



INDIAN CREEK VILLAGE

TRANSIT-ORIENTED
DEVELOPMENT
MASTER PLAN
AUGUST 5, 2024





ACKNOWLEDGEMENTS

THE RESIDENTS AND COMMUNITIES OF DEKALB COUNTY, GEORGIA

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DEKALB COUNTY DEPARTMENT OF PLANNING AND SUSTAINABILITY

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

DEPARTMENT OF REAL ESTATE DEVELOPMENT & ASSET MANAGEMENT







SPECIAL THANKS TO:

MARTA BOARD OF DIRECTORS / TREASURER - RODERICK FRIERSON

CONSULTANT TEAM

WSP USA
BAE URBAN ECONOMICS
HUMMINGBIRD FIRM
PEREZ PLANNING + DESIGN

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INTRODUCTION

INTRODUCTION

ABOUT THIS PLAN

The Indian Creek Station Transit-Oriented Development (TOD) Master Plan is intended to create a framework to guide the redevelopment of MARTA's Indian Creek Station into a transit-oriented community that connects people to opportunity, drives sustainable community development, and promotes regional prosperity.

The TOD Master Plan will equip MARTA with a community-driven and actionable plan that lays the foundation for securing TOD-supportive entitlements, leverages and complements station rehabilitation and enhancements, promotes increased ridership by expanding reasons to engage the station area and the system, and optimizes MARTA's real estate assets through redevelopment and value capture, generating revenue for MARTA.

The plan's primary goal is to support a rezoning of MARTA's property to a zoning designation that supports TOD and matches DeKalb County's Future Land Use Plan in the 2050 Unified DeKalb Plan. This process will also revisit MARTA's 2010 Transit-Oriented Development Guidelines classification of Indian Creek Station to better support TOD and the community's vision for the station area.

ABOUT MARTA

MARTA (Metropolitan Atlanta Rapid Transit Authority) is the nation's ninth largest transit system, providing transit service for three core counties in metro Atlanta, including DeKalb County. MARTA operates the region's heavy rail rapid transit system consisting of 48 miles of rail with 38 stations across four lines. Construction on the rail system began in 1975 with service beginning in 1979 and has expanded since then.

Over the years, MARTA has taken on a larger role in driving economic development in the communities it serves. The agency began focusing on TOD in the late 1990's with Lindbergh Center Station and has expanded significantly since.

THE TOD MASTER PLAN:

- 1 **Is community-driven, actionable, and implementable.**
- 2 **Lays the foundation for securing TOD-supportive entitlements.**
- 3 **Directs public and private investment.**
- 4 **Sets the standard for evaluating development projects.**
- 5 **Guides public policy to realize the station area vision.**



Indian Creek MARTA Station

WHAT IS TOD?

Transit-Oriented Development, or TOD, is a way of building neighborhoods that centers public transit in the community to connect people to jobs, food, healthcare, education, housing, greenspace, sport, and more. These communities are designed to be vibrant, pedestrian-oriented, compact, and mixed-use. The concept leverages public investment in transit to drive private investment in order to enrich neighborhoods and promote regional growth.

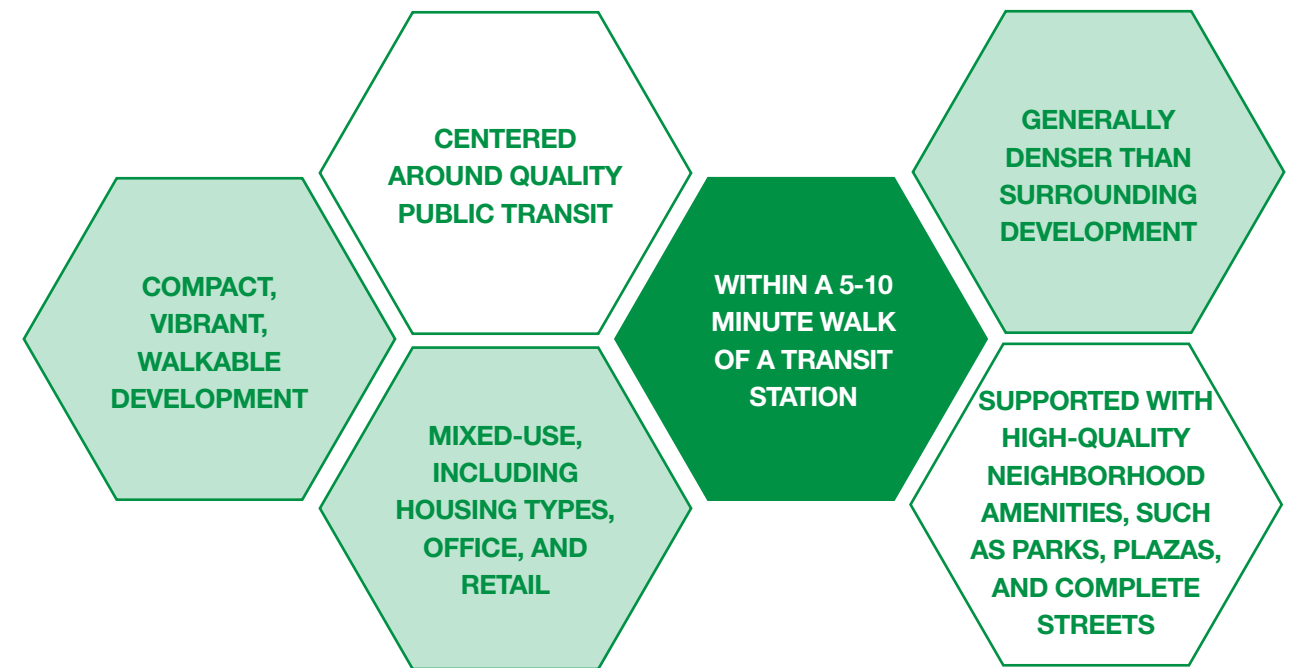
TOD often includes a mix of residential, office, and retail supported by neighborhood amenities, such as parks, to become dynamic places where people live, work, and play. TOD creates connected, focused, and mixed-use communities with higher densities of employment and residential options, generally denser than the surrounding area. The typical arrangement of TOD density is focused at the transit station, the center of a one-quarter to one-half mile radius area, corresponding to approximately five and 10 minute walking distances, and decreases further from the station.

The characteristics of TOD include an emphasis on the public realm, public space, planning at the pedestrian scale, providing freedom of mobility choice, ensuring development is sensitive to community context, and reducing and/or incorporating shared parking requirements.

TRANSIT ORIENTED DEVELOPMENT CAN IMPROVE EQUITABLE OUTCOMES BY:

- 1 **Prioritizing transit service for the people who need it the most**
- 2 **Supporting construction jobs for local residents**
- 3 **Enhancing sustainability by saving energy and improving air quality**
- 4 **Planning for housing affordability and local businesses**

TRANSIT - ORIENTED DEVELOPMENT IS:





COMMUNITY ENGAGEMENT



INDIAN CREEK
VILLAGE

1.1 ENGAGEMENT PROCESS



Presentation at the Station Area Design Charrette

1.1.1 ENGAGEMENT PROCESS

APPROACH

The Indian Creek TOD Master Plan was created through a robust public process between October 2022 and June 2024 and involved multiple ways for the community and stakeholders to help shape the station area vision. The process began with the creation of a project website that was the key source of project-related information throughout the planning process and was continuously updated. Three public events formed the cornerstone of the engagement process with over 500 people in attendance to help generate ideas, select a TOD framework, and refine the concept. A series of surveys supplemented the information gathered during the community events. Meetings with technical stakeholders and elected officials, including from MARTA and DeKalb County, helped to ensure the plan met their needs and requirements, while presentations to boards and committees kept local officials up to date and involved.






ENGAGEMENT GOALS

- 1 To gather feedback from members of the community to inform strategic initiatives and plan recommendations, with a special focus on reaching traditionally underrepresented groups.
- 2 To build and maintain deep relationships with the community for ongoing communication throughout the planning process.
- 3 To implement a risk communication program that will monitor public sentiment by assessing how the community feels about the inclusivity of the planning process.

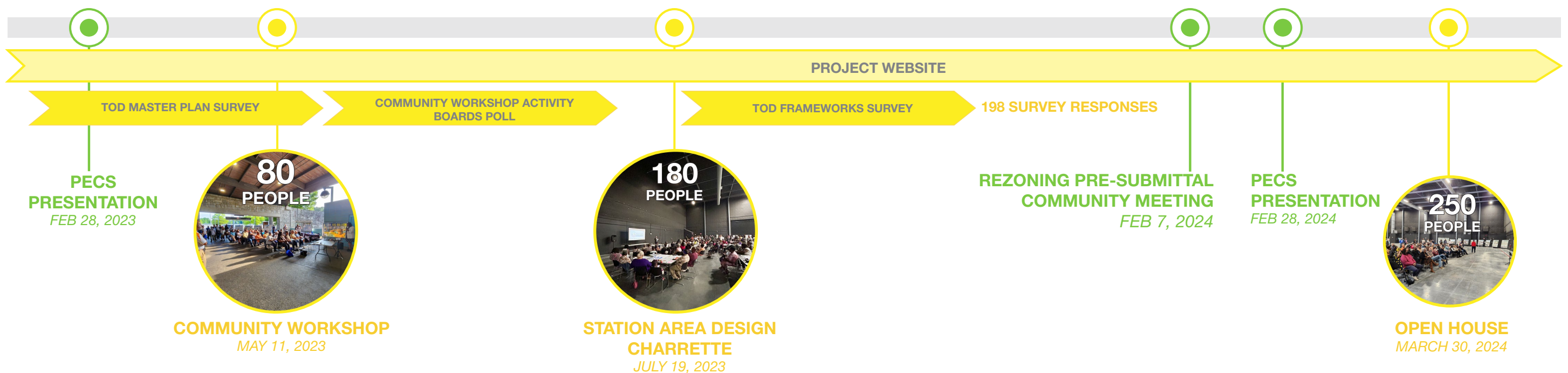
ENGAGEMENT SUMMARY

Target metrics were established at the beginning of the project and tracked throughout the planning and engagement process to measure the success of the public involvement efforts. The engagement process for the Indian Creek TOD Master Plan exceeded the initial targets with robust and meaningful engagement with many community members and stakeholders throughout the development of the Master Plan. The community vision for and development of the Master Plan would not have been possible without the valuable participation and input received.

A summary of the results of the engagement effort are shown here with additional details on the following pages.

-  **COMMUNITY PARTICIPANTS:**
510
-  **COMMENTS RECEIVED:**
870
-  **STAKEHOLDER MEETINGS:**
9
-  **SURVEY & POLL RESPONSES:**
198
-  **WEBSITE VIEWS:**
4211 (2,780 Unique visitors)

A COMMUNITY-DRIVEN VISION FOR TOD



OVERVIEW OF THE PUBLIC INVOLVEMENT PLAN (PIP) AND THE ENGAGEMENT NEST™

A Public Involvement Plan was developed at the beginning of the planning process utilizing Hummingbird’s Engagement Nest™ process to develop customized public involvement strategies and approaches and deliver on the goals and objectives for the Indian Creek MARTA Transit-Oriented Development (TOD) Master Plan. This process included six (6) steps:

1. Situational Analysis including foundational community background research and demographics analysis.
2. Relationship Building is about establishing trust and relationships with stakeholders and community members through interviews, listening sessions, and other activities.
3. Process Framework including goals, effective strategies, and approaches to reach stakeholders and the public, and mechanisms to receive their input throughout the project.
4. Communication Mechanisms are tools and tactics that we use for in-person and digital outreach and engagement such as public meetings, pop-up events, email blasts, social media, website, fact sheet, FAQ, flyers, testimonials/videos, etc.
5. Headline Mitigation is about keeping a pulse on communications about and related to the project in the community and media.
6. Periodic Review to measure the success of the public and stakeholder involvement efforts concerning the project goals based on establishing performance metrics at the outset and updating them throughout.



Commissioner Mereda Davis Johnson speaking to participants at the Design Charrette.

1.1.2 COMMUNICATION MECHANISMS

The Indian Creek TOD Master Plan was created through a robust public process between October 2022 and June 2024 and involved multiple ways for the community and stakeholders to help shape the station area vision. The process began with the creation of a project website that was the key source of project-related information throughout the planning process and was continuously updated. Three public events formed the cornerstone of the engagement process with over 500 people in attendance to help generate ideas, select a TOD framework, and refine the concept. A series of surveys supplemented the information gathered during the community events. Meetings with technical stakeholders and elected officials, including from MARTA and DeKalb County, helped to ensure the plan met their needs and requirements, while presentations to boards and committees kept local officials up to date and involved.

EMAIL BLASTS

Email and online notification have been the primary tools for communication with the community. A stakeholder contact list initially developed based on researching the surrounding area and with input from MARTA and DeKalb County and was updated throughout the project as the project team engaged with community members and stakeholders at meetings and events. Email communications were sent before and after meetings and events to inform community members and stakeholders about opportunities to engage and review project materials if they could not attend a meeting. Emails were also sent to advertise surveys and share project updates during key phases and milestones. In addition to the contact list, email communications were also distributed by DeKalb County Department of Planning & Sustainability and DeKalb County Commissioners for Districts 5 and 7 to their respective mailing lists.

PROJECT FACT SHEET

A one-page project fact sheet was developed at the beginning of the project to serve as an informational resource handout for a high-level overview of the master plan and TOD as well as how to stay engaged in the process via the project website. The fact sheet was printed in English and Spanish and made available on the website.

EVENT FLYERS

Flyers for the milestone community engagement events were created to help advertise each event, including the Community Workshop, Station-Area Design Charrette, and Open House. The event flyers included a description of the event, key details on time and date, location, logistics, and the website. Flyers were printed in English and Spanish, made available on the website, and distributed via email.

YARD SIGNS

Yard signs were placed in strategic locations and busy intersections around the Indian Creek Station area to advertise the Station-Area Design Charrette and other community meetings. Yard signs included key meeting logistics and location details and a QR code to the website and were printed in English and Spanish.

STATION A-FRAMES

A-frame or “sandwich board” signs were placed at Indian Creek Station to advertise community meetings and to help attendees locate the MARTA shuttles that went to/from Electric Owl Studios for the Station-Area Design Charrette and Open House. They included key meeting logistics and location details and a QR code to the website. A-frames were printed in English and Spanish.

STATION AREA CANVASSING

Meeting flyers were used to canvass Indian Creek Station and key community locations such as libraries, schools, businesses, and apartments surrounding the station. Canvassing expanded the engagement process to reach people where they are in the community and inform them of the community meetings including the Community Workshop, Station Area Design Charrette, and Open House.

SOCIAL MEDIA

A series of social media posts and graphics were posted by MARTA, DeKalb County Department of Planning and Sustainability, and DeKalb County Commissioners in the weeks leading up to community meetings and events and to share surveys. Social media posts were shared via Facebook, Instagram, Twitter/X, Nextdoor, and LinkedIn to reach a broad audience of social media users, community members, and stakeholders.

PRESS RELEASES

Press releases were distributed by MARTA to local media outlets to announce and advertise community meetings including the Community Workshop, Station Area Design Charrette, and Open House.

STATION AREA DESIGN CHARRETTE

WHERE DO WE WANT TO GO?

Join your neighbors at the Design Charrette at Electric Owl Studios to help design the plan for Transit-Oriented Development (TOD) at Indian Creek Station. TOD is the creation of walkable, mixed-use communities centered around quality public transit. This is an opportunity to work together with the planning team to share ideas and collaborate on the design of the TOD master plan. The event will include a presentation from the planning team followed by an interactive design session.

Doors open at 5:30 pm. Food & beverages, parking onsite, and MARTA shuttle bus from Indian Creek Station provided.

TIME:
Wednesday, July 19
6:00 pm - 8:00 pm

LOCATION:
Electric Owl Studios
3963 Redan Rd, Atlanta, GA 30083

To request this information in another language or an accessible format, please call 404-848-4037

PROJECT VIDEOS

Two project videos were created during the planning process. A testimonials video compiled comments from elected officials, County and MARTA staff, and community members gathered at Community Workshop 1. A second video was developed to celebrate the community's vision for TOD at Indian Creek Station, summarizing the planning process and providing an overview of the vision for TOD. This 5-minute video was released at the Open House. Both videos were made available on the project website.

PROJECT WEBSITE

A project website (www.indiancreektodplan.com) was created at the project's onset as an online platform and resource for the public to stay informed about the master planning process and stay engaged on project updates and developments. It included project overview information, project team information, contact information and event announcements. Event materials were also posted to the website after each event along with an event summary. Project surveys were made available on the website along with an interactive map for sharing comments about the area and opportunities

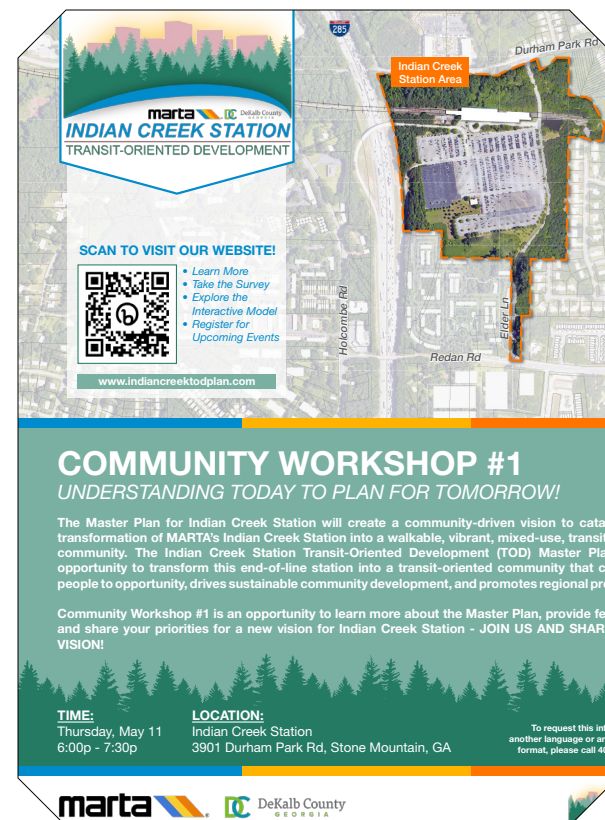
for improvement. In addition, key project information, deliverables, and videos were shared on the website. The website is available for translation in a variety of languages.

INTERACTIVE MODEL

An interactive 3D model was created for the existing site to allow community members to more fully explore the site and envision the possibilities for TOD.

PROJECT FAQs

A list of frequently asked questions (FAQs) was compiled early in the project to provide a resource for answers to overarching questions about the master plan.



Examples of graphics used for outreach and engagement.

Project Website, Interactive Model & Project Video

1.1.3 MEETINGS & PRESENTATIONS

STAKEHOLDER TECHNICAL MEETINGS

Stakeholder technical meetings were held with representatives from various MARTA departments, DeKalb County, and proximate developments. These technical meetings provided valuable insight into the specific operational and design requirements for the station, the regulatory and ownership framework required for plan implementation, and possibilities for collaboration with other developments. These meetings occurred throughout the process to solicit input at various stages of planning and design.

STAKEHOLDER TECHNICAL MEETINGS WERE HELD WITH:

- 1 MARTA BUS OPERATIONS
- 2 MARTA POLICE DEPARTMENT
- 3 MARTA PARKING
- 4 DEKALB COUNTY PLANNING DEPARTMENT
- 5 ELECTRIC OWL STUDIOS
- 6 KAPLAN DEVELOPERS

COUNCIL AND BOARD PRESENTATIONS

Two presentations were given to the DeKalb Finance, Planning, Economic, Development & Community Services (PECS) Committee to update the committee on the master plan process and gather feedback from committee members prior to finalizing the plan and applying for the rezoning. The first presentation was on February 28, 2023 with the second on February 27, 2024.

REZONING

MARTA submitted their rezoning application for Indian Creek Station in December 2023. This process involved notifications to surrounding property owners and presentations to the District 5 Community Council, DeKalb County Planning Commission, and the Board of Commissioners. More information on the rezoning process can be found in Chapter 5.

TOD MASTER PLAN SURVEY RESULTS

A public survey was developed near the beginning of the project to receive initial input from community members and stakeholders. This survey helped the project team gain an understanding of how people utilize Indian Creek Station today, their background and demographics, relationship to Indian Creek Station, primary transportation modes, favorite things about the station area, priority improvements for the station, and how they envision Equitable TOD taking shape at the station. This survey provided important foundational background data and information on community characteristics, needs, and priorities to inform the development of the TOD Frameworks. A summary of the key themes and findings from the 113 responses is shown here:

? FAVORITE THINGS ABOUT THE AREA:

Proximity to residential areas & shopping

Accessibility to transportation and parking

Electric Owl Studios

Greenspace and Trees

? IMPORTANT THINGS TO IMPROVE OR CHANGE ABOUT THE AREA:

Shopping, Retail & Restaurants

Security & Lighting

More Greenspace & Walking trails

Safety

? WHAT WOULD YOU LIKE TO SEE MOST AT THE STATION?

Public square or plaza

Parks, Open spaces & Trails

Local Shops, Cafe's & Restaurants

? HOW CAN TOD ADDRESS WHAT MAYBE BE MISSING?

Walkability, sidewalks, and biking

Safety and security

Housing

Business, Shopping & Retail

? HOW TO ENSURE TOD IS INCLUSIVE AND BENEFITS THE ENTIRE COMMUNITY?

Community involvement & input

Better infrastructure & safety

Affordable housing & housing options

TOD Master Plan Survey Results

1.2 COMMUNITY ENGAGEMENT EVENTS





1.2.1 COMMUNITY WORKSHOP


UNDERSTANDING TODAY TO PLAN FOR TOMORROW


The Community Workshop marked the first milestone public engagement event for the Indian Creek TOD Master Plan. It was hosted at the Indian Creek Station on May 11, 2023, from 6:00 pm - 7:30 pm. Approximately 80 people attended the event, including those who were happening to pass through the station. DeKalb County Commissioners Mereda Davis Johnson and Lorraine Cochran-Johnson opened the meeting with remarks, and MARTA Director of Transit-Oriented Development, Debbie Frank, introduced the project and consultant team to attendees. The team gave a presentation that introduced the project, transit-oriented development, and initial findings of the existing conditions analysis. Polling was conducted during the presentation to gather input from those in attendance.


Following the presentation, participants were invited to review and provide input and ideas at a series of boards including: background information on the project, an overview of the Indian Creek station rehabilitation effort, summary of the existing conditions analysis, key community assets, ideas for the station area future, a visual preference survey, and goal setting for equitable transit-oriented development.

 **DATE:**
MAY 11, 2023

 **TIME:**
6:00 PM - 7:30 PM

 **VENUE:**
INDIAN CREEK STATION

 **ATTENDEES:**
~ 80 PEOPLE











 **COMMENTS RECEIVED:**
368

The workshop materials and engagement activities were made available online after the event. The engagement summary for Community Workshop 1 combines the results from the event and online engagement.



Participants at the community workshop at Indian Creek Station.

WORKSHOP RESULTS

-  **Best description of your connection to the Indian Creek Marta Station:**
 *By riding the bus or train, Living nearby.*
-  **Important things you would improve around Indian Creek Marta Station:**
 *Affordable Housing, Accessibility & Connectivity, Commercial Centers.*
-  **Frequency of visiting the Indian Creek Marta Station:**
 *2-3 times a week , Once a week.*
-  **Favorite things about the area around the Indian Creek Marta Station:**
 *Neighborhoods, Shopping/Dining, Recreation facilities,Community Centers.*
-  **What does Equitable TOD at the Indian Creek Marta Station mean to you?**
 *Affordability, variety in mobility options, safe & sustainable amenities.*

WHAT THE COMMUNITY WOULD LIKE TO SEE AT INDIAN CREEK STATION:

- | | | | |
|---|--|--|---|
| <i>Well lit, Safe Entrances & Exits</i> | <i>Reconfigured drop-off area</i> | <i>Language & Age inclusive</i> | <i>Better lighting</i> |
| <i>Retail & Restaurants</i> | <i>Pedestrian access on wide sidewalks</i> | <i>Connect to existing community residents</i> | <i>Eating places & Coffee shops</i> |
| <i>Playground & Community Center</i> | <i>Partner with Movie Studio</i> | <i>Shared public plaza</i> | <i>Make it a destination</i> |

Community Workshop: Engagement Results

WHAT DOES ETOD MEAN TO THE COMMUNITY?

GOAL	RANK
Enhance connectivity across transit services, building connections to local trails and enabling a safe, walkable street grid.	1
Support local retail, small businesses, and enhanced food choice.	1
Be an affordable, high-density, and mixed-use regional center where people can live, work, and play.	3
Provide unique programming that reflects and elevates local community character such as public art.	4

Affordable & sustainable

Evolving facility

More secure area

Increased property value



VISUAL PREFERENCE SURVEY RESULTS

MOST APPROPRIATE FOR TOD AT INDIAN CREEK STATION:





Commissioner Davis Johnson speaking to the community about the project.



MARTA Board of Directors member Roderick Frierson speaks to the community.



Commissioner Lorraine Cochran-Johnson speaking to the community about the project



Debbie Frank, MARTA Director of TOD, speaking at the community workshop about TOD at Indian Creek Station.



Commissioner Lorraine Cochran-Johnson speaking to attendees at the community workshop.



Community members participating at the boards at the community workshop.

1.2.2 STATION AREA DESIGN CHARRETTE






WHERE DO WE WANT TO GO?

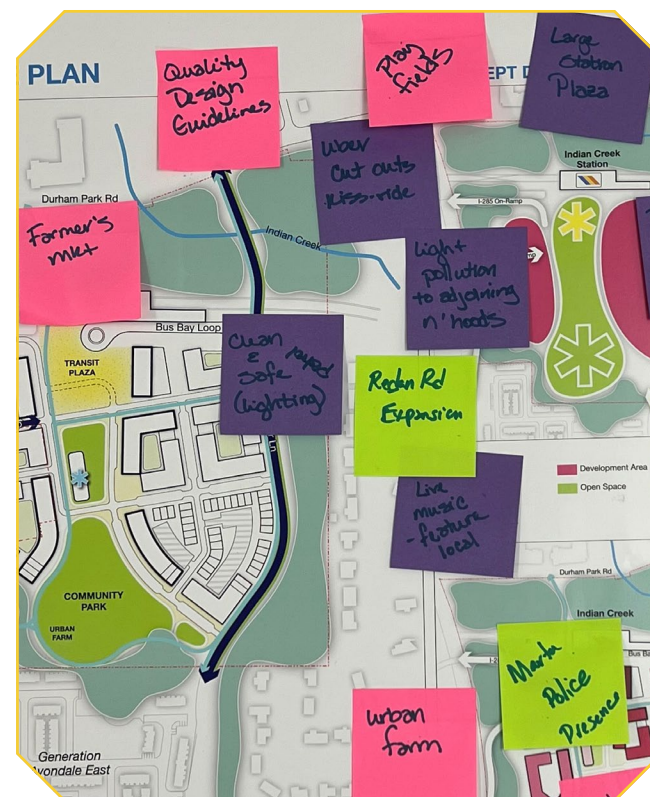
The Station-Area Design Charrette was the second major public engagement event of the master planning process. It was hosted at Electric Owl Studios located on Redan Road across from the Indian Creek Station on July 19, 2023, from 5:30 pm - 8:00 pm. A MARTA Shuttle was provided between Indian Creek Station and Electric Owl Studios. Approximately 180 people were in attendance. DeKalb County Commissioners, Mereda Davis Johnson and Lorraine Cochran-Johnson, MARTA Board member Roderick Frierson, and Electric Owl Studios Founder Dan Rosenfelt opened the meeting with remarks. MARTA Director of Transit-Oriented Development Debbie Frank outlined the meeting purpose and introduced the consultant team to attendees.

A presentation was given that introduced the project, provided an overview of transit-oriented development, summarized the community input heard so far, and presented the TOD framework goals and draft options that the participants would be providing feedback on. Following the presentation, participants provided input on the potential TOD Frameworks through board and tabletop exercises.

TOD FRAMEWORKS SURVEY

The Station-Area Design Charrette materials and engagement activities were made available online after the event. This included a TOD Frameworks survey that was shared with community members and stakeholders to receive additional input on preferences for the three (3) Frameworks, which received 66 responses in addition to the input gathered from attendees at the Charrette. The following engagement summary combines the responses from the online survey and the in-person Charrette.

-  **DATE:**
JULY 19, 2023
-  **TIME:**
5:30 PM -8:00 PM
-  **VENUE:**
ELECTRIC OWL STUDIOS
-  **ATTENDEES:**
~180 PEOPLE
-  **COMMENTS RECEIVED:**
502



Comments from participants

KEY TAKEAWAYS & THEMES

CONNECTIVITY & CIRCULATION

- Increase connectivity to adjacent neighborhoods, developments, and parks (including Avondale Dunaire soccer field) with mixed-use paths and trails.
- Install dedicated lanes for bicycle and pedestrian movement.
- Offer overnight and long-term MARTA parking.
- Ensure designated free parking for MARTA customers that is separated from resident parking.
- Maintain adequate parking to serve downtown events (i.e., football games).
- Improve connection across I-285.
- Prioritize pedestrian access and walkability.

OPEN SPACE & PUBLIC REALM

- Provide parks for families including areas for kids with water features, splash pad / skating rink, picnic areas, amphitheater event space, lawns, butterfly garden, community garden, and community pool.
- Include a community / recreation center with basketball, aquatics, meeting rooms, computer center, theater / stage, etc.
- Program public spaces with a Farmer's Market, food trucks, live music, movie nights, and other events.
- Support the urban farm.
- Provide more lighting for improved security while being cautious of excess light pollution.

BLOCKS, BUILT FORM & CHARACTER

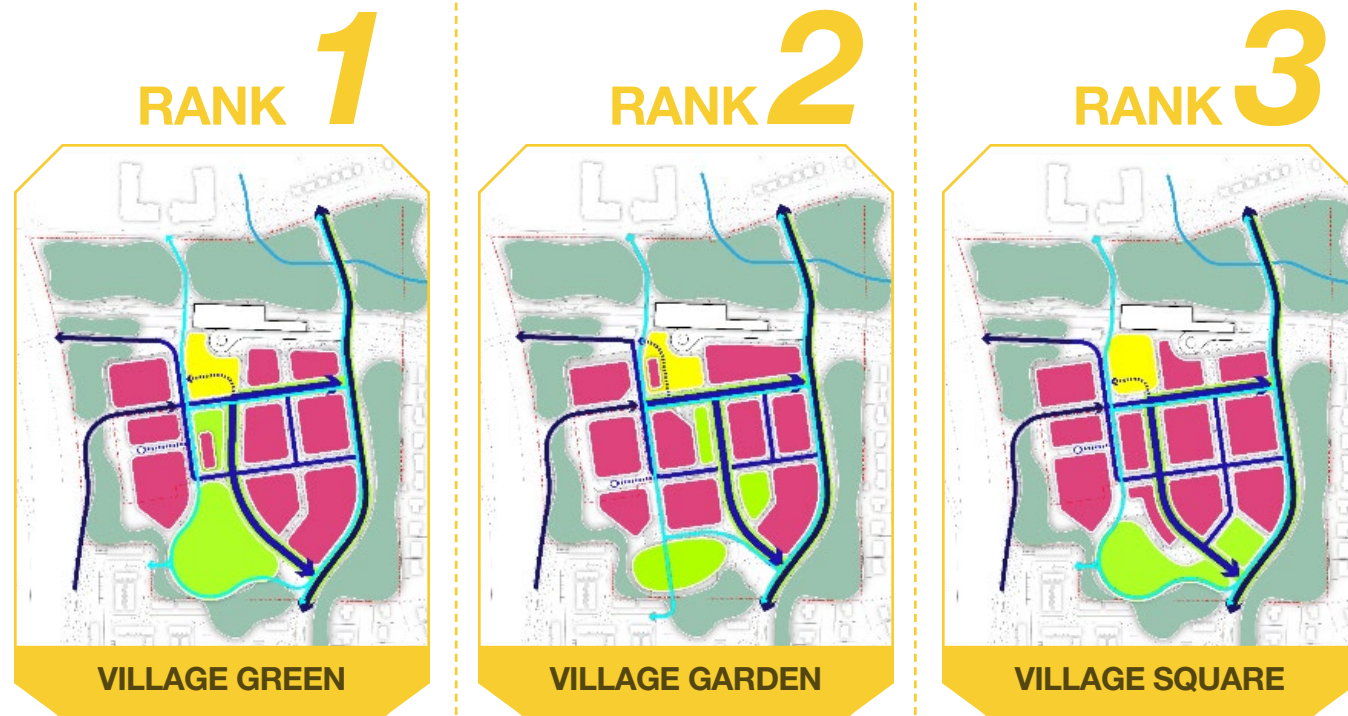
- Provide quality restaurants, coffee shops, and a grocery store.
- Integrate the MARTA Police Precinct into new development.
- Encourage long-term residents and a sense of community.
- Include affordable and workforce housing, including senior housing.
- Incorporate a hotel.
- Need for healthcare / urgent care facility

WHAT THE COMMUNITY WOULD LIKE TO SEE AT INDIAN CREEK STATION:

Multi-use Path & Complete streets	Density & Quality Development	Farmers market	Community greenspace
Affordable & Senior Housing	Recreation center & venue for events	ADA accessibility & mobility	Café, grocery store & retail
Connectivity to Neighborhood & Transit	Walkability & pedestrian access	Security & lighting	Parking for residents & events

Station Area Design Charrette: Engagement Results

TOD FRAMEWORKS: COMMUNITY PREFERENCE



TOD FRAMEWORKS: KEY TAKEAWAYS

COMMON THEMES FROM COMMUNITY COMMENTS AT THE DESIGN CHARRETTE



WHAT DOES ETOD MEAN TO THE COMMUNITY?

GOAL	RANK
Be an affordable, high-density, and mixed-use regional center where people can live, work, and play.	1
Support local retail, small businesses, and enhanced food choice.	2
Enhance connectivity across transit services, building connections to local trails and enabling a safe, walkable street grid.	2
Provide unique programming that reflects and elevates local community character such as public art.	4

Affordable & sustainable	Evolving facility	More secure area	Increased property value
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Josh Turner (WSP), consultant team project manager, presenting at the Design Charrette.



MARTA Board of Directors member Roderick Frierson speaking to the community.



Carlos Perez presenting at the Design Charrette.



Community Members discussing at the boards.



A member of the community presenting back to the larger group on their table's discussion on the TOD Frameworks.




Community members sketching on maps and discussing the TOD Frameworks at the Design Charrette.


1.2.3 OPEN HOUSE

The Open House was the final milestone public engagement event of the master planning process, attended by over 250 people. It was an opportunity to reveal and celebrate the community's vision for TOD at Indian Creek Station. This celebration included opening remarks, a project video of the planning process and TOD vision, a brief presentation introducing the TOD vision, and an opportunity for the public to review and comment on the Master Plan at their own pace. The Open House was hosted on March 30, 2024, from 10:00 am - 12:00 pm at Electric Owl Studios. A MARTA shuttle was provided to transport attendees between Indian Creek Station and the Studios. Opening remarks were provided by MARTA General Manager and CEO Collie Greenwood, DeKalb County Commissioner Mereda Davis Johnson, and MARTA Director of Transit-Oriented Development Debbie Frank.

 **DATE:**
MARCH 30TH, 2024

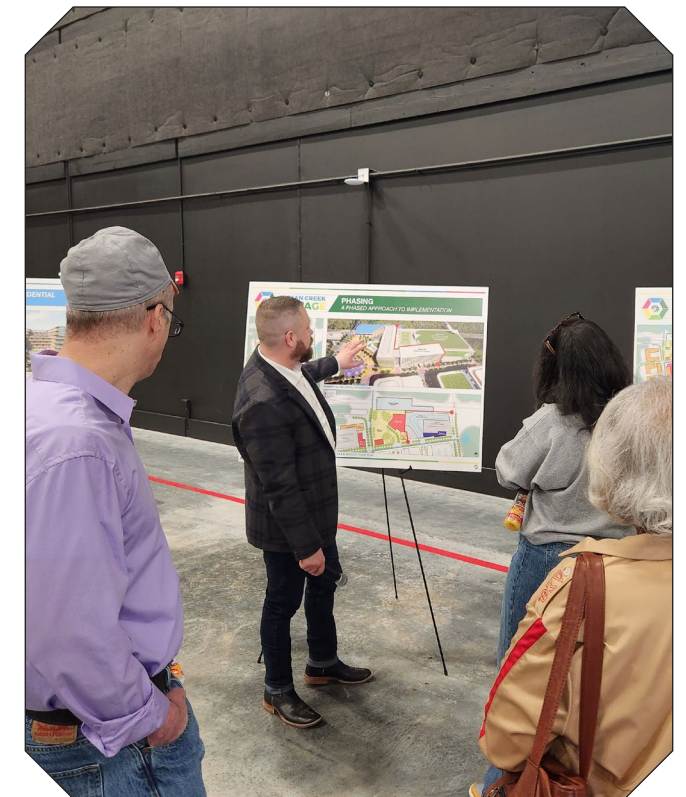
 **TIME:**
10:00 AM - 12:00 PM

 **VENUE:**
ELECTRIC OWL STUDIOS

 **ATTENDEES:**
~ 250 PEOPLE



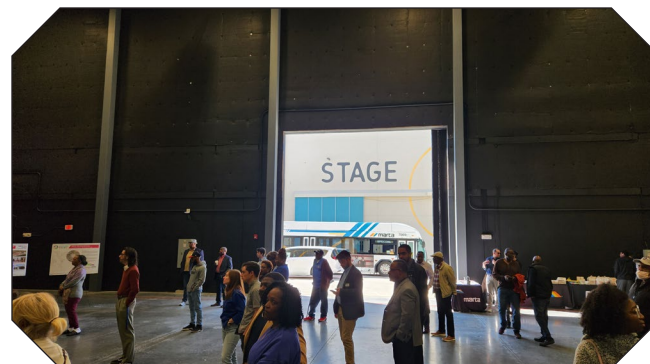
Debbie Frank, MARTA Director of TOD, welcoming the community to the Open House.



Josh Turner (WSP) having conversations with participants at the boards.



Community members observing the boards.



Shuttle bus service connected Indian Creek Station to Electric Owl Studios for the event.



Collie Greenwood, MARTA General Manager & CEO, speaking on the importance of this project.



Getting ready for the presentation and video at the Open House at Electric Owl Studios.



ASSESSMENT OF CONDITIONS



**INDIAN CREEK
VILLAGE**

2.1 INDIAN CREEK STATION

10:14 AM
14 min
marta
Indian Creek
cancellations.
<https://itsmarta.com/service-updates.aspx>

Indian Creek Transit Station
Entrance
No Smoking
No Vaping
All Trains
No Smoking 24,111,116,119 Buses

Maps and Information

NO SMOKING IN THIS AREA

2.1.1 INDIAN CREEK STATION

Indian Creek Station is the eastern terminus of MARTA's Blue Line connecting customers of east DeKalb County to the greater Atlanta region. Located sixteen miles from downtown Atlanta in unincorporated DeKalb County, just outside of the I-285 perimeter, the station was built as a park-and-ride with large surface parking lots. However, the idea for TOD at Indian Creek Station is not. Even before the station was built, ambitious plans imagined the area around Indian Creek Station as a vibrant community hub with offices and residences.

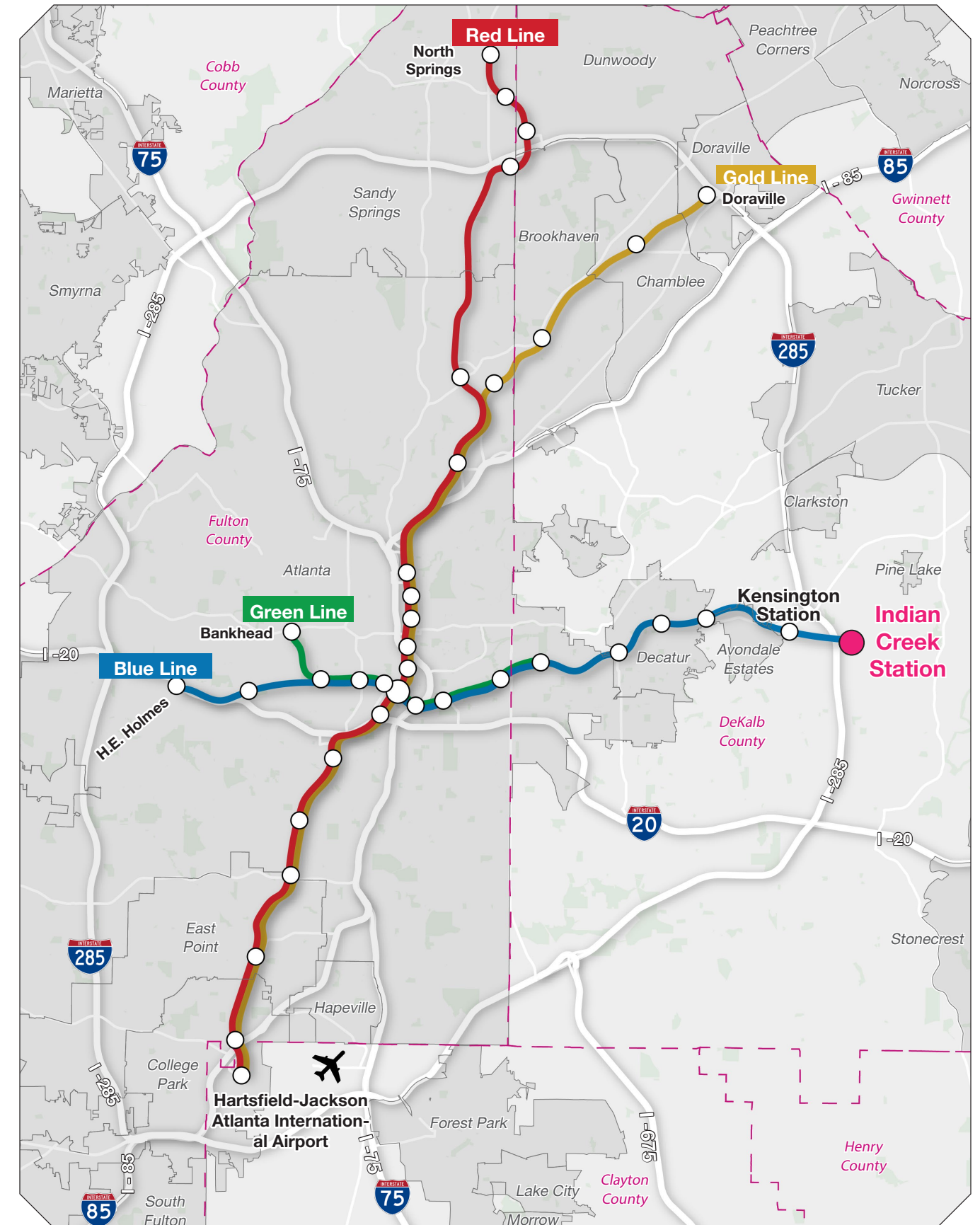
The 1976 Kensington-Indian Creek Rapid Transit Station Area Development Plan envisioned mixed-use development extending south from the transit station along the highway. A public park would parallel the mixed-use development, part of the environmentally significant area, preserving a substantial hardwood forest. Development would then transition in height and density towards the existing residential neighborhood. While the mixed-use development did not materialize,

the station was built and opened in June 1993. Thanks to this extensive investment, MARTA is now positioned with an opportunity to reimagine the role the station plays within the system, the region, and the community.

Much has changed in the Atlanta region since the original 1976 plan and from when the station opened in 1993. The region's population has grown from 1.7 million in 1970, to 3 million in 1990, and is today home to over 6 million people. With an increasing need for affordable housing, reduced emissions, and increased transit funding, the concept of building walkable, mixed-use communities centered around transit originally envisioned in 1976 is more important than ever as MARTA and the region look towards a more equitable and sustainable future.



1976 Kensington-Indian Creek Rapid Transit Station Area Development Plan





2.2 BUILDING ON PAST PLANS

2.2.1 BUILDING ON PAST PLANS

The Indian Creek TOD Master Plan builds upon a foundation of past planning efforts. A review of these previous plans and studies is a critical first step in developing an understanding of the station area. MARTA and their partners have completed a number of studies and visioning processes for the Indian Creek Station area which are supported by county and regional plans that provide the general policy framework and goals for the station area and its surroundings. The following section summarizes the most relevant of these past efforts, highlighting their key goals and how they contribute to this plan.

STATION AREA PLANS

MARTA I-20 EAST TOD COMMUNITY PLAN (2019)

PLAN OVERVIEW

This TOD Community Plan sets forth a vision for I-20 East as a High-Capacity Transit Corridor to spur equitable economic development and create more livable communities around quality transit. The plan explores the possibility for TOD at new stations along a potential High-Capacity Transit corridor from MARTA's Blue Line at Indian Creek Station to Stonecrest Mall.

KEY PLAN GOALS AND OBJECTIVES

The strategy for the TOD plan includes specific policies and incentives to be put in place around the existing Indian Creek MARTA station and other proposed MARTA stations to attract context-sensitive, private development. The overarching goal for plan is to increase ridership along the proposed transit corridor by means of transforming communities into equitable, livable, walkable, and transit-friendly places.

RELEVANCE TO THE INDIAN CREEK TOD

The plan recommends reinventing the Indian Creek Park-and-Ride Station as a new community anchored by an inter-modal Town Center Main Street. An illustrative plan illustrates a centrally located civic plaza surrounded by retail, restaurants, and apartments. The station area plan is divided into two distinct areas: a Mixed-Use District and a Residential Neighborhood with building heights ranging from three to ten stories. The nine-block Mixed-Use District envisioned the Indian Creek development as a regional destination by including a diverse and complementary mix of national anchor and local retail options, restaurants and places for entertainment. The plan re-imagines what is currently a large surface parking lot for the existing MARTA station as a seven-block neighborhood of medium and low-density multi-family apartment buildings with ground floor retail and services.

INDIAN CREEK MARTA STATION MASTER ACTIVE LIVING PLAN (2013)

PLAN OVERVIEW

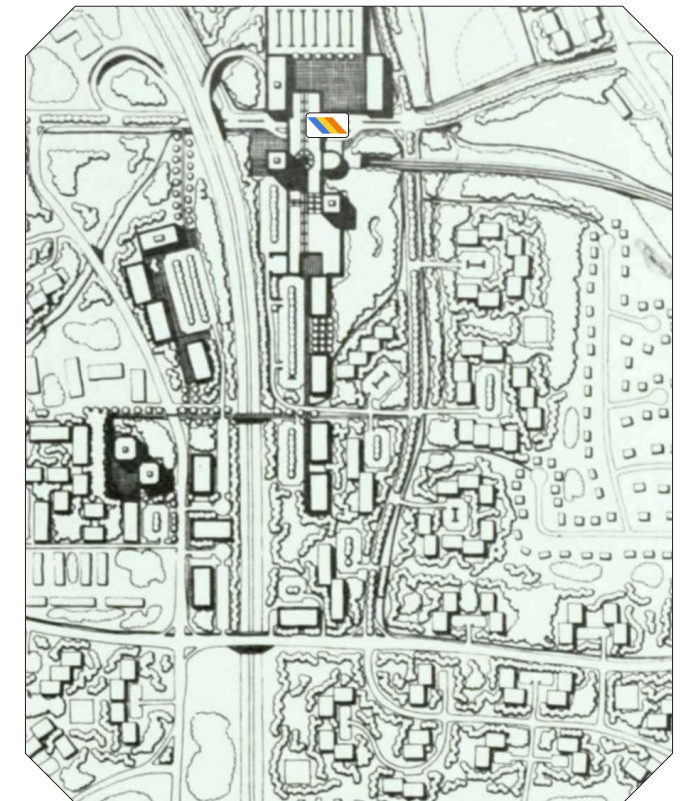
DeKalb County established the Master Active Living Plan (MALP) in 2013 as a response to mitigating local chronic diseases. The goal of the MALP is to integrate physical activity and other healthy behaviors into the daily routines of DeKalb County residents. The Indian Creek MALP evaluates the area's historic land use, urban design, transportation, and demographic data with the goal of implementing future design principles that establish better quality-of-life improvements for county residents.

KEY PLAN GOALS AND OBJECTIVES

The master active living plan is intended to be a proactive, community-based vision and blueprint for the Indian Creek MARTA study area that will improve public health by achieving the following goals: Improving bike/pedestrian connections and encouraging mixed-use, compact development with interconnected streets, multi-modal accessibility, and public spaces. The plan's goal is that existing and future residents in and around the study area will live actively and healthy in a live-work-play town center, with all the necessary supporting services within a short walk, bike ride, or transit trip from their homes.

RELEVANCE TO THE INDIAN CREEK TOD

The MALP provides recommendations for the Indian Creek MARTA station area that will shape the future character of the area and provide short and long-range actions to achieve the community's vision for a healthy transit-oriented town center. A concept plan provides a long-term vision for the area as a transit-oriented, mixed-use development. The center of the concept plan is a multi-functional town center park with a police precinct, community garden, and a sports field. The park is connected to the MARTA station entrance by a smaller rectangular green and a pedestrian plaza. Included in the recommendations are updated land uses, recommended building heights of three to eight stories, a public open space at the center of the TOD, the inclusion of mixed-income and senior housing, and appropriate transitions from commercial or TOD mixed-use zones to residential neighborhoods. The MALP also includes urban design and transportation recommendations.



Illustrative Plan: Kensington-Indian Creek Rapid Transit Station Area Development Plan (1976)



Illustrative Plan: Indian Creek MARTA Station Master Active Living Plan (2013)



Illustrative Plan: MARTA I-20 East TOD Community Plan (2019)

SUPPORTING PLANS

DEKALB 2050 UNIFIED PLAN (2022)

PLAN OVERVIEW

The DeKalb 2050 Unified Plan recognizes the benefits of better coordinating and aligning the comprehensive transportation plan (CTP) with the comprehensive land use plan (CLUP) and other quality of life priorities to create a more holistic view and coordinated plan for the County's future. Created in partnership between DeKalb County and the Atlanta Regional Commission (ARC), the Unified Plan provides a summary and integration of the two individual, but coordinated documents— one for land use and one for transportation.

KEY PLAN GOALS AND OBJECTIVES

The central goal of the DeKalb 2050 Unified Plan is to combine the transportation and land use visions for the County into a single unified, actionable plan.

RELEVANCE TO THE INDIAN CREEK TOD

The DeKalb 2050 Unified Plan establishes the framework for TOD at the Indian Creek Station. The CLUP includes a Future Land Use Map (FLUM) that designates the Indian Creek station area as a Town Center Activity Center, a character area supportive of walkable, mixed-use development. The CTP recommends improving walking and biking facilities, expanding complete streets, and coordinating on new transit service.

DEKALB COUNTY COMPREHENSIVE PLAN 5-YEAR UPDATE (2021)

PLAN OVERVIEW

The Comprehensive Plan is the guiding principle for future development and is based on the required elements specified by the Georgia Department of Community Affairs. It has been developed to state the vision for the future and establishes the goals, guidelines, and policies needed to achieve sustainable growth over a twenty to thirty year period. This 5-year update is an extension of the DeKalb County 2035 Comprehensive Plan. Where relevant, the findings and recommendations of the existing plan remained, while changes were incorporated and updated.

KEY PLAN GOALS AND OBJECTIVES

The Comprehensive Plan includes recommendations and strategies to improve the overall “quality of life” in DeKalb County. It takes a comprehensive approach to land use, transportation, green space, recreation, housing, economic development, infrastructure improvements, natural resources, environmentally sensitive areas, community facilities and services, and intergovernmental coordination.

RELEVANCE TO THE INDIAN CREEK TOD

This plan incorporates and updates the recommendations of recent planning studies, including MARTA's I-20 East TOD Plan. The plan encourages TOD and incorporates recommendations from the Indian Creek Master Active Living Plan as policy guidelines.

MEMORIAL DRIVE REVITALIZATION CORRIDOR PLAN (2019)

PLAN OVERVIEW

The Memorial Drive Revitalization Corridor Plan represents a comprehensive initial step to investigate strategies to revitalize a roughly 5-mile stretch of the Memorial Drive corridor from I-285 to Ponce de Leon Avenue. The plan is a result of a community-led planning process and is organized into three sections. A key component of the process was to identify public investments and initiatives that can lead to new, private investment within the community.

KEY PLAN GOALS AND OBJECTIVES

The primary goals of the Memorial Drive Revitalization Plan are to provide a vision for the area, work towards a consensus among business owners and the community, and create a revitalization strategy that includes beautification, vibrant businesses, mixed use development, and living wage employment opportunities. The plan calls for rezoning most adjacent property along the corridor from MU-3 to MU-5 (Mixed-Use Medium to High with 4 to 12 story heights) in order to accomplish these goals.

RELEVANCE TO THE INDIAN CREEK TOD

Although located north of the Indian Creek MARTA station, the corridor and station area share similar characteristics and the communities they serve largely overlap. The Revitalization Plan may offer strategies and insights that will also be applicable at the Indian

Creek station TOD, along with background data and analysis. The Revitalization plan also recommends a multi-use path connection to the Indian Creek Station from Memorial Drive along the south side of Indian Creek Drive that can be incorporated into the TOD master plan.

DEKALB COUNTY TRANSIT MASTER PLAN (2019)

PLAN OVERVIEW

The DeKalb Transit Master Plan (DTMP) is a 30-year vision for future transit investments in DeKalb County. The plan's mission is to address the county's mobility challenges, foster economic development, and improve the quality of life for residents. The plan identifies transit service enhancements for today and expansion opportunities for tomorrow to create a 30-year cost-feasible vision for transit investments in DeKalb County. The plan was created through a collaborative partnership between the Atlanta Regional Commission (ARC), MARTA, and the DeKalb County Government, in coordination with local municipalities, GDOT and the Atlanta-region Transit Link Authority.

KEY PLAN GOALS AND OBJECTIVES

The DTMP's goals are:

- Ensure that the transit vision is affordable and effective
- Make sure transit is available for everyone
- Make sure thriving and emerging areas have transit service
- Create an environment where transit is a seamless part of living, working and playing

RELEVANCE TO THE INDIAN CREEK TOD

Indian Creek station is identified as an area with a need for improved pedestrian access to transit and as an area with sparse development presence. The DTMP also recommends coordinating with MARTA to address identified rider needs. Improvements recommended to be delivered by MARTA include bus-to-rail transfer enhancements and last mile / first mile connectivity improvements. Aligning land use, development codes, and transit efforts is another key recommendation, which includes TOD planning at Indian Creek station.

SELECTION OF PREVIOUS PLANS AND STUDIES



Selection of Previous Plans and Studies

COMPREHENSIVE TRANSPORTATION PLAN (DEKALB 2050 UNIFIED PLAN)

PLAN OVERVIEW

The DeKalb County Comprehensive Transportation Plan (CTP) analyzes transportation priorities and needs to help facilitate County growth over the next 30 years. The plan identifies key transportation projects in the short-term and long-term, and recommends key transportation policies that can be created to facilitate implementation. The CTP includes many types of roadway, bicycle, pedestrian, and transit elements as well as freight movements, smart corridors, and funding options.

KEY PLAN GOALS AND OBJECTIVES

In combination with the Comprehensive Land Use Plan (CLUP), the CTP will help establish the framework for smart growth strategies in DeKalb County across many different contexts.

RELEVANCE TO THE INDIAN CREEK TOD

The CTP emphasizes enhancing street design and improving bicycle and pedestrian facilities throughout the County. The CTP recommends DeKalb County continue using the most current complete streets guidelines and design best practices, with certain types of urban thoroughfares given especially intense consideration. The ITE/CNU manual, Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, which defines different types of urban thoroughfares and their relation to functional classifications, is highlighted by the plan. The DeKalb County CTP team recommends that the County incorporate Complete Streets principles into appropriate plans, projects, and programs.

For bicycle facilities, the CTP identifies a bicycle priority network for the County. The document also recommends coordinating the development of more robust parking and amenities for bicycling.

INDIAN CREEK STATION TOD MARKET DYNAMICS (2017)

PLAN OVERVIEW

MARTA performed a market analysis conditions assessment for the Indian Creek station to identify future development opportunities for the site. This assessment identified existing parking utilization, parking surpluses, and undeveloped land as opportunities for future joint development.

KEY PLAN GOALS AND OBJECTIVES

Existing parking utilization statistics, total undeveloped land acreage, and land use entitlements can be used to determine future developable space to implement density regulations within and around the station.

RELEVANCE TO THE INDIAN CREEK TOD

Less than half of the station's parking is currently utilized. In total, about 22 acres of undeveloped land offers the potential for purposeful redevelopment at Indian Creek Station. The report recommends the station area be rezoned from its existing Medium Density Residential (MR-1) and Office-Institution (O-I) zoning to preferred TOD development MU-4 (Mixed Use High Density) or (MU-5 Mixed Use Very High Density) zoning, permitting up to 40 units per acre and 120 units per acre, respectfully.

INDIAN CREEK STATION REHABILITATION

MARTA is renovating Indian Creek Station as part of its State of Good Repair program, a multi-year \$300 million investment in modernizing and improving the customer experience at all 38 rail stations. The renovation will include extensive upgrades to the platform, concourse, walls, furniture, elevator, lighting, public artwork, landscaping, and deep cleaning. At Indian Creek this will also include a new pedestrian bridge that crosses over the tracks and connects to Durham Park Road on the north side of the station, which is expected to be completed by April 2025.



Rendering of ongoing renovations to the exterior entrance for Indian Creek MARTA station.



Rendering of the future pedestrian bridge connecting Indian Creek Station to the community to the north.

2.3 EXISTING CONDITIONS & URBAN DESIGN ANALYSIS

Looking across the park-and-ride lots from the station entrance

2.3.1 EXISTING CONDITIONS

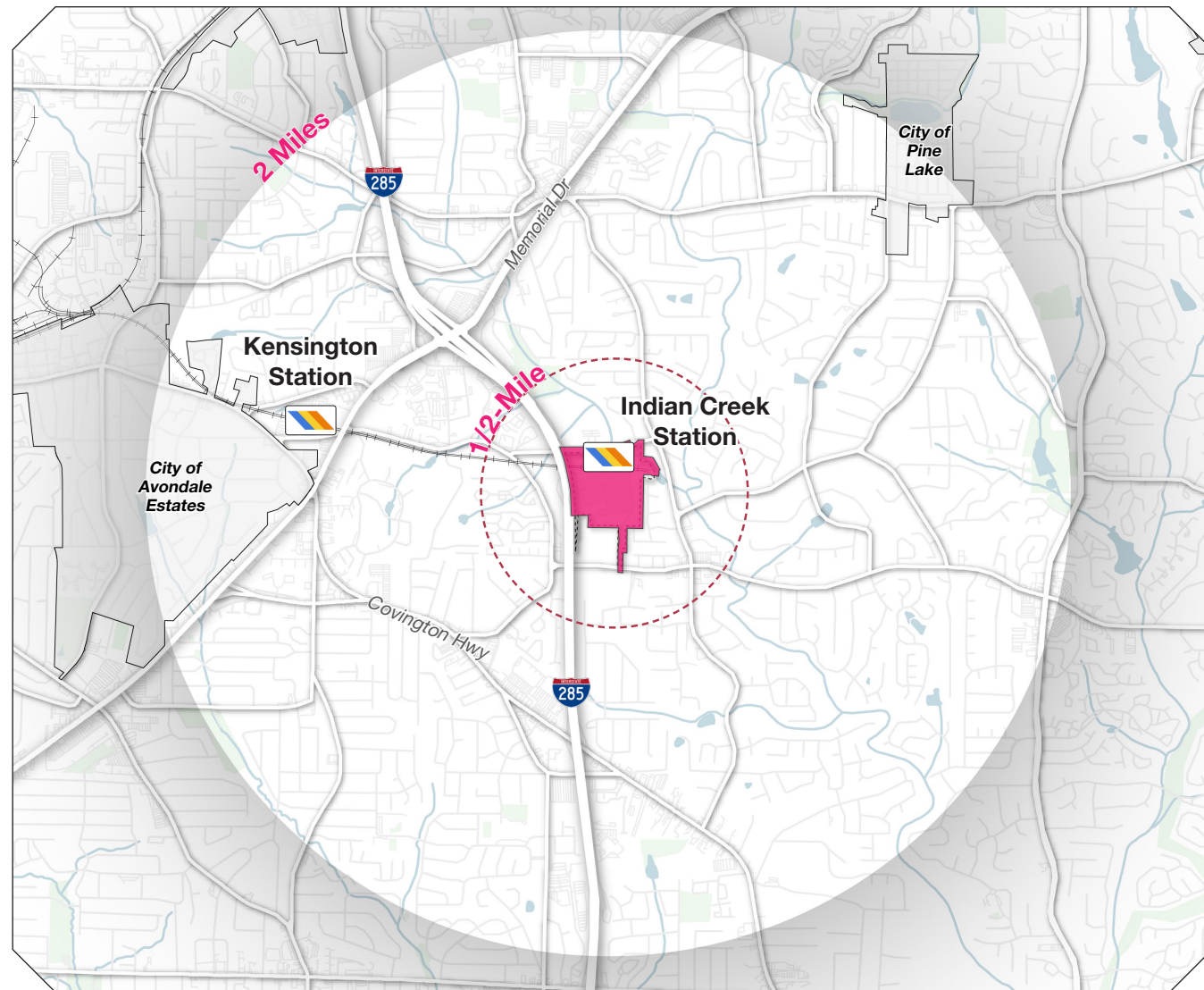
The existing conditions analysis provides an overview of the characteristics of the station area to support an understanding of how the project site relates to adjacent developments, surrounding context, and local connections. This section examines the project site at two scales: the Community Scale and the Station Area Scale. Studying existing conditions at both scales provides insights at a high-level view of the larger community context as well as more focused analysis at the station area, which will identify key opportunities and constraints to support the TOD framework and master plan.

COMMUNITY SCALE, 2-MILE RADIUS

The community scale includes the area with a 2-mile radius of Indian Creek Station and covers parts of unincorporated DeKalb County, the City of Avondale Estates, and the City of Pine Lake. Major transportation facilities within this area include MARTA's Kensington Station, I-285, Memorial Drive and Covington Highway.

STATION AREA SCALE, 1/2-MILE RADIUS

The station area scale focuses on Indian Creek Station and the area within a 1/2-mile radius of the station. This scale provides the framework for the urban design analysis.



Existing conditions analysis scales












Entrance to the Indian Creek Station on Redan Road

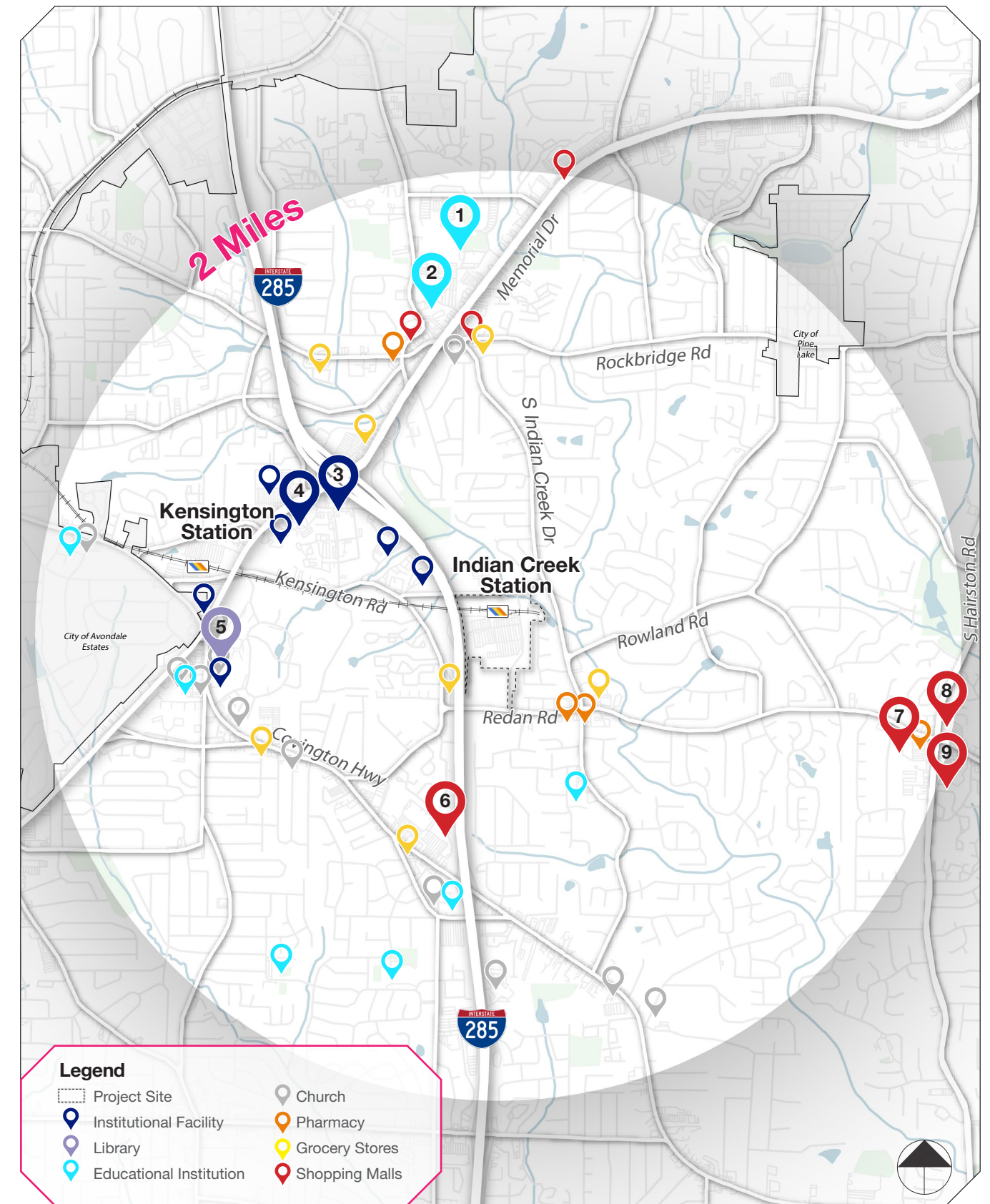
COMMUNITY SCALE 2-MILE RADIUS

The area within a 2-mile radius around Indian Creek Station is primarily suburban in nature, consisting of single-family home subdivisions, garden style apartments, office parks, and commercial shopping strips home to a diverse range of businesses. Memorial Drive is the primary commercial corridor in the area with an additional cluster of shopping centers at the intersection of South Hairston Road and Redan Road.

Uses are separated into pods of similar types and the blocks and street network are large and disconnected, making walking, biking and transit less convenient. Two colleges are located towards the northern end of this area, including Georgia State University Perimeter College and Georgia Piedmont Technical College. MARTA's Kensington Station, which has recently undergone its own TOD planning effort, lies just over one mile to the east of Indian Creek Station. An institutional facility cluster is located in between the two stations and includes several DeKalb County government offices and facilities.

COMMUNITY NODES AND DESTINATIONS

<p>1 Georgia State University Perimeter College - Clarkston</p> 	<p>2 Georgia Piedmont Technical College</p> 	<p>3 DeKalb County Government</p> 
<p>4 DeKalb County Sheriff's Headquarters and Jail</p> 	<p>5 Covington Library, DeKalb Public Library</p> 	<p>6 Covington Place Shopping Center</p> 
<p>7 Hairston Square Shopping Mall</p> 	<p>8 Redan Village Shopping Mall</p> 	<p>9 Crowe's Crossing Shopping Mall</p> 



The Community Scale Area

THE STATION AREA

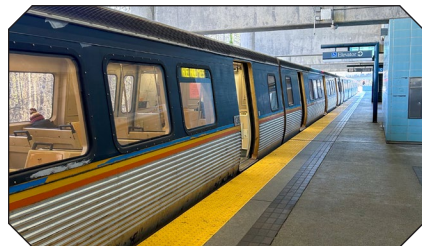
Indian Creek Station is located just outside the perimeter adjacent to I-285 and has, until recently, been relatively isolated from its surroundings. I-285 is located along the western edge of the site, and while there is limited access to the interstate from the station, it functions as a barrier that disconnects the station area from neighborhoods to the west. Between the station and Durham Park Road lies Indian Creek and a forested area with steep topography. East of the site is a residential subdivision and to the south are two

new developments, a rental townhome complex and the Electric Owl Studios movie studio. The site's edges are heavily wooded making Indian Creek station feel as though it is set within a forest. The site itself consist predominantly of park-and-ride surface lots that serve the station.

STATION AREA FEATURES

This section describes the existing conditions for the area within a 1/2-mile radius of the Indian Creek Station. It also provides a quick overview of the characteristics of the immediate station area.

1 Indian Creek MARTA Station



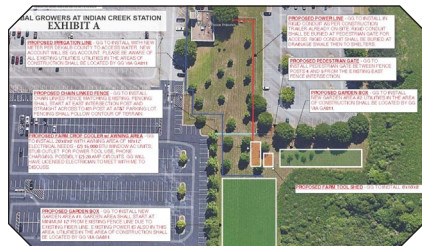
2 AT&T Lot



3 MARTA Police Precinct



4 New Umurima Farm



5 Generation Avondale East



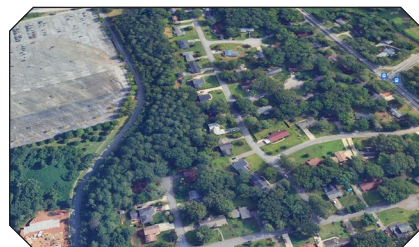
6 Electric Owl Studios



7 I-285 Interchange



8 Adjacent Neighborhood



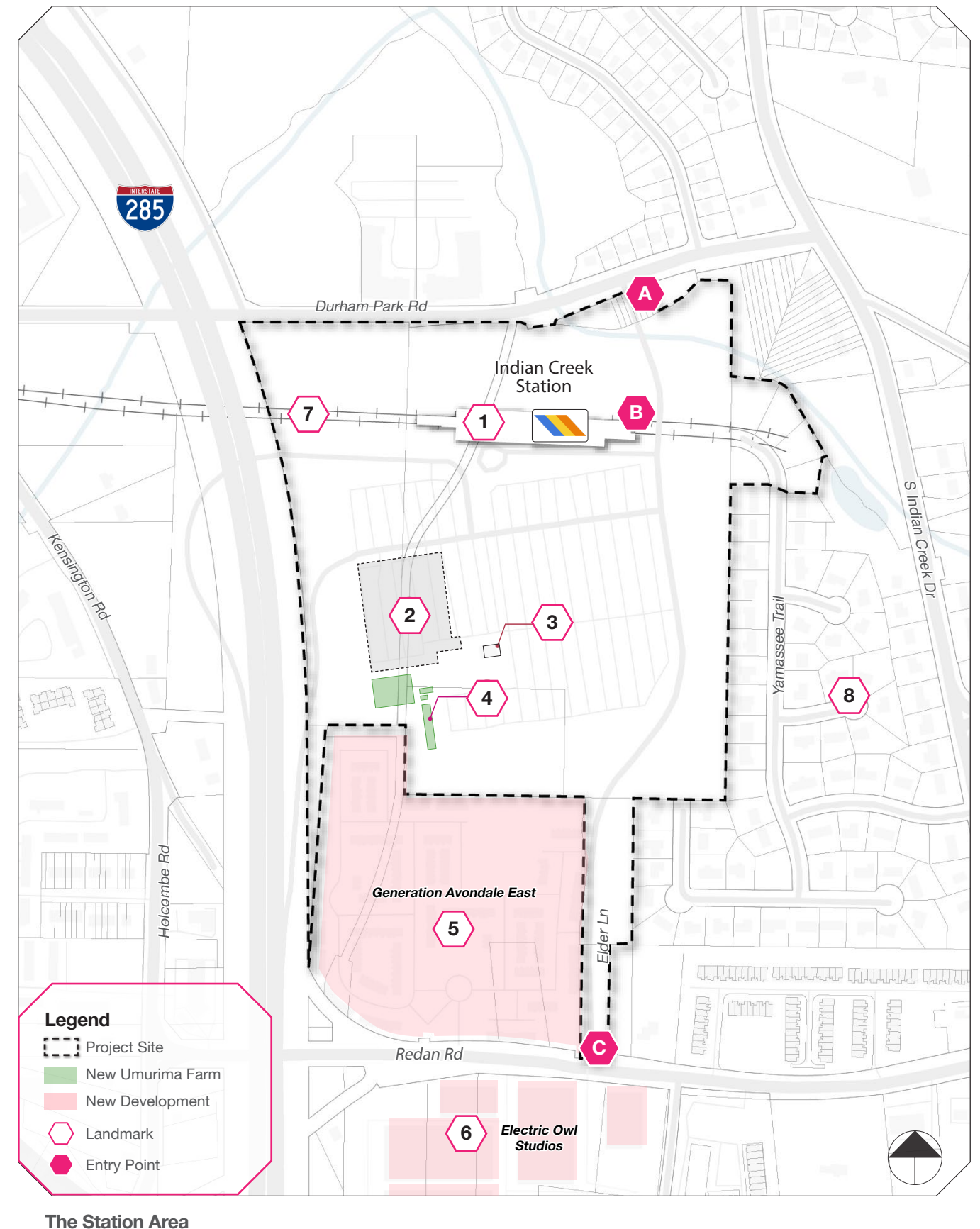
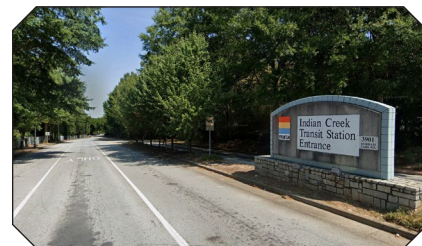
A Durham Park Road Entrance



B Indian Creek Station Bus Bays



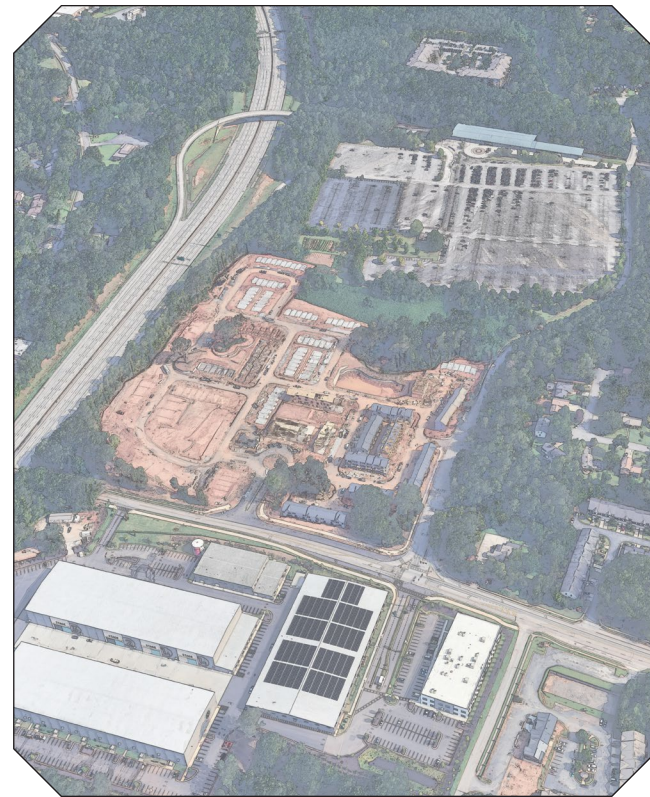
C Redan Road Entrance



The Station Area

2.3.2 URBAN DESIGN ANALYSIS

This section takes a closer look at the urban form within a half-mile radius of the station. Urban form analysis is an important step in studying the relationships among block structure, parcels, building footprint, and street network. A series of diagrams illustrate key conditions to help understand the spatial relations and identify opportunities for shaping a more livable district.

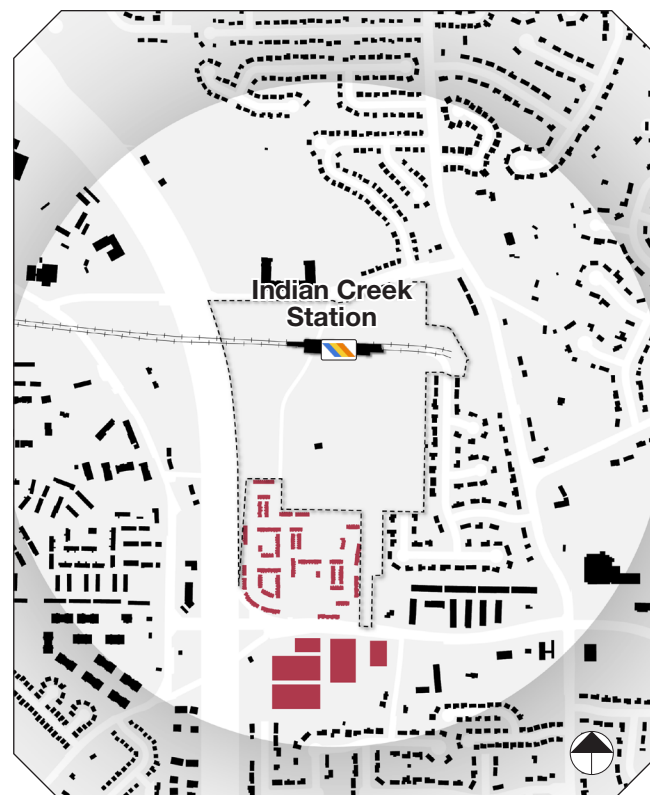


Aerial view of the station area and its surrounding context.

FIGURE GROUND & BLOCK STRUCTURE

The station area is set within a suburban development pattern consisting of large blocks, limited connectivity, and detached buildings set back from adjacent streets. The low density and disconnected nature of the area makes walking and biking challenging and limits access to the station.

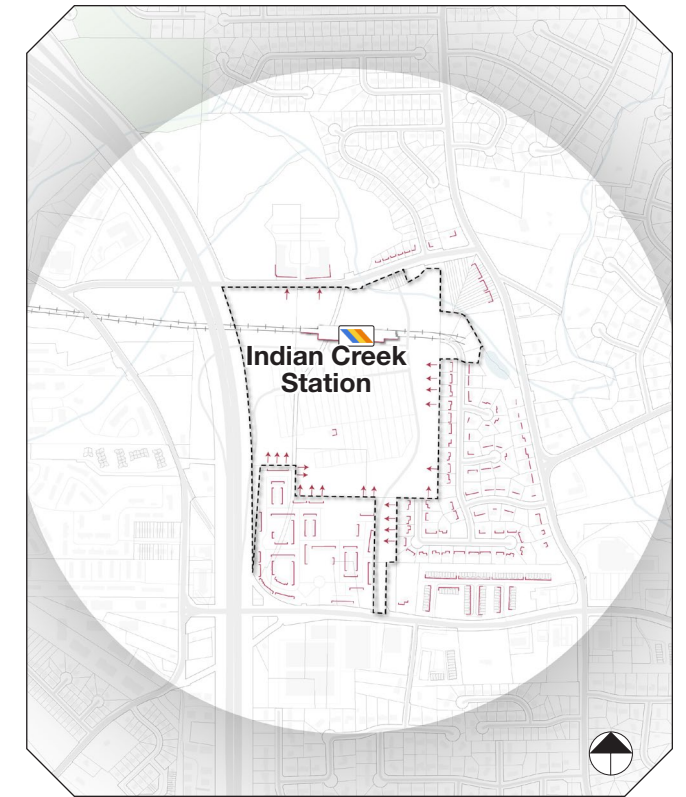
- Buildings - Existing
- Blocks
- Project Site
- Buildings - Under Construction



BUILDING ORIENTATION

The site is largely buffered from any other development by highways and forested areas, limiting the need for new construction to directly relate to existing buildings. Where buildings do approach the edge of the site, the backs of the buildings face the property line.

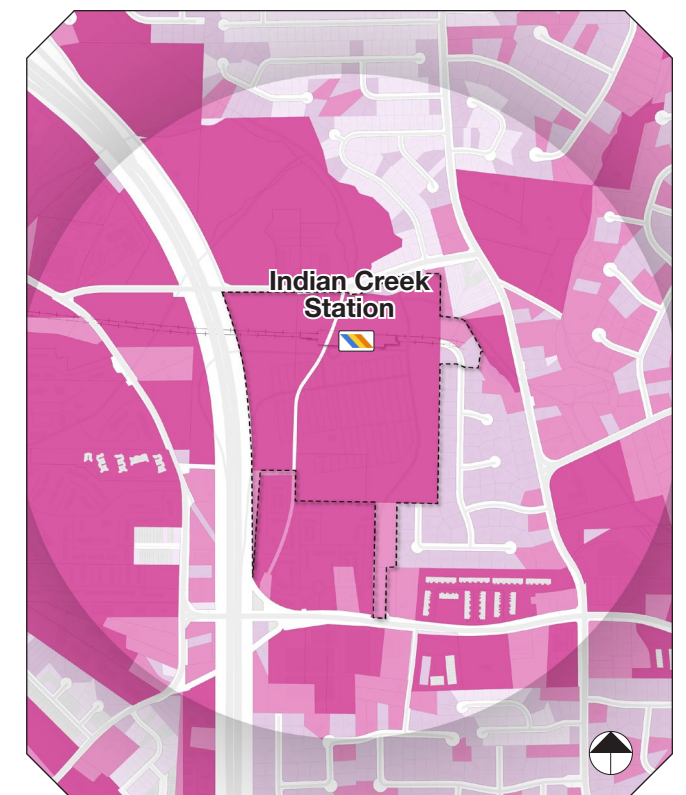
- Building Front
- Building Orientation for Proposed New Development



PARCEL SIZE

The parcel sizes surrounding the MARTA property vary in size, although tend to be on the larger size with most greater than two acres.

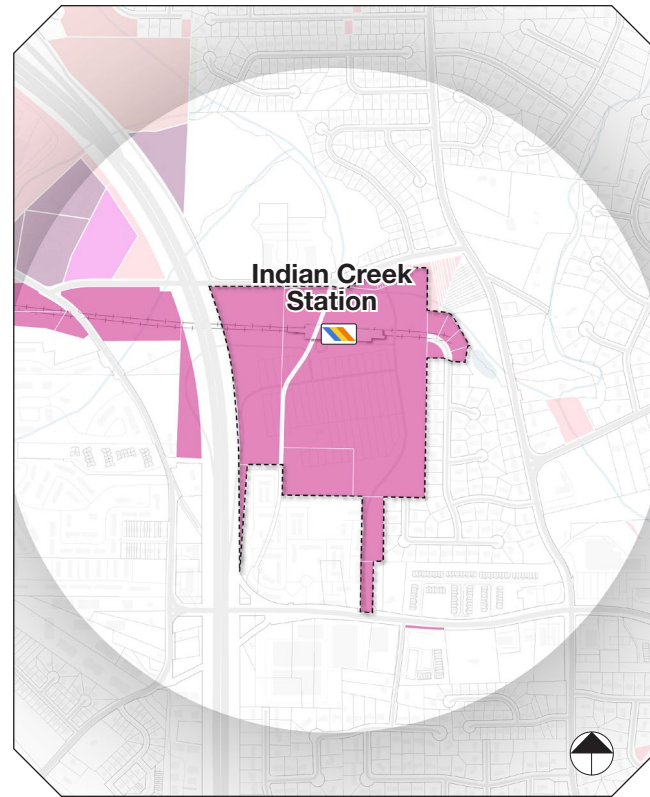
- < 4,999 sqft
- 5,000 - 9,999 sqft
- 10,000 - 19,900 sqft
- 19,900 - 99,900 sqft
- > 99,900 sqft



PROPERTY OWNERSHIP

MARTA owns the property within the project site and some portions of nearby parcels to the west of I-285. The parcels to the northwest of the project area are publicly owned by GDOT, DeKalb County and the State of Georgia.

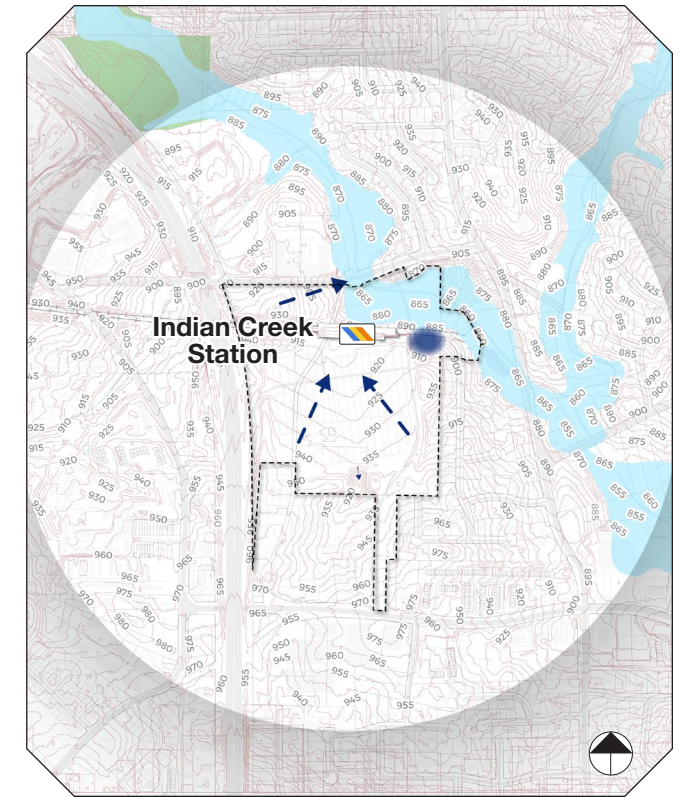
- MARTA
- DeKalb County
- State Highway
- Privately Owned
- State of Georgia
- Project Site



TOPOGRAPHY AND FLOOD ZONES

The site has largely been graded and is relatively flat due to its use as surface parking lots. However, areas of steeper topography exist along the edges of the site. The MARTA rail lines are located in a trench below the grade of the adjacent parking lots and steep topography exists north of the tracks. Indian Creek cuts through the northeastern portion of the property between the rail line and Durham Park Road with this area being the only portion of the site within a flood zone. An additional pocket of steeper topography exists along the southern edge of the property adjacent to the Generation Avondale East townhouse development.

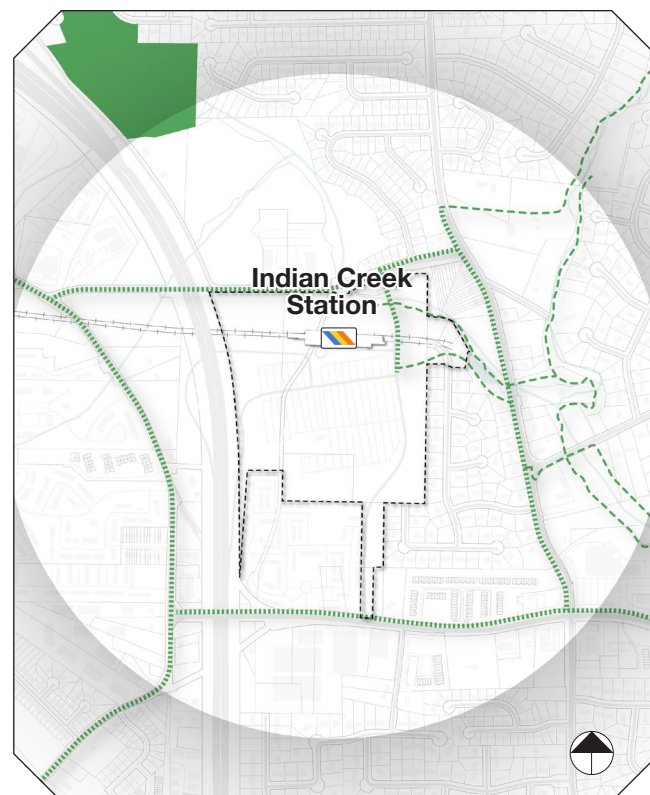
- 5-Foot Contour Line
- Stormwater Area
- Water Flow
- Flood Zone
- Project Site



PARKS & OPEN SPACE

There is limited park and open space within one half mile of the station. Avondale Dunaire Park is the closest park, which features a soccer field but few other features.

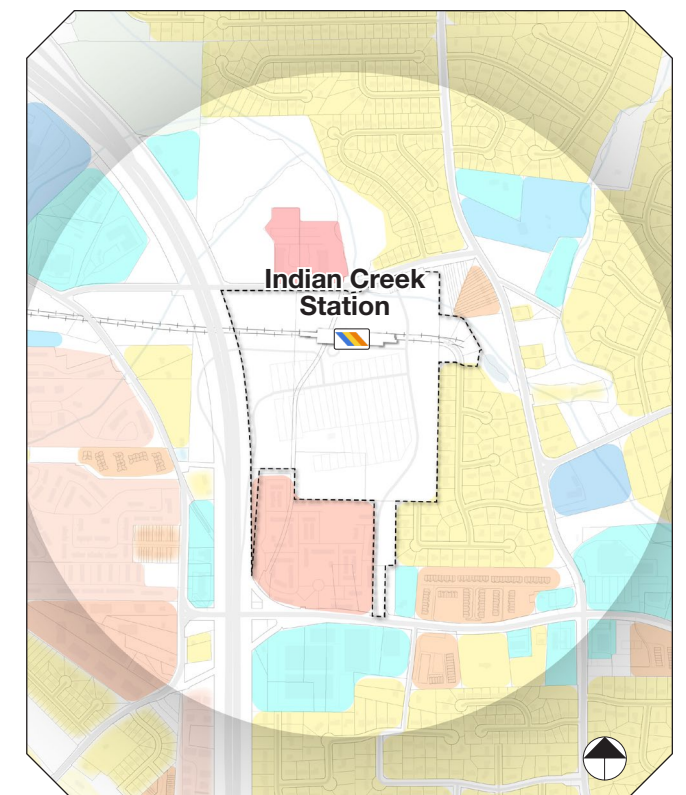
- Public Parks
- Trail (Shared-Use Path) - Proposed (2050 CTP)
- Trail (Side-Path) - Proposed (2050 CTP)
- Project Site



BUILDING HEIGHT AND BUILDING USE STUDY

Buildings at the site are limited to the MARTA station and a MARTA police precinct. Adjacent to the site are mostly multi-family and single-family residential buildings, with only a few non-residential buildings. Building heights range from 1-2 stories to 4 stories.

- Multi Family | 4 FL
- Multi Family | 3 FL
- Multi Family | 2 FL
- Single Family Attached | 1-2 FL
- Non Residential | 1 FL
- Non Residential | 3 FL
- Non Residential | 2 FL
- Single Family Detached | 1-2 FL



2.3.3 MOBILITY ANALYSIS

This section provides an overview of the multimodal transportation network within the community-scale area surrounding Indian Creek Station with a focus on existing transportation systems and planned enhancements. The multimodal network within this area is limited to primarily vehicular modes with some transit services. Large blocks with limited pedestrian and bicycle facilities, coupled with a low-density suburban development pattern make walking, biking, and transit challenging and inconvenient. However, transportation plans include future expansion of bicycle and pedestrian facilities in the area.



Indian Creek Station is a multimodal hub for the community with bus and rail transit.

TRANSIT

The station is served by MARTA's Blue Line heavy rail and five bus routes. Most of the routes (24, 111, 116, 119) access the station area from Elder Lane and utilize the station's bus bay loop with direct access to the Indian Creek rail station entrance. Route 107 accesses the station from the I-285 ramps and has its own bus bay along the outside bus loop, disconnected from the other bus bays.

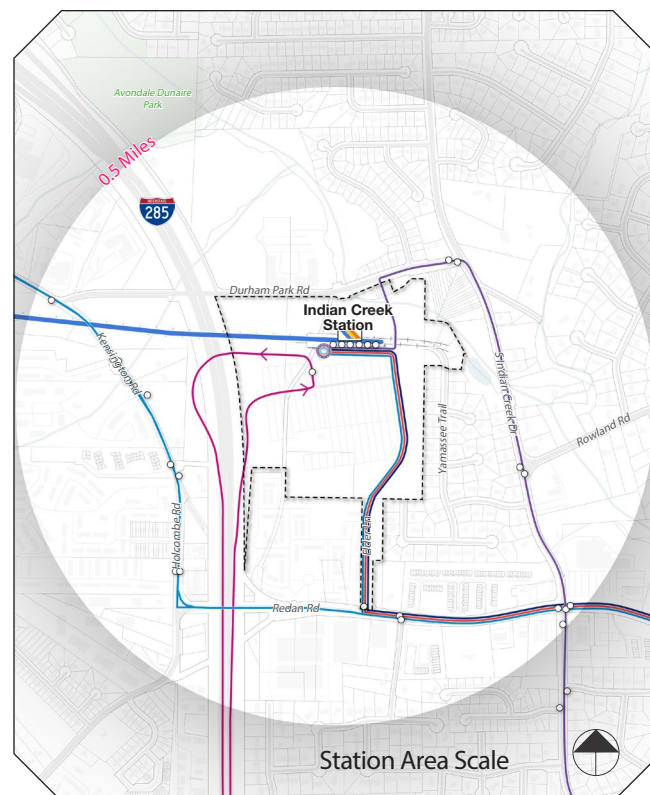
Other bus routes operate within the community along Covington Highway (route 115) and along Memorial Drive (routes 21, 86, 121, 125, 221), but do not directly serve Indian Creek Station. Routes 8 and 117 are also within the community-scale area.

MARTA Rail Lines

- Blue Line

MARTA Bus Routes

- Route 24
- Route 107
- Route 111
- Route 116
- Route 119
- Bus Stop



TRAIL & BICYCLE NETWORK

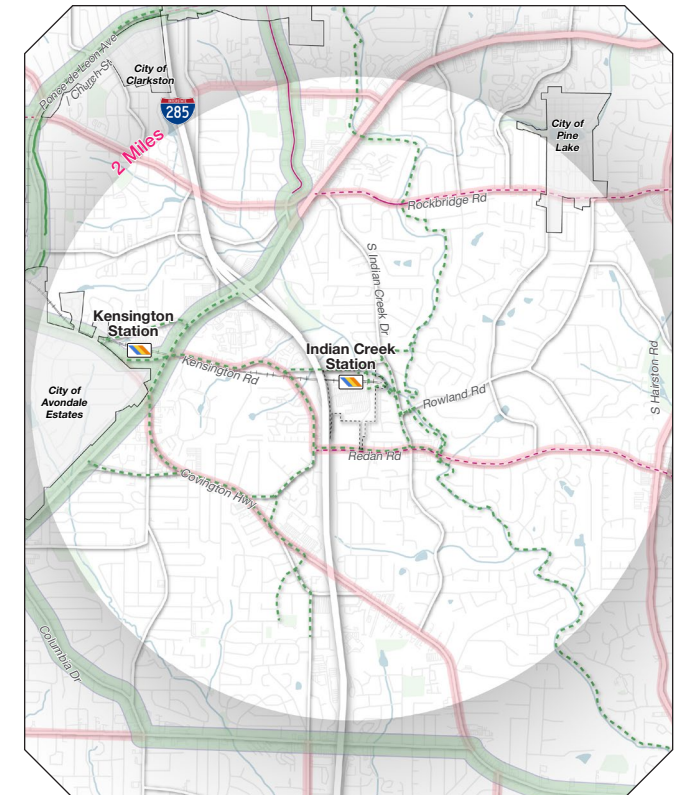
Several trails (shared-use paths) are proposed for the area that would connect the station to the regional trail system although none currently exist. The trails near Indian Creek station include Covington Trail and Snapfinger Trail. The 2050 Comprehensive Transportation Plan (2050 CTP) proposes share-use paths in the Indian Creek station TOD master plan study area. The Bicycle Priority Network recommended in the 2050 CTP identifies on-road facilities that are good candidates for bicycle travel. The priority network can be used as a tool to facilitate bicycle and pedestrian infrastructure investment along transit and new development projects.

Trails and Bicycle Infrastructure

- Shared-Use Path: Existing
- Shared-Use Path: Proposed (2050 CTP)
- Standard Bike Lane - Existing
- Standard Bike Lane - Proposed (2050 CTP)

Bicycle Priority Network

- Priority 1
- Priority 2

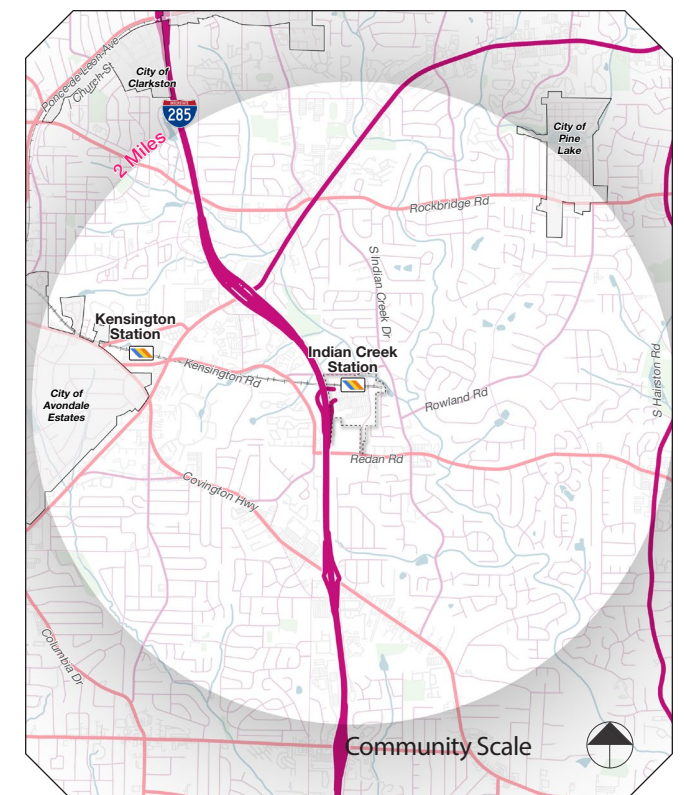


HIGHWAY & MOTOR VEHICLE ACCESS

Running up to eight lanes and framed by sound barriers in some areas, I-285 divides Indian Creek Station from areas to the west, with Durham Park Road and Redan Road serving as the only east-west connections across the interstate. To the west of I-285, Kensington Road serves as the major north-south connector and provides access to local residential roads. To the east of I-285, Durham Park Road and Redan Road serve as the major east-west roadways and connect with the north-south running South Indian Creek Drive. Most of this road network lacks pedestrian or cyclist infrastructure, limiting mobility within the station area, as well as access to transit.

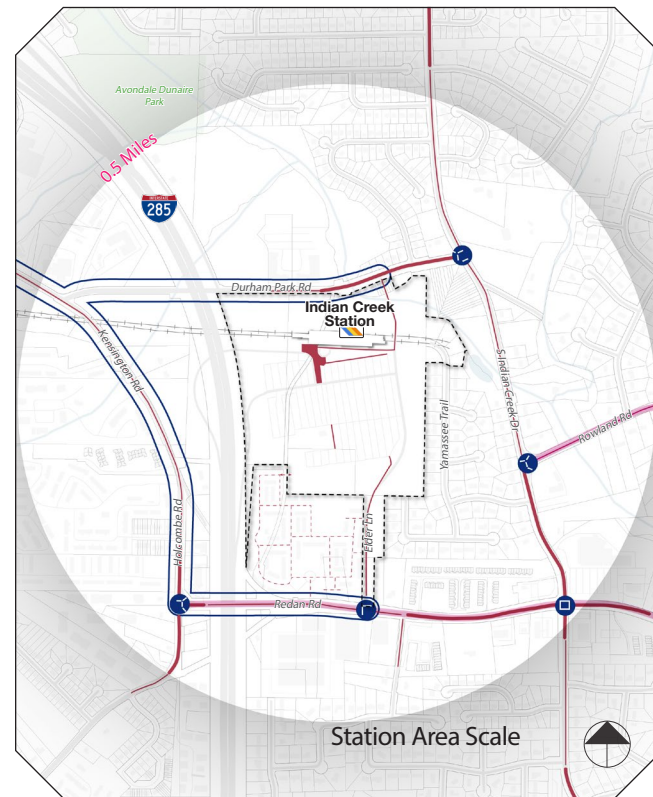
Functional Classification

- Interstate
- Principal Arterial - Other
- Major Collector
- Minor Arterial
- Local



PEDESTRIAN & BICYCLE NETWORK

The station area contains limited facilities for safe pedestrian and cyclist access and connectivity. Of the major roadways in the area, S. Indian Creek Drive, Redan Road, and Kensington Road have sidewalks; however, they are located only on one side of the street, and safe crossings are sparse and limited to spaced intersections. The primary access routes to the existing Indian Creek Station, including Elder Lane, have limited sidewalks and no cyclist infrastructure. The lack of safe pedestrian and cyclist connectivity has been recognized, and most of the station area has been classified as a Bike-Ped Activity Center by the Atlanta Regional Commission’s (ARC) Unified Growth Policy Map. Kensington Road, Redan Road, and portions of S. Indian Creek Drive have been designated as a bicycle priority network. These designations represent a priority for future facilities and improvements.



- | Pedestrian Infrastructure | | Network | |
|---------------------------|--|---------|---------------------------------|
| | Signalized Intersection and Crosswalks | | Proposed Road Diet |
| | Sidewalks - Both Sides | | Planned Pedestrian Improvements |
| | Sidewalks - One Side | | |
| | Proposed Pedestrian Path | | |

SAFETY

The majority of crashes around the station occurred at or near the Redan Road and Indian Creek Drive intersection. This intersection had four pedestrian collisions, one of them fatal, three bus collisions, and one bike collision.

PARKING

As an end of the line station on MARTA’s Blue Line, Indian Creek station was built with five surface parking lots totaling 2,352 spaces to function as a park-and-ride. One of these lots is leased to AT&T and is available to AT&T employees only. With the exception of days with large events in Atlanta, such as Atlanta Falcons games, the parking lots go relatively unused. Prior to the pandemic in 2018, parking utilization was 39 to 42 percent. More recently, only 13 percent of the parking spaces have been found to be utilized in 2023, a significant drop compared to 2018. This low utilization, even at 2018’s rates, suggests that future TOD at the station area can reduce the number of MARTA patron parking spaces while still meeting MARTA’s parking needs.

FUTURE PLANS AND PROJECTS

SOUTH DEKALB TRANSIT INITIATIVE

The South DeKalb Transit Initiative includes the evolution of potential transit options within South DeKalb, as well as the I-20 East TOD Strategic Plan. Beginning in March 2022, MARTA and its partners, are reviewing and updating the 2012 Locally Preferred Alternative (LPA) for high-capacity transit service in south DeKalb County, incorporating numerous changes since the 2012 LPA was adopted. The initiative will also reflect GDOT’s managed lane concept. The effort is anticipated to conclude in summer 2023.

GDOT PERIMETER EXPRESS LANES

The Georgia Department of Transportation (GDOT) and the State Road and Tollway Authority (SRTA) are adding express lanes to I-285 through a public-private partnership (P3). This project will add two new, barrier-separated tolled express lanes in both directions of I-285 and GA 400, alongside the existing general-purpose lanes across the entire northern half of I-285, from I-20 to I-20. The project is divided into three sections: I-285 Top End, I-285 Eastside, and I-285 Westside.

The I-285 Express Lanes are intended to be a multi-modal option, supporting opportunities for existing transit services and inclusion of new transit opportunities.

I-285 TOP END BRT PLANNING STUDY

The I-285 Top End BRT planning study will investigate, analyze, and determine the feasibility of implementing BRT within GDOT’s proposed I-285 Express Lanes, leveraging the investment in Express Lanes infrastructure. The BRT route would stretch from H.E. Holmes station on the west side of Atlanta to the Indian Creek station in DeKalb County. State and local officials signed a memorandum of understanding (MOU) on May 11th, 2022 to coordinate on the \$16.2 million study.

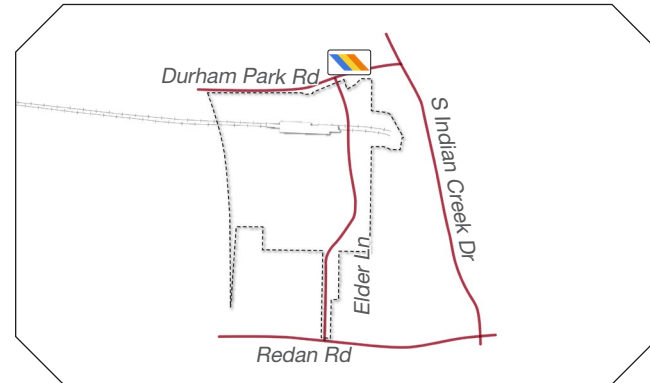
The plan proposes new BRT stations along the route. Most stations will be newly constructed, while three BRT stations will be co-located with the existing Hamilton E. Holmes, Doraville, and Indian Creek MARTA stations.



I-285 Express Lanes Sections

STREET CHARACTER

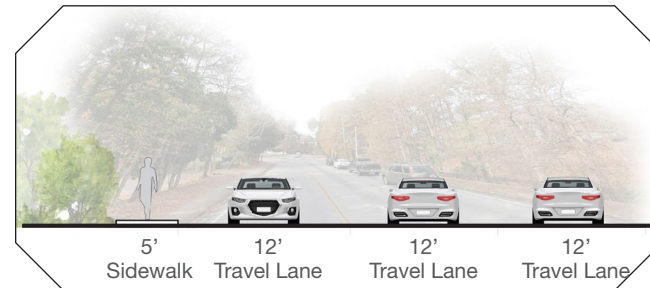
The streets around Indian Creek Station are auto-oriented with little to no bicycle and pedestrian facilities. Crossings are limited to signalized intersections, which are few and far between, making it difficult and dangerous to get across.



Key Map

SOUTH INDIAN CREEK DRIVE

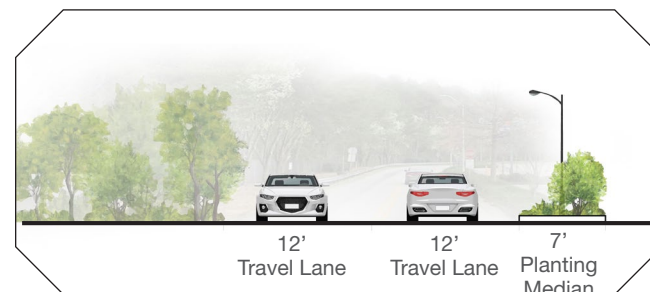
South Indian Creek Drive between Durham Park Road and Rowland Road is a three-lane, two-way facility with center turning lane, while the segment between Rowland Road and Redan Road is a four-lane, two-way facility. The segment north of Rowland Road has sidewalks on one side and the south segment has sidewalks on both sides. South Indian Creek Drive is classified as a major collector facility.



Street	Functional Class	Lane With (ft)	Right-of-Way (ft)	Speed Limit (mph)
S Indian Creek Dr	Major Collector	12	74	35

ELDER LANE

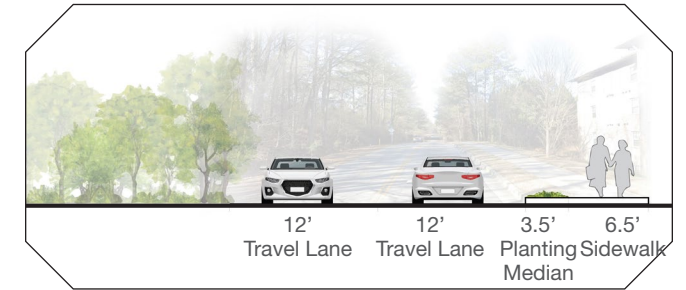
Elder Lane is a two-lane, two-way street, providing the only connection from Indian Creek station to the surrounding street network. This local street connects Durham Park Road to Redan Road, including a narrow bridge over Indian Creek and the rail line. There are no bicycle facilities on Elder Lane and the sidewalk that exists on one side of the street does not connect to the station.



Street	Functional Class	Lane With (ft)	Right-of-Way (ft)	Speed Limit (mph)
Elder Ln	Local	12	24	-

DURHAM PARK ROAD

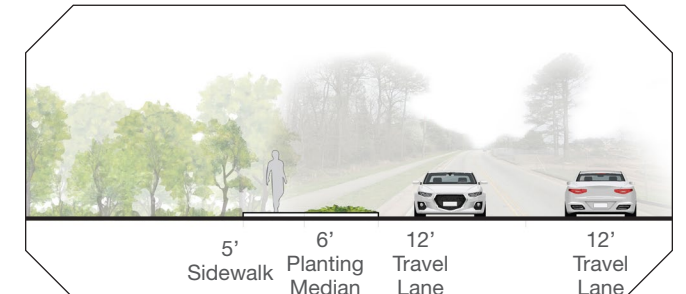
Durham Park Road, a major collector, is a two-lane, two-way facility between Kensington Road and Elder Lane, widening to four lanes between Elder Lane and South Indian Creek Drive. Sidewalks on both sides of the street connect from Elder Lane to South Indian Creek Drive, but are intermittent west of Elder Lane, eventually ending before reaching the next intersection.



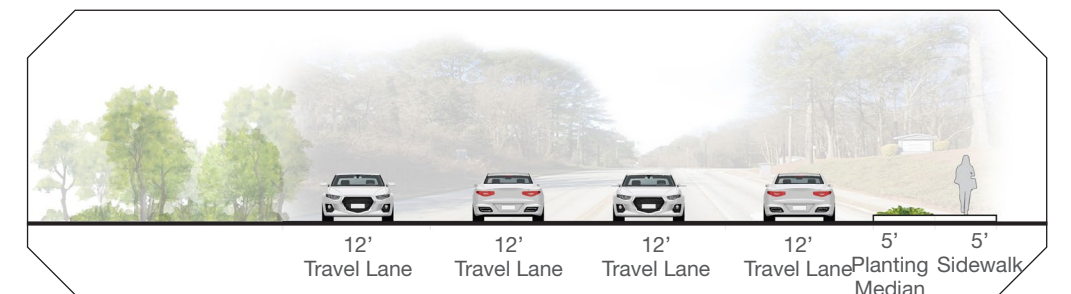
Street	Functional Class	Lane With (ft)	Right-of-Way (ft)	Speed Limit (mph)
Durham Park Rd.	Major Collector	12	55-60	35 / 40

REDAN ROAD

Redan Road is a minor arterial with two-lanes between Holcombe Road and Elder Lane, widening to four-lanes east of Elder Lane. Sidewalks exist on both sides of the street, but are narrow with little separation from the travel lanes.



Street	Functional Class	Lane With (ft)	Right-of-Way (ft)	Speed Limit (mph)
Redan Rd.	Minor Collector	12	75-110	45



Street	Functional Class	Lane With (ft)	Right-of-Way (ft)	Speed Limit (mph)
Redan Rd.	Minor Collector	12	75-110	45

2.3.4 MARKET STUDY

SUMMARY

Noell Consulting Group conducted a market analysis for the Indian Creek station area in August 2022 that this analysis consulted in planning station area development and improvements. Using local market conditions, Noell Consulting Group estimated that there is no demand for traditional office space or lodging within the Indian Creek station area through 2030. They estimate that the area could absorb the following amount of new development between 2022 and 2030:

- 450 stacked rental flats;
- 57 townhomes;
- 5,000 square feet traditional retail; and,
- 5,000 square feet small service-oriented office and retail space.

However, catalytic development and infrastructure improvements related to placemaking could easily change the local economics, improving the area's desirability and ability to attract new investment.

This Master Plan provides a pathway informed by national best practices to enhance the desirability and bring new development and opportunities to the Indian Creek Station Area so that MARTA and DeKalb County can realize the vision of the Master Plan.

NEARBY DEVELOPMENT

GENERATION AVONDALE EAST TOWNHOMES

Generation Avondale East is a new rental community of 239 townhomes located adjacent to the Indian Creek Station site's southern edge. The gated community will bring new residents to the area but offers little opportunity for connections to the station and future TOD.

ELECTRIC OWL STUDIOS

Electric Owl Studios is a 17-acre movie studio complex located south of MARTA's Indian Creek station on Redan Road. The studio is positioned to become a major employer in the area with the potential to generate additional opportunities.

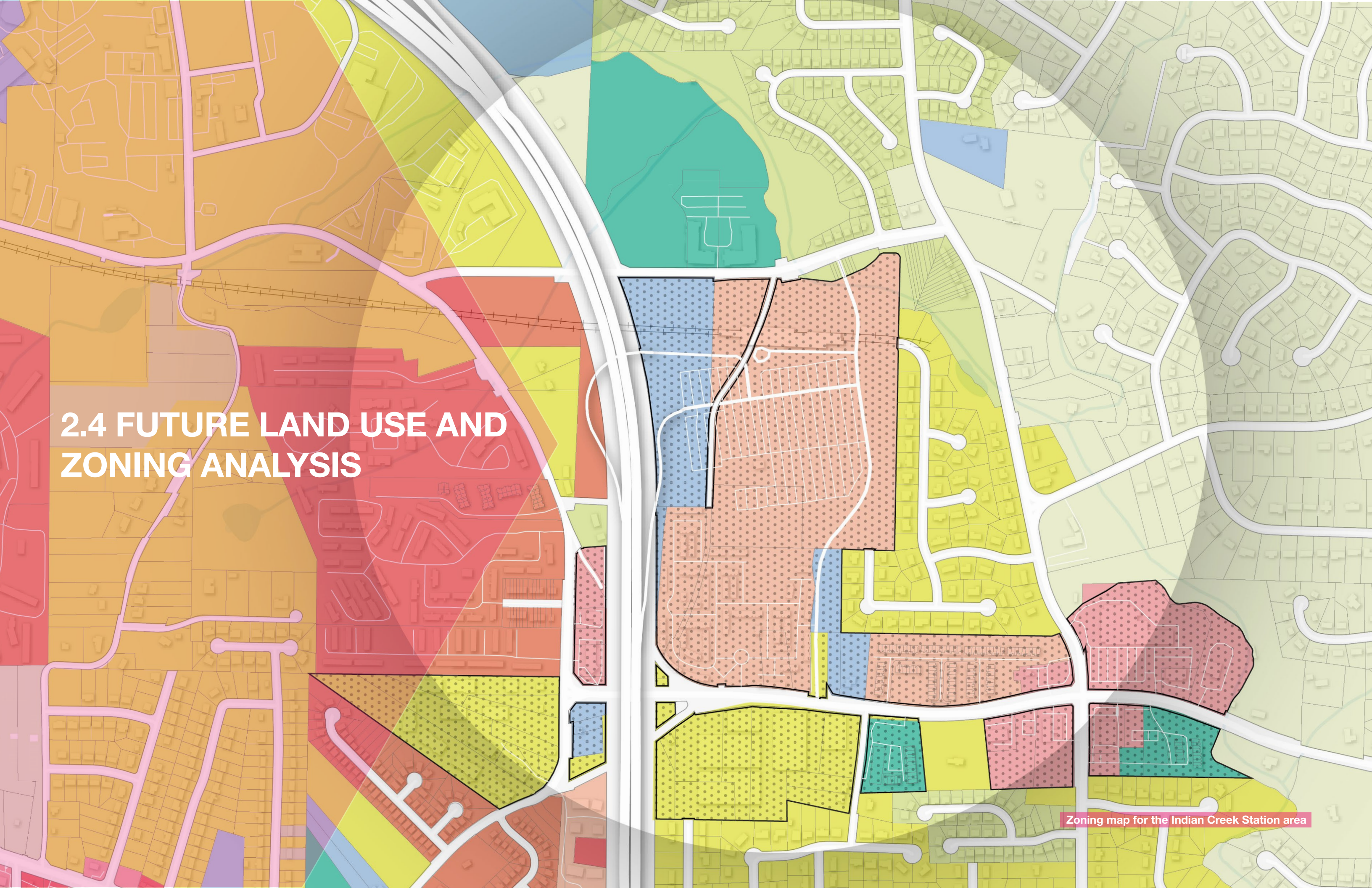


Electric Owl Studios



Generation Avondale east townhomes along Elder Lane.

2.4 FUTURE LAND USE AND ZONING ANALYSIS



Zoning map for the Indian Creek Station area

2.4.1 FUTURE LAND USE AND ZONING ANALYSIS

The future land use & zoning analysis is key to creating a blueprint for development within the station area. It includes a review of the existing zoning for parcels within the station area, including overlay zones, as well as the most recent comprehensive plan.

The analysis reviews the existing future land use and zoning designations to determine their support for TOD and identifies relevant opportunities and constraints. The analysis also identifies which existing zoning classifications are most appropriate for the TOD plan based on the project goals, setting the stage for rezoning recommendations. Based on this analysis, recommendations are provided for updates to zoning to better support TOD and the goals of this plan.

FUTURE LAND USE OVERVIEW

The DeKalb County Comprehensive Land Use Plan, part of the DeKalb County 2050 Unified Plan adopted in 2022, provides a vision for how the county develops and manages growth over the next 25 years based upon its future land use vision, regulations, and policies. The plan's Future Land Use Map provides direction for development patterns across the county and informs decision making related to timing, phasing, and magnitude of infrastructure investments.

FUTURE LAND USE MAP

The Future Land Use Map designates Character Areas that represent various categories of land uses envisioned for unincorporated DeKalb County. These Character Areas establish a framework for designating zoning districts and policies.

CHARACTER AREAS

Character Areas provide high-level guidance on development character for the county, each with its own sub-principles that guide land use decisions. They are intended to describe the overall character, quality, intensity of use, and design of certain areas. Character Areas do not directly dictate zoning and design requirements on individual parcels, but rather provide general guidance. Each Character Area has corresponding zoning districts that are permitted within that area.

ACTIVITY CENTERS

Activity Centers are the foundation of DeKalb County's Future Land Use Plan. They are a special type of Character Area that is intended to serve as concentrated nodes of development and activity. There are three distinct Activity Center Types:

- Regional Center
- Town Center
- Neighborhood Center

THE FOLLOWING PRINCIPLES AND GOALS APPLY TO ALL ACTIVITY CENTERS IN DEKALB COUNTY:

Create a Center

A Walkable, Mixed-Use Core: Activity Centers should focus the most intense development near the core or geographic center of the area, and around transit stations. Development should be clustered, walkable, and mixed-use.

Design and Community Elements: These areas should include a more connected street grid, multimodal transportation options such as wide sidewalks and bike lanes, and an enhanced level of urban amenities such as improved streetscapes, small parks, or plazas.

Transition to Surrounding Neighborhoods

Development intensity should transition between the Activity Center's core and its edges. Smaller scale development can serve as a transition zone between the core and adjacent neighborhoods outside the activity center. Staggered building heights, setbacks, buffers, and greenspaces can help facilitate this transition.

Leverage Infrastructure & Public Investment

Activity Centers allow public investment in infrastructure to be focused in smaller geographic areas for greater efficiency. Infrastructure should be combined with community amenities when possible, such as the integration of stormwater infrastructure with usable community greenspace.

SMALL AREA PLANS

Small Area Plans are one of the primary tools that guide development within Activity Centers. These plans allow policy makers and the community to guide development, policies, and investments at a much finer level of detail than can be provided in the comprehensive plan. The planning process also provides greater opportunities for input from local residents and businesses.

Small Area Plans establish the regulations and guidelines that shape development within their respective study area and can include the following:

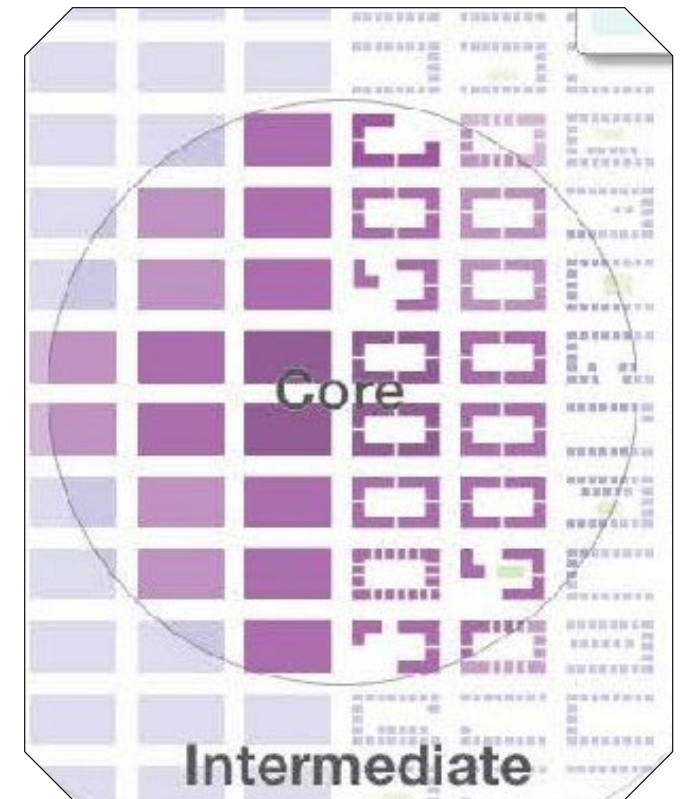
- Density and Height Regulations: The densities and heights defined in Small Area Plans that have been adopted within the last 10 years can override and go beyond the underlying Future Land Use regulations for the Activity Center.
- Design Guidelines
- Standards for Transitions in Development Intensities and Uses
- Additional Standards for Mixed-Use
- Investments in Infrastructure and Connectivity

At a minimum, Small Area Plans should include a process to engage nearby residents and stakeholders, identify where core, intermediate, and edge areas are located, and include additional detail on the location of heights and densities that will allow for appropriate transitions to any adjacent, stable, single-family neighborhoods.

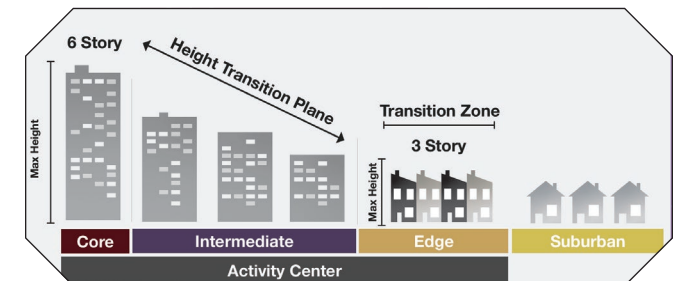
TRANSIT ORIENTED DEVELOPMENT

TOD is one of the 2050 DeKalb County Unified Plan's seven priority policy areas. The Comprehensive Land Use Plan highlights transit oriented development opportunities in the county, including at Indian Creek Station, with the following key recommendations:

- Encourage development of station area plans
- Update plans and policies after upcoming transit projects and plans are complete
- Study and gather input on funding and priorities
- Create or update station area plans for all existing and planned high-capacity transit stations.



In Town Center Activity Centers, the density is highest in the core, transitioning to lower densities along the edges (Image from the DeKalb County 2050 Unified Plan).



In Town Center Activity Centers, building height is highest in the core, transitioning to lower densities along the edges (Image from the DeKalb County 2050 Unified Plan).

INDIAN CREEK STATION AREA FUTURE LAND USE

The Future Land Use Map in the 2050 Comprehensive Land Use Plan designates the majority of the station area, including all of MARTA's property, as a Town Center Activity Center Type, which supports TOD. The designation allows densities of 60 du/acre and promotes a walkable, mixed-use development pattern. A small portion on the eastern side of the station area, consisting of properties not owned by MARTA, is designated with a Suburban Character Area, which continues to the properties further east. A summary of the general characteristics of each Character Area is provided in Table 1. The station area's previously designated Small Area Plan, the 2013 Indian Creek MARTA Station Master Active Living Plan (MALP), expired in 2023.

The Town Center Activity Center designation is supportive of transit-oriented development and provides the foundation for TOD supportive zoning. A corresponding Small Area Plan can provide further guidance for TOD at Indian Creek Station, including establishing densities and heights that go beyond the underlying Character Area. With the creation of this Indian Creek TOD Master Plan and expiration of the 2013 MALP, it is time to revisit and update the Small Area Plan for the station area.

TOWN CENTER ACTIVITY CENTER

The Town Center Activity Center is intended to promote a concentration of higher intensity residential and commercial uses to serve communities surrounding the center in order to reduce automobile travel, promote walkability, and increased transit usage. The Town Center Activity Center should act as a focal point

for several neighborhoods with moderate densities and a variety of activities such as retail, commercial, professional office, housing, and public open space that are all easily accessible by pedestrians.

The most intense and tallest development should be located towards the core of the Town Center with the outer edges being sensitive to the building height and density of adjacent single-family residential uses. The edge of the activity center should serve as a transition zone, buffering more intense uses in the core from adjacent single-family neighborhoods.

SUBURBAN CHARACTER AREA

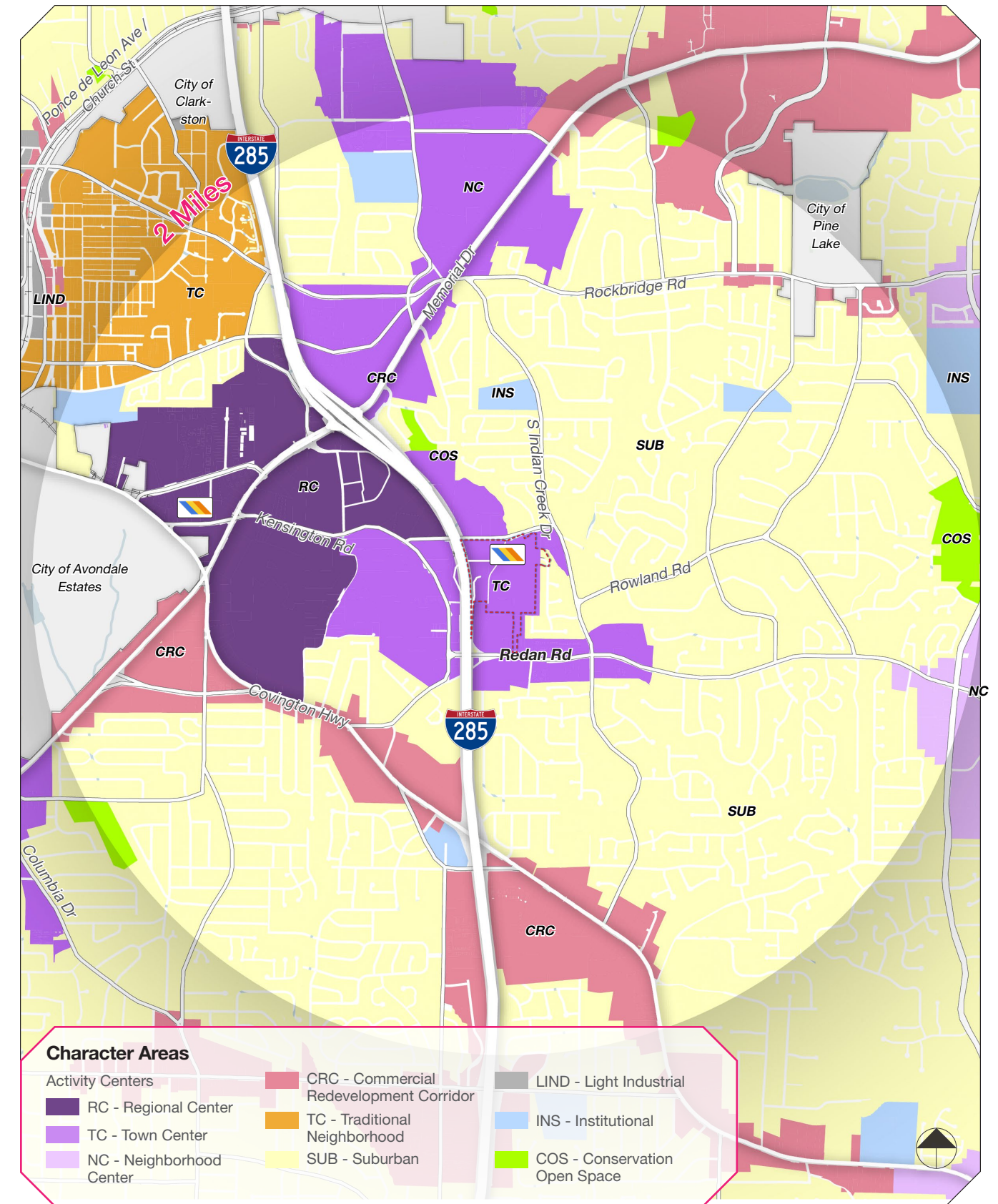
The Suburban Character Area recognizes those areas of the county that have developed in traditional suburban land use patterns. New development here is encouraged to have increased connectivity and accessibility. Future development should provide better pedestrian and community connectivity and be designed in a way that preserves and enhances existing greenspace.

PREVIOUS SMALL AREA PLAN - MASTER ACTIVE LIVING PLAN

The 2013 Indian Creek MARTA Station MALP was the previous adopted Small Area Plan for the Activity Center. The plan envisioned a TOD with higher density around the Indian Creek MARTA station with an interconnected street pattern. Proposed building heights were up to 8 stories / 100 feet, with most buildings in the three to five story range. The concept plan stretched from Durham Park Road to the parcels south of Redan Road, a greater area than MARTA's property, and included 250,000 to 500,000 square feet of commercial space, 1,200 to 2,000 multifamily units, and 80 to 100 single-family houses. The MALP also included urban design, transportation, housing, and economic development recommendations.

	Character Areas	
	Town Center	Suburban
Activity Center	Y	N
Density (du/ac)	Up to 60 (75 with approved SAP)*	Up to 8
Max. Height	6 Stories	
Preferred Uses	Townhomes / Condominiums / Apartments / Retail & Commercial / Office / Civic / Entertainment & Cultural / Parks & Recreation / Health Care / Institutional / Technology Centers	Single-Family Detached / Townhomes / Clustered Residential / Conservation Villages and Hamlets / Neighborhood Retail / Schools / Libraries / Assisted Living/ Parks and Recreation / Health Care / Civic/
Permitted Zoning	RSM, MR-1, MR-2, HR-1, HR-2, MU-1, MU-2, MU-3, MU-4, MU-5, OI, OIT, C-1, C-2, MALP	MU-1, C-1, OI, NS, RE, RLG, R-100, R-85, R-75, R-60, RNC, MHP, RSM, OIT

DeKalb County 2050 Comprehensive Land Use Plan Character Areas



Future Land Use Map

ZONING OVERVIEW

One of the primary goals of the master plan was to rezone MARTA's approximately 64 acres of land at Indian Creek Station to a TOD supportive zoning district through a community-driven visioning process. Through the process of creating the Indian Creek TOD Master Plan, MARTA was able to successfully rezone Indian Creek Station in May 2024.

The Zoning Overview is divided into two sections. The first section is a summary of the zoning as it existed at the beginning of the master plan process. The second section describes the Indian Creek TOD Master Plan zoning recommendations and the subsequent rezoning process.

SUMMARY OF PREVIOUS ZONING & SURROUNDING DISTRICTS

At the start of the Indian Creek TOD Master Plan process, the Station Area-Scale included seven zoning districts and one overlay district. The Indian Creek MARTA TOD site itself was designated with three zoning districts and the Indian Creek Overlay District.

MARTA OWNED-PROPERTY

Medium Density Residential-1 (MR-1)

This zoning district is intended to encourage primarily residential, planned developments that allow accessory retail, office, institutional, and civic uses. This may include a mix of single-family and multi-family housing types with connectivity of streets and communities.

Office-Institutional (OI)

The Office-Institutional District is intended to provide convenient areas within the county for the location of office and institutional uses which are necessary for the residents and business and professional practitioners within the county. Accessory commercial and residential uses are also permitted to reduce auto dependence.

Residential Medium Lot-75 (R-75)

This district is intended to provide for the protection of neighborhoods within the county where lots have a minimum area of ten thousand (10,000) square feet.

SURROUNDING ZONING DISTRICTS

Mixed-Use High Density (MU-4)

The purpose of the Mixed-Use districts is to encourage the development of master or comprehensively planned, mixed-use developments. These districts are also intended to permit flexible arrangements of uses and offer a variety of housing options.

Small Lot Residential Mix (RSM)

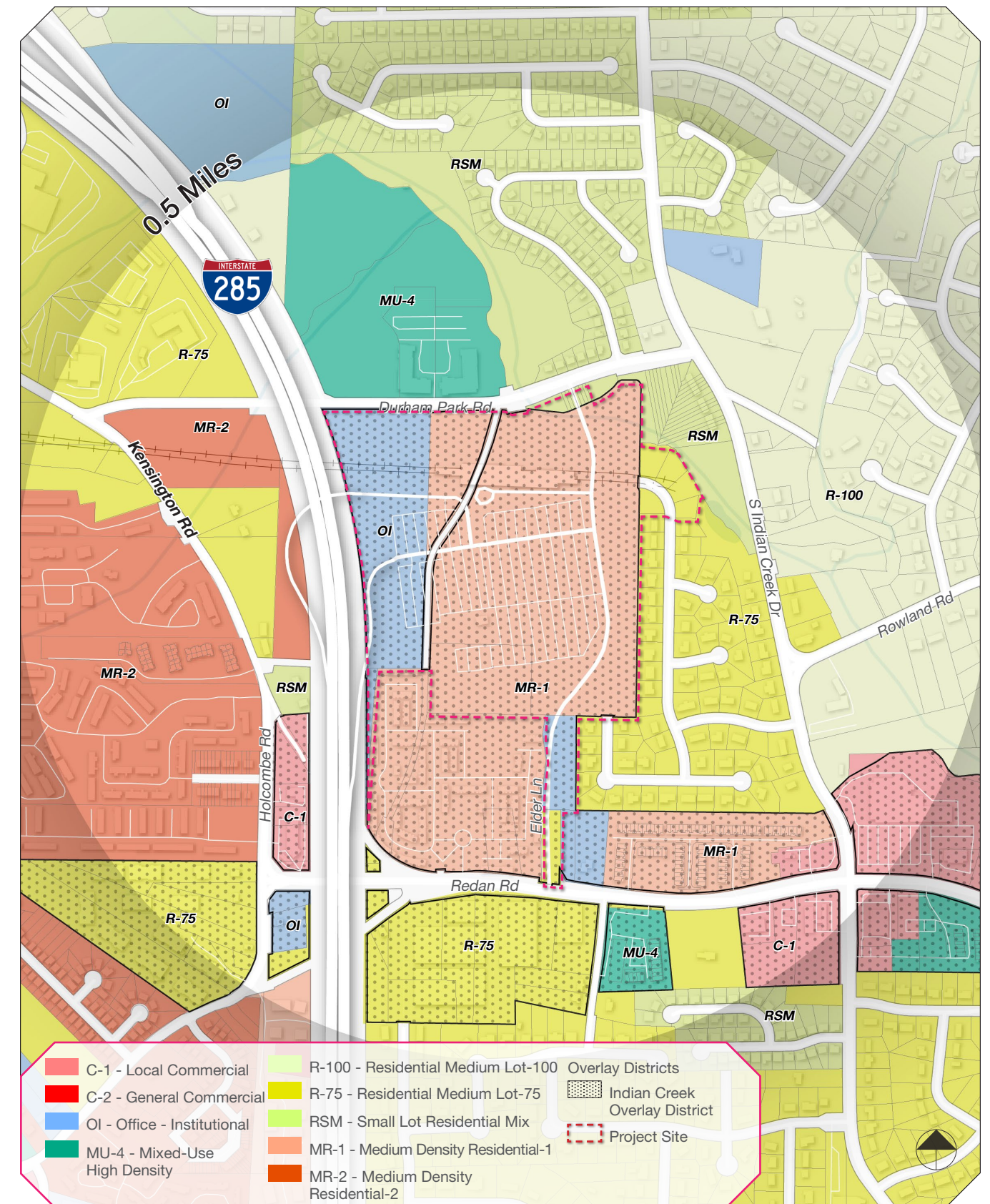
This zoning district provides for the creation of residential neighborhoods that allow a mix of single-family attached and detached housing options.

Medium Density Residential-2 (MR-2)

This zoning district is intended to encourage primarily residential, planned developments that allow accessory retail, office, institutional, and civic uses. This may include a mix of single-family and multi-family housing types with connectivity of streets and communities. This district permits higher densities than the MR-1 district.

Local Commercial (C-1)

The Local Commercial district provides convenient local retail shopping and service areas within the county for all residents. Outside of the "center" character area types, this district is intended to provide for auto-oriented needs.



Zoning map at the start of the Indian Creek TOD Master Plan process

ZONING OVERLAY

Overlay districts are supplemental to the zoning district classifications and take precedence over the underlying zoning regulations.

INDIAN CREEK OVERLAY DISTRICT

The entirety of MARTA's property at Indian Creek Station is within the Indian Creek Overlay District. This district is intended to implement the recommendations of the Indian Creek Master Active Plan (MALP), while developing a multimodal, transit-oriented area that integrates physical activity by enhancing connectivity to trails, parks and open space (both internally and near developed areas). Transit oriented development is encouraged in this area to increase MARTA ridership and mixed-use development around the Indian Creek MARTA station.

The overlay district overrides several standards from the underlying zoning, such as setbacks and uses, and establishes supplemental regulations to further promote walkable TOD. The underlying zoning continues to regulate key standards such as density and lot dimensions.

The Indian Creek Overlay District establishes or supplements the following standards and requirements:

- Principal Uses and Structures
- Design Standards, including:
 - Setbacks;
 - Development standards for commercial, residential and mixed-use buildings; and
 - Site design
- Architectural Regulations
- Signs
- Transitional Buffer Zone Requirements
- Street Standards
- Underground Utilities
- Interparcel Access

Special Approval Process

The Indian Creek Overlay District also establishes a special approval process to ensure the district's requirements are met. This includes the submittal and review of a Conceptual Plan Package and Final Design Package with site plans containing proposed buildings, lots, street designs, parking, open space, renderings, elevations, and other information necessary for determining compliance with all requirements. A Multi-modal Access Plan is also required.

Multi-Modal Access Plan

Each new application for a development permit within the Indian Creek District shall be accompanied by a multi-modal access plan to demonstrate a unified plan of continuous access to and between all buildings in the proposed development and adjacent properties. The access plan must also show how pedestrians can safely travel to and from the MARTA station.

PARKING

Parking requirements in DeKalb County are by use and are independent of zoning district and character area designation. In general, the required parking minimums are relatively high and will necessitate structured or below grade parking at higher TOD densities. However, several parking reductions are available to support TOD. Bicycle parking is required for some uses, but buildings that are primarily residential may be exempt from this. Additionally, required bicycle parking is tied to the required amount of motor vehicle parking, so when motor vehicle parking is reduced, so too is bicycle parking although the need for bicycle parking may increase in such a scenario.

SUMMARY

The MR-1 and OI zoning districts typically reflect suburban land use and development patterns and are not supportive of TOD. These districts have low maximum densities, limited permitted uses and building types, and large minimum lot sizes.

The Indian Creek Overlay District establishes a framework for transit-oriented development across much of the station area, including the parcels owned by MARTA. The overlay district implements the 2013 MALP recommendations and supersedes and supplements many of the underlying zoning standards. The overlay district begins to address site, building, and street design standards to help create a walkable built environment. However, many other key standards are still controlled by the underlying zoning, such as density, lot size, and parking.

Previous plans and studies recommended rezoning to the MU-4/5 designation. However, higher density alone is not enough to meet the goals and intent of the Town Center Activity Center or create a vibrant TOD. The creation of the Indian Creek TOD Master Plan is also an opportunity to update the Indian Creek Overlay Zone to reflect the current community vision and incorporate TOD best practices.

KEY TAKEAWAYS OF PREVIOUS ZONING DESIGNATIONS TO SUPPORT REZONING

Permitted densities and uses are not supportive of a vibrant transit-oriented community

The Future Land Use Plan designation supports higher densities and a greater mix of uses than permitted by zoning.

The underlying zoning and overlay district apply uniformly across the site and do not reflect the core, intermediate, edge transition of the Activity Center designation.

The large size of the project site and its designation as a Town Center Activity Center Type necessitates a transition in intensity from core to edge. To facilitate this, zoning regulations could incorporate standards that reflect the core, intermediate, and edge zones.

Standards, such as setbacks promote suburban form.

The MR-1 and OI zoning districts require relatively large minimum lot sizes and setbacks. The MU-4/5 zoning district, previously recommended for the project site, offers minimum lot sizes and setbacks more appropriate for a transit-oriented community.

However, other portions of the code separate from the district standards necessitate separating and setting buildings back further than the setback requirements. This makes it difficult to create a continuous urban streetwall. Various landscaping and buffer requirements for mixed-use and multi-family buildings require each to be surrounded with a landscape buffer of 5 to 10 feet. Even where the setback requirements are minimal, these provisions make it such that multi-family and mixed-use buildings must be separated from each other. This situation could be avoided through the construction of larger buildings that occupy a full block face.

Block size, street network, and street design regulations are not context sensitive and are tailored for application to existing places.

The large size of the project site and its lack of an established street network requires the creation of new lots, blocks, and streets - the foundation for a walkable, transit-oriented community. Regulations related to the subdivision of land can better support the TOD vision.

The code requires walkable block sizes within Activity Centers. However, language in the Indian Creek Overlay District focuses on interparcel access requirements, which are applicable for established suburban development patterns where connecting large parcels can be beneficial. For a large site where new blocks, streets, and parcels can be created, the code should prioritize an interconnected street network, walkable blocks, and shared, midblock parking.

Only a limited variety of street designs are permitted in the code and they apply universally across character areas and activity centers. Additional flexibility and context sensitive street designs can allow for more variety and interesting streets appropriate for walkable communities. The use of "private drives" instead of public "streets" may address some of these concerns.

Greater emphasis on frontages and parking location can improve the pedestrian experience

The experience of a place is shaped by the frontage, or the interface between the public space and private. Safe, comfortable, and interesting places and streets require frontages that prioritize the pedestrian. Parking locations and access have some of the most significant effects on frontage quality.

A lack of clarity along with different regulations for buildings fronting streets compared to private drives, (although they function in the same manner) permits parking, driveways, and garages along the front of buildings, between the sidewalk and facade. This results in numerous curb cuts, increasing conflict points for pedestrians and cyclists, while also limiting the possibilities for street trees and on-street parking.

2.4.2 ZONING RECOMMENDATIONS AND THE REZONING PROCESS

TOD SUPPORTIVE ZONING

At the start of the master planning process, MARTA's properties at Indian Creek Station were initially zoned O-I, R-75, and MR-1 within the Indian Creek Overlay District. These districts reflect suburban densities, uses, and development patterns and are not supportive of transit-oriented development.

A review of the DeKalb County Zoning Ordinance identified the Mixed-Use High Density (MU-4) and Mixed-Use Very High Density (MU-5) zoning districts as the most supportive of TOD. Based on the DeKalb County 2050 Unified Indian Creek Town Center Future Land Use designation and results of the market study, MU-4 (Mixed-Use High Density) was determined to be the most appropriate district to facilitate the creation of transit-oriented development at Indian Creek Station.

In addition to the underlying zoning, the Covington and Indian Creek Overlay District also applies to MARTA's properties at Indian Creek Station. The overlay district supersedes and supplements some of the requirements of the underlying zoning and includes additional standards to support a walkable, mixed-use development.

To support the Indian Creek TOD Master Plan's vision, text amendments to the Covington and Indian



Signs for the rezoning were located on site.

Creek Overlay District are also necessary. These text amendments would allow:

- Film, movie, and television production studios;
- Temporary outdoor events (including food truck festivals);
- Bus transfer facilities;
- Community centers;
- Outdoor recreation facilities; and,
- Rooftop uses including outdoor recreation, bars, or restaurants.

REZONING SCHEDULE



REZONING PROCESS

MARTA submitted their rezoning application for Indian Creek Station in December 2023. This application process included notifications, signage, and presentations to the District 5 Community Council, DeKalb County Planning Commission, and the Board of Commissioners. The rezoning was adopted by the Board of Commissioners in May 2024.

REZONING CONDITIONS

To support the rezoning and help ensure that future development follows the vision and intent of the Indian Creek TOD Master Plan, a set of rezoning conditions were developed in coordination with DeKalb County to accompany the map and text amendments. These conditions codify key features of the master plan and community vision for the station area. As the process of implementing TOD advances, MARTA and their developer partner(s) will need to collaborate with DeKalb County to meet these conditions.

A summary of the rezoning conditions is shown on this page and the full set of rezoning conditions is included in the appendix.

THE INDIAN CREEK STATION AREA WAS REZONED IN MAY 2024 TO THE RECOMMENDED ZONING DISTRICT:

MU-4: MIXED-USE HIGH-DENSITY DISTRICT

- The purpose of the Mixed-Use districts is to encourage the development of master or comprehensively planned, mixed-use developments. These districts are also intended to permit flexible arrangements of uses and offer a variety of housing options.

THE REZONING ALSO INCLUDED:

- Text Amendments to the Covington and Indian Creek Overlay District.
- Rezoning Conditions to help ensure that future development follows the vision and intent of the Indian Creek TOD Master Plan.

Recommended Zoning

THE REZONING CONDITIONS ADDRESS:

DEVELOPMENT OF REGIONAL IMPACT (DRI) REQUIREMENTS AND PROCESS

AFFORDABLE HOUSING REQUIREMENTS

MULTIUSE TRAIL NETWORK

PARKS, PLAZAS AND OPEN SPACES

PARKING GARAGE DESIGNS

ALLOCATION OF COMMERCIAL USES AND DENSITY ACROSS THE STATION AREA

BLOCK SIZE AND THE CREATION OF A CONNECTED STREET GRID

GREEN INFRASTRUCTURE

ARCHITECTURAL STANDARDS AND BUILDING MATERIALS

COORDINATION WITH STATE AND COUNTY AGENCIES AND DEPARTMENTS

STREET SCAPE AND PLACEMAKING ELEMENTS

COMMUNITY FACILITIES

Rezoning Conditions

An aerial photograph of the Indian Creek Station area. The central focus is a large construction site with reddish-brown earth, partially highlighted by a semi-transparent pink overlay. To the right is a large, mostly empty parking lot with some parked cars. The surrounding area includes residential houses, dense green trees, and a multi-lane road on the left. The overall scene depicts a mix of developed and under-development land.

2.5 TOD ISSUES & OPPORTUNITIES

Aerial view of the Indian Creek Station area

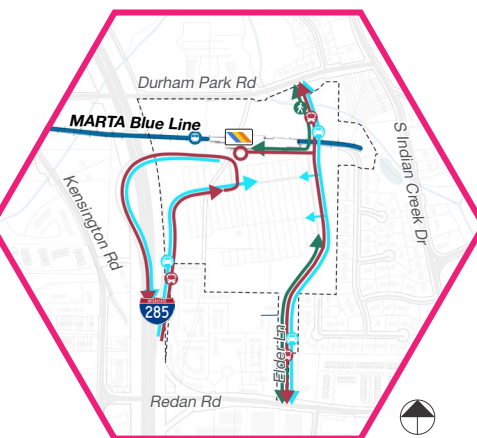
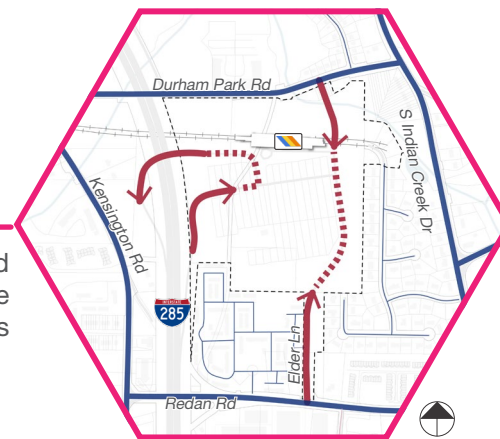
2.5.1 EXISTING CONDITIONS SUMMARY

The following diagrams summarize the urban design and mobility existing conditions analysis, providing a high-level overview of the site's physical form. This summary is the foundation for the Issues and Opportunities diagrams.

SITE CONNECTIVITY

The site has limited access from surrounding neighborhoods and streets. Access is currently from three locations: along Elder Lane from Durham Park Road in the north and Redan Road in the south, as well as from the partial interchange with I-285.

- ➔ Site Access Points
- ➔ Primary Routes Through Site
- Surrounding Street Network



- ➔ Pedestrian Access
- ➔ Motor Vehicle Access
- ➔ Transit Access
- MARTA Blue Line

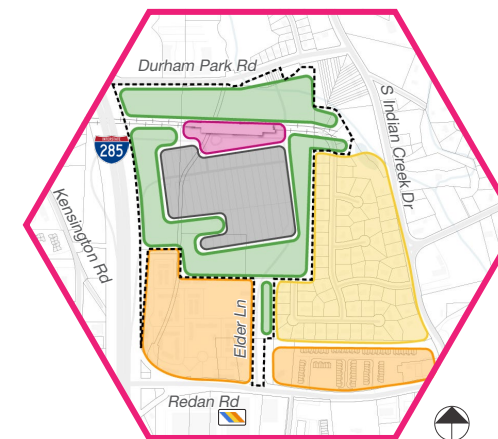
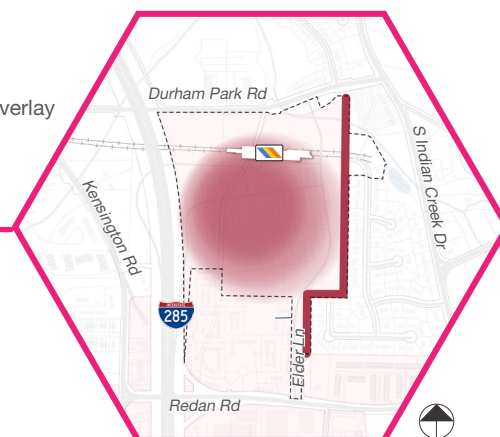
STATION ACCESS

The limited connectivity to the surrounding street network restricts access to the station. Station access is limited to transit and cars with no bicycle infrastructure and incomplete and substandard pedestrian infrastructure.

DENSITY STUDY

The site's Future Land Use designation with a Town Center Activity Center character area supports TOD with the most intense development near the transit station, transitioning to lower densities towards the site's edge. The current zoning is not supportive of TOD and does not allow for the full potential of the activity center future land use designation to be realized.

- Town Center Activity Center Density
- Indian Creek Overlay District Zoning
- Core Intermediate Edge
- Transitional Buffer



- Townhomes
- Single Family Detached
- Surface Parking
- Transit Facilities
- Wooded Area

SITE COVERAGE

The site largely consists of surface parking lots surrounded by forested areas. Immediately adjacent to the station is a single-family neighborhood to the east and a townhouse development to the south.

TOPOGRAPHY & STORMWATER

The site's current use as a surface parking lot offers a relatively flat area with uniform grading for stormwater management. In general, the site slopes from south to north although several areas of more significant topography exist along the site's edges, along the rail line, and between the rail line and Durham Park Road. The northeastern portion of the site is also within a flood zone.

- Pervious Surfaces
- Flood Zone
- Water Flow Direction



- Potential Connections
- Planned / Proposed Trails and Shared Use Paths
- Potential Connection Node

TRAIL CONNECTIONS

There are no existing trails or shared use paths in the station area, although a robust trail network is planned for the area surrounding the site. Potential connections to future trails should be maintained and incorporated into the design to facilitate greater bicycle and pedestrian mobility across the region.

2.5.2 ISSUES & CONSTRAINTS

1 I-285 IS A BARRIER TO NEIGHBORHOODS TO THE WEST

Interstate I-285 forms the western boundary of the site and is a barrier, separating the project from the neighborhoods and activity to the west. More than just a physical barrier, I-285 is a perceptual barrier between communities that are “ITP” inside the perimeter and those that are “OTP” or outside the perimeter.

2 LIMITED SITE ACCESS

Elder Lane, a private drive on MARTA property, provides the only access to the project site and MARTA station from the surrounding neighborhoods, with connections at Durham Park Road and Redan Road. Elder Lane has limited pedestrian facilities that do not fully connect to the station and no bicycle facilities.

3 RAIL LINE DIVIDES THE SITE

While the MARTA station offers regional mobility, at the station area and site scales, the trenched rail limits local mobility. The rail divides the project site into two parts and is a barrier between the station entrance and Durham Park Road. Elder lane is currently the only access across the rail, connecting the two portions of the site.

4 I-285 RAMPS MUST BE ACCOMMODATED

The partial interchange with I-285 provides regional mobility options, especially for bus transit service. The ramps and associated access lanes create challenges for local mobility. Special consideration in site planning will be necessary to balance pedestrian-prioritization with transit access to the station from I-285. Future BRT along I-285 or other modifications to access from the interstate will also need to be considered.

5 AT&T LOT UNCERTAINTY

A portion of the surface parking lot is leased to AT&T for employee parking. Any potential redevelopment of this area will require coordination with AT&T and special consideration in the phasing strategy.

6 LIMITED CONNECTIONS TO ADJACENT NEIGHBORHOODS

There are currently no connections between the station and the adjacent single-family neighborhood to the east. Connections with the Generation Avondale East development are also limited. Establishing new connections with adjacent neighborhoods will require extensive outreach to understand potential concerns and apply appropriate design solutions.

7 SURROUNDING LOW-DENSITY DEVELOPMENT

The neighborhood to the east of the site consists of low-density single-family homes. The Indian Creek Overlay Zoning District requires a transitional buffer zone between development and adjacent residentially zoned properties. A buffer will be needed between development and the neighborhood adjacent to the site on the east.

8 STEEP TOPOGRAPHY AT EDGES

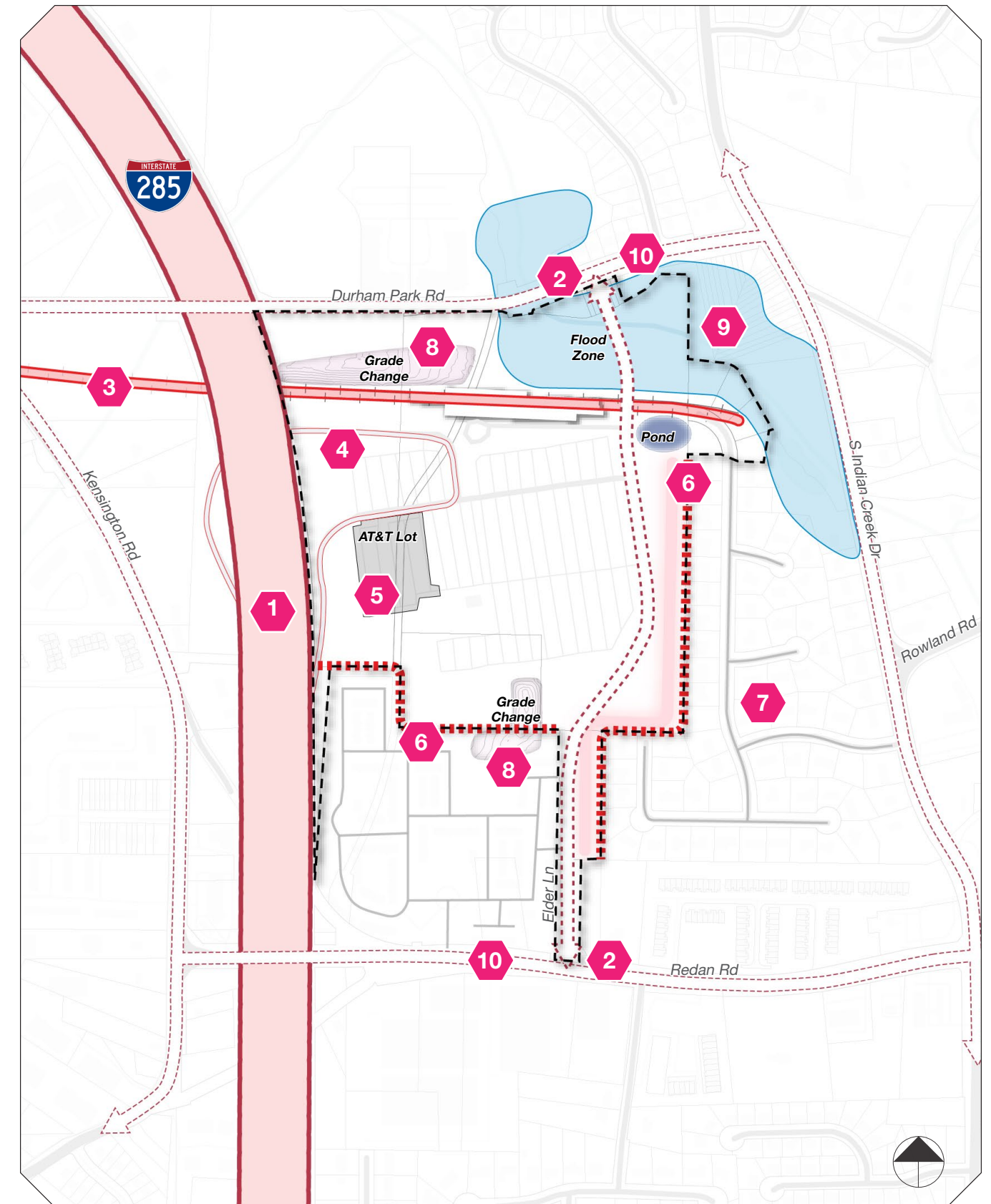
Topographic conditions in several locations would require significant sitework and regrading for development to occur, limiting possibilities in those areas for new uses. These areas also present challenges for creating new connections.

9 FLOOD ZONE ALONG INDIAN CREEK

Indian Creek flows through the northeastern portion of the site with its associated floodway. The area surrounding the creek is also with a flood zone.

10 POOR BICYCLE AND PEDESTRIAN FACILITIES ON SURROUNDING STREETS

The station area street network is currently auto-oriented with inadequate provisions for pedestrians and cyclists.

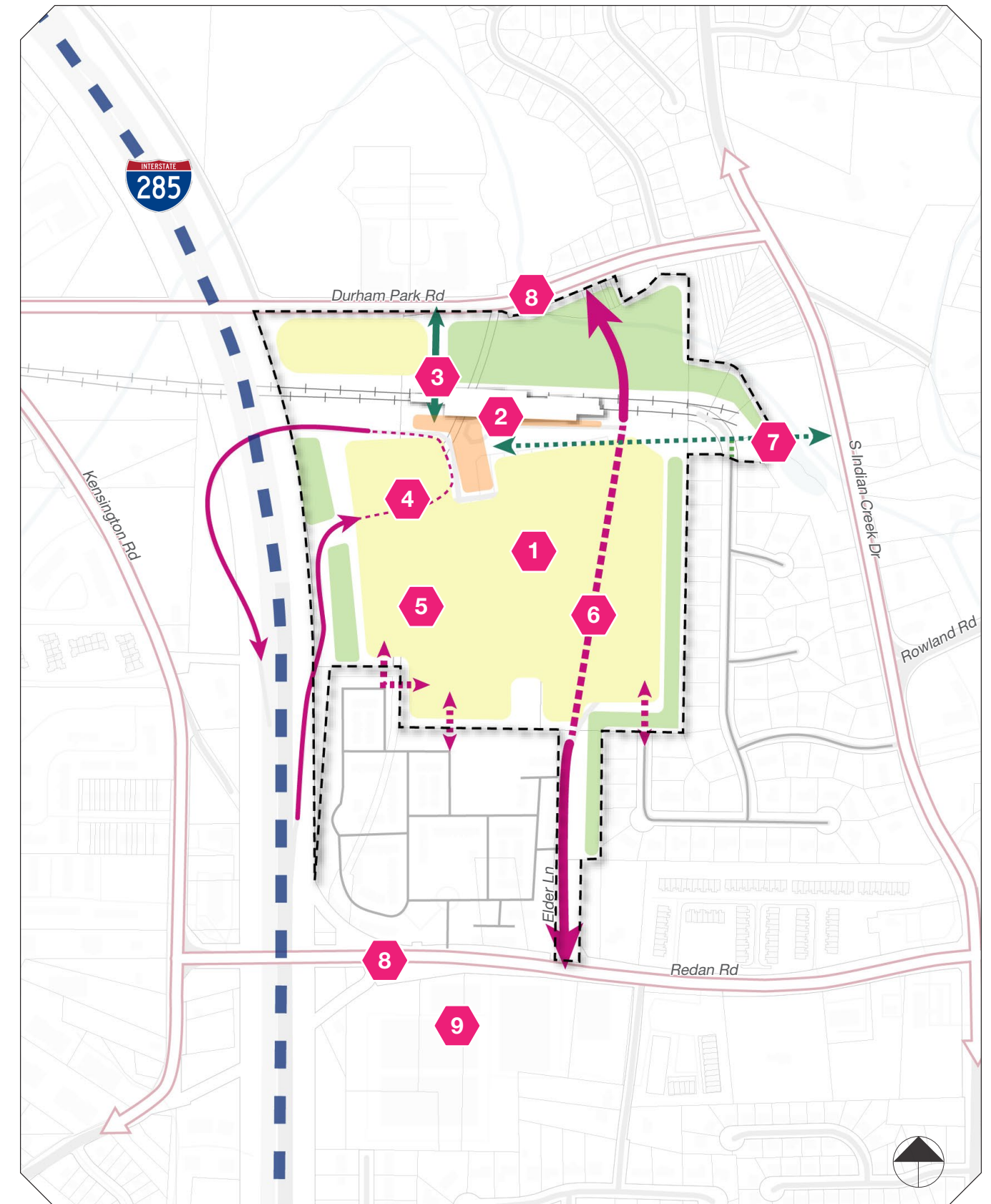


Issues & Constraints

2.5.3 OPPORTUNITIES

- 1 LARGE, FLAT SITE**
The station's expanse of surface parking provides a large area with limited obstructions and is already graded.
- 2 CONCURRENT STATION REHABILITATION EFFORT**
MARTA is currently investing in upgrading the Indian Creek Station to improve the customer experience and convenience.
- 3 FUTURE BICYCLE & PEDESTRIAN BRIDGE**
The station rehabilitation project will add a new bicycle and pedestrian connection from the station entrance to Durham Park Road, connecting over the rail line and improving station access.
- 4 ACCESS TO I-285 AND POTENTIAL BRT**
The Georgia Department of Transportation's perimeter express lane project will provide an opportunity for new bus rapid transit (BRT) service along I-285 with service at Indian Creek Station. The I-285 Top End BRT planning study to determine the feasibility and potential implementation is in the early stages at the time of this report. The site plan should allow for potential future BRT access to the station.
- 5 URBAN AGRICULTURE FARM**
An existing urban farm is located near the MARTA police precinct and is a unique community-oriented amenity.

- 6 FLEXIBILITY ALONG ELDER LANE**
As a private drive, Elder Lane allows for additional flexibility to modify or redesign the street.
- 7 ROBUST TRAIL NETWORK IN PLANNING**
Proposed trails would connect Indian Creek Station to a larger, regional network with connections to the region's parks, Kensington Station, and Stone Mountain Trail.
- 8 PROPOSED COMPLETE STREET ENHANCEMENTS ON SURROUNDING STREETS**
Complete street improvements are planned for many of the roadways around Indian Creek Station, providing an opportunity to enhance bicycle and pedestrian facilities, increasing access to the station.
- 9 NEW DEVELOPMENT NEARBY (ELECTRIC OWL)**
The opening of a movie studio within walking distance of Indian Creek Station brings additional employees, visitors, and economic development opportunities.

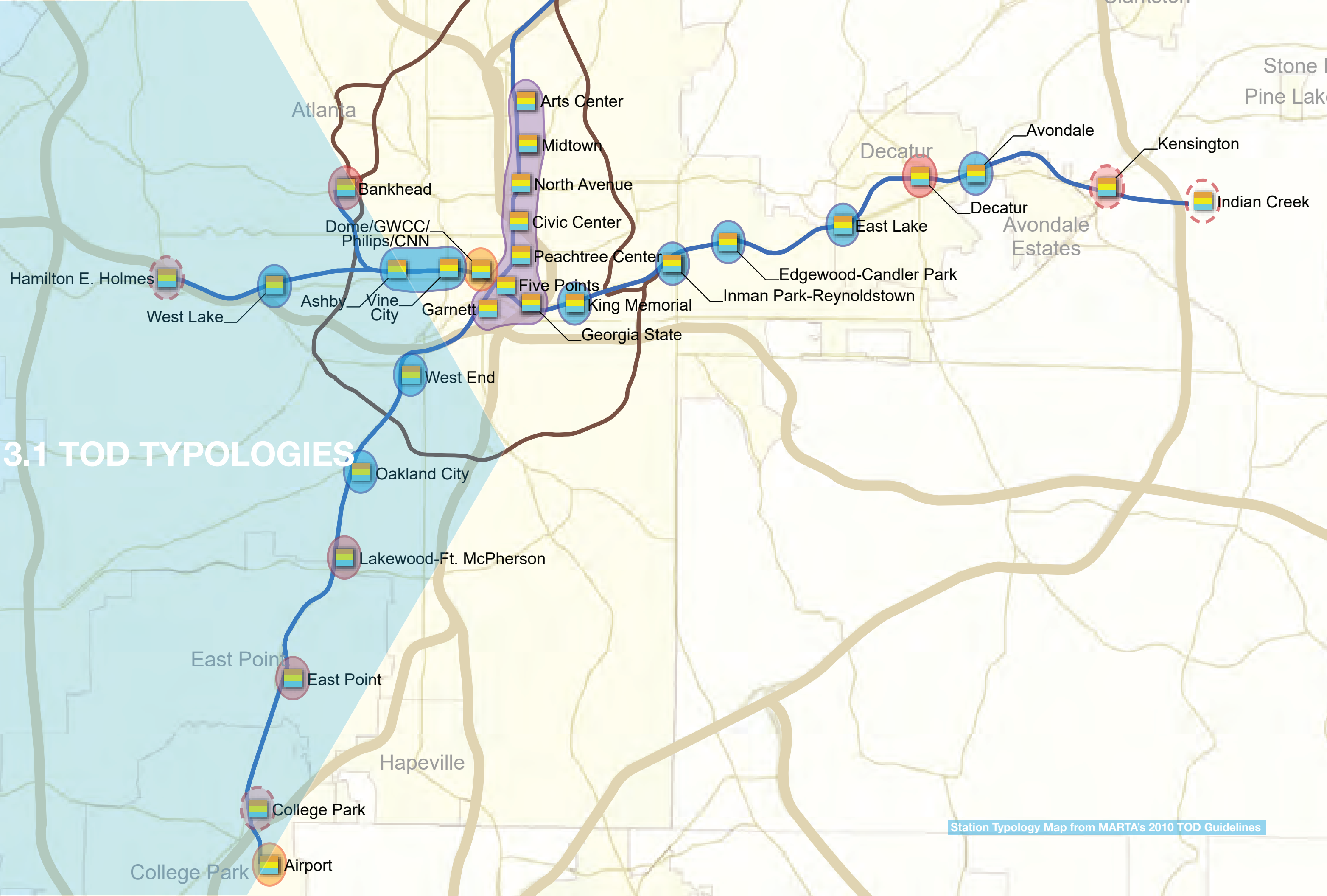


Opportunities



TOD GOALS, TYPOLOGIES & FRAMEWORKS

3.1 TOD TYPOLOGIES



3.1 TOD TYPOLOGIES

OVERVIEW

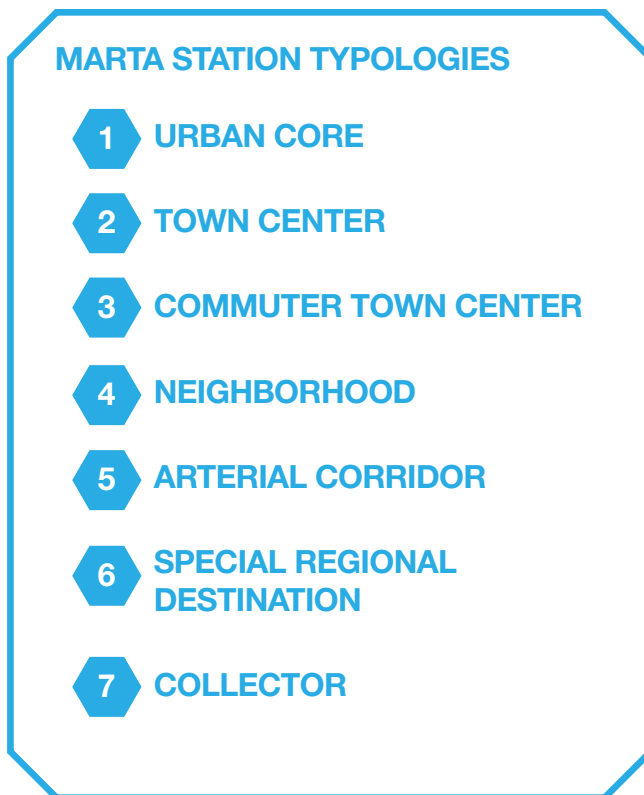
MARTA adopted a set of TOD Guidelines in 2010 to help the entire community of TOD stakeholders, including transit agencies, local governments community groups, developers, and others achieve TOD.

The Guidelines establish station typologies that describe different combinations of density, location, land use, and transit functions to help understand how stations as they exist today can evolve into more TOD-friendly places. Each station is classified into one of seven station typologies. Specific standards are recommended for each typology that apply the principles of density and mixed-use development to the transit stations.

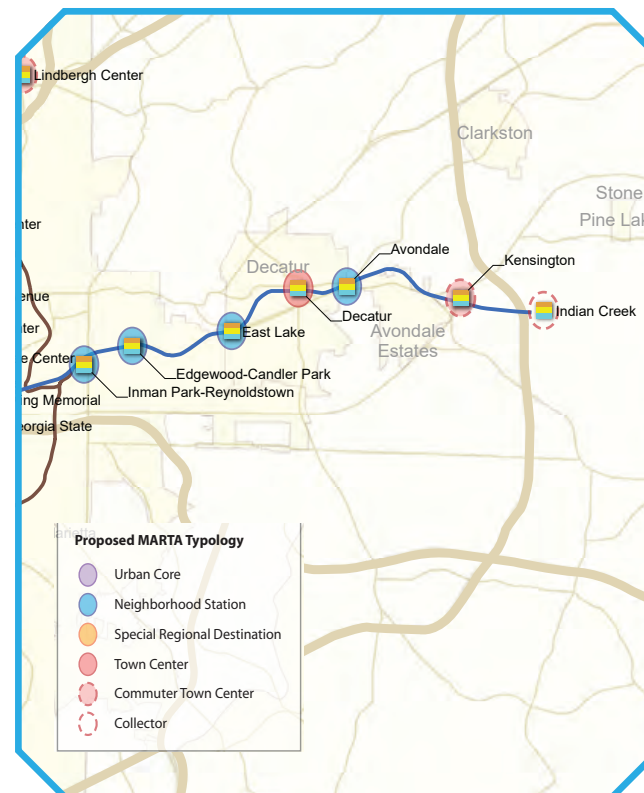
Indian Creek Station was identified in the 2010 TOD Guidelines as a Collector station, with park-and-ride as the primary use. The guidelines for Collector stations recommend that where possible, development at transit-supportive densities should be encouraged with surface park-and-ride lots remaining in place until capacity expansions dictate the construction of garages. More recent plans, such as the *I-20 East Transit Oriented Development Community Plan* and the *2050 DeKalb Unified Plan*, envision Indian Creek Station as more than just a park-and-ride, but rather a town center for the surrounding communities. This Indian Creek TOD Master Plan is an opportunity to better align MARTA's 2010 Guidelines with the community's vision for Indian Creek Station and MARTA's goal for more equitable development.

It is recommended that Indian Creek Station be recategorized to a Commuter Town Center typology to better align with the *2050 DeKalb Unified Plan*, MARTA's current goals for TOD, and the community's vision developed through this planning process.

Re-categorizing Indian Creek Station recognizes that the station can retain its park-and-ride functionality while also becoming a destination and center for the surrounding community. Transforming Indian Creek station into a vibrant destination will require careful consideration of the bus facilities, on-site circulation, and park-and-ride facilities to maintain and where possible enhance transit operations.



Station Typologies from MARTA's TOD Guidelines



MARTA Station Typologies

UPDATE INDIAN CREEK STATION FROM A COLLECTOR STATION TO A COMMUTER TOWN CENTER

Existing MARTA Station Typology: Collector Station

COLLECTOR STATION

Ideal Land Use Mix and Scale of Development

- Park-and-ride is the primary use. Nearby development should be as accessible to transit station as possible, but may be more automobile-oriented than normal TOD.
- Building scale, if any, depends on type of nearby use.

Public Realm

- Primarily serves park-and-ride, which may be at-grade.
- High-quality links to nearby buildings, important, but no area-wide TOD streetscape.

Keys to Success

- Optimize intermodal transfer from feeder modes.
- Provide nearby uses with good pedestrian connections.

COMMUTER TOWN CENTER TYPOLOGY IDEAL LAND USE MIX AND SCALE OF DEVELOPMENT

- Balanced mix of multi-family residential development with office, retail, entertainment, and civic uses. Vertical mixed-use is common. 3 to 10 FAR and between 25 and 75 residential units per acre.
- Likely to be a new town center at or near a regional highway exit. Transition to lower-density outside the quarter-mile radius.
- Mid-rise buildings dominate; some high- and low-rise. Typically with heights between 4 and 15 stories.

- Traditional town center pedestrian network with station at focal point.
- Curb-side parking desirable; no off-street parking in front of buildings; garages wrapped.
- Park-and-ride is in structure and ideally feeds retail environment.

KEYS TO SUCCESS

- Get market to accept reduced residential and commercial parking.
- Optimize street level relationships among transit, public realm, development.
- Optimize park-and-ride count, operation, and management.
- Locate park-and-ride to minimize conflict with TOD.

PUBLIC REALM

- Stations grade-separated (heavy rail) or at-grade.

Recommended MARTA Station Typology: Commuter Town Center

An aerial photograph of a city block with various planning overlays. A large light blue arrow points from the top center towards the right. A series of small blue arrows along a green-shaded area point from the top left towards the bottom right. A large purple arrow points from the bottom left towards the right. A large blue arrow points from the left towards the center. Several rectangular areas are highlighted in orange, and others in green. A diagonal blue and green triangle is overlaid on the left side of the map.

3.2 TOD GOALS & STRATEGIES

3.2.1 TOD GOALS FOR INDIAN CREEK STATION

OVERVIEW

Conceptual visioning and design development for TOD at Indian Creek Station began in May 2023 following the Community Kick-off Event. Analysis generated during the Assessment of Conditions, input from the community during the kick-off event, MARTA's TOD Guidelines, and ongoing engagement with MARTA and DeKalb County served as a foundation from which to advance TOD design at the station.

MARTA'S APPROACH TO TOD

MARTA's TOD Guidelines are built around four foundational principles for TOD, shown below, that are woven throughout this plan and inform the vision for TOD at Indian Creek Station.

GOALS FOR INDIAN CREEK STATION

Specific goals for TOD at Indian Creek Station emerged from this visioning process and reflect the priorities of MARTA and the community. These goals set the direction for TOD at Indian Creek Station by guiding the development of three TOD frameworks options leading to the TOD Vision outlined in Chapter 4.

The following are the key goals from this process that helped influence and guide the design process and the TOD framework options:

1 CREATE AN APPROACH TO TOD THAT IS UNIQUE TO INDIAN CREEK STATION

The Indian Creek Station area is big, significantly larger than MARTA's other recent TOD projects. This provides MARTA with an opportunity to approach the master plan for Indian Creek Station not just a transit-oriented development, but as a transit-oriented community. MARTA's TOD Guidelines offer principles and standards that will guide future development at Indian Creek Station, but these will need to be expanded upon to ensure that the Indian Creek Station area becomes a complete neighborhood.

2 PROTECT EXISTING FORESTED AREAS

Metropolitan Atlanta's urban tree canopy is one of the region's defining features. The landscape at Indian Creek Station is a prime example of this urban forest. The station itself is nestled within a forested valley, creating a sense of being surrounded by nature. Surrounding the station area is a ring of wooded areas, providing a visual and auditory buffer between the station area, the adjacent interstate, and surrounding residential neighborhoods. Protecting these forested areas will create a unique character for the TOD and help it be a good neighbor.

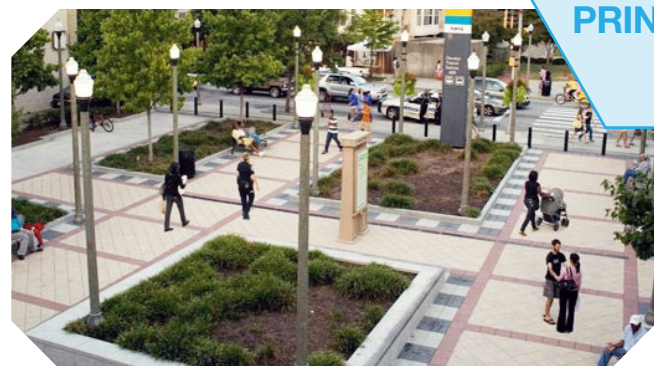
Station Area Development That Is Compact And Denser Relative To Its Surroundings



A Rich Mix Of Land Uses



MARTA TOD PRINCIPLES



A Great Public Realm



A New Approach To Parking

KEY STRATEGY:

A NEW APPROACH TO PARKING

MARTA's TOD Guidelines, along with national TOD best practices, offer a new approach to parking that accommodates parking within a larger framework that prioritizes placemaking, public spaces, and multimodal access. Aligning the planned parking at the Indian Creek Station TOD with these guidelines will allow MARTA to maximize the utilization of future parking facilities and enhance the TOD experience.

MARTA's TOD Guidelines provide proposed parking ratios that can be used to project future parking demand and refine the number of parking spaces needed to support the TOD.

- MARTA's approach to parking at Indian Creek Station will following four basic elements:
- Transit-oriented development needs and should allow less parking than development in non-transit settings.
- Park-and-ride for transit commuters should be located and managed in a way that is supportive of TOD.
- Parking can and should be shared as much as practical, so that the necessary parking capacity can be provided in fewer physical spaces.
- Parking should be located and designed so as to reinforce the transit-, pedestrian, and bicycle-friendly nature of TOD, and to encourage the use of electric and car-sharing vehicles.

3 CREATE A COMMUNITY-CENTRIC DESTINATION TO ACT AS A DRAW TO THE STATION AREA

Conversations with the community, DeKalb County, and MARTA made it clear that TOD at Indian Creek Station must prioritize the needs and vision of the area’s existing community, while also serving new residents. There are few options in the area surrounding Indian Creek Station for dining, shopping, and entertainment, and even fewer in a walkable, downtown setting. The Indian Creek Station TOD Master Plan is an opportunity to address this gap and create a new town center destination for this DeKalb community.

While Indian Creek Station today serves the surrounding community’s mobility needs, and the urban farm is a growing attraction, finding the right mix of uses and public spaces can help ensure TOD at Indian Creek Station draws visitors, residents, and workers. Vibrant public and open spaces can also attract visitors and serve the surrounding communities.

4 PROVIDE CLEAR AND COHESIVE CONNECTIONS TO TRANSIT AND THROUGHOUT THE STATION AREA

Mobility and access to high quality transit are defining features of transit-oriented development and help enable higher densities. TOD at Indian Creek station can enhance multimodal connections to transit through improved pedestrian, bicycle, and transit infrastructure. Multiuse paths can connect surrounding neighborhoods to the TOD and Indian Creek Station. This multiuse path network should also connect to planned regional trails. The TOD’s new streets should form a connected network that prioritizes walking, biking and transit. Complete street design will be the standard with a focus on access to and from the station.

The master plan must also take into consideration and coordinate with other transportation projects, including the I-285 Managed Lane Project.

5 MINIMIZE DISRUPTION TO EXISTING STATION AREA ACCESS AND MAINTAIN STATION AREA FUNCTIONALITY DURING BUILD-OUT

Indian Creek Station provides a vital service to MARTA transit users, connecting them to work, school, friends, family, shopping, and much more. While the Station Area transforms into a new transit oriented community, it is essential that these transit services (bus, rail, park and ride, police precinct) remain functional for those who depend on them.

The master plan is also an opportunity to enhance the existing transit functionality of the station area - improving bus transfers and operations, creating an update police precinct, and ensuring parking for those arriving to the station by car.

KEY STRATEGY:

EQUITABLE TOD

ETOD takes the concept of TOD one step further by actively working to ensure that benefits afforded by TOD extend to community members, both current and future, at all income levels.

ETOD or Equitable Transit-Oriented Development includes space for residents of all income levels. It recognizes that Equity is critical for the benefits of transit to be shared fairly. This means focusing on affordability at Indian Creek, supporting small businesses, and creating a safe and comfortable walking environment.

Getting from TOD to Equitable TOD requires a transparent and community-driven planning process to understand what is most important to the community and centering the community’s vision in the plan.



Affordability: Ensure affordable housing options near transit, low-cost transit fares, and tenant protection.



Density: Compact development connects people to jobs and commerce, and supports transit.



Transit: Expands access to opportunities and provides convenient, reliable transportation.



Walkability: Pedestrian-friendly design creates vibrant and active spaces, which leads to health, environmental and economic benefits.



Mixed Use: A mix of uses (residential, commercial, service, etc.) within a building, block or neighborhood encourages fewer car trips and creates active spaces.

KEY STRATEGY:

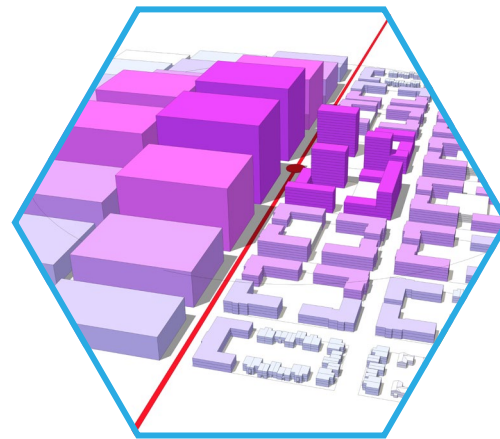
AFFORDABLE HOUSING

In 2010, the MARTA Board adopted an Affordable Housing Policy that requires 20 percent of residential units at MARTA’s TODs to be affordable to those earning 60 to 80 percent of Metro Atlanta’s area median income (AMI) for rental units and affordable to those earning 80 to 100 percent of the AMI for for-sale units. In 2021, the Greater Atlanta TOD Affordable Housing Preservation Fund received \$100 million for partners to provide a mission-oriented fund to minimize displacement of residential who live in multi-family properties within a one-mile radius of a MARTA rail station. The goal of this fund is to complement investments in new construction of affordable housing by preserving existing affordable housing.

In 2021, MARTA also partnered with Goldman Sachs’ Urban Investment Group within Goldman Sachs’ Asset Management for a \$100 million initiative to finance new development at or within a mile of MARTA rail stations. The Atlanta Affordable Housing and TOD Initiative is a flexible, multi-product program designed to promote and support the development of ground-up mixed income, TOD projects that benefit from their proximity to MARTA’s 38 heavy rail stations and 22 Atlanta streetcar light rail stops.

3.2.2 TOD DESIGN STRATEGIES

Planning and implementing successful TOD involves decisions that directly influence density, land use, the public realm, multi-modal transportation, urban form, and overall character as a place. These fundamental design strategies define the characteristics of successful TOD and will help implement the goals for TOD and Indian Creek Station. While these design strategies should be applied to create a transit-supportive environment around the station area, they can be tailored to achieve unique character, market conditions, and community aspirations.

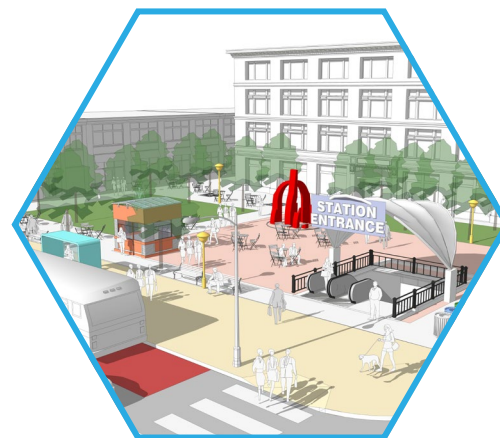


STRATEGIC GROWTH NEAR TRANSIT

Makes transit easier to access for more people by placing the tallest buildings with the most people closest to the transit station. TOD density and compactness is not uniformly high, but varies based on its community context, transit capacity, and distance from the transit station. The greatest density is encouraged in areas immediately surrounding the station.

MIXED USE DEVELOPMENT

Provides a mix of residential, retail, office, commercial, and community facilities that create a “Live, Work, Play” environment surrounding a station, reinforcing the use of transit. It promotes walking by making the streets more interesting with active ground floors and encourages a more efficient use of land and infrastructure.



GREAT NEIGHBORHOOD SPACES AND STATIONS

Plazas and open spaces in the immediate area around a station makes the transit experience more convenient and interesting. Plazas and open spaces create a sense of place and improve the user experience. They also attract active uses such as restaurants, markets and community facilities, which further activate the station area.

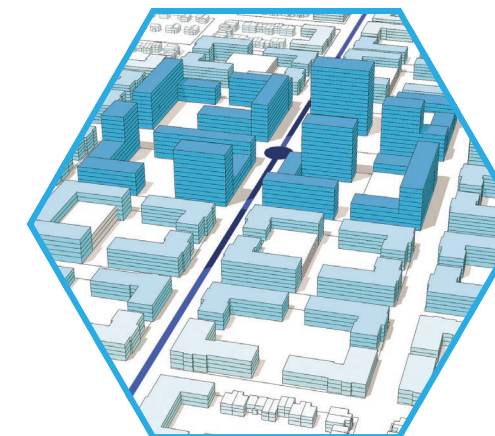
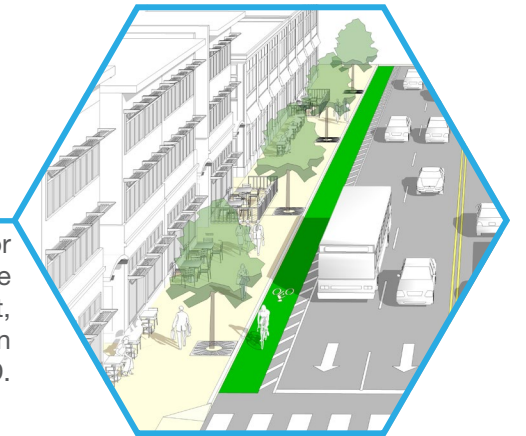


PRIORITIZE PLACES OVER PARKING

Reduces the amount of space dedicated to parking, while still meeting the needs of the community, local businesses, and residents. This reduces the amount of land lost to surface parking lots and encourages shared parking between uses to maximize TOD and create publicly available spaces. Surface and structured parking should be placed at the rear of buildings, allowing building frontages along streets.

COMPLETE STREETS

Provide safe, convenient, and comfortable environments for pedestrians, cyclists, and transit users. Complete Streets enhance the unique character of the neighborhood, encourage the use of transit, and improve mobility for all. Complete Streets should be focused in station areas to enhance first/last mile connectivity and support TOD.



ACTIVE AND VIBRANT CENTER

Transit is particularly successful in areas with defined centers, making an 18-hour place by offering multiple attractions and reasons for people to frequent the area through the day and into the night. Having a vibrant mix of uses near transit is important for placemaking, but it must also have a sense of community so that people can choose to gather there. A cohesive, active center can be created by planning comprehensive TOD districts rather than individual projects.

3.3 TOD FRAMEWORKS



Members of the community commenting on the TOD framework options at the design charrette.

TOD FRAMEWORK

VILLAGE GREEN
TOD Framework Table Exercise

EXAMPLE SITE PLAN

CONCEPT DIAGRAM

DENSITY

LEGEND
High Density
Medium Density
Low Density
Medium-High Density

LEGEND
Development Area
Open Space

LEGEND
Open Space

Coffee Shop (Starbucks)
Diverse Restaurants
Play area
Community Center
Furniture

Overnight Parking

cut through
highways

3.3.1

INTRODUCTION TO TOD FRAMEWORKS

OVERVIEW

The TOD framework is the foundation for the community driven master plan, translating the analysis and community conversations into a vision for TOD. For the Indian Creek TOD Master Plan, the TOD framework consists of three layers that form an organizing structure for the master plan. Each framework layer has associated strategies that provide further detail and guidance.

TOD FRAMEWORK OPTIONS

To arrive at a TOD framework that represented a consensus vision for the station area master plan, a series of three TOD framework options were developed to test ideas and guide conversations and design decisions. Each TOD framework option explored unique approaches towards realizing the TOD goals for Indian Creek Station, bringing together the findings from the Assessment of Conditions (Chapter 2), MARTA's TOD Principles, the proposed Collector Town Center Typology, and the specific TOD goals for Indian Creek Station.

Each TOD framework option proposed different approaches for transforming the surface parking lots surrounding Indian Creek Station into a new, transit-oriented community. The TOD framework options

tested a variety of development programs and assumed a successful rezoning of the site to MU-4, allowing for a greater mix of uses and a higher density that is appropriate for TOD.

CENTERING OPEN SPACE

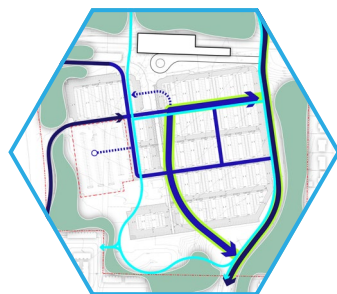
Recognizing the essential role of open space in supporting vibrant communities, the need for a defining destination at Indian Creek Station, and the limited park and public space in the surrounding neighborhoods, quality open spaces were recognized as a key ingredient for achieving the TOD goals for Indian Creek Station.

The open space framework layer is the principal organizing feature for each TOD framework option. The approach for each option began with an exploration of the open space design, as both a connective element and focal point for community gathering. This approach resulted in open and public spaces having priority from the very beginning of the design process, informing the rest of the framework layers and overall TOD framework.

SELECTING A PREFERRED TOD FRAMEWORK

At the station area design charrette and subsequent online survey, the community reviewed and critiqued the three TOD framework options, selecting Village Green as the preferred TOD framework. Based on this feedback, the planning team evolved the preferred TOD framework option into the TOD vision, presented in Chapter 4, through an iterative design process involving technical stakeholders, MARTA, and DeKalb County.

TOD FRAMEWORK LAYERS:



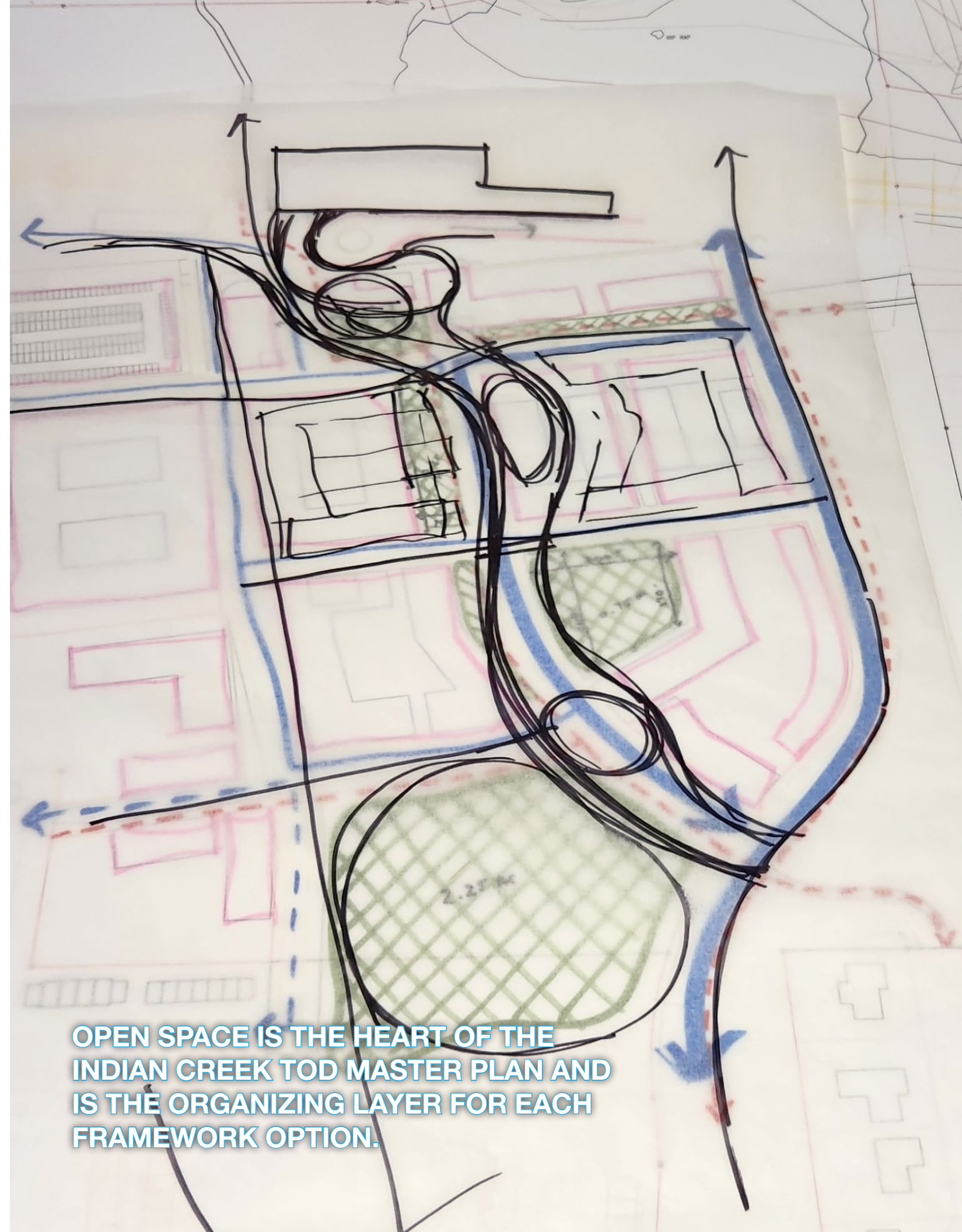
CONNECTIVITY & CIRCULATION



OPEN SPACE & PUBLIC REALM



BLOCKS, BUILT-FORM & CHARACTER



OPEN SPACE IS THE HEART OF THE INDIAN CREEK TOD MASTER PLAN AND IS THE ORGANIZING LAYER FOR EACH FRAMEWORK OPTION.

FRAMEWORK SKETCHES

The TOD framework options were developed through an iterative design process that involved sketching and testing ideas. A selection of sketches from this process are shown here.



FRAMEWORK LAYER:

CONNECTIVITY & CIRCULATION

A connected street network forms the basic structure of the TOD framework, establishing both streets and blocks for development. A Complete Street network will prioritize connections to the station and organize the pedestrian, bike, transit, and vehicular circulation within the station area. These connections will inform mobility throughout the site and connections to adjacent neighborhoods. This layer explores different approaches for creating the street grid and connections to surrounding streets and neighborhoods. While each TOD framework option has similar connections and layout, the various approaches result in different block sizes and shapes and address the station in a different manner.

CONNECTIVITY & CIRCULATION STRATEGIES

- 1 Create a connected street grid with Complete Streets;
- 2 Connect with existing I-285 access ramps and coordinate with the I-285 Managed Lane Project
- 3 Improve Elder Lane as a Complete Street to reinforce connections with Durham Park and Redan Roads;
- 4 Expand/improve bicycle and pedestrian facilities;
- 5 Develop a multiuse trail network that connects to the proposed regional network;
- 6 Enhance the transit customer experience;
- 7 Allow for connections to adjacent neighborhoods;
- 8 Facilitate pick-up and drop-off access to the station;
- 9 Enhance on-site bus facilities.

FRAMEWORK LAYER:

OPEN SPACE & PUBLIC REALM

Locations and characteristics of existing and new open spaces and strategic streetscape improvements will reinforce connections to new development, MARTA transit, and adjacent communities. A connected network of differently-scaled open spaces will serve residents, businesses, and transit users, becoming social hubs for the community and enhancing the station area as a whole.

Open space is the defining feature of each TOD framework option, driving the overall framework concept and establishing development sites. Incorporating open space as a framework layer ensures that parks are prioritized and a central part of the TOD.

OPEN SPACE & PUBLIC REALM STRATEGIES

- 1 Create a vibrant, multi-functional transit plaza that can host community events;
- 2 Provide a signature park to serve surrounding communities and new development;
- 3 Utilize high-quality parks and open space to catalyze the development of a new community
- 4 Explore the use of curbsless shared streets in pedestrian-prioritized areas, such as at the station drop-off loop;
- 5 Incorporate a diverse range of park programming;
- 6 Increase access to and celebrate forested areas;
- 7 Prioritize pedestrian amenities;
- 8 Include green infrastructure in parks and streets;
- 9 Support and expand urban agriculture;
- 10 Develop a community facility to serve DeKalb County residents.

FRAMEWORK LAYER:

BLOCKS, BUILT-FORM & CHARACTER

This TOD framework layer tests different approaches to land use mix and allocation of density within the blocks established by the connectivity and open space TOD framework layers. This TOD framework layer consists of three parts: land use, density, and parking.

A TOD supportive, block-based grid of streets within the station area will support future development by offering MARTA and their development partners flexibility with phasing and build-out. These spaces are designed to accommodate a variety of building types and uses to meet the needs of the community and market conditions as they change over time.

A higher density and a mix of uses within the station area will support future TOD that provides transit users and residents access to everyday needs and MARTA transit connections to employment, education, and healthcare. A mix of uses within station area will be planned for, informed by market studies, MARTA goals, and community input. Uses will be curated to serve the community, create diverse and active environments, and promote transit use by becoming a destination within the MARTA system.

Parking strategies will be integrated with new TOD that serve the needs of new residents, businesses, and visitors while also continuing to facilitate MARTA's park and ride functions for the station. Parking demand and the location and layout of parking garages and surface lots within the station area will be informed by land use, proposed development, MARTA standards, and phasing. Future technologies, smart parking garages, and shared parking between different uses to reduce the amount of land dedicated to parking and increase the feasibility of compact and walkable, transit-centric development will all be considered.

BLOCK & CHARACTER STRATEGIES

- 1 Create flexible blocks to accommodate a variety of development and evolving market conditions;
- 2 Promote pedestrian-oriented and scaled architecture.

LAND USE STRATEGIES

- 1 Provide a variety of housing types and price points, including affordable housing.
- 2 Identify commercial uses to serve the community.
- 3 Cluster community-centric commercial uses at the station and anchoring the transit plaza.
- 4 Develop a hotel and/or short-term apartments to support existing and emerging employment centers.
- 5 Plan for adequate commercial uses to support the Town Center Activity Center designation.

DENSITY STRATEGIES

- 1 Transition building heights and density from the station to edges along Elder Lane and Redan Road.
- 2 Ensure transit-supportive residential densities are met

PARKING STRATEGIES

- 1 Right-size required parking, leveraging connection to transit.
- 2 Provide a variety of parking options.
- 3 Develop a park-and-ride garage adjacent to the station to serve MARTA transit users.
- 4 Wrap parking garages with residential or commercial uses along key public spaces.

3.3.2 TOD FRAMEWORK OPTIONS

Three TOD framework options were developed to test alternative concepts for a vision of TOD at Indian Creek Station that achieves the community-driven goals. Each TOD framework option consists of a series of TOD framework layers and associated strategies that build upon each other. The three TOD framework options are introduced here with a more detailed look at each on the following pages.

At the station area design charrette and subsequent online survey, the community reviewed and critiqued the three TOD framework options, selecting Village Green as the preferred TOD framework.

FRAMEWORK 1: VILLAGE GARDENS

This TOD framework option balances developable areas with open space and is structured around a progression of connected public spaces, each with a unique character and program to meet different needs of the community. The series of parks and plazas connects through the TOD, starting from a large community park in the south, through two smaller, more intimate public spaces, and culminates at the transit station plaza. Development is mostly residential, with commercial uses focused at the station and transit plaza.

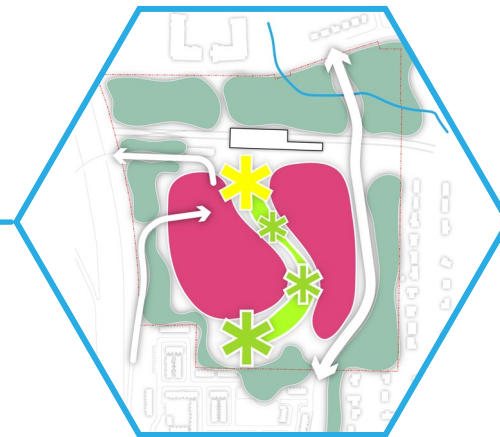
FRAMEWORK 2: VILLAGE SQUARE

This TOD framework option maximizes development potential and has the highest number of residential units and square footage of non-residential space. The TOD framework option is anchored with two public squares, one at the transit station and a second at the key intersection of Elder Lane with the proposed main street to the station entrance. The bus loop is shifted to create additional space for a transit plaza that is fronted with buildings and the station. Development is mostly residential, with commercial uses focused at the station and transit plaza.

COMMUNITY PREFERRED FRAMEWORK FRAMEWORK 3: VILLAGE GREEN

This TOD framework option maximizes open space. A large community park located at the southern end of the station area is the focal point of this TOD framework option. Open space stretches from this park through the center of the station area, connecting to a transit plaza at the station. Development is mostly residential, with commercial uses focused at the station and transit plaza.

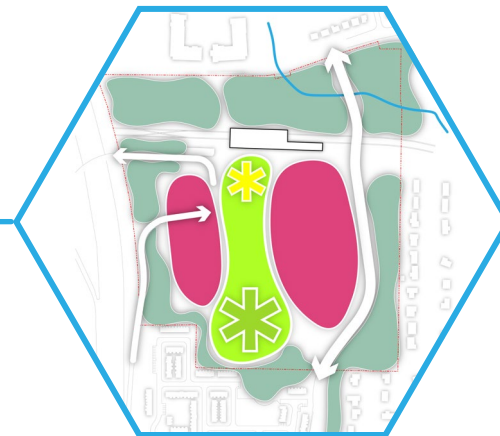
CONCEPT APPROACH



CONNECTIVITY







OPEN SPACE

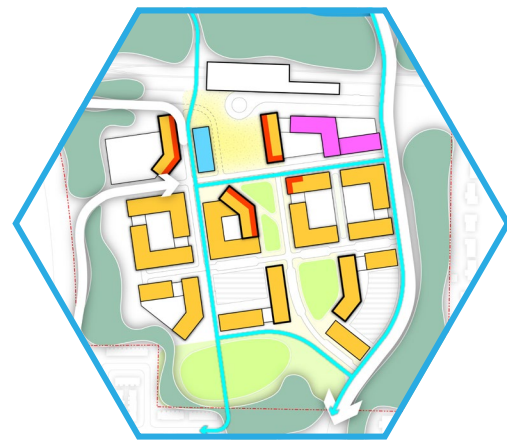


FRAMEWORK 1:

VILLAGE GARDENS

This framework balances developable areas with open space and is structured around a progression of connected public spaces, each with a unique character and program to meet different needs of the community.

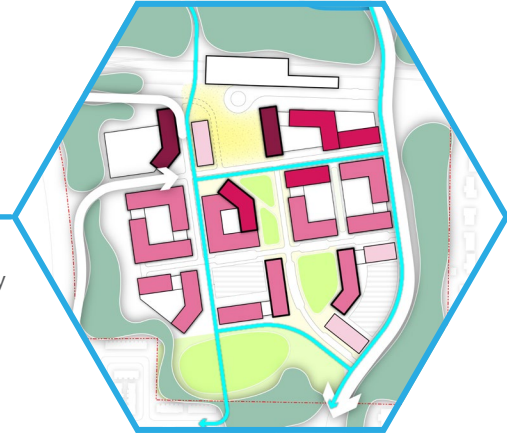
-  **Residential**
1,250 UNITS
-  **Non-Residential**
140k SQUARE FEET
-  **Community Parks & Transit Plaza**
6.7 ACRES
-  **Parking**
3,350 SPACES



LAND USE STUDY

- Multifamily Residential
- Townhome
- Hotel
- Community Facility
- Retail

Development is mostly residential, with commercial uses focused at the station and transit plaza.



DENSITY STUDY

The tallest buildings with highest densities are located surrounding the transit plaza and open spaces. Building heights and density are lower along Elder Lane.

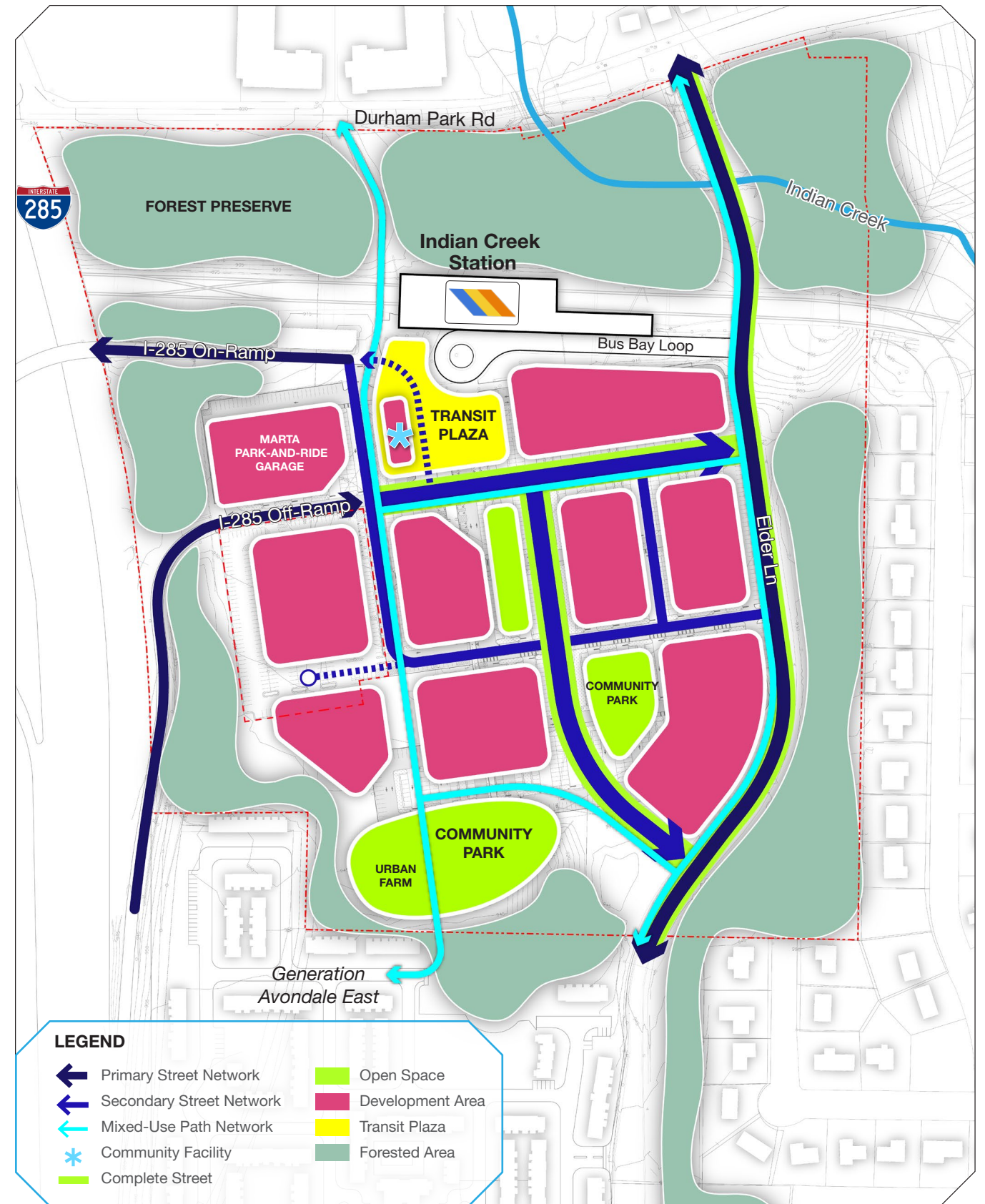
- High Density
- Medium-High Density
- Medium Density
- Low Density



PARKING STUDIES

- - - On-Street Parking
- Surface Parking
- Structured Parking

Most parking is provided in structured decks, with a MARTA patron garage adjacent to the station.



LEGEND

- ← Primary Street Network
- ← Secondary Street Network
- ← Mixed-Use Path Network
- * Community Facility
- Complete Street
- Open Space
- Development Area
- Transit Plaza
- Forested Area

Village Gardens TOD framework

PRECEDENT IMAGERY & ILLUSTRATIVE SITE PLAN

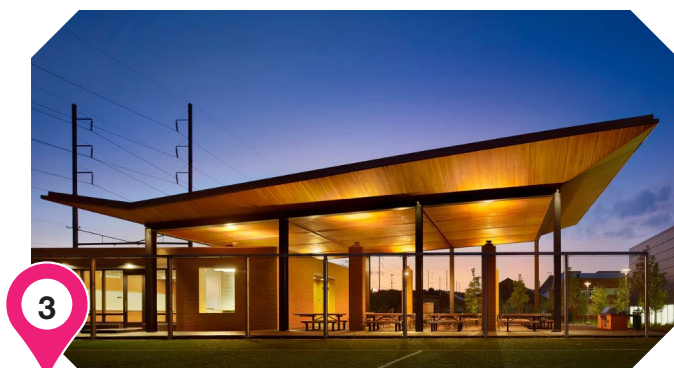
The character of the Village Gardens TOD Framework is depicted through the precedent images and illustrative site plan shown here. The precedent images are examples of similar places that represent key concepts found in this TOD framework. The example illustrative plan demonstrates how the Village Gardens TOD Framework can support a variety of buildings.



Transit Plaza



Residential Development Adjacent to Park



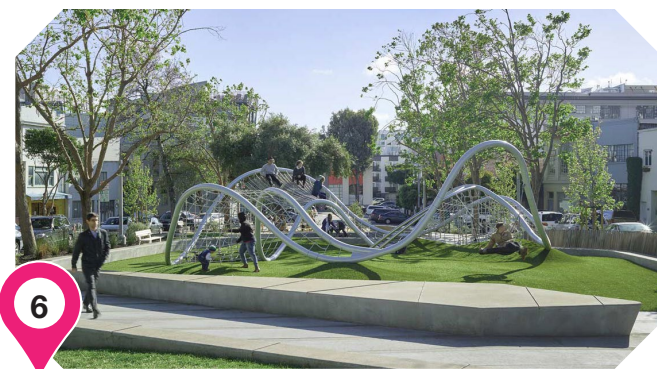
Community Facility



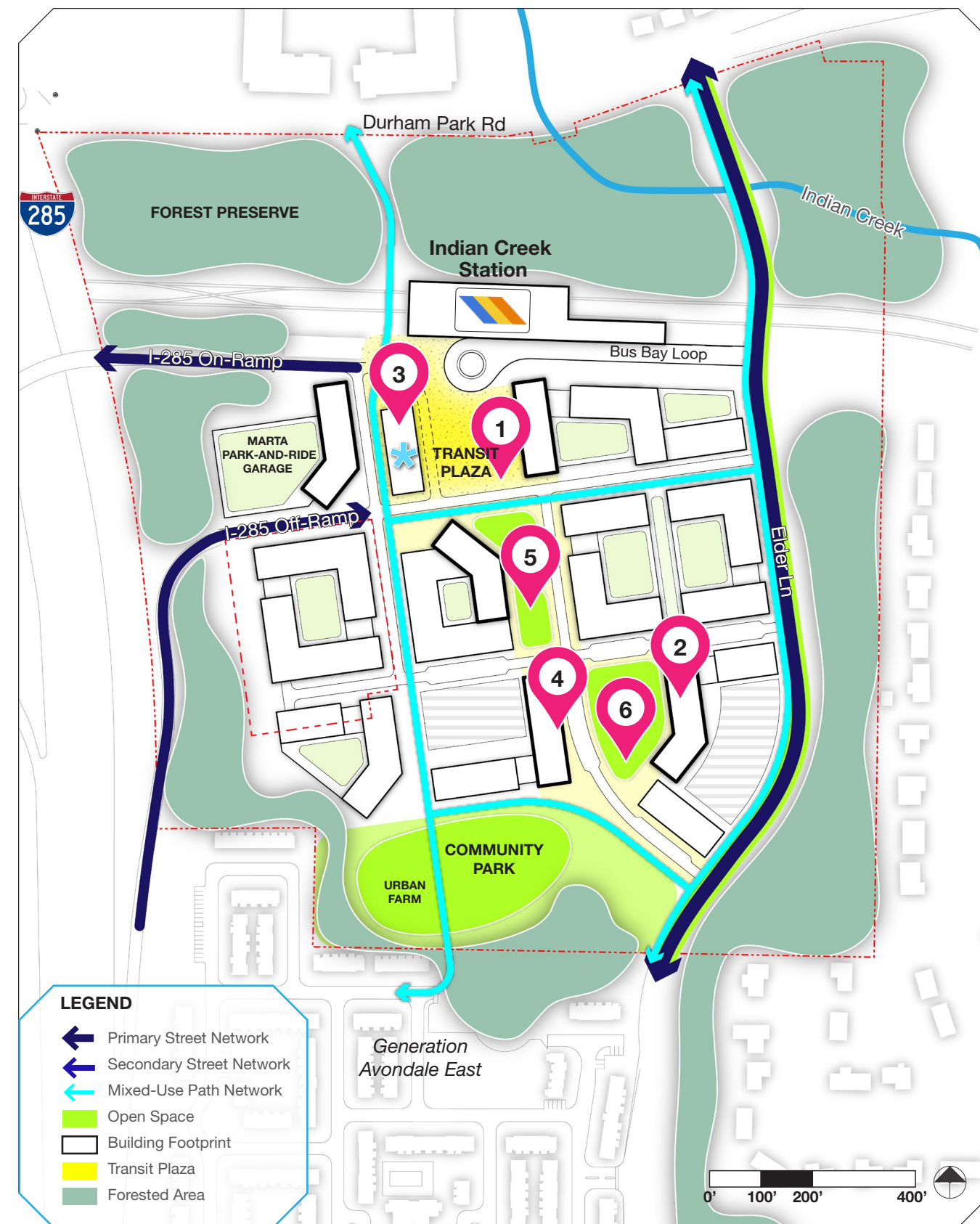
Active Ground Floor Residential Frontages



Landscaped Square



Small Community Playground







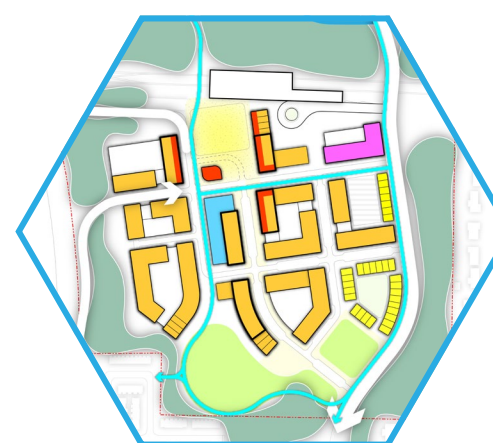
Example Illustrative Site Plan

FRAMEWORK 2:

VILLAGE SQUARE

This framework maximizes development potential and has highest number of residential units and square footage of non-residential space. The framework is anchored with two public squares, one at the transit station and a second at the key intersection of Elder Lane with the proposed main street.

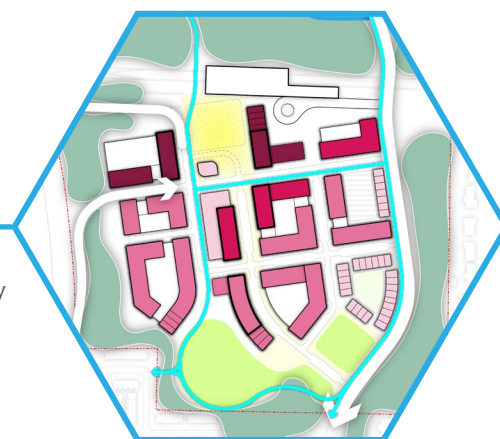
-  **Residential**
1,350 UNITS
-  **Non-Residential**
160k SQUARE FEET
-  **Community Parks & Transit Plaza**
5.9 ACRES
-  **Parking**
3,400 SPACES



LAND USE STUDY





-  Multifamily Residential
-  Townhome
-  Hotel
-  Community Facility
-  Retail

Development is mostly residential, with commercial uses focused at the station and transit plaza. A large community facility is located across from the plaza.






DENSITY STUDY

The tallest buildings with highest densities are located surrounding the transit plaza and open spaces. Building heights and density are lower along Elder Lane.

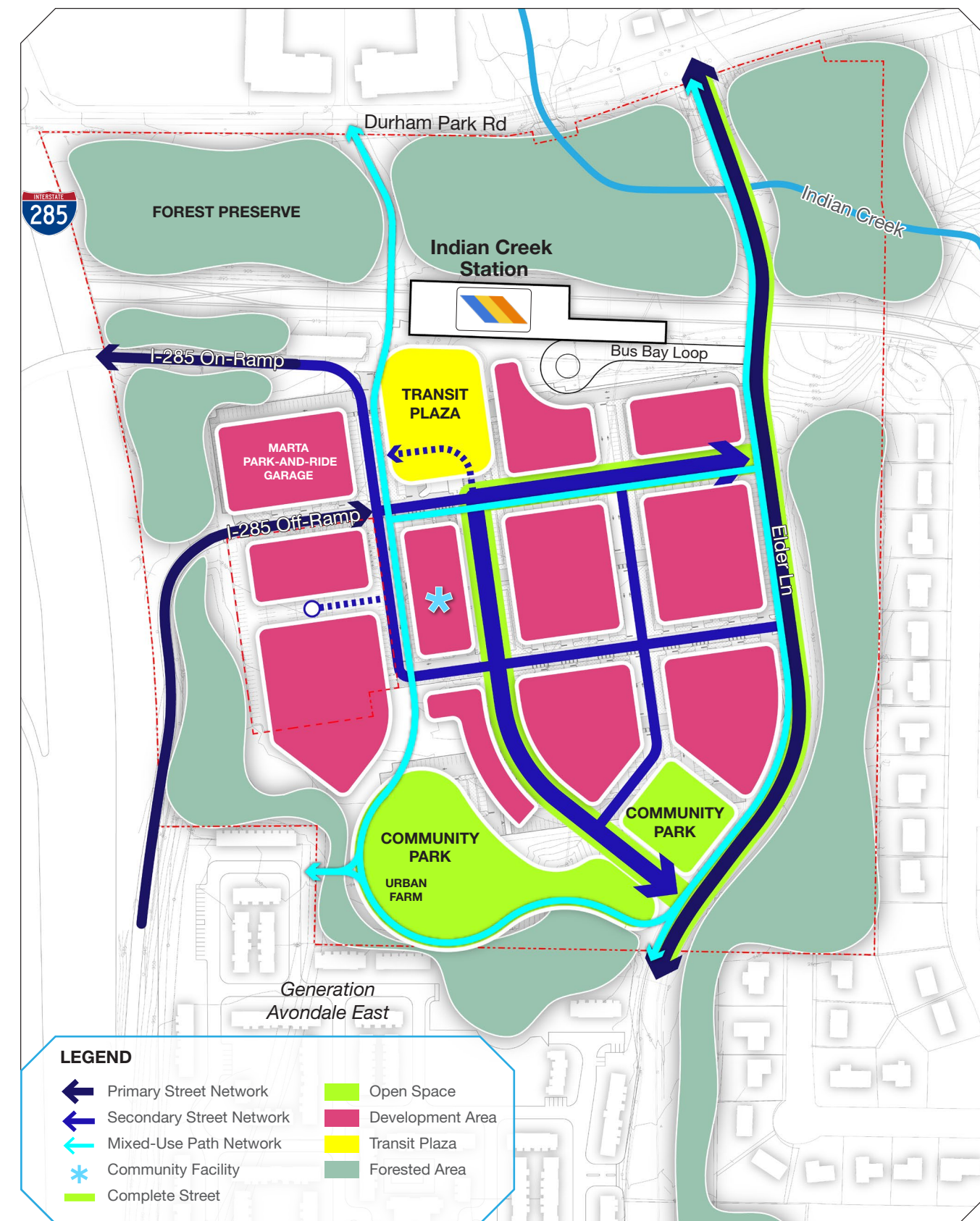
-  High Density
-  Medium-High Density
-  Medium Density
-  Low Density












PARKING STUDIES

-  On-Street Parking
-  Surface Parking
-  Structured Parking

Most parking is provided in structured decks, with a MARTA patron garage adjacent to the station.



LEGEND

-  Primary Street Network
-  Secondary Street Network
-  Mixed-Use Path Network
-  Community Facility
-  Complete Street
-  Open Space
-  Development Area
-  Transit Plaza
-  Forested Area

Village Square TOD framework

PRECEDENT IMAGERY & ILLUSTRATIVE SITE PLAN

The character of the Village Square TOD Framework is depicted through the precedent images and illustrative site plan shown here. The precedent images are examples of similar places that represent key concepts found in this TOD framework. The example illustrative plan demonstrates how the Village Square TOD Framework can support a variety of buildings.



1 Mixed-Use Building



2 Hotel



3 Townhomes



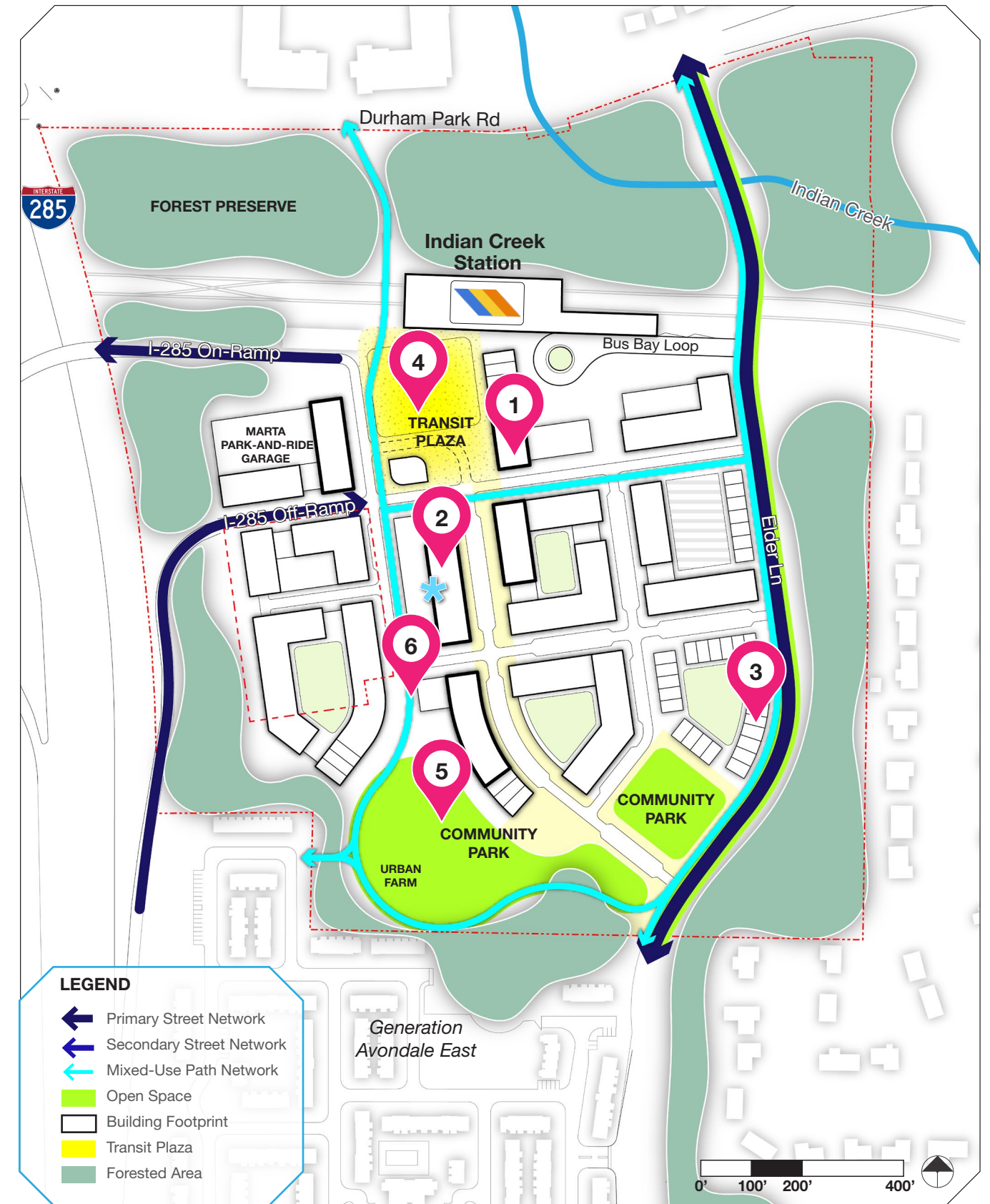
4 Plaza with Food and Beverage Offerings



5 Community Park



6 Shared Street







Example Illustrative Site Plan

FRAMEWORK 3: COMMUNITY PREFERRED FRAMEWORK

VILLAGE GREEN

This framework maximizes open space. A large community park located at the southern end of the station area is the focal point of this framework. Open space stretches from this park through the center of the station area, connecting to a transit plaza at the station.

-  Residential **1,200 UNITS**
-  Non-Residential **126k SQUARE FEET**
-  Community Parks & Transit Plaza **6.8 ACRES**
-  Parking **3,300 SPACES**



LAND USE STUDY

- Multifamily Residential
- Townhome
- Hotel
- Community Facility
- Retail

Development is mostly residential, with commercial uses focused at the station and transit plaza. A community facility is located across from the transit plaza.






DENSITY STUDY

The tallest buildings with highest densities are located surrounding the transit plaza and open spaces. Building heights and density are lower along Elder Lane.

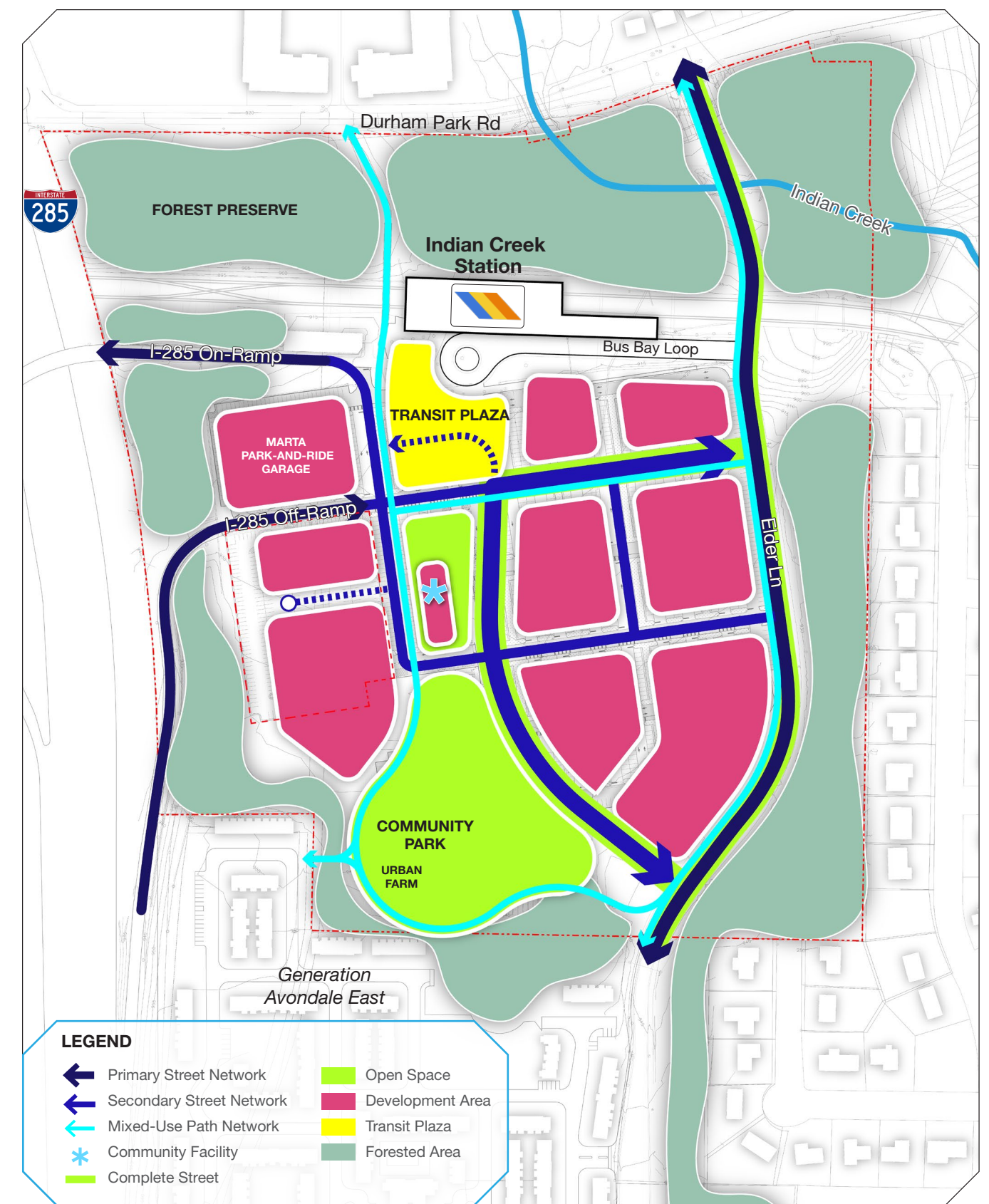
- High Density
- Medium-High Density
- Medium Density
- Low Density












PARKING STUDIES

-  On-Street Parking
-  Surface Parking
-  Structured Parking

Most parking is provided in structured decks, with a MARTA patron garage adjacent to the station.



LEGEND

-  Primary Street Network
-  Secondary Street Network
-  Mixed-Use Path Network
-  Community Facility
-  Complete Street
-  Open Space
-  Development Area
-  Transit Plaza
-  Forested Area

Village Square TOD framework

PRECEDENT IMAGERY & ILLUSTRATIVE SITE PLAN

The character of the Village Green TOD Framework is depicted through the precedent images and illustrative site plan shown here. The precedent images are examples of similar places that represent key concepts found in this TOD framework. The example illustrative plan demonstrates how the Village Green TOD Framework can support a variety of buildings.



1 Mixed-Use Building with Ground Floor Live-Work Units



2 Community Center



3 Townhomes



4 Parking Garage with Artistic Facade



5 Large Community Park



6 Hotel



LEGEND

- ← Primary Street Network
- ← Secondary Street Network
- ← Mixed-Use Path Network
- Open Space
- Building Footprint
- Transit Plaza
- Forested Area

Example Illustrative Site Plan



TOD VISIONING



INDIAN CREEK
VILLAGE

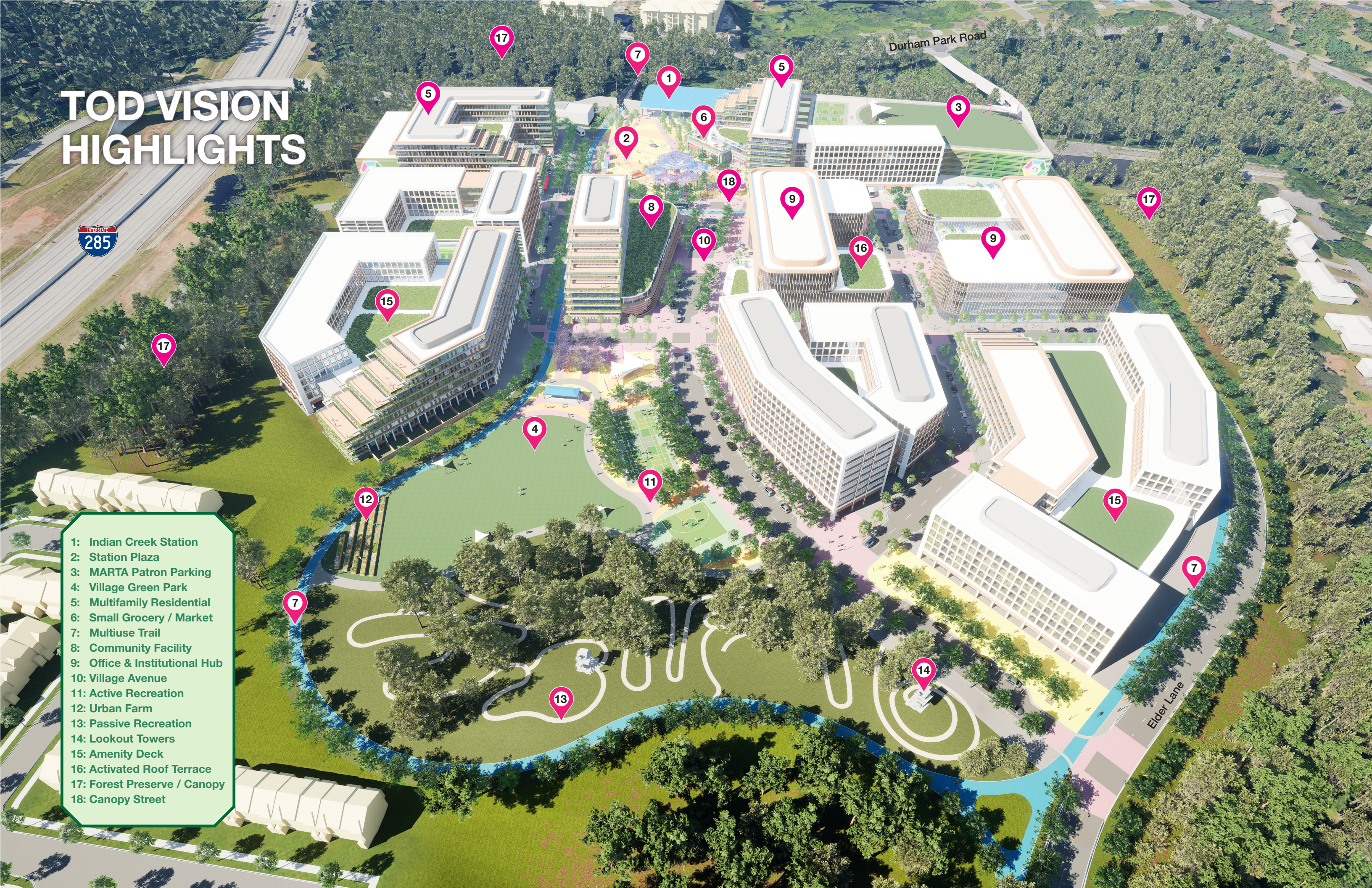
TOD VISION HIGHLIGHTS

INTERSTATE
285

Durham Park Road

Elder Lane

- 1: Indian Creek Station
- 2: Station Plaza
- 3: MARTA Patron Parking
- 4: Village Green Park
- 5: Multifamily Residential
- 6: Small Grocery / Market
- 7: Multiuse Trail
- 8: Community Facility
- 9: Office & Institutional Hub
- 10: Village Avenue
- 11: Active Recreation
- 12: Urban Farm
- 13: Passive Recreation
- 14: Lookout Towers
- 15: Amenity Deck
- 16: Activated Roof Terrace
- 17: Forest Preserve / Canopy
- 18: Canopy Street



EXPLORE THE TOD VISION



4.1 CONNECTIVITY, CIRCULATION, & BLOCKS

Street Network / Key Street Sections / Multiuse Trail / Blocks.



4.2 OPEN SPACE & PUBLIC REALM

Station Plaza / Village Green Park / Central Court



4.3 LAND USE, DENSITY, & CHARACTER

Multifamily Residential / Office & Institutional Hub / Food & Beverage / Small Grocery-Market / Community Facility / Movie Studio / Parking / Density



4.4 TRANSIT & STATION OPERATIONS

Bus Transfer Facility / MARTA Police Precinct



4.1 CONNECTIVITY, CIRCULATION, BLOCKS



Village Avenue & Canopy Street at Station Plaza

4.1.1 CONNECTIVITY & CIRCULATION

STREET NETWORK

The Indian Creek TOD Master Plan establishes a connected street grid with complete streets across the station area to provide both access to the TOD and multimodal mobility within it.

The street network is informed by Elder Lane, with reinforced connections to Durham Park Road and Redan Road, and the proposed Village Avenue and Canopy Street. These key streets are designated in the TOD master plan as Primary Streets, recognizing their importance for mobility as well as establishing wayfinding legibility to key destinations, such as the station. Primary streets are the main thoroughfares through the station area with connections to the surrounding street network and neighborhoods providing access to the development and transit station. These streets should be lined with high quality building frontages, including activate ground floor uses with limited curb cuts for driveways or service entrances.

A grid of Secondary Streets provides additional connectivity within the station area. These streets tend to follow the drive aisles of the existing parking lots and shape the development blocks. Secondary streets are primarily lined with residential uses and provide access points for parking and service entrances. The street network also incorporates several unique conditions, including connections to the I-285 on-and off-ramps. The ramps should be clearly marked and signed and should remain one-way until they intersect with two-way internal streets. A woonerf, or shared street, provides access to the station entrance for passenger pick-up and drop-off and integrated with Station Plaza.

All streets in the Indian Creek TOD Master Plan are proposed as Complete Streets, which provide safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Wide sidewalks, landscaped planting strips with street trees, and carefully designed roadways are the typical elements of street design within the station area. A multiuse trail supplements the street network and is sometimes part of the street section. Typical street cross sections are shown on the following pages, illustrating typical conditions of the primary and secondary streets found in the master plan.



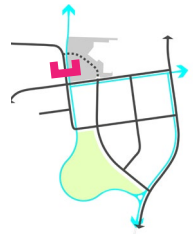
Village Avenue - Looking North



Canopy Street - Looking East

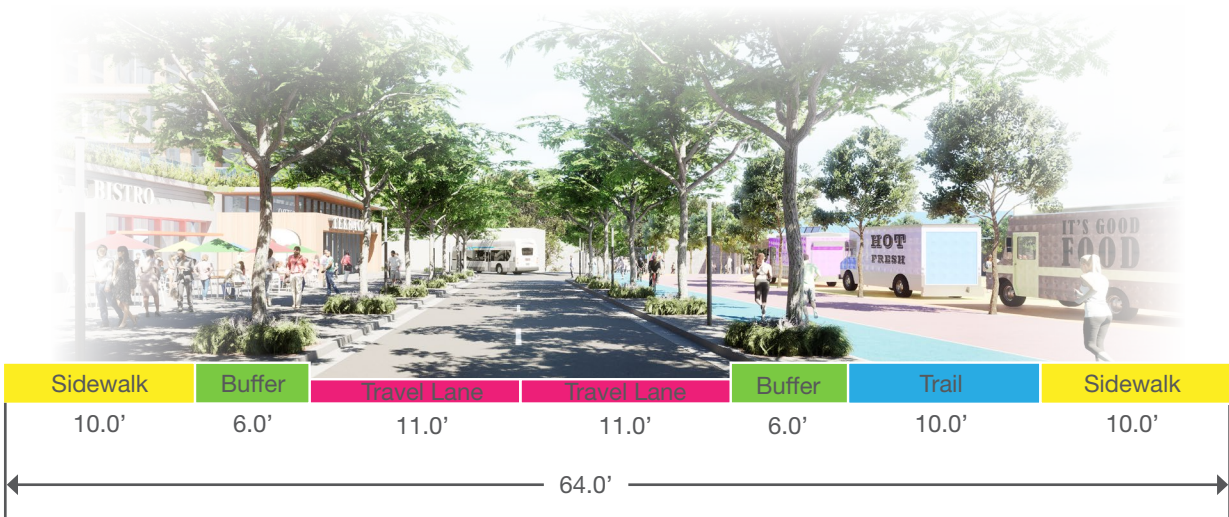


Street Network Plan



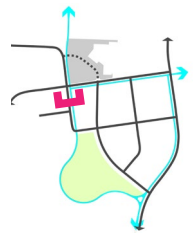
SECTION 1

Secondary Street at Station Plaza - Looking North



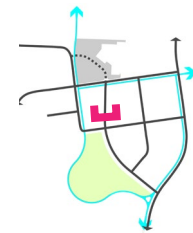
SECTION 3

Canopy Street at Station Plaza - Looking West



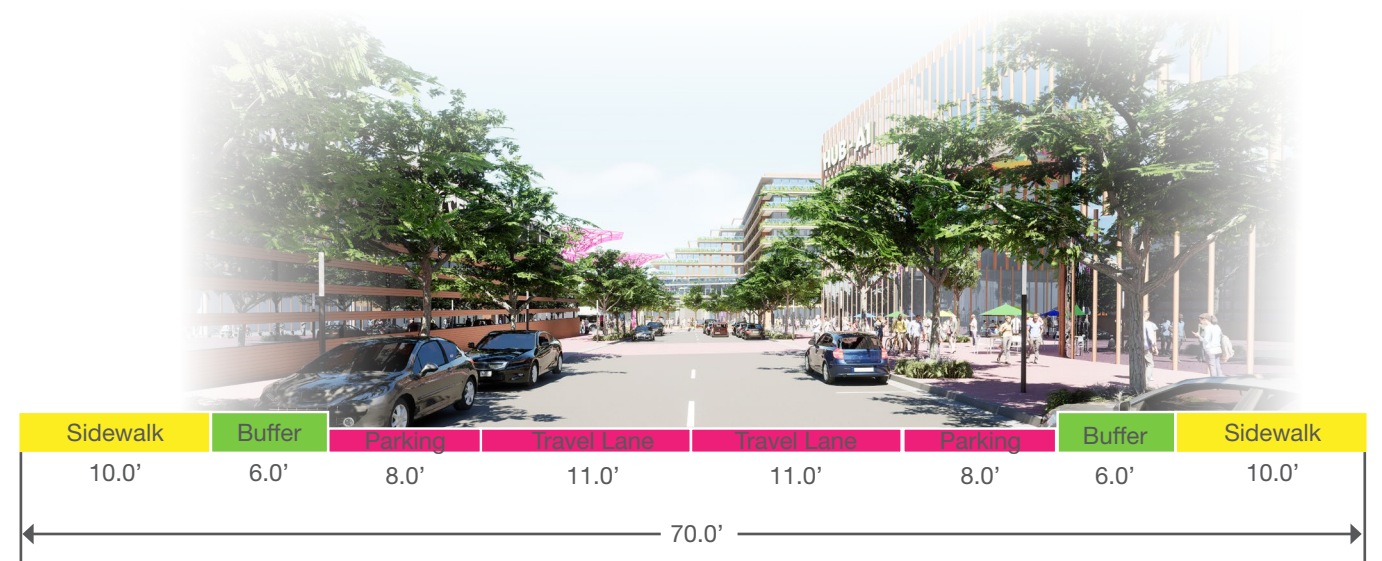
SECTION 2

Residential Secondary Street - Looking North



SECTION 4

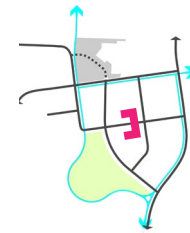
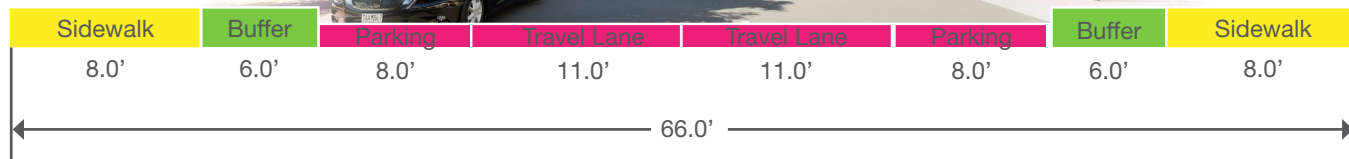
Village Avenue - Looking North





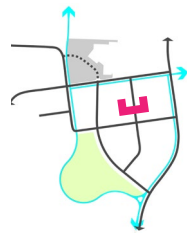
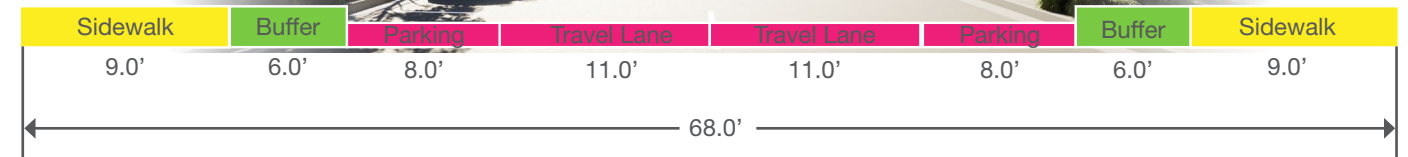
SECTION 5

Village Avenue - Looking North



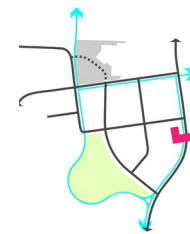
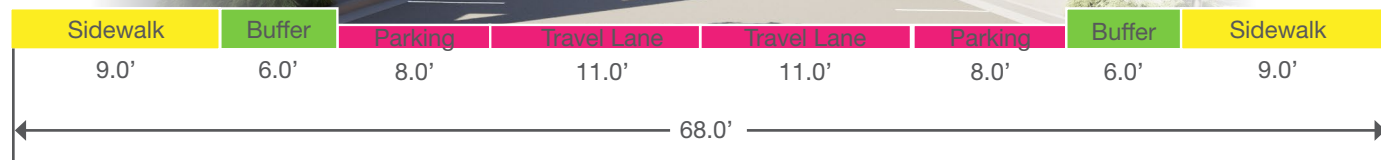
SECTION 7

Residential Secondary Street - Looking West



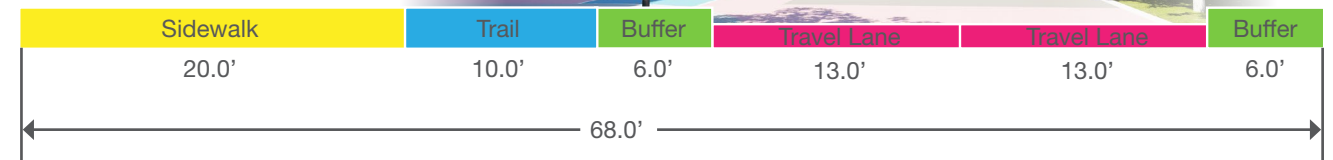
SECTION 6

Office & Institutional Secondary Street - Looking North



SECTION 8

Elder Lane - Looking North



MULTIUSE TRAIL

Multiuse trails are a critical component of mobility and recreation in the Indian Creek TOD Master Plan, providing a facility for walking and biking that is safe and comfortable for all ages and abilities. Multiuse trails link together the Village Green Park, Station Plaza, and transit station as well as provide bicycle and pedestrian connections to surrounding neighborhoods. The multiuse trail network ties into the pedestrian bridge connecting to Durham Park Road and establishes potential future connections with proposed trails that are part of County planning efforts.

Throughout much of the station area, the multiuse trails are located within, and are part of, the street right of way and function as two-way cycle tracks, providing dedicated space for bicyclists alongside a sidewalk for pedestrians. In these locations, the multiuse trail is buffered from the adjacent travel or parking lanes with a landscaped median and is at the same, or slightly lower, elevation as the adjacent sidewalk. In other locations, such as within the Village Green Park, the trail leaves the street right of way and functions as a multiuse path through the park.



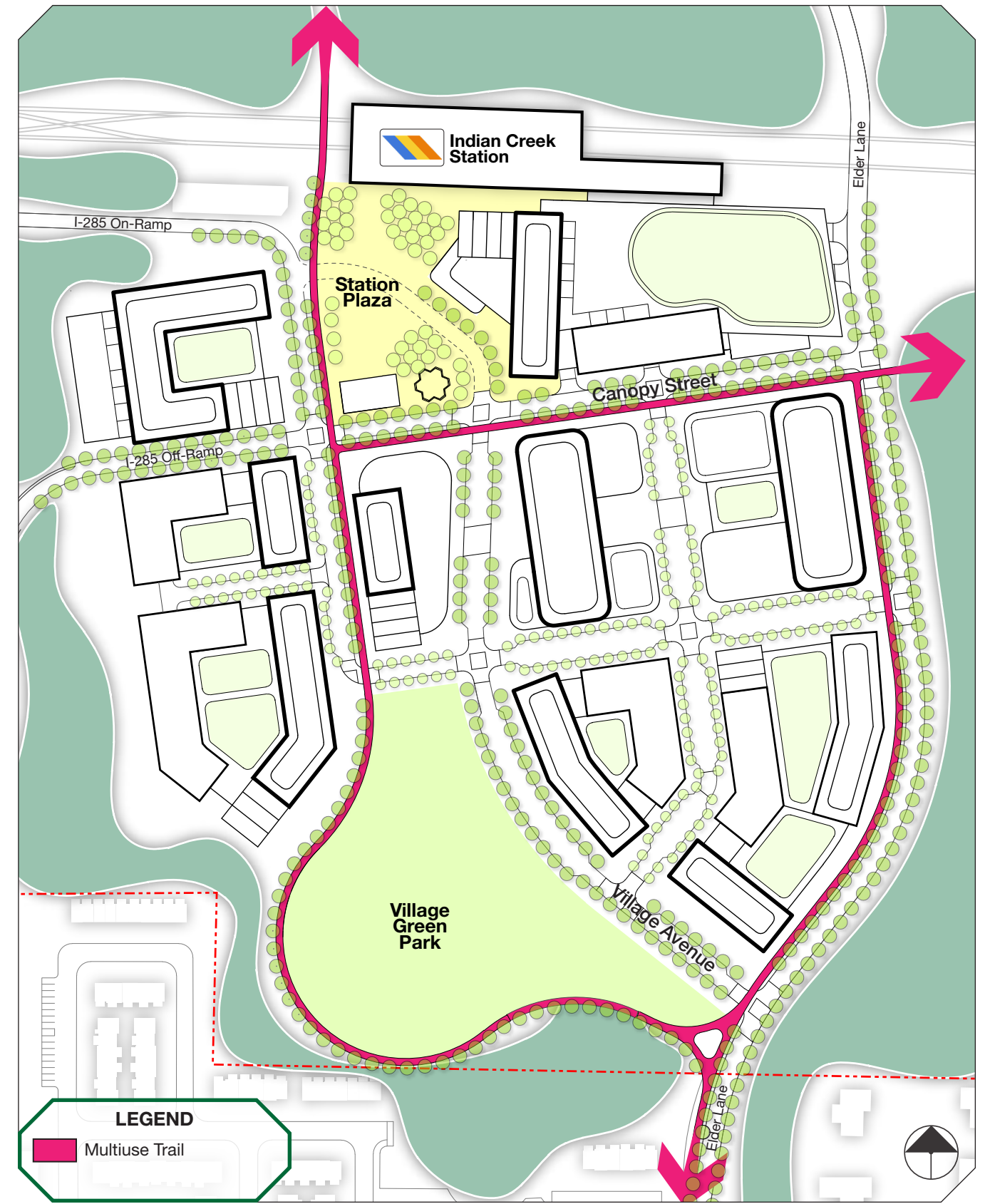
Complete Street Condition



Bridge Connecting to Durham Park Road



Multiuse Trail at Village Green Park



Multiuse Trail Plan

4.1.2 BLOCKS

The Indian Creek TOD Master Plan establishes nine blocks for development totaling nearly 13 acres of land, as shown in the Development Block Schedule. The blocks have been optimized for flexibility and are sized for a variety of development types and uses, including structured parking, ranging in size from less than one to nearly three acres. Block A is the largest block and is directly adjacent to the MARTA station. This block is the proposed location for a MARTA patron parking garage that is lined with commercial, residential, and institutional uses. Blocks E, F and I are coordinated to be able to accommodate various potential office and institutional uses through shared parking arrangements and potentially combining blocks into large development sites. Blocks B, C, and G are located adjacent to I-285 and have less street frontage than typical of other blocks, which tend to have access on all sides.

TOTAL: 561,100 SF 12.9 ACRES	
A	117,800 SF 2.7 ACRES
B	63,300 SF 1.45 ACRES
C	36,900 SF .85 ACRES
D	34,500 SF .79 ACRES
E	51,800 SF 1.19 ACRES
F	61,200 SF 1.40 ACRES
G	71,200 SF 1.63 ACRES
H	44,000 SF 1.01 ACRES
I	80,400 SF 1.85 ACRES

Development Block Schedule



Blocks B, C, D, & G - Looking West



Block Plan

4.2 PUBLIC REALM & OPEN SPACE



Active Recreation at Village Green Park

4.2.1 OPEN SPACE & PUBLIC REALM

Open space and the broader public realm—including streets, trails, and civic spaces — are critical infrastructure for Transit-Oriented Development (TOD) that provide multiple economic, social, and environmental benefits.

The public realm helps protect natural resources, catalyze the initial implementation of TOD, shape urban form and character, create jobs, increase municipal revenues, expand transportation access, improve health and education, and ultimately create strong communities.

Parks and recreation programs can be an oasis, bringing people together, mitigating the effects of severe weather, and providing an outlet for stress relief, with opportunities to improve the overall wellness of every visitor, whether local resident or guest.

The Indian Creek TOD Master Plan was designed with a high-quality public realm intended to achieve these multiple economic, social, and environmental benefits. The public realm comprises approximately 14.8 acres and is made up of the following key spaces: Station Plaza, Village Green Park, Central Court, and Streets / Trails.



Food Truck Week at Station Plaza



Village Farm at Village Green Park



Central Court at The Hub



Multiuse Trail at Canopy Street

TOTAL: 644,700 SF | 14.8 ACRES

A STATION PLAZA: 69,700 SF | 1.6 ACRES

B VILLAGE GREEN PARK: 174,200 SF | 4 ACRES

C CENTRAL COURT: 21,800 SF | .5 ACRES

D STREETS / TRAIL: 379,000 SF | 8.7 ACRES

Public Realm Schedule



STATION PLAZA

Station Plaza is located in the northern portion of the Indian Creek TOD Master Plan in front of the MARTA station entrance. Measuring 1.6 acres in size, it is intended to function as both the “living room” of Indian Creek Village where the community can come together for festivals and community events, and the “send-off” and “greeting” area for the MARTA Station.

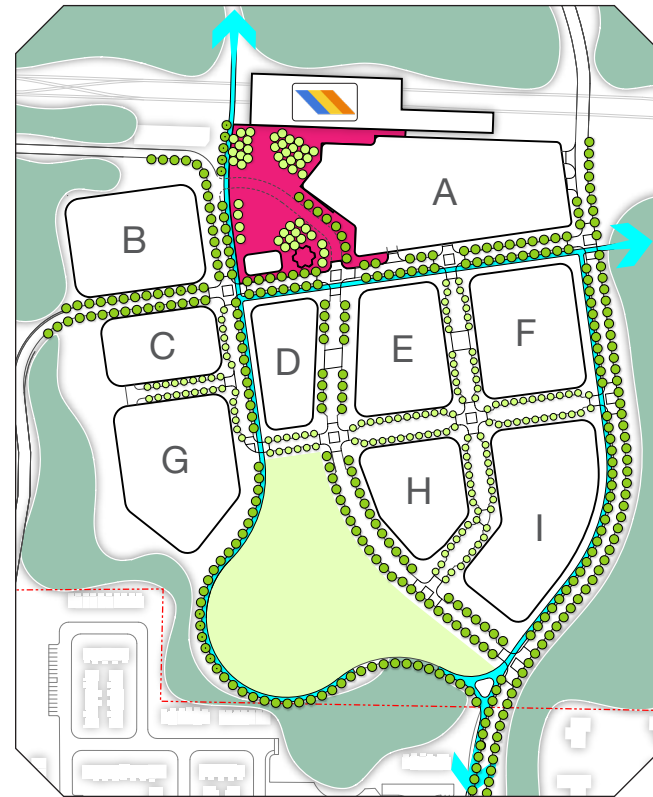
As the TOD’s “living room,” Station Plaza is designed as an elegant multi-purpose paved civic space where TOD residents and the surrounding community can gather for community events such as music festivals, concerts, food and wine tastings, farmers markets, arts shows, and other events. The multi-purpose nature of the plaza would allow events to be organized and customized to meet the promoter’s needs.

The plaza is also designed to be surrounded by canopy trees that frame the space and provide shaded seating areas, while allowing visibility into the space from the surrounding areas. These tree groves are reminiscent of the forested areas surrounding the station and bring nature into the heart of the master plan.

Station Plaza is anchored in the southeast by an iconic sculpture that creates a unique sense of place. As an iconic focal point, it is intended to function as a landmark identifying the primary community gathering space of Station Plaza as well as the station entrance. The plaza is anchored in the southwest by a standalone restaurant pavilion (Plaza Restaurant).

To the east, the plaza is proposed to be framed by active land uses that serve the everyday needs of TOD residents, MARTA transit users, and area residents, such as a grocery store, dry cleaners, convenience store, and similar uses. These uses help keep the plaza activated throughout the day and foster “eyes on the plaza.” To the west, the plaza is traversed by a multi-purpose trail that connects the space to the rest of the station area and to surrounding neighborhoods.

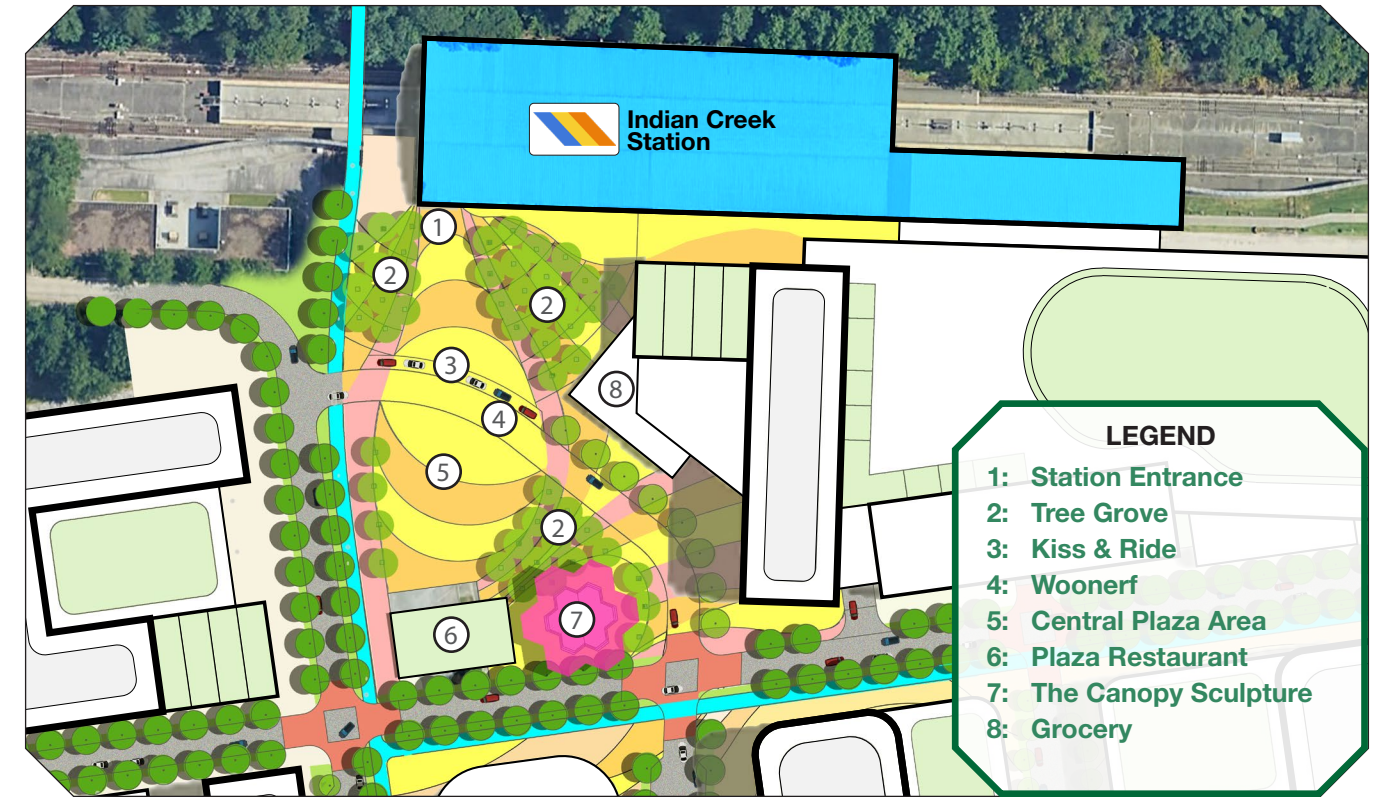
As the “send-off” and “greeting area” for the MARTA Station, Station Plaza also includes a pick-up and drop-off area near the entrance to the MARTA Station. This area is accessed by vehicles through a “Woonerf”, which means “living street” in Dutch. This street would be integrated into the plaza and designed in such a way as to not look like a street, but rather a part of the plaza where vehicles are allowed to enter. During special events, access to the Woonerf could be closed-off.



Block Legend



Station Plaza Concept Precedent



Station Plaza Illustrative Plan



Station Plaza - Looking North



Food Truck Week at Station Plaza



Activated Terraces Overlooking Station Plaza



Outdoor Dining at Village Market Grocery & Indian Creek Station Entrance



'The Canopy' Landmark Sculpture & Community Gathering Place



Station Plaza - Looking South from Indian Creek Station

VILLAGE GREEN PARK

Village Green Park is located in the south-central area of the Indian Creek TOD Master Plan. Measuring 4 acres in size, it is intended to function as the “family room” of Indian Creek Village where the entire community can come together to enjoy daily park, recreation, and cultural opportunities.

The park is designed as a multi-functional and multi-generational green space. The facilities proposed in the park are intended to address the typical everyday parks, recreation, and cultural needs of both TOD residents and the surrounding community of all ages, ranging from children, to teenagers, to seniors.

Facilities proposed in the park include paved/ unpaved trails, a multi-purpose open space field, shade structure/ small picnic pavilions, a large group pavilion, restroom, multi-generational playground, splash pad, outdoor fitness stations, multi-purpose court with tennis and pickle ball courts, half-court basketball court, dog park, and a high-altitude viewing platform. A multiuse trail traverses the eastern and southern portion of the park.

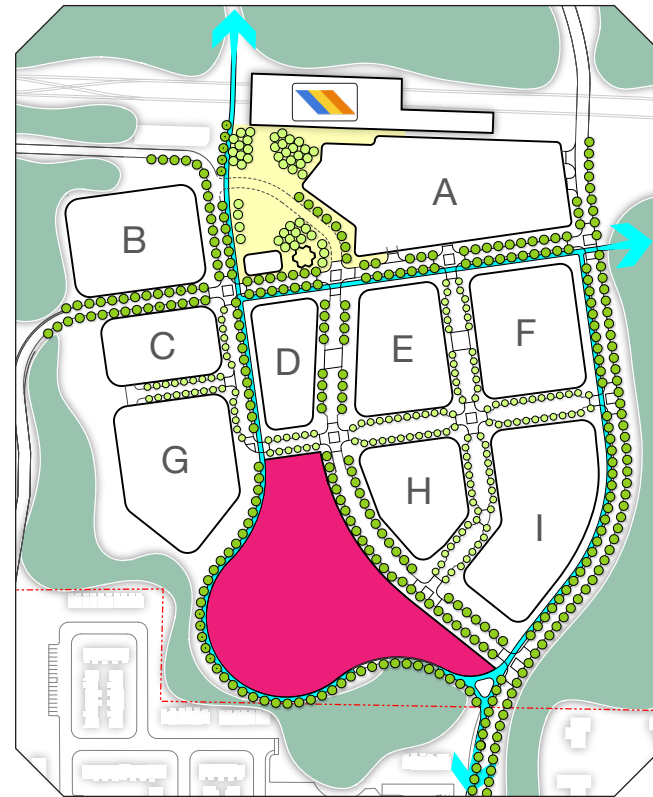
The park is also designed to leverage existing site conditions that address key environmental and social opportunities. The park is sited to protect existing assets including existing tree canopy, an urban farm, and a large storm water pond.

The park is designed to preserve the existing tree canopy located in the southern portion of the site. This area is proposed to be selectively pruned to open up the area and allow users to access this area through sensitively designed nature trails. A high-altitude viewing platform is proposed in this area to allow users to climb the platform and enjoy expansive views of the TOD and the surrounding community.

The existing urban farm is proposed to be expanded to allow the community the opportunity to grow their own fresh vegetables, fruits, herbs, and flowers.

The existing storm water pond is proposed to be enhanced to create more capacity to treat additional storm water as may be needed. Further study would be required to determine the storm water needs of the master plan. Additionally, the storm water pond would be cleaned up to serve as a naturalized water amenity. An elegant and iconic trail bridge would be built to go over the storm water pond.

If implemented as designed, Village Green Park has the potential to not only function as the “family room” of Indian Creek Village, but also serve as a development catalyst for the TOD master plan.



Block Legend



Village Green Park Concept Precedent



Village Green Park Illustrative Plan



Village Green Park - Looking North



Shade Canopy at Village Green Park North Entrance



Village Farm



Multiuse Trail, Forest Preserve Paths, & Lookout Towers



Active Recreation Courts



Village Green Park - Looking Southwest

CENTRAL COURT

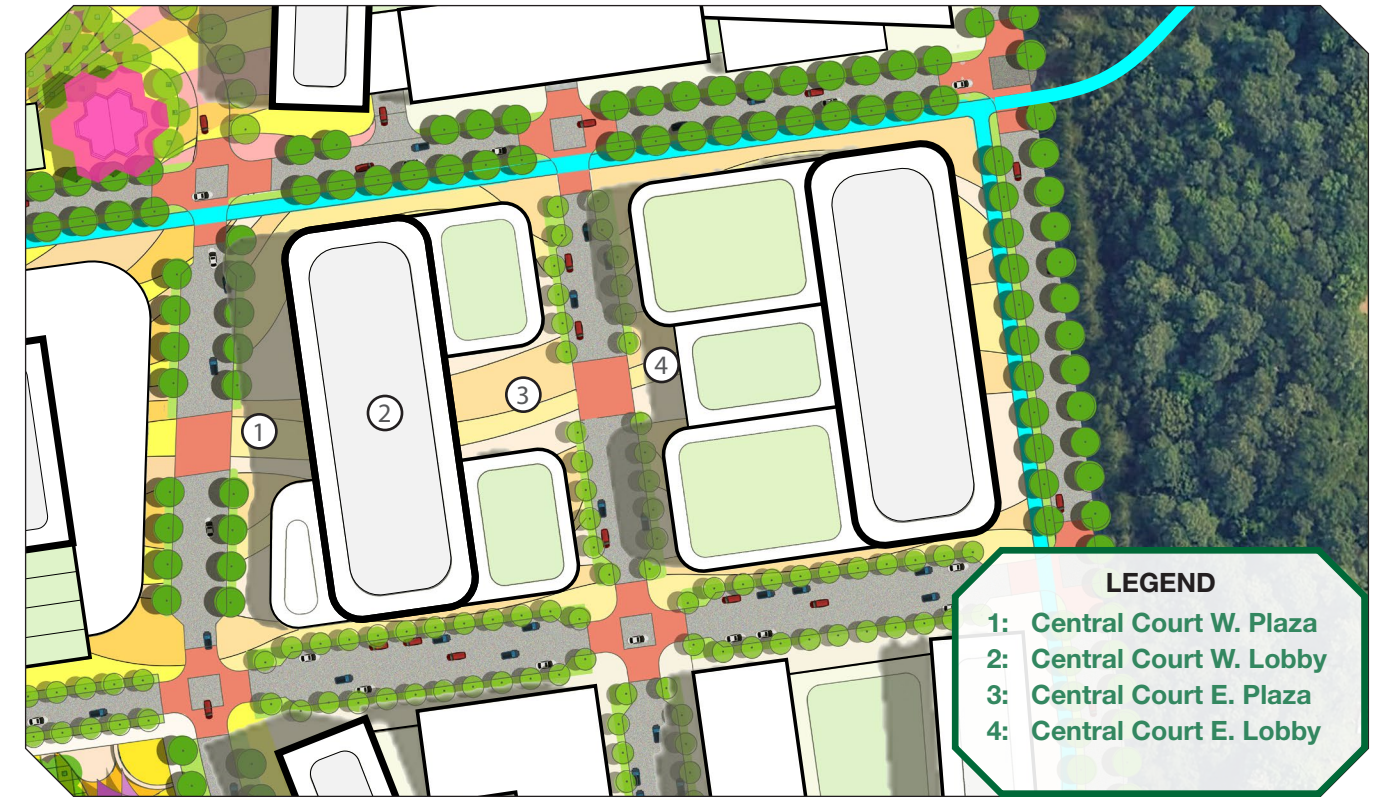
Central Court is located in the central area of the Indian Creek TOD Master Plan. Measuring 0.5 acres in size, it is intended to function as a linear plaza that connects the eastern portion of the station area to the central civic spine of the master plan. It is comprised of a series of open sky and covered plazas that provide informal and formal gathering spaces.

On the western part the Central Court are the Central Court East Plaza, East Lobby, and West Plaza. These spaces are part of an open air atrium that connects the civic spine of the master plan to the eastern portion of the TOD master plan. To the east of these spaces is the Central Court Building Lobby.

Uses envisioned to be included in the Central Court include movable tables and chairs, tables and umbrellas, water features, public art, gardens, and canopy trees.



Block Legend

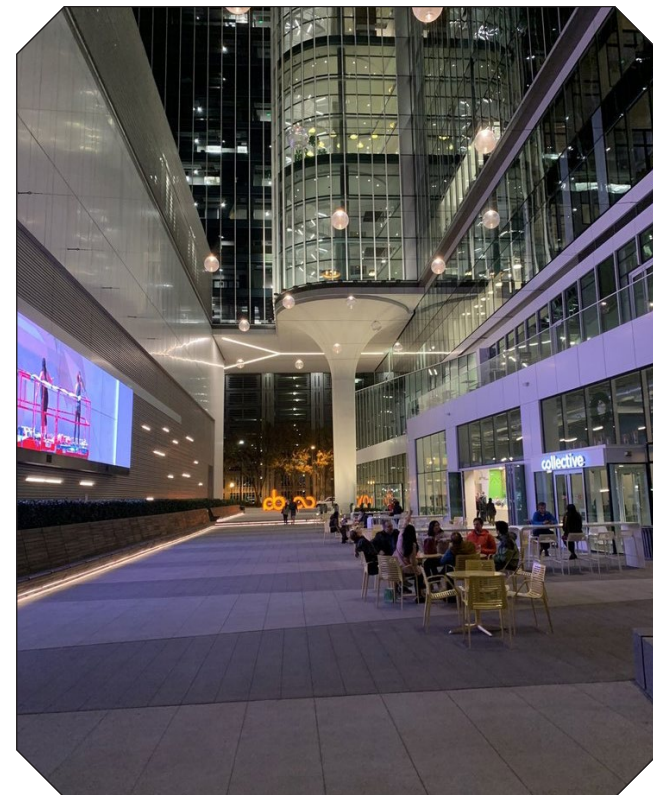


Central Court Illustrative Plan

- LEGEND**
- 1: Central Court W. Plaza
 - 2: Central Court W. Lobby
 - 3: Central Court E. Plaza
 - 4: Central Court E. Lobby



Central Court Concept Precedent



Central Court Concept Precedent



Outdoor Dining at Central Court & Hub A1 - Looking East from Village Avenue



HUB - A1

The Civic Spine - Station Plaza, Central Court, & Village Green Park Along Village Avenue

4.3 LAND USE, CHARACTER & DENSITY



4.3.1 LAND USE & CHARACTER

OVERVIEW

The Indian Creek TOD Master Plan proposes 1.68 million square feet of development over a phased build out. A mix of uses are planned for, informed by community input, MARTA goals, DeKalb County requirements, and market studies.

The predominate land use recommended is residential, consisting of multifamily and mixed-use buildings spread across the site, with at least 20 percent of the residential units required to be affordable, workforce housing.

Non-residential uses are concentrated near the MARTA station to help support a vibrant transit plaza and benefit from access to transit. In response to the community's desire for addition dining and shopping options, food and beverage uses are prioritized along with retail uses, including a small footprint grocery store or fresh food market. These uses are clustered on the blocks closest to the station and surround the transit plaza, helping to activate the public space and provide convenient options for MARTA patrons.

A significant amount of office and institutional use is planned on the blocks south of the MARTA station and proposed patron garage to support a live-work environment and meet DeKalb County's goal of creating a town center at Indian Creek Station. A community center is proposed towards the center of the TOD master plan, linking the transit plaza in the north to the Village Green Park in the south.

While the TOD master plan is design to prioritize and support transit, the plan also ensures an adequate supply of parking is included for park-and-ride patrons and to support the proposed development. Parking is largely accommodated through the use of structure parking integrated within the development blocks.

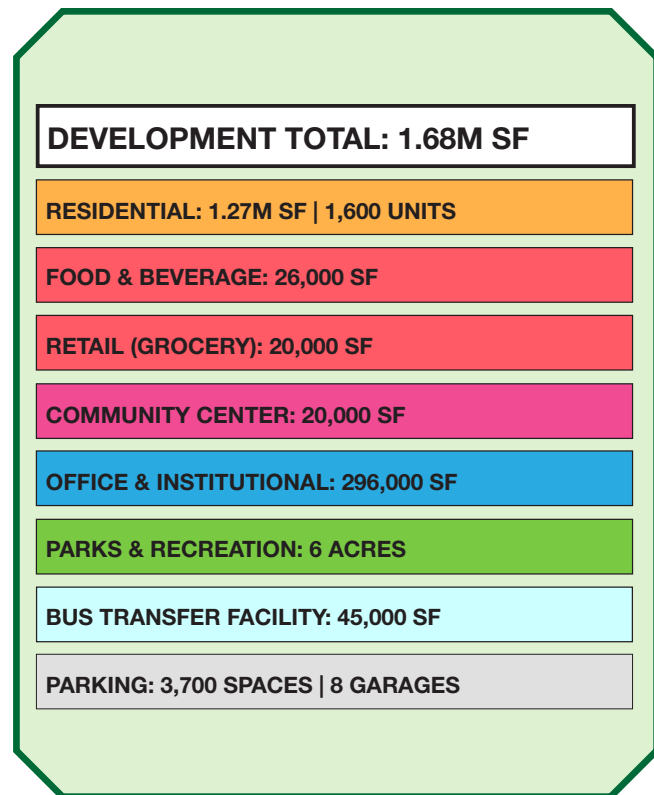
A breakdown of the proposed development program is provided in the Development Schedule chart and more information on each specific use is provided on the following pages.



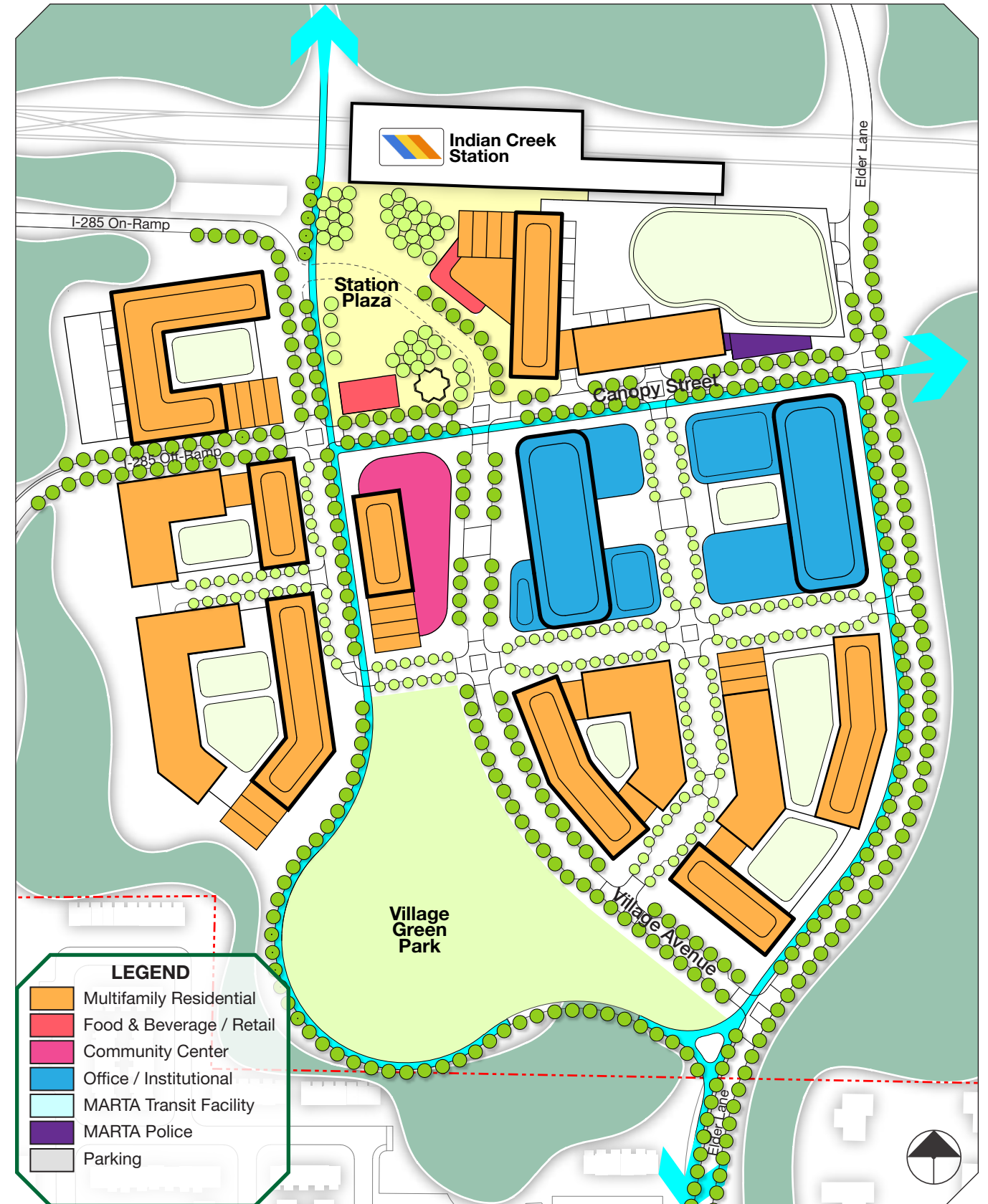
Multifamily Residential



Office & Institutional



Development Schedule



Land Use Plan



Land Use Plan - Ground Floor



Land Use Plan - Typical Upper Floor

MULTIFAMILY RESIDENTIAL

The predominate land use recommended for the Indian Creek Station TOD Master Plan is multifamily residential. Located in 7 of 9 proposed development blocks, multifamily residential at the station will take the form of multi-story apartment buildings, ranging in height from 6 to 9 floors, and include a total of 1,590 units spread between 7 buildings.

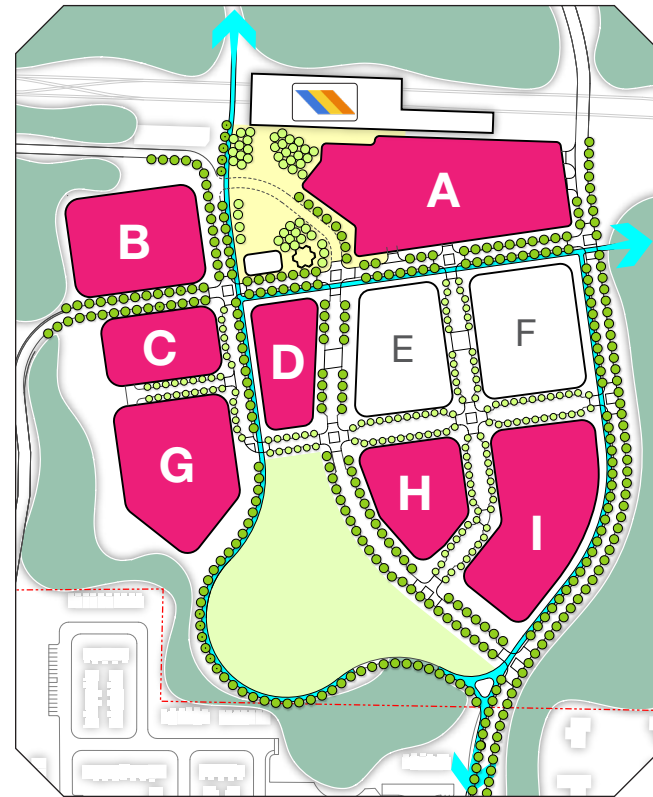
When adjacent to Station Plaza, ground floors will be activated with commercial programming designated for Food and Beverage uses. Each multifamily residential building includes structured parking that is integrated within the development block and is wrapped with residential uses along primary and secondary streets. When possible, residential lobbies are located on or adjacent to primary streets and major intersections to provide visual and physical connection to the community and activate the ground floor.

The conceptual architectural design for multifamily residential buildings included with the master plan generally adhere to Section 3.41.7-Design Standards and Section 3.41.8 Architectural Regulations of the Covington and Indian Creek Overlay. This includes, but is not limited to:

- Building setbacks
- Loading and service areas
- Height of buildings and structures
- Density
- Building exteriors
- Service bays
- Lighting

Additional architectural design considerations are recommended for future development at the station and include:

- Use of terraces and/or balconies to reinforce physical connection with the outdoors from residential units and promote visual interest and activation across building exteriors;
- Use of natural exterior building materials, such as wood and brick, to reinforce a connection with the station's preserved natural surroundings;
- Minimize blank facades and have no blank facades along primary and secondary streets;
- Maximize opportunities for exterior plantings integrated with building design.



Block Legend

TOTAL: 1.27M SF 1,590 UNITS	
A	194,000 SF 243 UNITS (TERRACES 1)
B	157,000 SF 196 UNITS (TERRACES 2)
C	135,000 SF 168 UNITS (VILLAGE PLACE 1)
D	85,000 SF 106 UNITS (TERRACES 3)
G	261,000 SF 326 UNITS (TERRACES 4)
H	222,000 SF 270 UNITS (VILLAGE PLACE 2)
I	219,000 SF 273 UNITS (VILLAGE PLACE 3)

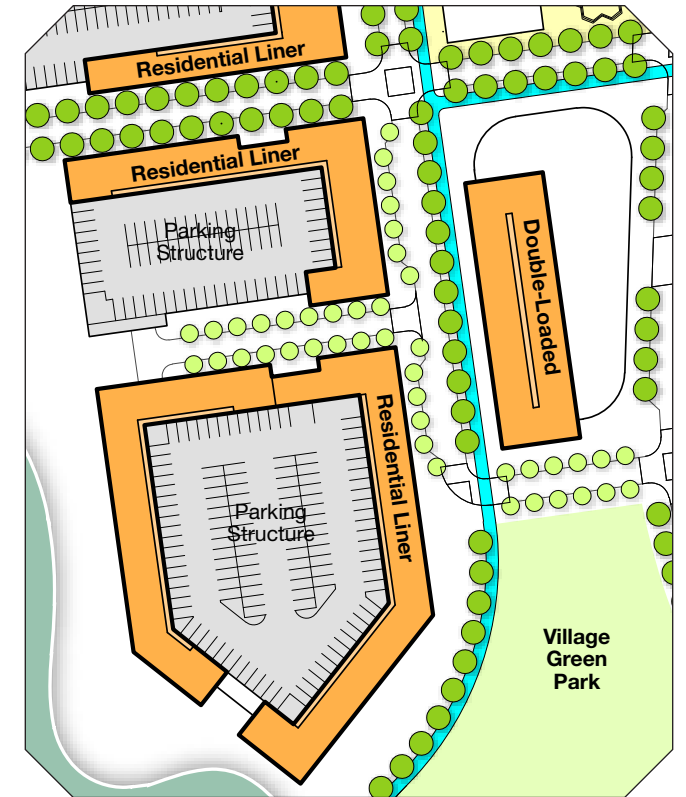
Multifamily Residential Development Schedule



Terraces 1 Apartments



Terraces 2 Apartments



Typical Upper Floor Plans: Liner & Double-Loaded Floorplate



Village Place 1 Apartments



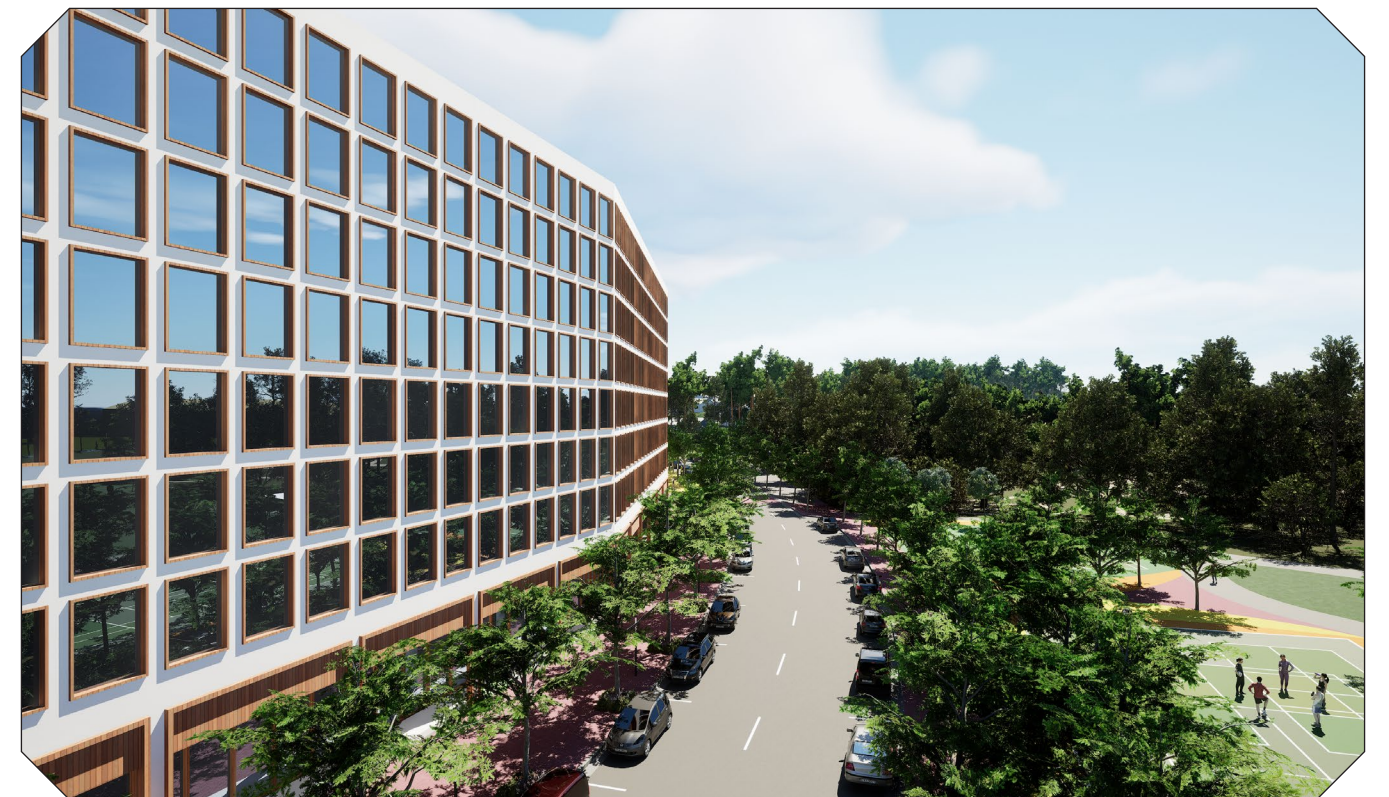
Terraces 2 Apartments Facade



Outdoor Residential Terrace at Terraces 2 Apartments



Terraces 1 Lobby Entrance off of Canopy Street



Village Green Park Frontage at Village Place 2 Apartments

OFFICE & INSTITUTIONAL HUB

In alignment with requirements of the Covington and Indian Creek Overlay and as a direct response to input from the community for a mix of uses at the station, recommendations for non-residential uses comprise 20% of the total planned development. To achieve this goal, an office and institutional hub (the Hub) is proposed as a major component of the Indian Creek TOD Master Plan. Strategically located in blocks E and F, the Hub is comprised of two Class A office buildings, Hub A1 and Hub B1, and totals 297,000 SF.

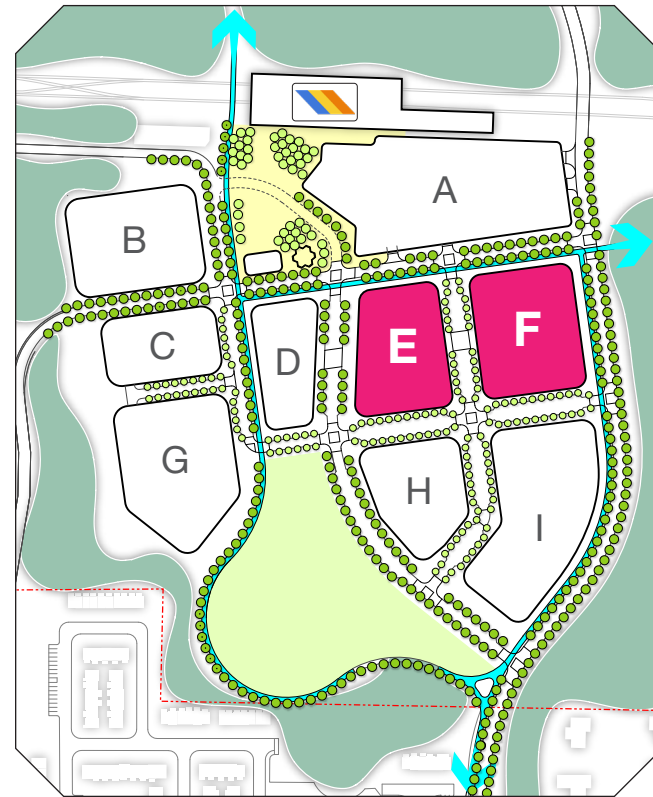
The Hub's key frontage along Village Avenue and location at the intersection of Village Avenue and Canopy Street reinforce the connection and proximity to Indian Creek Station, with the station entrance being less than a 3-minute walk away.

Located in block E, Hub A1 is 5 floors and totals 160,000 sf. To activate the ground floor, Hub A1 includes food and beverage uses that engage frontage along Village Avenue. Located in block F, Hub B1 is 4 floors and totals 137,000 sf. Hub B1 includes a 4 floor, 630 space parking structure that serves both office buildings and associated food and beverage uses.

Hub A1 and B1 are united by a landscaped and activated pedestrian spine (Central Court) to facilitate circulation and connection between the buildings and parking. Central Court is a key element in the public realm strategy for the master plan by not only unifying blocks E and F but also providing direct connectivity to Village Avenue, Station Plaza, Indian Creek Station, and other planned amenities.

The Hub is envisioned to have open and flexible floor plates to accommodate collaborative and creative working environments, aligning with post-Covid office trends. The master plan recommends programming of outdoor spaces associated with upper levels to provide employees opportunity to engage the outdoors and to further activate the complex beyond the ground floor.

To implement the concept of the Hub, the master plan recommends identification of a build-to-suit tenant, such as a university, tech company, or municipal/county government. Due to current challenges in the real estate market, the master plan does not see the Hub as a viable speculative development.



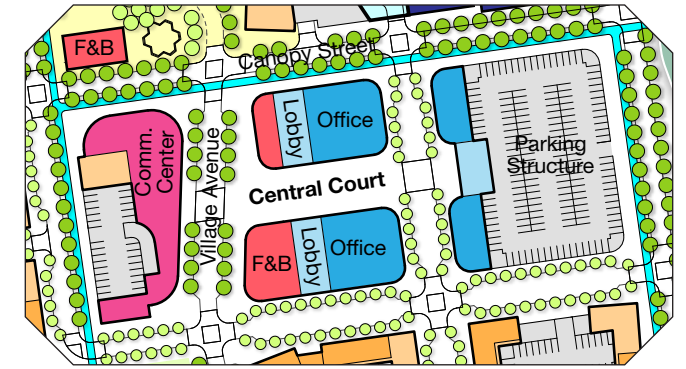
Block Legend

TOTAL: 296,000 SF	
E	159,000 SF (HUB A1)
F	137,000 SF (HUB B1)

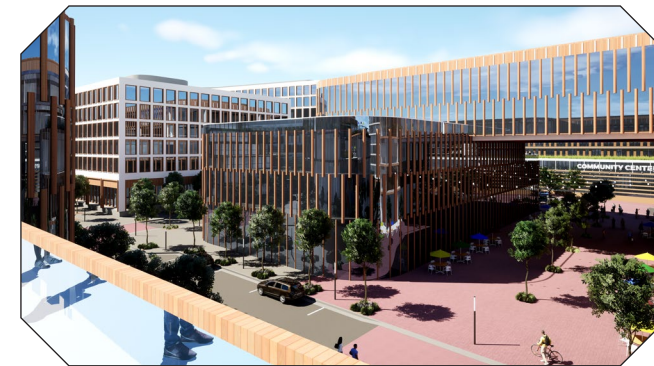
Office & Institutional Hub Development Schedule



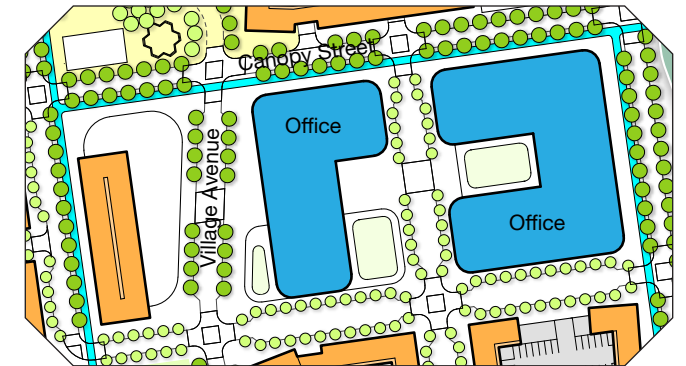
Hub A1 & Central Court



Ground Floor Plan



Rooftop Terrace at Hub B1



Upper Floor Plan



The Hub - Looking East Along Village Avenue



The Hub - Looking Southeast From Above Station Plaza



Hub A1 & Rooftop Terrace Overlooking Village Green Park



Hub B1 & Parking Structure Entrance From Central Court - Looking Northeast



Secondary Street Between Hub A1 & Hub B1 - Looking North

FOOD & BEVERAGE

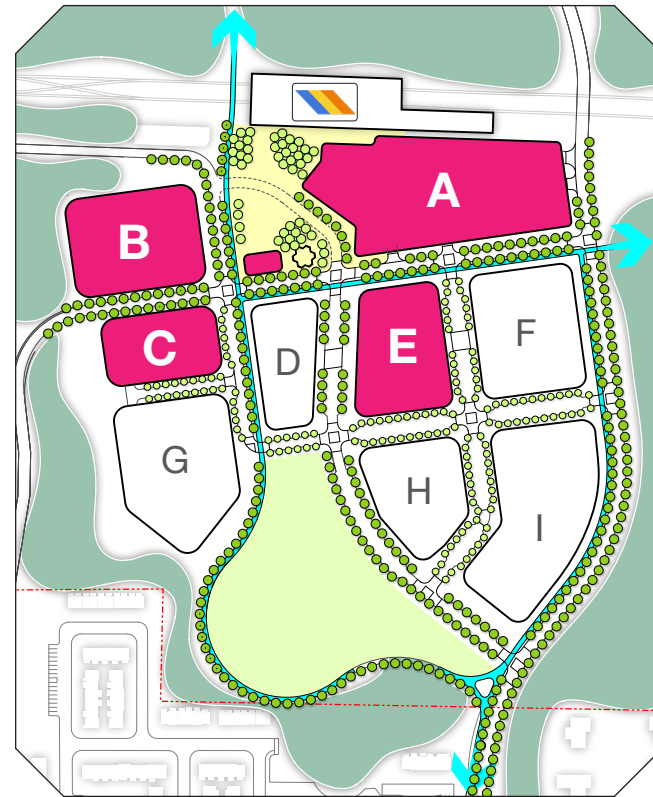
A robust food and beverage program is a key recommendation of the Indian Creek Station TOD Master Plan. Public engagement during the master plan process revealed the community's priority for including a variety of food and beverage options with any redevelopment of the station. The master plan clusters 26,200 sf of food and beverage uses around Station Plaza and recommends a range of approaches to deliver early within a phased build-out of the station area.

Food Trucks

The master plan recommends the use of Food Trucks to deliver a variety of food and beverage options at the earliest stages of redevelopment at the station. As part of the rezoning of Indian Creek Station, a condition was added to the Covington and Indian Creek Overlay to allow such uses. Space within Station Plaza is allocated for the set-up of food trucks and forms part of the overall public realm programming concept of the plaza. Before delivery of Station Plaza, the master plan recommends use of a portion of the existing parking lot immediately adjacent to the station to locate food trucks that serve MARTA transit users and acts as a destination for the surrounding community. This has the potential to establish the station area a dining and entertainment draw before construction commences on phase 1, setting the stage for delivery of food and beverage uses in later phases.

Standalone Pavilion

A standalone restaurant pavilion (Plaza Restaurant) is recommended for Station Plaza. The master plan builds-out of Station Plaza in early phases to deliver a major component of the station area's public realm, setting the stage for, and potentially catalyzing, future phases of development. Plaza Restaurant is envisioned as a destination that anchors Station Plaza and delivers a food and beverage use within the first or second phases of development. At 4,500 sf, Plaza Restaurant compares with national and local precedents for standalone pavilion food and beverage establishments located in park and urban plaza settings. A key advantage of delivering Plaza Restaurant along with Station Plaza is that it is not dependent on being developed as part of a ground floor use within a residential and/or office mixed use building.

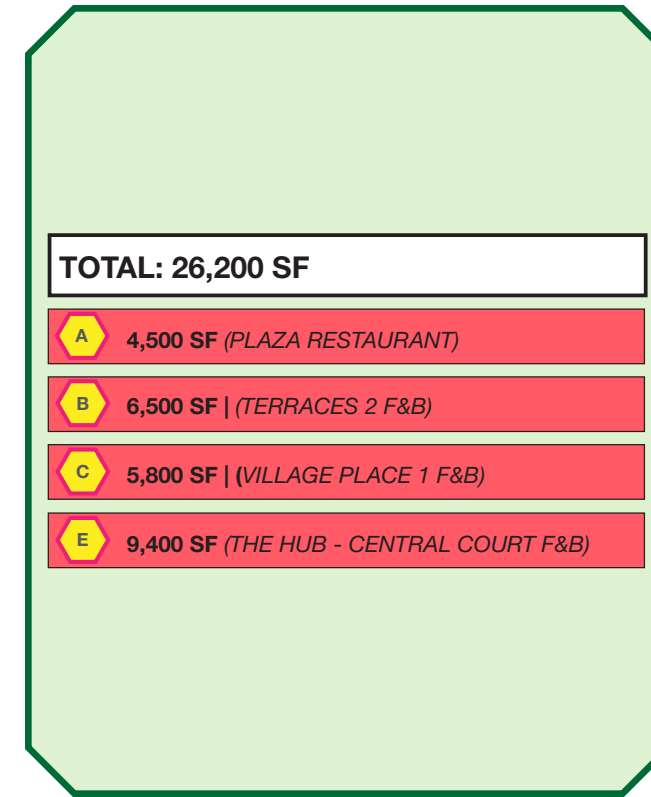


Block Legend

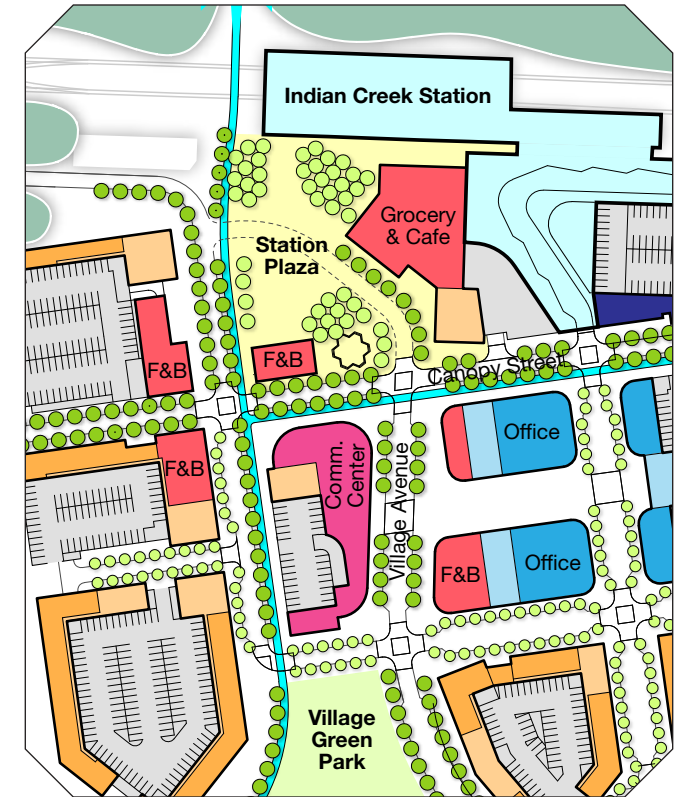
Integrated with Mixed-use Development

Food and beverages uses should be located on the ground floors of mixed-use development blocks adjacent to Station Plaza. The master plan allocates food and beverage use of 6,500 sf for block B and 5,800 sf for block C, both within new multifamily residential buildings. Strategically located immediately across from Station Plaza, these uses create a cluster of activity at along the edges of the plaza and at the base of their respective multifamily residential buildings.

For blocks E and F, food and beverage uses are integrated at the ground floor of the Hub. Here, 2,800 sf is allocated at the corner of Village Avenue and Canopy Street and is sized for coffee shop and/or bakery use. Across from Central Court and along Village Avenue, a 6,600 sf space is allocated that is ideally sized for an anchor restaurant. These uses at the ground floor of the Hub complete the cluster of food and beverage options found within and along the edges of Station Plaza.



Food & Beverage Development Schedule



Ground Floor Plan



Village Bistro Restaurant at Terraces 2 Apartments



Food Truck Week at Station Plaza



Outdoor Dining at Plaza Restaurant



Rooftop Outdoor Dining Overlooking Station Plaza

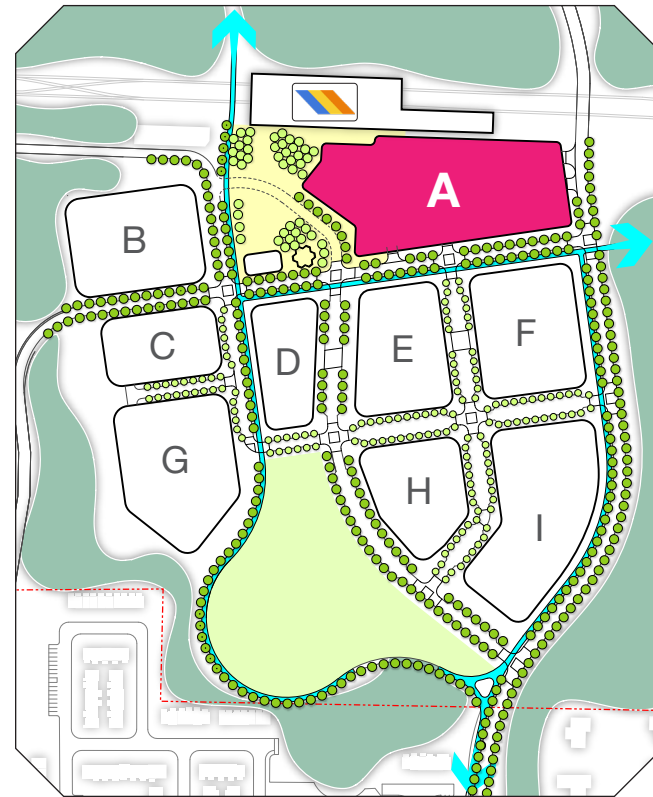


Food & Beverage Uses at Hub A1 & Central Court

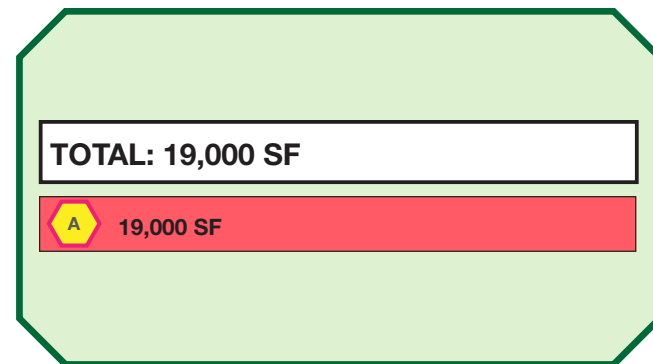
SMALL GROCERY / MARKET

The Indian Creek TOD Master Plan recommends a small footprint grocery store or fresh food market be delivered in early phases of development. Along with food and beverage uses, a grocery / market and opportunities to access daily essentials and fresh food emerged as a community priority. Recommended to accompany the build-out of phase 1, the master plan locates a 19,000 sf grocery store immediately adjacent to the station and fronting Station Plaza. The area allocated for this use is aligned with national precedents for urban markets and small footprint grocery stores. The grocery / market is a ground floor use of a multifamily residential building that wraps a parking structure dedicated for MARTA patrons, future residents, and the grocery / market. A loading bay located within the parking structure and accessed from Canopy Street serves the grocery / market.

Strategic placement fronting Station Plaza and adjacent to the station will attract transit users, new residents, workers, and visitors from surrounding communities as well as activate the plaza. The master plan also recommends a small café with indoor and outdoor seating be included as a part of the grocery / market to enhance food and beverage opportunities and foster ongoing activity at Station Plaza.



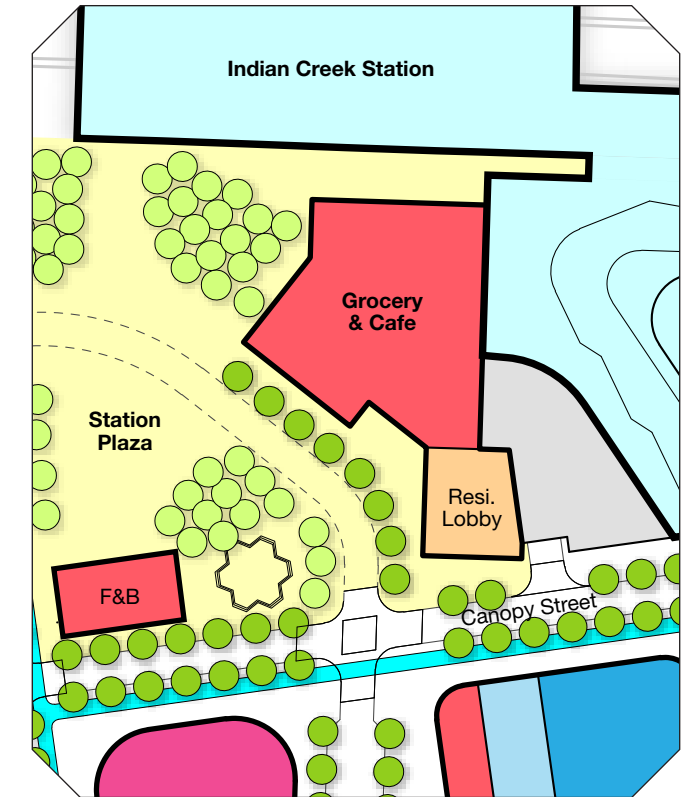
Block Legend



Grocery / Small Market Development Schedule



Grocery Entrance at Station Plaza



Ground Floor Plan

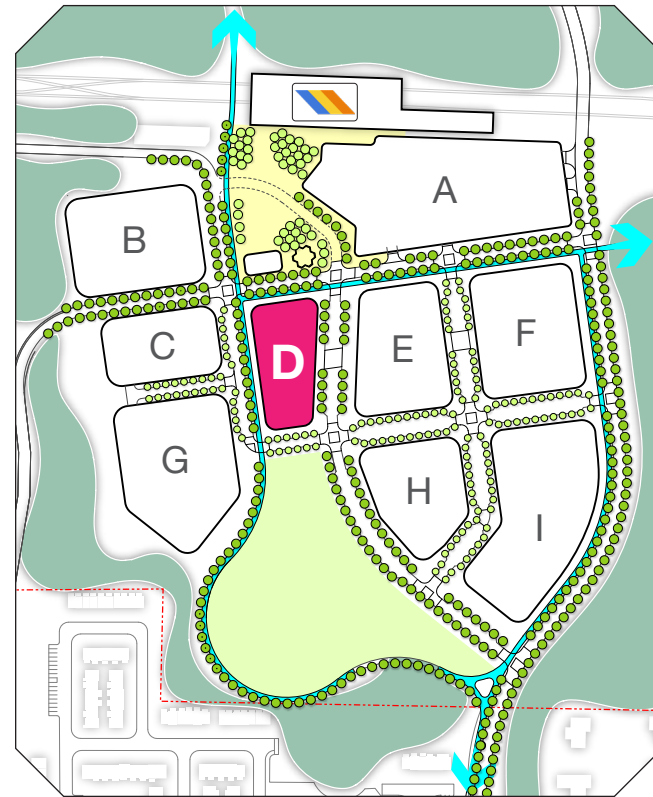


Grocery Cafe with Rooftop Dining at Station Plaza & Indian Creek Station

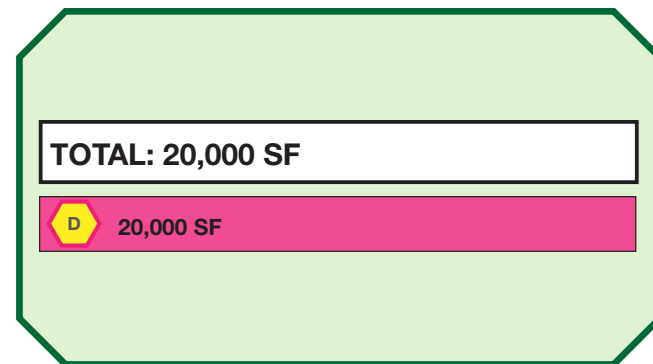
COMMUNITY FACILITY

The redevelopment of Indian Creek Station will include a community facility to serve the new residents, workers, and visitors of the station area, surrounding communities, and greater DeKalb County. The community facility complements the multifamily residential, office and institutional, and food and beverage land use recommendations by offering a place for people to come together that celebrates localness, health, and culture.

The 20,000 sf facility is located within block C as part of the ground floor of a multifamily residential building and has primary frontage to Station Plaza, Village Green Park and along Village Avenue. The strategic location at the heart of the new development ensures close proximity to Indian Creek Station, visitors to Station Plaza and Village Green Park, workers at the Hub offices, and residents within surrounding multifamily residential buildings.



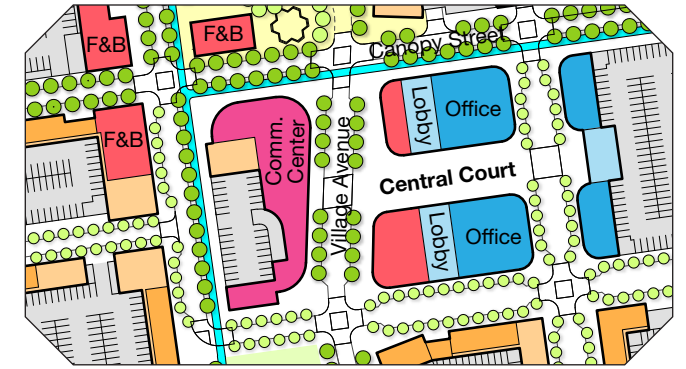
Block Legend



Community Facility Development Schedule



Community Facility South Entrance Across from Village Green Park



Ground Floor Plan



Community Facility at Canopy Street & Village Avenue



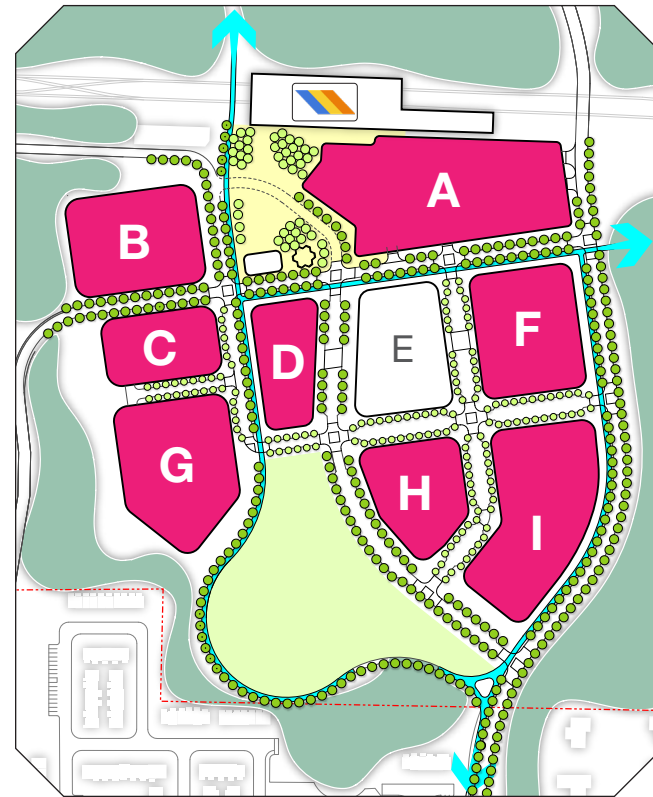
Community Facility & Multifamily Residential as Anchor to the South Edge of Station Plaza

PARKING

The Indian Creek TOD Master Plan recommends most of the parking associated with MARTA transit and required by zoning for planned development be accommodated by parking structures located within all but one of the proposed development blocks. Specifically for MARTA patrons, parking is located in shared-use parking structures immediately adjacent to the station and integrated with development blocks A and B.

Parallel parking is located on most primary and secondary streets as part of a complete streets design solution. In general, parking structures have been designed to park the parking demands for its respective block. In some cases, parking structures have been designated to serve the larger station area.

Along primary and secondary streets, a majority of the parking structure should be lined with development to promote a high-quality public realm. When a development liner is not possible, the parking structure should be wrapped with an architectural screen that complements the design aesthetic of the station area. When possible, entrances to parking structures should be accessed from secondary streets.



Block Legend

TOTAL: 3,761 SPACES	
A	1,220 SPACES (930 MARTA PATRON SPACES)
B	730 SPACES (405 MARTA PATRON SPACES)
C	181 SPACES
D	60 SPACES
F	630 SPACES
G	386 SPACES
H	287 SPACES
I	276 SPACES

Parking Structure Schedule



Block B Integrated Parking Structure - Looking Northwest from I-285 Off-Ramp



Parking Plan

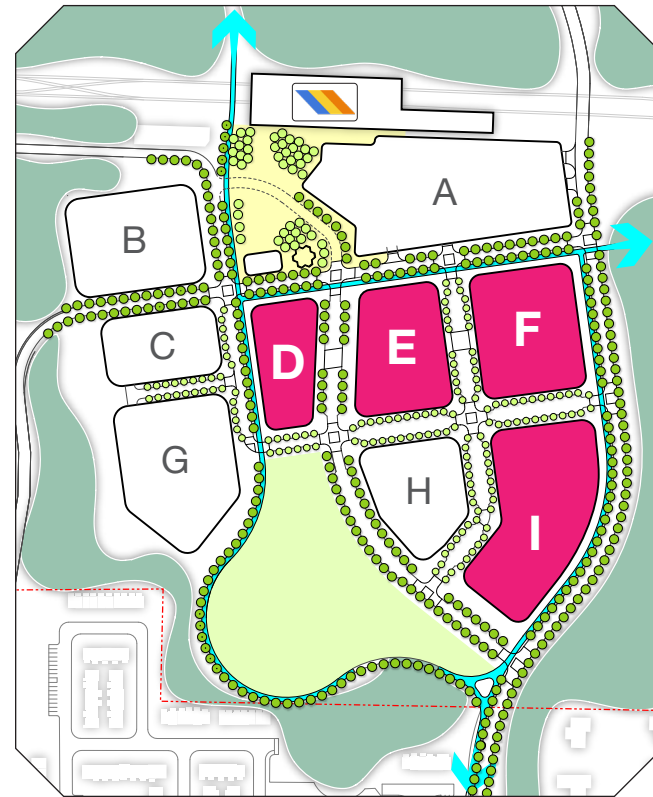
MOVIE STUDIO

To explore alternative non-residential land uses for the Indian Creek TOD Master Plan, a test-fit was conducted for a 6-stage movie studio. The test-fit utilized the proposed street grid and associated development blocks to prove the plan's flexibility to accommodate a range of land uses.

Trilith Studios and Town, in Fayetteville, Georgia, and Electric Owl Studio's planned studios and community in London, England, are precedents for movie studios that are integrated with mixed-use developments. These precedents were used to study how a similar development approach could be deployed at Indian Creek Station.

To achieve the integrated plan, blocks E and I are combined to house 6 production stages, associated workshops, and parking. While most of the newly formed larger block has controlled access, uses are located at the northern and southern ends that are open to the public. At the north end of the block, food and beverage space is planned, with public access off Canopy Street. At the south end of the block, studio offices and short-term apartments have a public interface along Village Avenue.

Block E contains the main studio office building. The studio offices, along with a food and beverage pavilion, anchor Studio Court. This public realm feature is publicly accessible and creates a node of activity that acts as a welcoming and exciting threshold between the larger station area and the studio functions within blocks E & F. To further reinforce the integration of the movie studios and a mixed-use community, a cultural use is planned for block C, the Discovery Center, that celebrates the film industry and provides interactive and engaging insight into, and education of, movie and television production.



Block Legend



Precedent - Trilith Studios & Community



Precedent - Trilith Mixed-use Development



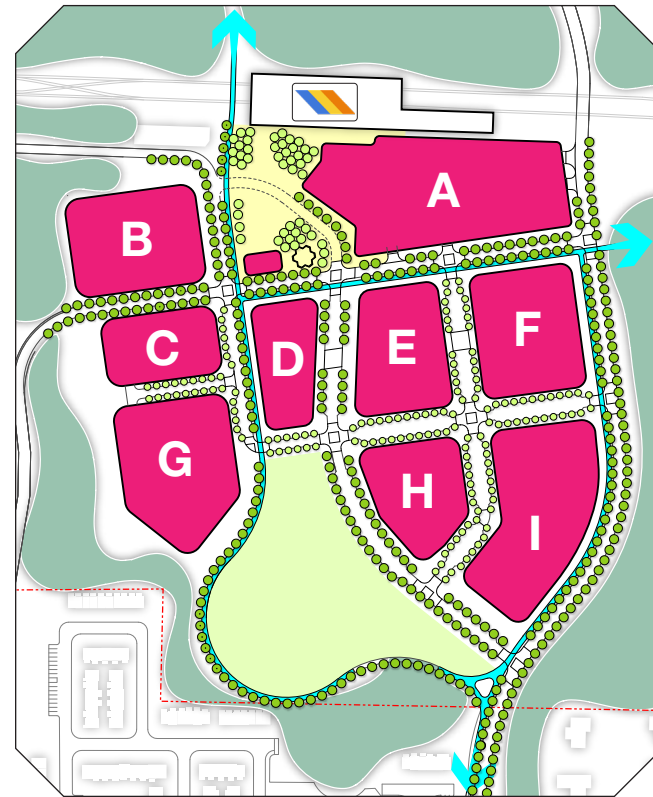
Movie Studio Alternative Plan

4.3.2 DENSITY

The Indian Creek TOD Master Plan recommends an approach to density that leverages proximity to transit and major open spaces while also being sensitive to surrounding lower density communities. This approach is aligned with national best practices for TOD planning and MARTA's TOD Guidelines.

Building heights are highest adjacent to the station, Station Plaza, and Village Green Park to focus density near transit and large-scale public realm elements. Buildings range in height from 80'- 90' and are in blocks A, B, D, G, & H. The maximum building height under MU-4 zoning and the Covington and Indian Creek Overlay is 90'.

Moving away from the station and major open spaces, building heights begin to taper to transition to adjacent lower density communities just beyond the station area. Buildings within this transition zone range in height from 60' – 70'.



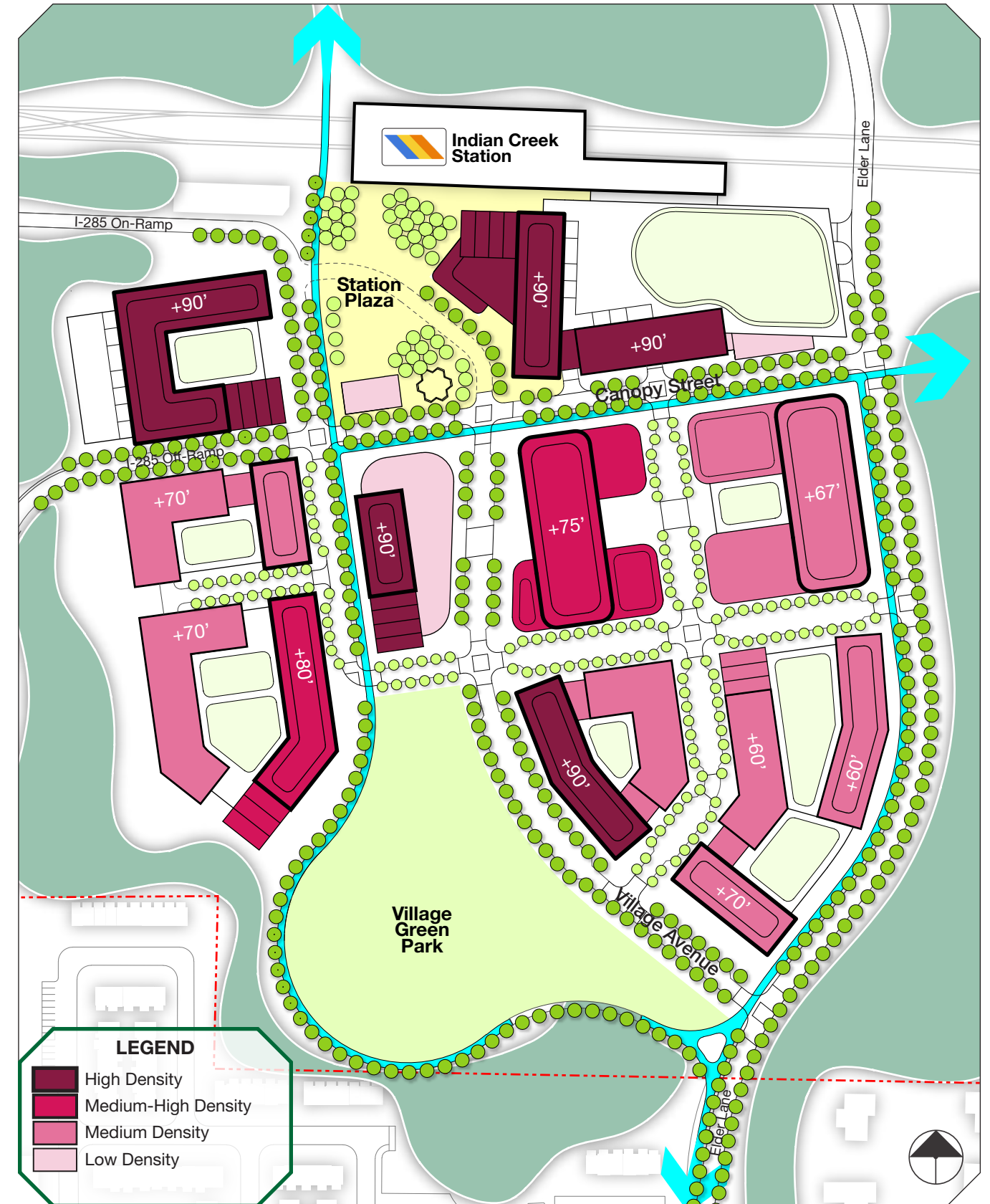
Block Legend

SITE: 64 ACRES 1,590 UNITS 24.8 DU/ACRE	
SITE USED: 30 ACRES 1,590 UNITS 53 DU/ACRE	
A	2.7 ACRES 243 UNITS 90 DU/ACRE
B	1.45 ACRES 196 UNITS 135 DU/ACRE
C	.85 ACRES 168 UNITS 200 DU/ACRE
D	.79 ACRES 106 UNITS 134 DU/ACRE
E	1.19 ACRES
F	1.40 ACRES
G	1.63 ACRES 326 UNITS 200 DU/ACRE
H	1.01 ACRES 277 UNITS 274 DU/ACRE
I	1.85 ACRES 273 UNITS 148 DU/ACRE

Residential Density Schedule



Density Transition at Edges of Station Area



Density Plan

4.4 TRANSIT & STATION OPERATIONS



Bus Transfer Facility Approach from Elder Lane

4.4 TRANSIT & STATION OPERATIONS

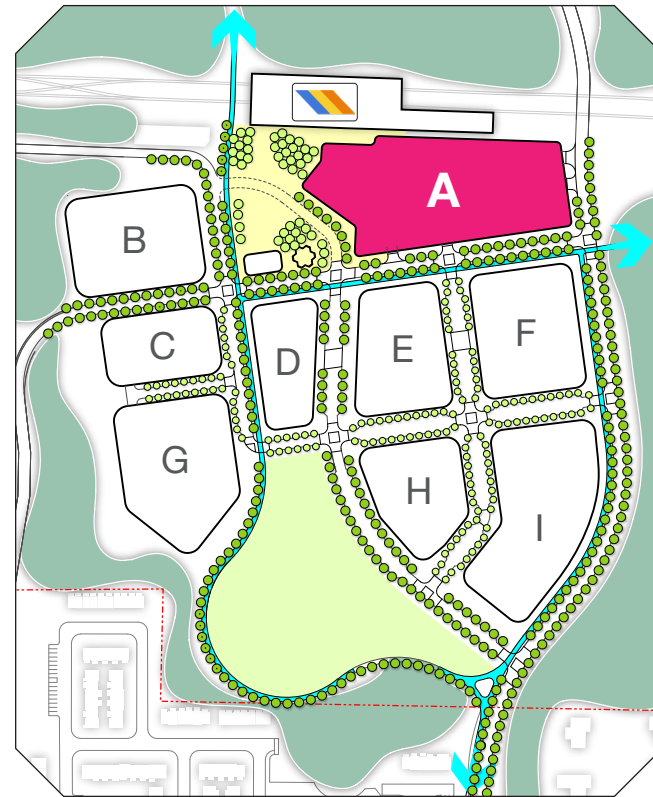
Important to ongoing MARTA functions at Indian Creek Station and to the success of the redevelopment of the station area are the relocation of the existing bus transfer loop and MARTA Police Precinct. Based on engagement with MARTA Bus Operations and MARTA Police and aligned with the TOD urban design and placemaking goals of the master plan, both functions will be located within the ground floor of a new parking structure designated primarily for MARTA patrons.

Bus Transfer Facility

While the existing bus loop currently provides efficient transfer functionality for MARTA transit users, its location near the station entrance constrains the vision put forth by the master plan for Station Plaza. This includes adjacent new development fronting the plaza that is comprised of a multifamily residential building with a ground floor lobby and a grocery / market. Relocating the bus transfer functions further east allows the public realm in front of the station entrance to expand and accommodate connectivity, open space, and land use recommendations of the master plan. Consolidating bus functions on the ground floor of a new MARTA Patron parking structure enhances the experience of transit users and bus operators by providing a completely covered transfer facility, space for transit user and bus operator amenities, and a seamless and protected direct connection to the station. Additionally, engagement with MARTA Bus Operations revealed that the one-way bus circulation recommended by the master plan, with access from Elder Lane and exit onto Canopy Street, is preferred over the existing 'lollipop' bus loop.

MARTA Police Precinct

The master plan recommends the existing MARTA Police Precinct, currently located to the south of the station and within the MARTA patron lot, be relocated to the ground floor of the new MARTA Patron parking structure. While it is important to relocate the bus transfer facility in initial phases of development to facilitate implementation of the master plan, the existing MARTA Police Precinct may continue to function at its current location until later phases of development are planned to be delivered. As development phases are



Block Legend

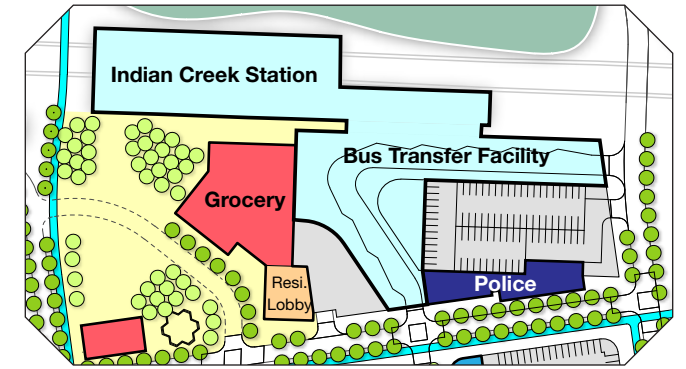
TOTAL: 53,000 SF	
A	BUS TRANSFER FACILITY: 45,000 SF
A	MARTA POLICE PRECINCT: 8,000 SF

Bus Transfer Facility & MARTA Police Precinct Development Schedule

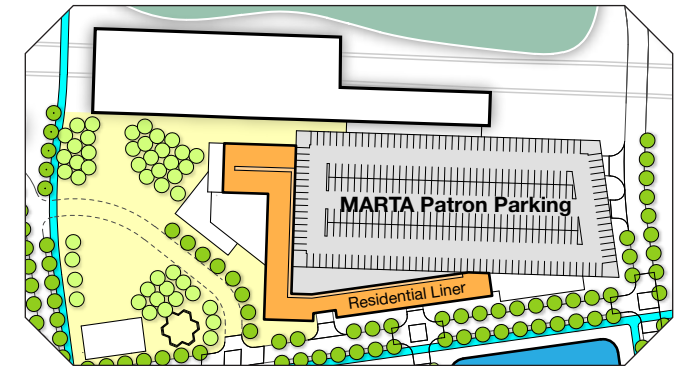
delivered, it is important from a jurisdiction perspective for MARTA Police to be located near the station and its associated functions. The new precinct is located at the intersection of Canopy Street and Elder Lane, with primary frontage along Canopy Street. The 8,000 sf precinct will have direct access to the relocated bus transfer facility and Indian Creek Station and include spaces within the parking structure for vehicles and associated equipment. Additional study and engagement with MARTA Police is needed to determine program needs and final design of the precinct.



Bus Transfer Facility Exit at Canopy Street



Ground Floor Plan



Upper Floor Plan



Bus Transfer Facility Approach from Elder Lane



IMPLEMENTATION FRAMEWORK

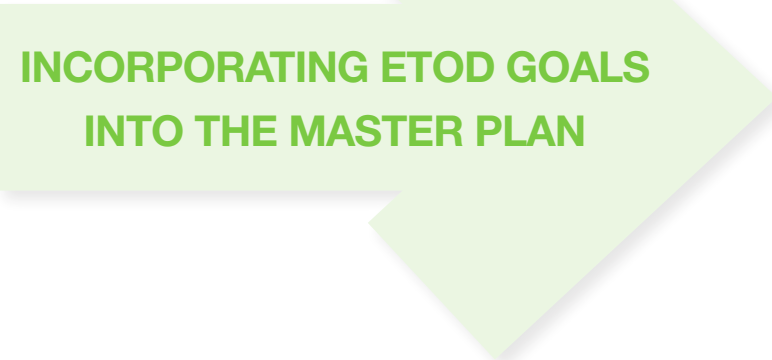


**INDIAN CREEK
VILLAGE**

5.1 EQUITABLE TOD

ETOD AT INDIAN CREEK

Stakeholders and community members were invited to help shape the Indian Creek TOD Master plan with a focus on how TOD at Indian Creek Station can benefit the community, a process more fully described in Chapter 1. Through this collaborative process between MARTA, DeKalb County, and the community, the following eTOD goals were developed and prioritized. These eTOD are incorporated throughout the Indian Creek TOD Master Plan.



Preliminary eTOD Goals for Indian Creek

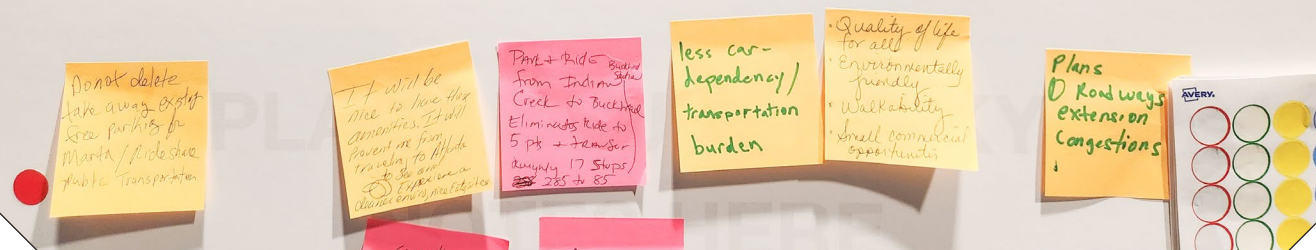
MARTA and DeKalb County share a commitment to leverage transit at Indian Creek Station to generate equitable economic development through eTOD.

Place a sticky dot below the top two goals you feel are most appropriate for TOD at the Indian Creek Station.

FOR MARTA AND DEKALB COUNTY, ETOD AT INDIAN CREEK WILL:

<p>Be an affordable, high-density, and mixed-use regional center where people can live, work, and play</p>	<p>Provide unique programming that reflects and elevates local community character such as public art</p>	<p>Support local retail, small businesses, and enhanced food choice</p>	<p>Enhance connectivity across transit services, building connections to local trails and enabling a safe, walkable street grid</p>
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WHAT DOES ETOD AT INDIAN CREEK MEAN TO YOU?



GOAL 1:

BE AN AFFORDABLE, HIGH-DENSITY, AND MIXED-USE REGIONAL CENTER WHERE PEOPLE CAN LIVE, WORK, AND PLAY



Mixed-Use Residential, Grocery & Cafe

GOAL 2 (TIE):

ENHANCE CONNECTIVITY ACROSS TRANSIT SERVICES, BUILDING CONNECTIONS TO LOCAL TRAILS AND ENABLING A SAFE, WALKABLE STREET GRID



Multiuuse Trail



Complete Streets

GOAL 2 (TIE):

SUPPORT LOCAL RETAIL, SMALL BUSINESSES, AND ENHANCED FOOD CHOICE



Food Trucks



Local Restaurants

GOAL 4:

PROVIDE UNIQUE PROGRAMMING THAT REFLECTS AND ELEVATES LOCAL COMMUNITY CHARACTER, SUCH AS PUBLIC ART



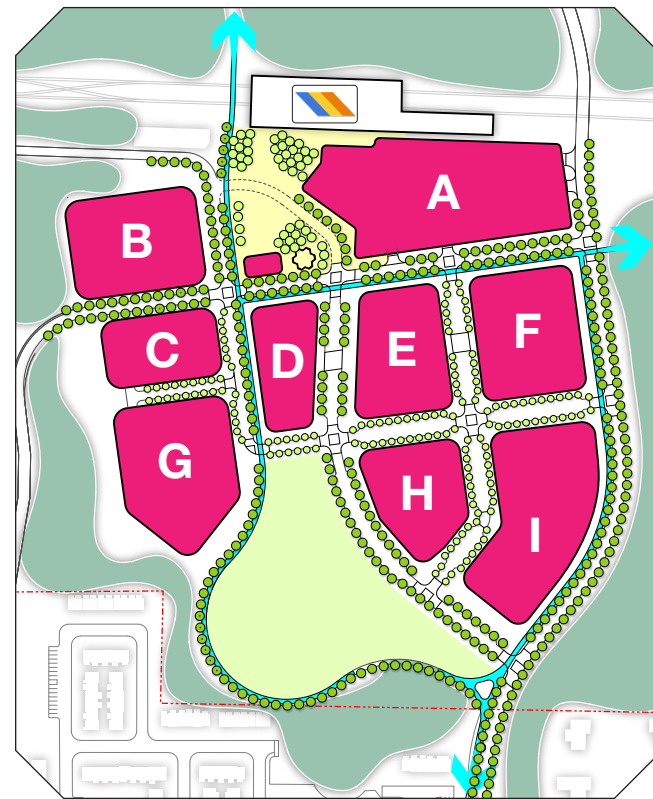
'The Canopy' Sculpture & Performance Space

5.2 PHASING STRATEGY

OVERVIEW

The Indian Creek TOD Master Plan recommends a strategic, phased build-out of the station area. Initial phases of delivery are focused on blocks immediately adjacent to the station. These phases include development elements that realize a fully-formed TOD by creating a place, serving as a destination, increasing residential density and activity, promoting connection to transit, and improving public infrastructure. Initial phases of delivery are designed to build confidence in the Indian Creek sub real estate market to catalyze future phases of development. Delivering initial phases adjacent to the station also allows for ongoing use and function of the existing MARTA Patron surface parking lot; the master plan is designed to work with the existing circulation and orientation of the parking lot to allow for continued use while phases come online.

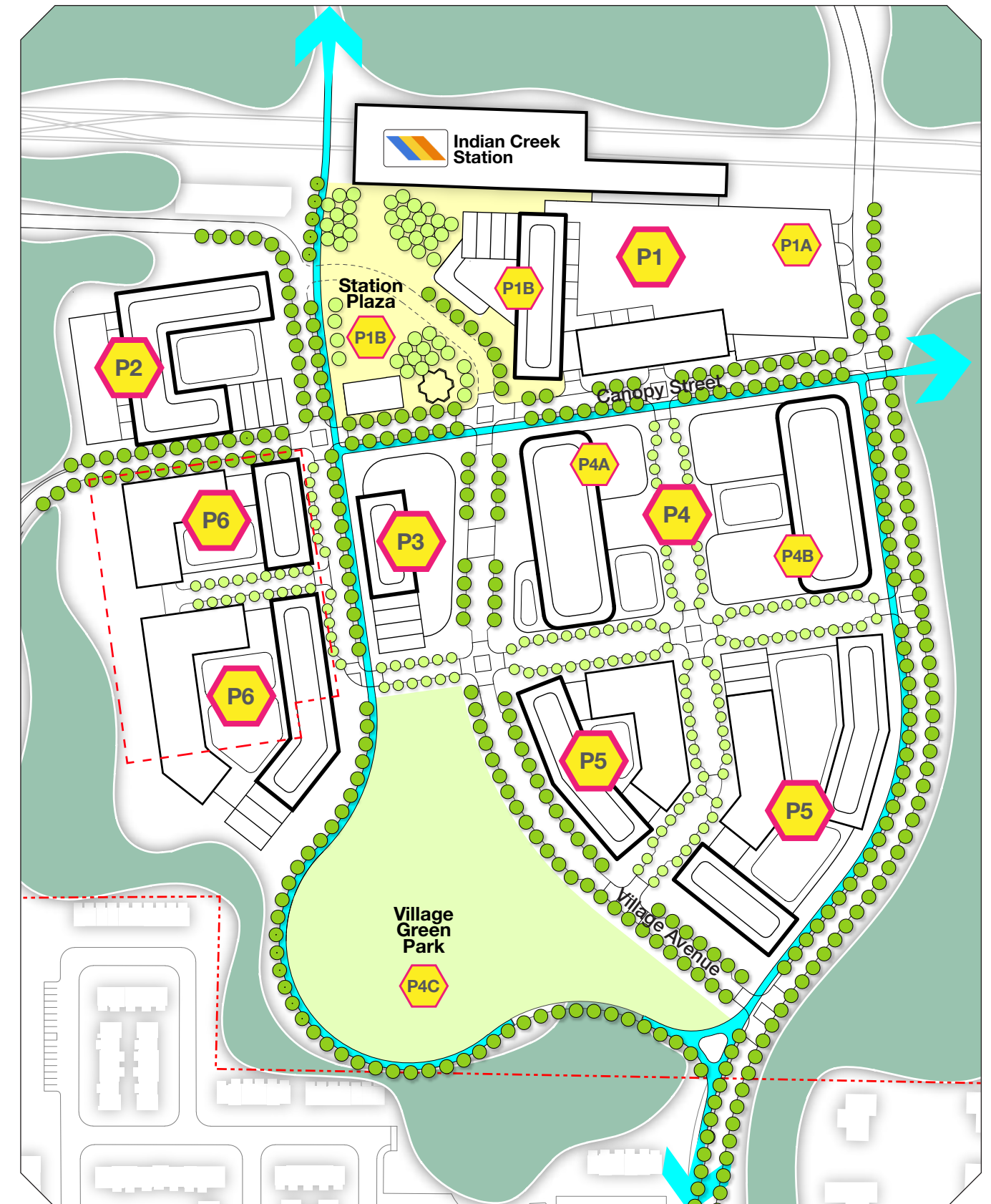
The phasing strategy representing the full build-out of the master plan is comprised of 6 development phases, with Phases 1 and 4 containing sub-phases to acknowledge increased complexity of their respective development components.



Block Legend

6 PHASES 1.68M SF	
	PARKING BUS FACILITY MARTA POLICE
	RESIDENTIAL GROCERY STATION PLAZA
	RESIDENTIAL FOOD & BEVERAGE
	RESIDENTIAL COMMUNITY FACILITY
	OFFICE FOOD & BEVERAGE CENTRAL CT.
	OFFICE STATION AREA PARKING
	VILLAGE GREEN PARK
	RESIDENTIAL (AT&T LOT)
	RESIDENTIAL (AT&T LOT)

Phasing Schedule

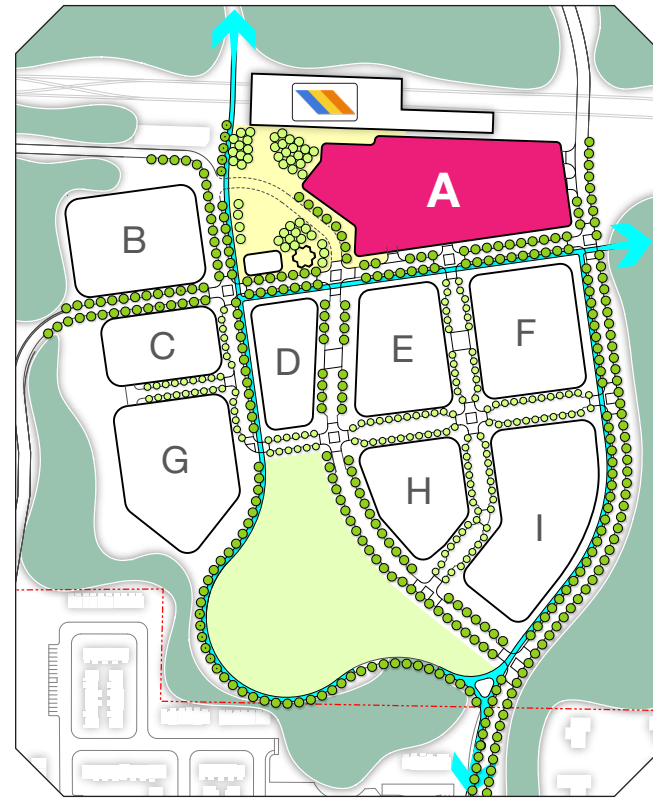


Phasing Plan

PHASE 1A / BLOCK A

Strategy

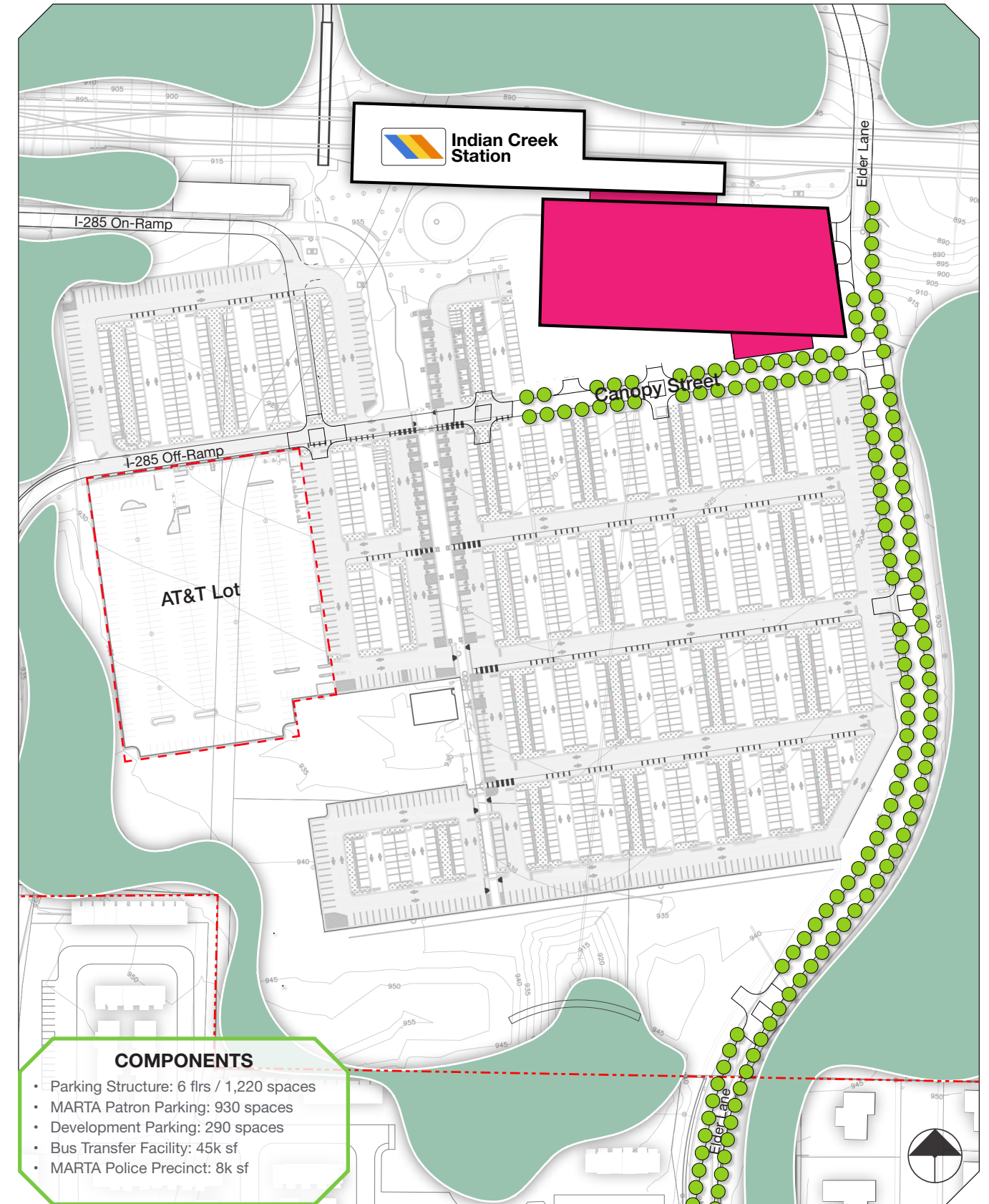
Prepare the station area for redevelopment and catalyze future phases of development by investing in public infrastructure. Deliver a parking structure designated for MARTA patrons and future residential and commercial uses. Design to accommodate future development along the west and south facades. Locate a new bus transfer facility and MARTA Police precinct on the ground floor.



Block Legend



Phase 1A Parking Structure - Looking Southwest

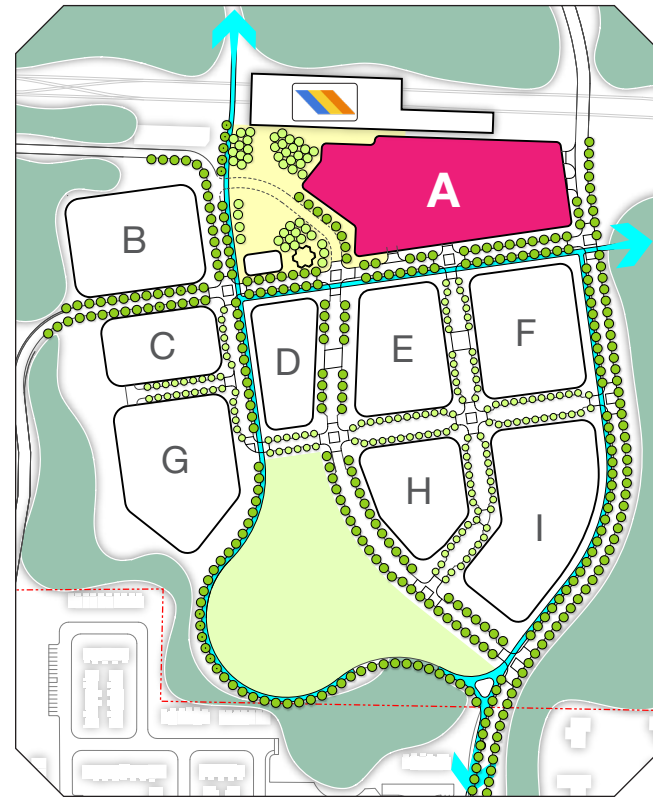


Phase 1A Plan

PHASE 1B / BLOCK A

Strategy

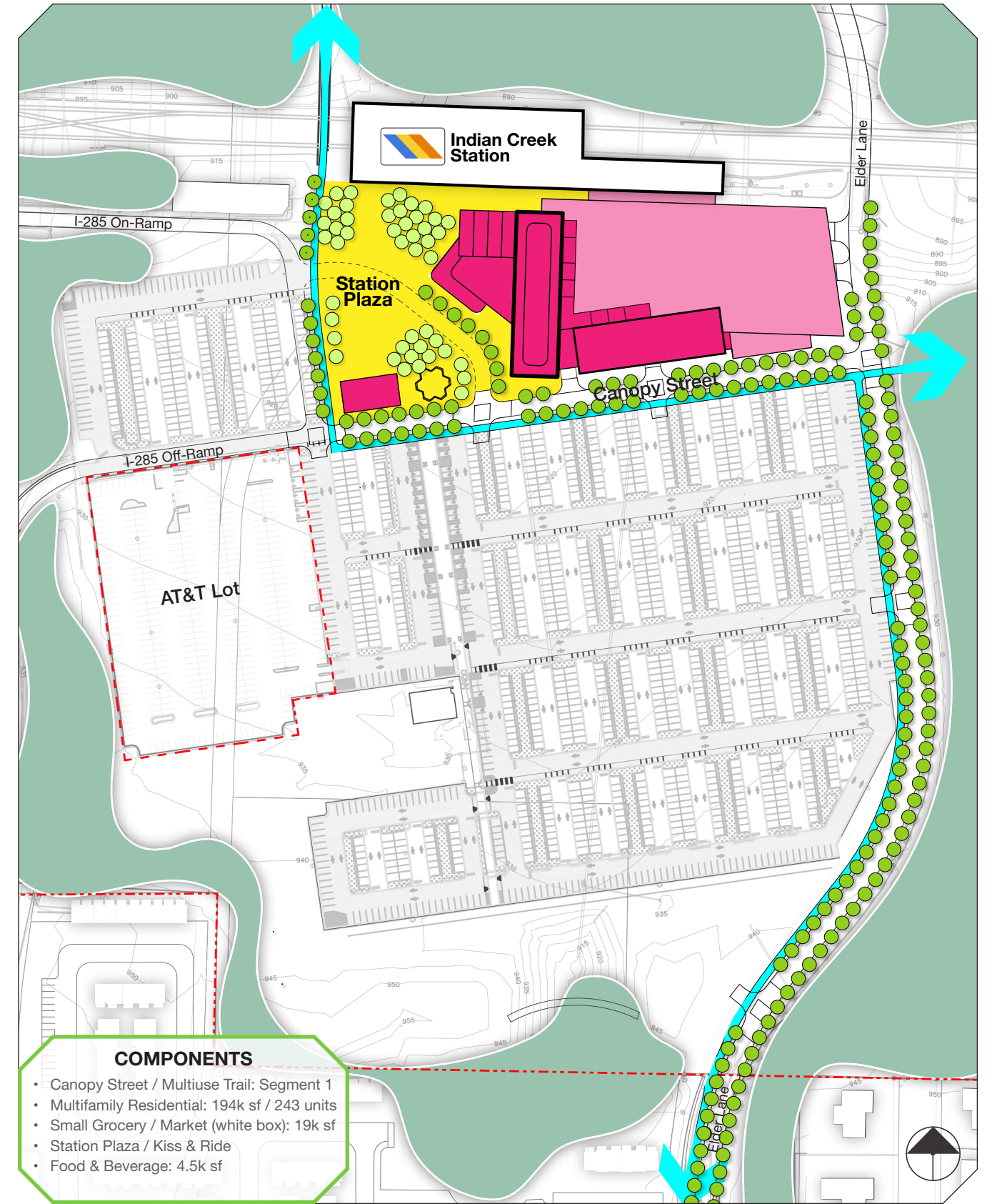
Deliver an initial phase of multifamily residential and commercial development in a mixed-use building that wraps the west and south facades of the parking structure. Allocate ground floor space for a future small grocery / market. Establish a new east-west street, Canopy Street, as a complete street that links I-285 access to Elder Lane and provides frontage for Phase 1B new development. Create a key public realm feature, Station Plaza, fronting new development and linking the station to future development. Include a standalone restaurant pavilion at the southwest corner of Station Plaza to anchor the space and deliver a food & beverage use in Phase 1. Integrate with the design of Station Plaza a Kiss & Ride drop-off loop to provide access to the station. Deliver the first segment of the Multiuse Trail, connecting Durham Park Road south to the station via the new pedestrian and bicycle bridge and east along Canopy Street to Elder Lane.



Block Legend



Phase 1B Multifamily Residential & Station Plaza



COMPONENTS

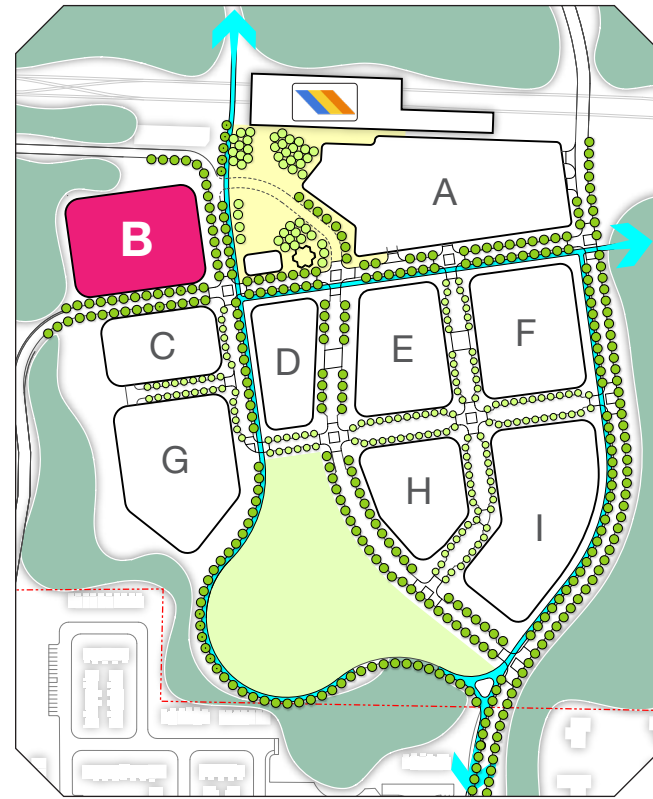
- Canopy Street / Multiuse Trail: Segment 1
- Multifamily Residential: 194k sf / 243 units
- Small Grocery / Market (white box): 19k sf
- Station Plaza / Kiss & Ride
- Food & Beverage: 4.5k sf

Phase 1B Plan

PHASE 2 / BLOCK B

Strategy

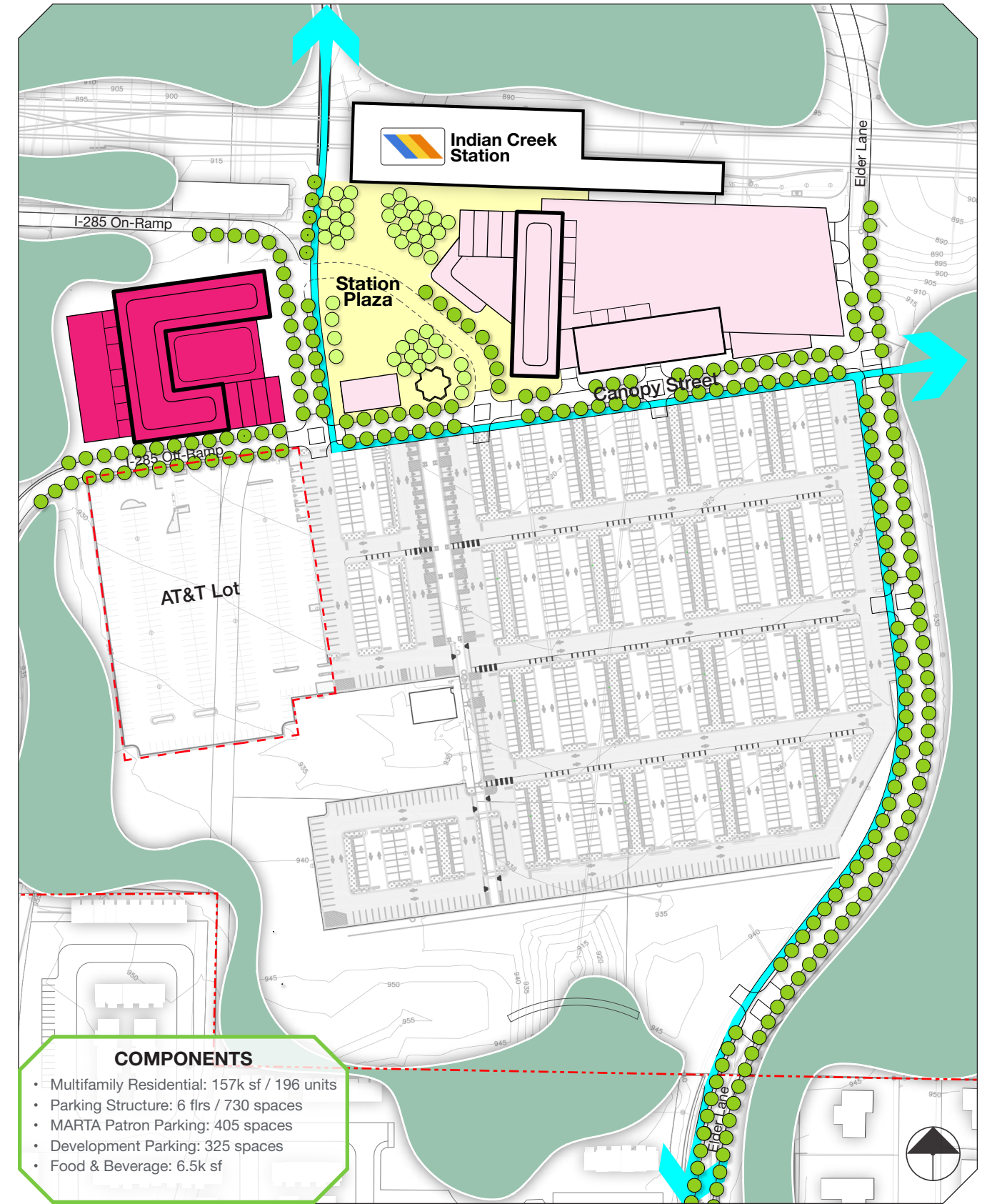
Phase 2 will deliver a multifamily residential building, a parking structure designated for MARTA Patrons and commercial and residential uses, and space allocated for ground-floor food and beverage. The multifamily residential building and associated food and beverage uses activate the western edge of Station Plaza and increases activity and residential density immediately adjacent to the station. The delivery of Phase 2, when combined with Phase 1 street and public realm improvements, development, and the multiuse trail, forms a complete TOD at Indian Creek Station that has the potential to catalyze the build-out of future phases of the master plan.



Block Legend



Phase 2 Multifamily Residential & Food & Beverage

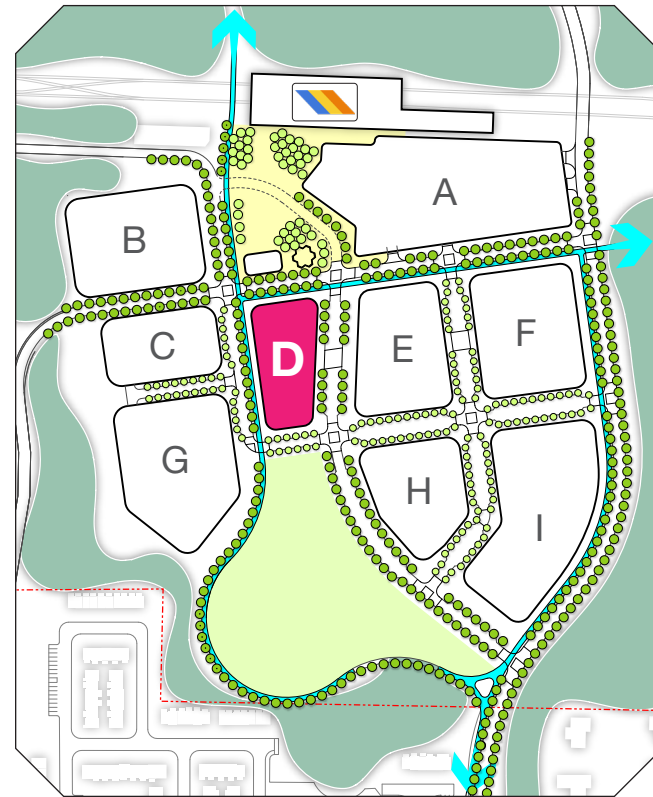


Phase 2 Plan

PHASE 3

Strategy

Phase 3 will deliver the first components of the master plan south of Canopy Street. Village Avenue is established to open the entire site for future phases of development and create an important north-south connection between the station and Elder Lane at the southern end of the MARTA parcel. As part of the ground floor of a multifamily residential building, a community facility is included with delivery of Phase 3 to enhance the amenity mix and to serve as an additional destination for the station area.



Block Legend



Phase 3 Community Facility & Multifamily Residential



Phase 3 Plan

PHASE 4A / BLOCK E

Strategy

The first of two class A office buildings designated for office and institutional use is delivered in Phase 4A. As part of the Hub, Hub A1 sits at a prime location at the intersection of Village Avenue and Canopy Street, is adjacent to Station Plaza, and is in close proximity to Indian Creek Station. Space is allocated for food and beverage uses at the ground floor and fronting Village Avenue, adding to the food and beverage options clustered around Station Plaza.

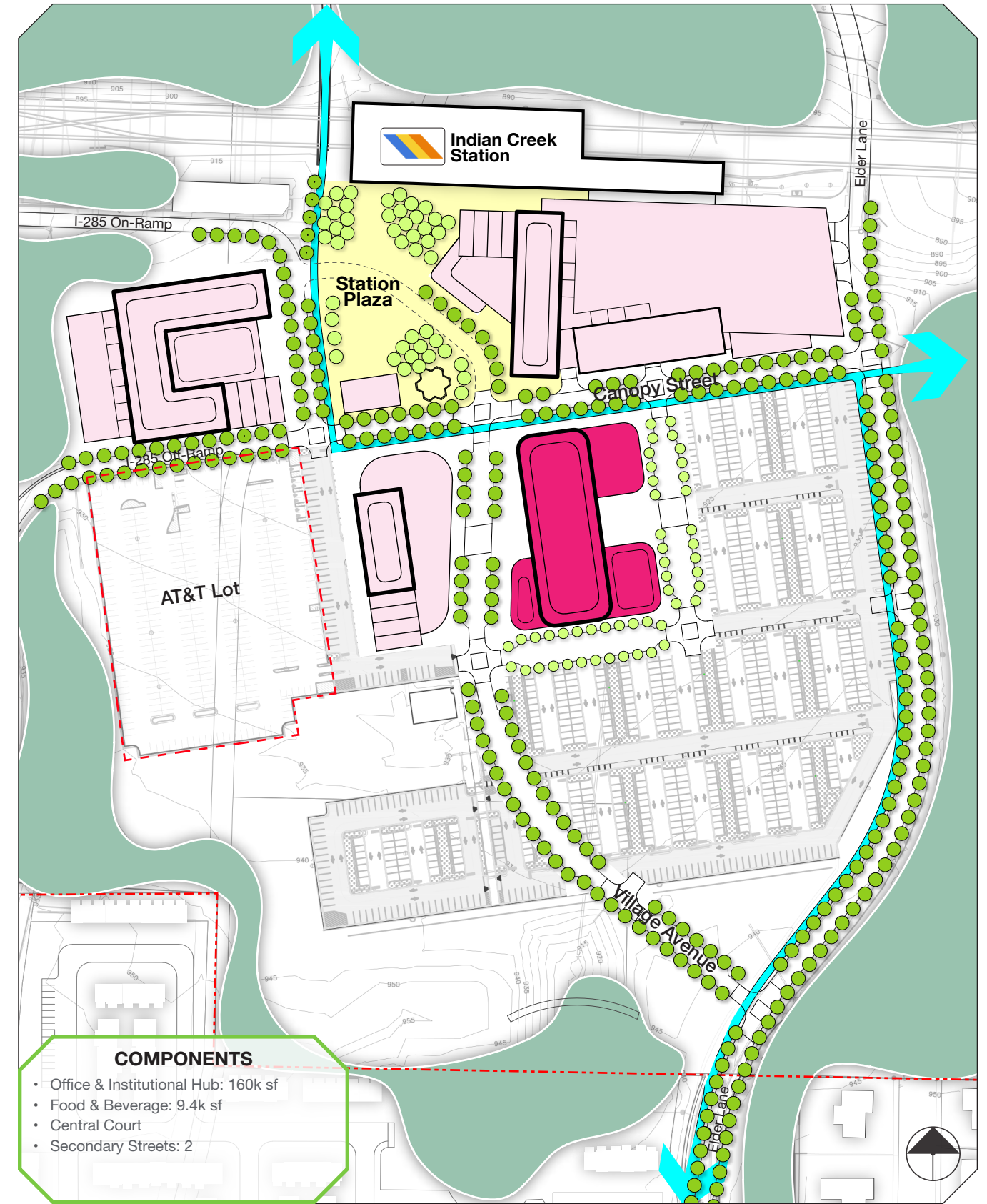
Central Court is delivered as part of Phase 4A and serves as a mid-block pedestrian and activity spine that will eventually connect to Hub B1 of Phase 4B. Parking for Phase 4A is accommodated by use of the existing surrounding MARTA parking lot. Two secondary streets are included with Phase 4A to form a complete development block for Hub A1 and facilitate vehicular connection to the existing parking lot.



Block Legend



Hub A1 (Phase 4A) and Hub B1 (Phase 4B)



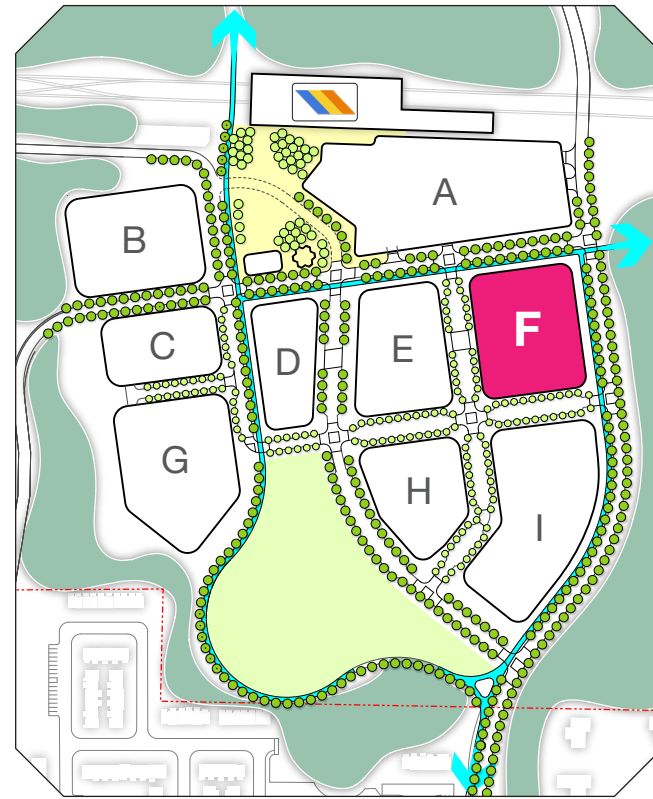
- COMPONENTS**
- Office & Institutional Hub: 160k sf
 - Food & Beverage: 9.4k sf
 - Central Court
 - Secondary Streets: 2

Phase 4A Plan

PHASE 4B / BLOCK F

Strategy

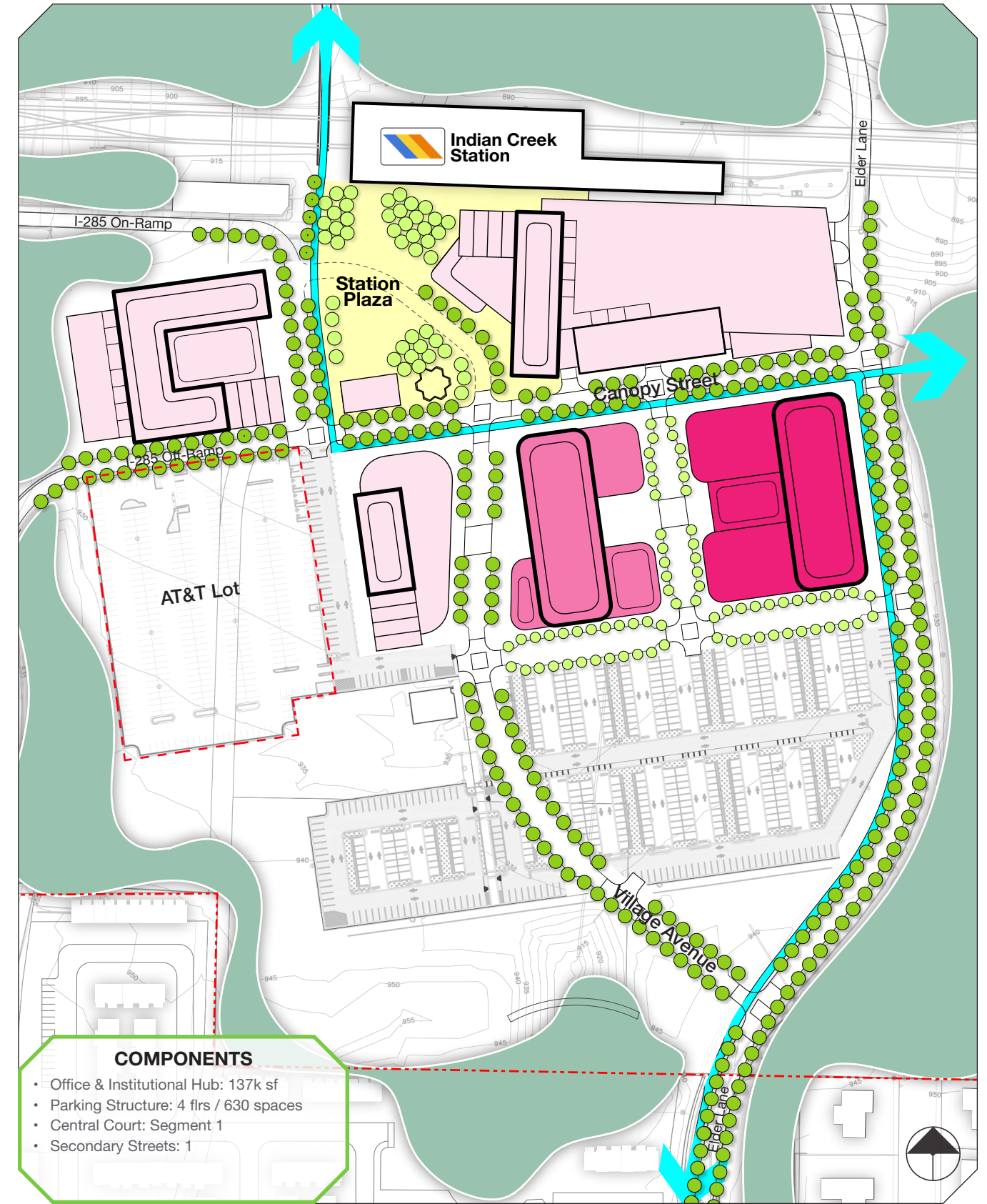
Hub B1 is delivered as part of Phase 4B and completes the Hub office and institutional complex at Indian Creek Station. A 4-floor parking structure is strategically integrated within the development and provides covered parking for both Hub A1 and B1 and food and beverage uses associated with Hub A1. The parking structure also provides additional spaces to serve the parking needs of the greater station area, including the adjacent community facility. Public realm improvements include expanding Central Court to connect Hub B1 and the parking structure to Hub A1 and Village Avenue beyond. A secondary street is added to the south of Hub B1 and completes a connection between Elder Lane and Village Avenue.



Block Legend



Hub B1 & Parking Structure Entrance, Activated Rooftop Terraces, & Central Court Expansion



COMPONENTS

- Office & Institutional Hub: 137k sf
- Parking Structure: 4 flrs / 630 spaces
- Central Court: Segment 1
- Secondary Streets: 1

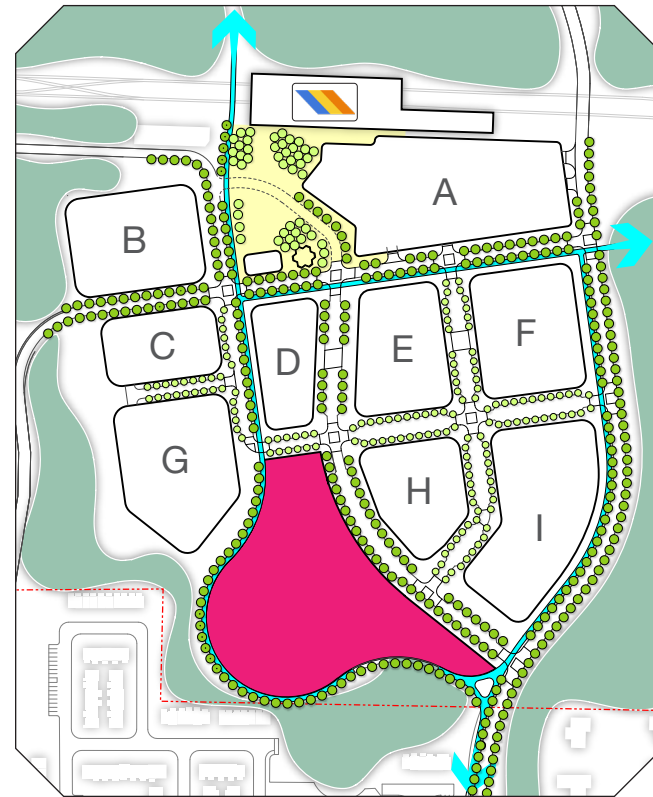
Phase 4B Plan

PHASE 4C

Strategy

To round out the delivery of Phase 4 and to establish the station area as an open space destination, Village Green Park is established as a key part of Phase 4C. Village Green Park is paired with Phases 4A and 4B to enhance the amenity offerings of the station area and could be leveraged as a strategic approach to attract office tenants to the Hub. Delivering the park within Phase 4 could also provide an attractive open space anchor and destination for future phases of development that are multifamily focused.

Phase 4C also extends the multiuse trail from Station Plaza south to form the southern edge of the park and connecting east to the multiuse trail along Elder Lane. This segment of the multiuse trail completes the network for the station area.



Block Legend



Phase 4C Village Green Park & Multiuse Trail Segment 2



COMPONENTS

- Village Green Park: 3.5 acres
- Multiuse Trail: Segment 2

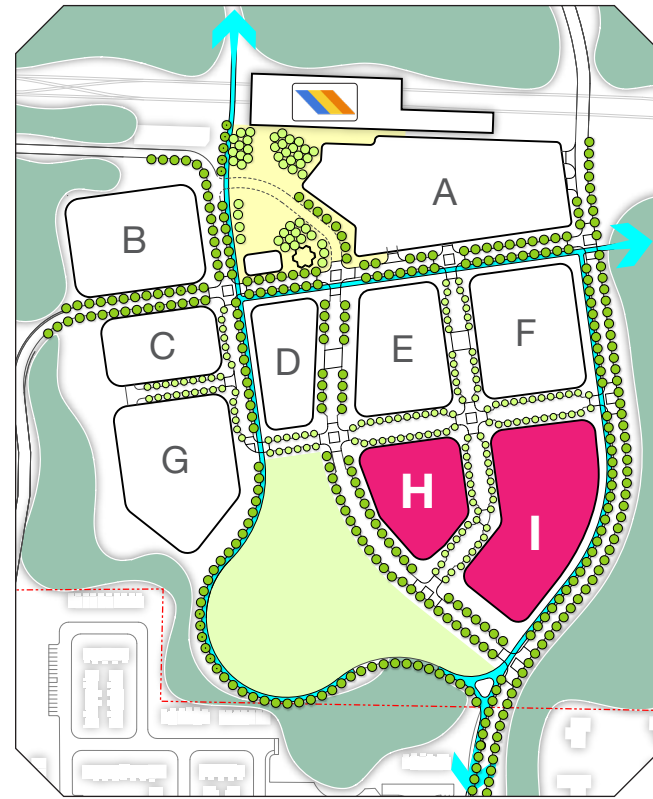
Phase 4C Plan

PHASE 5 / BLOCKS H & I

Strategy

Two multifamily residential buildings are delivered as part of Phase 5 and will fully realize the Indian Creek TOD master plan in the eastern portion of the station area. The multifamily buildings along Village Avenue have key frontage and direct connection to Village Green Park.

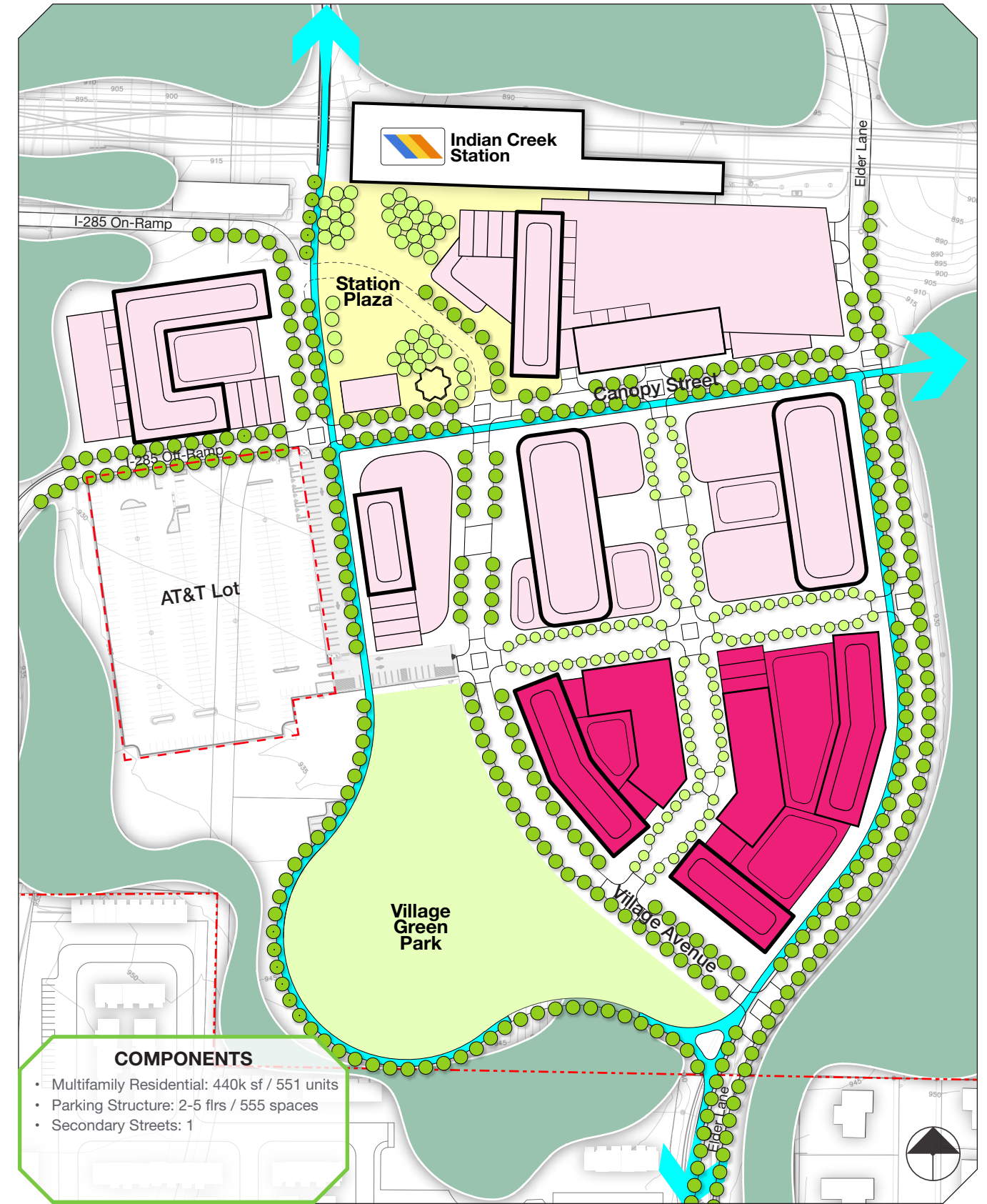
A north-south secondary street is established as part of this phase and completes an additional connection between Phase 1A and the park. Parking structures are integrated with each building and have access from secondary streets.



Block Legend



Station Area Scale



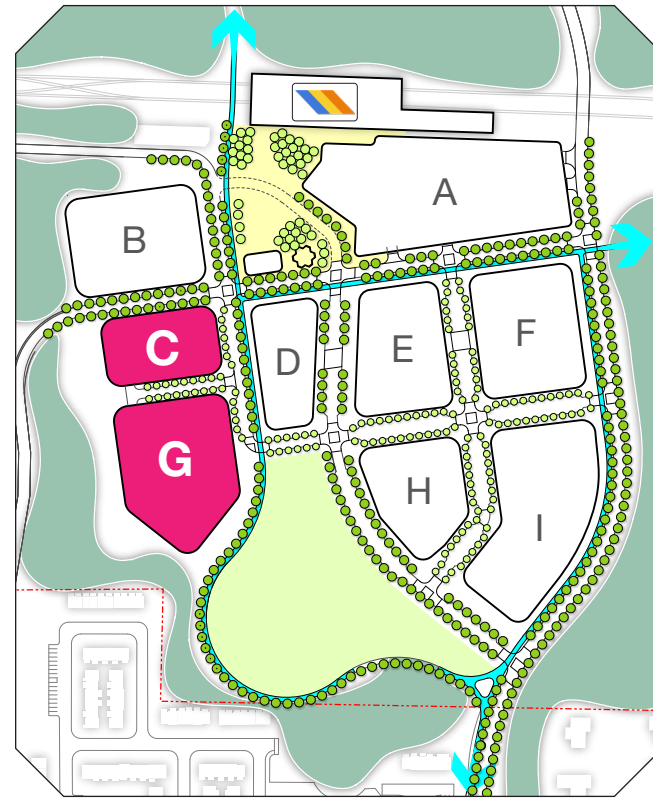
Phase 5 Plan

PHASE 6 / BLOCKS C & G

Strategy

Two multifamily residential buildings are delivered as part of Phase 6 and represent the final phase of the Indian Creek TOD Master Plan. The location and timing of this phase of development is strategically tied to AT&T's use of this portion of the surface parking lot. The master plan demonstrates a fully-formed TOD can be realized by delivering Phases 1-5; the success of TOD is not contingent on redeveloping the AT&T lot. However, the master plan recommends an agreement be reached between all associated parties to allow for redevelopment to maximize development potential at the station.

Two secondary streets are established to accommodate the multifamily buildings between two development blocks. These streets provide access to parking structures integrated with each multifamily building. Food and beverage use is allocated on the ground floor along Canopy Street and adds to the activity clustered around Station Plaza.



Block Legend



Full Build-out of the Indian Creek TOD Master Plan



COMPONENTS

- Multifamily Residential: 395k sf / 494 units
- Parking Structure: 2-5 flrs / 567 spaces
- Secondary Streets: 2

Phase 6 Plan

5.3 PARKING STRATEGY

OVERVIEW

The parking strategy recommended by the Indian Creek TOD Master Plan consists of a mix of shared use parking structures, parking structures dedicated exclusively for multifamily residential use, and on-street parking. Shared use parking structures should utilize a parking management system to allow multiple users to share parking spaces to optimize parking facility efficiency usage. Three shared use parking structures are located within blocks near the station to provide parking for the entire station area as well as convenient parking for MARTA patrons.

Blocks A & B

The shared use parking structures within Blocks A and B includes parking for MARTA patrons in addition to parking each block's respective multifamily residential, food and beverage, and retail uses. Block A contains the largest concentration of MARTA patron parking, with 930 of the 1,220 spaces dedicated for transit users. Block B delivers the remaining number of spaces required for MARTA patrons, with 405 of the 730 spaces dedicated for transit users.

Block F

The shared use parking structure within Block F is associated with the Office and Institutional Hub (The Hub). This parking structure provides parking for the office and food and beverage uses of The Hub that are located within Blocks E and F. Required parking for The Hub's uses are strategically consolidated within a single parking structure within Block F, versus both Blocks E and F. This arrangement creates a development layout that is flexible and can accommodate public realm features like The Hub's Central Court. Of the parking structure's 630 spaces, 200 spaces are available for the station area, providing parking for other uses and destinations such as the adjacent Community Center within Block D, Station Plaza, and Village Green Park.



Shared Use Parking Structure - Block B



Shared Use Parking Structure - Block F

TOTAL: 3,761 SPACES	
A	1,220 SPACES (930 MARTA PATRON SPACES)
B	730 SPACES (405 MARTA PATRON SPACES)
C	181 SPACES
D	60 SPACES
F	630 SPACES
G	386 SPACES
H	287 SPACES
I	276 SPACES

Parking Structure Schedule



Parking Strategy Plan

5.4 FUNDING & FINANCING MECHANISMS

OVERVIEW

Recommendations included in this Implementation Plan are meant to help MARTA and DeKalb County create sufficient value and critical mass around the station to attract developers looking to invest in new developments at the site. It seeks to minimize the upfront public costs of improvements while investing in early improvements that contribute to placemaking efforts to help increase demand beyond the amount of residential and commercial space predicted in the Noell Consulting Group market analysis. The Implementation Plan focuses on strategic investments, intentional phasing, and value capture mechanisms that spread the cost of public infrastructure across public and private improvements, and helps MARTA put its best foot forward in attracting private investment to the area.

As an example, MARTA seeks to begin Phase 1 with improvements to the Station, including a Police substation and new parking garage. The Station improvements also include a plaza and a place for a grocery store. As discussed later in this plan, the market would not likely support a grocery store during Phase 1. However, keeping the retail space flexible and available for community use as a farmer’s market or local art gallery will begin to attract more people to the site, turning the station area into a destination, and enhancing the desirability for retailers and potential residents.

BEST PRACTICES

National best practices for Transit-Oriented Development (TOD) and station area development focus on four main aspects that enhance station area desirability, meet the Transit Agency’s goals, and provide future developers with certainty and value. These aspects include the creation of public infrastructure and destination amenities, flexibility in development phasing, creating value for the development community, and through the use of funding mechanisms.

BEST PRACTICES

National best practices for Transit-Oriented Development (TOD) and station area development focus on four main aspects:

-  **PUBLIC INFRASTRUCTURE AND DESTINATION AMENITIES**
-  **FLEXIBILITY IN DEVELOPMENT PHASING**
-  **VALUE CREATION**
-  **FUNDING MECHANISMS**

PUBLIC INFRASTRUCTURE AND DESTINATION AMENITIES

Investing in public infrastructure, like station improvements, safety measures, and the transit plaza can enhance the desirability of the station area. Programming the plaza with activities and gatherings helps to create a destination that attracts transit riders and non-riders alike from the surrounding area, making the station feel more like a place that serves people, which in turn makes the area a more desirable place to live, work, and play.

MARTA is well-aware of the benefits of investing in this type of infrastructure and programming with the success of its Station Soccer program, which attracts people to stations during non-commute times and provides opportunities to activate station areas and serve local youth. Its partnership with Soccer in the Streets is a national model for partnering on programming to activate public areas. Finding a similar partner for the plaza, whether the developer that delivers the grocery store space or another non-profit can help achieve activation goals.

FLEXIBILITY IN DEVELOPMENT PHASING

Providing flexibility in development phasing can help developers deliver their projects as real estate markets allow. As of summer 2024, interest rates have not yet declined from their inflationary levels, making the feasibility of new development more difficult to achieve.

Because affordable housing is financed differently than market rate housing through the use of tax credits and other subsidies, an affordable housing project may be better able to attract a developer. If MARTA is willing to spread its 20 percent affordable housing requirement across the project, rather than building by building, it may be able to start with an affordable housing development that starts to build critical mass around the station and provides the safety that comes from well-populated areas.

In addition, starting with public improvements to the station, police station, and plaza can also begin to attract new development. Programming at the station plaza may begin to create a destination at the station, attracting both station-users and area residents. The Station Area Master Plan calls for a grocery store bordering the plaza, however grocery stores tend to follow residential development and are famously difficult to build and sustain due to their low margins. MARTA could provide flexible uses for the grocery space until enough new residents and visitors can support a grocery store. Finishing the space as an open white space for community gatherings, pop up retail, and/or art gallery usage could create the amenities that support placemaking, thereby speeding up demand for new housing in the station area.

Similarly, as market conditions for different uses change, MARTA could try to be ready to change the development phasing to meet market conditions. This would require MARTA to draft developer solicitation documents (Requests for Proposals) for each land use included in the Plan and be ready to release them as soon as the market is ready.

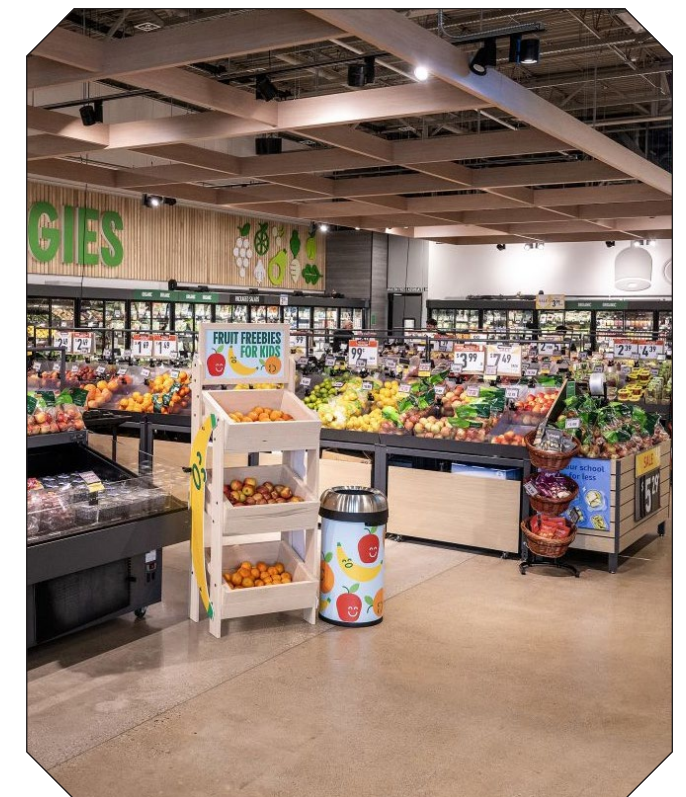
As part of the development process, MARTA should also identify the timing and location of arterial and internal roadways that each development pad would need. Value capture mechanisms including Tax Allocation District (TAD), or PILOT (Payment In Lieu of Taxes) revenues, special assessments, or development impact fees could help pay for the public roadway improvements that directly benefit each of the development projects.

TAD and PILOT programs divert property tax revenues from the County back into the project area and do not add to the cost of development or operations. Special assessments add annual costs to each project’s annual property tax bill, while development impact fees are one-time payments that the County collects to help pay for public improvements that benefit the project. Both special assessments and impact fees add to the cost of operations and development, respectively, requiring that market rents support these additional costs.

VALUE CREATION

MARTA and the County can assist in realizing the Master Plan vision through value creation efforts. Developers are willing to take market risk, but do not typically like projects that contain other types of uncertainty and/or potential project delays. DeKalb County’s recent zoning approval for the area is one way that MARTA and the County are already creating value for developers. By changing the zoning before engaging the development community, MARTA and the County have reduced the entitlement risk to the development community, which saves time and money for the developers.

There is another opportunity for MARTA to create value for the development community through the Federal Fixing America’s Surface Transportation



Phasing and funding strategies are available to help support a small grocery store.

(FAST) Act. The program authorized \$305 billion in transportation spending and allows those funds to be used on TODs as well as traditional infrastructure. Developers can access loans for up to 49 percent of economic development commercial and/or residential project costs at interest rates much lower than through traditional bank financing (five percent in Summer of 2024), assuming it meets the criteria for either an RRIF or TIFIA loan.

It should be noted that developers will need to submit their projects to the National Environmental Policy Act (NEPA) process to access these federal funds. The NEPA process is unknown and unusual to real estate developers and would create enough uncertainty that developers may be unwilling to undertake the process even in exchange for interest rates that could benefit the project significantly. This provides an opportunity for MARTA to create value for station area developers.

MARTA is very familiar with the NEPA process and will need to undertake that process for the Master Plan’s station area improvements. If MARTA can include the area’s development envelope in its NEPA documents such that a future real estate developer could access the TIFIA funds without having to go through the NEPA process or by providing documentation that shows compliance with MARTA’s approved project, developers would likely be interested in using the program. By providing access to less expensive funding, MARTA will have lowered project development costs and created real value to the development community. Projects that might not be feasible with traditional financing may become feasible, speeding up station area development.

FUNDING MECHANISMS

Another form of value creation is the use of direct incentives. This could include property tax abatement or diverting property tax revenues back into the station area to help fund public infrastructure improvements. Grocery stores often require direct subsidies to attain feasibility, which are often addressed using the New Markets Tax Credit (NMTC) program. In addition, the Georgia Tax Allocation District (TAD) program and Payment in Lieu of Taxes (PILOT) program can be used to help pay for open space and roadway improvements.

NEW MARKETS TAX CREDITS (FEDERAL)

The New Markets Tax Credit (NMTC) program grants individual and corporate investors a credit against their federal income tax for investing in certified Community Development Entities (CDEs), which, as their primary

mission serve low-income communities. CDEs can include banks, developers, non-profit service providers, and local governments. The tax credit totals 39 percent of the investor’s initial CDE investment and is claimed over seven years.

In eligible areas, an NMTC allocation can go to a business that develops or rehabilitates commercial, industrial, retail, and mixed-use real estate projects. An NMTC allocation can also go to a business (i.e., manufacturer, grocery store) located in an eligible community.

New Markets Tax Credits can be a powerful tool for revitalization and economic development as explained in the New Markets Tax Credit Coalition’s 2024 New Markets Tax Credit Progress Report, released in June 2024. According to that report 322 projects totaling \$7.6 billion received \$4.5 billion in NMTC allocation at a ten-year cost to the federal government of \$1.17 billion. The projects receiving an allocation generated 59,332 jobs in 2023, including 33,676 permanent full-time equivalent (FTE) jobs and 25,656 construction jobs. These projects are in 49 states, the District of Columbia, and Puerto Rico.

To be eligible for the NMTC program, investments must fund projects located in census tracts that have a median income less than or equal to 80 percent of area median income (AMI) and/or a poverty rate greater than or equal to 20 percent. As of September 2023, the Indian Creek Station Area qualifies for the NMTC program as its median family income is 62 percent of the area median income. Accordingly, the development project contemplated for the Indian Creek Station Area and grocery store itself could be eligible for New Markets Tax Credits. This source is one to be considered especially when the area can support a grocery store.

TAX ALLOCATION DISTRICTS (TADS) (GEORGIA)

Georgia’s Tax Allocation Districts (TADs), also known as Tax Increment Financing in other places, are a mechanism for revitalizing blighted or underutilized properties, including brownfields, declining commercial areas, or industrial sites. Under Georgia’s Redevelopment Powers Law, a local government can designate a specific area as a TAD.

Once the TAD is designated, the process begins by establishing the current tax base floor. Future property taxes above the base floor amount are allocated to the TAD. The TAD funds can then be used for infrastructure improvements, buildings, and revitalization projects.

Establishing a TAD could help implement the Indian Creek Station Area Plan in several ways. First, TAD funds could be used to improve transportation, utilities and public spaces, which will make the area more attractive for developers. Second, TAD funds can be used for incentives to attract development. The incentives could include tax breaks or small grants for developers investing in the district. Finally, TADs encourage mixed-use projects like what is being proposed for Indian Creek, combining residential, commercial, and recreational spaces. These mixed-use developments that include residential build in market for new commercial development in the future, including a new grocery store.

PAYMENT IN LIEU OF TAXES (PILOT) PROGRAM (GEORGIA)

Georgia Code allows for Payment in Lieu of Taxes (PILOT) as an incentive for investment in taxable infrastructure or other facilities that create a public

benefit. A PILOT may be negotiated to limit or defer the property taxes on a developer investing in an area in need of revitalization. The project partially financed by a PILOT can help spur other development which may, in turn, serve to stabilize and improve an area, resulting in additional property tax revenue for a city or county. Like TADs, PILOT programs direct property tax revenues back into a project for a period of time but they do not add to the cost of the development overall.

PILOTs can be a useful tool to encourage development in areas like the Indian Creek Station Area that are in need of reinvestment. PILOTs can incentivize development in such economically challenged areas. PILOTs provide predictability for developers allowing them to plan long-term investment. The County benefits from increased revenue as the assessed value of the land increases.

KEY FUNDING & FINANCING STRATEGIES

PUBLIC INFRASTRUCTURE AND DESTINATION AMENITIES

- Invest in public infrastructure, like station improvements, safety measures, and the transit plaza to enhance the desirability of the station area.
- Create a destination that attracts transit riders and non-riders alike from the surrounding area, making the station feel more like a place that serves people.

FLEXIBILITY IN DEVELOPMENT PHASING

- Consider starting with an affordable housing development that begins to build critical mass around the station and provides the safety that comes from well-populated areas.
- Be ready to change the development phasing to meet market conditions.
- Provide flexible uses for the grocery space until enough new residents and visitors can support a grocery store.

- Identify the timing and location of arterial and internal roadways that each development pad would need to coordinate infrastructure improvement funding.

VALUE CREATION

- Include the station area’s development envelope in MARTA’s NEPA documents for station area improvements to increase future developers’ access to additional federal funding opportunities.

FUNDING MECHANISMS

- Use direct incentives, such as New Markets Tax Credits (Federal), Tax Allocation Districts (TADs) (Georgia), and Payment in Lieu of Taxes (PILOT) Program (Georgia), to help fund public infrastructure improvements, support development, and subsidize desired businesses, such as a grocery store.

Summary of key funding and financing strategies

5.5 PUBLIC INFRASTRUCTURE COST ESTIMATE

OVERVIEW

A Rough Order of Magnitude (ROM) cost estimate was developed for the Phase 1 MARTA patron parking structure, bus transfer facility and MARTA police precinct. The ROM cost estimate considers an improvement and the application of an historic cost per square foot (or consistent unit of measure) estimation for that improvement. Historic data is collected from available national databases such as RSMeans and through internal databases from similar project WSP has designed over the years.

Once a cost estimate is established, a “Design Contingency” is added to the costs. This accounts for the conceptual stage of design and understanding there are many unknowns and variables that could reveal themselves as the project progresses. As a project advances in development, the design contingency reduces and eventually disappears by Final Design.

Contractor Overhead and Profit is a standard addition to ROM costs to account for non-construction costs (administrative, PM, Superintendent, etc.) to the contractor.

WSP has assumed a construction date of mid-2027, which results in a 10.87% escalation factor when assuming 3.5% per year escalation.

The ROM includes structures as “types” which allows for application of assumed data to be applied to specific uses, functions or buildings. For this effort the project types include:

MARTA Patron Parking Structure

This estimate includes all work related to construction of the garage including parking, drive lanes, vertical circulation, building systems and the building skin. The proposed parking structure roof improvements were specifically extracted from the parkign structure estimate as it includes landscaping and non-traditional PG features.

The parking structure is estimated by parking space and was compared to cost / parking space for previous

WSP projects, then compared against current \$/sf regional data in RSMeans to establish a baseline cost. The baseline data was then reviewed against the available concept drawings and images to determine if any project complexities such as restricted construction access, complex building forms, etc. would inform a need to multiply the baseline by a factor.

Bus Transfer Facility

Bus lane estimate accounts for heavy-duty concrete paving in the areas where buses will move through the passenger areas

Passenger Boarding / Waiting / Circulation accounts for the bus lane adjacent spaces to include paving surfaces, passenger amenities, technologies, etc.

MARTA Police Precinct

The cost estimate assumed as a single-story facility with floor, roof, exterior walls / windows, structures, and the infrastructure for MEP systems within the facility. It does not include build-out of interior partitions, offices or amenities.

Loading

This is a low-end maintenance area for deliveries, trash, etc. as part of a future tenancy development.

TOTAL: 53,000 SF	
A	BUS TRANSFER FACILITY: 45,000 SF
A	MARTA POLICE PRECINCT: 8,000 SF

Public Infrastructure Development Schedule

ROM - PARKING AND TRANSIT FUNCTION				
	qty	unit	\$/unit	Cost
Parking Garage including floor level, parkable ramps, no vehicle access to roof	1,140	spaces	\$ 32,000	\$ 36,480,000
Parking Garage Roof - planted space, non-vehicular space	73,200	SF	\$ 110	\$ 8,052,000
Bus Transit Level (Bus Lane)	18,000	SF	\$ 42	\$ 756,000
Bus Transit Level (Passenger Boarding / Waiting / Circulation)	22,200	SF	\$ 28	\$ 621,600
MARTA Police - shell only, one story only	8,200	SF	\$ 280	\$ 2,296,000
Loading (Building Services for overbuild)	9,482	SF	\$ 200	\$ 1,896,400
				\$ 50,102,000
			35%	\$ 17,535,700
			25.00%	\$ 16,909,425
			10.87%	\$ 9,190,272
				\$ 93,737,397

Subtotal
Contingency
Contractor OH&P
Escalation (2027)
Total

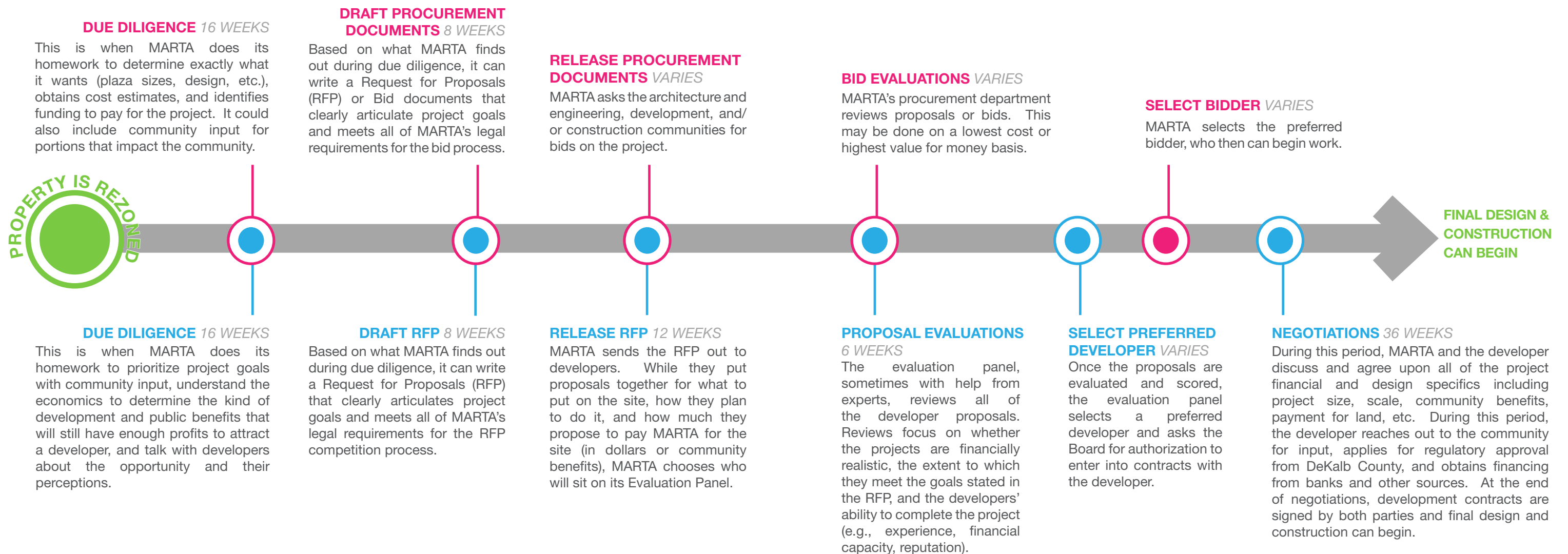
ROM Cost Estimate



Bus Transfer Facility Approach from Elder Lane

5.6 PROPOSED IMPLEMENTATION SCHEDULE

PUBLIC FACILITIES PRIVATE DEVELOPMENT




APPENDIX





**COMMUNITY KICK-OFF
WORKSHOP**

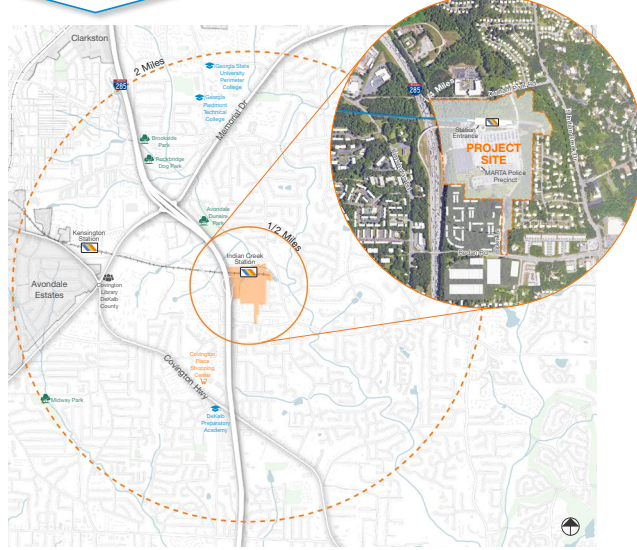


01 ABOUT THE MASTER PLAN
UNDERSTANDING TODAY
TO PLAN FOR TOMORROW!

VISIT THE PROJECT WEBSITE
www.indiancreektodplan.com



- Learn More About the Project
- Provide Additional Input
- Explore the Interactive Model
- Register for Upcoming Events



WHAT IS TOD?
Transit-Oriented Development (TOD) is compact, vibrant, walkable development that is centered around quality public transit. TOD often includes a mix of uses including a variety of housing types, office, and retail within a five-to-10-minute walk of a transit station. It is generally denser than the development surrounding it and is supported by high quality neighborhood amenities, such as parks, plazas, and other public spaces.

WHAT IS A TOD MASTER PLAN?
A TOD master plan is a community-driven and actionable plan that lays the foundation for securing TOD-supportive entitlements, directs public and private investment, sets the standard for evaluating development projects, and guides public policy to realize the station area vision.



WHY PLAN FOR TOD?
This plan aims to meet the vision for the Indian Creek station area established in the DeKalb Unified Plan, the recent comprehensive land use and transportation plan for the unincorporated parts of the county. The Indian Creek station area is envisioned as a Town Center activity center, with a focus on walkable, transit-supportive redevelopment.

The Indian Creek Station Transit-Oriented Development (TOD) Master Plan is an opportunity to transform MARTA's Indian Creek Station into a transit-oriented community that connects people to opportunity, drives sustainable community development, and promotes regional prosperity.

PROJECT SCHEDULE




COMMUNITY WORKSHOP #1
UNDERSTANDING TODAY TO PLAN FOR TOMORROW!



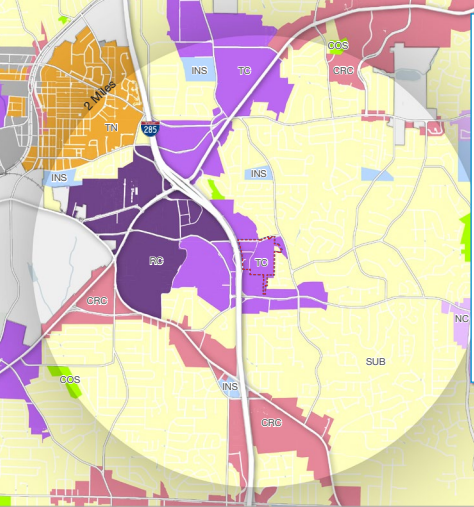
www.indiancreektodplan.com




03 ABOUT THE COMMUNITY
LAND USE, ZONING & FIGURE-GROUND

Share your thoughts! What are we missing?
Place a sticky note on the board for your comment.

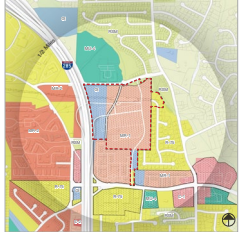
FUTURE LAND USE DESIGNATION



DeKalb 2050 Unified Plan
Town Center Designation
The intent of the Town Center is to promote the concentration of higher intensity residential and commercial uses, which serve several communities surrounding the center, in order to reduce automobile travel, promote walkability and increased transit usage. The areas act as a focal point for several neighborhoods with moderate densities and a variety of activities such as retail, commercial, professional office, housing, and public open space that are all easily accessible by pedestrians.





EXISTING ZONING



Legend

- C-1 - Local Commercial
- C-2 - General Commercial
- C-3 - Office Institutional
- C-4 - Mixed-Use High Density
- R-100 - Residential Medium-Low Density
- R-150 - Residential Medium-Low Density
- R-200 - Residential Medium-Low Density
- R-250 - Residential Medium-Low Density
- R-300 - Residential Medium-Low Density
- R-350 - Residential Medium-Low Density
- R-400 - Residential Medium-Low Density
- R-450 - Residential Medium-Low Density
- R-500 - Residential Medium-Low Density
- R-550 - Residential Medium-Low Density
- R-600 - Residential Medium-Low Density
- R-650 - Residential Medium-Low Density
- R-700 - Residential Medium-Low Density
- R-750 - Residential Medium-Low Density
- R-800 - Residential Medium-Low Density
- R-850 - Residential Medium-Low Density
- R-900 - Residential Medium-Low Density
- R-950 - Residential Medium-Low Density
- R-1000 - Residential Medium-Low Density
- R-1050 - Residential Medium-Low Density
- R-1100 - Residential Medium-Low Density
- R-1150 - Residential Medium-Low Density
- R-1200 - Residential Medium-Low Density
- R-1250 - Residential Medium-Low Density
- R-1300 - Residential Medium-Low Density
- R-1350 - Residential Medium-Low Density
- R-1400 - Residential Medium-Low Density
- R-1450 - Residential Medium-Low Density
- R-1500 - Residential Medium-Low Density
- R-1550 - Residential Medium-Low Density
- R-1600 - Residential Medium-Low Density
- R-1650 - Residential Medium-Low Density
- R-1700 - Residential Medium-Low Density
- R-1750 - Residential Medium-Low Density
- R-1800 - Residential Medium-Low Density
- R-1850 - Residential Medium-Low Density
- R-1900 - Residential Medium-Low Density
- R-1950 - Residential Medium-Low Density
- R-2000 - Residential Medium-Low Density
- R-2050 - Residential Medium-Low Density
- R-2100 - Residential Medium-Low Density
- R-2150 - Residential Medium-Low Density
- R-2200 - Residential Medium-Low Density
- R-2250 - Residential Medium-Low Density
- R-2300 - Residential Medium-Low Density
- R-2350 - Residential Medium-Low Density
- R-2400 - Residential Medium-Low Density
- R-2450 - Residential Medium-Low Density
- R-2500 - Residential Medium-Low Density
- R-2550 - Residential Medium-Low Density
- R-2600 - Residential Medium-Low Density
- R-2650 - Residential Medium-Low Density
- R-2700 - Residential Medium-Low Density
- R-2750 - Residential Medium-Low Density
- R-2800 - Residential Medium-Low Density
- R-2850 - Residential Medium-Low Density
- R-2900 - Residential Medium-Low Density
- R-2950 - Residential Medium-Low Density
- R-3000 - Residential Medium-Low Density
- R-3050 - Residential Medium-Low Density
- R-3100 - Residential Medium-Low Density
- R-3150 - Residential Medium-Low Density
- R-3200 - Residential Medium-Low Density
- R-3250 - Residential Medium-Low Density
- R-3300 - Residential Medium-Low Density
- R-3350 - Residential Medium-Low Density
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- R-4150 - Residential Medium-Low Density
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- R-6000 - Residential Medium-Low Density
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- R-9150 - Residential Medium-Low Density
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- R-9650 - Residential Medium-Low Density
- R-9700 - Residential Medium-Low Density
- R-9750 - Residential Medium-Low Density
- R-9800 - Residential Medium-Low Density
- R-9850 - Residential Medium-Low Density
- R-9900 - Residential Medium-Low Density
- R-9950 - Residential Medium-Low Density
- R-10000 - Residential Medium-Low Density

COMMUNITY WORKSHOP #1
UNDERSTANDING TODAY TO PLAN FOR TOMORROW!



02 INDIAN CREEK STATION REHABILITATION

For more information, please contact:
Project Manager: Romon Moultrie
rmoultrie@tamarta.com
404-848-5000
custserv@tamarta.com
www.tamarta.com



TRANSFORMING TRANSIT

WHAT IS THE PROJECT?
As part of MARTA 2040 and its Capital Improvement Program, MARTA is excited to begin renovating the Indian Creek rail station. The station rehab will include:

- A new Pedestrian Bridge for access from Durham Park Road
- New lighting, light poles, and illuminated signage
- New illuminated center walkway through the parking lot
- New wall paneling, metal doors, and door frames
- New landscaping, trash receptacles, and benches
- Pressure cleaning throughout the station
- New copper gutter system
- Repairing and refinishing the existing wood barrel ceiling
- New slab and tile at the Concourse and Platform levels with new accessibility/ADA tactile strips along the platform
- New SMART Restroom for customers, as well as a new operator restroom on the platform level
- Repaving the parking lot and bus loop, and adapting the design for better traffic flow
- New roof at the Police Precinct and the Traction Power Substation (TPSS) Building
- Repair of the windcreens at the platform level
- New security gates
- New artwork installations

WHAT ARE THE PROJECT BENEFITS?
Once completed, the project will result in an overall improved transit experience for MARTA customers. Benefits include:

- Increased safety and overall comfort with brighter lighting and a freshly maintained station with new bathrooms and other convenience features
- A cleaner, more visually appealing travel experience
- More efficient foot traffic flow and wayfinding for vehicles and pedestrians
- Fewer delays in the train schedule with a new platform-level operator restroom

WHAT IS MARTA 2040?
The MARTA 2040 program is a multi-year capital investment effort dedicated to enhancing customer experience. The program addresses metro Atlanta's evolving transportation needs and will result in improved connectivity, accessibility, and mobility for MARTA customers and employees.

HOW IS THE PROJECT BEING FUNDED?
MARTA's Station Rehabilitation Program is being funded utilizing local MARTA funds, which comes from a portion of the base sales tax charged on purchases in Fulton, DeKalb, and Clayton counties.

WHAT IS THE PROJECT TIMELINE AND STATUS?
Station rehabilitation early work has been underway since late 2022 and is continuing in phase to minimize impacts to customers. The complete design and construction schedule are being finalized. MARTA will update the website as the project develops.

WHAT ARE THE POTENTIAL SERVICE IMPACTS?
While every effort will be made to minimize inconveniences while we upgrade the station, customers may be affected by the following project impacts:

- Partial parking lot closings during phased repaving efforts
- Potential shut down of the station for several months for construction, as well as periods of single tracking on the rail line (MARTA will alert the public several months in advance of any shutdown via signage, social media, the website and other channels)
- Inaccessible areas of the station while under construction and rerouting of pedestrian and automobile traffic as designated by construction fencing and signage
- Changes to the timing and location of train boardings during demolition and reconstruction periods
- Construction noise and overnight lighting during periods when crews work around the clock during a station closure
- Train and/or bus service impacts (communicated to the public as they are scheduled)



MARTA Indian Creek Station Rehabilitation - Overview of station improvements



MARTA Indian Creek Station Rehabilitation - New illuminated center walkway through the parking lot




MARTA Indian Creek Station Rehabilitation - New Pedestrian Bridge for access from Durham Park Road

COMMUNITY WORKSHOP #1
UNDERSTANDING TODAY TO PLAN FOR TOMORROW!







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04 ABOUT THE SITE
SITE ANALYSIS

Share your thoughts! What are we missing?
Place a sticky note on the board for your comment.

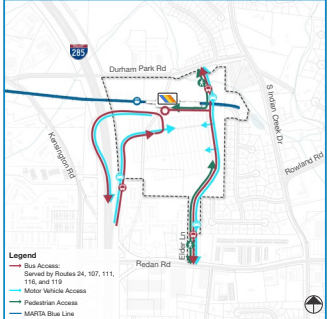
STATION AREA CONNECTIVITY



Legend

- Site Access Points
- Primary Routes Through Site
- Surrounding Street Network


STATION ACCESS



Legend

- Bus Access: Served by Routes 24, 107, 111, 116, and 119
- Motor Vehicle Access
- Pedestrian Access
- MARTA Blue Line



PLANNED TRAIL CONNECTIONS



Legend

- Proposed Connection Nodes
- Planned / Proposed Trails and Shared Use Paths
- Potential Connections

COMMUNITY WORKSHOP #1
UNDERSTANDING TODAY TO PLAN FOR TOMORROW!

05 TELL US ABOUT THE AREA!
What do you like about the Neighborhood?

Place different colored sticky dots on the important places in the community and tell us more with a sticky note.

HELP US IDENTIFY ON THE MAP WHERE KEY COMMUNITY ASSETS ARE LOCATED:

- Shopping & Dining Destinations
- Services & Amenities (Grocery Stores, Pharmacies, etc.)
- Employment Centers
- Transportation Facilities (Key Bus Stops, Bike Facilities, etc.)
- Recreation Facilities (Parks, Green Spaces, Open Spaces, Trails, etc.)
- Community Centers (Public Facilities, Places of Worship, Schools)

WHAT ELSE DO YOU LIKE ABOUT THE NEIGHBORHOOD?

PLACE YOUR STICKY NOTES HERE

COMMUNITY WORKSHOP #1
UNDERSTANDING TODAY TO PLAN FOR TOMORROW!

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07 LET US KNOW WHAT YOU LIKE!
BUILT FORM & DENSITY

Place your sticky dots below the photos to show which you feel is most appropriate for TOD at the Indian Creek Station.

- Place a green dot for those you feel are appropriate.
- Place a red dot for those that you feel are not appropriate.

TELL US MORE ABOUT WHAT YOU LIKE OR DON'T LIKE

PLACE YOUR STICKY NOTES HERE

COMMUNITY WORKSHOP #1
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06 IMAGINE THE FUTURE!
What is most important for the future of TOD at Indian Creek?

Use sticky notes to share your thoughts below.

AT INDIAN CREEK STATION TOD I WOULD LIKE TO SEE....

PLACE YOUR STICKY NOTES HERE

COMMUNITY WORKSHOP #1
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08 LET US KNOW WHAT YOU LIKE!
PUBLIC SPACES

Place your sticky dots below the photos to show which you feel is most appropriate for TOD at the Indian Creek Station.

- Place a green dot for those you feel are appropriate.
- Place a red dot for those that you feel are not appropriate.

TELL US MORE ABOUT WHAT YOU LIKE OR DON'T LIKE

PLACE YOUR STICKY NOTES HERE

COMMUNITY WORKSHOP #1
UNDERSTANDING TODAY TO PLAN FOR TOMORROW!

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09 LET US KNOW WHAT YOU LIKE! COMMERCIAL USES & ACTIVITIES

Place your sticky dots below the photos to show which you feel is most appropriate for TOD at the Indian Creek Station.
● Place a green dot for those you feel are appropriate.
● Place a red dot for those that you feel are not appropriate.



PLACE DOTS HERE



PLACE DOTS HERE



PLACE DOTS HERE



PLACE DOTS HERE



PLACE DOTS HERE



PLACE DOTS HERE



PLACE DOTS HERE



PLACE DOTS HERE

TELL US MORE ABOUT WHAT YOU LIKE OR DON'T LIKE

PLACE YOUR STICKY NOTES HERE

COMMUNITY WORKSHOP #1
UNDERSTANDING TODAY TO PLAN FOR TOMORROW!



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11 EQUITABLE TOD What does an Equitable TOD (eTOD) Plan mean to you?

Equity + TOD = eTOD

ETOD or Equitable Transit-Oriented Development includes space for residents of all income levels. It recognizes that Equity is critical for the benefits of transit to be shared fairly. This means focusing on affordability at Indian Creek, supporting small businesses, and creating a safe and comfortable walking environment.

Principles of eTOD

- Affordability:** Ensure affordable housing options near transit, low-cost transit fares, and tenant protection.
- Walkability:** Pedestrian-friendly design creates vibrant and active spaces, which leads to health, environmental and economic benefits.
- Density:** Compact development connects people to jobs and commerce, and supports transit.
- Mixed Use:** A mix of uses (residential, commercial, service, etc.) within a building, block or neighborhood encourages fewer car trips and creates active spaces.
- Transit:** Expands access to opportunities and provides convenient, reliable transportation.

Adapted from Regional Transportation Authority

Preliminary eTOD Goals for Indian Creek

MARTA and DeKalb County share a commitment to leverage transit at Indian Creek Station to generate equitable economic development through eTOD.

Place a sticky dot below the top two goals you feel are most appropriate for TOD at the Indian Creek Station.

FOR MARTA AND DEKALB COUNTY, ETOD AT INDIAN CREEK WILL:

- Be an affordable, high-density, and mixed-use regional center where people can live, work, and play
- Provide unique programming that reflects and elevates local community character such as public art
- Support local retail, small businesses, and enhanced food choice
- Enhance connectivity across transit services, building connections to local trails and enabling a safe, walkable street grid

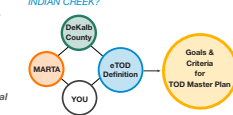
WHAT DOES ETOD AT INDIAN CREEK MEAN TO YOU?

PLACE YOUR STICKY NOTES HERE

TRANSIT IMPROVES EQUITY

- Prioritize transit service for the people who need it the most
- Support construction jobs for local residents
- Enhance sustainability by saving energy and improving air quality
- Plan for housing affordability and local businesses

HOW YOUR INPUT WILL INFLUENCE ETOD AT INDIAN CREEK?



COMMUNITY WORKSHOP #1
UNDERSTANDING TODAY TO PLAN FOR TOMORROW!



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10 LET US KNOW WHAT YOU LIKE! STREETS & MOBILITY

Place your sticky dots below the photos to show which you feel is most appropriate for TOD at the Indian Creek Station.
● Place a green dot for those you feel are appropriate.
● Place a red dot for those that you feel are not appropriate.



PLACE DOTS HERE



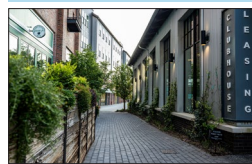
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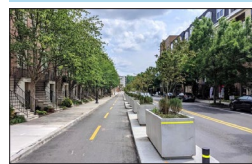
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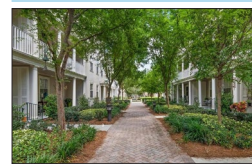
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PLACE DOTS HERE

TELL US MORE ABOUT WHAT YOU LIKE OR DON'T LIKE

PLACE YOUR STICKY NOTES HERE

COMMUNITY WORKSHOP #1
UNDERSTANDING TODAY TO PLAN FOR TOMORROW!



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**COMMUNITY DESIGN
WORKSHOP**

TOD FRAMEWORK TOD Framework

Each TOD Framework consists of three layers that together establish an overarching structure and vision for TOD. Each of the Frameworks on the following three boards consist of the framework layers shown below.

EXISTING SITE

The TOD Frameworks are tailored to the existing site conditions at Indian Creek Station and build upon MARTA's TOD Guidelines and the DeKalb 2050 Unified Plan Town Center designation.

OVERALL FRAMEWORK GOALS

- Create an approach that is unique to the Indian Creek station area;
- Protect existing forested areas;
- Limit disruption to existing station area access;
- Maintain station area functionality during build-out
 - Bus Operations
 - MARTA Police Precinct
 - Park and Ride

CONNECTIVITY & CIRCULATION

A connected street grid forms the basic structure of the framework, establishing where both streets and blocks for development will occur. These connections will inform mobility throughout the TOD and connections to adjacent neighborhoods.

FRAMEWORK LAYER GOALS

- Create a connected street grid with complete streets;
- Create flexible blocks for development;
- Connect to adjacent neighborhoods;
- Expand/improve bicycle and pedestrian facilities;
- Develop a multi-use trail network;
- Enhance transit user experience.

OPEN SPACE & PUBLIC REALM

Open space is a defining feature of each framework informing the overall design and where development may occur. Incorporating open space as a framework layer ensures parks are prioritized and a central part of the TOD.

FRAMEWORK LAYER GOALS

- Provide open space and parks to serve the surrounding community;
- Incorporate a diverse range of park programming;
- Create a vibrant transit plaza that can host community events;
- Increase access to and celebrate natural areas;
- Utilize parks to catalyze new development;
- Prioritize pedestrian amenities in the public realm;
- Include green infrastructure in parks and streets;
- Support urban agriculture.

BLOCKS, BUILT FORM & CHARACTER

The structure established by the previous framework layers creates the space for new development to occur. These spaces are designed to be flexible to accommodate a variety of building types and uses to meet the needs of the community and market conditions over time.

FRAMEWORK LAYER GOALS

- Provide a variety of housing types, including affordable housing;
- Transition building height and density from station to edges;
- Identify commercial uses to serve the community;
- Focus commercial uses at the station and anchoring the transit plaza;
- Incorporate a community facility;
- Right-size parking provided;
- Promote pedestrian-oriented and scaled architecture.

STATION AREA DESIGN CHARRETTE

Where Do We Want to Go?

www.indiancreektodplan.com

VILLAGE GARDENS TOD Framework

The TOD Frameworks illustrate three unique approaches towards a potential vision for the station area based on overarching TOD goals. They are intended to guide conversation and design decisions to reach a preferred vision for the station area plan. Key concepts and design elements of the framework are explored in the diagrams and precedent imagery.

PRECEDENT IMAGERY

The precedent images are examples of similar places that represent key concepts found in this Framework.

YOUR FEEDBACK

In general, what do you think of the ideas and concepts presented in this framework for TOD at Indian Creek Station? Place a sticky dot under the row that best matches your thoughts. Please add additional thoughts on sticky notes and add to the board.

I LIKE IT

NOT SURE YET

I DON'T LIKE IT

PLACE YOUR STICKY DOTS HERE

STATION AREA DESIGN CHARRETTE

Where Do We Want to Go?

www.indiancreektodplan.com

VILLAGE GREEN TOD Framework

The TOD Frameworks illustrate three unique approaches towards a potential vision for the station area based on overarching TOD goals. They are intended to guide conversation and design decisions to reach a preferred vision for the station area plan. Key concepts and design elements of the framework are explored in the diagrams and precedent imagery.

PRECEDENT IMAGERY

The precedent images are examples of similar places that represent key concepts found in this Framework.

YOUR FEEDBACK

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I LIKE IT

NOT SURE YET

I DON'T LIKE IT

PLACE YOUR STICKY DOTS HERE

STATION AREA DESIGN CHARRETTE

Where Do We Want to Go?

www.indiancreektodplan.com

VILLAGE SQUARE TOD Framework

The TOD Frameworks illustrate three unique approaches towards a potential vision for the station area based on overarching TOD goals. They are intended to guide conversation and design decisions to reach a preferred vision for the station area plan. Key concepts and design elements of the framework are explored in the diagrams and precedent imagery.

PRECEDENT IMAGERY

The precedent images are examples of similar places that represent key concepts found in this Framework.

YOUR FEEDBACK

In general, what do you think of the ideas and concepts presented in this framework for TOD at Indian Creek Station? Place a sticky dot under the row that best matches your thoughts. Please add additional thoughts on sticky notes and add to the board.

I LIKE IT

NOT SURE YET

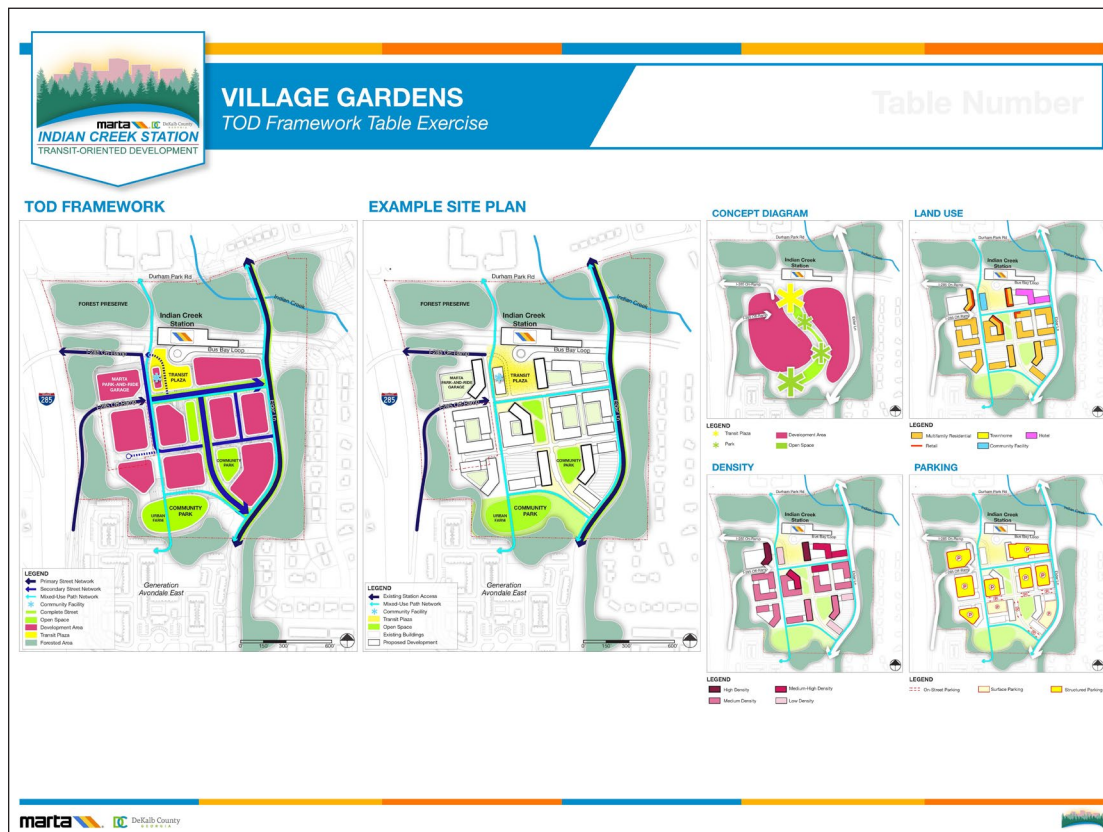
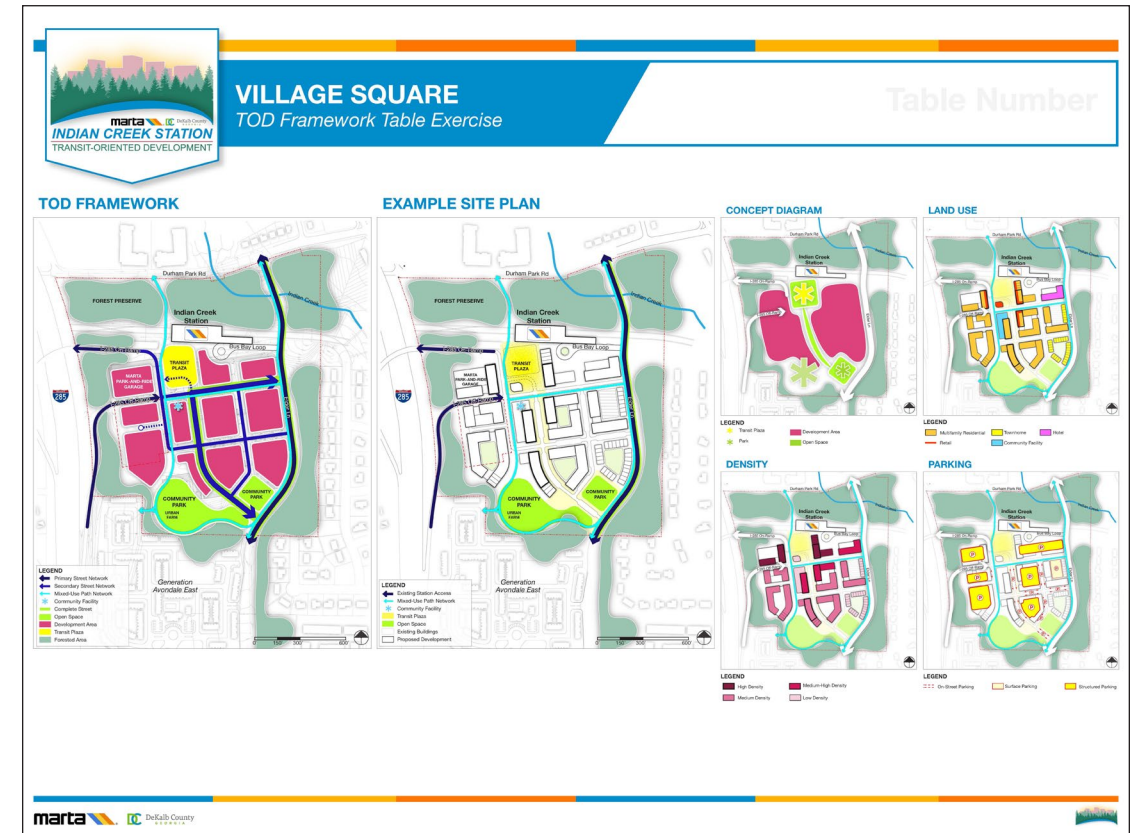
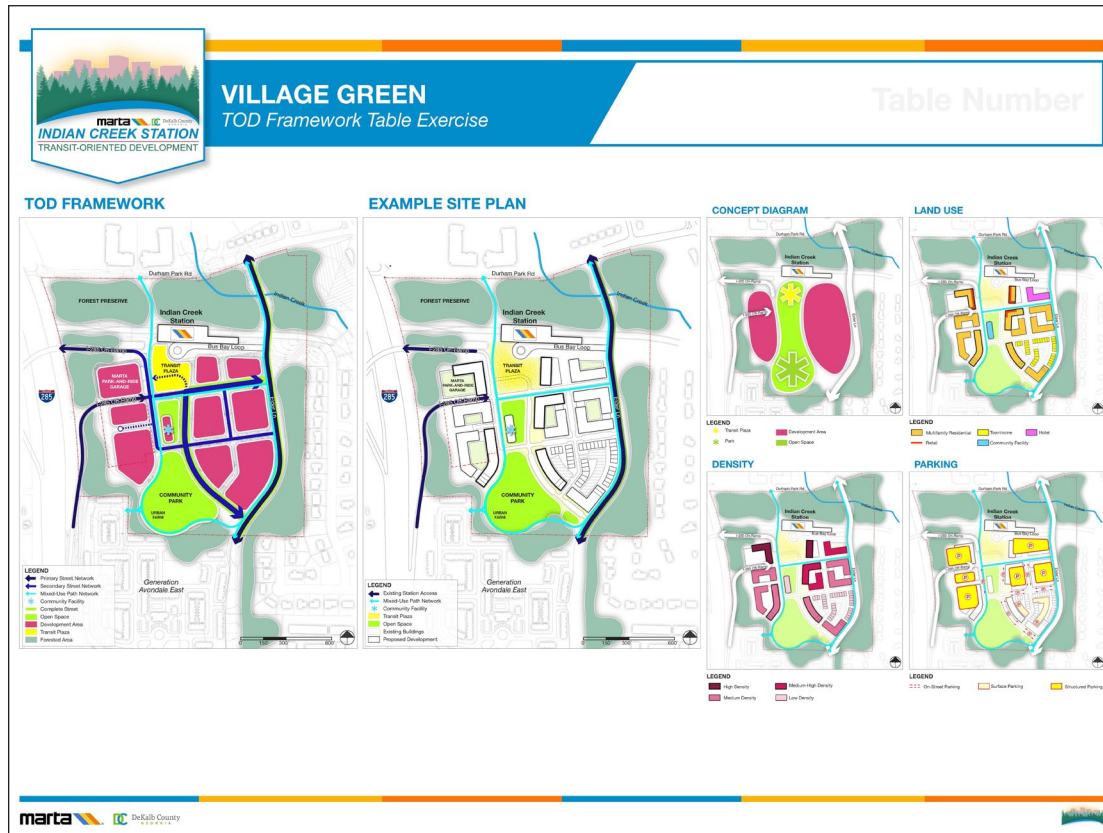
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STATION AREA DESIGN CHARRETTE

Where Do We Want to Go?

www.indiancreektodplan.com





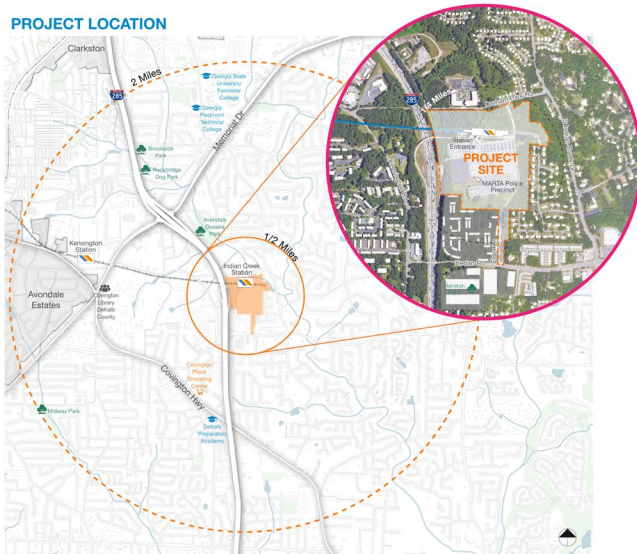
**COMMUNITY OPEN
HOUSE**



ABOUT THE MASTER PLAN

A CELEBRATION OF YOUR VISION FOR TOD!

PROJECT LOCATION



WHAT IS TOD?

Transit-Oriented Development (TOD) is compact, vibrant, walkable development that is centered around quality public transit. TOD often includes a mix of uses including a variety of housing types, office, and retail within a five-to-10-minute walk of a transit station. It is generally denser than the development surrounding it and is supported by high quality neighborhood amenities, such as parks, plazas, and other public spaces.

WHAT IS A TOD MASTER PLAN?

A TOD master plan is a community-driven and actionable plan that lays the foundation for securing TOD-supportive entitlements, directs public and private investment, sets the standard for evaluating development projects, and guides public policy to realize the station area vision.

WHY PLAN FOR TOD?

This plan aims to meet the vision for the Indian Creek station area established in the DeKalb Unified Plan, the recent comprehensive land use and transportation plan for the unincorporated parts of the county. The Indian Creek station area is envisioned as a Town Center activity center, with a focus on walkable, transit-supportive redevelopment.

The Indian Creek Station Transit-Oriented Development (TOD) Master Plan is an opportunity to transform MARTA's Indian Creek Station into a transit-oriented community that connects people to opportunity, drives sustainable community development, and promotes regional prosperity.

PROJECT SCHEDULE



INDIAN CREEK STATION REHABILITATION



WHAT IS THE PROJECT?

As part of MARTA 2040 and its Capital Improvement Program, MARTA is excited to begin renovating the Indian Creek rail station. The station rehab will include:

- A new Pedestrian Bridge for access from Durham Park Road
- New lighting, light poles, and illuminated signage
- New illuminated center walkway through the parking lot
- New wall paneling, metal doors, and door frames
- New landscaping, trash receptacles, and benches
- Pressure cleaning throughout the station
- New copper gutter system
- Repairing and refinishing the existing wood barrel ceiling
- New slab and tile at the Concourse and Platform levels with new accessibility/ADA tactile strips along the platform
- New SMART Restroom for customers, as well as a new operator restroom on the platform level
- Repaving the parking lot and bus loop, and adapting the design for better traffic flow
- New roof at the Police Precinct and the Traction Power Substation (TPSS) Building
- Repair of the windscreens at the platform level
- New security gates
- Potential shut down of the station for several months for construction, as well as periods of single tracking on the rail line (MARTA will alert the public several months in advance of any shutdown via signage, social media, the website and other channels)

WHAT ARE THE PROJECT BENEFITS?

Once completed, the project will result in an overall improved transit experience for MARTA customers. Benefits include:

- Increased safety and overall comfort with brighter lighting and a freshly maintained station with new bathrooms and other convenience features
- A cleaner, more visually appealing travel experience
- More efficient foot traffic flow and wayfinding for vehicles and pedestrians
- Fewer delays in the train schedule with a new platform-level operator restroom

WHAT IS MARTA 2040?

The MARTA 2040 program is a multi-year capital investment effort dedicated to enhancing customer experience. The program addresses metro Atlanta's evolving transportation needs and will result in improved connectivity, accessibility, and mobility for MARTA customers and employees.

HOW IS THE PROJECT BEING FUNDED?

MARTA's Station Rehabilitation Program is being funded utilizing local MARTA funds, which comes from a portion of the base sales tax charged on purchases in Fulton, DeKalb, and Clayton counties.

WHAT IS THE PROJECT TIMELINE AND STATUS?

Station rehabilitation early work has been underway since late 2022 and is continuing in phase to minimize impacts to customers. The complete design and construction schedule are being finalized. MARTA will update the website as the project develops.

WHAT ARE THE POTENTIAL SERVICE IMPACTS?

While every effort will be made to minimize inconveniences while we upgrade the station, customers may be affected by the following project impacts:

- Partial parking lot closings during phased repaving efforts
- Potential shut down of the station for several months for construction, as well as periods of single tracking on the rail line (MARTA will alert the public several months in advance of any shutdown via signage, social media, the website and other channels)
- Inaccessible areas of the station while under construction and rerouting of pedestrian and automobile traffic as designated by construction fencing and signage
- Changes to the timing and location of train boardings during demolition and reconstruction periods
- Construction noise and overnight lighting during periods when crews work around the clock during a station closure
- Train and/or bus service impacts (communicated to the public as they are scheduled)

For more information, please contact:
Project Manager: Romon Moultrie
rmoultrie@itsmarta.com
404-948-5000

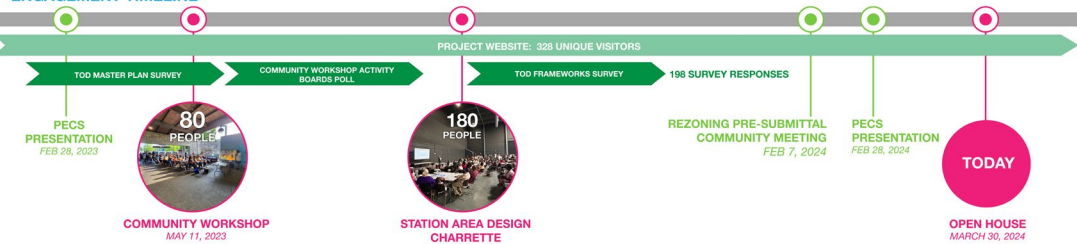
custserv@itsmarta.com
www.itsmarta.com



ENGAGEMENT OVERVIEW

A COMMUNITY-DRIVEN VISION FOR TOD

ENGAGEMENT TIMELINE



WHAT WE HEARD

Most common favorite things about the area: Proximity and convenience to residential areas and shopping, Accessibility to transportation and parking, Electric Car Stations, Green space and trees, Safety.

How can TOD address what may be missing? Walkability, sidewalks and biking, Safety and security, Housing, businesses, shopping and retail.

What would you like to see most at the station? Local shops, cafes, restaurants, etc., Parks, open spaces and trails, Public square or plaza.

What is most important for ensuring that TOD is inclusive and benefits the entire community? Community involvement and input, Better infrastructure and safety, Affordable housing and housing options.

Preferred Framework: Village Green, Village Center, Village Square.

Preferred Land Use & Programming Elements: Community Hub, Professional Office, Retail, Recreation, Community Space, Performance Space, Community Farm.

Preferred Public Realm Elements: Walkable Trail, Plaza/Placemaking, Community Farm.



IMPLEMENTATION SCHEDULE

NEXT STEPS & REZONING

WHY REZONE

Current underlying zoning districts reflect suburban densities, land use, and development patterns that are not supportive of transit-oriented development. Rezoning from the current zoning to MU-4 will facilitate the creation of new transit-oriented development at Indian Creek station.



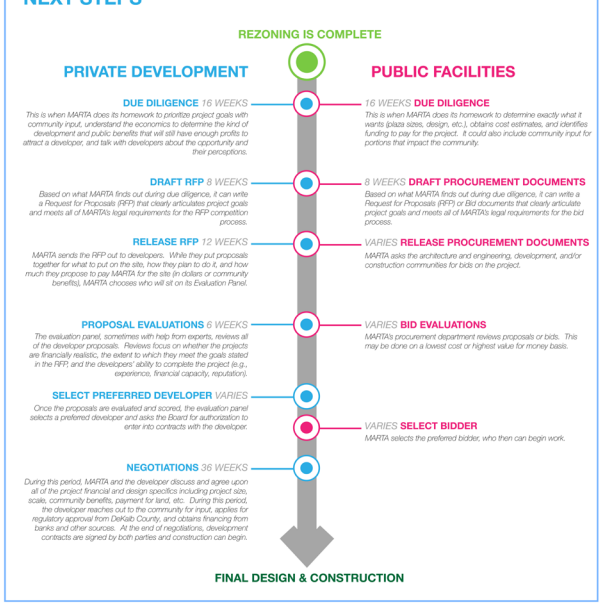
CURRENT ZONING

- MR-1: RESIDENTIAL MEDIUM LOT - 8-12 units per acre, Single Family & Multifamily
- OI: OFFICE INSTITUTIONAL DISTRICT - Lower intensity offices, institutions, and health service activities where building heights are 2 stories or less.
- R-75: RESIDENTIAL MEDIUM LOT - Single family residential districts with provision for customary accessory uses.
- RSM: RESIDENTIAL SMALL LOT MIX - Single family or detached at 4-8 units per acre.

PROPOSED ZONING

- MU-4: MIXED-USE HIGH-DENSITY DISTRICT - The purpose of the Mixed-Use districts is to encourage the development of master or comprehensively planned, mixed-use developments. These districts are also intended to permit flexible arrangements of uses and offer a variety of housing options.
- MU-4 - TOWN CENTER ACTIVITY CENTER - 20-40 Dwelling Units per Acre, Base Max: 20 Dwelling Units per Acre, Bonus Max: 40 Dwelling Units per Acre

NEXT STEPS



INDIAN CREEK VILLAGE

EQUITABLE TOD


COMMUNITY - CONNECTION - CELEBRATION

EQUITABLE TOD IS INCORPORATED INTO THE INDIAN CREEK STATION TOD MASTER PLAN

The following eTOD goals were developed and ranked through a collaborative process between MARTA, DeKalb County and the community.

Goal 1


Be an affordable, high-density and mixed-use regional center where people can live, work, and play.




MIXED-USE RESIDENTIAL, GROCERY & CAFE

Goal 2 (tie)

Enhance connectivity across transit services, building connections to local trails and enabling a safe, walkable street grid.




MULTIUSE TRAIL




COMPLETE STREETS

Goal 2 (tie)

Support local retail, small businesses, and enhanced food choice.




FOOD TRUCKS



LOCAL RESTAURANTS

Goal 4

Provide unique programming that reflects and elevates local community character such as public art.



THE CANOPY SCULPTURE & PERFORMANCE SPACE

Equity + TOD = eTOD

ETOD or Equitable Transit-Oriented Development includes space for residents of all income levels. It recognizes that Equity is critical for the benefits of transit to be shared fairly. This means focusing on affordability at Indian Creek, supporting small businesses, and creating a safe and comfortable walking environment.


Principles of eTOD

- Affordability:** Ensure affordable housing options near transit, low-cost transit fares, and transit protection.
- Density:** Compact development connects people to jobs and commerce, and supports transit.
- Transit:** Expands access to opportunities and provides convenient, reliable transportation.
- Walkability:** Pedestrian-friendly design creates vibrant and active spaces, which leads to health, environmental and economic benefits.
- Mixed Use:** A mix of uses (residential, commercial, services, etc.) within a building, block or neighborhood encourages fewer car trips and creates active spaces.

INDIAN CREEK VILLAGE

TOD VISION

COMMUNITY - CONNECTION - CELEBRATION



DEVELOPMENT TOTAL: 1,688M SF

- RESIDENTIAL: 1,274M SF (1,000 UNITS)
- FOOD & BEVERAGE: 20,000 SF
- RETAIL (GROCERY): 20,000 SF
- COMMUNITY CENTER: 20,000 SF
- OFFICE & INSTITUTIONAL: 20,000 SF
- PARKS & RECREATION: 1,000 SF
- BUS TRANSFER FACILITY: 40,000 SF
- PARKING: 3,000 SPACES (1,000 GARAGES)


DEVELOPMENT PROGRAM

BLOCKS

LAND USE


DENSITY

VISION PLAN: OFFICE HUB & NEIGHBORHOOD




COMMUNITY CENTER

AERIAL PERSPECTIVE: LOOKING NORTH



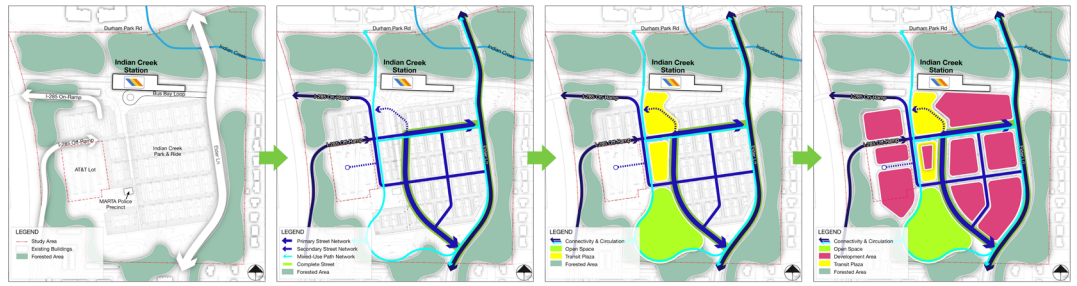
ALTERNATIVE PLAN: MOVIE STUDIO & NEIGHBORHOOD



INDIAN CREEK VILLAGE

TOD FRAMEWORK

CONNECTIVITY - OPEN SPACE - BLOCKS



- EXISTING SITE**

The TOD Frameworks are tailored to the existing site conditions at Indian Creek Station and built upon MARTA's TOD Guidelines and the DeKalb 2050 Unified Plan Town Center designation.

CONNECTIVITY & CIRCULATION

A connected street grid forms the basic structure of the framework, establishing where both streets and blocks for development will occur. These connections will inform mobility throughout the TOD and connections to adjacent neighborhoods.

OPEN SPACE & PUBLIC REALM

Open space is a defining feature of each framework informing the overall design and where development may occur. Incorporating open space as a framework layer ensures parks are prioritized and a central part of the TOD.

BLOCKS, BUILT FORM & CHARACTER

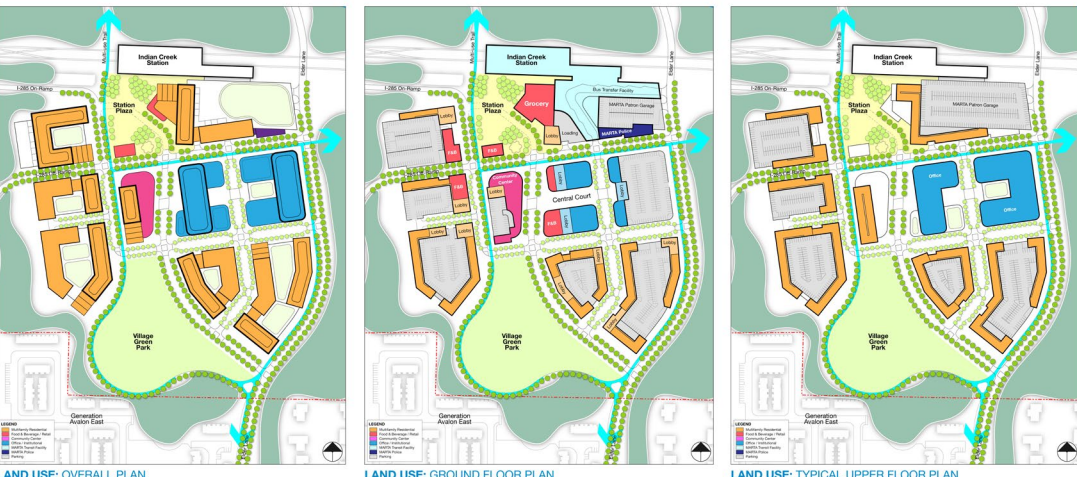
The structure established by the previous framework layers creates the space for new development to occur. These spaces are designed to be flexible to accommodate a variety of building types and uses to meet the needs of the community and market conditions over time.

The TOD Framework for Indian Creek Station consists of three layers that together establish an overarching structure and vision for TOD.

INDIAN CREEK VILLAGE

DETAILED LAND USE

OVERALL - GROUND FLOOR - UPPER FLOORS





OVERALL TOD VISION

COMMUNITY - CONNECTION - CELEBRATION



STATION PLAZA: LOOKING SOUTH FROM ABOVE INDIAN CREEK STATION



VILLAGE GREEN PARK

4 ACRES



VILLAGE GREEN PARK: AERIAL VIEW LOOKING NORTH



EXPANDED COMMUNITY FARM: LOOKING EAST



MULTI-USE TRAIL & COMMUNITY FARM: LOOKING NORTH



MULTI-PURPOSE RECREATION COURTS: LOOKING NORTH



STATION PLAZA

COMMUNITY - CONNECTION - CELEBRATION



STATION PLAZA: AERIAL VIEW LOOKING NORTH



VILLAGE MARKET & CAFE



FOOD TRUCKS: FESTIVAL SQUARE @ STATION PLAZA



PERFORMANCE @ THE CANOPY: LANDMARK SCULPTURE



FOOD & BEVERAGE

25,000 SQUARE FEET



OUTDOOR DINING @ MARKET CAFE: LOOKING NORTH TOWARDS INDIAN CREEK STATION



VILLAGE BISTRO @ TERRACES TWO APARTMENTS: LOOKING NORTH



HUB A1 RESTAURANTS: LOOKING EAST ALONG CENTRAL COURT



PLAZA RESTAURANT @ STATION PLAZA: LOOKING SOUTH





INDIAN CREEK VILLAGE

MULTIFAMILY RESIDENTIAL
1,600 APARTMENTS



TERRACES ONE (PHASE 1B): 8 FLOORS / 240 UNITS



TERRACES TWO (PHASE 2): 9 FLOORS / 200 UNITS



VILLAGE PLACE (PHASE 5): 6 FLOORS / 170 UNITS



TERRACES ONE (PHASE 1B): LOBBY ENTRANCE



INDIAN CREEK VILLAGE

OFFICE & INSTITUTIONAL HUB
300,000 SQUARE FEET



HUB A1 & B1: LOOKING EAST



CENTRAL COURT: OVERLOOKING FROM HUB B1 OUTDOOR TERRACE



HUB B1 & PARKING GARAGE ENTRANCE: LOOKING EAST FROM CENTRAL COURT



HUB A1 & B1: LOOKING NORTHEAST FROM VILLAGE GREEN PARK



REZONING APPLICATION

MARTA REZONING CONDITIONS

- » The development of the site shall be subject to the conditions contained herein, the requirements of the MU-4 (Mixed- Use High Density) Zoning District, the requirements of the Indian Creek and Covington Overlay District, and procedures contained in Section 2.22 of the Zoning Ordinance. To the extent possible, any future development shall comply with the TOD guidelines adopted by MARTA (See Attached). In the event of a conflict between the TOD guidelines and the DeKalb County Zoning Ordinance, the requirements of the DeKalb County Zoning Ordinance shall prevail.
- » Prior to the submission of a Land Disturbance Permit (LDP) application, a Master Development Plan must be submitted and approved by DeKalb County Director of Planning and Sustainability. Following the submission of the Master Development Plan, it will be determined if a Development of Regional Impact (DRI) application is required. If a DRI is required, an application shall be submitted to the appropriate review authorities for the entire station area and a copy shall be provided to the Director of Planning and Sustainability. The developer or property owner will be responsible for all transportation improvements identified in Appendix A of the future GRTA Notice of Decision once submitted and approved, in addition to any improvements recommended by the County Transportation Division to mitigate the proposed development phase. Applicant is required to complete all items in the Atlanta Regional Commission's Attachment A in the Notice of Decision, once approved, in addition to requirements of the Zoning Code, Land Development Code and PW-Transportation Division. Durham Park Road is classified as a local road. However, a 10-foot multiuse path will be required along the frontage due to the direct multimodal connection to the MARTA station. Requires a right of way dedication of 27.5 feet from centerline OR such that all public infrastructure is within right of way, whichever greater. Requires a 5-foot landscape strip between the back of curb and the 10-foot multiuse path. Requires pedestrian scale streetlights. (hefowler@dekalbcountyga.gov). Coordination with the GDOT Major Mobility Investment Program (MMIP) I-285 Managed Lane Project is required. (Tim W. Matthews, State Express Lanes Administrator, TMatthews@dot.ga.gov or Xavier James at xjames@dot.goa.gov .) MARTA is required to construct a multi-use path, at least 10 feet in width, through the property to connect Durham Park Road to Redan Road.
- » As proposed in each development phase and Master Development Plan (indicated in Condition #2), nonresidential space will be constructed concurrently and proportionally with residential development. Each phase of development shall incorporate a minimum of 20% commercial, and the total commercial on the project site shall be at least 20% of the total square footage of the project site. All phases of development will adhere to the principles set forth in the DeKalb County 2050 Unified Plan regarding the Indian Creek Town Center, where development intensity is greatest near the Indian Creek MARTA station and transitions down toward Redan Road to the south. Development will promote the highest intensity residential, commercial, and office facilities feasible at the time of implementation and help the station to serve as a regional destination.
- » Building materials shall comply with Article 5 of the Zoning Ordinance. Proposed building elevations must be presented to the District 5 Community Council prior to the submittal of building permit(s).
- » The approval of this rezoning application by the Board of Commissioners has no bearing on the requirements for other regulatory approvals under the authority of the Planning Commission, the Zoning Board of Appeals, or other entity whose decision should be based on the merits of the application under review by each entity.
- » Developer or property owner shall construct a connected street network with walkable blocks. Street blocks shall not have a face longer than 400 feet, as designated in the MARTA TOD Guidelines and the Indian Creek and Covington Overlay District, unless a variance is obtained by the Zoning Board of Appeals.
- » A pedestrian and bicycle multiuse trail shall be constructed to form a loop around the new development and have a minimum length of 3,500 feet. The multiuse trail shall connect to Durham Park Road via the MARTA pedestrian and bicycle bridge and extend a minimum of 1,150 feet south from the station's south façade. A multiuse trail shall be constructed parallel to the Elder Lane right-of-way as a separated facility or as a protected facility within the Elder Lane right-of-way. The multiuse trail loop shall have a minimum width of 700 feet between Elder Lane and a point west of Elder Lane.
- » Developer or property owner shall provide a single public open space (Park) for recreation and not less than 3 acres.

- » Developer or property owner shall provide a public plaza (Station Plaza) not less than 1.5 acres directly adjacent to the station's west entrance. No streets shall traverse the Station Plaza except for a curbless "kiss and ride". Special paving materials shall be used to define the Station Plaza across its entire footprint.
- » Crosswalks shall be located at every intersection within the development and be enhanced with special paving material to clearly identify pedestrian zones.
- » A minimum of 75% of non-residential uses shall be located within 700' of the station's south façade.
- » A minimum of 80% of food and beverage uses shall be located within 500' of the station's south façade. When possible, food and beverage uses shall have primary frontage oriented towards the Station Plaza.
- » As proposed in each development phase and Master Development Plan, nonresidential space will be constructed concurrently and proportionally with residential development.
- » When parking garages are adjacent to the Station Plaza:
 - » Parking garage entrances shall not face onto the Station Plaza;
 - » Parking garage facades shall not be exposed to the Station Plaza. Parking garage facades oriented towards the Station Plaza shall be wrapped with residential and/or non-residential uses for the full height of the parking garage;
 - » Any parking garage with a footprint of 50,000 sqft or greater and of a height greater than 50 feet shall include a roof level accessible to the public and activated with recreation or other related community programming;
 - » Parking garages shall not have more than 50% of facades exposed. Exposed parking garage facades shall not be oriented along primary street frontages. When possible, parking garage entrances shall not be located along primary street frontages;
 - » Exposed parking garage facades not lined with residential or non-residential uses shall include a screen across the entirety of the exposed façade, except for garage entrances, and composed of reasonable architecturally-designed materials; and,
 - » Parking garages shall comply with Section 6.1.9 regarding setbacks, height, orientation, and architectural features.
- » Bus transfer facilities located adjacent to the station shall not face directly onto Station Plaza. Bus transfer facilities located adjacent to the station shall not include bus entrance or exit points along Station Plaza frontage.
- » Community facility uses, such as, but not limited to, community centers, shall be located adjacent to the Station Plaza or Park and within 500 feet of the station's south façade.
- » Overall stormwater management of the site must incorporate natural or green infrastructure features (e.g., rain garden, pervious pavers, bioswales, etc.)
- » Publicly accessible parking decks must have a parking management plan to efficiently utilize parking spaces.
- » Developer or property owner shall be responsible for installation of placemaking elements in streetscapes and/or public open spaces, including, but not limited to, public art, seating, signage, and communal space. Specific elements and proposed locations shall be identified during the land development permit process and an installation and activation schedule shall be provided by the developer and approved by the Planning Director.
- » Developer proffers to reserve at least 20% of the total residential units on-site for workforce housing units (WHUs), defined as housing that is affordable to households earning between 60 percent and 120 percent of Area Median Income (AMI). WHUs shall have the same access to amenities and services within multi-family buildings as the market rate units. Subject to applicable laws, each multi-family building owner/operator shall establish a program to give a preference for rental of WHUs to individuals who work within the Project site.



DEVELOPMENT SCHEDULES

BLOCK A	RESI 1	RESI 2	OFFICE 1	OFFICE 2	F & B	GROCERY	MARTA POLICE	TRANSIT FACILITY	PARKING AREA	PARKING SPACES	
GROUND	8,000				4,500	19,000	8,000	44,500		85	GARAGE 1
LEVEL 2										85	GARAGE 2
LEVEL 3	27,300									275	GARAGE 3
LEVEL 4	22,250									275	GARAGE 4
LEVEL 5	22,250									275	GARAGE 5
LEVEL 6	20,950									225	GARAGE 6
LEVEL 7	32,500										
LEVEL 8	31,200										
LEVEL 9	29,900										
TOTAL	194,350	0	0	0	4,500	19,000	8,000	44,500		1,220	GARAGE SPACES PROVIDED
UNITS	243	0								0	ON-STREET PARKING
	1.5/UNIT	1.5/UNIT			1/150 SF	1/500 SF					
	364				30	38					
% RELIEF	35%	35%			35%	35%				930	MARTA PATRON SPACES
SPACES REQ	237	0			20	25				1,211	SPACES REQUIRED

BLOCK B	RESI 1	RESI 2	OFFICE 1	OFFICE 2	F & B	RETAIL	COMM FACILITY	TRANSIT FACILITY	PARKING AREA	PARKING SPACES	
GROUND	8,000				6,500					130	GARAGE 1
LEVEL 2	3,750									127	GARAGE 2
LEVEL 3	16,000									127	GARAGE 3
LEVEL 4	16,000									127	GARAGE 4
LEVEL 5	14,700									127	GARAGE 5
LEVEL 6	13,400									92	GARAGE 6
LEVEL 7	29,600										
LEVEL 8	28,300										
LEVEL 9	27,000										
TOTAL	156,750	0	0	0	6,500	0	0	0		730	GARAGE SPACES PROVIDED
UNITS	196	0								0	ON-STREET PARKING
	1.5/UNIT	1.5/UNIT			1/150 SF	1/500 SF					
	294	0			43						
% RELIEF	35%	35%			35%	35%	35%			405	MARTA PATRON SPACES
SPACES REQ	191	0			28					624	SPACES REQUIRED

BLOCK C	RESI 1	RESI 2	OFFICE 1	OFFICE 2	F & B	RETAIL	COMM FACILITY	TRANSIT FACILITY	PARKING AREA	PARKING SPACES	
GROUND	9,950				5,800					47	GARAGE 1
LEVEL 2	6,200									67	GARAGE 2
LEVEL 3	13,650									67	GARAGE 3
LEVEL 4	26,200										
LEVEL 5	26,200										
LEVEL 6	26,200										
LEVEL 7	26,200										
LEVEL 8											
LEVEL 9											
TOTAL	134,600	0	0	0	5,800	0	0	0		181	GARAGE SPACES PROVIDED
UNITS	168	0								5	ON-STREET PARKING
	1.5/UNIT	1.5/UNIT			1/150 SF	1/500 SF					
	252				39						
% RELIEF	35%	35%	35%	35%	35%	35%	35%				
SPACES REQ	164				25					189	SPACES REQUIRED

BLOCK D	RESI 1	RESI 2	OFFICE 1	OFFICE 2	F & B	RETAIL	COMM CENTER	TRANSIT FACILITY	PARKING AREA	PARKING SPACES	
GROUND	2,800						20,000			30	GARAGE 1
LEVEL 2										30	GARAGE 2
LEVEL 3	8,700										
LEVEL 4	14,400										
LEVEL 5	14,400										
LEVEL 6	13,100										
LEVEL 7	11,800										
LEVEL 8	10,500										
LEVEL 9	9,200										
TOTAL	84,900	0	0	0	0	0	20,000	0		60	GARAGE SPACES PROVIDED
UNITS	106	0								6	ON-STREET PARKING
	1.5/UNIT	1.5/UNIT			1/150 SF	1/500 SF	1/200 SF*				
	159						100				
% RELIEF	35%	35%	35%	35%	35%	35%	35%				
SPACES REQ	103						65			168	SPACES REQUIRED

BLOCK E	RESI 1	RESI 2	OFFICE 1	OFFICE 2	F & B	RETAIL	COMM FACILITY	TRANSIT FACILITY	PARKING AREA	PARKING SPACES	
GROUND			13,900	13,900	9,400						
LEVEL 2			16,700	20,600							
LEVEL 3			16,700	16,900							
LEVEL 4			33,800								
LEVEL 5			26,700								
LEVEL 6											
LEVEL 7											
LEVEL 8											
LEVEL 9											
TOTAL	0	0	107,800	51,400	9,400	0	0	0		0	GARAGE SPACES PROVIDED
UNITS	0	0								12	ON-STREET PARKING
	1.5/UNIT	1.5/UNIT	1/500 SF	1/500 SF	1/150 SF	1/500 SF					
			216	103	63						
% RELIEF	35%	35%	35%	35%	35%	35%	35%				
SPACES REQ			140	67	41					248	SPACES REQUIRED

BLOCK F	RESI 1	RESI 2	OFFICE 1	OFFICE 2	F & B	RETAIL	COMM FACILITY	TRANSIT FACILITY	PARKING AREA	PARKING SPACES	
GROUND			11,700							162	GARAGE 1
LEVEL 2			8,600							162	GARAGE 2
LEVEL 3			51,400							162	GARAGE 3
LEVEL 4			39,100							144	
LEVEL 5			26,700								
LEVEL 6											
LEVEL 7											
LEVEL 8											
LEVEL 9											
TOTAL	0	0	137,500	0	0	0	0	0		630	GARAGE SPACES PROVIDED
UNITS	0	0								6	ON-STREET PARKING
	1.5/UNIT	1.5/UNIT	1/500 SF	1/500 SF	1/150 SF	1/500 SF					
			275	0							
% RELIEF	35%	35%	35%	35%	35%	35%	35%				
SPACES REQ			179	0						179	SPACES REQUIRED

BLOCK G	RESI 1	RESI 2	OFFICE 1	OFFICE 2	F & B	RETAIL	COMM FACILITY	TRANSIT FACILITY	PARKING AREA	PARKING SPACES	
GROUND	16,600	14,400								126	GARAGE 1
LEVEL 2	12,700	11,900								130	GARAGE 2
LEVEL 3	16,600	14,400								130	GARAGE 3
LEVEL 4	15,300	14,400									
LEVEL 5	21,200	22,400									
LEVEL 6	19,900	22,400									
LEVEL 7	18,600	22,400									
LEVEL 8	17,300										
LEVEL 9											
TOTAL	138,200	122,300	0	0	0	0	0	0		386	GARAGE SPACES PROVIDED
UNITS	173	153								3	ON-STREET PARKING
	1.5/UNIT	1.5/UNIT			1/150 SF	1/500 SF					
	259	229									
% RELIEF	35%	35%	35%	35%	35%	35%	35%				
SPACES REQ	168	149								317	SPACES REQUIRED

BLOCK H	RESI 1	RESI 2	OFFICE 1	OFFICE 2	F & B	RETAIL	COMM FACILITY	TRANSIT FACILITY	PARKING AREA	PARKING SPACES	
GROUND	11,600	11,250								55	GARAGE 1
LEVEL 2	7,950	8,950								58	GARAGE 2
LEVEL 3	11,600	11,250								58	GARAGE 3
LEVEL 4	11,600	11,250								58	GARAGE 4
LEVEL 5	17,250	16,700								58	GARAGE 5
LEVEL 6	17,250	16,700									
LEVEL 7	17,250	16,700									
LEVEL 8	17,250										
LEVEL 9	17,250										
TOTAL	129,000	92,800	0	0	0	0	0	0		287	GARAGE SPACES PROVIDED
UNITS	161	116								10	ON-STREET PARKING
	1.5/UNIT	1.5/UNIT			1/150 SF	1/500 SF					
	242	174									
% RELIEF	35%	35%	35%	35%	35%	35%	35%				
SPACES REQ	157	113								270	SPACES REQUIRED

BLOCK I	RESI 1	RESI 2	OFFICE 1	OFFICE 2	F & B	RETAIL	COMM FACILITY	TRANSIT FACILITY	PARKING AREA	PARKING SPACES	
GROUND	19,300	10,400								132	GARAGE 1
LEVEL 2	16,000	7,150								135	GARAGE 2
LEVEL 3	19,300	10,400									
LEVEL 4	29,500	17,200									
LEVEL 5	28,200	17,200									554
LEVEL 6	26,900	17,200									
LEVEL 7											
LEVEL 8											
LEVEL 9											
TOTAL	139,200	79,550	0	0	0	0	0	0		267	GARAGE SPACES PROVIDED
UNITS	174	99								8	ON-STREET PARKING
	1.5/UNIT	1.5/UNIT			1/150 SF	1/500 SF					
	261	149									
% RELIEF	35%	35%	35%	35%	35%	35%	35%				
SPACES REQ	170	97								267	SPACES REQUIRED

TOTALS	RESI 1	OFFICE 1	F & B	RETAIL	COMM FACILITY	PARK	TRANSIT FACILITY	PARKING AREA	PARKING SPACES	
TOTAL SF	1,271,650	296,700	26,200	19,000	20,000	162,500	44,500		3,761	GARAGE SPACES PROVIDED
UNITS	1,590								50	ON-STREET PARKING
PARKING METRIC	1.5/UNIT	1/500 SF	1/150 SF	1/500 SF	1/200 SF	1/3000 SF			3,811	TOTAL PARKING PROVIDED
	2,384	593	175	38	100	54				
% RELIEF	35%	35%	35%	35%	35%	35%			1,335	REQUIRED MARTA PATRON PARKING
SPACES REQ	1,550	386	114	25	65	35			3,509	DEVELOPMENT + MARTA SPACES REQUIRED