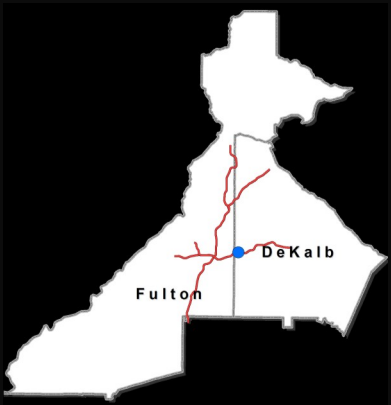


# EDGEWOOD/ CANDLER PARK STATION

Transit Oriented Development

## STATION LOCATION



## STATION ESSENTIALS

Daily Entries:	1,314
Parking Capacity:	611
Parking Utilization:	45%
Station Type:	At-Grade
Station Typology	Neighborhood
Land Area	+/- 14 acres

MARTA Research & Analysis 2010

## SPENDING POTENTIAL INDEX WITHIN 1/2 MILE

Category	SPI
Dining Out	107
Entertainment	98
Food	106
Retail	93
Shelter	105

**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.

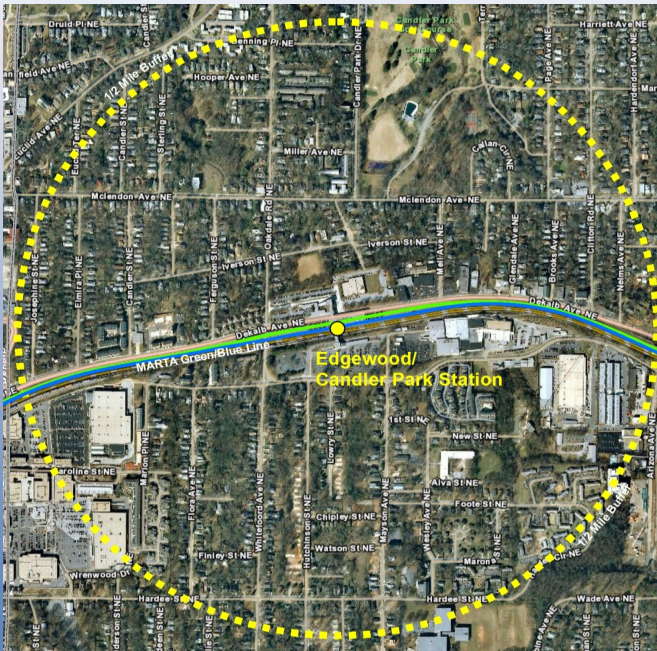
Source: STDB on-line December, 2011



1475 DeKalb Avenue, NE  
Atlanta, GA 30307

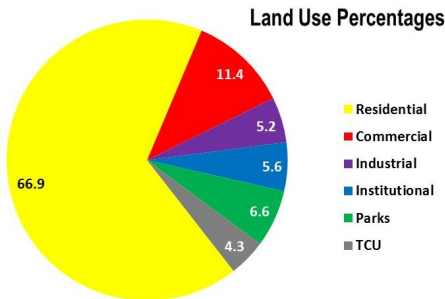
## EDGEWOOD/CANDLER PARK: A Neighborhood Station

MARTA’s Transit Oriented Development Guidelines classify Edgewood / Candler Park as a “Neighborhood” station. The “Guidelines” present a typology of stations ranging from Urban Core stations, like Peachtree Center in downtown Atlanta, 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 “...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.



## 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	5,165
Median Age	31.5
Households	2,255
Avg. Household Size	2.29
Median Household Income	\$51,794
Per Capita Income	\$29,863

### Business Demographics 1 Mile

Businesses	593
Employees	4,080
%White Collar	72.0
%Blue Collar	11.2
%Unemployed	12.5

Source: Site To Do Business On-line, 2011

## Neighborhood Context

Edgewood / Candler Park station is a heavy rail transit station located in the western part of DeKalb County on MARTA’s Blue and Green lines. It is situated at the corner of DeKalb Avenue and Oakdale Road, with station entrances on each. Edgewood/Candler provides rapid rail service to major destinations such as the Buckhead shopping and business district (24 minutes), Midtown (12 minutes), Downtown (8 minutes) and Hartsfield-Jackson International Airport (24 minutes). Bus service from Edgewood / Candler Park station provides access to the Carter Center, Kirkwood Village, Inman Park and Old Fourth Ward.



## Land Use and Zoning

### Land Use

There are a multitude of land uses that surround the Edgewood/ Candler Park Station. The two largest are residential and commercial. The Edgewood/ Candler Park station is located within an area that is primarily residential in nature. About 67% of the land within a half mile of the station is dedicated to residential land use. The Edgewood neighborhood is a typical intown single-family bungalow community for Atlanta with older homes predominantly from the 1930s, 1940s, and 1950s. There are nearby neighborhood amenities such Iverson Park that is directly north of the station. Commercial land use is the next largest land use category at about 11%. These commercial uses are neighborhood oriented.

The station area has been the focus of two recent studies, the first in 2008 and the other in 2011. In 2008, the Edgewood community commissioned Market + Main, a local research and planning consultant, to produce the Edgewood Community Master Plan. The plan is part of an effort by the community to ensure that the area lives up to its potential as a vibrant, sustainable, and diverse in-town neighborhood. The master plan focused on Land Use, Zoning, Urban Design, Connectivity, and Market elements, with recommendations for each.

In 2011, Southface and the Atlanta Regional Commission (ARC) led a group of local non-profits, professional and stakeholders to undertake the Edgewood design charrette in April of 2011. The charrette focused on the south parking lot of the station and created two final concept plans; a "Pocket Parks" concept and a "Central Commons" concept.

### Zoning

Zoning is one of the key elements needed in TOD development. There are two zoning districts that are assigned to the Edgewood/ Candler Park Station. The first district is the I-1 Light Industrial district that covers the north parking lot adjacent to DeKalb Avenue. The second is the C-1 Community Business district that covers the south parking lot. The intent of the I-1 is to provide areas for the manufacture, storage, sale, and distribution of goods and related commercial and industrial activities. The C-1 district is intended to provide medium-intensity retail and service activities in areas already committed to development of this character, or consistent with areas so specified on the comprehensive development plan.

In summary, the zoning designations at this station are generally not conducive to TOD development. It is recommended that the entire station area be rezoned to MRC-3 Mixed Residential and Commercial district. The MRC-3 designation would allow for the mixture of uses commonly found in TOD design and the densities needed to support the development.

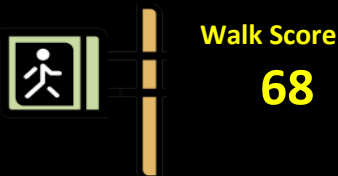
## Neighborhood Station Typology Design Elements

Below are some of the design themes of the neighborhood station typology. For more information on MARTA's TOD guidelines, please refer to our website at <http://www.itsmarta.com/TOD-real-estate.aspx>.

### 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.

## 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.

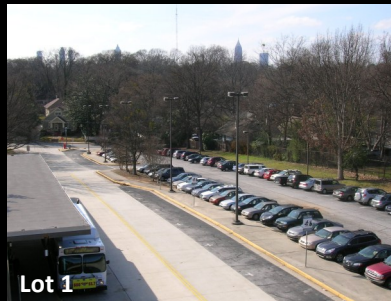
**25–49 Car-Dependent** — A few amenities within walking distance.

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

Source: Walkscore.com 2012



## MARTA Property at Edgewood/Candler Park Station



Lot 1

North Parking Area +/- 1.3 acres



Lot 5



Lot 5



Unused Lot

South Parking Area Including Lot 5 & Unused Lot +/- 5 acres

## Edgewood/ Candler Park Station

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### 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.

### Edgewood/ Candler Park 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](http://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.

Joint development opportunities at Edgewood/ Candler Park include the area to the south of the station. The area to the south of the station was chosen over the northern portion due to the availability of more developable space. The south parking lot is composed of an underutilized Lot 5 and an unused parking area.

### Neighborhood Station Density Ranges

Floor Area Ratio	1.5-5.0
Residential Unit Per Acre	15-50
Height In Floors	2-10

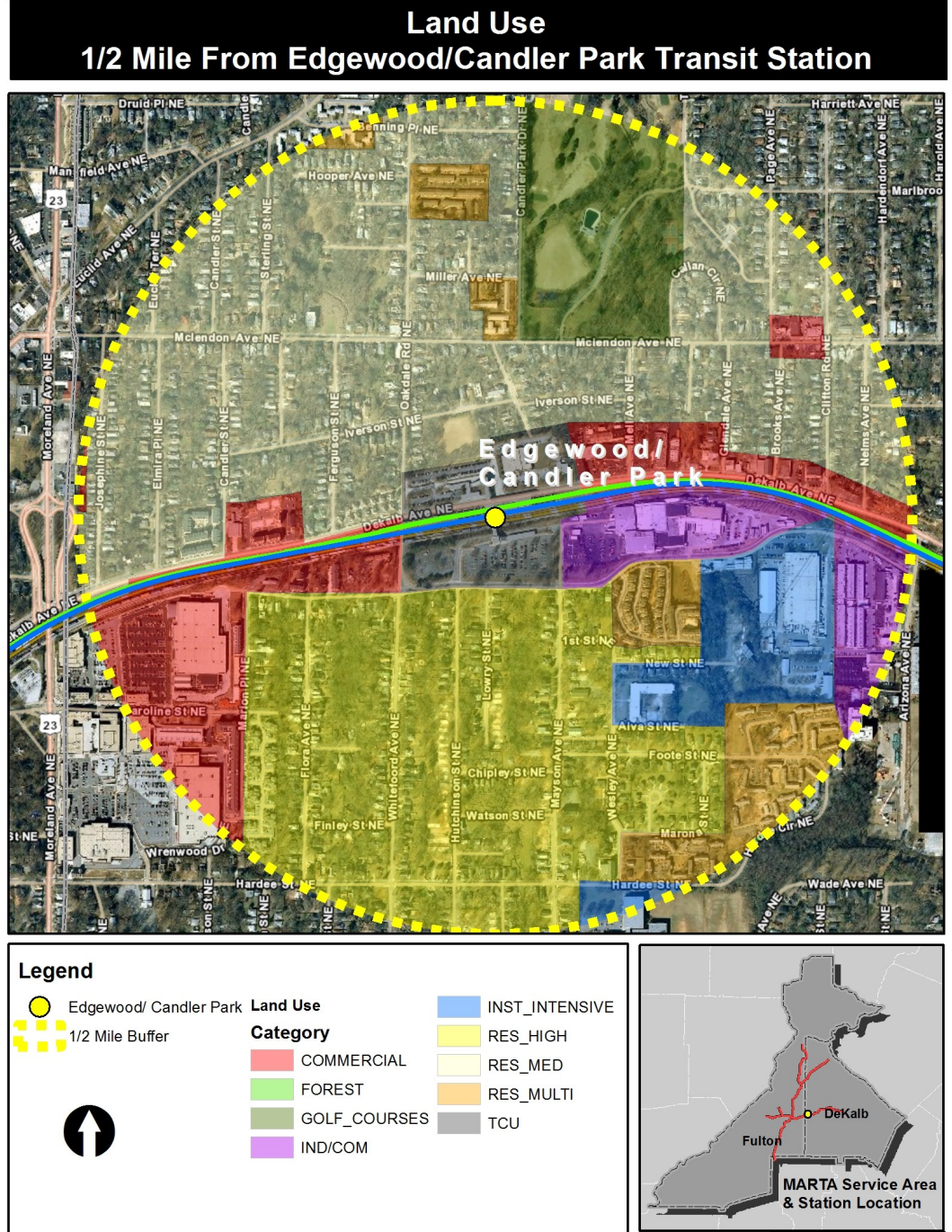
Source: MARTA TOD Guidelines





### ROUTES SERVING EDGEWOOD/CANDLER PARK STATION

- Route 2– Ponce De Leon Ave/ Cleveland Ave.
- Route 3– MLK Jr. Dr./ Auburn Ave.
- Route 24– East Lake/ Hosea Williams Drive



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