as regional parks, high schools, universities, hospitals, and cultural, entertainment and performance venues.

Table 3: Transit Station Typology-based Development Targets for Transit Oriented Developments

	Urban Core	Commuter Town Center	Town Center	Transit Community	Neighborhood	Special Regional Destination
Target Minimum Gross Res units per acre	25	15	20	15	9	N/A
Target Min Mean Net Res Density for Infill Development	75	50	65	60	45	N/A
Max Height (in stories above grade)	None	20	20	15	9	N/A
Target Nonresidential FAR	3.0+	2.0+	2.0+	1.0	0.5	N/A
Parking Min?	No	Yes	No	No	Yes	N/A
Parking Max?	Yes	No	Yes	Yes	Yes	N/A

BUILDING AND SITE DESIGN

- New developments should be designed to foster and reinforce the unique aspects of the station area and contribute to that area's sense of place.
- Design buildings to address and relate to adjacent open spaces or streets.
- Minimize the walking distance between the transit station and buildings by locating building entrances on street level and in locations that shorten the walk to the transit station.
- Minimize building setbacks and/or incorporate build-to lines.
- Building entrances should clearly read as an entrance, denote a sense of arrival and significance, and provide some cover for visitors through a canopy or overhang.
- Development should step down in height and intensity as it approaches single-family areas and moves towards a transit station as diagrammed in **Figure 1**, ensuring adequate transition, buffering, light and air to the single family areas.
- Require the screening of unsightly elements from public streets and stations such as dumpsters, service entrances, outdoor storage, transformers, and loading docks.
- Whenever possible, require design oversight for projects receiving economic development incentives or funding through the City or its partners.

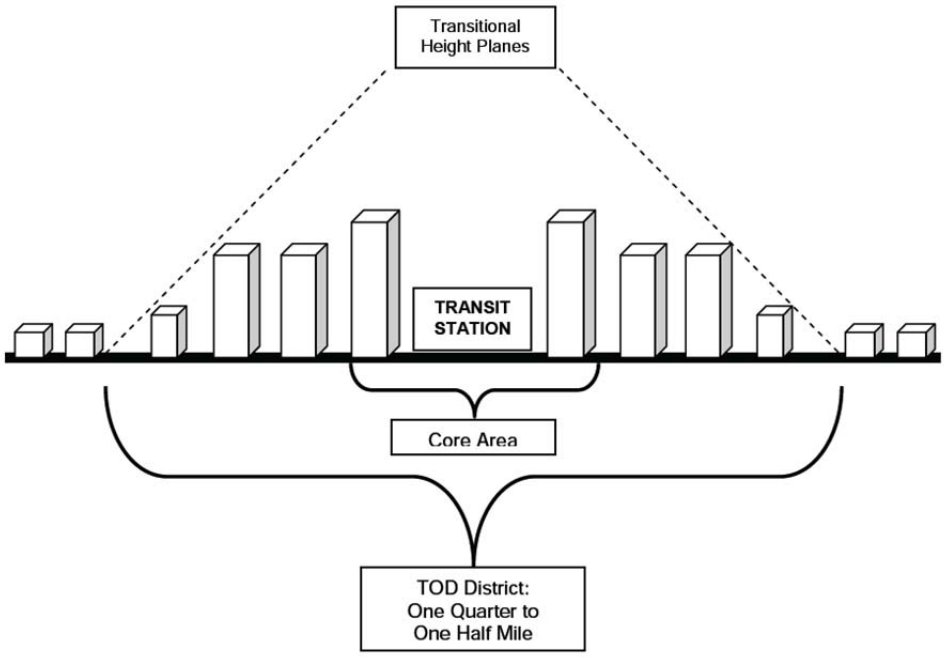


Figure 1: Transition Heights between the Station and nearby Single Family Areas
Source: MARTA TOD Guidelines, 2010

AFFORDABLE AND WORKFORCE HOUSING

- Where appropriate, encourage the development of work-force and affordable housing that includes a mixture of income-levels within close proximity to the transit station area.
- Target affordable housing incentives around transit stations.
- Whenever possible, require design oversight for projects receiving affordable housing incentives or funding through the City or its partners.

PARKING

- Minimize parking requirement within the station area.
- Establish parking maximums.
- Parking structures should accommodate retail or other active uses at the ground level.
- Reduce large surface parking lots within one-quarter mile of the station by supporting their redevelopment or replacement with parking structures.
- Well-designed structured and subterranean parking is preferred over surface parking lots.
- Encourage shared parking facilities where different uses require parking at different times of the day.
- Encourage on-street parking within station areas.

STREET FRAMEWORK AND STREET GRID

- Expand street connections by creating intervening streets to break up large blocks.
- Block faces should range between 200 and 400 feet in length and never exceed 600 feet in length, to ensure easy accessibility and mobility for pedestrians and bicyclists.
- Utilize block face standards and Street Framework Plans that facilitate breaking up superblocks.
- All new streets should follow the complete streets policy established in the *Connect Atlanta Plan* and the Atlanta BeltLine Street Framework Plan.

PEDESTRIAN AND BICYCLE SYSTEM

- Provide pedestrian and bicycle connections between the surrounding neighborhoods and the transit station.
- Provide an accessible and safe pedestrian system that is attractive for all types of users.
- Pedestrian infrastructure should include pedestrian crossings and access to transit stations, transit vehicles, shelters, and sidewalks.
- Encourage the use of planting strips, street trees, on-street parking, and bicycle lanes to buffer pedestrians from vehicles.
- Design streetscapes that encourage pedestrian activity and include pedestrian scale lighting, benches, and street trees.
- Place utilities underground whenever possible.
- Bicycle infrastructure should include dedicated bicycle or shared-use paths, and the provision of bicycle amenities at each station such as covered and secure bicycle parking, bicycle lockers, and bicycle fix-it stations.
- Prioritize new bicycle infrastructure projects within 3 miles of rail stations.
- Prioritize new pedestrian infrastructure projects within 0.5 miles of rail stations.
- Provide bike share stations at the rail stations.

OPEN SPACE

- Establish public open spaces that serve as focal points around transit stations and catalysts for transit-oriented development.
- Develop open spaces to complement the transit stations and serve as a welcoming gateway to the station area.

- Design open spaces to be centers of activity that help frame and organize transit-oriented development.

RESOURCES

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Dumbaugh, E., Overcoming Financial and Institutional Barriers to TOD: Lindbergh Station Case Study. Journal of Public Transportation, 2004.

http://ctod.org/portal/PortlandTOD-Using-Typology-to-Define-TOD-Program-Investments#catalyzeconnectcluster

http://uli.org/wp-content/uploads/ULI-Documents/ULI-Promoting-Cross-Sector-Equitable-TOD-FINAL.pdf

APPENDICES

APPENDIX I: PREVIOUS STUDIES BY STATION AREA

Small Area Plan	Adopted (Major Update)	Arts Center	Ashby	Bankhead	Buckhead	Civic Center	Dome/GWCC	East Lake	Edgewood-Candler Park	Five Points	Garnett	Georgia State	Hamilton E. Holmes	Inman Park-Reynoldstown	King Memorial	Lakewood-Ft. McPherson	Lenox	Lindbergh Center	Midtown	North Ave	Oakland City	Peachtree Center	Vine City	West End	West Lake
Atlanta BeltLine Master Plan: Subarea 1	2010																				X			X	
Atlanta BeltLine Master Plan: Subarea 2	2009																				X			X	
Atlanta BeltLine Master Plan: Subarea 4	2011													X											
Atlanta BeltLine Master Plan: Subarea 5	2009													X											
Atlanta BeltLine Master Plan: Subarea 7	2009																	X							
Atlanta BeltLine Master Plan: Subarea 9	2009			X																					
Atlanta BeltLine Master Plan: Subarea 10	2010		X	X																					
Bankhead MARTA Station	2006			X																					
Blueprint Midtown LCI	1997	X				X													X	X					
Blueprint Midtown II	2004	X				X													X	X					
Buckhead LCI	2002				X												X								
Buckhead Pedestrian Connectivity Study	2011				X												X								
Butler/ Auburn Redevelopment Plan	1994 (2005)																								
Campbellton/ Cascade Corridors Redevelopment Plan	2006																				X				
City Center LCI	2001											X			X										

Small Area Plan	Adopted (Major Update)	Arts Center	Ashby	Bankhead	Buckhead	Civic Center	Dome/GWCC	East Lake	Edgewood-Candler Park	Five Points	Garnett	Georgia State	Hamilton E. Holmes	Inman Park-Reynoldstown	King Memorial	Lakewood-Ft. McPherson	Lenox	Lindbergh Center	Midtown	North Ave	Oakland City	Peachtree Center	Vine City	West End	West Lake
DL Hollowell Parkway (aka Bankhead Hwy) Redevelopment Plan	2004			X																					
Edgewood Development Plan	2009								X																
Edgewood-Candler Park MARTA Station Charrette Study	2011								X																
Fort McPherson Zoning and Land Use Framework	Pending															X					X				
Fourth Ward Master Plan	2008														X										
Green Line Plan	2010						X			X		X													
H.E. Holmes MARTA Station LCI	2001												X												
Imagine Downtown: Encore	2009					X	X			X	X	X			X					X		X	X		
Jones/Simpson/ Alexander/McGill LCI	2003					X																			
Lindbergh TSAD Study	2001																	X							
Martin Luther King, Jr Drive Corridor Transportation Study	2005		X										X										X		X
Memorial Dr./King memorial Station LCI	2001											X			X										
Oakland City/Lakewood LCI	2004															X					X				
Ponce Moreland LCI	2005								X					X											
Vine City/ Washington Park LCI	2009		X																				X		
West End LCI	2001																							X	
Westlake MARTA Station Area LCI	2006																								X

APPENDIX II: TOD Resources, Tools, and Incentives by Station Area

Station Specific Local Financing/Planning Assistance Programs				
MARTA Rail Station	**Tax Allocation District**	**Opportunity Zone**	**Livable Center Initiative Area**	**Community Improvement District**
Arts Center	No	Eligible	Yes	Yes
Ashby	Westside	Eligible	Yes	No
Bankhead	Beltline	Eligible	Yes	No
Buckhead	No	No	Yes	Yes
Civic Center	Beltline	In	Yes	Yes
Dome/GWCC/Philips/CNN	Westside	Eligible/In	Yes	Yes
East Lake	No	Eligible	No	No
Edgewood/Candler Park	No	Eligible	Yes	No
Five Points	Eastside	Eligible	Yes	Yes
Garnett	Eastside	Eligible	Yes	Yes
Georgia State	Eastside	Eligible	Yes	Yes
Hamilton Holmes	Hollowell/ML King	Eligible	Yes	No
Inman Park/Reynoldstown	Beltline	Eligible	Yes	No
King Memorial	Eastside	Eligible	Yes	No
Lakewood/Ft. McPherson	Campbellton Road	Eligible	Yes	No
Lenox	No	No	Yes	Yes
Lindbergh Center	Beltline	Eligible	No	No
Midtown	No	Eligible	Yes	Yes
North Avenue	No	Eligible/In	Yes	Yes
Oakland City	Beltline	Eligible	Yes	No
Peachtree Center	Westside	In	Yes	Yes
Vine City	Westside	Eligible	Yes	No
West End	Beltline	Eligible	Yes	No
West Lake	Hollowell/ML King	Eligible	Yes	No

OTHER RESOURCES AND PROGRAMS FOR TOD IN ATLANTA

Local funding programs may be made available to developers, businesses and government agencies to promote Transportation Oriented Development. The Central Atlanta Progress provides a detailed list of state and locally funded programs that range in scope and can be applied to job creation, historical preservation, and tourism. The importance of TOD has also been recognized at the state and federal level, the Georgia Department of Community Affairs describes different funding programs provided by the state. The federal government has been a major contributor for funding through the Department of Transportation, Environmental Protection Agency, and the Federal Transit Authority. The ARC TOD Implementation Assistance Report provides a detailed table of many federally sponsored programs for funding TOD projects.

Overview of Financing and Incentive Programs for Transit Oriented Development (State, Local, and Federal Programs)

Program	Agency	Funding Available	Who Can Apply?	Description	Uses
Tax Allocation Districts	Invest Atlanta	Varies (See table at the beginning of Appendix II)	City of Atlanta/ Developers	Local governments sell bonds to finance infrastructure and other redevelopment costs within a specifically defined area, or Tax Allocation District (TAD). The bonds are secured by a "tax allocation increment," which is the increase in property tax revenues resulting from the redevelopment activities taking place within the tax allocation district.	Accrue special funds to pay off the bonds that financed the public improvements
Business Improvement Loan Fund	Invest Atlanta	Loans	Local Businesses	Provides financing to businesses for additions and improvements to commercial, industrial and mixed-use property to encourage revitalization and support commercial and industrial development in designated areas.	Property Improvements
The Phoenix Fund	Invest Atlanta	Loans up to $100,000	Small and Medium-sized Businesses	The Fund assists small and medium-sized businesses with affordable loans up to $100,000 and provides financial assistance for the construction or renovation of privately owned commercial buildings, equipment purchases, etc.	Development/ Improvements
New Market Tax Credits	Invest Atlanta	Loans	Commercial Developers	Invest Atlanta has been awarded $80 million of New Market Tax Credits from the U.S. Treasury to be used as gap financing for projects within Downtown Atlanta. Developers of commercial projects can save up to 20% of development costs through access to below market rate loans or equity investments.	Commercial developers

Program	Agency	Funding Available	Who Can Apply?	Description	Uses
Opportunity Zones	Invest Atlanta, Georgia DCA	Payroll tax deduction (See table at the beginning of Appendix II)	City of Atlanta/ Developers	Governments that undertake redevelopment and revitalization efforts in certain older commercial and industrial areas can qualify those areas for the state's maximum state job tax credit of $3,500 per job for five years. Areas must be within or adjacent to a census block group with 15% or greater poverty where an enterprise zone or urban redevelopment plans exists.	Businesses that create two or more jobs, taken against the business's income tax liability and state payroll withholding
Beltline Affordable Housing Trust Fund (BAHTF)	Invest Atlanta	Varies	Housing developers	Atlanta City Council created a BAHTF to promote the creation and preservation of affordable housing within the Beltline neighborhoods. These funds can be combined with other affordable housing programs and city incentives and leveraged with private dollars to construct or renovate affordable housing units in the city.	Help finance multifamily and single family developments along the Beltline
Business Improvement Loan Fund (BILF)	City of Atlanta/ Invest Atlanta	Varies	Local Businesses	The BILF is designed to encourage the revitalization of targeted business districts in the city of Atlanta and to support commercial and industrial development in other eligible areas.	Revitalization
Land Bank Authority	Fulton County/City of Atlanta Land Bank Authority (LBA)	Varies	Local Government/ Developers	Fulton County/City of Atlanta Land Bank Authority (LBA) transfers vacant and abandoned properties to responsible land owners	Development
SBA 504 Loan	Fulton County Government	Loans	Small Businesses	This long-term financing tool is designed to encourage economic development in a local community. Financing is provided to small businesses through this loan program and is administered locally by Fulton County.	Economic Development
Community Improvement District (CID)	Self-supporting	Varies (See table at the beginning of Appendix II)	Local government, developers	CIDs are self taxing business districts. The three in Atlanta cover Downtown, Midtown, and Buckhead. CID funds can be used for special programs, incentives, infrastructure and beautification.	
Tax Exempt Bond Financing	Urban Residential Finance Authority (URFA)	Loans	Developers	This citywide incentive provides loans to developers of the proceeds of bonds sold by URFA. The proceeds, which must go toward permanent financing for the development, are intended to encourage affordable housing with a mix of market rate units.	Affordable Housing
Housing Opportunity Bond Financing	URFA	Below Market Rate Loans	Developers	This fund provides below market rate loans to developers planning mixed-income rental housing in the City of Atlanta	Affordable Housing

Program	Agency	Funding Available	Who Can Apply?	Description	Uses
ARC LCI Implementation Funding	Atlanta Regional Commission	$1-3 million per year for infrastructure (See table at the beginning of Appendix II)	Local governments & nonprofit organizations	Awards planning grants on a competitive basis to prepare plans for the enhancement of existing centers and corridors consistent with regional development policies. After completing the initial plan, jurisdictions may apply for additional funding to implement transportation projects and create sustainable and livable communities in accordance with their plan.	Infrastructure improvements
ANDP's Community Investment & Redevelopment Loan Fund	Atlanta Neighborhood Development Partnership (ANDP)	Loans	Mixed-income Housing Developers	ANDP's Community Investment & Redevelopment Loan Fund makes predevelopment, construction, bridge land acquisition and other loans to spur affordable and mixed-income housing developments.	Mixed-income development
Business and Industrial Development Authority (BIDA)	Self-supporting	Varies	Local Governments	The most frequently used power of BIDAs is the issuance of tax-exempt and taxable industrial development bonds but can be used for other development purposes.	Attain development, promote trade commerce, industry, and employment opportunities
Landmark Historic Property Tax Abatement	Atlanta Urban Design Commission	Tax Abatement	Qualified Properties	In this program the owner of an income-producing building listed on the National or Georgia Register of Historic Places and designated by the city as a Landmark building or contributing building in a Landmark District may obtain preferential property tax treatment.	Historical Preservation
Rehabilitated Historic Property Tax Abatement	Historic Preservation Division (Georgia Dept. of Natural Resources	Tax Abatement	Qualified Properties	The owner of a building that qualifies for listing on the Georgia Register of Historic Places and has undergone a major rehabilitation may obtain preferential property tax treatment.	Historical Preservation
Federal Tax Credit Program	Georgia Department of Natural Resources	Tax Credit	Qualified Properties	If a property is listed on the National Register, the owner or long-term lessee of an income-producing property is entitled to an investment tax credit of up to 20% of the qualified rehabilitation expenses of a substantial, qualified rehabilitation.	Historical Preservation
Façade Easements	Easements Atlanta	Tax Deductions	Qualified Properties	Tax advantages including federal and state income tax deductions can be taken for preservation easements, or preserving the façade of a historic structure	Historical Preservation
Urban Enterprise Zones	Georgia Department of Community Affairs (DCA)	Property tax exemption, abatement or reduction in occupation taxes and/or fees	City of Atlanta	Area must meet at least three of five criteria: pervasive poverty, high unemployment, underdevelopment, general distress, general blight	Improve areas suffering from underdevelopment, encouraging private businesses to reinvest

Program	Agency	Funding Available	Who Can Apply?	Description	Uses
Bond Allocation Fund	Georgia DCA	Varies	Local Government	The state is authorized to issue tax exempt bonds for economic development and housing purposes and purposes such as solid waste disposal. Economic development projects must commit to create or retain 1 job for every $125,000 of financing. Multifamily housing projects must demonstrate that a minimum number of units will be set aside for low to moderate income families and single family proposals must demonstrate the ability to turn allocations into cost-effective mortgages for first-time low and moderate income home buyers.	Economic Development, Affordable Housing, and Infrastructure
Georgia Tax Credit	Georgia DCA	Tax Credit	Private Companies	Provides for a statewide job tax credit for any business or headquarters of any such business engaged in manufacturing, warehousing and distribution, processing, telecommunications, tourism, or research and development industries, but does not include retail businesses.	Economic Development
Quality Jobs Tax Credit	Georgia DCA	Tax Credit	Private Companies	Georgia Department of Community Affairs promote job creation through a tax credit program to companies who create quality jobs in Atlanta	Companies that create at least 50 jobs and pay wages at least 110% of the county average are eligible to receive a credit of $2,500 to $5,000 per job per year for up to 5 years.
Life Science Facilities Fund	Georgia DCA	Low Cost Loan	Life-Science Companies targeted by Georgia	The purpose of the Life Sciences Facilities Fund (the “Facilities Fund” or “LSFF”) is to serve as an incentive program to provide low-cost loan assistance for the purchase of fixed assets to assist with the expansion, retention or relocation of life-science companies targeted by Georgia. The Facilities Fund is intended to be used as an incentive.	Expansion/ Retention/ Relocation
Employment Incentive Program (EIP)	Georgia DCA	Varies	Businesses	The EIP is a financing program that may be used in conjunction with traditional private financing to carry out economic development projects which will result in employment of low and moderate income persons.	Quality of Life Enhancement/ Job Training
Low Income Housing Tax Credit program	Georgia DCA	Tax Credits	Developers	Generate equity capital for the construction and rehabilitation of affordable rental housing. Allows states to adopt criteria that prioritize affordable housing projects located near transit.	Development Financing

Program	Agency	Funding Available	Who Can Apply?	Description	Uses
Redevelopment Fund Program	Georgia DCA, CDBG	Allocation from Community Development Block Grant Program	Non-entitlement units of general-purpose local government	Financial Assistance for projects that cannot be undertaken with usual public sector grant and loan programs. Uses a different HUD national objective of "eliminating slums or blight." As a result, many smaller scale projects (in downtown areas, blighted industrial areas, etc.) will be competitive for Redevelopment Fund financing. The Redevelopment Fund may be combined with other DCA CDBG programs to reduce the economic challenges of redevelopment projects and increase their investment potential.	Help with development financing
Regional Economic Assistance Projects (REAP)	Georgia DCA	Varies	Local Government/ Developers	Provides a mechanism for local governments and the private sector to cooperate on large-scale tourism-related projects with multiple uses that will create jobs and enhance the local tax base.	Revenue Producing Developments/ Job Creation
Georgia Tourism Development Act	Georgia DCA	Sale Tax Revenue	Companies that specialize in tourism	The Georgia Tourism Development Act will allow certain companies that build new tourism attraction projects within the State to maintain a portion of their sales tax revenues for 10 years. 3 criteria must be met: minimum $1 million cost of tourist attraction, 25% of visitors must be from outside of Georgia after the third year, and contribute a significant economic impact to the state.	Sales Tax revenue can be retained for tourism enhancements
Downtown Development Revolving Loan Fund (DD RLF)	Georgia DCA	Maximum $250,000/ project	Cities/counties with a population of 100,000 or less, and development authorities. Projects in a core historic commercial area.	Applicants must demonstrate that they have a viable downtown development project and clearly identify the proposed uses of the loan proceeds. The ultimate user of funds may be a private business or a public entity such as a city or development authority.	Real estate acquisition, development, redevelopment, and new construction, rehab infrastructure
Retraining Employees	Georgia Department of Technical & Adult Education	Tax Credit	Private Companies	A tax credit equal to 50% or up to $500 for the cost of retraining each full-time employee to companies that provide qualified retraining.	Retraining Employees
Capital Investment Exemptions	Georgia Department of Revenue	Tax Exemptions	Varies	Sales and use tax exemptions are available for machinery purchased for qualified uses, primary material handling equipment purchased for qualified uses, and electricity purchased for manufacturing when the total cost of the electricity exceeds 50% of cost of materials used in the process.	Business Expansion
R&D Tax Credit	Georgia Department of Revenue	Tax Credit	Qualified Businesses	A 10% credit allowed for research expenses for research conducted within Georgia by qualified businesses.	Reduce taxes on local businesses that conduct R&D
Quick Start	State of Georgia	Training	Varies (qualifying companies)	The state offers free, customized workforce training for companies that qualify. The program covers training development costs and can be conducted on site.	Training and Training Development

Program	Agency	Funding Available	Who Can Apply?	Description	Uses
GA Cities Foundation Revolving Loan Fund (GCFRLF)	GA Cities Foundation	Up to $250,000	Cities, counties, developers	Georgia Cities Foundation assists cities in their efforts to revitalize and enhance downtown areas by serving as a partner and facilitator in funding capital project. Applications are evaluated based on leadership, accountability, long-term sustainability, and potential for private investment.	Real estate acquisition, building rehabilitation, new construction, green space and parks
Transportation, Community & System Preservation	DOT (FHWA)	$61 million	States, metropolitan planning organizations (MPOs), local governments	Planning grants, implementation grants, and research, could include transit projects, complete streets, streetscaping, ped/bike improvements or plans, implementation of transit-oriented development plans, traffic calming measures, and much more. Very flexible program – projects must improve relationships among transportation, community, and system preservation plans and practices.	Planning, Research, Capital Infrastructure Investments
Transportation Investments Generating Economic Recovery (TIGER)	DOT	$527 million	State & local governments, transit agencies, (MPOs)	Competitive grant program funding infrastructure projects that promote economic competitiveness, improve energy efficiency, reduce greenhouse gas emissions and improve safety, quality-of-life and working environments in communities.	Capital, Infrastructure, Investments
Transportation Infrastructure Finance and Innovation Act (TIFIA)	DOT (FHWA)	$1.7 billion over 2013 and 2014	State DOT, local governments, transit agencies, special authorities/districts, private firms	Provides federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues.	Capital, Infrastructure, Investments
New Freedom Program	DOT (FTA)	Apportioned to States by a formula	State & local governments	Provide tools to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.	Capital Infrastructure Investments
The Community Transformation Grant (CTG) Small Communities Program	US Department of Health and Human Services/Center for Disease Control	$70 million	Governmental agencies and non-governmental organizations across a variety of sectors, including transportation, housing, education, and public health	Reduce the rate of chronic diseases and to make improvements to the built environment in order to promote healthier lifestyles.	Planning/capital infrastructure investments
Brownfields Assessment Grant Program	EPA	Up to $200,000 over three years	Local governments, land clearance authorities, state entities, MPOs	Funding for planning/assessing brownfield redevelopment, conducting planning and community involvement, and site cleanup.	Environmental cleanup, Planning
Brownfield Economic Development Initiative (BEDI)	EPA	$17.325 million, max grant $3 million	Public entity eligible for Section 108 loan	Competitive funding program to spur redevelopment of brownfield sites to productive economic use. Must be used in conjunction with a Section 108 loan	Environmental cleanup, Affordable Housing

Program	Agency	Funding Available	Who Can Apply?	Description	Uses
Building Blocks for Sustainable Communities	EPA	$2.5 million	States, interstate organizations, universities, hospitals, other nonprofit institutions.	Technical assistance to selected communities to implement development approaches that protect the environment, improve public health, create jobs, expand economic opportunity, and improve overall quality of life. Funding will also be given to communities facing community development challenges. Support provided by EPA or through non-profit organizations.	Technical Assistance
Community Development Block Grants (CDBG)	HUD	Apportioned to states by a formula	State allocated	Formula grants for local governments to carry out community and economic development activities.	Planning, development financing, affordable housing
Section 108 Loan Guarantees	HUD	Determined by Georgia Department of Community Affairs	Metropolitan cities and urban counties, non-entitlement CDBG communities	Provides CDBG-eligible communities with a source of financing for economic development, public facilities, and other eligible large-scale and unique development projects that cannot proceed without the loan guarantee.	Development Financing
Choice Neighborhoods Implementation Program	HUD	$110 million	Atlanta Housing Authority	Funding is available to revitalize severely distressed public and/or HUD-assisted multifamily housing in distressed neighborhoods into viable, mixed-income communities with access to well-functioning services, high quality educational programs, public transportation, and jobs. Preferred Sustainability Applicants receive an additional two bonus points.	Development Financing
Neighborhood Initiative Grants	HUD	Entity named by Congress in the Conference Report on the Consolidated Appropriations Act, 2010	Intended to stimulate investment in distressed areas and may be used for the construction and rehabilitation of affordable housing and community education programs.	Development Financing/ Affordable Housing	
Section 221-Mortgage Insurance for Moderate Income	HUD	(Guaranteed/ Insured Loans) FY 12 est. $4,406,137,561	Public, profit-motivated sponsors, limited distribution, nonprofit cooperative, builder-seller, investor-sponsor, and general mortgagors	Insures mortgage loans to facilitate the new construction or substantial rehabilitation of multifamily rental or cooperative housing for moderate-income families, elderly, and the handicapped.	Mortgage financing
Section 542-Risk-Sharing	HUD	(Guaranteed/ Insured Loans) FY 12 est. $233,277,778	Investors, builders, developers, public entities, and private nonprofit corporations	Provides credit enhancement for mortgages of multifamily housing projects whose loans are underwritten, processed, serviced, and disposed of by housing finance authorities.	Mortgage financing

Program	Agency	Funding Available	Who Can Apply?	Description	Uses
Economic Development Initiative Grant	HUD	Entities eligible to apply for Economic Development Initiative-Special Project (EDI-SP) grant funds.		Provide local governments with additional security for the Section 108 loan, thereby reducing the exposure of its CDBG funds in the event of a default in loans made locally with the 108 funds. Or, make the project more feasible by paying some of the project costs with grant funds or by reducing the interest rate to be paid from a revolving loan fund.	Development Financing/ Affordable Housing
New Market Tax Credit Program	Treasury	$3.5 billion, max grant $125 million	Community Development Entities (CDEs)	Issuance of tax credits to investors in exchange for stock or capital interest in designated Community Development Entities. The federal subsidy goes to qualifying projects in the form of below-market interest rates and more flexible loan terms like longer amortizations and higher loan-to-value ratios.	Tax credits to investors for equity investments

APPENDIX III: Summary of Station Area Data

HOUSING AND EMPLOYMENT							
Transit Station Type	**Transit Service**	**Station Name**	**Total Housing Units (1)**	**Total Acres (1)**	**DU/Acre**	**SF of Redevelopment Area**	**Acres of Redevelopment Area**
Urban Core	MARTA	Arts Center	4,457	503	8.9	4,417,600	101
Neighborhood	MARTA	Ashby	2,475	534	4.6	1,771,728	41
Town Center	MARTA	Bankhead	1,050	474	2.2	7,209,143	165
Urban Core	MARTA	Buckhead	2,632	477	5.5	3,353,617	77
Urban Core	MARTA	Civic Center	4,794	514	9.3	3,856,604	89
Special Regional Destination	MARTA	Dome/GWCC	1,922	486	4.0	4,225,613	97
Neighborhood	MARTA	East Lake (6)	559	151	3.7	353,078	8
Neighborhood	MARTA	Edgewood-Candler Park	2,294	556	4.1	2,191,079	50
Urban Core	MARTA	Five Points	1,289	488	2.6	3,535,076	81
Urban Core	MARTA	Garnett	1,913	511	3.7	5,356,417	123
Urban Core	MARTA	Georgia State	2,270	511	4.4	3,661,892	84
Commuter Town Center	MARTA	Hamilton E. Holmes	1,572	442	3.6	5,551,894	127
Neighborhood	MARTA	Inman Park-Reynoldstown	2,393	519	4.6	1,025,764	24
Transit Community	MARTA	King Memorial (2)	3,010	514	5.9	4,696,645	108
Town Center	MARTA	Lakewood-Ft. McPherson	940	517	1.8	4,028,651	92
Urban Core	MARTA	Lenox	2,623	496	5.3	1,270,954	29
Commuter Town Center	MARTA	Lindbergh Center	3,974	529	7.5	4,460,949	102
Urban Core	MARTA	Midtown	7,316	497	14.7	3,982,938	91
Urban Core	MARTA	North Ave	6,916	499	13.9	2,672,706	61
Neighborhood	MARTA	Oakland City	1,279	503	2.5	3,469,515	80
Urban Core	MARTA	Peachtree Center	2,784	487	5.7	2,895,816	66
Neighborhood	MARTA	Vine City	1,780	514	3.5	4,181,303	96
Transit Community	MARTA	West End (2)	1,366	516	2.6	8,802,727	202
Neighborhood	MARTA	West Lake	850	387	2.2	2,837,918	65

HOUSING AND EMPLOYMENT								
Transit Station Type	Transit Service	Station Name	DU Normalized to 503 acres	DU Needed to Reach Target	Infill Target Density	Total Jobs (3)	Job Density (3)	Total Population (4)
Urban Core	MARTA	Arts Center	4,457	8,118	80	23,071	46	5,299
Neighborhood	MARTA	Ashby	2,331	2,196	54	797	2	5,334
Town Center	MARTA	Bankhead	1,114	8,946	54	381	0.8	3,878
Urban Core	MARTA	Buckhead	2,775	9,800	127	34,179	68	3,333
Urban Core	MARTA	Civic Center	4,691	7,884	89	39,962	79	12,240
Special Regional Destination	MARTA	Dome/GWCC	1,989	N/A	N/A	41,084	82	2,157
Neighborhood	MARTA	East Lake (6)						
Neighborhood	MARTA	Edgewood-Candler Park	2,075	2,452	49	1,790	4	4,013
Urban Core	MARTA	Five Points	1,329	11,246	139	83,341	166	2,319
Urban Core	MARTA	Garnett	1,883	10,692	87	34,102	68	2,694
Urban Core	MARTA	Georgia State	2,234	10,341	123	57,657	115	3,456
Commuter Town Center	MARTA	Hamilton E. Holmes	1,789	5,756	45	2,119	4	3,866
Neighborhood	MARTA	Inman Park-Reynoldstown	2,319	2,208	94	1,763	4	4,547
Transit Community	MARTA	King Memorial (2)	2,946	4,599	43	7,779	15	1,930
Town Center	MARTA	Lakewood-Ft. McPherson	915	9,145	99	964	2	2,834
Urban Core	MARTA	Lenox	2,660	9,915	340	18,361	37	7,175
Commuter Town Center	MARTA	Lindbergh Center	3,779	3,766	37	9,398	19	4,603
Urban Core	MARTA	Midtown	7,404	5,171	57	20,510	41	10,950
Urban Core	MARTA	North Ave	6,971	5,604	91	25,971	52	11,384
Neighborhood	MARTA	Oakland City	1,279	3,248	41	789	2	2,464
Urban Core	MARTA	Peachtree Center	2,875	9,700	146	83,420	166	2,319
Neighborhood	MARTA	Vine City	1,742	2,785	29	2,875	6	2,776
Transit Community	MARTA	West End (2)	1,332	6,213	31	1,228	2	2,327
Neighborhood	MARTA	West Lake	1,105	3,422	53	629	1	2,426

HOUSING AND EMPLOYMENT								
Transit Station Type	Transit Service	Station Name	Total Housing Units (4)	Housing Acres (4)	Gross Housing Density	Total Occupied Units (4)	Total Vacant Units (4)	Share Vacant Units (4)
Urban Core	MARTA	Arts Center	4,394	495	8.9	3,345	1,049	24%
Neighborhood	MARTA	Ashby	2,379	503	4.7	1,426	953	40%
Town Center	MARTA	Bankhead	1,207	844	1.4	754	453	38%
Urban Core	MARTA	Buckhead	2,787	655	4.3	2,052	735	26%
Urban Core	MARTA	Civic Center	5,662	945	6.0	3,970	1,692	30%
Special Regional Destination	MARTA	Dome/GWCC	1,759	503	3.5	1,351	408	23%
Neighborhood	MARTA	East Lake (6)	559	151	3.7	511	48	8%
Neighborhood	MARTA	Edgewood-Candler Park	2,157	503	4.3	1,994	163	8%
Urban Core	MARTA	Five Points	1,014	380	2.7	806	208	21%
Urban Core	MARTA	Garnett	1,290	445	2.9	998	292	23%
Urban Core	MARTA	Georgia State	1,865	429	4.3	1,513	352	19%
Commuter Town Center	MARTA	Hamilton E. Holmes	2,056	793	2.6	1,736	320	16%
Neighborhood	MARTA	Inman Park-Reynoldstown	2,731	503	5.4	2,543	188	7%
Transit Community	MARTA	King Memorial (2)	1,264	503	2.5	1,130	134	11%
Town Center	MARTA	Lakewood-Ft. McPherson	1,569	1,009	1.6	1,177	392	25%
Urban Core	MARTA	Lenox	5,234	763	6.9	4,376	858	16%
Commuter Town Center	MARTA	Lindbergh Center	3,337	501	6.7	2,343	994	30%
Urban Core	MARTA	Midtown	7,754	574	13.5	6,372	1,382	18%
Urban Core	MARTA	North Ave	5,591	482	11.6	4,415	1,176	21%
Neighborhood	MARTA	Oakland City	1,252	503	2.5	884	368	29%
Urban Core	MARTA	Peachtree Center	1,014	380	2.7	806	208	21%
Neighborhood	MARTA	Vine City	1,660	503	3.3	1,207	453	27%
Transit Community	MARTA	West End (2)	1,214	525	2.3	961	253	21%
Neighborhood	MARTA	West Lake	1,182	503	2.3	792	390	33%

RIDERSHIP						
Transit Station Type	**Transit Service**	**Station Name**	**Jan 2009 Ave Weekday Boardings (5)**	**October 2009 Ave Weekday Boardings (5)**	**April 2010 Ave Weekday Boardings (5)**	**Ave Weekday Boardings**
Urban Core	MARTA	Arts Center	6,953	6,995	6,811	6,920
Neighborhood	MARTA	Ashby	2,295	2,305	2,071	2,224
Town Center	MARTA	Bankhead	2,052	2,041	1,936	2,010
Urban Core	MARTA	Buckhead	2,675	2,441	2,441	2,519
Urban Core	MARTA	Civic Center	2,935	2,771	2,808	2,838
Special Regional Destination	MARTA	Dome/GWCC	1,955	2,869	2,371	2,398
Neighborhood	MARTA	East Lake (6)	1,155			1,155
Neighborhood	MARTA	Edgewood-Candler Park	1,423	1,435	1,341	1,400
Urban Core	MARTA	Five Points	23,177	23,752	24,012	23,647
Urban Core	MARTA	Garnett	5,280	1,849	1,742	2,957
Urban Core	MARTA	Georgia State	1,742	5,217	4,687	3,882
Commuter Town Center	MARTA	Hamilton E. Holmes	7,949	7,506	7,251	7,569
Neighborhood	MARTA	Inman Park-Reynoldstown	3,047	3,232	3,095	3,125
Transit Community	MARTA	King Memorial (2)	2,057	2,050	1,924	2,010
Town Center	MARTA	Lakewood-Ft. McPherson	2,001	2,088	1,867	1,985
Urban Core	MARTA	Lenox	3,709	3,758	3,563	3,677
Commuter Town Center	MARTA	Lindbergh Center	8,795	9,499	9,313	9,202
Urban Core	MARTA	Midtown	5,224	5,654	5,717	5,532
Urban Core	MARTA	North Ave	6,192	6,168	5,796	6,052
Neighborhood	MARTA	Oakland City	5,117	5,436	4,932	5,161
Urban Core	MARTA	Peachtree Center	9,303	7,944	7,532	8,260
Neighborhood	MARTA	Vine City	1,582	1,854	1,705	1,714
Transit Community	MARTA	West End (2)	6,680	7,267	7,120	7,022
Neighborhood	MARTA	West Lake	2,569	2,604	2,362	2,512

MARTA PARKING						
Transit Station Type	**Transit Service**	**Station Name**	**MARTA Parking Spaces (7)**	**Utilization 10/16/11 (8)**	**Utilization 4/8/10 (8)**	**Utilization 6/29/07 (8)**
Urban Core	MARTA	Arts Center	29	27	25	26
Neighborhood	MARTA	Ashby	142	15	17	13
Town Center	MARTA	Bankhead	12	11	10	8
Urban Core	MARTA	Buckhead	0	0	0	0
Urban Core	MARTA	Civic Center	0	0	0	0
Special Regional Destination	MARTA	Dome/GWCC	0	0	0	0
Neighborhood	MARTA	East Lake (6)	621	180	148	179
Neighborhood	MARTA	Edgewood-Candler Park	611	216	208	185
Urban Core	MARTA	Five Points	0	0	0	0
Urban Core	MARTA	Garnett	0	0	0	0
Urban Core	MARTA	Georgia State	0	0	0	0
Commuter Town Center	MARTA	Hamilton E. Holmes	1436	504	290	514
Neighborhood	MARTA	Inman Park-Reynoldstown	401	237	189	191
Transit Community	MARTA	King Memorial (2)	21	15	15	20
Town Center	MARTA	Lakewood-Ft. McPherson	1134	313	319	471
Urban Core	MARTA	Lenox	321	N/A	N/A	N/A
Commuter Town Center	MARTA	Lindbergh Center	2519	N/A	N/A	N/A
Urban Core	MARTA	Midtown	14	9	7	9
Urban Core	MARTA	North Ave	0	0	0	0
Neighborhood	MARTA	Oakland City	337	168	182	219
Urban Core	MARTA	Peachtree Center	0	0	0	0
Neighborhood	MARTA	Vine City	27	18	22	25
Transit Community	MARTA	West End (2)	472	273	276	333
Neighborhood	MARTA	West Lake	391	30	27	47

MARTA PARKING					
Transit Station Type	**Transit Service**	**Station Name**	**DPCD Survey Ave Utilization**	**MARTA Survey Ave Utilization**	**Typical Unused Spaces**
Urban Core	MARTA	Arts Center	N/A	N/A	N/A
Neighborhood	MARTA	Ashby	11%	16%	127
Town Center	MARTA	Bankhead	N/A	N/A	N/A
Urban Core	MARTA	Buckhead	N/A	N/A	N/A
Urban Core	MARTA	Civic Center	N/A	N/A	N/A
Special Regional Destination	MARTA	Dome/GWCC	N/A	N/A	N/A
Neighborhood	MARTA	East Lake (6)	27%	37%	452
Neighborhood	MARTA	Edgewood-Candler Park	33%	44%	408
Urban Core	MARTA	Five Points	N/A	N/A	N/A
Urban Core	MARTA	Garnett	N/A	N/A	N/A
Urban Core	MARTA	Georgia State	N/A	N/A	N/A
Commuter Town Center	MARTA	Hamilton E. Holmes	30%	35%	1,000
Neighborhood	MARTA	Inman Park-Reynoldstown	51%	69%	195
Transit Community	MARTA	King Memorial (2)	N/A	N/A	N/A
Town Center	MARTA	Lakewood-Ft. McPherson	32%	35%	766
Urban Core	MARTA	Lenox	UNK	21%	UNK
Commuter Town Center	MARTA	Lindbergh Center	UNK	45%	UNK
Urban Core	MARTA	Midtown	N/A	N/A	N/A
Urban Core	MARTA	North Ave	N/A	N/A	N/A
Neighborhood	MARTA	Oakland City	N/A	N/A	N/A
Urban Core	MARTA	Peachtree Center	N/A	N/A	N/A
Neighborhood	MARTA	Vine City	N/A	N/A	N/A
Transit Community	MARTA	West End (2)	62%	58%	178
Neighborhood	MARTA	West Lake	9%	8%	356

JOURNEY TO MARTA STATION MODE										
Transit Station Type	**Transit Service**	**Station Name**	**Est Boardings via Walk, Bike, Drop Off**	**Dropped Off**	**Carpool/ Vanpool**	**Drove Alone**	**Walked**	**Biked**	**Transferred**	**Total**
Urban Core	MARTA	Arts Center	3,935	93	20	7	283	1	259	663
Neighborhood	MARTA	Ashby	1,328	28	1	3	130	2	104	268
Town Center	MARTA	Bankhead	Data not available for this station							
Urban Core	MARTA	Buckhead	1,734	31	6	40	254	2	76	417
Urban Core	MARTA	Civic Center	2,372	16	3	3	157	-	28	207
Special Regional Destination	MARTA	Dome/GWCC	2,271	3	-	1	209	2	11	226
Neighborhood	MARTA	East Lake (6)	518	13	-	33	38	1	30	116
Neighborhood	MARTA	Edgewood-Candler Park	684	24	1	37	39	-	28	129
Urban Core	MARTA	Five Points	14,140	209	5	40	1,196	2	898	2,353
Urban Core	MARTA	Garnett	2,711	7	1	1	135	1	10	156
Urban Core	MARTA	Georgia State	3,589	17	1	5	375	-	25	424
Commuter Town Center	MARTA	Hamilton E. Holmes	1,930	106	2	147	147	2	596	1,000
Neighborhood	MARTA	Inman Park-Reynoldstown	Data not available for this station							
Transit Community	MARTA	King Memorial (2)	848	33	-	2	56	-	120	211
Town Center	MARTA	Lakewood-Ft. McPherson	745	47	1	125	83	1	92	349
Urban Core	MARTA	Lenox	2,970	41	2	8	144	-	33	229
Commuter Town Center	MARTA	Lindbergh Center	4,149	95	2	121	253	1	299	774
Urban Core	MARTA	Midtown	3,990	83	11	4	282	5	128	513
Urban Core	MARTA	North Ave	4,857	77	9	10	421	2	104	623
Neighborhood	MARTA	Oakland City	991	43	1	46	51	1	351	495
Urban Core	MARTA	Peachtree Center	7,876	21	1	8	863	-	34	927
Neighborhood	MARTA	Vine City	773	16	-	9	62	-	86	173
Transit Community	MARTA	West End (2)	3,098	87	5	32	198	4	325	655
Neighborhood	MARTA	West Lake	644	22	-	9	38	1	168	238

JOURNEY TO MARTA STATION MODE											
Transit Station Type	**Transit Service**	**Station Name**	**Walk + Bike**	**Drive + Carpool**	**Dropped Off**	**Carpool/ Vanpool**	**Drove Alone**	**Walked**	**Biked**	**Transferred**	**Total**
Urban Core	MARTA	Arts Center	43%	4%	14%	3%	1%	43%	0%	39%	100%
Neighborhood	MARTA	Ashby	49%	1%	10%	0%	1%	49%	1%	39%	100%
Town Center	MARTA	Bankhead	Data not available for this station								
Urban Core	MARTA	Buckhead	61%	11%	7%	1%	10%	61%	0%	18%	100%
Urban Core	MARTA	Civic Center	76%	3%	8%	1%	1%	76%	0%	14%	100%
Special Regional Destination	MARTA	Dome/GWCC	93%	0%	1%	0%	0%	92%	1%	5%	100%
Neighborhood	MARTA	East Lake (6)	34%	28%	11%	0%	28%	33%	1%	26%	100%
Neighborhood	MARTA	Edgewood-Candler Park	30%	29%	19%	1%	29%	30%	0%	22%	100%
Urban Core	MARTA	Five Points	51%	2%	9%	0%	2%	51%	0%	38%	100%
Urban Core	MARTA	Garnett	87%	1%	4%	1%	1%	87%	1%	6%	100%
Urban Core	MARTA	Georgia State	88%	1%	4%	0%	1%	88%	0%	6%	100%
Commuter Town Center	MARTA	Hamilton E. Holmes	15%	15%	11%	0%	15%	15%	0%	60%	100%
Neighborhood	MARTA	Inman Park-Reynoldstown	Data not available for this station								
Transit Community	MARTA	King Memorial (2)	27%	1%	16%	0%	1%	27%	0%	57%	100%
Town Center	MARTA	Lakewood-Ft. McPherson	24%	36%	13%	0%	36%	24%	0%	26%	100%
Urban Core	MARTA	Lenox	63%	4%	18%	1%	3%	63%	0%	14%	100%
Commuter Town Center	MARTA	Lindbergh Center	33%	16%	12%	0%	16%	33%	0%	39%	100%
Urban Core	MARTA	Midtown	56%	3%	16%	2%	1%	55%	1%	25%	100%
Urban Core	MARTA	North Ave	68%	3%	12%	1%	2%	68%	0%	17%	100%
Neighborhood	MARTA	Oakland City	11%	9%	9%	0%	9%	10%	0%	71%	100%
Urban Core	MARTA	Peachtree Center	93%	1%	2%	0%	1%	93%	0%	4%	100%
Neighborhood	MARTA	Vine City	36%	5%	9%	0%	5%	36%	0%	50%	100%
Transit Community	MARTA	West End (2)	31%	6%	13%	1%	5%	30%	1%	50%	100%
Neighborhood	MARTA	West Lake	16%	4%	9%	0%	4%	16%	0%	71%	100%

SIDEWALK CONDITION (miles)							
Transit Station Type	**Transit Service**	**Station Name**	**Above Avg**	**Average**	**Poor**	**No Value**	**Sidewalk Total**
Urban Core	MARTA	Arts Center	12	7	2	13.3	20.8
Neighborhood	MARTA	Ashby	5	8	16	5.6	28.6
Town Center	MARTA	Bankhead	0	0	11	4.1	11.2
Urban Core	MARTA	Buckhead	6	5	4	10.0	15.0
Urban Core	MARTA	Civic Center	13	12	1	16.7	26.3
Special Regional Destination	MARTA	Dome/GWCC	8	14	6	4.8	27.8
Neighborhood	MARTA	East Lake (6)	4	4	5	10.5	13.1
Neighborhood	MARTA	Edgewood-Candler Park	7	5	11	3.5	22.1
Urban Core	MARTA	Five Points	13	17	4	3.4	34.4
Urban Core	MARTA	Garnett	4	15	7	22.1	26.5
Urban Core	MARTA	Georgia State	11	12	3	19.6	25.4
Commuter Town Center	MARTA	Hamilton E. Holmes	-	1	15	10.4	16.0
Neighborhood	MARTA	Inman Park-Reynoldstown	5	7	10	8.4	23.2
Transit Community	MARTA	King Memorial (2)	0	4	10	14.2	13.4
Town Center	MARTA	Lakewood-Ft. McPherson	2	4	3	18.0	8.8
Urban Core	MARTA	Lenox	2	5	9	3.7	16.7
Commuter Town Center	MARTA	Lindbergh Center	5	4	7	5.3	16.4
Urban Core	MARTA	Midtown	13	11	3	9.7	26.1
Urban Core	MARTA	North Ave	15	10	2	13.9	26.6
Neighborhood	MARTA	Oakland City	4	9	8	7.2	19.7
Urban Core	MARTA	Peachtree Center	13	15	2	15.5	30.7
Neighborhood	MARTA	Vine City	5	10	11	5.7	25.5
Transit Community	MARTA	West End (2)	6	14	6	8.2	25.6
Neighborhood	MARTA	West Lake	-	2	15	5.9	16.4

PEDESTRIAN NETWORK							
Transit Station Type	**Transit Service**	**Station Name**	**Network Buffer (Acres)**	**Share of Crow Fly Buffer**	**Bike Parking Spaces**	**Type, Location**	**Bike parking need**
Urban Core	MARTA	Arts Center	317	63%	8	inverted U, not covered/ 1 covered	35
Neighborhood	MARTA	Ashby	367	73%	2	inverted U, not covered	11
Town Center	MARTA	Bankhead	196	39%	8	front tire mount	10
Urban Core	MARTA	Buckhead	323	64%	0		13
Urban Core	MARTA	Civic Center	277	55%	0		14
Special Regional Destination	MARTA	Dome/GWCC	360	72%	0		12
Neighborhood	MARTA	East Lake (6)	114	76%	14	monopole, not covered	6
Neighborhood	MARTA	Edgewood-Candler Park	303	60%	36	monopole, half are covered, half are not covered	7
Urban Core	MARTA	Five Points	418	83%	0		118
Urban Core	MARTA	Garnett	263	52%	2	inverted U, not covered	15
Urban Core	MARTA	Georgia State	340	68%	4	inverted U, covered but not well placed	19
Commuter Town Center	MARTA	Hamilton E. Holmes	227	45%	8	monopole, not covered	38
Neighborhood	MARTA	Inman Park-Reynoldstown	289	57%	40	monopole, not covered	16
Transit Community	MARTA	King Memorial (2)	249	50%	2	inverted U, covered	10
Town Center	MARTA	Lakewood-Ft. McPherson	215	65%	12	not covered	10
Urban Core	MARTA	Lenox	266	53%	1	inverted U (multiple U-shape)	18
Commuter Town Center	MARTA	Lindbergh Center	270	54%	0		46
Urban Core	MARTA	Midtown	323	64%	6	inverted U, covered	28
Urban Core	MARTA	North Ave	329	65%	2	inverted U	30
Neighborhood	MARTA	Oakland City	273	54%	12	monopole, not covered	26
Urban Core	MARTA	Peachtree Center	350	70%	0		41
Neighborhood	MARTA	Vine City	324	64%	30	monopole, not covered	9
Transit Community	MARTA	West End (2)	272	54%	12	monopole, not covered	35
Neighborhood	MARTA	West Lake	234	47%	14	monopole, not covered	13

Appendix IV: List of Bridges and Tunnels near Atlanta Transit Stations

Bridges within 1/4 Mile of a MARTA Station that Need Pedestrian and Safety Enhancements	
Bridges:	**Closest Marta Station**
Lenox Rd Bridge (over MARTA)	Buckhead Station
Spring Street Connector Bridge (over Connector)	Civic Center
West Peachtree Bridge (over Connector)	Civic Center
Peachtree Street Bridge (over Connector)	Civic Center
Ralph McGill Boulevard Bridge (over Connector)	Civic Center
Courtland Street Bridge (over connector)	Civic Center
Mitchell Street Bridge (over Railway)	Dome/GWCC/Philips/CNN
Mitchell Street Bridge (over Railway)	Dome/GWCC/Philips/CNN
Centennial Olympic Park Drive/MLK Drive Bridge (Intersection over Rail)	Dome/GWCC/Philips/CNN
Andrew Young International Boulevard Bridge (over Mangum St/MMPT)	Dome/GWCC/Philips/CNN
Spring Street Bridge (over CSX Railway)	Five Points
Forsyth Street Bridge (over CSX Railway)	Five Points
Pryor Street Bridge (over CSX Railway)	Five Points
Pryor Street Bridge (over CSX Railway)	Five Points
Central Avenue Bridge (over CSX Railway)	Five Points/Georgia State
Peters Street Bridge (over Railway)	Garnett
Chapel Street Bridge (over Railway)	Garnett
Whitehall Street Bridge (over Windsor Street)	Garnett
Courland Street Bridge (over MARTA and Decatur Street)	Georgia State
Decatur Street Bridge (over Connector)	Georgia State
MLK Bridge (over Connector)	Georgia State
Memorial Drive/Capitol Avenue Bridge (over Connector)	Georgia State
Murphy Avenue Bridge (over Astor Ave)	Lakewood-Ft. McPherson
10th Street Bridge (over Connector)	Midtown
North Avenue Bridge (over Connector)	North Ave
Westlake Avenue Bridge (over MARTA)	West Lake
Anderson Avenue Bridge (over MARTA)	West Lake

Underpasses within 1/4 Mile of MARTA Station that Need Pedestrian and Safety Enhancements	
Underpasses:	**Closest Marta Station**
Donald Lee Hollowell Parkway Underpass (MARTA)	Bankhead
Donald Lee Hollowell Parkway/Bankhead Avenue Underpass (1 Rail line)	Bankhead
Spring Street Underpass (Williams Street)	Civic Center
Mangum Street Underpass (MLK)	Dome/GWCC/Philips/CNN
Whitefoord Avenue Underpass (Rail/MARTA)	Edgewood-Candler Park
Whitehall Street Underpass (MARTA/Rail)	Garnett
Windsor Street Underpass (Whitehall Street)	Garnett
Brotherton Street Underpass (Garnett MARTA Station)	Garnett
Decatur Street Underpass (Courtland Street Bridge)	Georgia State
Piedmont Avenue Underpass (MARTA/GSU)	Georgia State
Jesse Hill Jr. Drive Underpass (MARTA/GSU)	Georgia State
Hamilton E. Holmes Drive Underpass (I-20/Rail/MARTA)	Hamilton E. Holmes
Westland Boulevard Underpass (MARTA)	Hamilton E. Holmes
Moreland Avenue Underpass (Rail/MARTA)	Inman Park-Reynoldstown
Grant Street Underpass (Rail/MARTA)	King Memorial
Hill St. Underpass (Rail/Marta)	King Memorial
Astor Avenue Underpass (Murphy Ave/MARTA/RAIL)	Lakewood-Ft. McPherson
Lindbergh Drive Underpass (Under Two Rail Lines)	Lindbergh
Dill Avenue Underpass (Rail/MARTA)	Oakland City
Ralph David Abernathy Boulevard Underpass (Rail/MARTA)	West End
Lee Street Underpass (MARTA Rail/West End)	West End
Poole Place Underpass (Rail/MARTA)	West End
MLK Underpass (I-20)	West Lake
Anderson Avenue Underpass (I-20)	West Lake

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