

MARTA infill station study
appendix A

Infill Station Profiles

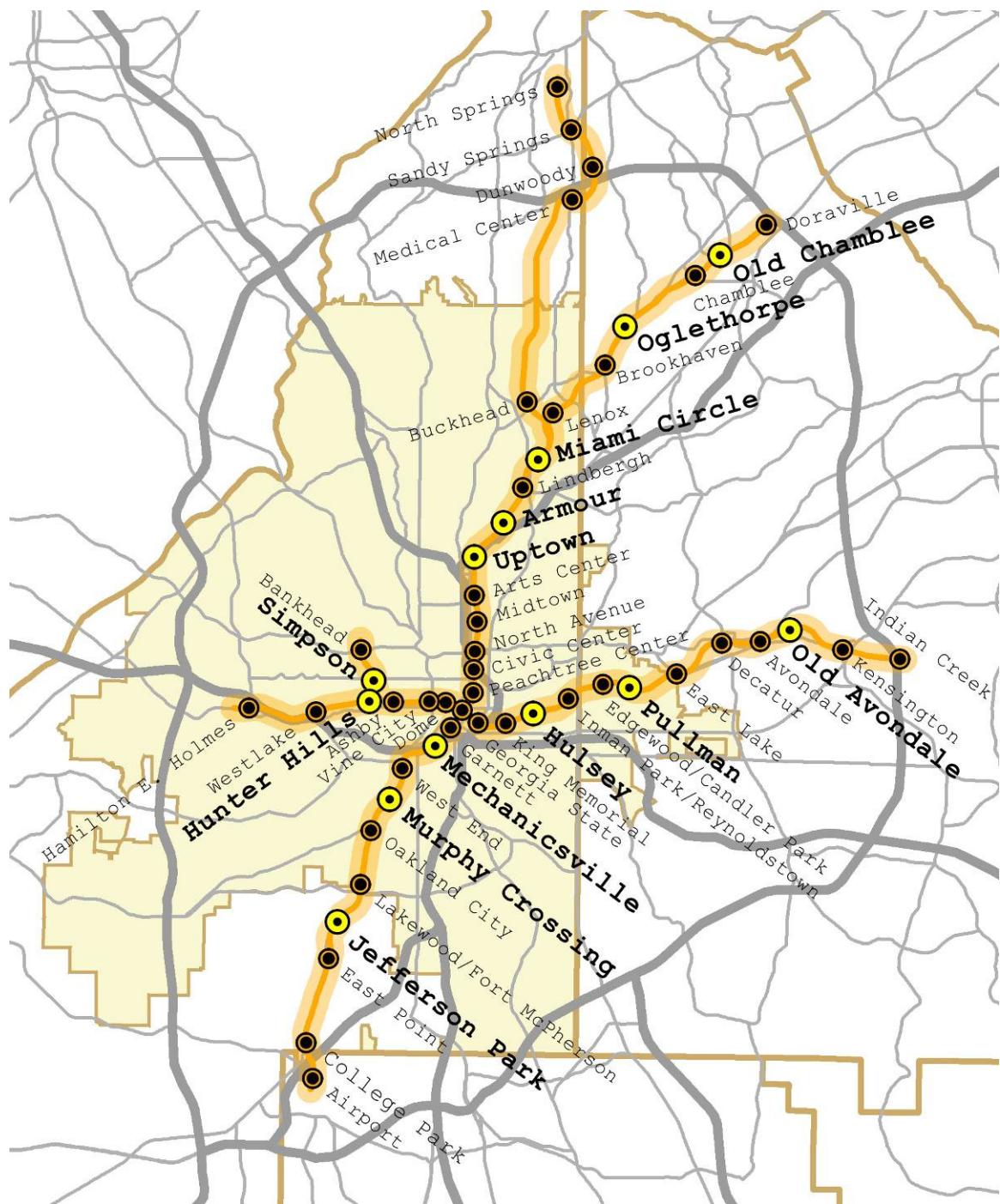
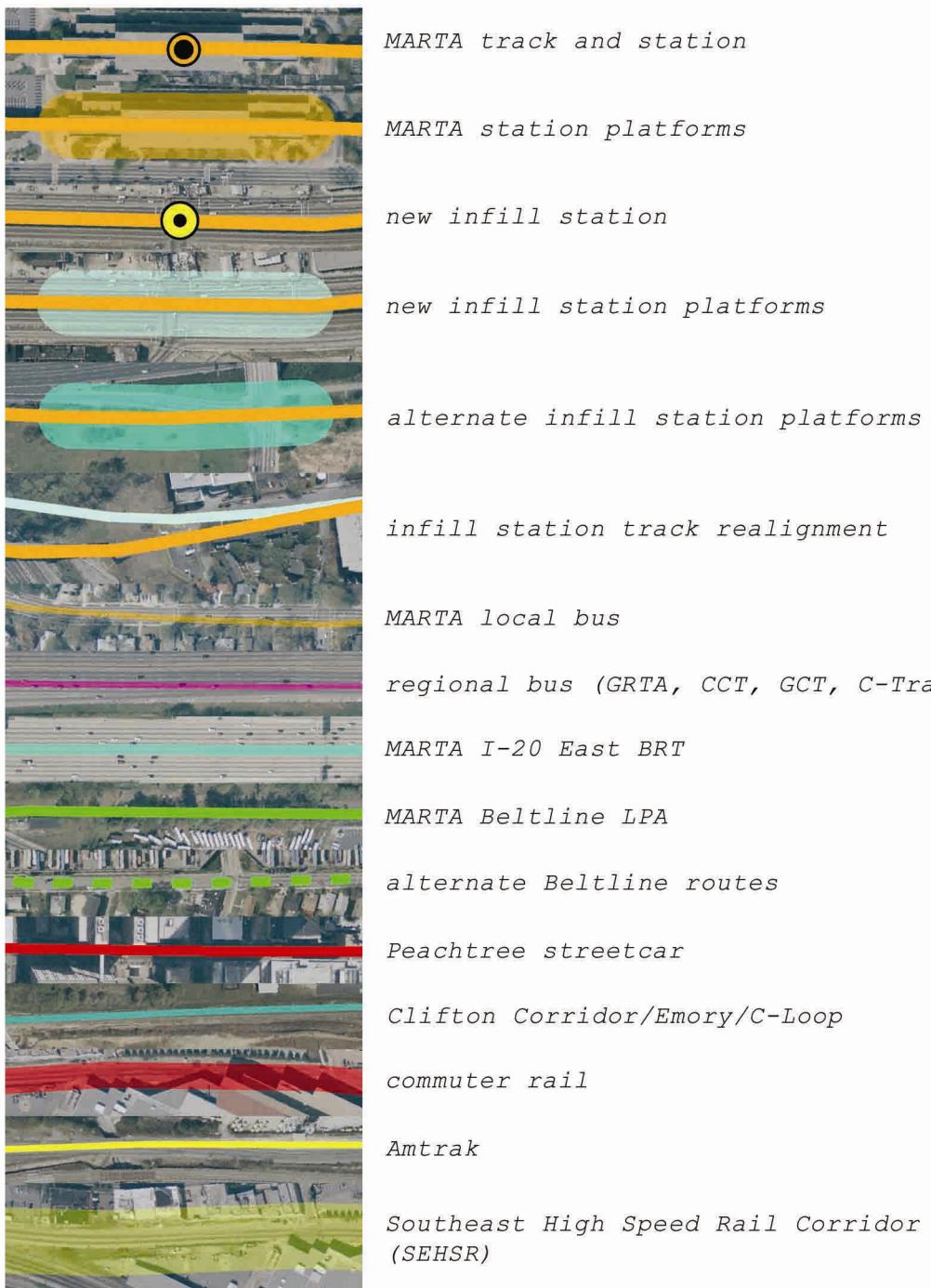


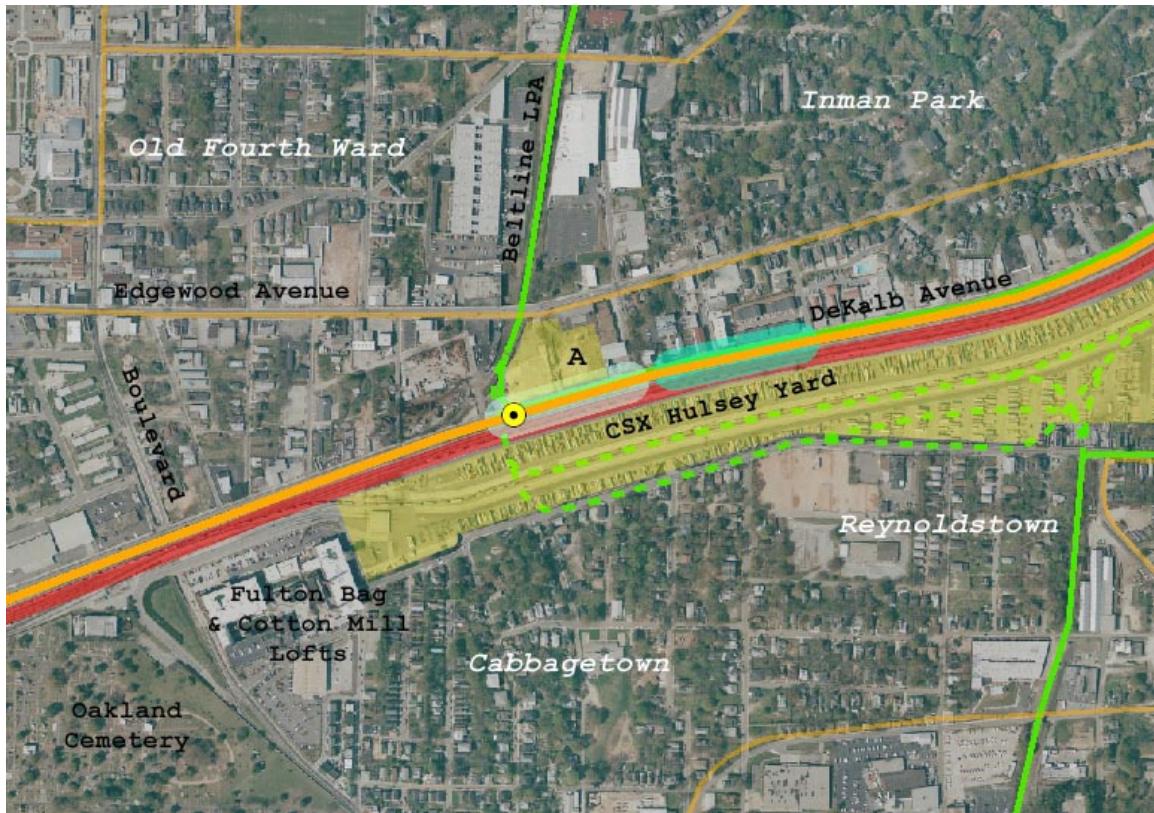
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Legend



E2 . 5**Hulsey Station**

Hulsey Station is an opportunity to both improve transit system integration between MARTA's east line and the Beltline, (rather than jog the Beltline off-route east to Inman Park/Reynoldstown), and take advantage of a potential large-scale redevelopment opportunity in the station area at CSX's Hulsey Yard.



a: view west along DeKalb Avenue



b: view east along CSX tracks

station overview:

jurisdiction: Atlanta/Fulton

location: East Line between the King Memorial and Inman Park/Reynoldstown Stations generally located between Krog and Cornelia Streets.

utility: transfer and TOD

station type: **A1** (no parking; curbside bus). Because this is above all a transfer and TOD opportunity, accessibility should be primarily pedestrian. In addition, there is no space for bus or parking facilities; these facilities are accommodated at the existing Inman Park/Reynoldstown Station.

distance westbound to King Memorial: 0.6 miles
distance eastbound to Inman Park/Reynoldstown: 0.8 miles

*estimated relative capital cost *:* +/- **\$80** million (* not total cost)
est. daily transit round trips: 3,200 to 4,000 (see table 3.1)
cost/benefit tier: **tier 2** (see table 3.2)

key advantages:

- streamlines Beltline alignment
- significant new development underway in station area
- large and multiple redevelopment opportunities on both sides of track

key disadvantages:

- scores average in cost/benefit due to high cost
- elevated condition and constricted right-of-way adds to station cost
- track curvature requires changes in MARTA standards
- primary opportunity depends on sale of CSX's Hulsey Yard which is not currently planned
- limited window of opportunity due to new development underway; immediate action required

immediate actions:

- Begin conversations with developer of adjacent property. Land acquisition, setback or easements are required for station structural support and access points along DeKalb Avenue. The private property where these supports are needed has been planned for development as multi-story condominiums and retail. The plan does not provide sufficient space for such supports. The site is currently undergoing environmental remediation and the developer is in negotiations with the City and Inman Park Neighborhood Association for rezoning.
- Begin process of changing MARTA standards to allow station platforms at horizontal curves that still meet ADA requirements.

physical condition:

Hulsey Station sits along a slight curve on the elevated East MARTA Line, sandwiched between CSX's main line to Decatur and Decatur Street. Due to the constricted right-of-way and elevated condition, the station structure spans both the street and railroad, adding substantially to its cost. If the properties along the north side of Decatur Street (labeled "A" on map) are developed as expected before station implementation, this infill station opportunity will be effectively eliminated (see alternatives).

80% platform condition: elevated/constrained side
platform type:
curvature: ADA compliant; beyond MARTA standards minimum (except with alternate)
service disruption:

property acquisition:

+/- 20% is MARTA/public; significant acquisition for structural supports and access points, especially expensive for span over Decatur Street where current development is pending.

limiting factors:

- Hulsey Station is likely not feasible without the sale and redevelopment of Hulsey Yard, the 40+ acre intermodal freight facility operated by CSX that is adjacent to the station to its south. Although there is developer interest in the property, the facility is in operation and CSX reportedly has no current plans to sell it.
- If the properties along the north side of Decatur Street are developed as proposed, the station opportunity is effectively eliminated because there would no longer be room for piers required to support the station over Decatur Street.

relevant notes:

- The Beltline route shown by the City of Atlanta in its redevelopment plan (shown here in dashed green lines) does not include this infill station, but it does anticipate redevelopment of CSX's Hulsey Yard.

alternatives:

1. The alternate site shown in the map is the location previously identified by MARTA. The properties along the north side of DeKalb Avenue that would be required for structural supports to span the roadway have already been redeveloped at this location, making this site significantly more expensive and unlikely.
2. If redevelopment projects along DeKalb Avenue at the station site go forward and prevent this station as shown, another alternative would be to completely realign the track between King Memorial and Inman Park/Reynoldstown to run directly over the CSX railroad. This means that the station would not have to also span Decatur Street. However, realignment of both eastbound and westbound elevated track would clearly add substantially to the cost of this station.

development potential:**current development:**

- retail sf: 7,500 sf
- office sf: 0
- residential units: 826 units
- details: see table C3.1d

TOD potential:

- Current development is consistent with TOD principles.
- CSX's Hulsey Yard offers the largest redevelopment site in the area. Although CSX has no current plans to sell the site, it does offer +/- 45 acres of prime real estate with transit access right in the heart of redeveloping neighborhoods.
- Several large redevelopments have already taken place within walking distance to the station site, like the Fulton Bag and Cotton Mill Lofts, Glen Auburn and other sites both north and south of the MARTA tracks.

developer partners:

- CSX or any future owner/developer of Hulsey Yard is an obvious partner for station support and funding.

strategic position:

strategic regional position: intown connection to Beltline

transfer opportunities:

- local bus
- Beltline
- commuter rail – Madison

agency partners:

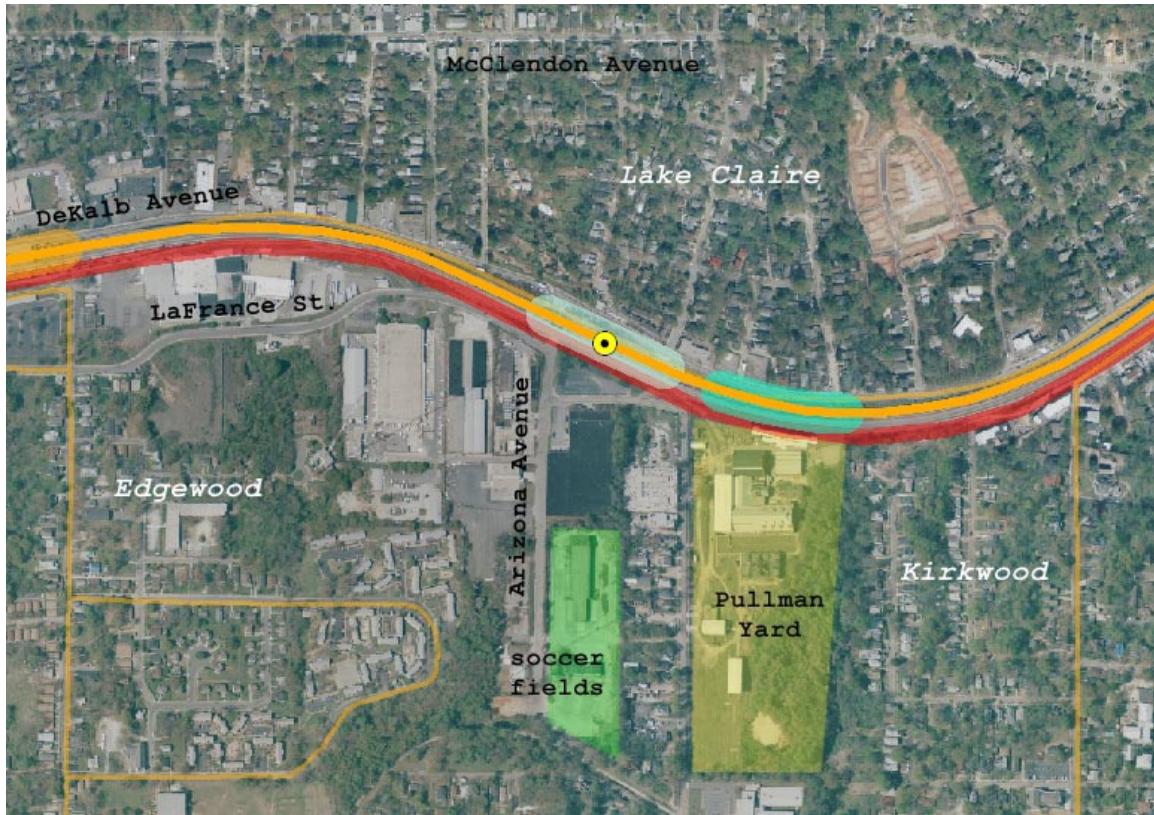
- City of Atlanta/Beltline is a potential partner for station support and funding (this station is within the Beltline Tax Allocation District).

relevant studies:

- MARTA has previously identified this site as a potential infill station site (specific site shown on map as alternate).
- Incorporated into Trust for Public Land's 2004 Beltline greenspace plan: "The Beltline Emerald Necklace"
- City of Atlanta's 2005 Beltline Redevelopment Plan shows Beltline engaging Inman Park/Reynoldstown Station, but also shows Hulsey Yard partially redeveloped with 5-8 story residential buildings.
- MARTA's 2007 Beltline LPA shows connection to Inman Park/Reynoldstown Station.

E4 . 5**Pullman Station**

Pullman Station is a viable opportunity for a modest transit-oriented development focused around existing development and likely redevelopment of the historic Pullman property.



a: historic Pullman structures



b: view east along CSX tracks

station overview:

jurisdiction: Atlanta/DeKalb

location: East Line between the Edgewood/Candler Park and East Lake Stations generally located between Arizona and Connecticut Avenues.

utility: TOD and local service

station type: **A1** (no parking; no bus facility). Because this is above all a TOD opportunity, accessibility should be primarily pedestrian. Bus and parking facilities are accommodated at the Edgewood/Candler Park Station.

distance westbound to Edgewood/Candler Park: 0.6 miles
distance eastbound to East Lake: 1.1 miles

*estimated relative capital cost *:* +/- \$35 million (* not total cost)
est. daily transit round trips: 1,700 to 2,000 (see table 3.1)
cost/benefit tier: **tier 2** (see table 3.2)

advantages:

- significant new development underway in station area
- large and multiple redevelopment opportunities on both sides of track
- new public soccer fields
- less expensive station construction conditions
- partnership opportunities with Georgia Power and State of Georgia

disadvantages:

- scores average in cost/benefit due to low trip potential (tier 2)
- track curvature prevents ideal location
- track curvature requires changes in MARTA standards

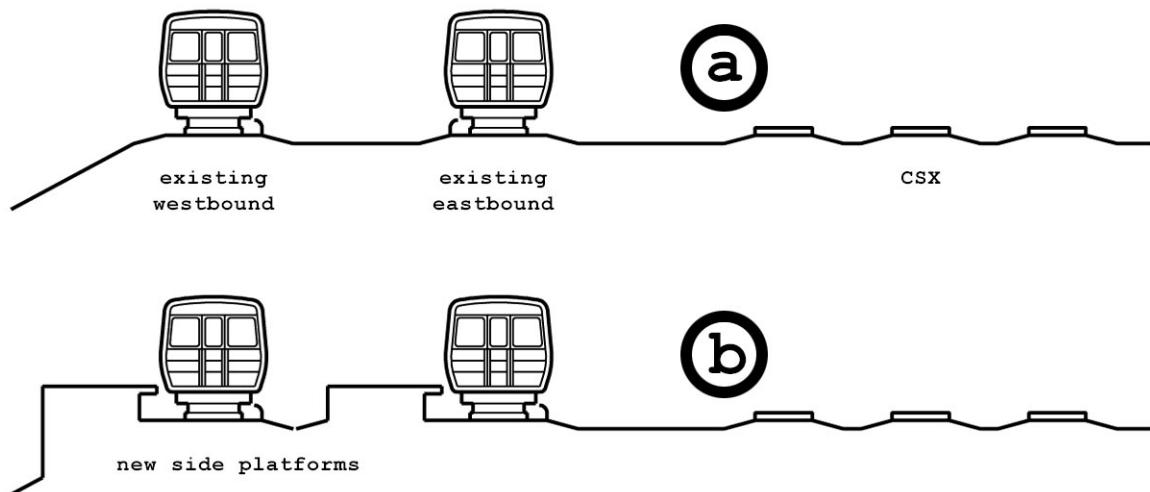
immediate actions:

- Begin conversations with Georgia Power.
- Begin conversations with State property division or with future developer of Pullman Yards site.
- Begin process of changing MARTA standards to allow station platforms at horizontal curves that still meet ADA requirements.

physical condition:

Ideally, Pullman Station would be located further east (see alternate site (aqua) on map above), but the curvature of the exiting MARTA track at this location is not ADA compliant for station platforms. The proposed site therefore, begins above Arizona Avenue and extends east to Connecticut Avenue. The existing track is more widely separated than typical side-by-side running track but not sufficiently wide to allow a center platform. There is also insufficient room for a side platform on the south side of the eastbound track. In order to minimize service disruption by not realigning the westbound track to widen the center space, side platforms are proposed with the eastbound platform situated between the eastbound and westbound tracks (see sketch below).

<i>80% platform condition:</i>	<i>grade</i>
<i>platform type:</i>	<i>side (eastbound side in center)</i>
<i>curvature:</i>	<i>ADA compliant; beyond MARTA standards</i>
<i>service disruption:</i>	<i>minimum</i>
<i>property ownership:</i>	<i>+/- 90% is MARTA/public; limited acquisition required for access points only</i>



concept diagram: new side/center-side platforms

limiting factors:

- requires modification to third ‘passing’ track that begins at the station site and continues east between the eastbound and westbound tracks all the way to Oxford Place.

relevant notes:

- Several proposals for the historic Pullman structures have included performance or museum space, which would attract an additional set of transit riders.

alternatives:

1. The alternate site shown on the map above is a better distance from Edgewood/Candler Park but its curvature is not ADA compliant for station platforms. Electronically-controlled platform extensions would have to be included, substantially increasing station cost.
2. The station access enhancement project for the Edgewood/Candler Park Station described in Appendix B would provide improved pedestrian access to the Pullman site, soccer fields and other destinations, albeit not as convenient.
3. A new bus route could be implemented from the Edgewood/Candler Park Station along LaFrance and Rogers Streets that would serve the redevelopment sites and soccer fields. This could also extend directly to the Kirkwood commercial district via Hosea Williams Drive.

development potential:

current development:

- retail sf: 37,325 sf
- office sf: 0
- residential units: 107 units
- details: see table C3.1d

TOD potential:

- Current development is consistent with TOD principles.

- Several large residential redevelopments have already taken place in the area, as well as a popular soccer facility with heavy traffic at game times.
- The historic Pullman Yard property is expected as a likely near-term development opportunity with over 25 acres and signature historic structures in the rapidly redeveloping Kirkwood neighborhood.

developer partners:

- The State of Georgia or any future owner/developer of Pullman Yard is an obvious partner for station support and funding.
- Georgia Power is also building a substation at the northern extent of the Pullman site adjacent to the tracks and may be able to partner in station construction.

strategic position:

strategic regional position: no

transfer opportunities:

- local bus
- commuter rail – Madison

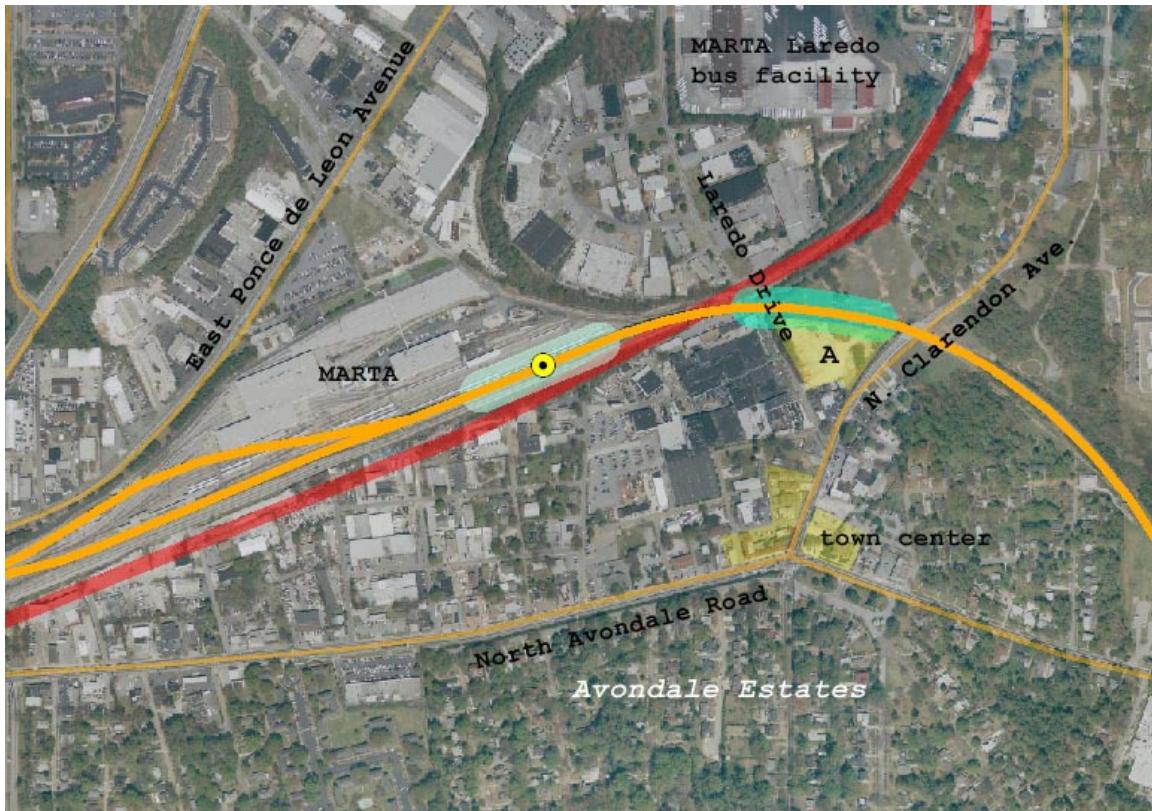
agency partners: no

relevant studies:

- No evidence found of previous station proposals in this area.

E7.5**Old Avondale Station**

MARTA's existing Avondale Station actually sits within the city limits of Decatur. The historic village of Avondale Estates sits about two thirds of a mile east of the existing station and is surrounded to the north by underutilized commercial and industrial properties. Old Avondale Station presents a viable opportunity to reenergize the village with transit-supportive growth that will complement the quiet single-family neighborhoods predominating south of North Avondale Road.



a: historic Avondale Estates



b: station site from Laredo Drive

station overview:

jurisdiction: Avondale Estates/DeKalb

location: East Line between Avondale and Kensington Stations generally located between extensions of Locust and Lake Streets from the south.

utility: TOD and local service

station type: **A1** (no parking; no bus facility). Because this is above all a TOD opportunity, accessibility should be primarily pedestrian. Bus and parking facilities are accommodated at the existing Avondale Station.

distance westbound to Avondale: 0.7 miles
distance eastbound to Kensington: 1.3 miles

*estimated relative capital cost *:* +/- **\$68** million (* not total cost)
est. daily transit round trips: 1,900 to 2,000 (see table 3.1)
cost/benefit tier: **tier 2** (see table 3.2)

advantages:

- adjacent to the historic center of Avondale Estates
- multiple redevelopment opportunities to south of station
- MARTA owns large piece of adjacent land for transit-oriented development

disadvantages:

- scores average in cost/benefit due to average cost and average trip potential (tier 2)
- elevated condition adds to station cost
- track curvature & slope prevent ideal location
- one-sided development unless MARTA redevelops Avondale shop facility
- zoning restrictions currently prevent dense residential development

immediate actions:

- No immediate actions are required.

physical condition:

Ideally, Old Avondale Station would be located just east of the proposed site, between Laredo Drive and North Clarendon Avenue (see alternate site on map above). Both the curvature and slope of the exiting MARTA track at this location however, is not ADA compliant for station platforms. The proposed site therefore, is east of Laredo Drive where the existing MARTA track is elevated as it crosses the CSX railroad tracks. The station would likely need to span over the railroad.

80% platform condition: elevated/constrained
platform type: side
curvature: MARTA compliant
service disruption: minimum
property ownership: +/- 75% is MARTA/public; acquisition required for structural supports and access points on south side of station.

limiting factors:

- The station site is further complicated by its proximity to track relating to MARTA's Avondale shop facility immediately adjacent

to the north. The station would likely span over some MARTA track as well.

- If TOD is the major incentive for this infill station, then zoning and other regulations should support mixed-use density. This area, however currently has zoning restrictions limiting development to primarily non-residential. Changes are needed in City policy before moving forward with this station.

relevant notes:

- The station would better serve employees at MARTA's Laredo Drive bus facility, just a quarter mile away.

alternatives:

1. The alternative site shown here is a better location, but does not meet horizontal and vertical curve requirements.

development potential:

current development:

- retail sf: 73,000 sf
- office sf: 75,000 sf
- residential units: 250 units
- details: see table C3.1d

TOD potential:

- MARTA owns a large tract of land adjacent south of the rail line between North Clarendon and Laredo Drive (labeled "A" on the map above). This could be leveraged to spark TOD in the area.
- While there is only one major development underway in the area, the underutilized industrial and commercial district between the MARTA tracks and North Avondale Road presents a key opportunity for an expansion of the historic village that sits a few blocks south and east of the site.

developer partners:

- Adjacent properties are limited in size with multiple ownership, making a major developer partner unlikely.

strategic position:

strategic regional position: no

transfer opportunities:

- local bus
- commuter rail - Madison

agency partners:

- City of Avondale Estates could coordinate effort/incentives.

relevant studies:

- No evidence found of previous station proposals in this area
- The Decatur - Avondale MARTA Station Study LCI plan completed in 2002 did not include this district in its study area.
- Avondale Estates LCI led to zoning changes that do not support residential density in proposed station area.

S1.5**Mechanicsville Station**

Mechanicsville Station is the closest infill station opportunity to Five Points and would serve both existing populations and large new development opportunities in a highly urban area. It also would serve Turner Field with walking distance from the North/South line (along Fulton Street) equal to the walking distance from Georgia State Station on the East/West line (both are about one mile).



a: view east along Rawson Street



b: local area development underway

station overview:

jurisdiction: Atlanta/Fulton

location: South Line between Garnett and West End Stations generally beginning just east of McDaniel Street and extending east along Rawson Street.

utility: TOD, local service and potential transfer (alternate terminus for MARTA's I-20 East BRT)

station type: **A1** (no parking; no bus facility). Because this is above all a TOD opportunity, accessibility should be primarily pedestrian. Parking is accommodated at the West End Station. Bus facilities are accommodated at the Garnett and West End Stations. If this station were used as the terminus of the I-20 East BRT, however, a bus facility may be appropriate, changing the station type to A2 and also adding to station cost.

distance northbound to Garnett: 0.5 miles
distance southbound to West End: 1.0 miles

*estimated relative capital cost *:* +/- **\$43** million (* not total cost)
est. daily transit round trips: 3,200 to 4,400 (see table 3.1)
cost/benefit tier: **tier 1** (see table 3.2)

advantages:

- scores well in cost/benefit due to low cost and strong trip potential (tier 1)
- significant redevelopment underway in station area at McDaniel Glen
- large and multiple redevelopment opportunities on both sides of I-20
- walking distance to Turner Field (same distance as from Georgia State Station on the East-West line)
- possible alternate terminus for MARTA's I-20 East BRT
- less expensive station construction conditions

disadvantages:

- moderate site constraints
- track curvature requires changes in MARTA standards

immediate actions:

- Begin process of changing MARTA standards to allow station platforms at horizontal curves that still meet ADA requirements.

physical condition:

Located along a slight curve in the South MARTA line, Mechanicsville Station starts just east of McDaniel Street outside of the existing tunnel, and extends north and east between I-20 and Rawson Street.

80% platform condition: grade
platform type: side
curvature: ADA compliant; beyond MARTA standards minimum
service disruption: +/- 75% is MARTA/public; acquisition required for realignment of Rawson Street for northbound platform and access points.

limiting factors:

- There are some moderate site constraints due to the proximity of Rawson Street which would need to be relocated.

relevant notes:

alternatives:

1. An alternate site is closer to the Northside Drive/Metropolitan Parkway corridor for connecting access. It is located west of McDaniel Street, although the track curvature is greater there. It would also require reconfiguration of the I-20 exit ramp to McDaniel Street, adding to its cost. The proposed site is not, but this alternate site is within the Beltline Tax Allocation District.

development potential:

current development:

- *retail sf:* 0
- *office sf:* 0
- *residential units:* 365 units
- *details:* see table C3.1d

TOD potential:

- Current development is consistent with TOD principles.
- Immediately adjacent south of the site is the former McDaniel Glen public housing which is currently being reconstructed by the Atlanta Housing Authority and Columbia Residential.
- The Peachtree corridor, including the proposed streetcar would follow what is currently Whitehall Street just north of I-20 and only two blocks away. This would likely bring other development within walking distance to the station.

developer partners:

- Adjacent undeveloped properties are limited in size with multiple ownership, making a major developer partner unlikely.

strategic position:

strategic regional position:

- If the station includes an alternate terminus for MARTA's I-20 East BRT, it would provide a distinct service for the region and could also provide an easy terminus for other regional bus lines from the east, west and south. These would tie directly to MARTA rail without leaving the Interstate highway.

transfer opportunities:

- local bus
- 2 blocks to Peachtree Streetcar
- potential alternate terminus for I-20 East BRT to the Mall at Stonecrest (rather than getting off the interstate and jogging along city streets into Garnett Station; ideally, new HOV ramps would be built from I-20 to McDaniel Street/Mechanicsville Station, but this is not included in station cost).

agency partners:

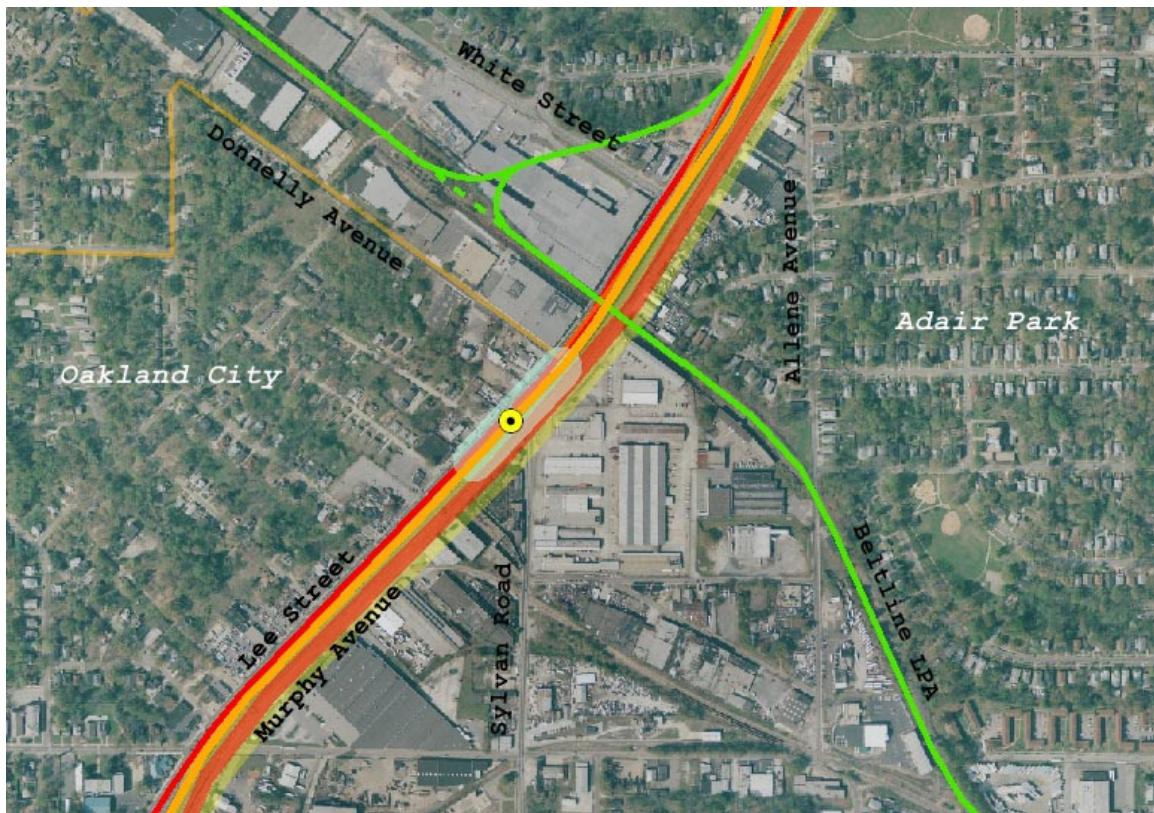
- GRTA and/or outlying county transit systems could be potential partners for regional bus connections.

relevant studies:

-
- MARTA has previously identified this site as a potential infill station site.
 - Student projects in the Architecture program at Georgia Tech have suggested a station at this site.

S2 . 5**Murphy Crossing Station**

Murphy Crossing Station is an opportunity to both improve transit system integration between MARTA's south line and the Beltline, (rather than jog the Beltline off-route north to West End), and take advantage of large-scale redevelopment opportunities in the station area along Lee Street and Murphy Avenue. It would also provide connecting service with the proposed Peachtree Streetcar.



a: view south along Lee Street



b: view south along CSX/NS tracks

station overview:

jurisdiction: Atlanta/Fulton

location: South Line between West End and Oakland City Stations generally located between Donnelly Avenue and Sparks Street.

utility: transfer and TOD

station type: **A1** (no parking; curbside bus) Because this is above all a transfer and TOD opportunity, accessibility should be primarily pedestrian. Bus and parking facilities are accommodated at West End and Oakland City Stations.

distance northbound to West End: 0.7 miles

distance southbound to Oakland City: 0.8 miles

*estimated relative capital cost *:* +/- **\$80** million (* not total cost)

est. daily transit round trips: 1,600 to 1,700 (see table 3.1)

cost/benefit tier: **tier 3** (see table 3.2)

advantages:

- streamlines Beltline alignment
- large redevelopment opportunities on both sides of track
- connection to Beltline and Peachtree Streetcar

disadvantages:

- scores poorly in cost/benefit because actual development has yet to catch up with development potential (tier 3)
- elevated condition and constricted right-of-way adds to station cost
- limited window of opportunity; action required

immediate actions:

- The adjacent sites along Lee Street are unlikely to be redeveloped any time soon. However, if this station is of interest, MARTA should begin conversations with property owners and/or the City of Atlanta to protect options for structural supports and access points.

physical condition:

Murphy Crossing Station would sit on the elevated tracks along Lee Street in a highly constricted right-of-way, squeezed between Lee Street and the very active shared Norfolk Southern/CSX main line that follows MARTA's South line. The station would necessarily have to span both the roadway and railroad, adding considerably to its cost. This span would, however, allow convenient access to both sides of the rail corridor.

80% platform condition: elevated/constrained

platform type: side

curvature: MARTA compliant

service disruption: minimum

property ownership: +/- 75% is MARTA/public; acquisition required for structural supports on west side of Lee Street and access points on both sides.

limiting factors:

- While there are no known development proposals that would impede construction of the structural supports necessary to elevate the station platforms above Lee Street, developer interest in the area is increasing due to its proximity to the Beltline. Without special site restrictions to allow for structural supports and access points, redevelopment of parcels along Lee Street would likely disallow a station at this site.

relevant notes:

- The City of Atlanta's 2005 Beltline Redevelopment Plan does not include either a new station at this location or protection of a transit stub connection to the West End Station (In effect, the Beltline would not connect to MARTA's South Line).
- The West End stub is designated in the City of Atlanta Comprehensive Development Plan with a "transportation/communication/utilities" (TCU) land use. MARTA should work with the City to ensure protection of this stub connection.

alternatives:**development potential:*****current development:***

- *retail sf:* 0
- *office sf:* 0
- *residential units:* 0
- *details:* see table C3.1d

TOD potential:

- The large industrial district along Sylvan Road and Murphy Avenue east of the station site is generally referred to as the Murphy Triangle and shows great promise as a future mixed-use district as portrayed in both the 2004 Oakland City/Lakewood LCI and the 2005 Beltline Redevelopment Plan.
- A handful of small loft conversions have opened in the Murphy Triangle area; a handful of rezonings for larger projects have been approved, but little has been implemented to date.
- The stretch of industrial property following the Beltline to the north and the commercial properties along Lee Street also show promise, but have had no redevelopment action to date.

developer partners:

- Adjacent properties are limited in size with multiple ownership, making a major developer partner unlikely.

strategic position:***strategic regional position:*** intown connection to Beltline***transfer opportunities:***

- local bus
- Beltline
- Peachtree Streetcar
- commuter rail – Macon (Lovejoy), Senoia and LaGrange

agency partners:

- City of Atlanta/Beltline is a potential partner for station support and funding (this station is within the Beltline Tax Allocation District).

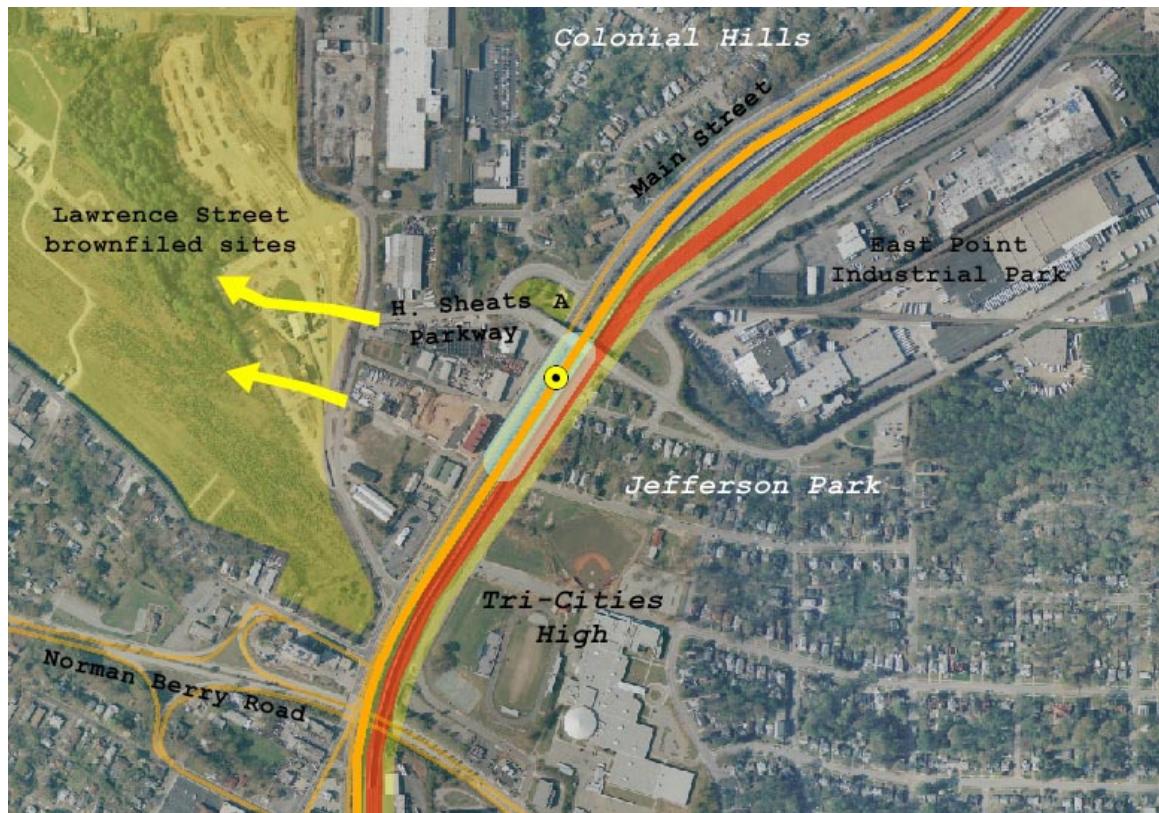
relevant studies:

- MARTA has previously identified this site as a potential infill station site.

- Supported by Citizens for Progressive Transit in their "Visualize World Class Transit" map - labeled "Adair Park" Station.
- Incorporated into Trust for Public Land's 2004 Beltline greenspace plan: "The Beltline Emerald Necklace"
- While the 2004 Oakland City/Lakewood LCI plan did not include a new station at this location, it did include development recommendations consistent with TOD at a new MARTA station.
- City of Atlanta's 2005 Beltline Redevelopment Plan does not show a direct connection between the Beltline and the South MARTA line, but station area development proposals are consistent with TOD.
- MARTA's 2007 Beltline LPA shows stub line connection to West End Station.
- Student projects in the Architecture program at Georgia Tech have suggested a station at this site.

S4.5**Jefferson Park Station**

Jefferson Park Station presents an opportunity to both serve an existing industrial and employment corridor along Oakleigh Drive, and major long-range redevelopment opportunities along Lawrence Street in an obsolete industrial district that connects north toward Fort McPherson. It would also serve the Jefferson Park and Colonial Hills communities and Tri-Cities High School.



a: view south at bus transfer (right)



b: view south from H. Sheats overpass

station overview:

jurisdiction: East Point/Fulton

location: South Line between Lakewood/Fort McPherson and East Point Stations beginning at Harold Sheats Parkway and extending south along Main Street.

utility: TOD and local service

station type: **A2** (no parking; bus transfer) Because a bus connection is likely still required to access local employment and redevelopment areas, a bus transfer facility would be appropriate. Parking facilities are provided at the East Point Station.

distance northbound to Lakewood/Fort McPherson: 0.8 miles
distance southbound to East Point: 0.8 miles

*estimated relative capital cost *:* +/- **\$85** million (* not total cost)
est. daily transit round trips: 1,300 (see table 3.1)
cost/benefit tier: **tier 3** (see table 3.2)

advantages:

- near existing employment corridor
- large and multiple redevelopment opportunities to west
- many small development opportunities along Main Street
- no/little land acquisition required – MARTA owns land for bus transfer

disadvantages:

- scores poorly in cost/benefit because actual development has yet to catch up with development potential (tier 3)
- constricted right-of-way requires realignment of southbound track; service disruption adds to station cost
- major redevelopment opportunities are long-term

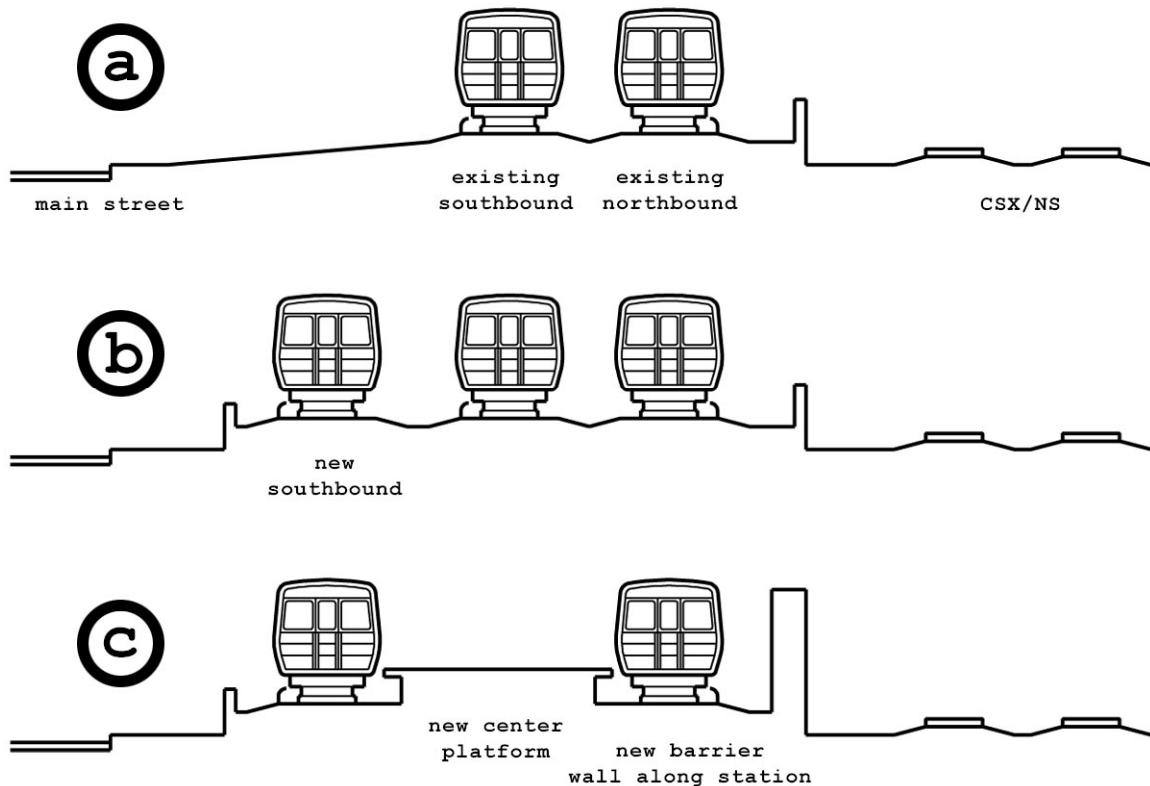
immediate actions:

- No immediate actions are required.

physical condition:

The platforms for Jefferson Park Station would begin just south of Harold Sheats Parkway and extend south along Main Street. Due to the constrained right-of-way, the southbound track would have to be realigned to allow a center-style platform (see sketch below). Access would be north to the Harold Sheats Parkway overpass, south along Main Street and a new pedestrian access over the Norfolk Southern/CSX shared main line tracks to Tri-Cities High. The bus facility would be located on property already owned by MARTA inside the loop road that connects Harold Sheats down to Main Street (labeled "A" on the map above).

80% platform condition: grade
platform type: center
curvature: MARTA compliant
service disruption: yes – single tracking
property ownership: +/- 100% is MARTA/public



concept diagram: southbound track realigned for new center platform

limiting factors:

- Service disruption required with realignment of southbound track.
- With realignment of the southbound track, some modifications to the Harold Sheats Parkway bridge may be required.
- Because of the close proximity of freight rail, a barrier wall similar to that at Oakland City Station would have to be built.

development potential:

current development:

- retail sf: 0
- office sf: 70,000 sf
- residential units: 0
- details: see table C3.1d

TOD potential:

- Limited opportunity for transit-oriented development along this stretch of Main Street.
- The East Point LCI identified the Lawrence Street area as a major redevelopment opportunity for both greenspace and expansion of the central business district. Due to serious environmental contamination in the area, however, this is likely a long-term opportunity. It is important that this station be considered when that development reaches the planning stages.

developer partners:

- future owner/developer of Lawrence Street area is a possible partner, although station is not immediately adjacent to that property.

strategic position:

strategic regional position: no

transfer opportunities:

- local bus
- commuter rail – Macon (Lovejoy), Senoia and LaGrange

agency partners:

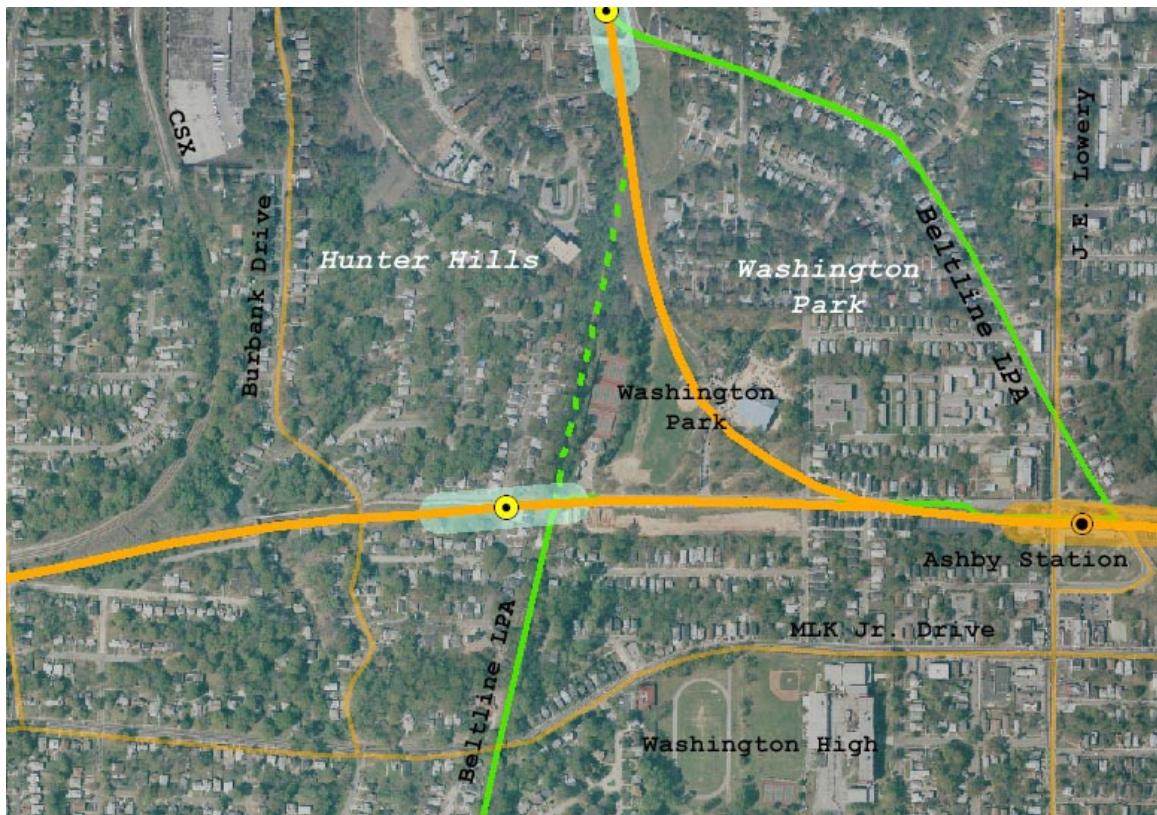
- City of East Point could coordinate effort/incentives in order to spur development along Main Street and in the Lawrence Street area. The 2005 East Point LCI recommended looking into the feasibility of a tax allocation district to fund environmental remediation and other infrastructure investments necessary to redevelop the district.

relevant studies:

- No evidence found of previous station proposals in this area
- While the 2005 East Point LCI plan did not include a new station at this location, it did include development recommendations consistent with TOD at a new MARTA station and specifically included the long-term redevelopment of the Lawrence Street area.

W3.5**Hunter Hills Station**

Hunter Hills Station is primarily an opportunity to improve transit system integration between MARTA's west line and the Beltline, (rather than jog the Beltline off-route east to Ashby). Although there is no significant redevelopment opportunity at this location, the station would provide convenient access to surrounding low-density neighborhoods.



a: view west of meadow along Lena



b: portal at Burbank Drive

station overview:

jurisdiction: Atlanta/Fulton

location: West Line between Ashby and Westlake Stations generally beginning at the Beltline and extending west along Lena Street.

utility: transfer and local service

station type: **A1** (no parking; curbside bus) Because this is above all a transfer point with the Beltline, accessibility should be primarily pedestrian. Bus and parking facilities are accommodated at the Westlake Station.

distance eastbound to Ashby: 0.5 miles

distance westbound to Westlake: 1.2 miles

estimated relative capital cost *: +/- **\$130** million (* not total cost)

est. daily transit round trips: 2,000 (see table 3.1)

cost/benefit tier: **tier 3** (see table 3.2)

advantages:

- streamlines Beltline alignment
- no/little land acquisition required

disadvantages:

- scores poorly in cost/benefit due to high cost and low trip potential (tier 3)
- underground condition adds to station cost; service disruption to uncap and recap track adds to station cost
- track curvature requires changes in MARTA standards
- limited construction access through residential area
- no/little transit-oriented development potential
- limited existing ridership in low-density neighborhood

immediate actions:

- Begin process of changing MARTA standards to allow station platforms at horizontal curves that still meet ADA requirements.

physical condition:

When the underground West line was originally built, all the houses on the south side of Lena Street were demolished. On the Hunter Hills side of the Beltline, a large green meadow now occupies that space and includes the PATH Foundation's Westside Trail. The new station would begin at a point near the Beltline crossing east of Stafford Street and extend west below the meadow. The station would be fully underground and only small openings would provide access east to the Beltline and Washington Park and west toward Burbank Drive and bus route #53. The greenspace on top of the station would be replaced and enhanced.

80% platform condition: **underground**

platform type: **side**

curvature: **ADA compliant; beyond MARTA standards**

service disruption: **yes – uncapping**

property ownership: **+/- 100% is MARTA/public; ownership rights unclear but relevant property appears controlled by MARTA**

limiting factors:

- Service disruption would likely be required to uncap the underground line and then recap it with the new station.
- Access for station construction would be through quiet residential neighborhoods.
- MARTA's previous analysis of this station says that this location is "closer to Ashby Station than is operationally desirable."

alternatives:

1. Without this infill station, direct access from the West Line to the Beltline is limited to the option currently shown in MARTA's Beltline LPA: running east to Ashby Station via Lena Street and returning to the Beltline right-of-way via Mayson-Turner Road.
2. If the on-street connection to Ashby described in alternative 1 is not possible, then no direct connection between the Beltline and West Line would exist. The walking distance from the Beltline to Ashby is 0.4 miles. In this case, a connection to the Proctor Creek Line (see proposed infill P3.5 Simpson Station) becomes even more important because at least riders coming from downtown could make a direct transfer to the Beltline.

development potential:*current development:*

- *retail sf:* 0
- *office sf:* 0
- *residential units:* 0
- *details:* see table C3.1d

TOD potential:

- Little or none

developer partners: none**strategic position:***strategic regional position:* intown connection to Beltline*transfer opportunities:*

- local bus
- Beltline

agency partners:

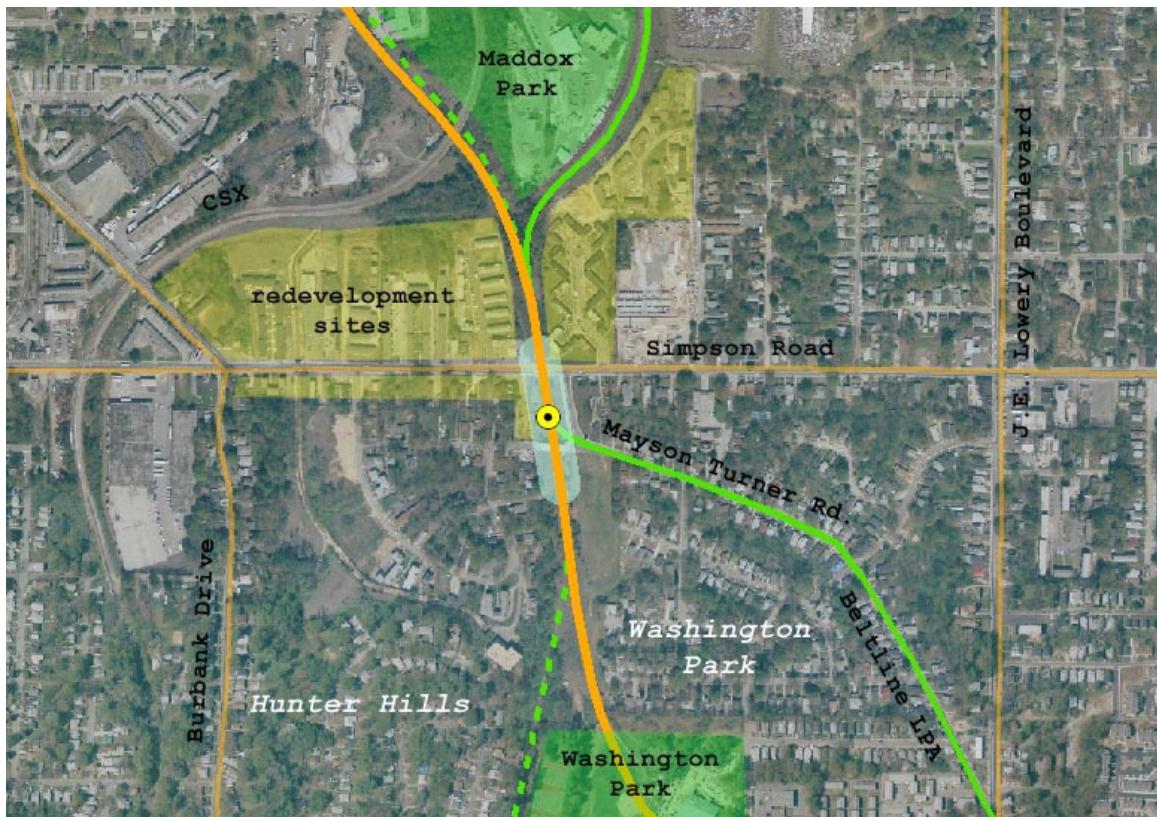
- City of Atlanta/Beltline is a potential partner for station support and funding (this station is **not** within the Beltline Tax Allocation District).

relevant studies:

- MARTA has previously identified this site as a potential infill station site.
- Supported by Citizens for Progressive Transit in their "Visualize World Class Transit" map – labeled "Washington Park" Station.
- City of Atlanta's 2005 Beltline Redevelopment Plan does not show a direct connection between the Beltline and the West MARTA line.
- MARTA's 2007 Beltline LPA shows an on-street connection to Ashby Station via Lena Street and Mayson-Turner Road.

P3.5**Simpson Station**

Simpson Station is an opportunity to both improve transit system integration between MARTA's Proctor Creek line and the Beltline, (particularly if a West line connection is not possible), and take advantage of large-scale redevelopment opportunities in the Simpson Road corridor.



a: boarded up apartments at station



b: platform location at Simpson Road

station overview:

jurisdiction: Atlanta/Fulton

location: Proctor Creek Line between Ashby and Bankhead Stations generally beginning on the north side of Simpson Road and extending south beyond Mobile Street.

utility: transfer and TOD

station type: **A2** (no parking; bus facility) Because this is above all a transfer and TOD opportunity, accessibility should be primarily pedestrian. Parking facilities are accommodated at the Westlake Station.

distance eastbound to Ashby: 0.7 miles
distance westbound to Bankhead: 0.7 miles

*estimated relative capital cost *:* +/- **\$33** million (* not total cost)
est. daily transit round trips: 2,300 to 2,500 (see table 3.1)
cost/benefit tier: **tier 1** (see table 3.2)

advantages:

- scores well in cost/benefit due to low cost (tier 1)
- connects to Beltline
- large and multiple redevelopment opportunities on both sides of track
- less expensive station construction conditions
- MARTA owns portion of land required
- increases use of Proctor Creek Line investment
- already noted in City of Atlanta's redevelopment plans

disadvantages:

- not a high regional impact station

immediate actions:

- Because development of the adjacent site is already well underway, no immediate actions are required.

physical condition:

The existing tracks are below street grade but are open to the sky. Platforms would be capped over with a public plaza bounded by Simpson Road to the north and Mobile Street to the south. The Beltline platforms would be at plaza level, allowing the Beltline to simultaneously cross the MARTA line and head to the northeast after crossing Simpson Road. Bus stalls would also be provided at the plaza level.

80% platform condition: open cut
platform type: side
curvature: MARTA compliant
service disruption: minimum
property ownership: +/- 90% is MARTA/public; limited acquisition likely south of Mobile Street for full-length (600') northbound platform.

limiting factors:

- Ideally the underpass at Simpson Road would be replaced so that platforms and station access could extend to the north side of the street for greater access.

relevant notes:

- Although Bankhead Station is only built at half the length of a regular MARTA station, and therefore full-length trains do not service the Proctor Creek Line, this analysis assumes full-length station platforms at Simpson.

- South of Mobile Street and east of the MARTA track, a parcel is being redeveloped with several large houses. While it would have been ideal for this development to not take place, it should not prevent station implementation.

development potential:*current development:*

- retail sf: 4,000 sf
- office sf: 4,000 sf
- residential units: 11
- details: see table C3.1d

TOD potential:

- While no major redevelopments are underway, the potential for the Simpson Road corridor is considerable and has been documented in a number of studies.

developer partners:

- Developers are currently looking at large assemblages. City of Atlanta/Beltline is a potential partner for station support and funding

strategic position:*strategic regional position:* intown connection to Beltline*transfer opportunities:*

- local bus
- Beltline – this is a critical connection for the Beltline, particularly if the Hunter Hills infill station is not constructed and the stub connection to Ashby Station is not possible. In that case, it would be the only connection to MARTA's West line.

agency partners:

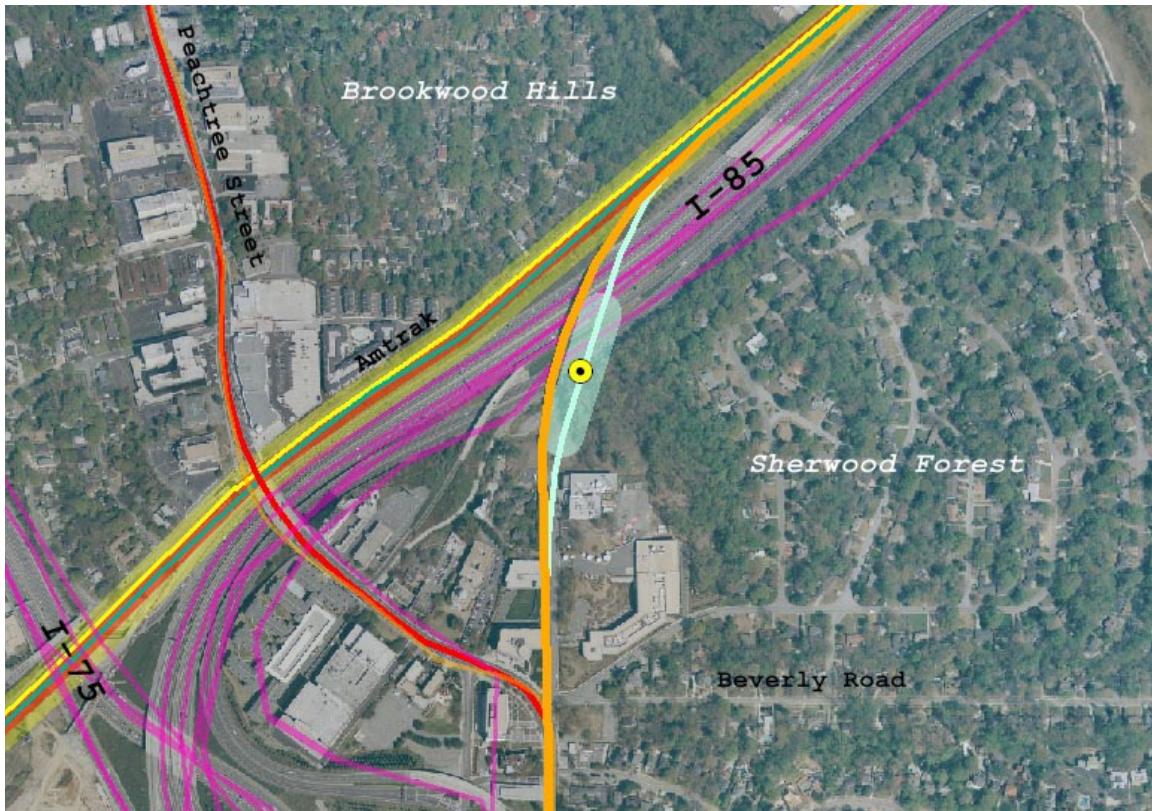
- City of Atlanta/Beltline is a potential partner for station support and funding (this station is within the Beltline Tax Allocation District).

relevant studies:

- MARTA has previously identified this site as a potential infill station site.
- Supported by Citizens for Progressive Transit in their "Visualize World Class Transit" map.
- Incorporated into Trust for Public Land's 2004 Beltline greenspace plan: "The Beltline Emerald Necklace".
- Incorporated into City of Atlanta's 2005 Beltline Redevelopment Plan.
- Supported by the 2006 Bankhead MARTA Station LCI.
- Supported by the 2006 Simpson Road Redevelopment Plan Update.

N5.3**Uptown Station**

Uptown Station serves an increasingly dense extension of the Midtown business district northward along Peachtree Street, including a limited amount of remaining redevelopment opportunity in this highly-desirable area. Uptown Station is the most-studied infill station opportunity to date due to adjacent landowner interest in the project. As a result, it has a substantial amount of design and engineering information already available.



a: high-density buildings in area



b: tunnel head at I-85

station overview:

jurisdiction: Atlanta/Fulton

location: North Line between Arts Center and Lindbergh Stations
generally beginning just inside the North Line tunnel

october 2007 : insomnia LLC : market + main, inc.

and extending north over Buford Highway and the northbound lanes of I-85.
utility: TOD and local service
station type: **A1** (no parking; curbside bus) Because this is above all a TOD opportunity, accessibility should be primarily pedestrian. Bus transfer facilities are accommodated at the Arts Center Station.

distance southbound to Arts Center: 0.8 miles
distance northbound to Lindbergh: 1.8 miles (1.0 miles to Armour)

*estimated relative capital cost *:* +/- **\$114** million (* not total cost)
est. daily transit round trips: 4,100 to 7,900 (see table 3.1)
cost/benefit tier: **tier 2** (see table 3.2)

advantages:

- significant new development underway in station area
- alternative to a-b bridge improves operations
- large and multiple redevelopment opportunities
- connection to Peachtree Streetcar and I-85 bus lines
- adjacent land owner is interested in joint development
- MARTA owns portion of land required
- serves SCAD campus and other institutions

disadvantages:

- scores average in cost/benefit due to high cost (tier 2)
- increased cost due to service disruption
- local roadway access to station area is extremely limited

immediate actions:

- Because the Dewberry development is now well underway and partially complete, no immediate actions are required.

physical condition:

While a more desirable location may be further south adjacent to Peachtree Street, several factors were identified in a previous study including underground rock and service disruption that would contribute to extremely high costs for the station at that site. The study proposed an alternate location outside of the North Line tunnel head and elevated over Buford Highway and the northbound lanes of I-85. The station proposal would realign both northbound and southbound tracks, abandoning the existing I-85 overpass structure for another use.

80% platform condition: elevated/constrained
platform type: center
curvature: MARTA compliant
service disruption: minimum
property ownership: +/- 75% is MARTA/public; area landowners likely to contribute remaining property/access.

limiting factors:

- There are no apparent limiting factors beyond obvious structural challenges to building over the freeway.

alternatives:

1. The station access enhancement project for the Arts Center Station described in Appendix B would achieve some goals of this infill station by extending the reach of that station north toward Pershing Point.

development potential:

current development:

- *retail sf:* 75,000 sf
- *office sf:* 275,000 sf
- *residential units:* 1,660 units
- *details:* see table C3.1d

TOD potential:

- Current development is consistent with TOD principles.
- Limited but desirable redevelopment opportunities remain in the area.

developer partners:

- Dewberry Capital, which has constructed two towers in the area with plans for more has expressed support for this station and is willing to contribute land.

strategic position:

strategic regional position: no

transfer opportunities:

- local bus
- two blocks to Peachtree Streetcar

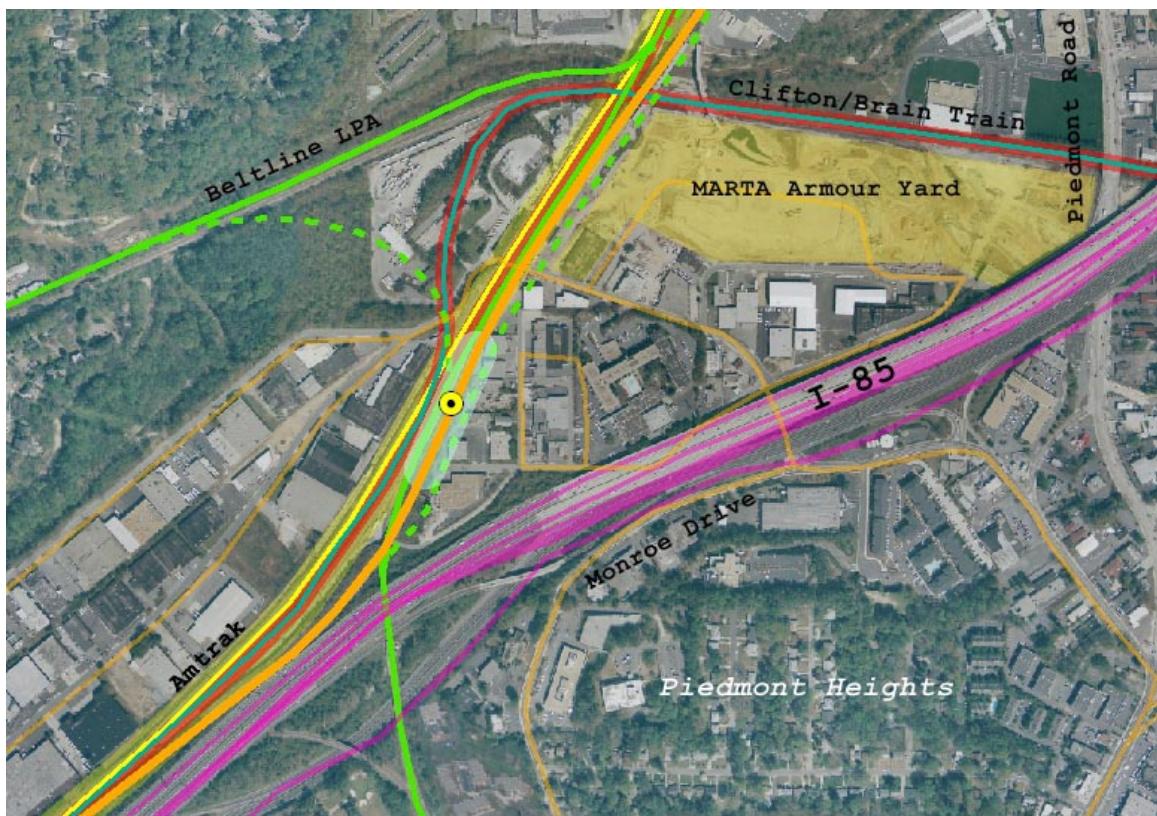
agency partners: no

relevant studies:

- 2005 memorandum by MARTA consultants in partnership with Dewberry Capital illustrated the concepts and costs of this station proposal.
- Supported by Citizens for Progressive Transit in their "Visualize World Class Transit" map - labeled "Pershing Point" Station.

N5.7**Armour Station**

The primary objective of a new station at Armour Drive is to connect existing and proposed transportation facilities. Armour Station could link Amtrak's Crescent Line directly to MARTA rail, as well as provide a terminal for regional bus service to the north metro area with easy inbound and outbound access to both I-85 and I-75. In addition, the station would improve transit system integration between MARTA's North Line and the Beltline, (rather than jog the Beltline off-route north to Lindbergh), and could also serve proposed routes to the Clifton Corridor and commuter rail service to Athens via Emory University (a.k.a. the Brain Train). Armour Station would be a true multi-modal station and would complement service to the proposed downtown terminal. Armour Station also has significant opportunity for new transit-oriented development in the station area.



*a: view of platform area**b: view from Armour Drive***station overview:**

jurisdiction: Atlanta/Fulton
location: North Line between Arts Center and Lindbergh Stations generally beginning at the western end of Plasters Avenue and extending north toward Armour Drive.
utility: transfer and TOD
station type: A3 (garage parking; bus facility) Because this station has opportunities for all kinds of access, it will require all types of facilities.

distance southbound to Arts Center: 1.8 miles (1.0 miles to Uptown)
distance northbound to Lindbergh: 0.8 miles

estimated relative capital cost *: +/- **\$72** million (* not total cost)
est. daily transit round trips: 7,500 to 8,000 (see table 3.1)
cost/benefit tier: **tier 1** (see table 3.2)

advantages:

- scores well in cost/benefit due to high trip potential (tier 1)
- multiple transit connections: Amtrak Crescent Line, I-85 and I-75 bus lines, Beltline, Clifton Corridor/C-Loop, commuter rail to Charlotte and Brain Train
- streamlines Beltline alignment
- MARTA owns portion of land required
- true multi-modal station complements future downtown terminal
- key regional strategic connection (Athens to Airport)
- large and multiple redevelopment opportunities
- significant new development underway in station area
- less expensive station construction conditions

disadvantages:

- realignment of spur track to Armour Yard Facility required

immediate actions:

- Previous plans to sell excess land owned by MARTA in the station vicinity should be stopped permanently.
- MARTA should begin conversations with other potential partners: Amtrak, GDOT, GRTA, etc.

physical condition:

Station would sit on existing north line tracks starting just south of Armour Drive (image N5.7b above) and extend south toward Mayland Drive (image N5.7a). Most of the platform area is at grade. The eastern platform would abut Norfolk Southern's Armour Yard facility.

80% platform condition: grade
platform type: side
curvature: MARTA compliant
service disruption: minimum
property ownership: +/- 50% is MARTA/public; some acquisition required, especially for parking and bus facilities

limiting factors:

- One large new development is currently under construction and if sites adjacent to the MARTA track were to be similarly

redeveloped, the opportunity for this station would become severely constricted.

- Station roadway access needs improvement around entrance and exit ramps to Buford Highway/I-85 and along Armour Drive at Monroe Drive exit if heavy bus activity is anticipated.
- Northbound spur track leading into MARTA's Armour Yard maintenance facility would need to be realigned.

relevant notes:

- Station would significantly reduce costs for Beltline transit by eliminating the lengthy spur north and high bridging over Peachtree Creek into Lindbergh Station.
- In the short term, this station would enable rail passenger service to Athens and other northside destinations, as well as Amtrak to connect directly to MARTA rail before undertaking the cost and complexity of extending service south into the downtown multi-modal terminal which connects via Howell's Junction. Connecting south into downtown is still necessary and a priority, but the logistics and costs are considerable.
- This station is within the Beltline Tax Allocation District.

alternatives:

development potential:

current development:

- retail sf: 40,000 sf
- office sf: 90,000 sf
- residential units: 903 units
- details: see table C3.1d

TOD potential:

- Significant TOD potential exists along Armour Drive both east and west of the station; in fact, some redevelopment is already underway (see above).
- Community generally showed support for density in the Armour area during the 2005 Beltline Redevelopment Plan.
- One limiting factor to this growth, however, is that vehicular access to the area is restricted to only one point via Armour Drive to Monroe Drive. An improved street network is necessary to establish a vibrant walking district that would be consistent with an Armour Station TOD. Relevant to the Beltline and Peachtree Corridor, there has been limited discussion of a roadway connection west to Peachtree Street along Peachtree Creek and another north to Peachtree Hills Avenue.

developer partners:

- Adjacent properties are limited in size with multiple ownership, however some developers have expressed interest in assembling property in the area.

strategic position:

strategic regional position: Of all the infill stations, Armour has the most impressive opportunity to demonstrate how strategic investment in MARTA can serve the entire region. By tying together so many modes from both

within and beyond MARTA's service area, a larger regional purpose is served.

transfer opportunities:

- local bus
- regional bus lines (GRTA XPress, Gwinnett, Cobb, etc.)
- Amtrak (Crescent Line; relocate stop from Brookwood to Armour)
- Southeast High Speed Rail (SEHSR) Corridor
- Beltline (instead of stub north to Lindbergh)
- Clifton Corridor/Emory/C-Loop
- commuter rail – Athens (Brain Train), Gainesville
- I-75 NW High Capacity BRT (instead of Arts Center Station)
- park & ride; 1000 space garage; \$14,000 per space

agency partners:

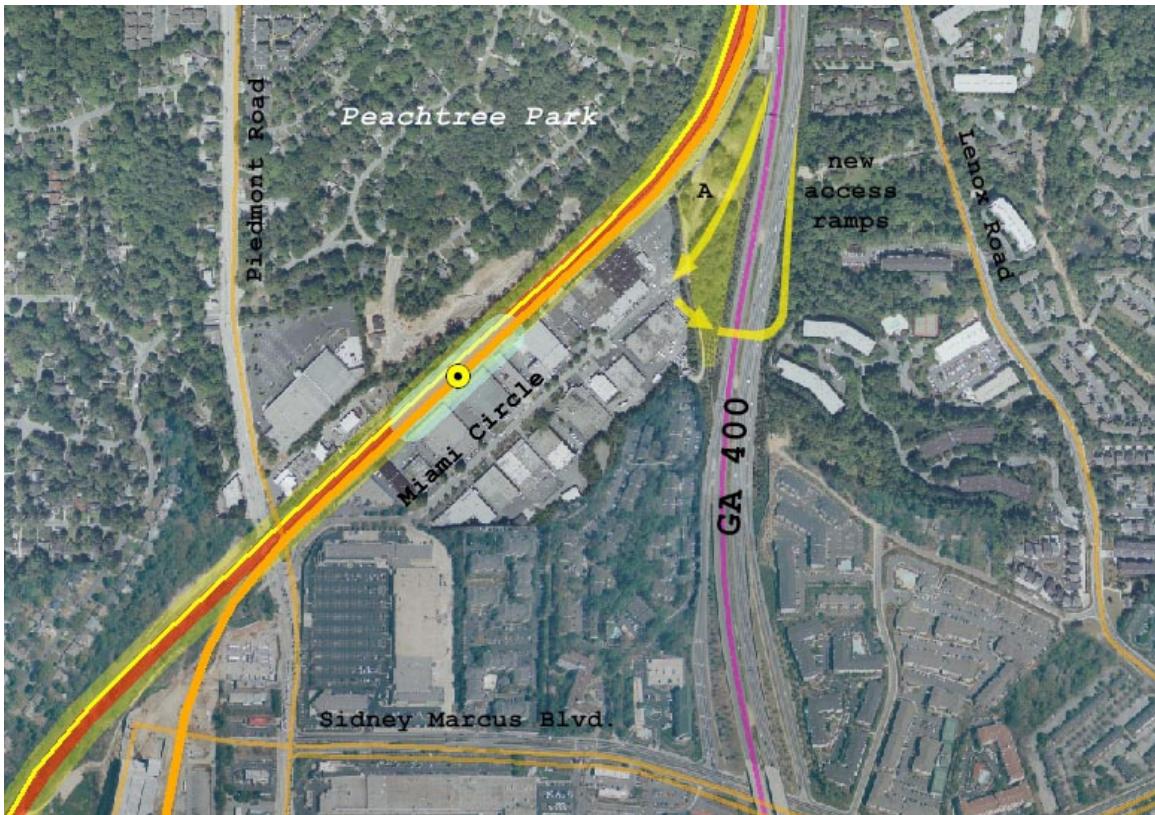
- Amtrak would get a new, more accessible station which should improve ridership. Direct connection between Amtrak and MARTA rail.
- GRTA and northside regional bus routes could support a bus terminal connected directly to a MARTA station that does not require navigating city streets.
- City of Atlanta/Beltline is a potential partner for station support and funding (this station is within the Beltline Tax Allocation District).
- GDOT for commuter rail connections.
- Emory University is planning transit connections to MARTA and this may be more convenient.

relevant studies:

-
- Opportunity first identified by Georgia Tech planning graduate students Michael Fleming, Q. Binh Dam and David Emory in 2003 report: "Armour Station" for professor Michael Meyers.
 - Further documented by Citizens for Progressive Transit in a flyer called "Armour Station: Getting the Most Out of Beltline Transit" and incorporated in their "Visualize World Class Transit" map. See <http://www.cfpt.org/pages/armour>.
 - City of Atlanta's 2005 Beltline Redevelopment Plan shows Beltline engaging Lindbergh Station, but also shows the Armour industrial district partially redeveloped with dense residential and mixed-use buildings.
 - MARTA's 2007 Beltline LPA shows connection to Lindbergh Station.
 - The 2007 'Blueprints for Successful Communities' program by the Georgia Conservancy with Georgia Tech and the Piedmont Heights Civic Association shows a station at Armour. 'Blueprints' is an education and technical assistance program of the Georgia Conservancy designed to facilitate community-based planning across the state. It has been conducted in several communities in the City of Atlanta and frequently results in changes to land use planning documents and other initiatives. This was a public process and demonstrates public support for a station at Armour.

N6.5**Miami Circle Station**

Miami Circle Station is an opportunity for significant transit oriented development, as well as improved service to two large residential complexes that front Sidney Marcus Boulevard. Its proximity to Georgia 400 also makes it ideal for a regional bus transfer station and park & ride facility.



a: view south along station site



b: view north on GA 400 to ramp site

station overview:

jurisdiction: Atlanta/Fulton

location: North Line between Lindbergh Station and Buckhead/Lenox Stations, approximately midway between Piedmont Road and Georgia 400.

utility: transfer and TOD
station type: **A3** (garage parking; bus facility) Because this station has opportunities for all kinds of access, it will require all types of facilities.

distance southbound to Lindbergh: 0.7 miles
distance northbound to Buckhead: 1.5 miles
distance northbound to Lenox: 1.2 miles

*estimated relative capital cost *:* +/- **\$54** million (* not total cost; does not include entrance and exit ramps to GA 400)
est. daily transit round trips: 3,900 to 4,700 (see table 3.1)
cost/benefit tier: **tier 1** (see table 3.2)

advantages:

- scores well in cost/benefit due to low cost and strong trip potential (tier 1)
- direct terminus for GA 400 bus routes
- direct access for GA 400 park & ride
- large and multiple redevelopment opportunities
- less expensive station construction conditions
- possible partnership opportunities with SRTA/GDOT on I-85/GA 400 interchange improvements

disadvantages:

- access ramps to GA 400 add to station cost
- local roadway access to station area is extremely limited

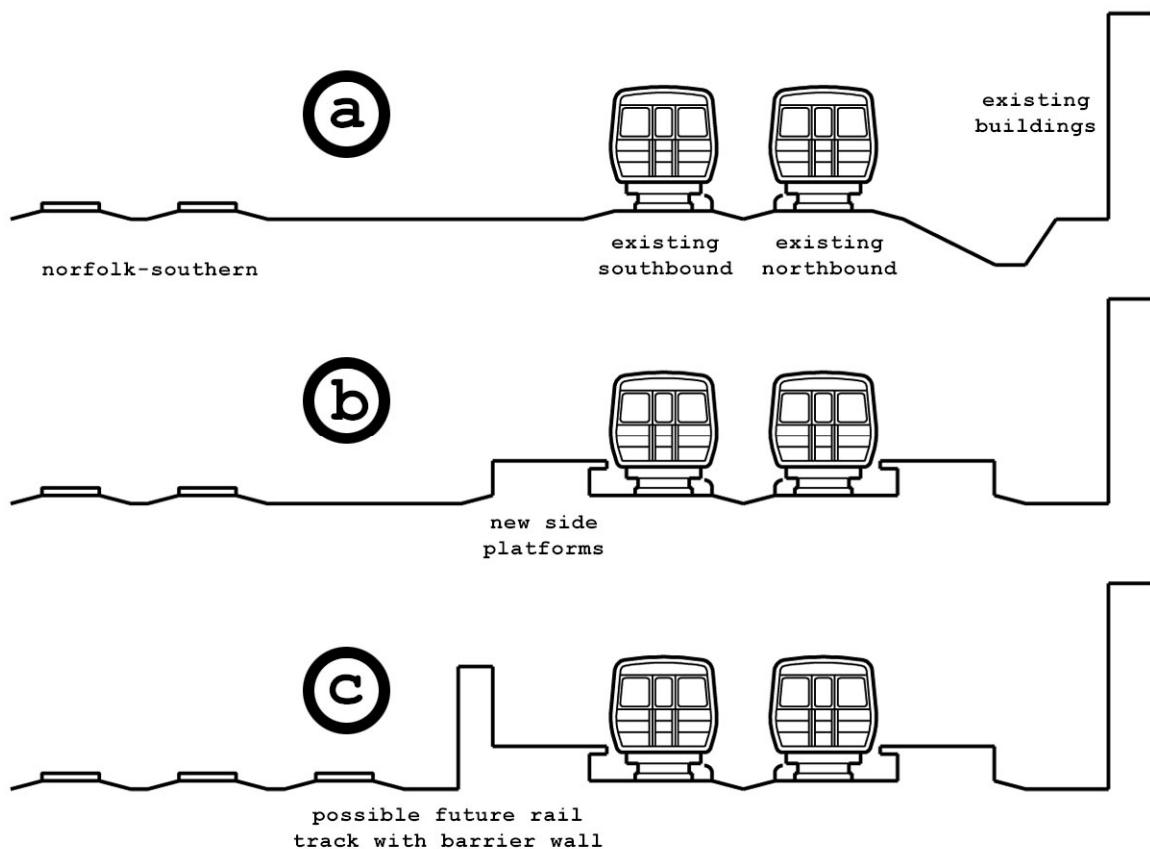
immediate actions:

- MARTA should begin conversations with SRTA.

physical condition:

Miami Circle Station sits at grade along the North Line MARTA tracks behind several single-story warehouse and commercial structures. Norfolk Southern's main line follows along the north side of the tracks. The bus transfer facility and parking garage would be primarily accessed by a new southbound exit ramp from GA 400 with return northbound ramp.

80% platform condition: grade
platform type: side
curvature: MARTA compliant
service disruption: minimum
property ownership: +/- 30% is MARTA/public; MARTA already owns land for ramp and access to GA 400, but some acquisition necessary for station access, parking and bus facilities.



concept diagram: new side platforms with future third railroad track

limiting factors:

- In order to fit a side platform on the southbound MARTA track, MARTA would need to renegotiate separation to Norfolk Southern. There appears to be sufficient width, however, to accommodate the platform and a future third track for the railroad if a barrier wall is built similar to the wall at Oakland City Station.
- High density TOD is probably limited by the poor existing street framework in the station area. Dense growth would likely require difficult roadway connections south to Sidney Marcus Boulevard.
- Access ramps to GA 400 would require significant coordination with SRTA, GDOT and other agencies.

relevant notes:

- Land required for ramps on west side of GA 400 is already owned by MARTA.
- Existing grade on both sides of GA 400 should be helpful in accommodating new access ramps to the highway, which could be included in ongoing plans to reconfigure the GA 400/I-85 interchange immediately south of this site.

alternatives:

- If MARTA is unable to renegotiate separation with railroad, then a center-style platform could be constructed but would require property acquisition and realignment of northbound track similar to conditions at Jefferson Park and Oglethorpe infill stations.

development potential:

current development:

- *retail sf:* 0
- *office sf:* 0
- *residential units:* 0
- *details:* see table C3.1d

TOD potential:

- There is significant TOD potential in the station area, although with only one outlet onto Piedmont Road, the existing street network does not appear sufficient to accommodate high density.

developer partners:

- Landowners/developers in the Miami Circle district, particularly those along the station site, could contribute property to optimize station site and access.

strategic position:

strategic regional position: Park & ride and regional bus connection opportunities would allow Miami Circle station to strategically serve the region. Auto commuters frustrated with traffic headed into the central city could exit and easily transfer to MARTA.

transfer opportunities:

- local bus
- GRTA and other long-range bus (including new entrance and exit ramps to GA 400)
- park & ride (including new entrance and exit ramps to GA 400); 1000 space garage; \$14,000 per space
- commuter rail – Gainesville

agency partners:

- SRTA (State Road and Tollway Authority) could incorporate ramps and access to the station in plans to reconfigure the I-85/GA 400 interchange. This would allow park & ride access from both north Fulton and Gwinnett (and beyond).
- GRTA and northside regional bus routes could connect to MARTA before engaging downtown traffic.

relevant studies:

- No evidence found of previous station proposals in this area

NE8 .3**Oglethorpe Station**

Oglethorpe Station is an opportunity to take advantage of a major new redevelopment and also improve service to significant existing populations in the Peachtree Road corridor including direct access to Oglethorpe University.



a: view north along Peachtree Rd.



b: view south from university

station overview:

jurisdiction: unincorporated/DeKalb

location: North Line between Brookhaven and Chamblee Stations centered generally on the intersection of Peachtree Road with Hermance Drive.

utility: TOD and local service

station type: **A1** (no parking; curbside bus) Because this is above all a TOD opportunity and because right-of-way is quite constricted, accessibility should be primarily pedestrian. Bus and parking facilities are accommodated at the Brookhaven Station.

distance southbound to Brookhaven: 0.9 miles
distance northbound to Chamblee: 1.8 miles

*estimated relative capital cost *:* +/- **\$75** million (* not total cost)
est. daily transit round trips: 1,700 to 4,600 (see table 3.1)
cost/benefit tier: **tier 2** (see table 3.2)

advantages:

- significant new development underway in station area by Sembler directly across Peachtree Road
- multiple redevelopment opportunities on both sides of track
- university desires closer link with transit for students

disadvantages:

- scores average in cost/benefit due to average cost and average trip potential (tier 2)
- constricted right-of-way requires realignment of southbound track; service disruption adds to station cost
- Peachtree Road would need to be narrowed/realigned
- narrow center platform may require changes to MARTA standards

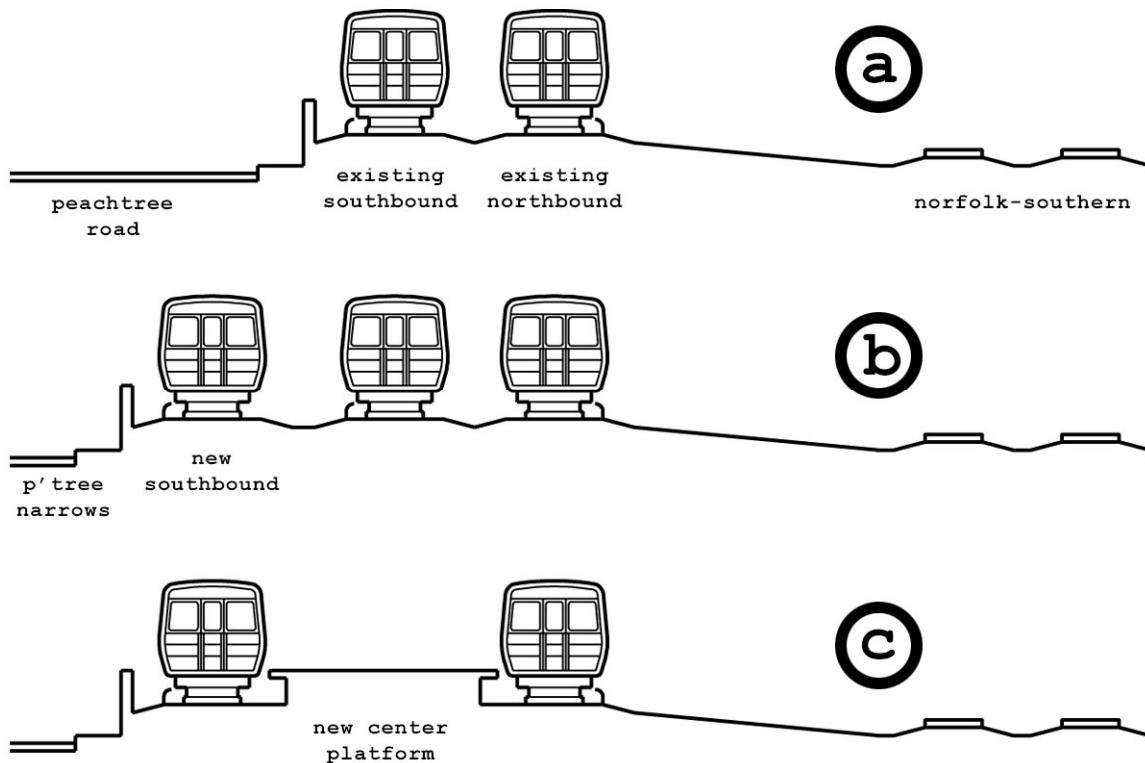
immediate actions:

- Begin process of changing MARTA standards to allow narrow center platforms.

physical condition:

The existing tracks are at grade but there is insufficient width for platforms. In order to take advantage of this opportunity, Peachtree Road would need to be narrowed and the southbound track realigned to allow a narrow center platform (see sketch below). Because of its narrow dimension, access to the platforms would be limited to each end. New pedestrian access would also be provided to the apartment communities along Caldwell Road which sit across the Norfolk Southern main line just east along the MARTA tracks.

80% platform condition: *grade*
platform type: *center; narrower than MARTA standards*
curvature: *MARTA compliant*
service disruption: *yes - single tracking*
property ownership: *+/- 80% is MARTA/public; limited acquisition required for access points only; developers and university could donate access points.*



concept diagram: Peachtree Road narrowed and southbound track realigned

limiting factors:

- GDOT and DeKalb County would have to agree to reconfiguration of Peachtree Road between the University entrance and Cross Keys Drive. The roadway currently has three southbound lanes and two northbound lanes separated by a turning lane. Approximately 16-20' is needed; this can be achieved one of two ways:
 - This would be reduced to two lanes in each direction. Northbound drivers on Peachtree Road would be provided a left turn lane at Cross Keys Drive and at the main University entrance, but not between. This would provide approximately 20' for a center platform.
- A 20' center platform is narrower than current MARTA standards, requiring further review by the MARTA Board.

alternatives:

1. Rather than narrowing Peachtree Road, MARTA could renegotiate its horizontal clearance with CSX where there is sufficient room to realign the northbound track and allow a narrow center platform. If necessary, this may require a barrier wall similar to that at Oakland City Station.

development potential:

current development:

- retail sf: 675,000 sf
- office sf: 150,000 sf
- residential units: 1,586 units
- details: see table C3.1d

TOD potential:

- A few large redevelopable parcels remain within walking distance from the station site on both the Peachtree and Caldwell sides of the track.
- Sembler Company broke ground October 18th on a massive new mixed use project directly across the street at Cross Keys Drive. With over 600,000 square feet of retail and 1,500 residential units, this project is a cornerstone for station-area TOD.
- Oglethorpe University is breaking ground on a new residential hall and has been promoting student use of transit.

developer partners:

- Sembler Company could have been a partner if the infill station process had begun earlier. There may still be some opportunity to partner with Sembler on access points and street frontage.

strategic position:

strategic regional position: no

transfer opportunities:

- local bus
- commuter rail – Gainesville

agency partners:

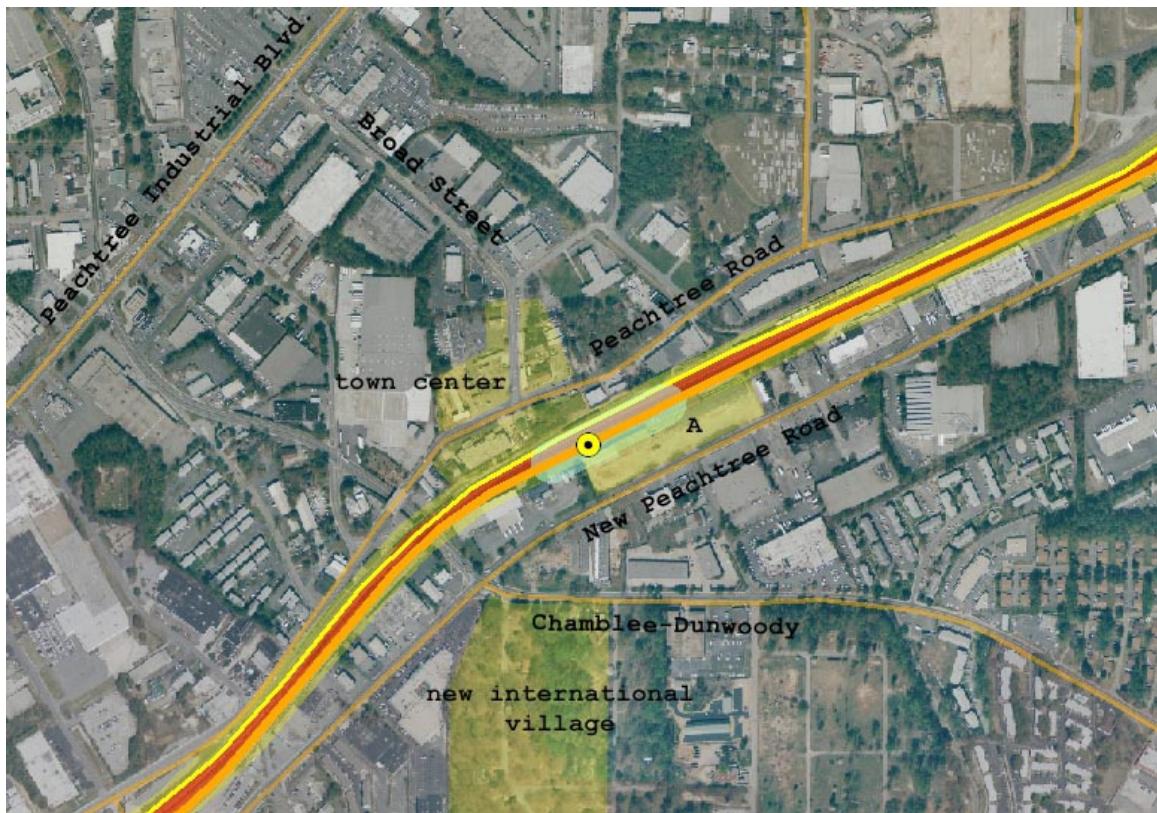
- Oglethorpe University could be a strategic partner in assembling support for this station, particularly the more difficult task of approvals to narrow Peachtree Road.

relevant studies:

-
- No evidence found of previous station proposals in this area
 - While the 2005 Brookhaven LCI plan did not include a new station at this location, it did include development recommendations consistent with TOD at a new MARTA station, including redevelopment on the site of Sembler's current project.

NE9.5**Old Chamblee Station**

While the existing Chamblee Station serves portions of the city further south and east near Clairmont Road and DeKalb-Peachtree Airport, Old Chamblee Station presents a viable opportunity to reenergize the historic town center of Chamblee with transit-supportive growth as well as serve a growing international market along New Peachtree and Chamblee-Dunwoody Roads.



a: view from historic Chamblee



b: view south along NS tracks

station overview:

jurisdiction: Chamblee/DeKalb

location: North Line between Chamblee and Doraville Stations
generally located between extensions of Broad Street and Ingersoll Rand Drive.

utility: TOD and local service

station type: **A1** (no parking; curbside bus) Because this is above all a TOD opportunity, accessibility should be primarily pedestrian. Bus and parking facilities are accommodated at the Chamblee and Doraville Stations.

distance southbound to Chamblee: 0.7 miles

distance northbound to Doraville: 1.2 miles

*estimated relative capital cost *:* +/- **\$68** million (* not total cost)

est. daily transit round trips: 2,200 to 3,100 (see table 3.1)

cost/benefit tier: **tier 2** (see table 3.2)

advantages:

- significant new development underway in station area including International Village
- large and multiple redevelopment opportunities on both sides of track
- zoning of station area supports transit-oriented development; highest densities allowed in the City of Chamblee

disadvantages:

- scores average in cost/benefit due to average cost and average trip potential (tier 2)
- elevated condition adds to station cost
- station orientation would be greatly improved with joint redevelopment of Plaza del Sol property

immediate actions:

- No immediate actions are required.

physical condition:

Old Chamblee Station platforms would sit elevated on the existing North Line tracks from a point near the end of Broad Street north to Ingersoll Rand Drive. Because the main Norfolk Southern line is between MARTA and the historic Chamblee commercial district, new pedestrian connections would be created linking the two. The station would sit generally behind the Plaza del Sol shopping center along New Peachtree Road and serve fully the emerging international market there as a catalyst for continued investment.

80% platform condition: elevated

platform type: side

curvature: MARTA compliant

service disruption: minimum

property ownership: +/- 50% is MARTA/public; significant acquisition for structural supports and access points.

limiting factors:

- Station orientation would work best if it included redevelopment of the existing Plaza del Sol shopping center on New Peachtree. This is not necessary, but would greatly improve station configuration.

relevant notes:

alternatives:

october 2007 : insomnia LLC : market + main, inc.

development potential:

current development:

- *retail sf:* 213,000 sf
- *office sf:* 21,000 sf
- *residential units:* 471 units
- *details:* see table C3.1d

TOD potential:

- Several new developments are already underway both in historic Chamblee and also in the international district on the south side of the tracks (see above).
- The area surrounding the station is already TOD-supportive by allowing the highest densities possible in the City of Chamblee.

developer partners:

- The owner/developer of Plaza del Sol is a obvious partner for station development.

strategic position:

strategic regional position: no

transfer opportunities:

- local bus
- commuter rail - Gainesville

agency partners:

- City of Chamblee could coordinate effort/incentives.

relevant studies:

- No evidence found of previous station proposals in this area