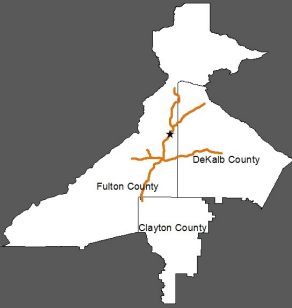
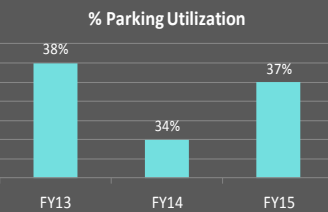
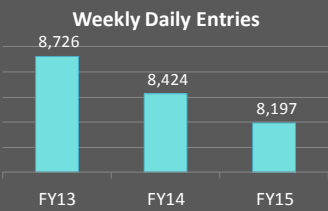


## STATION ESSENTIALS



Daily Entries:	8,197
Parking Capacity:	2,519 Spaces
Parking Utilization:	37%
Station Type:	At-Grade
Total Land Area	+/- 58 acres



MARTA Research & Analysis 2015

# LINDBERGH CENTER STATION

Transit Oriented Development



2424 Piedmont Road  
Atlanta, GA 30324

Lindbergh Center Station is a heavy rail transit facility located north of downtown Atlanta on the southern edge of the Buckhead shopping and office district. The station is near the center of Fulton County on MARTA's Red and Gold Lines. The station is also the location for the MARTA headquarters.

The MARTA *Transit Oriented Development Guidelines* typology classify Lindbergh Center station as a **Commuter Town Center** station. Commuter Town Center stations are characteristic of having nodes of dense, active, mixed-use development, TOD-friendly street networks and housing as a significant ingredient from the start. But they must also "... be planned to accommodate high volumes of rush-hour commuters traveling in opposite directions."

## AREA PROFILE

### Area Demographics at 1/2 Mile

Population 2012	4,961
% Population Change 2000-2012	11%
% Generation Y (18-34)	43%
% Singles	74%
Housing Units	3,704
Housing Density/ Acre	7.4
% Renters	73%
% Multifamily Housing	77%
Median Household Income	\$60,078
% Use Public Transit	22%

### Business Demographics

Employees	9,127
Avg. Office Rent Per SF	\$18.50
Avg. Retail Rent Per SF	\$22.84
Avg. Apartment Rent (1-mile)	\$1,155

Sources: Bleakly Advisory Group, 2012.

## Market Dynamics

### Nearby Recent and Planned Development Activity within 1/2 Mile Radius



1. Lindbergh Place, Fuqua Development—Project completed 2016. 175,000 retail, 225 units, 3 acre urban park.
2. Morosgo Apartments, Newport Development Partners—Project completed. 251 units.
3. AMLI Piedmont Heights— Project completed 2016. 375 units.

Source: Atlanta Business Chronicle , AMLI

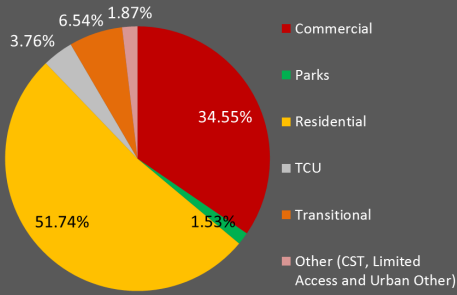


METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

# LINDBERGH CENTER STATION

Transit Oriented Development

## LAND USAGE WITHIN 1/2 MILE



Sources:  
MARTA GIS Analysis & Atlanta Regional  
Commission LandPro 2016

## COMMUTER TOWN CENTER TYPOLOGY DESIGN ELEMENTS

FAR	3.0 to 10.0
Units Per Acre	25 to 75
Height In Floors	4 to 15

## DEVELOPMENT DATA

Zoning	C-3 Commercial Residential & SPI-15
Vacant Lot 1	+/- 1.5 Acres
Vacant Lot 2	+/- .92 Acres
Vacant Lot 3	+/- .96 Acres
Vacant Lot 4	+/- 1.1 Acres
Annex Site	+/- 11 Acres
Coverdale Site	+/- .60 Acres
Employee Lot	+/- 2 Acres

## LINDBERGH CENTER DEVELOPMENT OPPORTUNITY

MARTA owns +/- 58 acres at Lindbergh Center and it is home to MARTA's first transit oriented development. Lindbergh Center recently underwent a re-visioning process in response to the economic downturn in 2008. As a result of this process, it was determined there still remains opportunities in the current economic climate to further develop residential and commercial uses in Lindbergh Center. There remains about 18 acres of property that can be developed.

The extreme northern portion of the station area contains Vacant Lot 1 at +/- 1.5 acres and an abutting +/- .60 acres Coverdale site. If these two parcels are combined they offer the advantages of having a size of over 2 acres in Buckhead and visibility from Piedmont Road.

Vacant Lot 2 and the MARTA employee parking lot offer similar advantages. Vacant Lot 2 is +/- .92 acres with 130 feet of frontage along Piedmont Road. It was last used as an irrigation lot for station landscaping plants. The MARTA employee parking lot is slightly over 2 acres. If combined, these two parcels offer about 3-acres of space in Buckhead with visibility and access to Piedmont Road. The adjacent Sidney Marcus parking deck is currently underutilized and therefore any parking that is needed for MARTA employees could easily be accommodated here.

Vacant Lots 3 and 4 offer +/- .96 and +/- 1.1 acres in space respectively. Vacant Lot 3 is adjacent to the Uptown Square multi-family development. Vacant Lot 4 offers over 300 feet of frontage along Lindbergh Drive and has the advantage that it is adjacent to the Garson Parking deck. The Annex site south of Lindbergh Drive can be redeveloped and offers +/- 11 acres with frontage along Piedmont Road.

### Land Use Entitlements

The Lindbergh Station, with the exception of the Annex site, is covered by an underlying C-3 Commercial Residential District and the Beltline Overlay District. Lindbergh is one of three stations in the Beltline Overlay District. The C-3 District is intended to accommodate robust, high-density mixed-use development generally in areas at major intersections or along roadways, through areas that presently are intensively developed or of regional significance. The density requirements are compatible with TOD development. However, some of the permitted uses are more car dependent and therefore, are not as conducive to ideal TOD development. The Beltline Overlay adds elements of form-based zoning, while leaving intact the use and density provisions of the underlying C-3 district. The Annex site is zoned SPI-15 and efforts are underway to rezone the rest of Lindbergh Center to SPI-15.

