

the green line

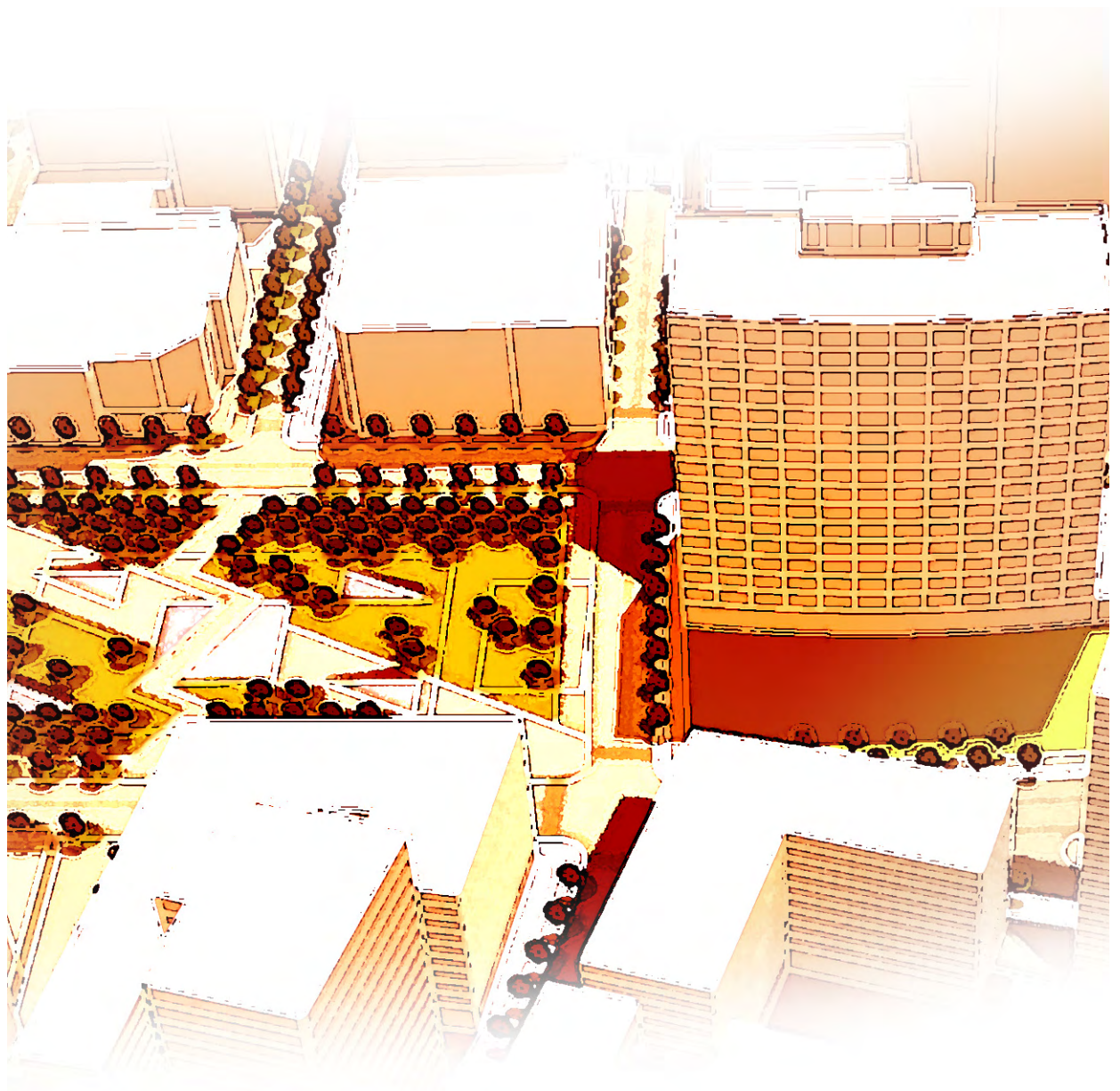
DOWNTOWN ATLANTA



Central Atlanta Progress
Atlanta Downtown Improvement District

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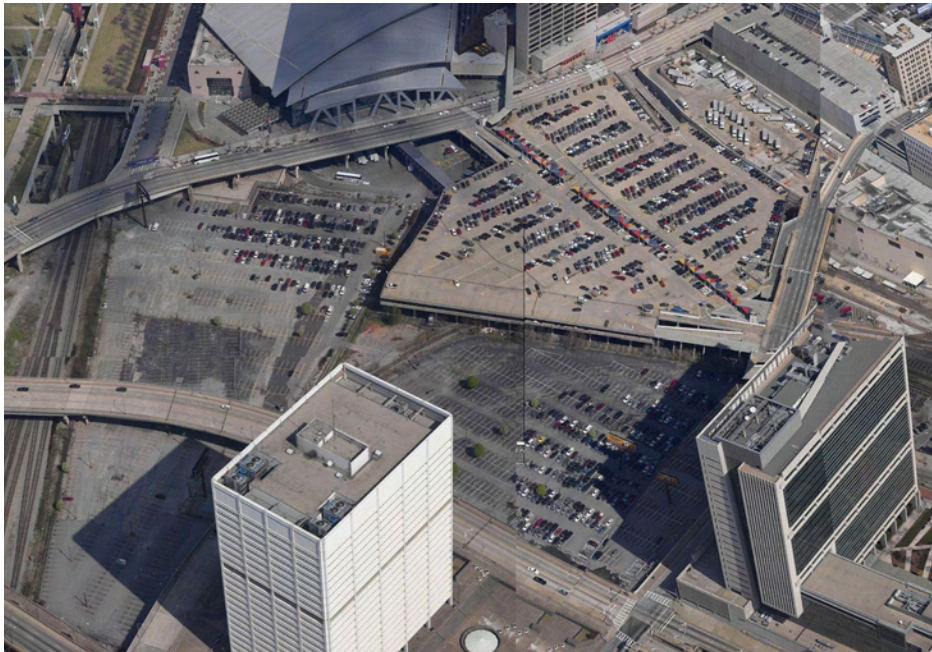
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Introduction

Like many cities across the country, the City of Atlanta is faced with the challenge of planning for change and determining new uses for post-industrial and underutilized areas. This evolution includes the transformation of vacant land, surface parking lots, abandoned rail lines and deteriorating buildings into highly desirable places where parks and greenways can be integrated and drive future economic development.

Investment trends around the country now favor rebuilding our urban areas to become places where people live and work as the answer to rising energy costs, traffic congestion and suburban sprawl. The new economic model recognizes the demand for a shorter commute and the benefits of living in a dynamic, lively, walkable urban environment. Immense potential lies within the heart of Atlanta with renewed interest in living Downtown and building on the momentum of development throughout the City of exciting new mixed use developments, shopping, arts, educational and entertainment centers.



The Gulch in Downtown Atlanta: Formerly highly active rail yards (passenger and freight), now used for parking and limited freight rail. The key question for this part of Downtown is 'How can land development and transit be equally supportive?'

A series of initiatives supported by Central Atlanta Progress and the Atlanta Downtown Improvement District, working with the community, has recognized the distinct identity of Downtown "...on the threshold of a new age, one of heightened activity and greater prosperity."

The purpose of this study is to build upon these initiatives and develop an urban design strategy for one of the most challenging areas of Downtown known as the 'Gulch'. This plan illustrates the development potential within a ninety-four acre area, which includes the Gulch and a portion of the East-West Corridor of Downtown Atlanta.

The area is also the site for the proposed Multi Modal Passenger Terminal (MMPT) that "... will be the region's major passenger terminal with facilities for new commuter rail and intercity rail services, including Amtrak, as well as intercity and regional express buses."

A Downtown location for a "landmark" station is ideal for its proximity to the rail corridors that radiate into and out of Atlanta. This includes three MARTA transit stations, notably the Five Points station, which provides links throughout the metropolitan Atlanta region and to the Hartsfield Jackson Atlanta International Airport. It is anticipated that the economic potential of the area will be enhanced by the related development above and adjacent to the MMPT.

The adopted vision plan for *Imagine Downtown* includes ideas to shape physical growth such as

- Build new walkable, mixed-use neighborhoods on and around Centennial Hill
- Bridge the gaps in Downtown created by the Interstate
- Re-establish Peachtree as the premier street of the Southeast
- Connect all of Georgia through a state-of-the-art multi modal transportation hub
- Invigorate Auburn Avenue as the dynamic center of African-American culture, heritage and advancement
- Demonstrate the benefits of transit-oriented development around the Garnett MARTA station
- Unite Downtown and Midtown in a revitalized South of North (SoNo) neighborhood
- Support the Centennial Olympic Park district as Atlanta's showpiece destination

A Greener Atlanta

Atlanta has been rising to the forefront of the movement to reinvest in existing communities and redevelop brown field and underutilized pockets within the City. Atlantic Station and 'Glenwood Park' are two successful and prominent developments in recent time. Redevelopment of the Gulch and the East-West corridor will be another significant opportunity in the heart of Downtown Atlanta to demonstrate the best practices of environmentally responsible design.

Downtown will achieve a greener and a healthier future - social, economic and environmental - if development is guided by sustainable principles. This plan meets the intent of the principles outlined in the requirements for LEED Neighborhood Development certification that includes:

1. Neighborhood Pattern and Design

People are the most important ingredient to revitalize the Downtown area by making it a place to live, work and play. The ability to use multiple modes of transportation including walking, bikes, trains, commuter rail, buses, and taxis reduces dependence on single rider automobile use. Proximity to amenities and the workplace, to housing and shopping areas promotes lower car use.

Diversity is important. A variety of housing types from affordable rental units and student housing to 'for-sale' condominiums and senior living will create a vibrant and desirable neighborhood pattern.



Experience in markets such as Baltimore and Seattle shows that 1,000 to 2,000 new housing units are needed within a 10- to 15-minute walk to support one block of new commercial retail. Historic buildings will be considered for restoration and adaptive reuse.

2. Smart Location and Linkage

The plan builds on the framework established by Imagine Downtown to reconnect dead-end streets into a walkable, pedestrian friendly environment and street network. Improved transit facilities provide a backbone of public transportation infrastructure for the City and the Region. A significant feature of the proposed development is the new urban park that provides a green ribbon to define the area and serve as an active and passive recreation space while promoting walkability and community with lively public open space. The new park and street trees will create a more beautiful Atlanta, but also serve to conserve and mitigate storm water runoff and reduce the heat island effect of the urban environment.

3. Green Construction and Technology

The plan strongly promotes the use of Green Construction and Technology. Individual developers and building owners are encouraged to actively pursue LEED-NC or other LEED certification within this development zone.

History

The history of Atlanta is the story of a City that grew in response to its relationship with the railroads. The Gulch site, once known as 'Terminus' or the old 'Iron Triangle' was the junction of the Georgia Railroad, the Western & Atlantic Railroad and the Macon & Western Railroads which connects Atlanta to Augusta and Charlotte, Macon and Savannah and the Tennessee River Valley. Steady change has marked the area over the last century. The Gulch area today is primarily surface parking lots, but was once the old rail yard site. As recently as the 1970's, it was the location for the Union and Terminal Station.

In the 1920's, with the rise of the automobile age, the streets around the Gulch were elevated on viaducts for traffic concerns and public safety. It is the viaducts that make the redevelopment of the Gulch a challenge with great potential. History has presented us with the opportunity to:

- Maximize the development opportunities above the active rail
- Utilize the levels of the viaducts to organize the multi-modal transportation systems
- Create a street level experience that fosters a pedestrian environment worthy of a Great City.



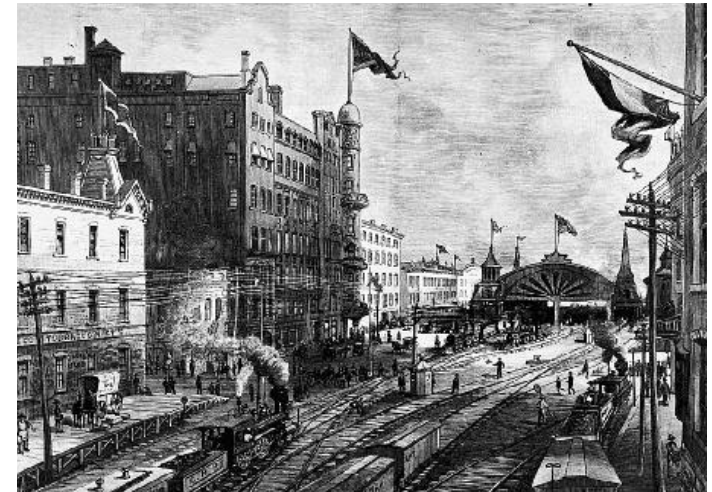
Atlanta's Union Station was one of two regional rail stations in Downtown Atlanta. The adjacent rail yard was the confluence of rail lines serving Union and Terminal Stations.



Postcard of Atlanta's Terminal Station demonstrates the architectural interest in Orientalism during the 1920's. The Fox Theatre on Peachtree Street was constructed during the same period.



Heavy railroad traffic alongside city streets led to the creation of the viaduct system for the purpose of public safety.



This ink drawing illustrates the railroad yards at Terminal Station located in the area currently known as the Gulch. The terminal was replaced by the Richard B. Russell Federal Building in the early 1970's.

Atlanta Today

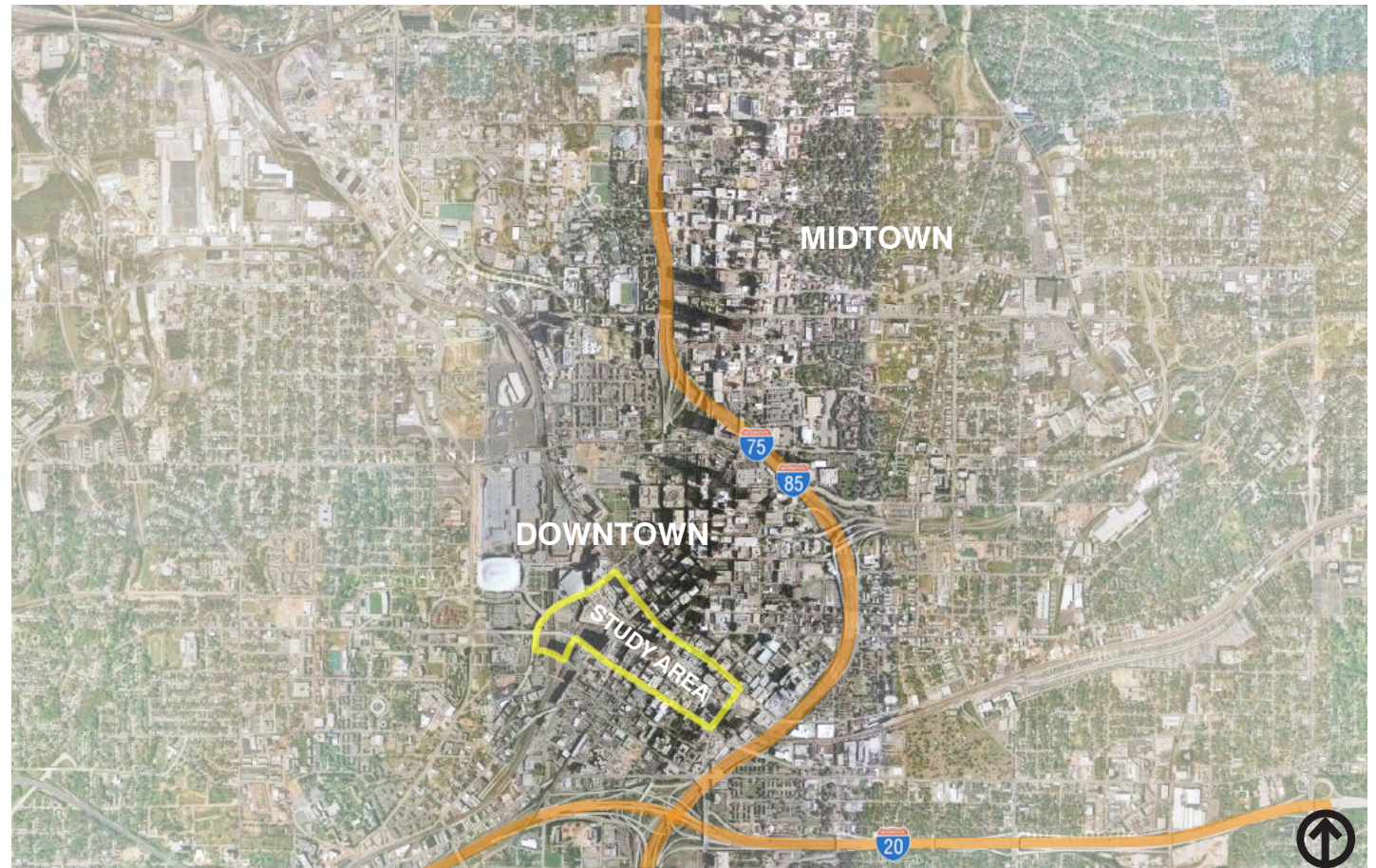
Atlanta was honored to host the Centennial Olympic Summer Games in 1996 and became known to the entire world as a global city.

As the Capitol of the South, the Atlanta Metro Area continues to retain its global status and sustained growth. The area "...is among the top five in the nation in net new job growth for the last decade, adding nearly 460,000 new jobs..... Metro Atlanta is the headquarters of 27 Fortune 1,000 companies including UPS, Coca Cola, Georgia Pacific, Home Depot, and Delta Airlines to name a few..."

Downtown Atlanta has played a large role in this unprecedented growth. This is due in part to major event destinations, such as the Georgia World Congress Center, the Georgia Dome and Philips Arena and key attractions such as CNN Center, Centennial Olympic Park, the Georgia Aquarium and the World of Coke. To the south there is a concentration of Federal and State government buildings, including the State Capitol Building.

The Metro Atlanta population has grown to nearly 5 million people, but only about 429,500 live within the City limits. There is tremendous opportunity to change this pattern and attract more people to live, work and play in Downtown.

(Source: Metro Atlanta Chamber of Commerce)



Looking south showing the study area from the Georgia State MARTA station on the left to the Georgia Dome / CNN Center on the right

Georgia State University's presence provides additional opportunity to strengthen the vitality and diversity of Downtown Atlanta.

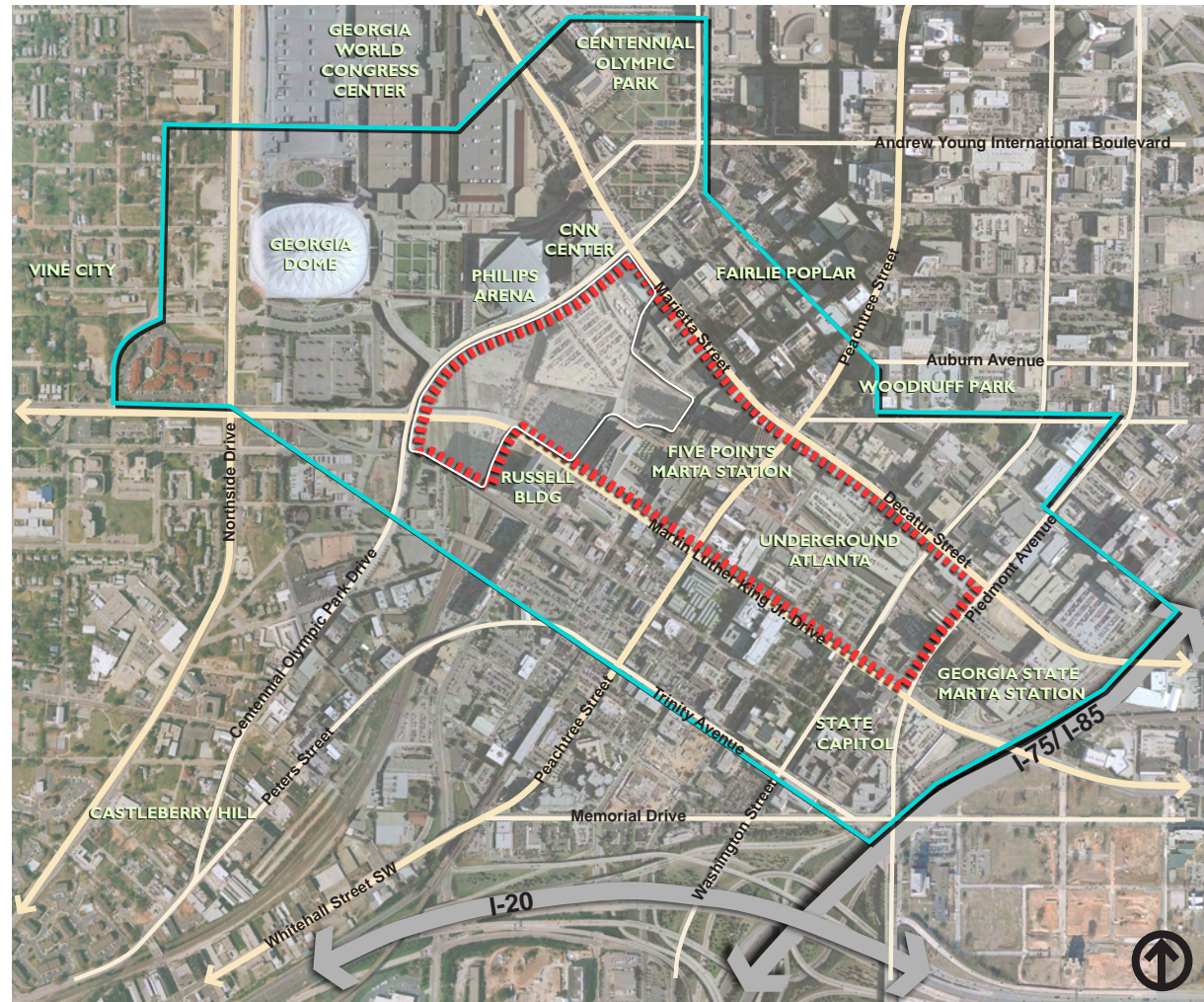
MARTA transit stations provide transportation links throughout the metropolitan Atlanta region and to the HJAA airport. There are three MARTA stations within the study area boundaries (Five Points, Georgia State University and Dome/GWCC/Philips Arena/CNN Center).

Study Area Landmarks

- The Railroad Gulch (23 acres)
- Sam Nunn Federal Building
- The Atlanta Journal-Constitution
- Five Points MARTA transit station
- Underground Atlanta
- Former World of Coke building
- Georgia Railroad Freight Depot
- Georgia State University MARTA transit station

Adjacent Areas

- Centennial Olympic Park
- Georgia World Congress Center
- CNN Center
- Woodruff Park
- Richard B. Russell Federal Building
- Fulton County Administration Buildings
- Georgia State Capitol
- Georgia State University
- Historic Fairlie-Poplar
- Historic Castleberry Hill
- Northside Drive / Vine City
- Grady Memorial Hospital



	RAILROAD GULCH
	STUDY AREA
	CONTEXT



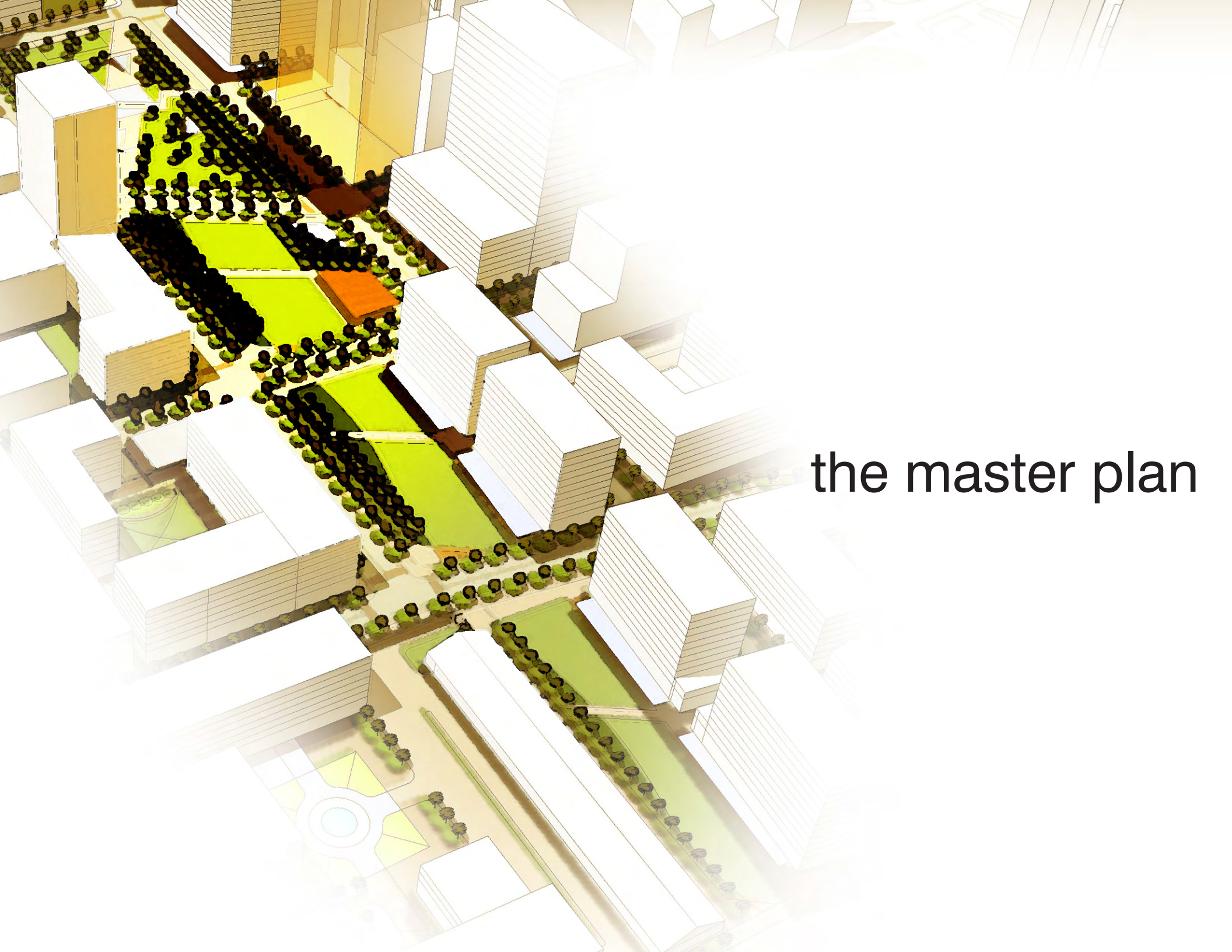
Five Points MARTA Station



Railroad Gulch Looking East



Railroad Gulch from Martin Luther King, Jr. Drive



the master plan

The Master Plan

“Cities need to recognize that one way or another they’re going to get an identity... But the more intentional cities are about choosing that identity, the more successful they will be at turning it into a reality.”

-David Miles, Milesbrand

The public spaces of a city - streets, sidewalks, parks, institutions and businesses make up the identity of a Great City. The Master Plan for The Green Line illustrates a unique opportunity to choose a successful identity for Downtown Atlanta - one that is a transit-oriented, mixed-use environment within the heart of the City, that incorporates infrastructure additions and improvements to create value, provide links and in turn revitalize the area.

The link between good urban design and sustainability in the 21st Century is the integration of transportation and land use. It is the essential strategy to reduce carbon emissions that affect climate change. This plan defines a series of development opportunities above the rail lines, within walking distance of three MARTA transit stations, a reinvigorated Underground Atlanta, proximity to major event and conference venue and Georgia State University.

Connecting the development opportunities together is a new Downtown Park that stretches from the Georgia State MARTA Station to the Georgia World Congress Center. Linking the park to transportation addresses one of the major barriers to acceptance of public transportation. The key to changing attitudes about the use of public transportation and achieving a higher rate of use begins with good access and creating a high quality pedestrian environment.

The Park will provide a beautiful and direct pedestrian access to the three MARTA stations along the spine. Removal of the existing canopy structure at the Five Points MARTA Station within the park setting will provide direct physical and visual connections to the rest of the corridor. As a new “Green Street” in Downtown, the Park will contribute to increased activity and economic success. The edge of the park is the ideal social space where restaurants, cafes, and shops will all contribute to making this a place worth visiting for both tourists and residents.



Broad Street is a truly active and pedestrian oriented street in Downtown Atlanta. It's no wonder it's also one of the most popular.

Master Plan Goals

- Envision an iconic destination
- Stitch the city together through public space, transit and daily life
- Foster public and private investment
- Raise the vision and expectation of the community
- Develop a vision that brings/links the Atlanta Metro region & the State of Georgia together
- Create a place that fosters true civic pride



Plan Recommendations

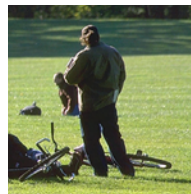
1. New Multi Modal Passenger Terminal in conjunction with the Five Points MARTA station
2. New entrances to Underground Atlanta
3. Revitalized former World of Coke site
4. Extension of Alabama Street and Wall Street
5. New West Spring Street
6. Railroad and the Gulch capped to introduce open space above with transit and parking underneath
7. Transformed Five Points MARTA station

Open Space & Circulation

A new open space system will stretch from the Georgia State MARTA station to the Georgia World Congress Center. This Park will add 15 acres of public open space to Downtown and strengthen Atlanta's identity as a Green City. In addition new streets and extensions of existing streets will provide additional walkability to this area. Blocks and streets scaled towards the pedestrian will make it an inviting environment to walk, shop and relax.

Encompassing everything from hardscape plazas to passive campus greens, this new open space system will be the literal spine and figurative heart of The Green Line. The recommendations include:

- Provide direct pedestrian access from the Georgia State MARTA station to the park.
- Redesign Five Points MARTA station plaza and remove the existing canopy structure to provide direct physical and visual access to the rest of the corridor.
- Provide a variety of open space types: plazas, ceremonial/event space, recreational lawns, passive green space, pedestrian/bike paths.
- Provide connections to existing parks - Centennial Olympic Park, Woodruff Park and International Plaza.



Development Zones

Change in Atlanta has been constant and dramatic over the last century. The evolution of Downtown is being realized by asking the question “How can Atlanta build on its real assets to attract new investment?”

The built environment depends on many forms of infrastructure. Successful urban land use depends largely on transportation systems. The places where both park and transportation systems come together create the best locations for successful redevelopment investments.

It is recognized that the plan will require Public /Private partnerships in order to be realized. The Development Zone diagram illustrates where the opportunities for key stakeholders might occur as development progresses overtime in relationship to the park and transportation systems.



"With urban life emerging as a market favorite, it's looking more as if building a good portion of [dwellings] in livable, walkable traditional neighborhoods is one of the most convenient – and effective – remedies for the inconvenient truth"

-John Norquist, President, Congress for New Urbanism

1. Create a new Multi Modal Passenger Terminal linked to the Five Points MARTA station

A Multi Modal Passenger Terminal serving regional rail lines, including AMTRAK, is a priority in the State of Georgia's Transportation Improvement Program. In this plan, the concourse level has been designed to connect with the concourse of the Five Points MARTA station. A dynamic new terminal building above street level shares its lobby with the office tower above.



The Multi Modal Passenger Terminal concourse will have direct connections to the Five Points MARTA station





The redevelopment of the former World of Coke and Steve Polk Plaza will bring new life to Underground Atlanta



2. Create new entrances to Underground Atlanta

The shops at Underground Atlanta became “underground” when the viaduct system was completed. Since then, there have been multiple ownerships with several efforts to keep Underground Atlanta alive as a viable downtown attraction. The plan proposes to keep the retail and entertainment districts of Underground Atlanta active by introducing retail above at the street level. Two prominent entrances are proposed in the plan – one at the intersection of Peachtree Street and Alabama Street and a redesigned entrance at the Georgia Railroad Freight Depot and Steve Polk Plaza.

3. Revitalize old World of Coke site

The successful relocation of the museum has freed the old site for redevelopment. This site is also host to the historic Georgia Railroad Freight Depot, an Historic Landmark in Atlanta. This plan proposes a new State of Georgia Welcome and History Center along with an adjacent Hotel and Conference Center associated with Georgia State University. The proposed new buildings are designed with a connecting plaza to allow access to the revitalized Underground Atlanta and the historic Georgia Railroad Freight Depot.

4. Extension of Alabama and Wall Streets

Good connections for pedestrians and vehicular movement is critical to avoid “dead zones” and to provide service. The plan recommends creating new streets on the north and south edges of the urban park to extend and complete the urban grid where it has been interrupted.

Widened tree-lined sidewalks will allow Atlantans to walk safely along the length of the corridor. A good pedestrian experience creates a vibrant, active, economically successful street.

This can be achieved, in part, by providing further street extensions, as well as block sizes that are scaled towards pedestrians and not exclusively vehicles.



A new park will span the current MARTA and freight rail lines providing a continuous open space from the Georgia State MARTA station to the Georgia Dome

5. Create New West Spring Street

There are eight important streets that provide vehicular circulation along the corridor some of which have one-way circulation. To increase connectivity and to provide access for the Multi Modal Passenger Terminal, the plan recommends a new south-bound, West Spring Street which will be at a similar elevation as the current viaducts. Creation of West Spring Street will allow good access to the station and separate pick-up and drop-offs for vehicles, taxis and shuttles. It will also provide additional connectivity to MLK, Jr Drive.

6. Span the Rail lines and Gulch to create recreational and green open space above and transit and parking below

The creation of viaducts in the early 1900's led to multiple levels between the railroad tracks and the surrounding streets - the level difference varies from 18 to 40 feet along the east-west corridor. The park will span the railroad at street level with vehicular parking and service to be located underneath.



A mixed-use office and hotel district will be accompanied by a grand urban plaza and destination retail at Centennial Olympic Park Drive and Wall Street



7. Revitalize Five Points MARTA Station

The Five Points MARTA station is the one station that allows a transfer between the north-south and east-west lines. Although, building above the MARTA station is structurally challenging, a revitalized plaza will provide better visual and physical connections to the redevelopment area. The plan proposes glass sculptural entrances that facilitate pedestrian access to the concourse below.



The current Five Points MARTA station is both a literal and figurative barrier between the North-South and East-West corridors. A public plaza and a sense of transparency will help reestablish this nexus of our city.



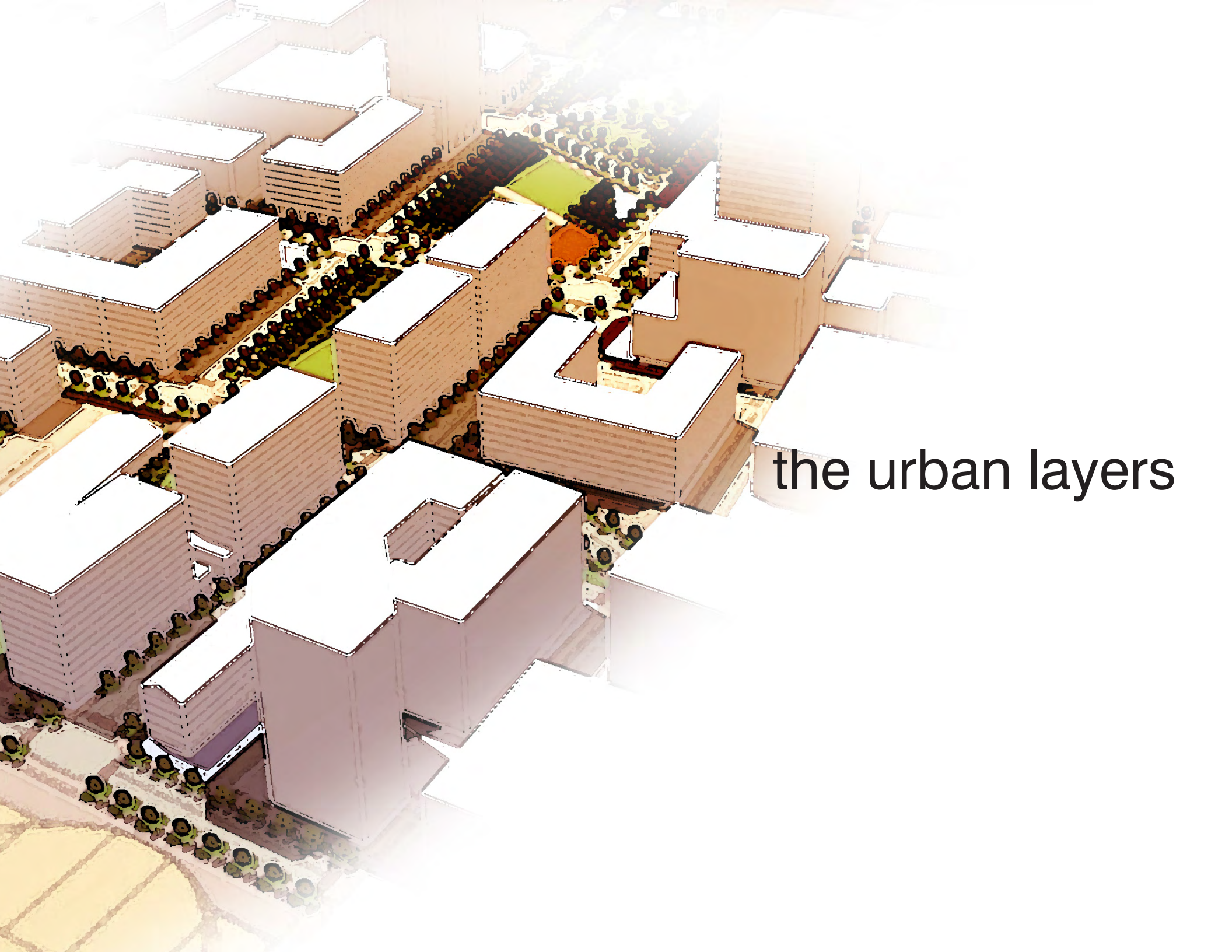
A transformed Five Points MARTA station, at the heart of the redevelopment plan, will have direct connection to the MMPT



Benefits of Development

- Extended park and recreational space to include bicycle-pedestrian facilities
- Mixed-use retail opportunities
- New regional transit system in conjunction with MARTA
- Additional office space, amenities, housing, residence halls and hospitality venues
- Development catalyst to surrounding areas
- Connectivity within the East-West Corridor

Central location in Downtown provides strong connections to surrounding areas

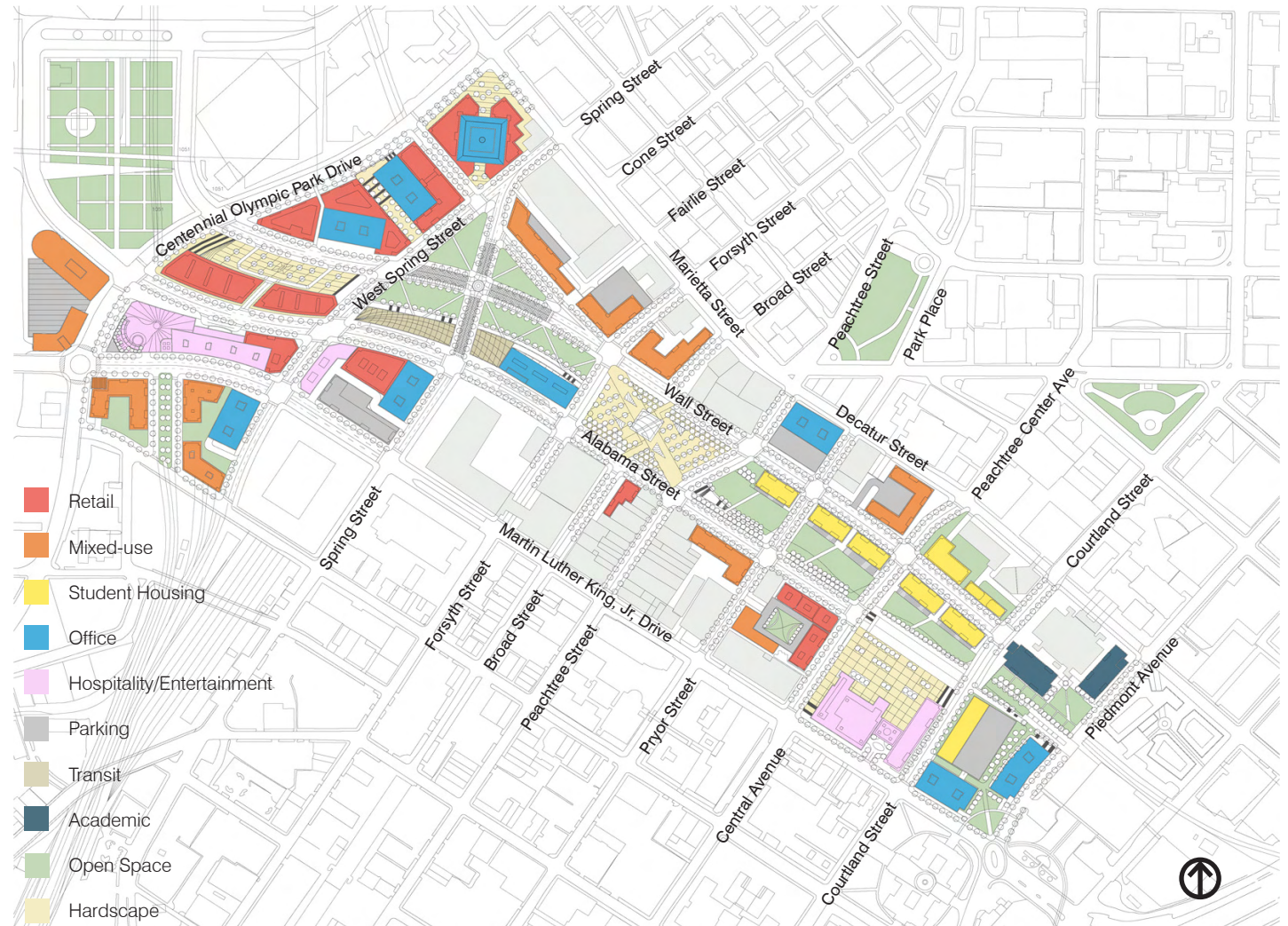


the urban layers

Street Level Plan

The street level plan demonstrates the assigned land uses that place a strong emphasis on mixed-use development.

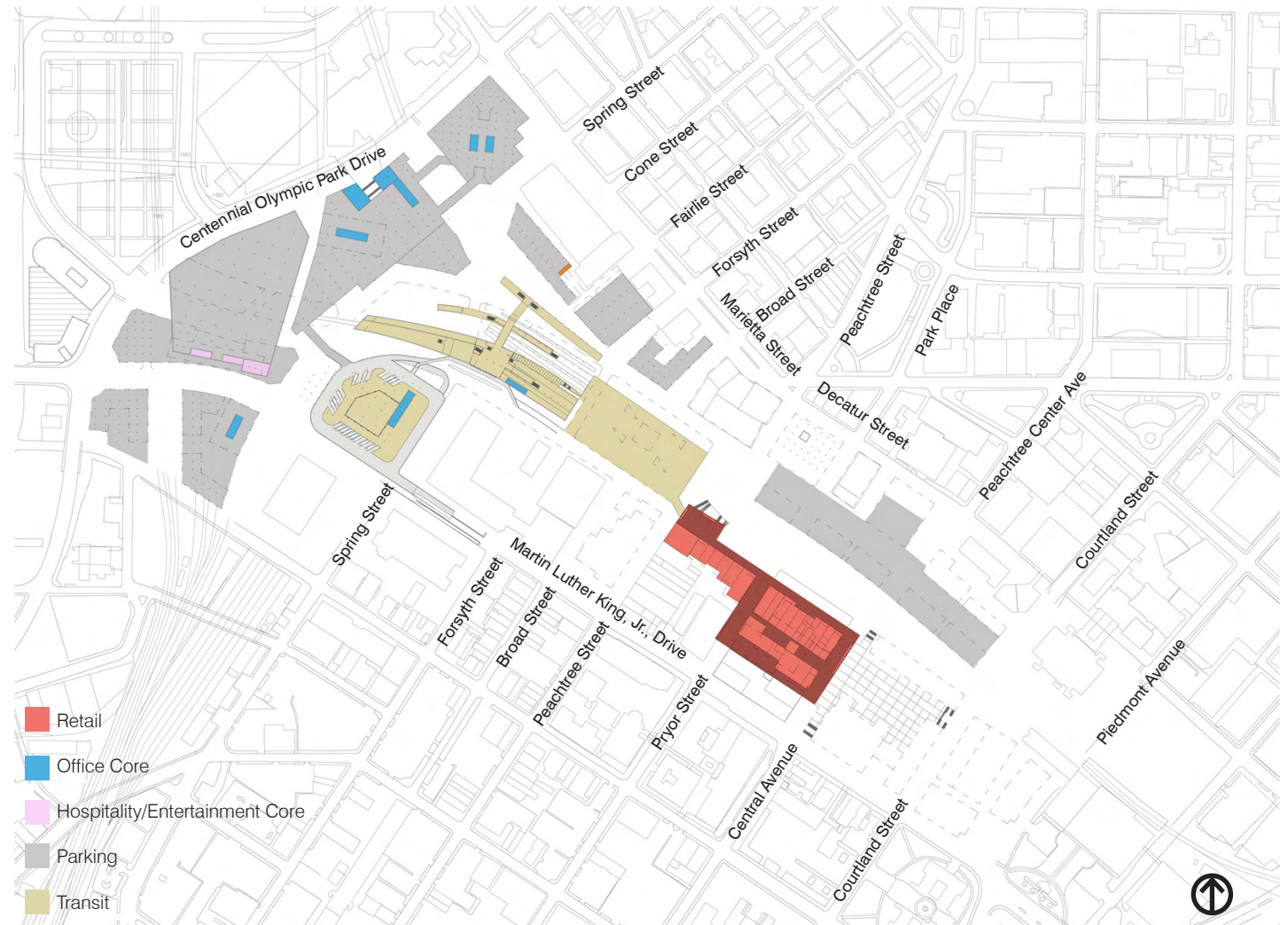
- A high concentration of office, destination retail and hotel is located towards the north-west corner of the site to capture the activity that surrounds Centennial Olympic Park, CNN Center, and large event and convention venues.
- Office, mixed-use residential and existing buildings surround the redesigned Five Points MARTA station located in the center of the plan.
- The south-east corner of the site is comprised of additional Georgia State University student housing, hospitality and conference space and new Georgia State academic buildings. The park is characterized on this end as campus open space, a much needed addition to Georgia State's urban campus.



Concourse Level Plan

Situated between the street level and the platform level at grade, the concourse level will function as the main receiving point and gateway to the development above.

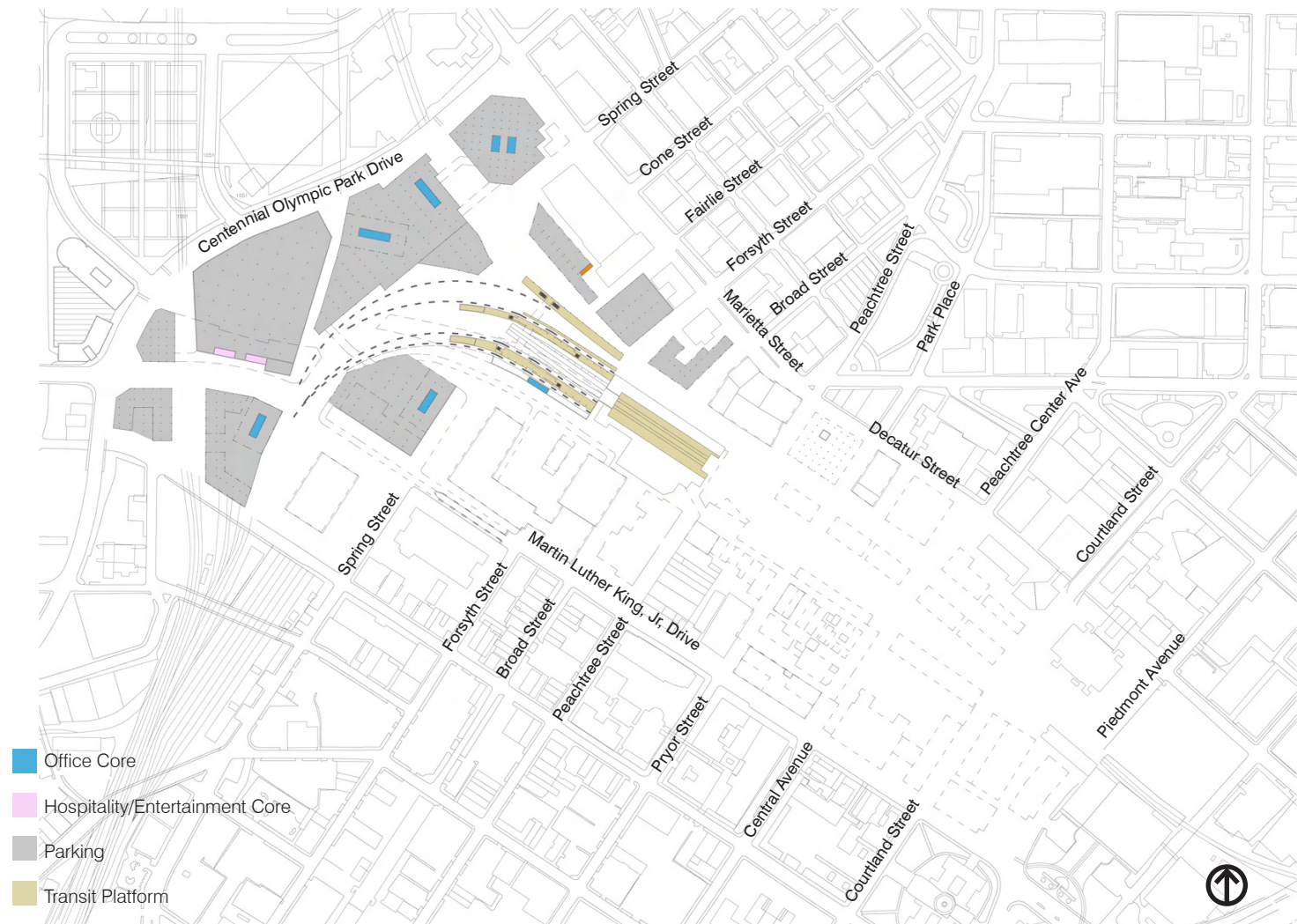
- Multi-level structured parking is built beneath the hospitality, office and destination retail at the western end of the site.
- Regional and local bus systems will circulate and connect to the MMPT via Martin Luther King, Jr. Drive.
- The concourse level located at the same level as the current Five Points MARTA station concourse will provide direct access between the MMPT and Marta.
- This level provides a connection to Underground Atlanta via the Five Points MARTA station and the Georgia Freight Depot.



Platform Level Plan

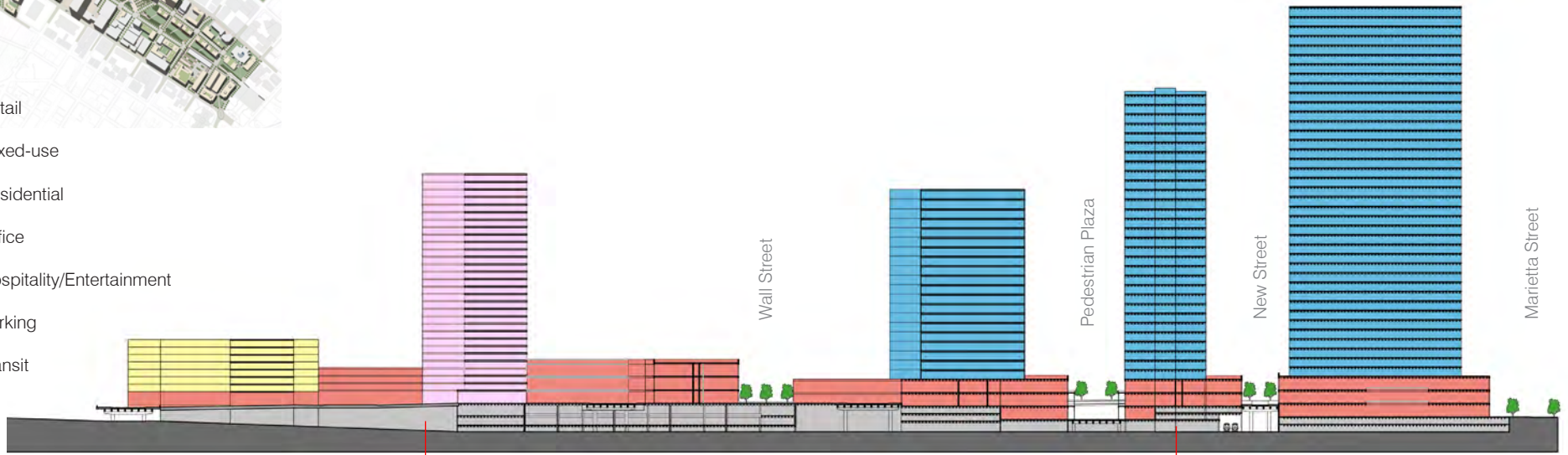
The Platform level is the lowest level and will serve as the arrival and departure points for the regional rail service. Utilizing existing rail lines and adding additional tracks, this level is the nexus for the proposed metro and regional rail system.

- Additional structured parking will be located at this level serving existing destinations, as well as new development.
- Vertical access will lead from the Platform Level to the Concourse above.
- Parking to the east of the Five Points MARTA station will remain located at a level beneath the street level.
- Service areas will be provided for building uses above.



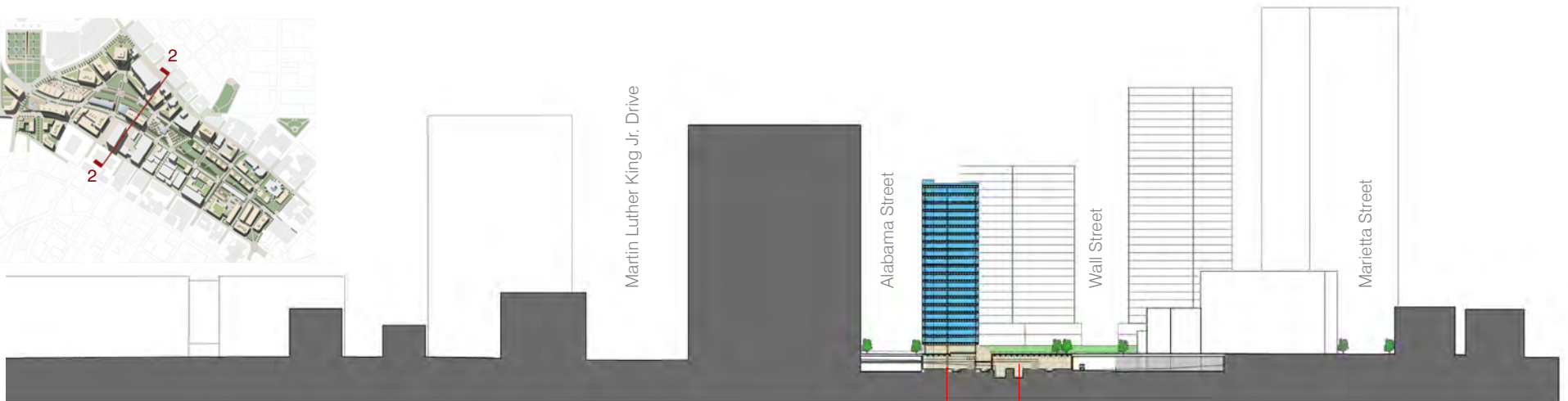


- Retail
- Mixed-use
- Residential
- Office
- Hospitality/Entertainment
- Parking
- Transit



Parking levels below grade provide direct access to retail and office development above

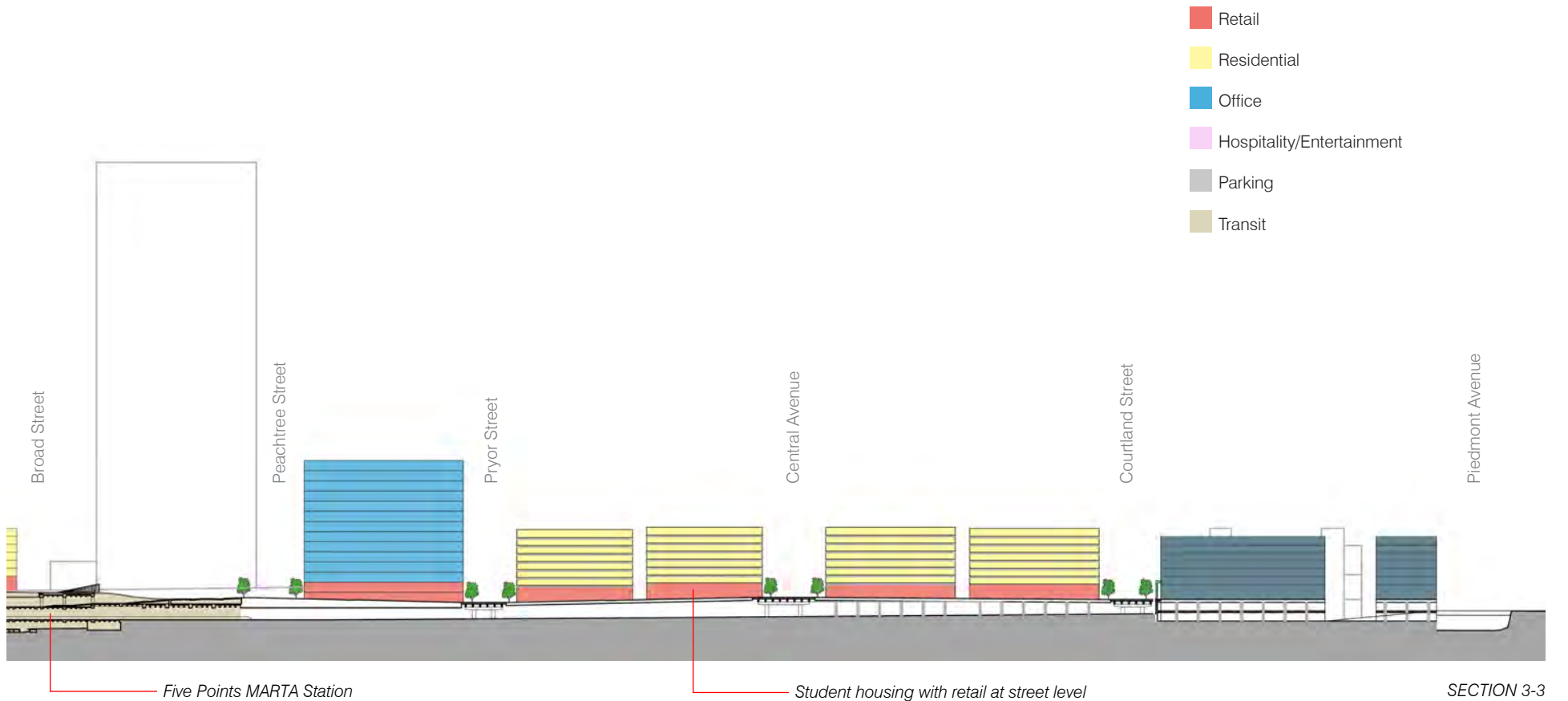
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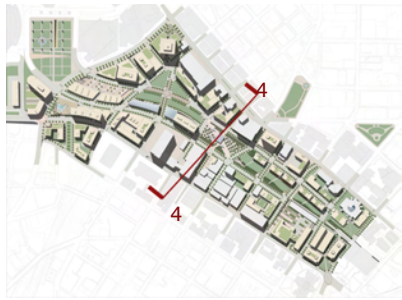


MMPT Five Points MARTA Station and Plaza

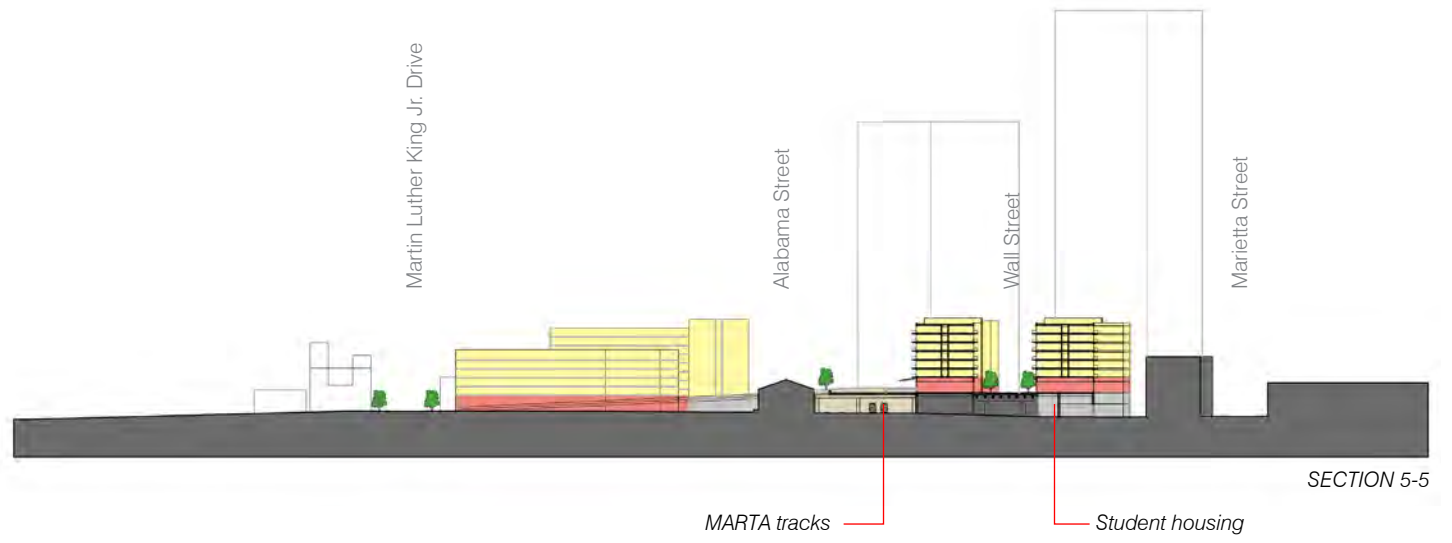
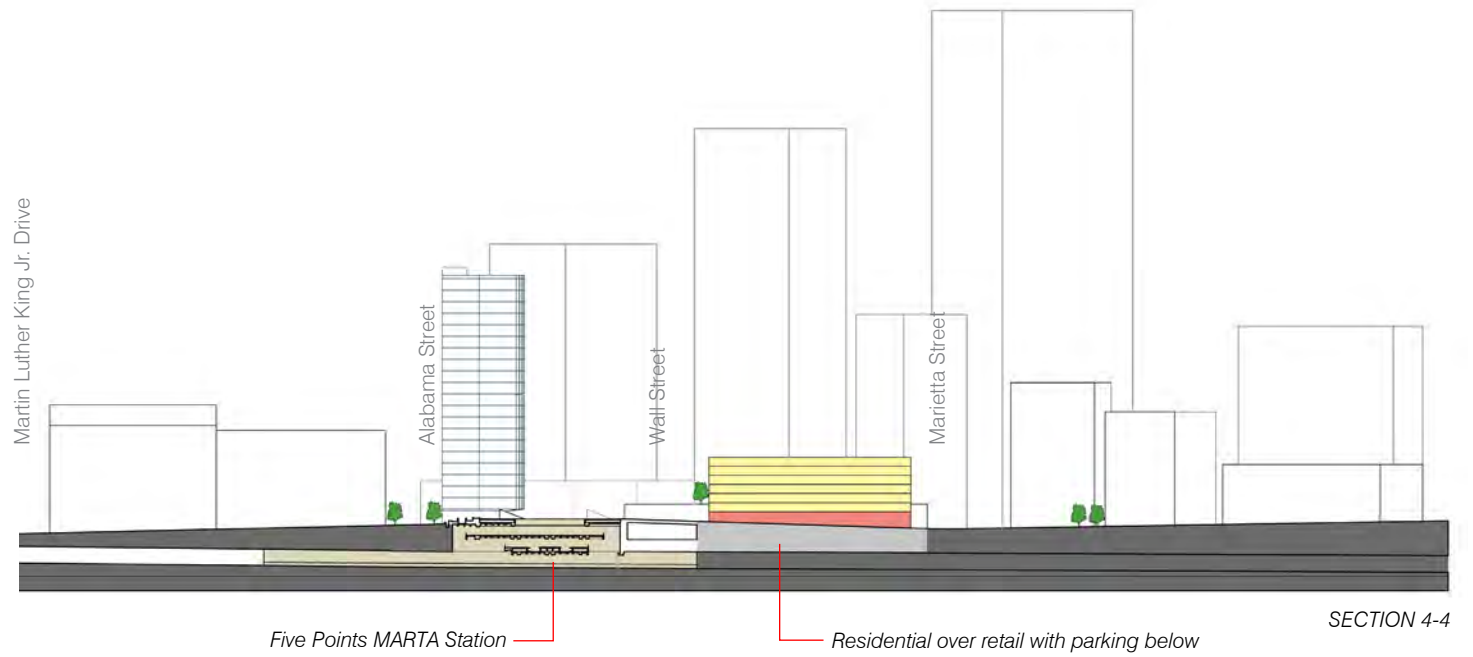
SECTION 2-2







- Retail
- Residential
- Office
- Parking
- Transit





the development
program

Multi Modal Passenger Terminal District

This district was once the site of Union Station which stood at the corner of Forsyth and Wall Street. As a landmark destination, the new Multi Modal Passenger Terminal will integrate MARTA, commuter and regional trains, local and regional buses, and evoke the tradition of rail stations as a source of civic pride with a sustainable transportation approach.

The program envisions a high-density, mixed-use environment connected by an active green space, destination retail, office development, hotels and entertainment. It also provides a seamless physical and visual connection to the CNN Center, Philips Arena, the Georgia Dome, the Georgia World Congress Center and Centennial Olympic Park.



- 1. Office
- 2. Retail
- 3. Residential with ground floor retail
- 4. Hotel and Conference Center

Development Summary

Use	Total
Office	3,643,000 SF
Retail	631,000 SF
Residential	751 units
Hotel	1,672 rooms
Conference Center	40,000 SF
Open Space	6 acres



Bird's eye view of park at West Spring and Wall Street



Buildings that meet the sidewalk provide an active urban edge and a pedestrian scaled environment



Flexible open space accommodates a number of different uses from a concert in the park to local festivals



Destination retail can act as an effective anchor for urban regeneration

Five Points District

The plan calls for the redesign of the MARTA Station by removing the concrete canopy that currently exists while transforming the site around the station into a well shaded, attractive urban plaza. New residential housing, retail and office space will create an active and inviting urban environment.



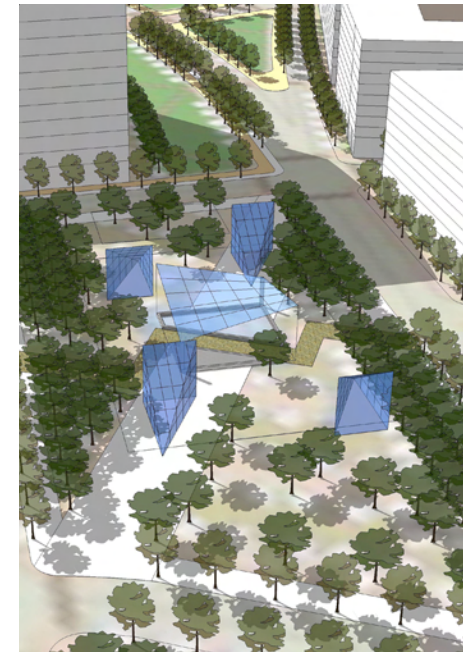
- 1. Office
- 2. Retail
- 3. Residential with ground floor retail
- 4. Student Housing

Development Summary

Use	Total
Office	396,000 SF
Retail	82,000 SF
Residential	300 units
Student Housing	70 units (4 bed per unit)
Open Space	4 acres



MMPT Office Tower



Five Points MARTA Plaza



Public art provide aesthetic interest and generates activity



Plazas provide dynamic social and physical space

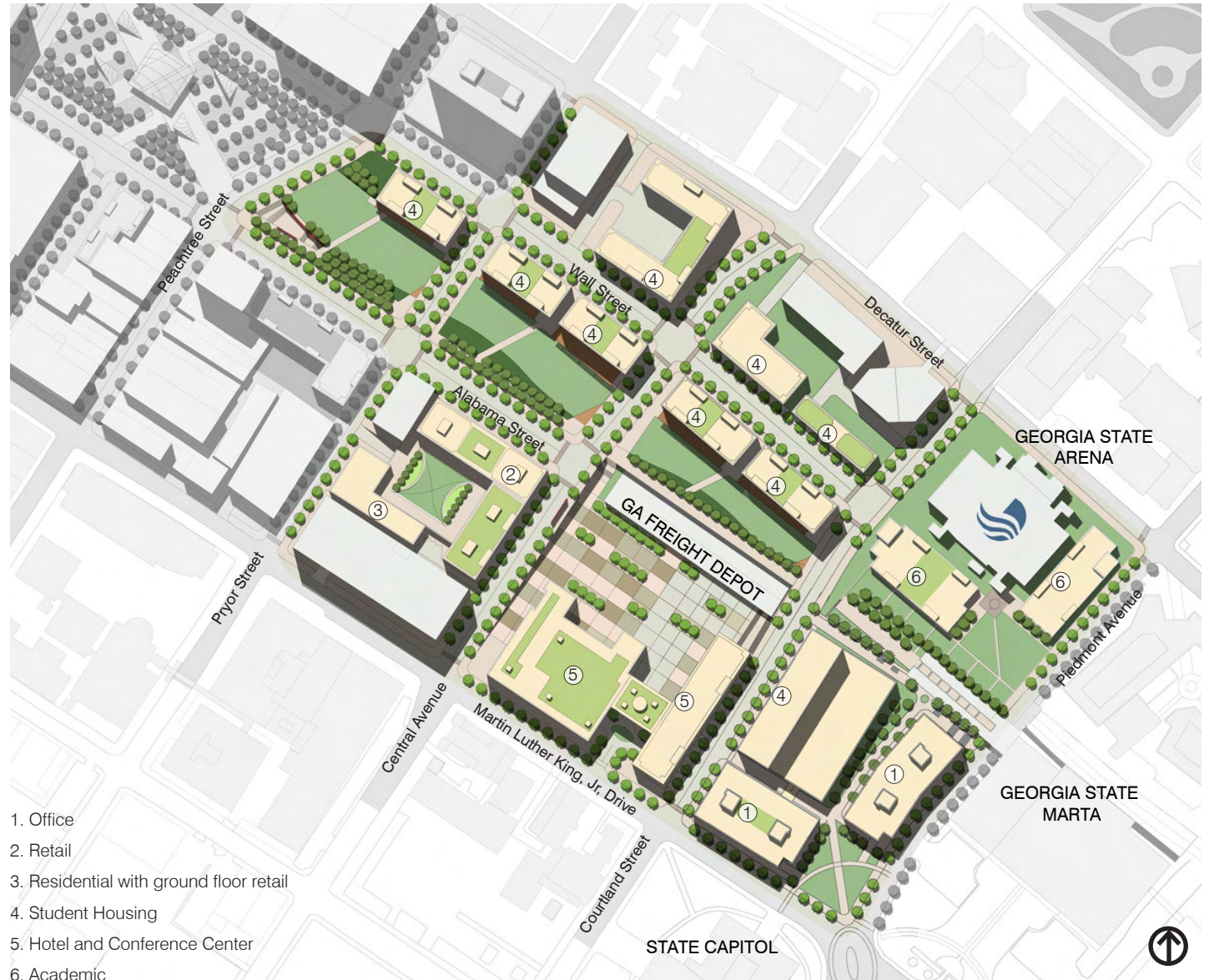


Peachtree Streetcar would provide access from The Green Line north along the Peachtree St. corridor

District

The program for this area includes the addition of 1000 new student housing units, mixed-use development, new Georgia State academic facilities and a new hotel/conference center integrated into a proposed State of Georgia Welcome Center.

The park will contribute much needed campus open space and will provide a setting for informal recreation.



- 1. Office
- 2. Retail
- 3. Residential with ground floor retail
- 4. Student Housing
- 5. Hotel and Conference Center
- 6. Academic

Development Summary

Use	Total
Office	98,000 SF
Student Housing	583 units (4 bed per unit)
Retail	107,000 SF
Residential	302 units
Hotel	360 rooms
Academic Facility	138,000 SF
Conference Center	50,000 SF
Welcome Center	25,000 SF
Open Space	5 acres



Looking west from the Georgia State University Marta Station



Courtyards for student housing provide intimate communal space



Broad tree lined sidewalks allow for a variety of street activities



Open space for students to gather and recreate

Overall Development Program

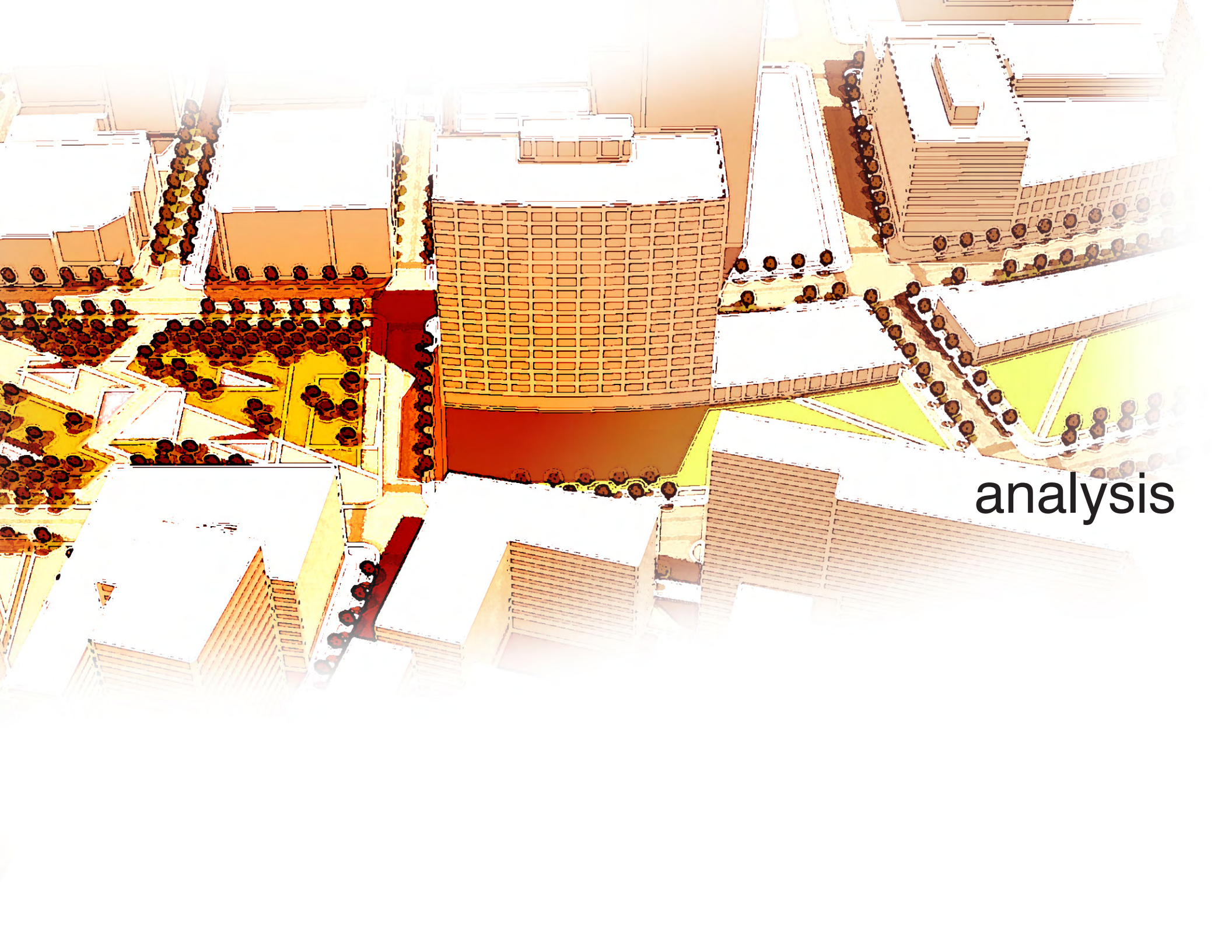


Use

Total

Office	4,039,000 SF
Retail	820,000 SF
Residential	1,350 units
Student Housing	583 units (4 beds per unit)
Hotel	2,000 rooms
Academic Facility	138,000 SF
Conference Center	50,000 SF
Welcome Center	25,000 SF
Open Space	15 acres
Displaced Parking	8,532 spaces
New Parking	9,585 spaces





analysis

Buildable Areas

Within the study there are a number of buildings which are either historically significant, government owned or actively used. In these instances, the buildings will remain. There is a significant amount of opportunity to replace deteriorating or under-utilized buildings in addition to new development sites.

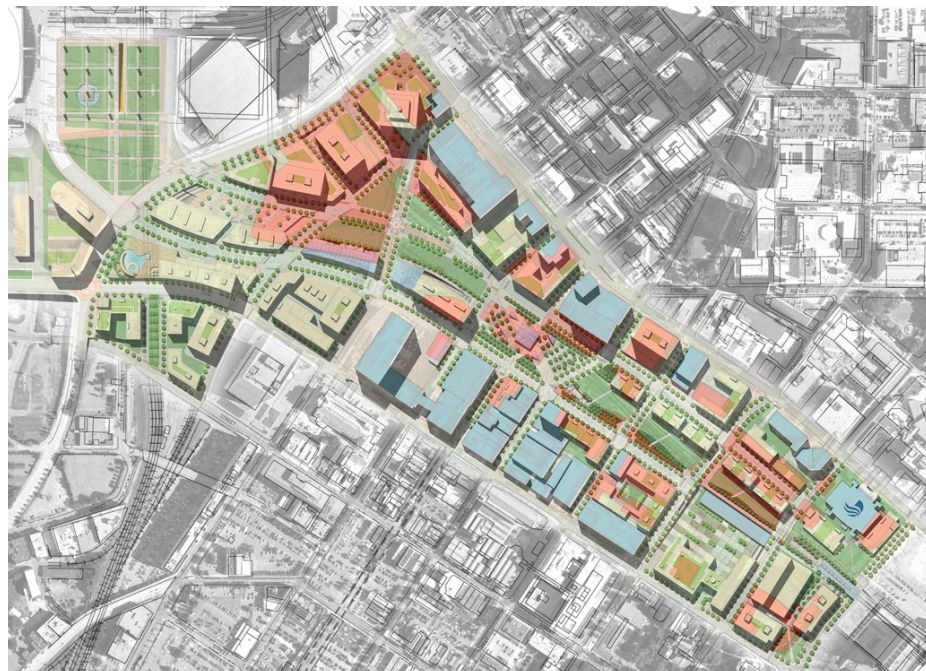
This diagram identifies where those development sites exist, which buildings can be redeveloped and which buildings will likely remain as they stand.



- Redevelopable Structures
- Development Sites
- Buildings to Remain

Buildable Areas Overlay

Several existing structures will be demolished in order to implement the plan including parking structures. Those parking spaces will be accounted for in new structures and underground parking. The remaining buildings to be redeveloped are not the highest and best use for the property, are underutilized, or derelict.



- Redevelopable Structures
- Buildings to Remain



Existing Land Use*

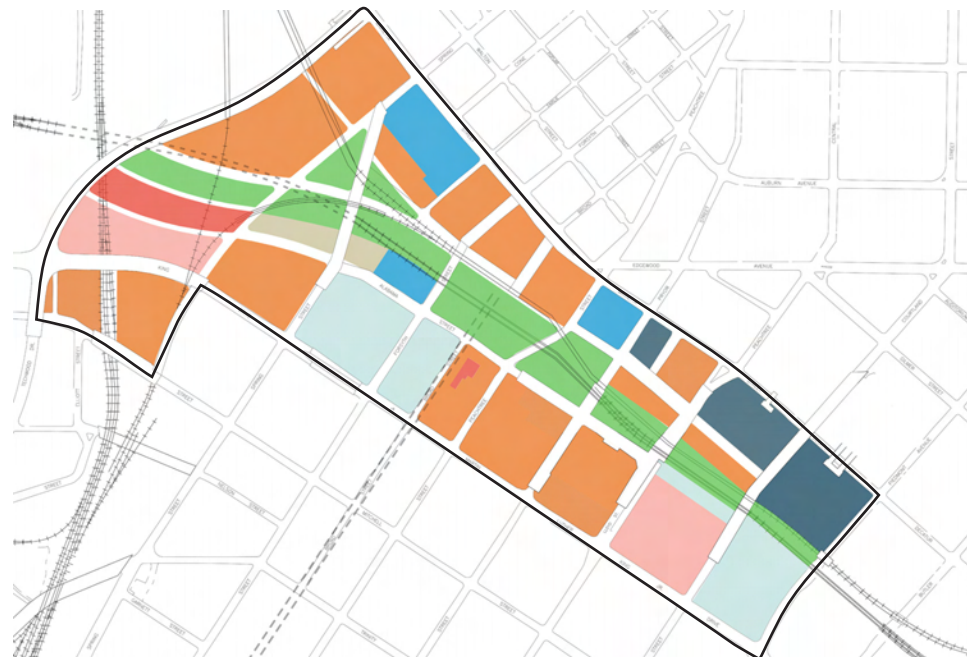
The existing land use contains a nominal amount of mixed-use development within the study area. Currently, parking is the most predominant land use and is rarely incorporated into a mixed-use block. As such, the parking remains segregated from the uses that it serves.



- Retail
- Mixed-use
- Institutional
- Office
- Academic
- Parking
- Transit
- Open Space

Proposed Land use*

The proposed land use will create a dynamic, integrated, mixed-use development. Residential and retail uses will be accommodated within the same block or building, parking will be placed underground or in a structured deck. Georgia State University will have proximity to new residential housing and the addition of a green space that will provide a connection to the proposed development.



- Retail
- Mixed-use
- Institutional
- Office
- Hotel/Conference
- Academic
- Parking
- Transit
- Open Space

*Represents the predominant land use on that block

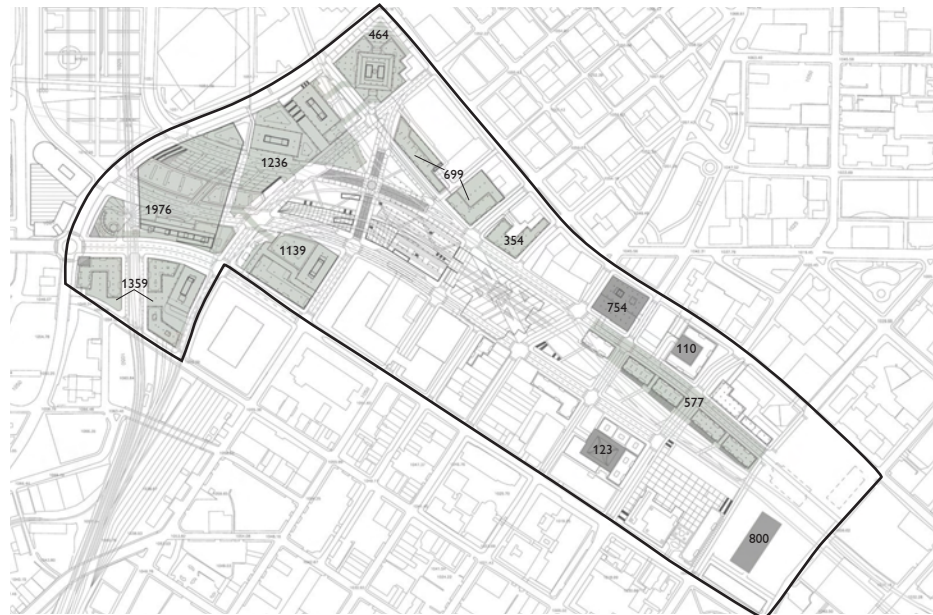
Existing Parking

The existing parking of the study area is largely accommodated in surface parking lots. The largest deck, adjacent to CNN Center and Philips Arena is used for CNN employee parking and Philips Arena events. There is currently an abundant amount of parking in Downtown Atlanta. Within the study area alone there is 8532 spaces.



Proposed Parking

The proposed parking strategy would capitalize on the existing elevation difference between the street level and the grade level. Multi-level parking structures will be accommodated below street level. All parking that is above street level will be in parking decks, screened from the street. The new zoning regulations in downtown Atlanta set no minimum parking requirements. While additional parking is provided, the strategy is geared towards making Downtown Atlanta more reliant on public transportation. The addition of residential units in downtown will also serve to reduce the amount of commutes by car. The new development will provide 9585 spaces



Open Space & Circulation

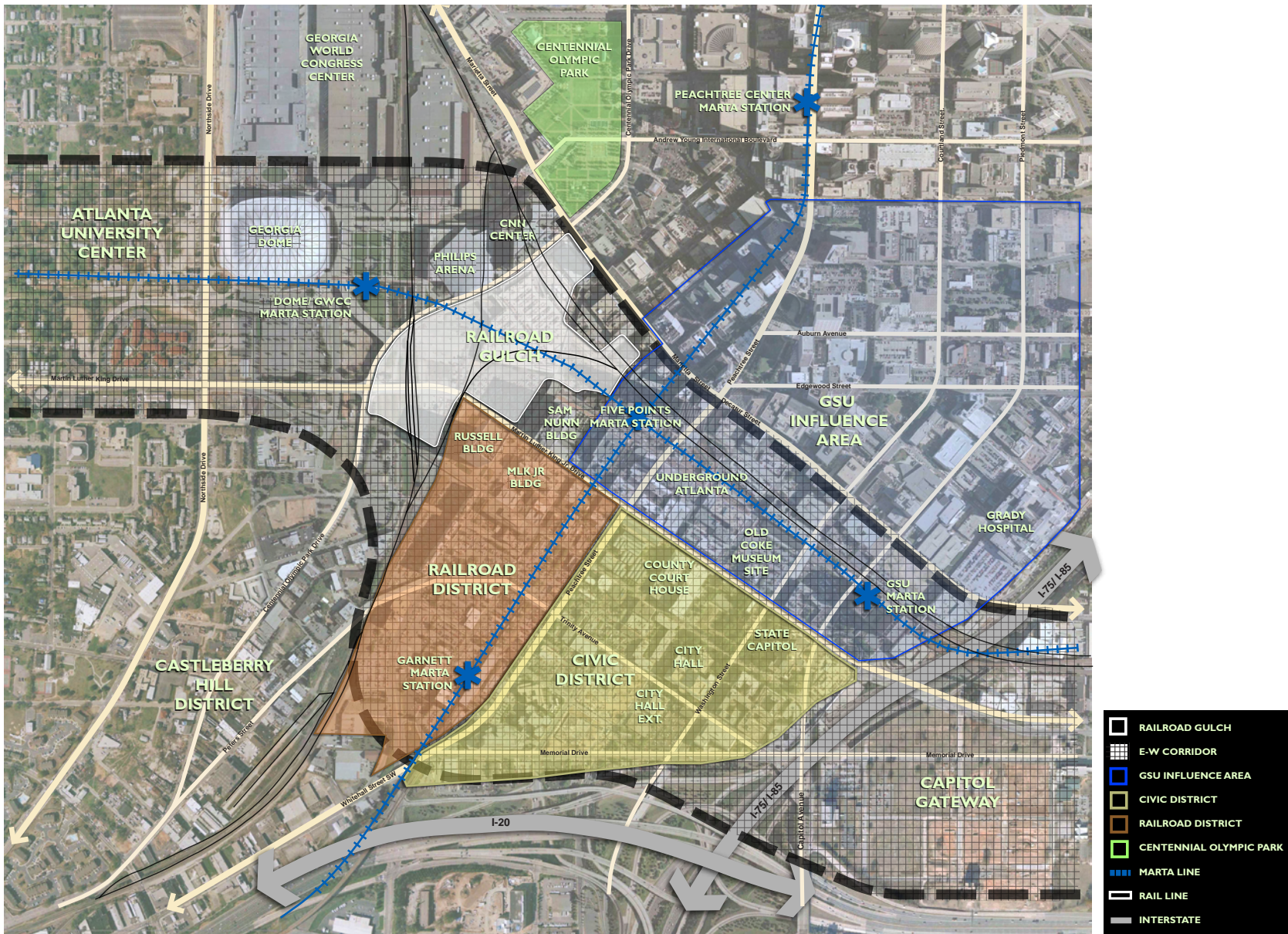
The diagram illustrates where public open space can be built to span over the rail lines and reconnect the urban grid.



Walking Distances

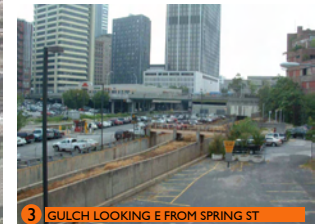
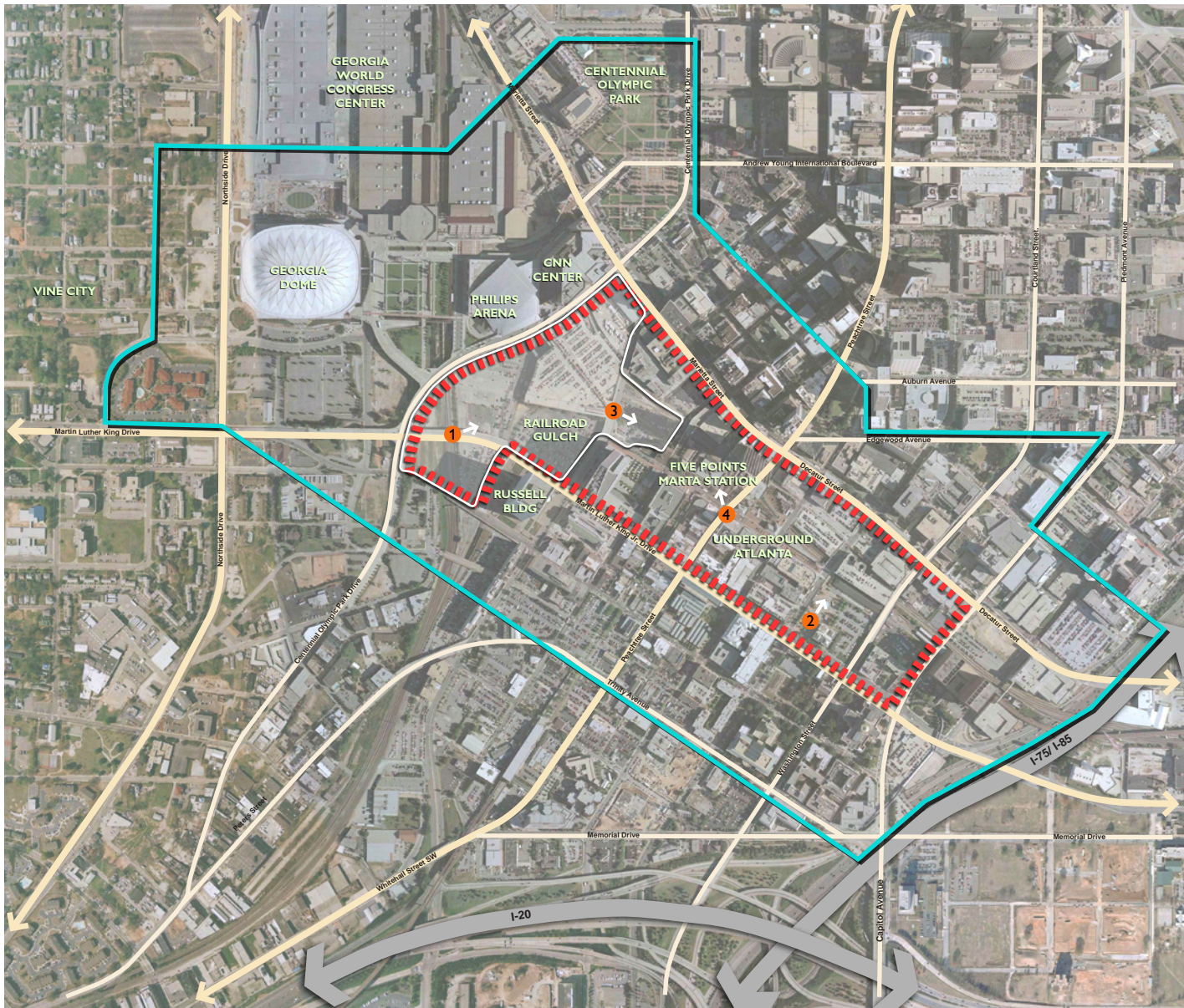
The transparent circles illustrate a 5 minute walking radius from the center of the circle to the edge. A pedestrian can walk from the Georgia State MARTA station to Philips Arena in under 20 minutes, while enjoying an active environment of shopping, restaurants and parks.





Existing Adjacent Districts

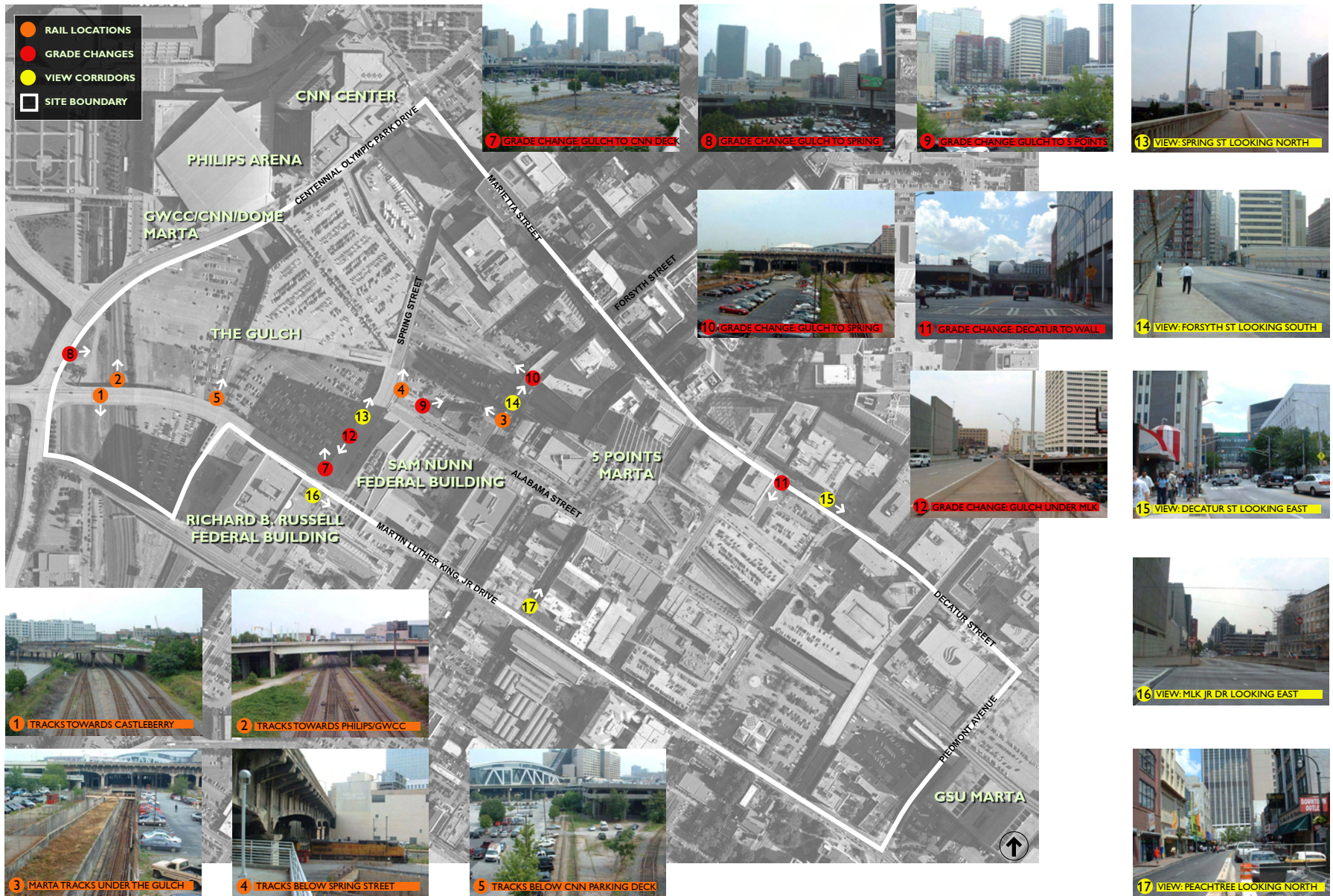




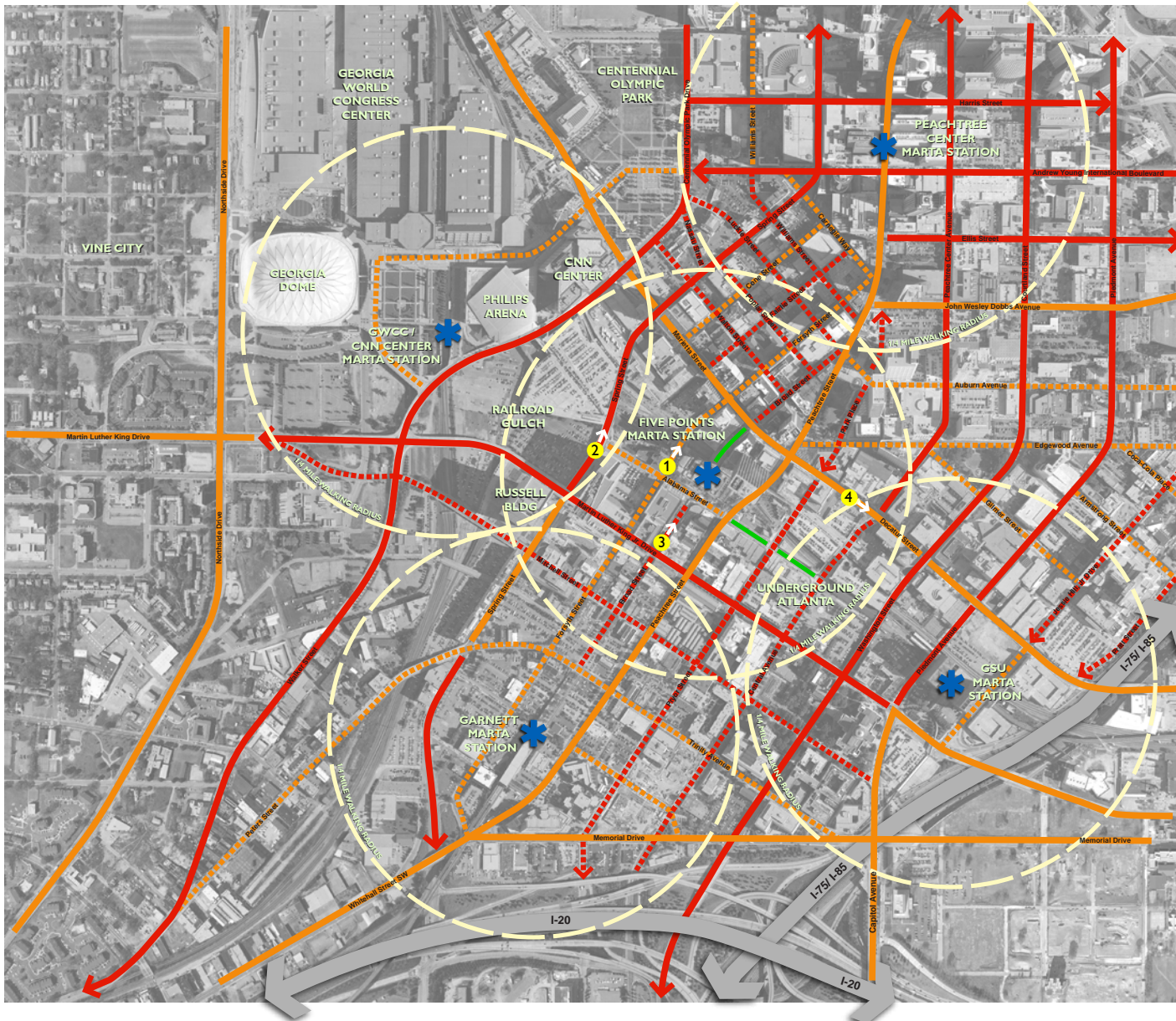
- RAILROAD GULCH
- STUDY AREA
- CONTEXT



Study Area and Context

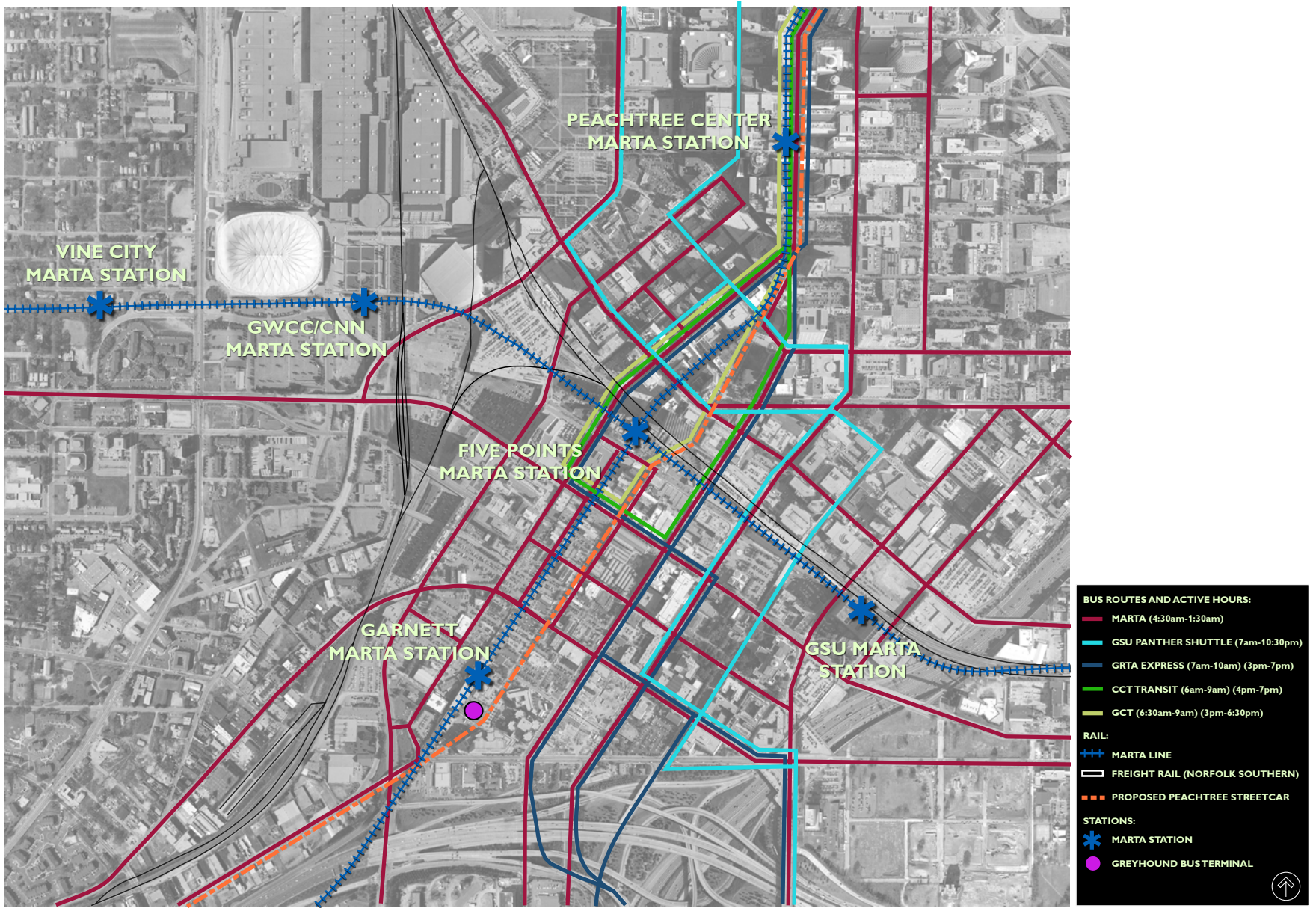


Existing Conditions



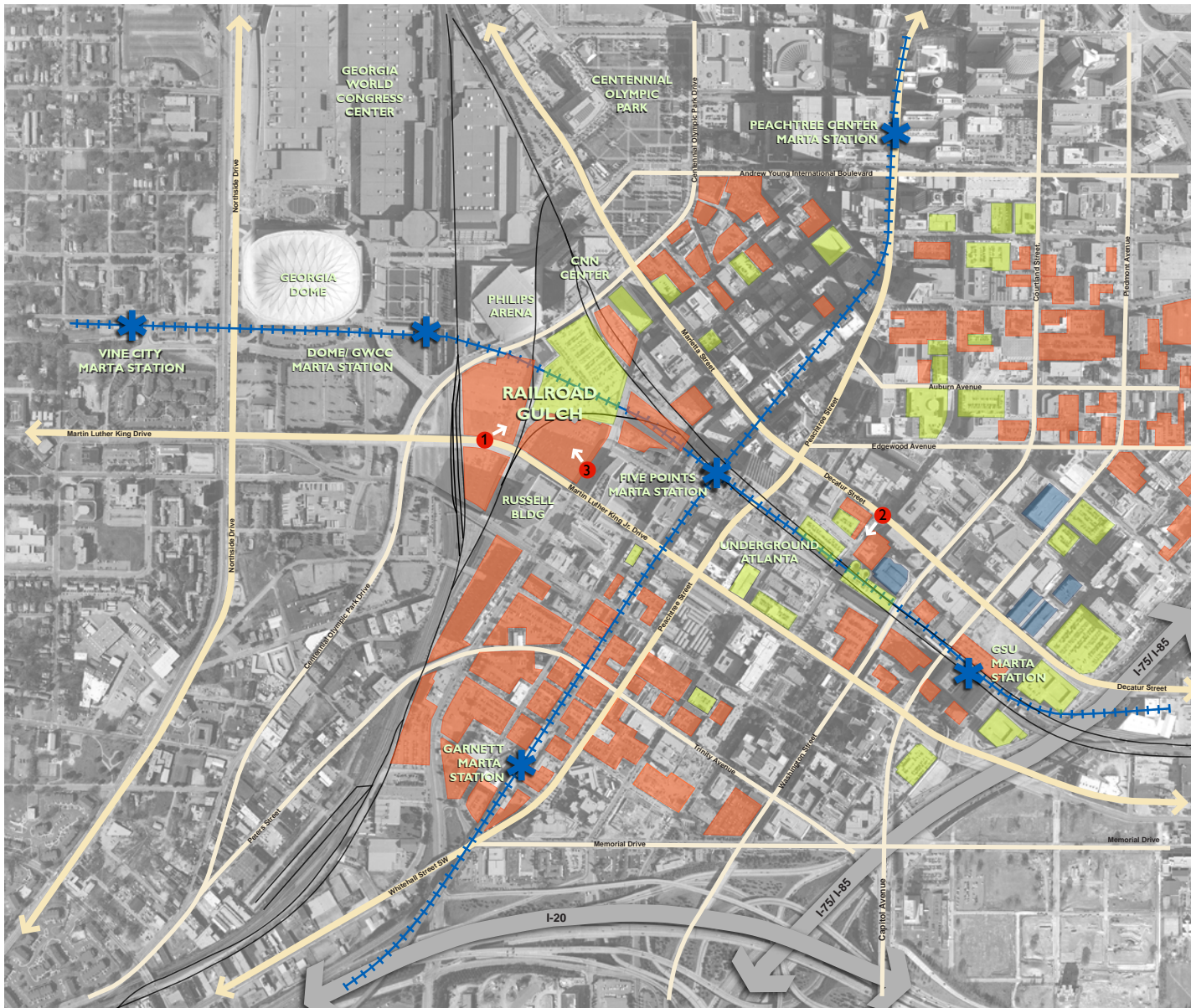
- TWO-WAY PRIMARY
- ONE-WAY PRIMARY
- TWO-WAY SECONDARY
- ONE-WAY SECONDARY
- PEDESTRIAN STREET
- ★ MARTA STATION
- 5 MINUTE WALK CIRCLE
- ↑

Existing Transportation Network



Existing Transit Routes



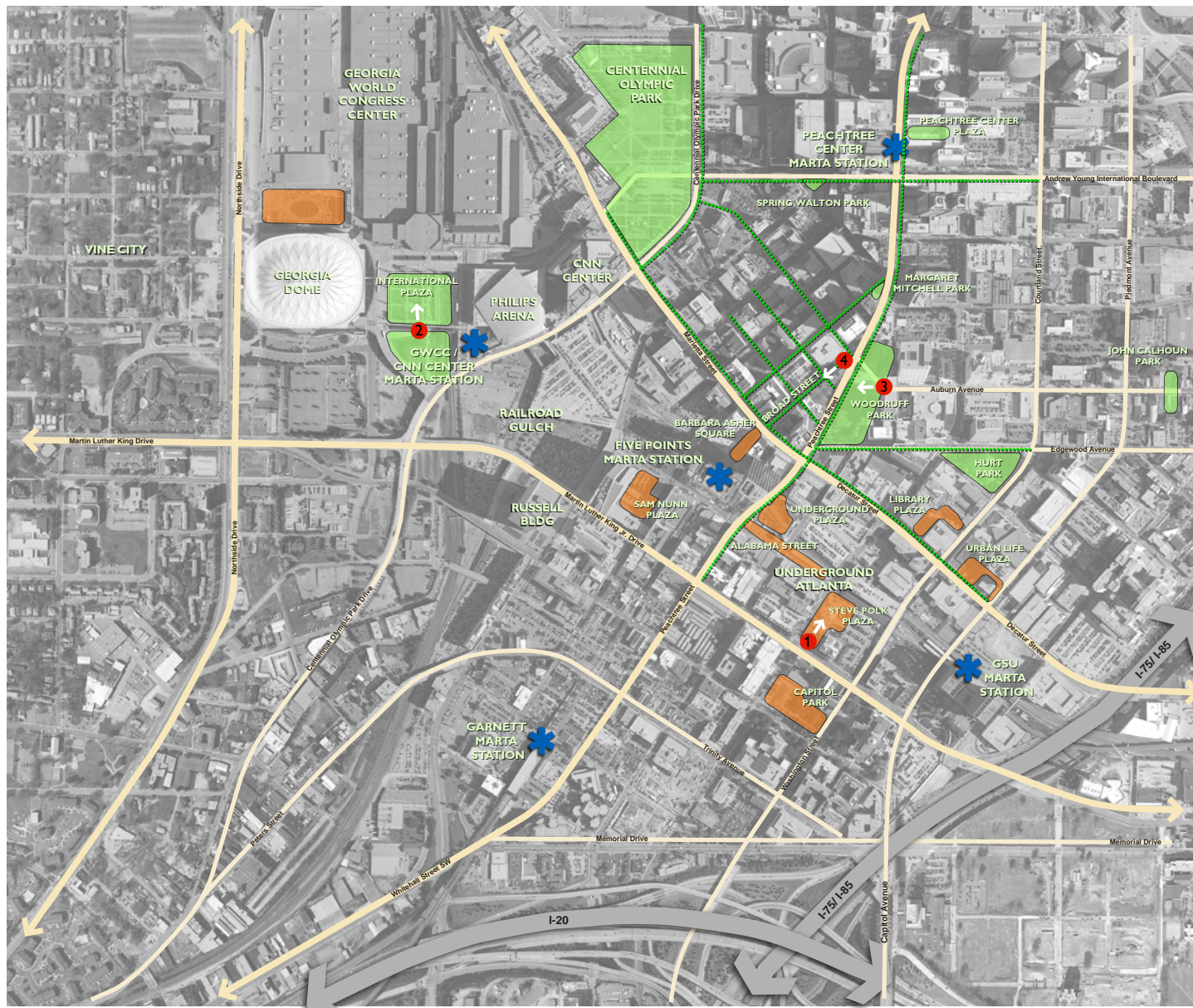


Existing Parking



- SURFACE PARKING
- PARKING DECK
- GSU PARKING DECK
- MARTA STATION
- MARTA LINE
- RAILROAD LINE





Existing Open Space

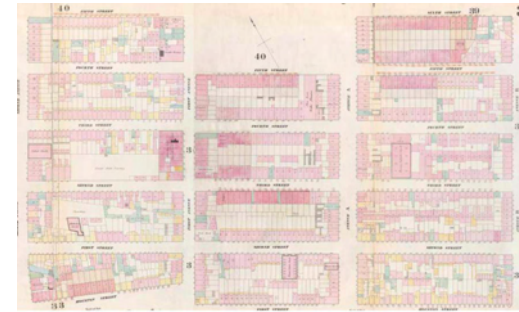




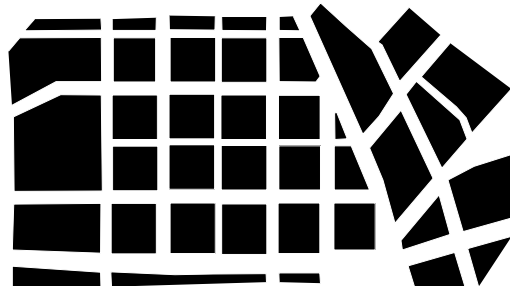
Fairlie Poplar Historic District, Atlanta:
1911 Sanborn Map



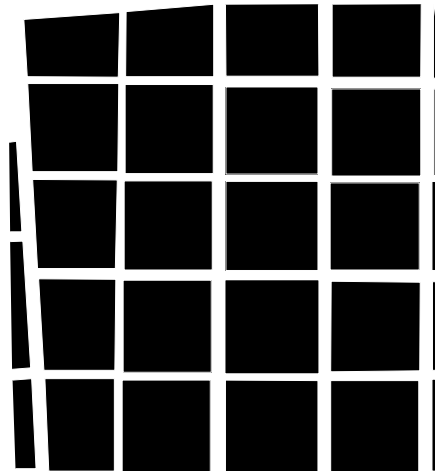
Midtown, Atlanta:
1911 Sanborn Map



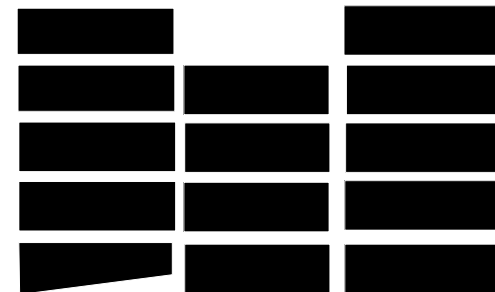
New York City:
1857-1862 Real Estate Insurance Map



- A 200'x200' grid that provides a highly pedestrian experience.
- Shortens distances between approach and resolution.
- Provides a uniform transportation network, but limits development options due to the small block size.

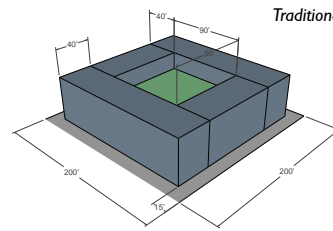
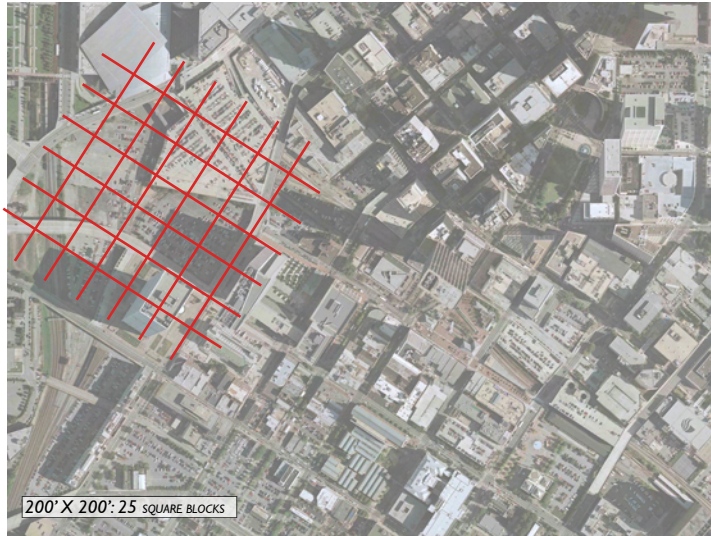


- A 400'x400' grid that provides a strong pedestrian experience.
- Standard urban block size which allows for flexibility in regard to development program and design.
- Acts as an efficient transportation network



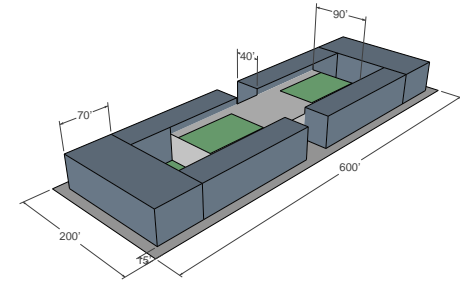
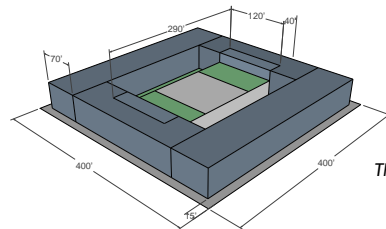
- A 200' x 600' grid that provides a strong pedestrian experience north/south, but lengthens the block trip east/west. Long side generally geared toward residential uses.
- Urban block size which allows for flexibility in regard to development program and design.
- Acts as an efficient transportation network

Historic Grid Patterns



Traditional block dimensions are durable and adaptable....

Due to their size, they allow future growth to evolve within their framework...



They create a template, providing room for different development programs and designs...

These are potential scenarios. A variety of programs and designs are possible.

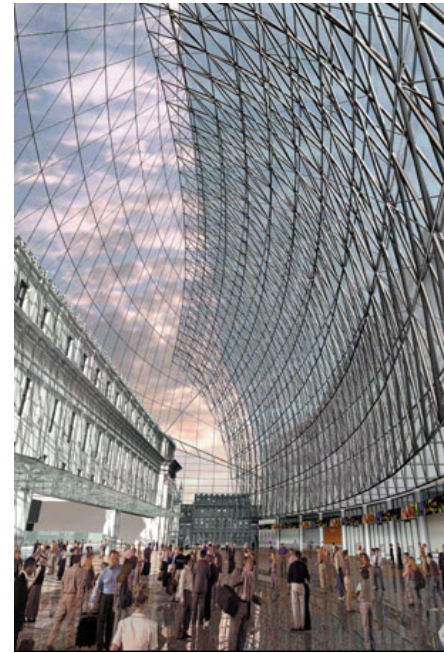
Grid Pattern Overlay



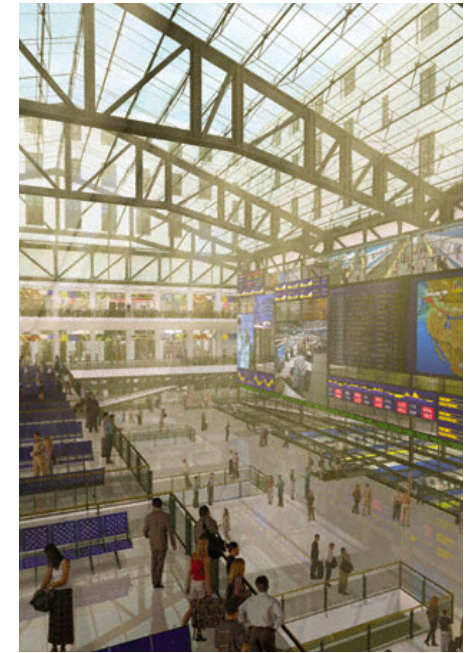
Transit Precedents

The following images illustrate projects that are both planned and existing, but share a common vision with the MMPT. The incorporation of green space with the transit terminal, as well as an architecture that provides a transition between the two. These precedents are rail terminals that serve local and regional transit.

Located in the heart of the city, the MMPT has the opportunity to capture some of the same characteristics - the proximity to a central business district, the reduction of traffic and the convenience of transit for everyday commutes.



Penn Station: New York City



Transbay Terminal: San Francisco





Union Station: Denver



Grand Central Terminal: New York City



Atocha Station: Madrid, Spain



Victoria Station: London, UK



Open Space Precedents

The redevelopment of the Five Points MARTA station, as well as the creation of a city park for Atlanta, evokes similarities to other city parks that have been incorporated with transit, capped or re-used existing and abandoned rail lines or simply provided a vibrant, public experience.

New York’s Highline transformed an abandoned elevated rail line into a linear park. As a result it will provide residents with additional active, open space, as well increasing real estate values surrounding the project.

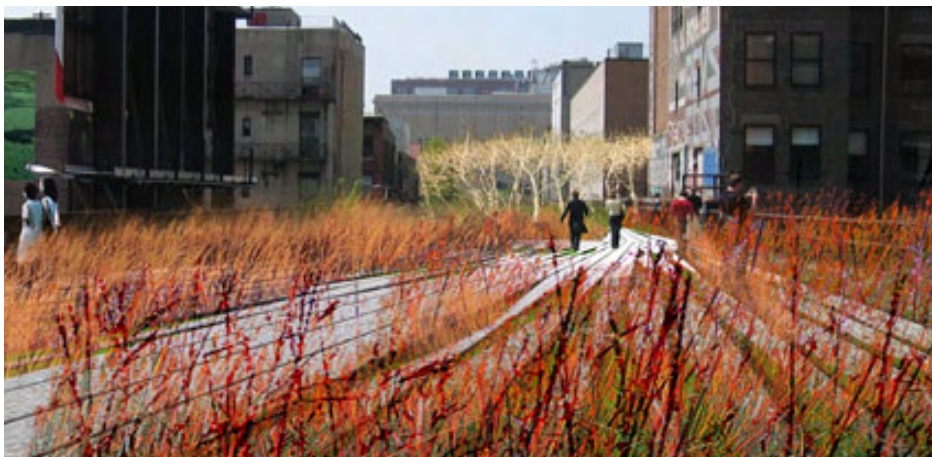
Chicago’s Millennium Park sits on top of rail and bus routes and has become a centerpiece for Chicago’s lake front. It has spurred redevelopment and interest in Downtown Chicago.



Bryant Park: New York



Millennium Park: Chicago



The Highline: New York



Millennium Park: Chicago

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