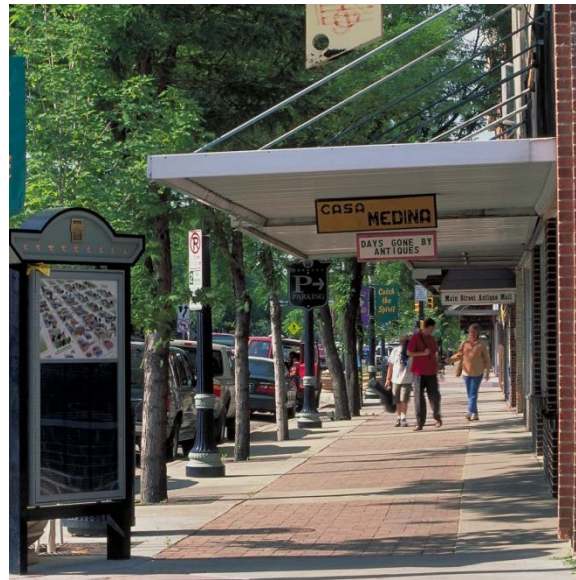




Transit Oriented Atlanta:

A Strategy for Advancing Transit-oriented Development





Atlanta Transit-Oriented Development Strategy



Transit-oriented development is relatively dense development designed to maximize non-motorized access to transit and improve quality of life.





Key Benefits to TOD

- Transportation choices
- Reduced air pollution
- Smaller carbon footprint
- Less congestion
- Less parking required
- Reduced family transportation costs
- Healthier communities
- Increased ridership and revenue
- Greater access to jobs
- Economic development
- Ideal location for affordable housing
- More efficient use of existing infrastructure





Why Now?

- Expand access to transit
- Help achieve sustainability goals for carbon footprint, mode share, and land use
- Implement Connect Atlanta Plan, Move Atlanta Design Manual, CDP, and LCI studies
- Enhance economic competitiveness, attract Creative Class workers
- Support regional partners
- Create more destinations on the MARTA network





Key Studies

- 1970s: TSADS (Transit Station Area Development Studies)
- 1980s: Early MARTA joint developments
- 1990s and 2000s: SPI zoning
- 2000s: LCI studies
- 2010: MARTA TOD Design Guide
- 2007-2012: BeltLine master plans

Contemporary Efforts

- 2011: Edgewood Station Charrette
- 2012: CAP's Streetcar Development Guide
- 2012: TOD Policy Working Group and Collaborative
- 2012: ARC TOD implementation assistance study
- 2012: MARTA joint development planning

TRANSIT STATION
AREA DEVELOPMENT STUDIES
SUMMARY, SEPTEMBER, 1977



CITY OF ATLANTA

WEST END HISTORIC DISTRICT
LIVABLE CENTER INITIATIVE

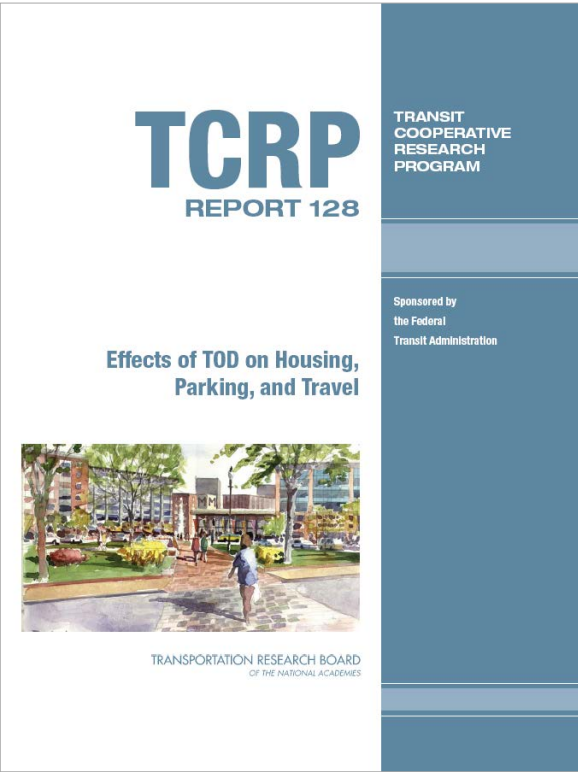
JUNE 29, 2001





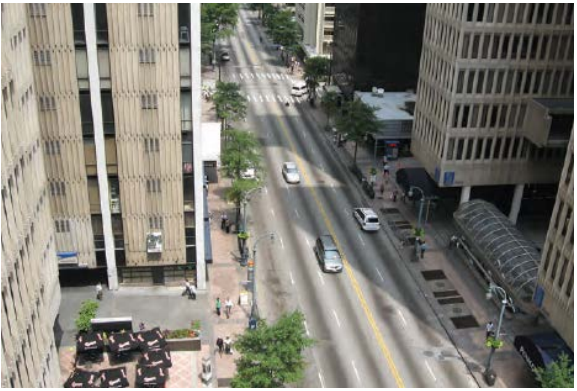
Methodology

- Review the 32 previous small area planning studies
- Inventory station area conditions
- Survey peer city TOD programs
- Conduct literature review of TOD research
- Participate in the TOD Policy Working Group
- Partner interviews





Station Typologies



Peachtree Center

Urban
Target Residential Density: 25 d.u. per acre
10 stations



Downtown Decatur

Town Center
Target Residential Density: 20 d.u. per acre
2 stations



Lindbergh TOD

Commuter Town Center
Target Residential Density: 15 d.u. per acre
2 stations



Inman Park Village

Transit Community
Target Residential Density: 15 d.u. per acre
3 stations



Glenwood Park

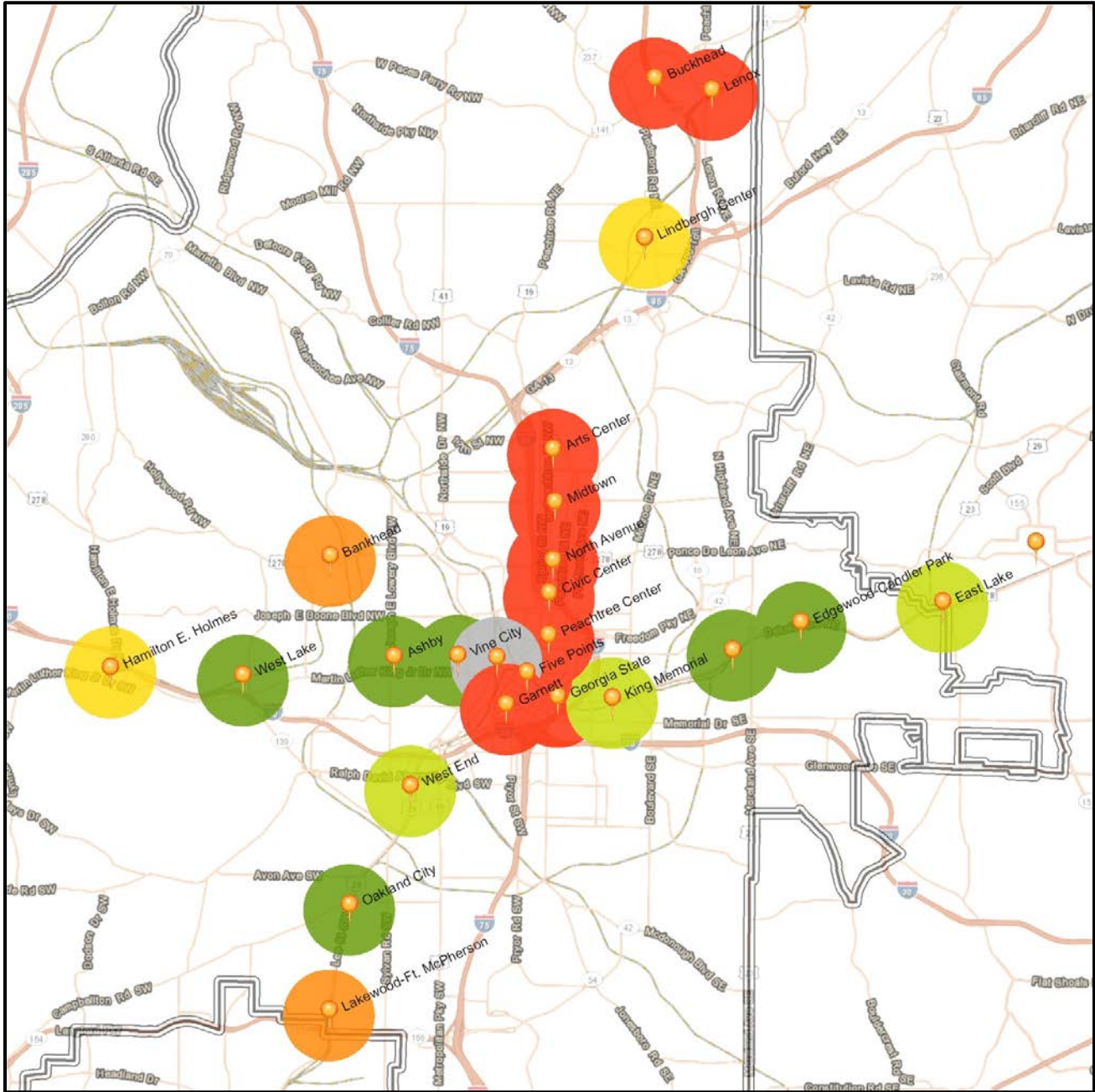
Neighborhood
Target Residential Density: 9 d.u. per acre
6 stations



Georgia Dome, World Congress Center

Special Regional Destination
Target Residential Density: N/A
1 station (plus Airport station)

Atlanta Transit-Oriented Development Strategy

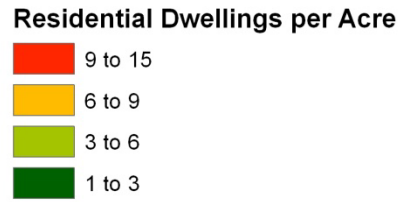
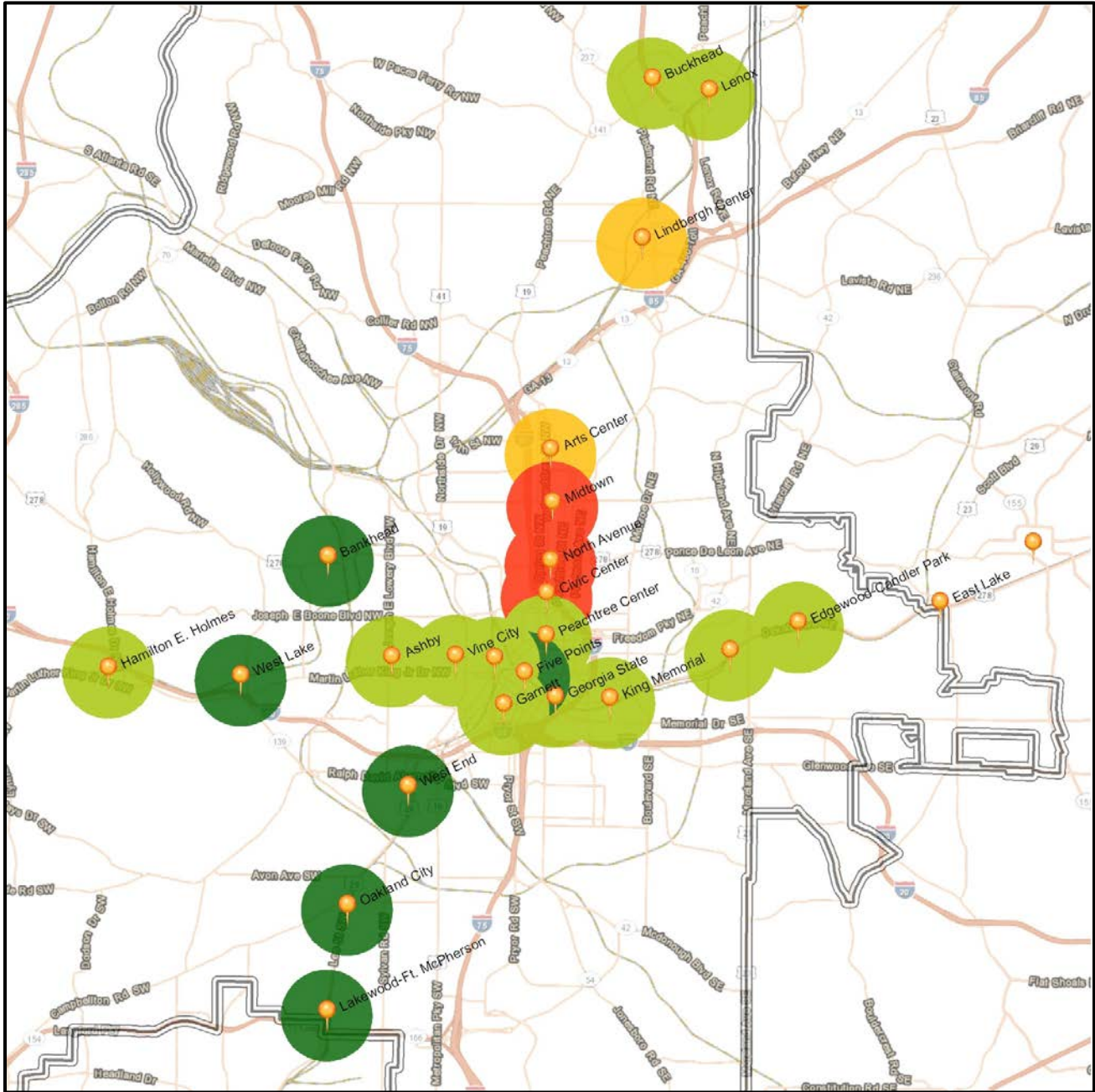


- Transit Station Type**
- Urban Core
 - Town Center
 - Commuter Town Center
 - Transit Community
 - Neighborhood
 - Special Regional Destination

Every station in Atlanta is planned for Transit-oriented Development

The intensity and use of infill opportunities is based on station type, context, and existing plans

Atlanta Transit-Oriented Development Strategy

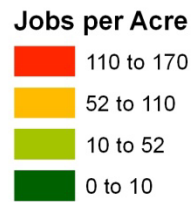
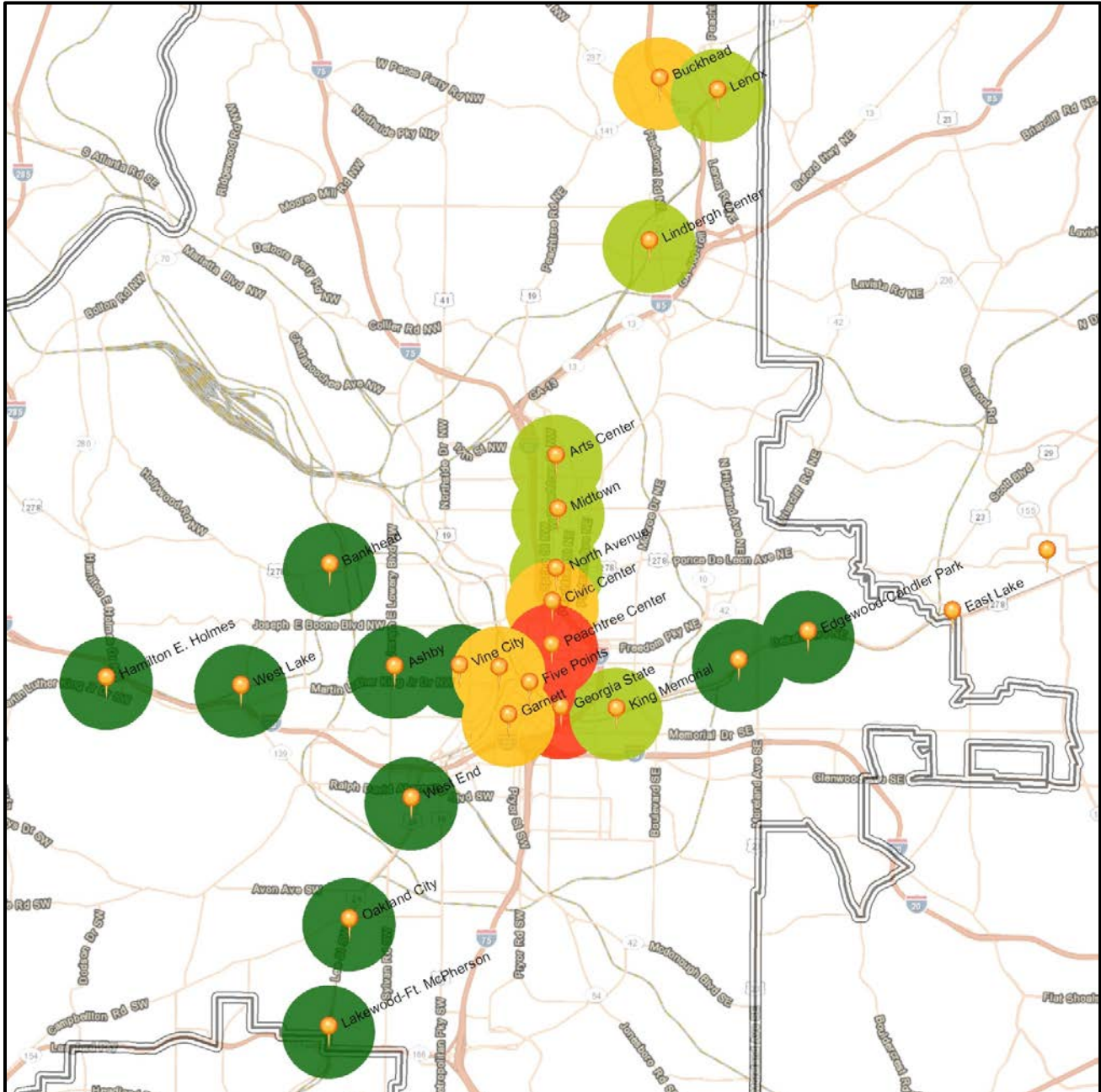


*15 units per acre:
Midtown Station*

*20% of the population
and housing units are
in the station areas*

*Living near transit
saves \$3000 to \$4000
per year*

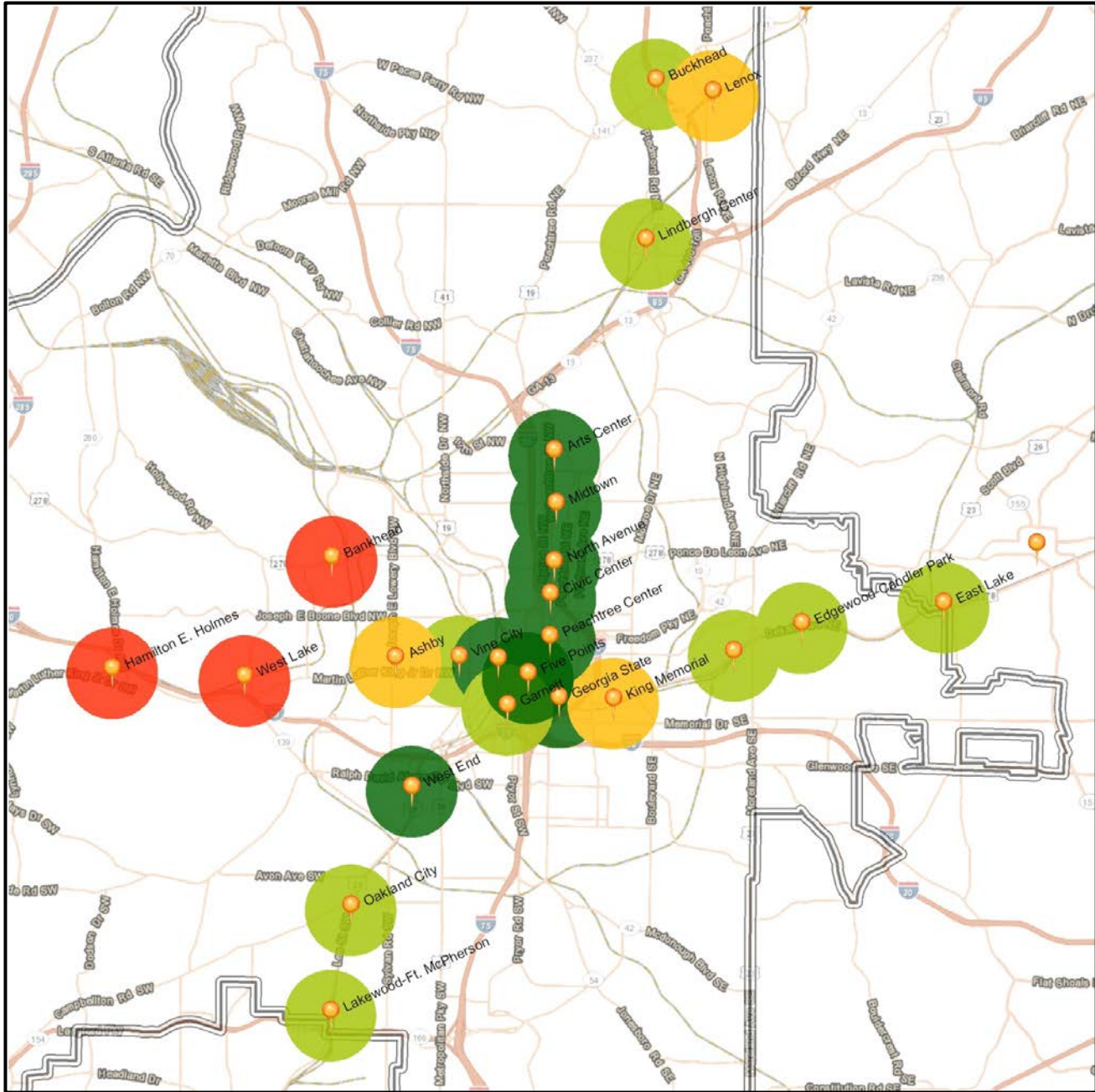
Atlanta Transit-Oriented Development Strategy



*166 jobs per acre:
Peachtree Center
Station*

*50% of the City's jobs
are in a station area*

*System wide, 287,000
jobs are near a station*



Share of Sidewalks that are Impassable or Missing

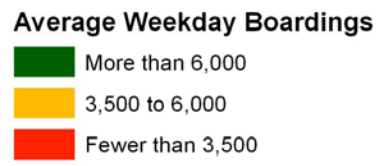
- Less than 25%
- 25 to 50%
- 50 to 75%
- More than 75%

192 miles of impassable or missing sidewalks

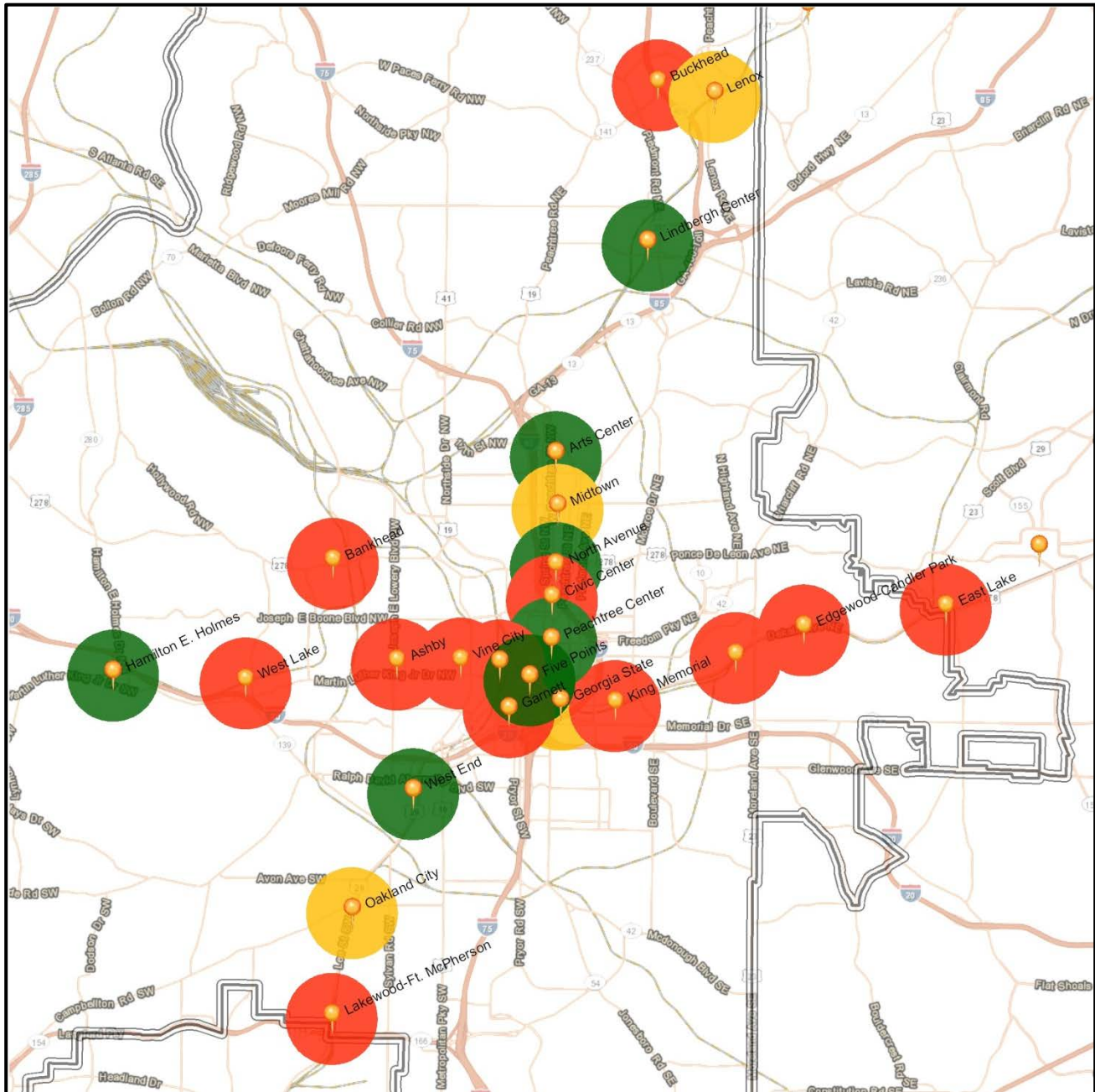
Last mile connectivity is a major barrier

Tunnels, bridges, arterials and collectors are the greatest challenge

Atlanta Transit-Oriented Development Strategy



13 Stations have fewer than 3,500 boardings per weekday.





Station Based Implementation Strategies

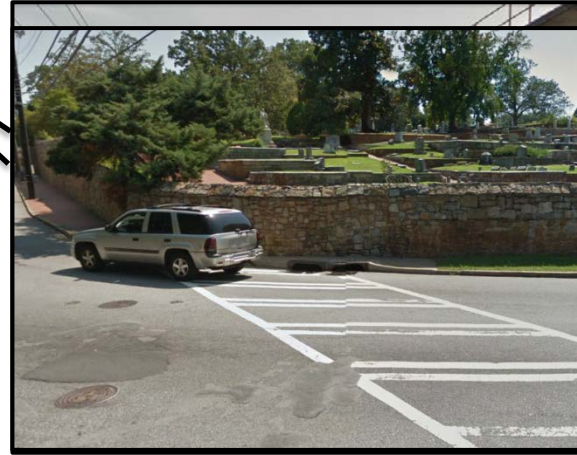
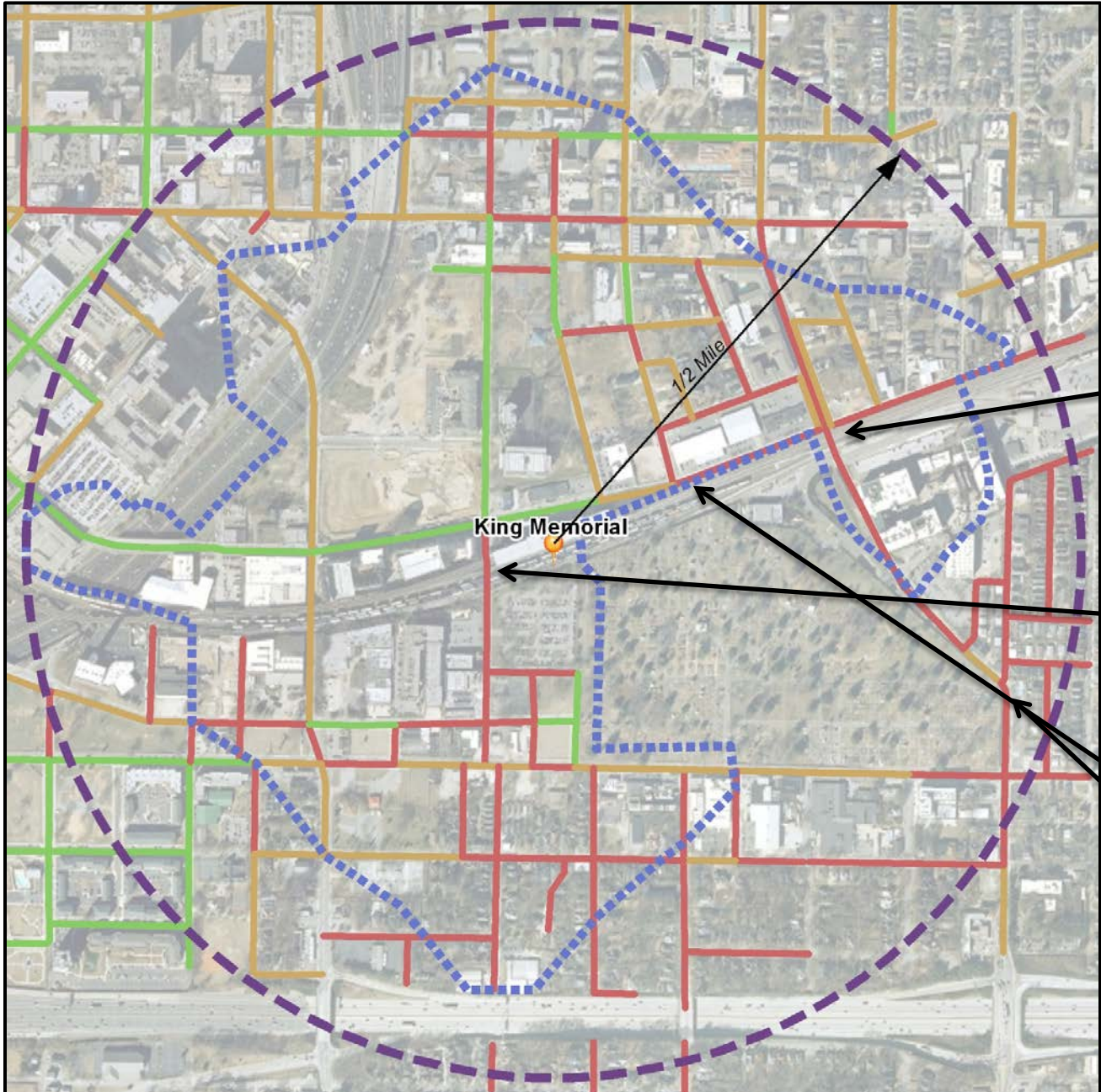
King Memorial Station Example

1. MARTA Holdings



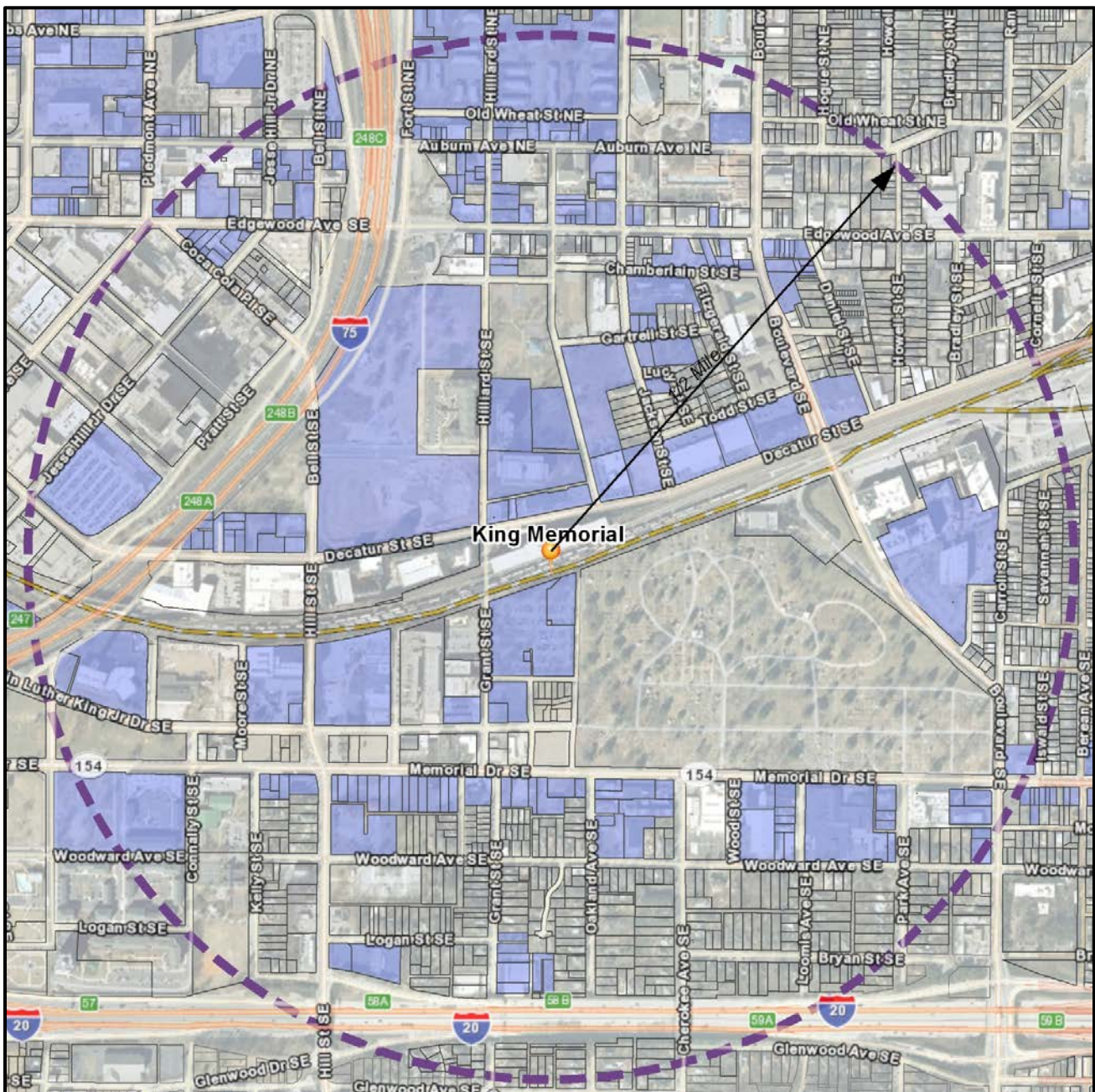


2. Physical Barriers





3. Opportunity Sites and Zoning





Key Findings

- The “Urban” type stations with a CID are mostly thriving.
- Employment density and concentration is a key asset.
- The LCI program, BeltLine Master Planning, and SPI zoning districts are signature accomplishments.
- Our regional partners are refocusing on TOD as part of “Plan B.”
- MARTA joint development is one of the greatest opportunities.
- Stations should be gateways to the neighborhoods
- TOD can be a tool for community benefits.



Key Findings

- Many stations are underutilized: 15 stations have fewer than 4,000 boardings per day.
- The stations without a CID are faring poorly.
- 29% of station area land is available for redevelopment:
The 2,600 acres could accommodate 170,000 new residents and millions of sq. ft. of retail and office space.
- Last mile connectivity is a barrier: 11 station areas have street networks without sidewalks, or mostly dilapidated sidewalks.
- 13 station areas do not have any bicycle infrastructure.
- Three corridors matter the most:
Martin Luther King, Jr. Dr., Lee St., and DeKalb Ave.
- Zoning is a barrier: 9 station areas do not have TOD friendly zoning (use, density, parking)



Citywide Implementation Strategies

1. Education and Outreach
2. Planning
3. Zoning
4. Development Review
5. Focus on Funding
6. Strengthen Partnerships





Citywide Implementation Strategies

1. Education and Outreach

- Prepare an education and training module for neighborhood and community leaders.
- Partner with the TOD Collaborative's education programs.





Citywide Implementation Strategies

2. Planning

- Prepare detailed development and urban design plans for catalytic sites.
- Prioritize LCI planning for an East Lake Station Area Plan.





Citywide Implementation Strategies

3. Zoning

- Proactively rezone station areas for TOD (first two will begin spring 2013).
- Update existing zoning to be more transit-supportive.
- Update the Atlanta BeltLine Overlay District.
- Policy for Up-zoning away from stations





Citywide Implementation Strategies

4. Development Review

- Investigate methods to expedite permitting.
- Incentivize TOD through staggered standards for impact studies and fees.
- Participate in Area Plan Review





Citywide Implementation Strategies

5. Focus on Funding

- *Existing Programs*
 - Prioritize TOD redevelopment through existing programs.
 - Include design oversight when participating financially.
 - Prioritize pedestrian and bicycling infrastructure around stations.
 - Create a Tunnels and Bridges public art program.
 - Consider a Focus Station Program modeled after the *Best Block* program.





Citywide Implementation Strategies

6. Focus on Funding (continued)

- Explore a TOD Land Acquisition Fund.
- Develop dedicated matching fund for LCI and other grants.





Citywide Implementation Strategies

7. Strengthen Partnerships

- Form an Atlanta based TOD Task Force.
- Support the work of Atlanta's institutional TOD partners including the CIDs, Atlanta BeltLine, Inc, MARTA, the ARC, and the TOD Collaborative.

