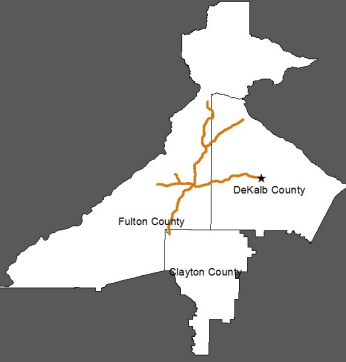


STATION ESSENTIALS



Daily Entries:	5,740
Parking Capacity:	2,364 Spaces
Parking Utilization:	42%
Station Type:	At-Grade
Total Land Area	+/- 53 acres



3901 Durham Park Road
Stone Mountain, GA 30083

Indian Creek Station is a heavy rail transit station located in central DeKalb County at the end of MARTA's Blue Line. It can be found at the corner of Durham Park Road and I-285, with station entrances on Elder Lane between Redan Road and Durham Park Road. Direct on and off ramps from I-285 also serve the station.

MARTA's *Transit Oriented Development Guidelines* classify Indian Creek Station as a **Collector** station. The *Guidelines* define Collector stations as "...primary capture points for inbound passengers transferring to the rapid transit system from their own cars. They are located at strategic points in the regional highway system, almost always at peripheral sites".

INDIAN CREEK STATION

Transit Oriented Development

AREA PROFILE

Area Demographics at 1/2 Mile

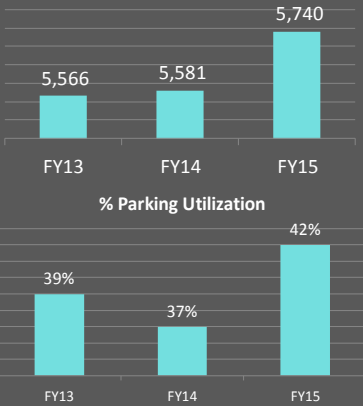
Population 2012	1,595
% Population Change 2000-2012	-31%
% Generation Y (18-34)	31%
% Singles	77%
Housing Units	799
Housing Density/Acre	1.6
% Renters	66%
% Multifamily Housing	44%
Median Household Income	\$36,862
% Use Public Transit	22%

Business Demographics

Employees	97
Avg. Office Rent Per SF	N/A
Avg. Retail Rent Per SF	N/A
Avg. Apartment Rent (1-mile)	\$580.00

Sources: Bleakly Advisory Group, 2012.

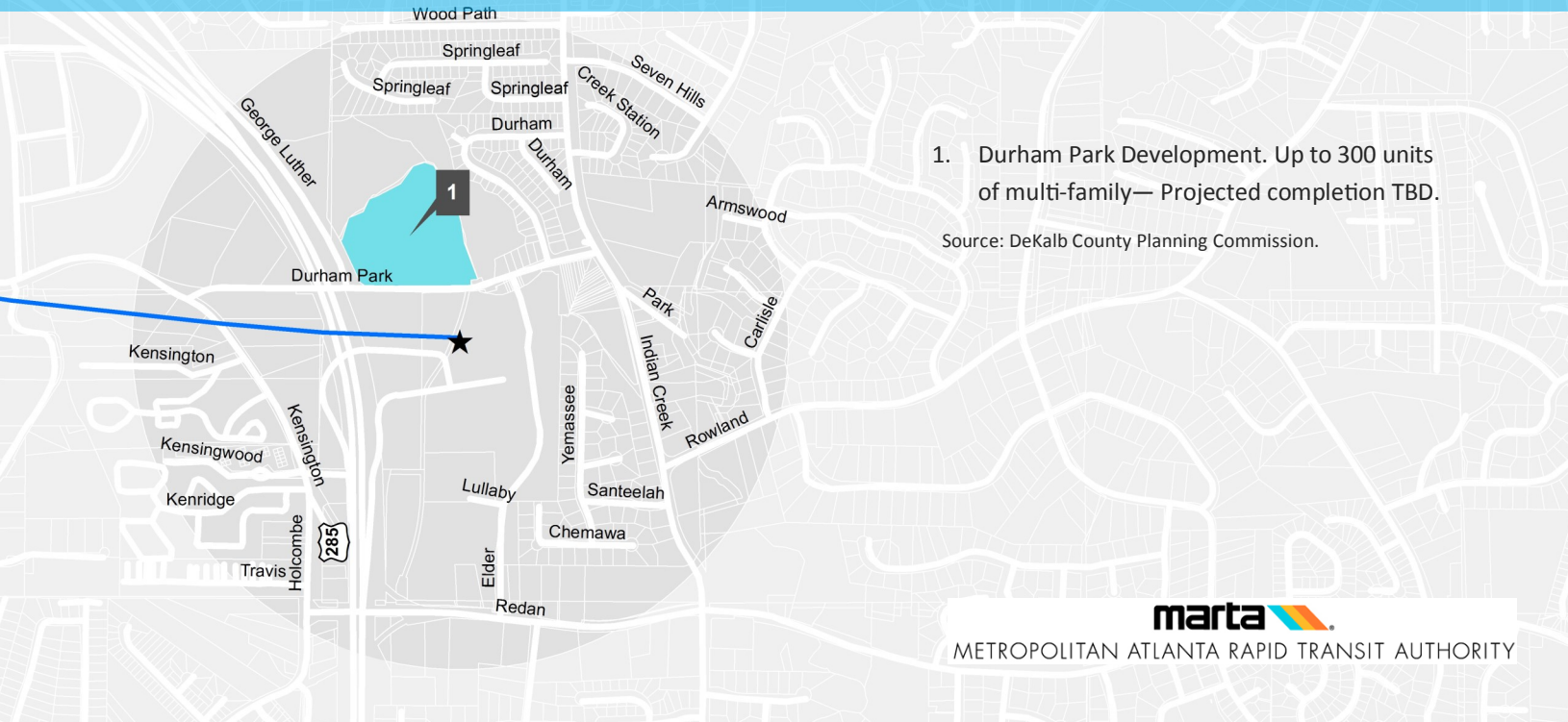
Weekly Daily Entries



MARTA Research & Analysis 2015

Market Dynamics

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



1. Durham Park Development. Up to 300 units of multi-family— Projected completion TBD.

Source: DeKalb County Planning Commission.

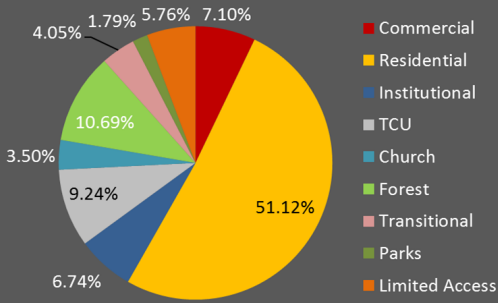


METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

INDIAN CREEK STATION

Transit Oriented Development

LAND USAGE WITHIN 1/2 MILE



Sources:
MARTA GIS Analysis & Atlanta Regional
Commission LandPro .

DEVELOPMENT DATA

Zoning	MR-1 and OI
Available Air Rights	N/A
Lot 1	+/- 2.3
Lot 2	+/- 2.3
Lot 3	+/- 1.3
North Lot 4	+/- 4.6
South Lot 4	+/- 5.2

INDIAN CREEK DEVELOPMENT OPPORTUNITY

As evidenced by the parking utilization statistics, less than half of the parking is currently utilized. This surplus of parking and the several acres of undeveloped land present opportunities for joint development. However, any development in the surface parking areas should strive to preserve an adequate amount of parking for transit patrons. The parking needs for this station could be consolidated into more efficient parking decks, which would make available between 10 to 15 acres of developable space. The only parking area that is not available is the reserved AT&T lot.

The northwest of the station shaded in orange can accommodate limited development due to slopes and is +/- 6.4 acres. The other undeveloped area to the north shaded in red is constrained due to a floodplain. The undeveloped area to the south of Lot 4 is for the most part cleared and offers +/- 6.2 acres. The undeveloped parcels adjacent to I-285 offer a combined +/- 4 acres of space and frontage with an exit ramp along I-285. The undeveloped tract adjacent to Lots 2 and 4 offers +/- 5.3 acres of developable land. In total, the undeveloped land alone at Indian Creek Station offers the potential for about 22 acres of land that could be developed.

Land Use Entitlements

There are a total of two zoning districts that traverse the boundaries of the station. The majority of the station is zoned MR-1 Medium Density Residential. The intent of the MR-1 district is to provide for the development of residential neighborhoods with a mix of single-family and multi-family housing types that maintain harmony of scale, intensity, and design with surrounding development. MR-1 provides for a maximum density of 12 units per acre. The second district is the O-I Office-Institution district. The intent of this district is to provide convenient areas within the county for office and institutional uses necessary for the residents and business practitioners. O-I permits a Floor Area Ratio of .80.

The density regulations permitted in both the MR-1 and O-I are low and would not be recommended for TOD development. It is recommended that the station be rezoned to a MU-4 (Mixed Use High Density) up to 40 units per acre or (MU-5 Mixed Use Very High Density) up to 120 units per acre.

