

INMAN PARK REYNOLDSTOWN STATION

Transit Oriented Development

STATION LOCATION



STATION ESSENTIALS

Daily Entries:	3,021
Parking Capacity:	401
Parking Utilization:	61%
Station Type:	At-Grade
Station Typology	Neighborhood
Land Area	+/- 8 acres

MARTA Research & Analysis 2010

SPENDING POTENTIAL INDEX WITHIN 1/2 MILE

Category	SPI
Dining Out	124
Entertainment	120
Food	121
Retail	112
Shelter	129

Note: The Spending Potential Index shows the amount spent on a variety goods and services by households in the market area. It also represents the amount spent in the area relative to a national average of 100.

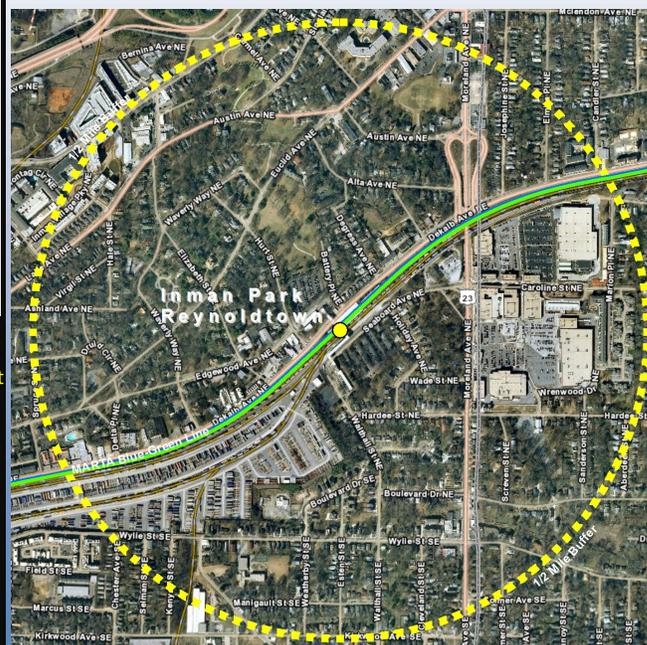
Source: STDB on-line, 2011



1055 DeKalb Avenue, NE
Atlanta GA 30083

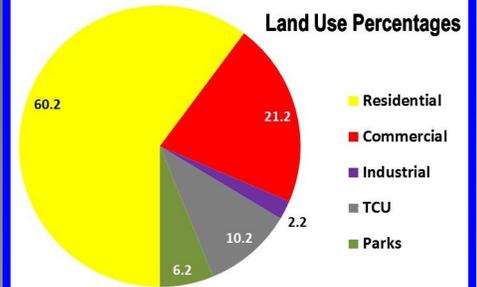
Inman Park/ Reynoldstown Station : A Neighborhood Station

The MARTA Transit Oriented Development Guidelines classify Inman Park/Reynoldstown Station as a “Neighborhood” station. The “Guidelines” present a typology of stations ranging from Urban Core stations, like Arts Center, to Collector stations - i.e., end of the line auto commuter oriented stations such as Indian Creek or North Springs. This classification system reflects both a station’s location and its primary function. The “Guidelines” define Neighborhood stations as being “... located in primarily residential districts, and their principal transportation function is to help people who live nearby get to work, school, shopping, entertainment and medical services, and other destinations accessible through the transit network. The immediate station area is appropriate for higher density housing or neighborhood-scale mixed-use development, taking advantage of the daily flow of pedestrians around the station to support retail, public space and professional offices. Beyond the immediate station area the neighborhood’s land use transitions to traditional neighborhood patterns of lower-density housing.”



Station Area Profile

Land Use Within 1/2 Mile



Sources: MARTA GIS Analysis 2012 & Atlanta Regional Commission LandPro 2009.

Residential Demographics 1/2 Mile

Population	5,279
Median Age	34.9
Households	2,531
Avg. Household Size	2.09
Median Household Income	\$66,645
Per Capita Income	\$40,158

Business Demographics 1 Mile

Businesses	916
Employees	6,627
%White Collar	72.5
%Blue Collar	10.6
%Unemployed	12.0

Source: Site To Do Business on-line, 2011

Neighborhood Context

Inman Park/ Reynoldstown station is a heavy rail rapid transit station located near the DeKalb-Fulton County border on MARTA’s Green and Blue lines. Located at the corner of DeKalb Avenue and Hurt Street, the station has entrances off of both Hardee and Hurt Streets. Inman Park / Reynoldstown provides rapid rail service to major destinations including the Buckhead shopping and business district (22 minute), Midtown (10 minutes), Downtown (6 minutes) and Hartsfield-Jackson International Airport (22 minutes). Bus service from Inman Park / Reynoldstown station provides access to Emory University, East Atlanta Village, East Lake Golf Course and Centers for Disease Control. Car-sharing vehicles and taxi service are also available at the station.



Transit Stations are the focal point of successful TOD's



Note: Walk Score measures how easy it is to live a car-lite lifestyle, not how pretty the area is for walking. Walk Score uses a patent-pending system to measure the walkability of an address. The Walk Score algorithm awards points based on the distance to amenities in each category. Amenities within .25 miles receive maximum points being 100 and no points are awarded for amenities further than one mile.

90-100 Walker's Paradise — Daily errands do not require a car.

70-89 Very Walkable — Most errands can be accomplished on foot.

50-69 Somewhat Walkable — Some amenities within walking distance.

25-49 Car-Dependent — A few amenities within walking distance.

0-24 Car-Dependent — Almost all errands require a car

Source: Walkscore.com 2012



Land Use and Zoning

Land Use

The predominant use of land within a half mile of the station is residential at about 60%. The residential land use is comprised primarily of low density single-family residential. Multi-family development can be found adjacent to the south end of the station. Commercial uses, which make up about 21% of the land use, can be found in its greatest concentration near Moreland and DeKalb Avenue. The CXS Intermodal rail yard and the MARTA station make up about 10% of the land classified as Transportation, Communication, and Utilities (TCU). For more detail, please refer to the land use map on page 4.

Zoning

Zoning is one of the key elements needed in TOD development. There are a total of three zoning districts that traverse the boundaries of the station. Those districts include the RG-1 General Multi-Family residential district, the RG-2 General Multi-Family Residential district, and the R-5 Two-Family Residential district. Single-family is also allowable in all of the districts.

The northern end of the station near Hurt Street is zoned RG-1. The intent of the district is to provide for a range of residential densities that are compatible with the surrounding residential environment, and with the comprehensive plan. The southern end of the station near the MARTA owned lot and Hardee Street is zoned RG-2. The primary difference between the RG-1 and RG-2 is the allowable density. RG-1 allows a maximum Floor Area Ratio (FAR) of .162, while the GR-2 allows a maximum FAR of .348. Lastly, the station itself is zoned R-5. The intent of the district is to provide for the development of medium-density residential areas in a manner which will encourage owner occupancy of individual buildings and lots as well as provide variety in the rental stock. The maximum FAR allowed in this district is .60.

The zoning districts that traverse the station do provide for a mix of residential uses. The density regulations permitted in all of the districts are low and they are not generally compatible with MARTA's recently adopted "TOD Guidelines".

Neighborhood Station Typology Design Elements

Neighborhood stations are located in primarily residential districts, and their principal transportation function is to help the people who live nearby get to work, school, shopping, entertainment, medical services, and other destinations accessible through the transit network. The immediate station area is appropriate for higher-density housing or neighborhood-scale mixed-use development, taking advantage of the daily flow of pedestrians around the station to support retail, public space, and professional offices.

Land Use Mix and Scale

- Multi-family residential and/or neighborhood scale mixed-use with retail, restaurant, and service-oriented offices.
- Transition to lower density single-or multi-family away from the main street.
- Low to mid-rise buildings.

Public Realm

- Pedestrian network leading to or encompassing station is critical.
- Heavy rail stations grade separated; light rail stations off-street; bus or streetcar stops on street.

Neighborhood Station Density Ranges	
Floor Area Ratio	1.5-5.0
Residential Unit Per Acre	15-50
Height In Floors	2-8
Source: MARTA TOD Guidelines	

Inman Park/ Reynoldstown Station Development Opportunity

Generally MARTA makes land it owns around its stations (called "Joint Development" lands) available through a Request for Proposals (RFP) or Request for Qualifications (RFQ) process. Developers who are interested in developing at MARTA stations will need to go through a competitive RFP/RFQ process prior to contract award. All interested parties should periodically check the www.itsmarta.com website where future RFP's/RFQ's will be announced, or contact MARTA's TOD and Joint Development staff at 1-404-848-5695.

The joint development opportunities at Inman Park/Reynoldstown station are very limited. This is due to station design limitation and land area. In terms of design, the station is situated between DeKalb Avenue to the north and a CSX rail line at the mouth the CSX Intermodal rail yard to the south. This situation necessitated the need for an elevated pedestrian structures to connect the two parking and bus bay areas. These two barriers tend to complicate cohesive development.

In terms of land area, MARTA owns or has air rights to approximately 3.6 acres of land. This includes the station structure and two south parking lots. Only the smaller of the two parking lots is used on this end of the station. The smaller lot is only +/- .2 acres in size and the larger unused lot is +/- .7 acres in size. Lot 1, on the northern part of the station, is the largest of the lots at the station at about 2 acres. There are two problems that prevent it from becoming a candidate for joint development. The first is that this lot houses the lion share of the parking needed at this station. In essence the parking utilization for this station is nearly all taking place on this lot. The second and most insurmountable problem is that this lot is not owned by MARTA but by the Georgia Department of Transportation. MARTA is provided a right of use; therefore joint development is not possible. Overall, this station lacks the available land for joint development.



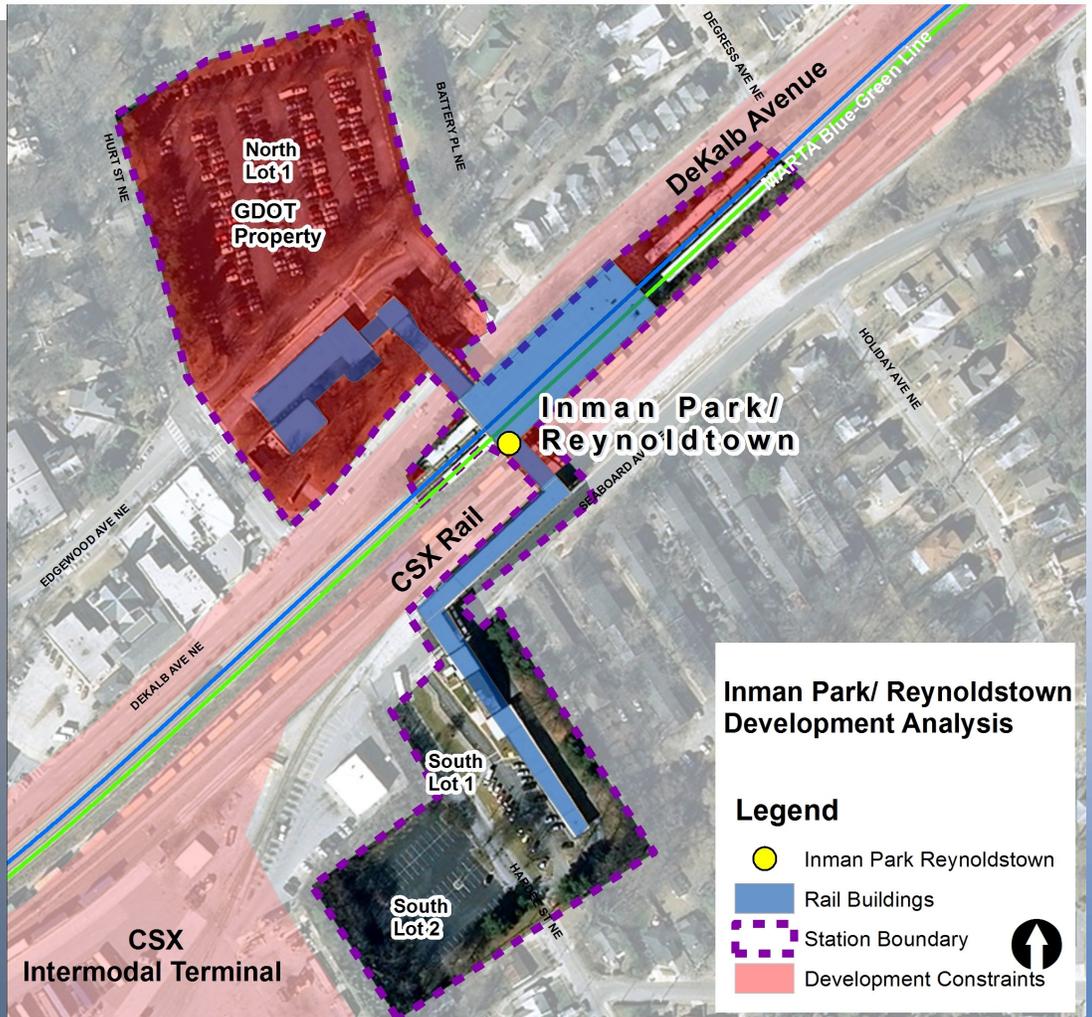
Lot 1 +/- 2 acres



South Lot 1 +/- .2 acres



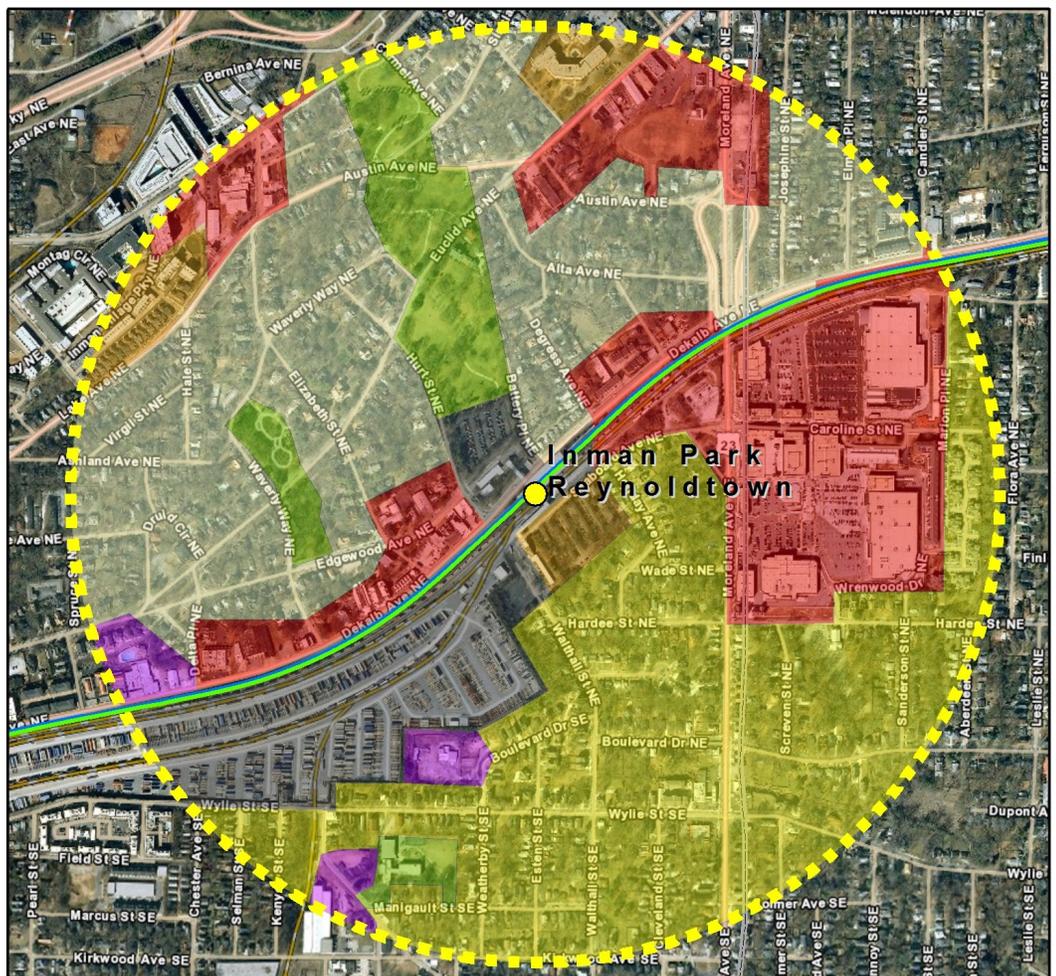
South Lot 2 +/- .7 acres



**ROUTES SERVING
INMAN PARK/
REYNOLDSTOWN STATION**

- Route 4– Thomasville/ Moreland Ave.
- Route 6– Emory
- Route 34– Gresham Road/ Clifton Springs
- Route 107– Glenwood Road

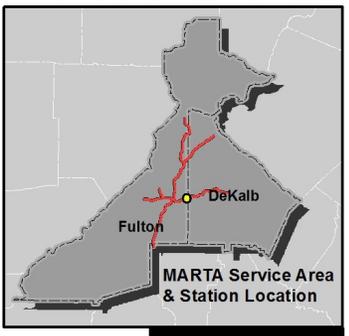
**Land Use
1/2 Mile From Inman Park/Reynoldstown Transit Station**



Legend

Inman Park Reynoldstown	Land Use	RES_HIGH
MARTA Green Line	Category	RES_MED
MARTA Blue Line	COMMERCIAL	RES_MULTI
1/2 Mile Buffer	IND/COM	TCU
	PARKS	

0 0.25 0.5 Miles



Notes: Aerial Courtesy of ESRI (Last Modified: May 21, 2010)

