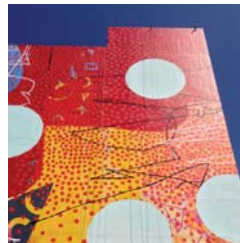


DECEMBER 23, 2013
Final Report

Midtown Alliance

Transit Station Enhancement Plans:

NORTH AVENUE STATION

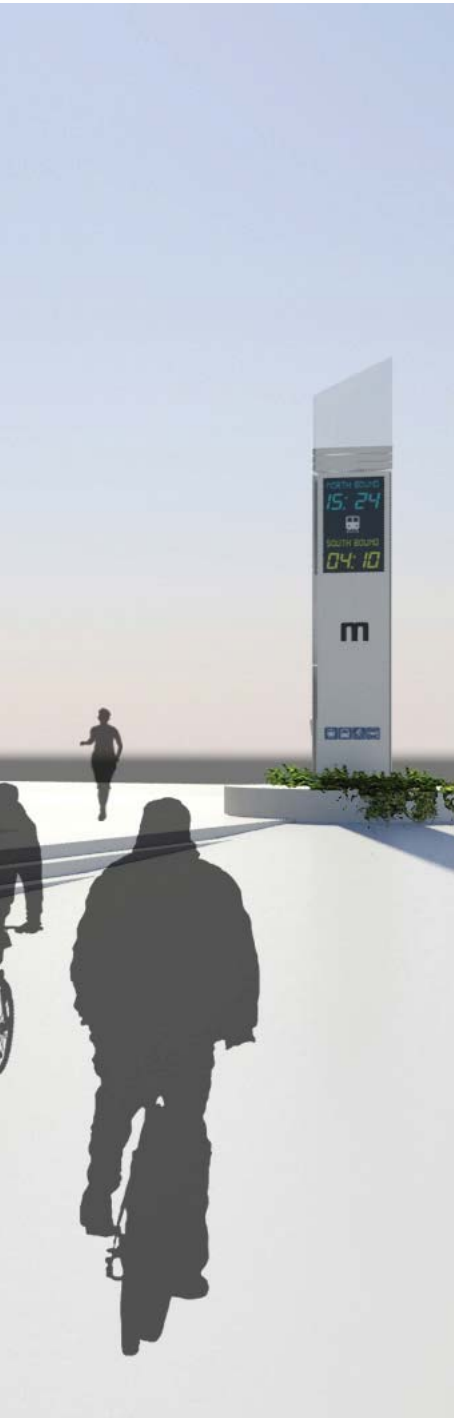


SMITH DALIA ARCHITECTS



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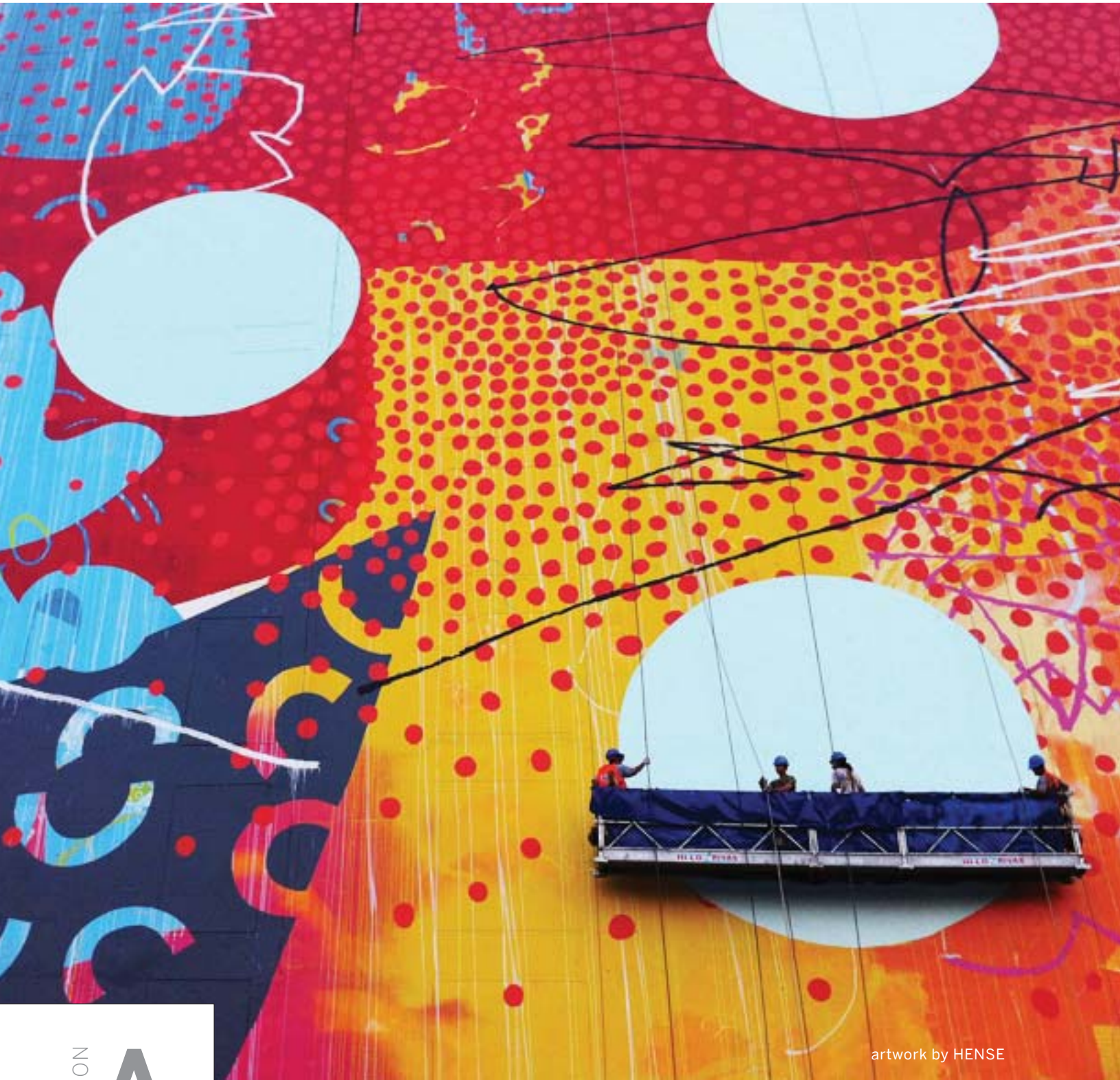
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SECTION
A

artwork by HENSE

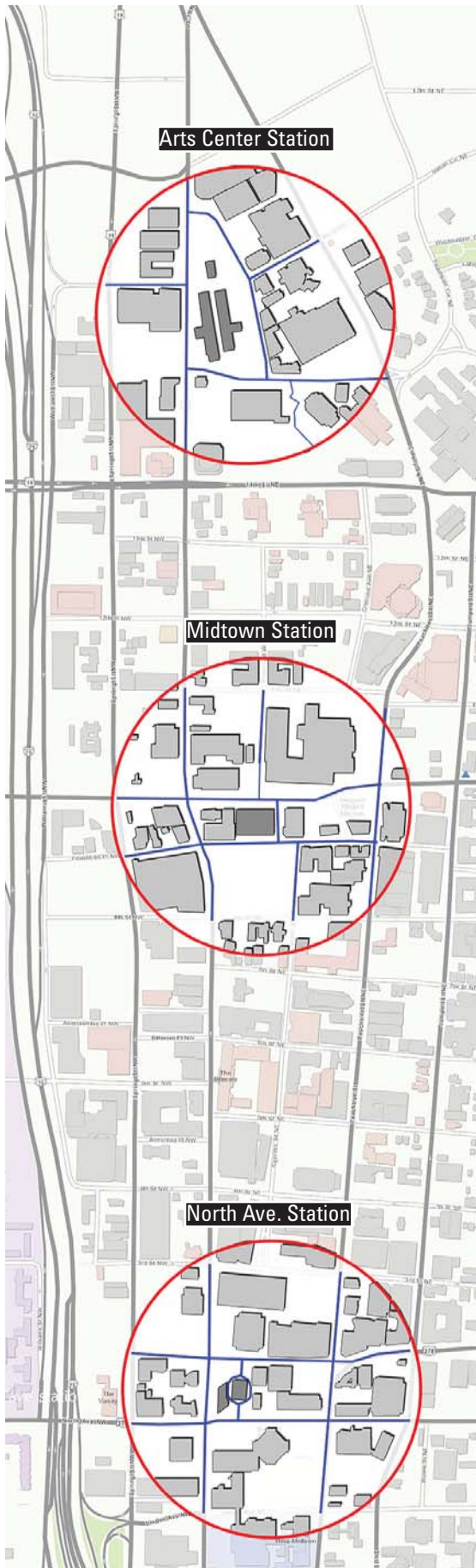
MARTA: North Avenue Station

Introduction

“Cities are re-making themselves around urban amenities and **Transit** is an essential component to defining the difference between world-class cities with vibrant 24-hour occupancy and the type of commuter city that empties out when work is over.”

Source: Peter David Cavaluzzi; EE&K

A1



Project Description:

To develop implementable solutions for three Midtown Atlanta MARTA stations by enhancing the functional, operational, and aesthetic aspects of each station.

Project Goals:

Attract Users & Spur Economic Development

Short Term: To create an enhanced gateway experience that increases transit ridership and provides visitors with the best possible first impression of Midtown Atlanta.

Long Term: To reposition the transit stations as destinations in their own right that catalyze surrounding development and sustain economic growth within the Midtown area.

Transit Station Enhancement

Desired Outcomes:

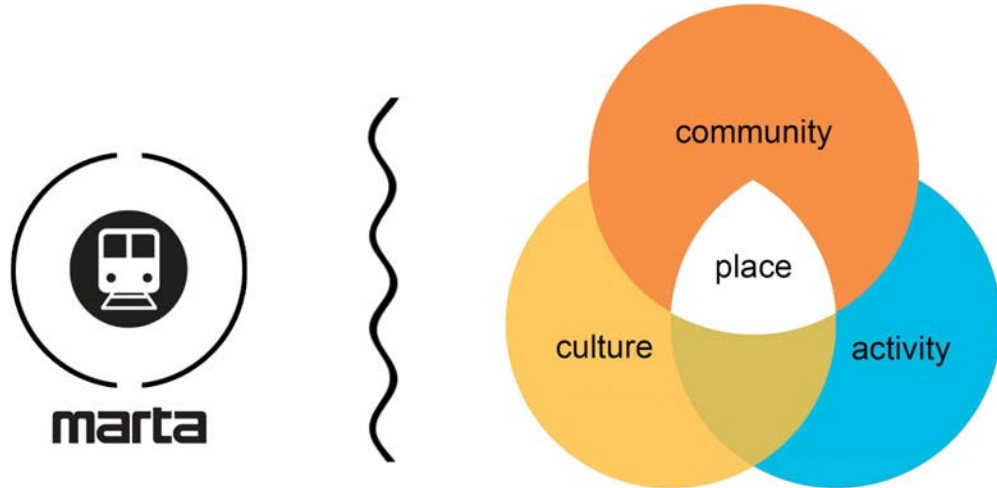
- A renewed interest by community members to view MARTA stations as an asset
- Plan that sustains the continued mixed use, high density development in Midtown, particularly in areas within the 5-minute walkshed of transit stations.
- Strategies that aim to increase transit ridership and station visits
- Actionable steps to:
 1. To increase public safety and improve perceptions of safety in and around stations
 2. Improve accessibility to and from the stations by all users
 3. Improve connectivity to the stations
 4. Enhance the sense of place around MARTA stations

Project Work Plan:

Phase I: Station Assessment	- June - July
Phase II: Visioning & Public Engagement	- July - August
Phase III: Concept Development	- August - October
Phase IV: Implementation Plan	- October - November
Phase V: Final Report	- December 2013

A2

WHY?



current condition

Urban Centers:

The designs of the original Midtown MARTA stations were mainly inwardly focused with little urban engagement beyond their immediate sites. As the city developed around them, there was minimal incorporation of the transit stations into the creation of public urban spaces. As a result, these sites became disconnected from the urban fabric and are contributing little to the perception or identity of Midtown Atlanta. The MARTA stations are under utilized in promoting Midtown's community, culture, and activity in Atlanta which are essential components to the creation of "Place" in an urban setting. For these stations to be vibrant and successful, it is critical to re-introduce these elements to the MARTA sites.

Transit stations are integral components of urban living which impact the overall quality of life and impression of our city for the residents and the visitors of Midtown Atlanta. To become true urban generators, these MARTA stations need to appeal to patrons beyond the commuter and provide amenities that promote a social exchange regardless of the intent to ride the transit system.

HOW?



proposed solution

Urban Approach:

If we are to make Atlanta more sustainable we need to create transit places that will sustain and enhance urban life. The collective experience of over **400,000** daily MARTA riders is a major contributing factor in our city's urban experience and reputation.

Making Midtown Atlanta's Transit:

Easier

- Access
- Signage
- Connectivity

Safer

- Lighting
- Activation
- Maintenance

Delightful

- Landscape
- Art
- Interaction

- **Productive Wait Time** (Work, Entertain, Play)



SECTION **B**

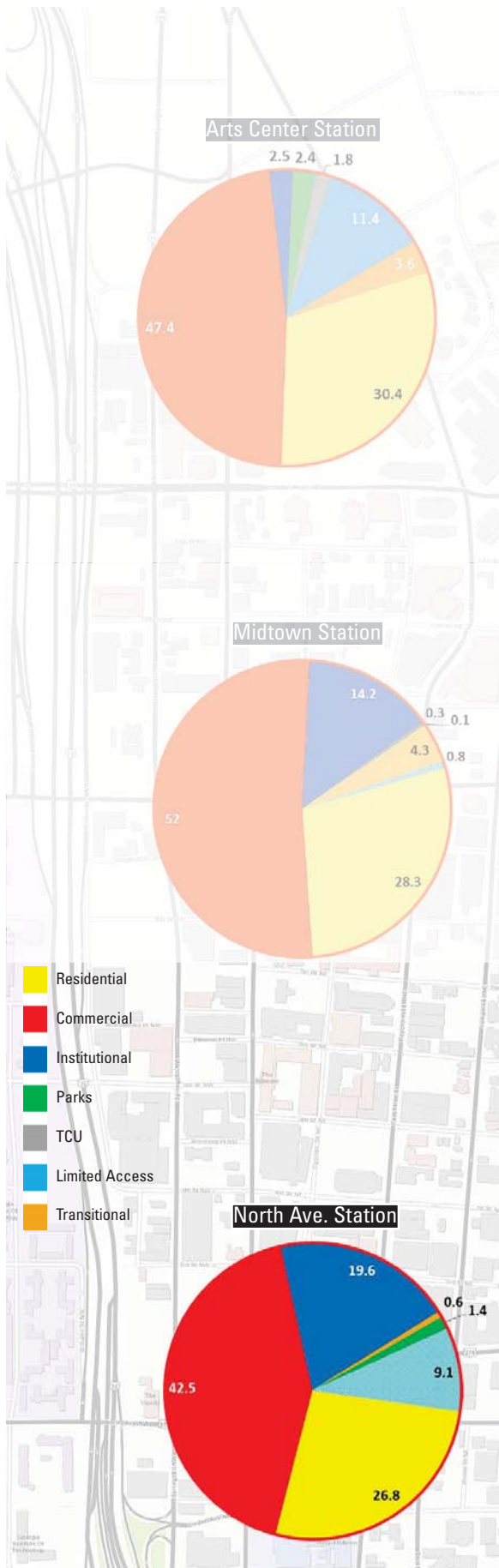
artwork by HENSE

MARTA: North Avenue Station Station Evaluation

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B1



Arts Center Station:

Residential Demographics (1/2 mile):

Population	8,884
Median Age	37
Households	5,271
Median Household Income	\$78,822

Business Demographics (1/2 mile):

Businesses	2,741
Employees	50,162

Midtown Station:

Residential Demographics (1/2 mile):

Population	9,674
Median Age	35.4
Households	6,645
Median Household Income	\$63,110

Business Demographics (1/2 mile):

Businesses	3,144
Employees	54,609

Urban Context

North Ave. Station:

Residential Demographics (1/2 mile):

Population	12,426
Median Age	25.7
Households	4,006
Median Household Income	\$53,396

Business Demographics (1/2 mile):

Businesses	3,732
Employees	73,918

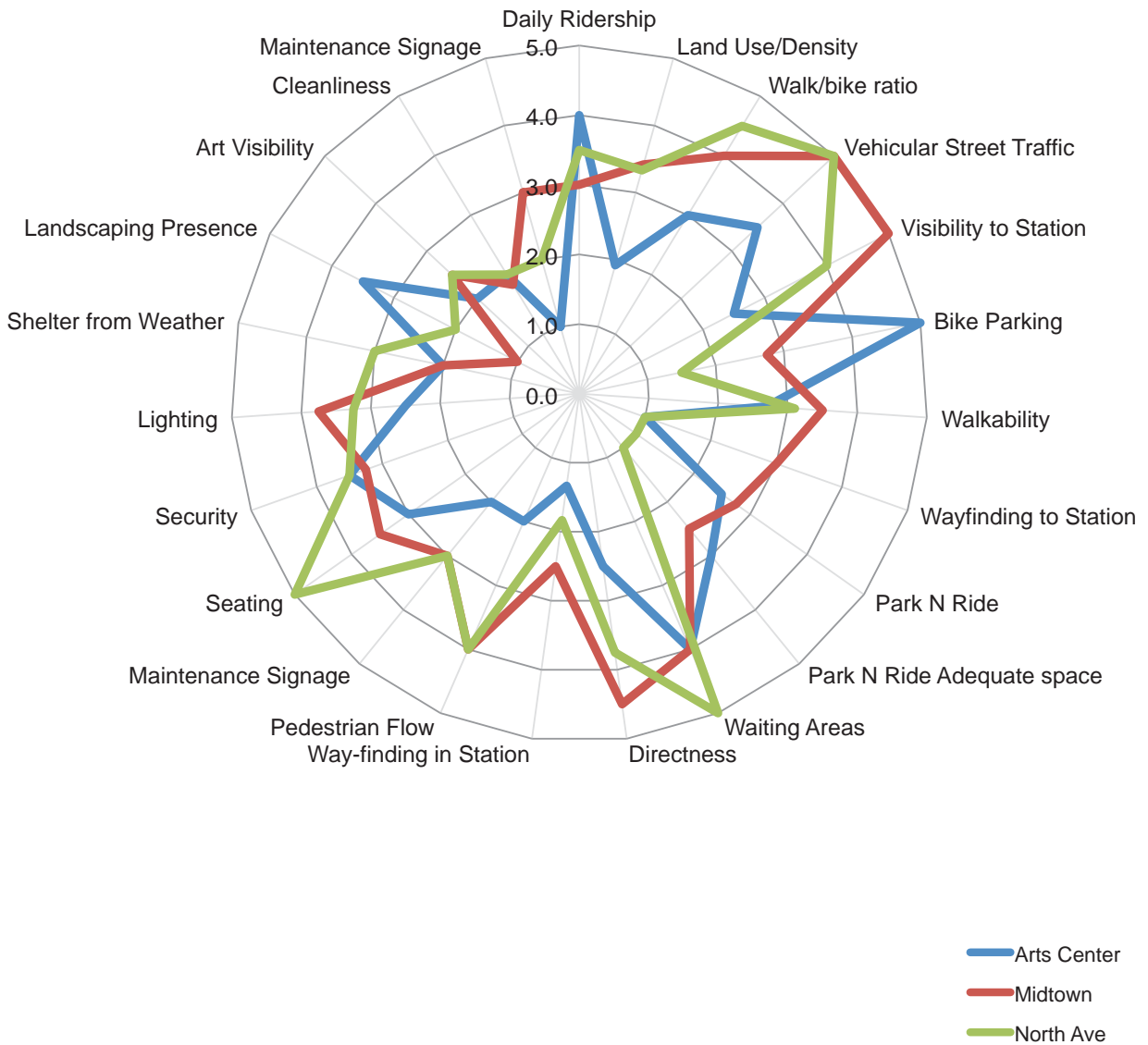
* Source|: MARTA GIS Analysis 2011 & ARC LandPro 2009.

* Source|: Site To Do Business on-line, 2011



Existing Site Plan

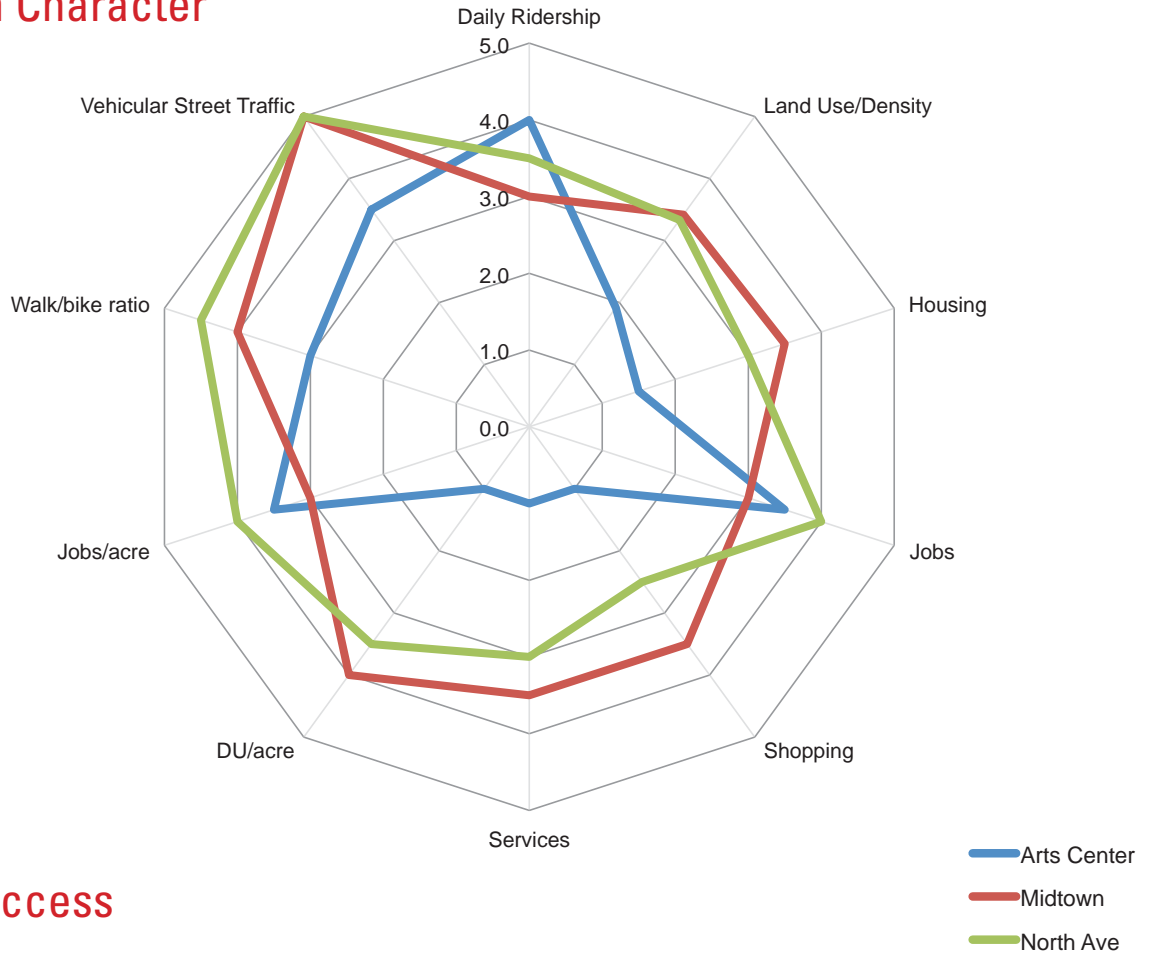
Key Topic Comparison



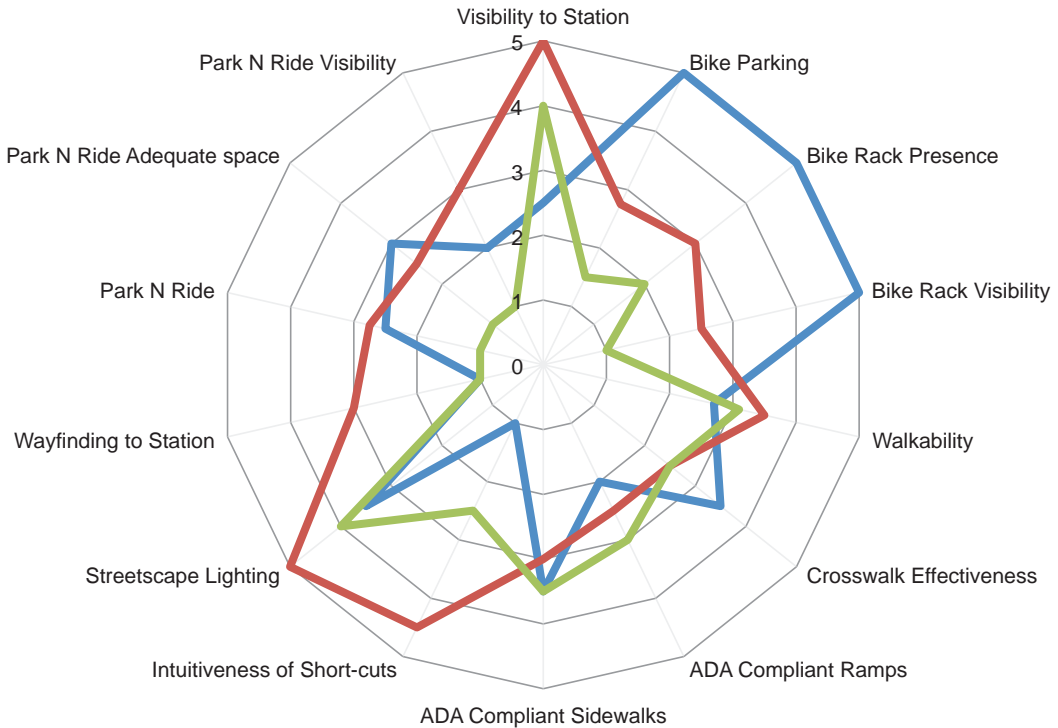
Key Topic Matrix

		Arts Center	Midtown	North Ave
Urban Character	Daily Ridership	4.0	3	3.5
	Land Use/Density	1.9	3.4	3.3
	Housing	1.5	3.5	3
	Jobs	3.5	3	4
	Shopping	1	3.5	2.5
	Services	1	3.5	3
	DU/acre	1	4	3.5
	Jobs/acre	3.5	3	4
	Walk/bike ratio	3	4	4.5
	Vehicular Street Traffic	3.5	5	5
Site Access	Visibility to Station	2.5	5	4
	Bike Parking	5	2.75	1.5
	Bike Rack Presence	5	3	2
	Bike Rack Visibility	5	2.5	1
	Walkability	2.7	3.5	3.1
	Crosswalk Effectiveness	3.5	2.5	2.5
	ADA Compliant Ramps	2	2.5	3
	ADA Compliant Sidewalks	3.5	3	3.5
	Intuitiveness of Short-cuts	1	4.5	2.5
	Streetscape Lighting	3.5	5	4
	Wayfinding to Station	1	3	1
	Park N Ride	2.5	2.75	1
	Park N Ride Adequate space	3	2.5	1
	Park N Ride Visibility	2	3	1
Station Circulation	Waiting Areas	4	4	5
	Train Waiting Area Size	3	5	5
	Bus Waiting Area Size	5	3	5
	Directness	2.5	4.5	3.75
	Directness to Train	2	5	3.5
	Directness to Bus	3	4	4
	Way-finding in Station	1.3	2.5	1.8
	Way-finding Vertical	1	2.5	2.5
	Way-finding Directional	2	4	2
	Schedule Info	1	1	1
	Pedestrian Flow	2	4	4
	Maintenance Signage	2	3	3
	Safety & Experience	Seating	3	3.5
Seating at Train Platform		2	2.5	4
Seating at Bus Bay		3.5	1.5	3
Seating outside		2.5	2	2
Security		3.5	3.25	3.5
Police presence		2	3	3.5
Call box/station help		5	3.5	3.5
Lighting		2.5	3.75	3.25
Interior		2.5	3.5	3
Exterior		2.5	4	3.5
Shelter from Weather		2	2	3
Landscaping Presence		3.5	1	2
Art Visibility		2	2.5	2.5
Cleanliness		2	1.8	2.0
Graffiti Presence		1	1	1
Litter Presence		2	2	2
Dirt		3	2.5	3
Maintenance Signage	1	3	2	

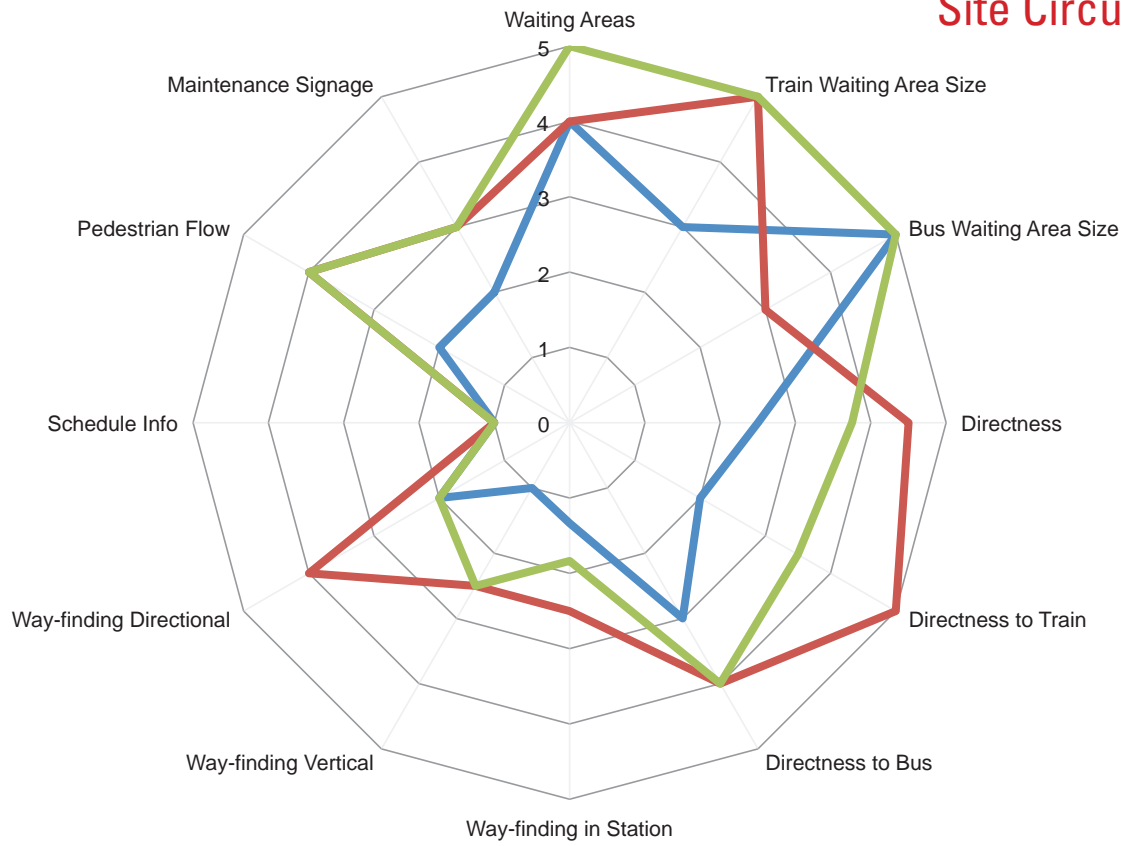
Urban Character



Site Access

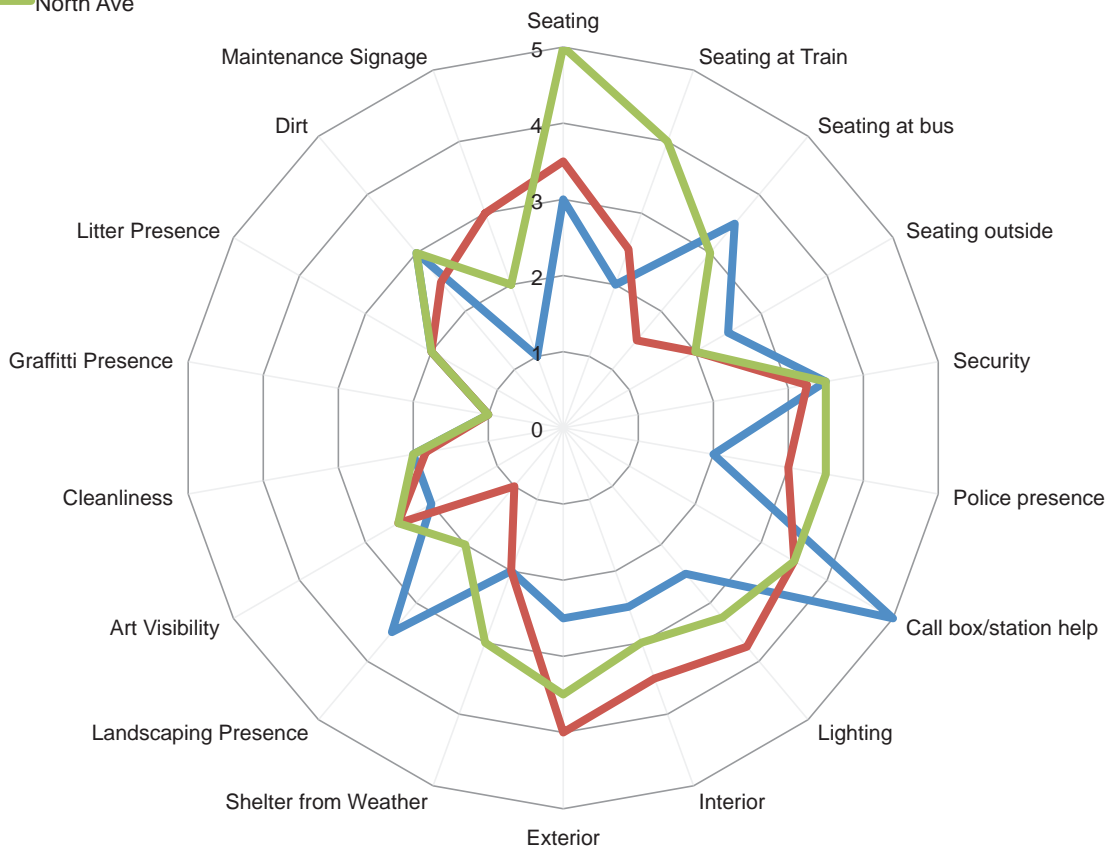


Site Circulation



- Arts Center
- Midtown
- North Ave

Safety/Experience



Summary:

B2

The North Avenue MARTA site has the highest level of exposure of the three Midtown stations, but is one of the most underperforming in regard to productive public space. The elevated planters and plantings hide the station which dramatically diminish street presence & visibility. The bus access aisles are also problematic as they essentially cut the site in half leaving disassociated and noncontributing parcels of land on the east side of the property. These drive aisles also create an uncomfortable pedestrian hazard that must be navigated to access the station. Inadvertently, these bus lanes currently serve as the main access point for bus commuters at street level.

Because of the traffic direction on West Peachtree Street and the elevation change to surface level, the northern plaza is not visible to the pedestrian or vehicular traffic. The existing plaza has limited shading opportunities and is currently an uncomfortable urban condition. This space is relatively left unoccupied except for the occasional pedestrian cut through.

North Avenue Station Comparisons: (Target Issues)

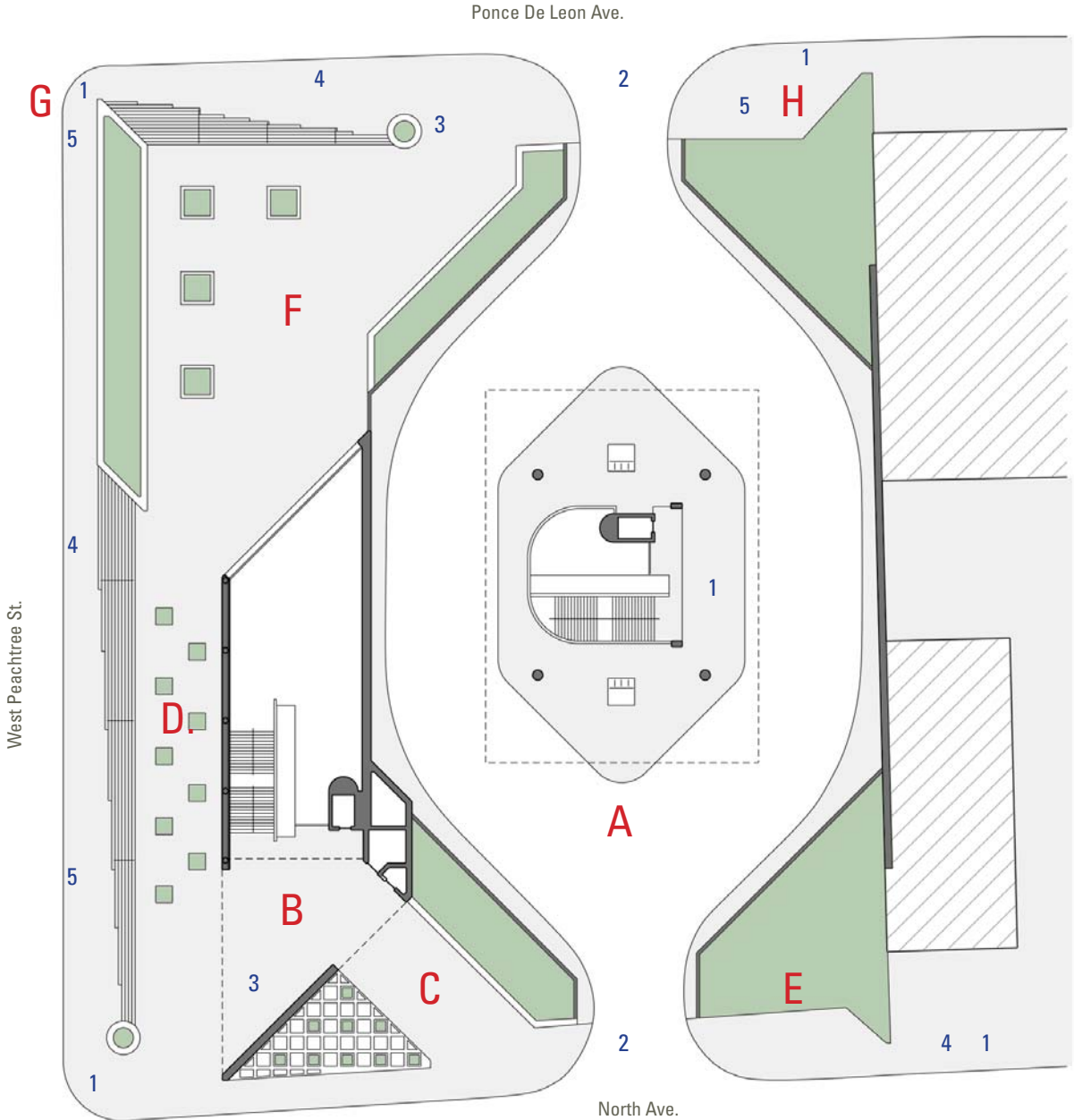
Street Traffic –	highest
Wayfinding –	low
Bike Parking –	lowest
Walk/Bike Ratio –	highest
Waiting Areas –	highest
Shelter –	highest

Station Goals:

- Make the navigation of the station more intuitive by increasing the wayfinding markers within the MARTA site as well as identify ways to communicate real time information to the transit users.
- Create a pedestrian experience along both North Ave. and Ponce De Leon Ave that engages the urban fabric and creates a sense of place. This space should create a street presence that activates the entry plazas with program and pedestrian conveniences.
- Look for opportunities to introduce mixed use program to broaden the appeal of the MARTA site to an audience beyond the daily commuter.
- Enliven the overall environment of the MARTA stations through engaging experiences that inform, entertain, and direct the transit user.
- Provide dedicated amenities for multi-modal transit users

North Avenue Station

Street Level

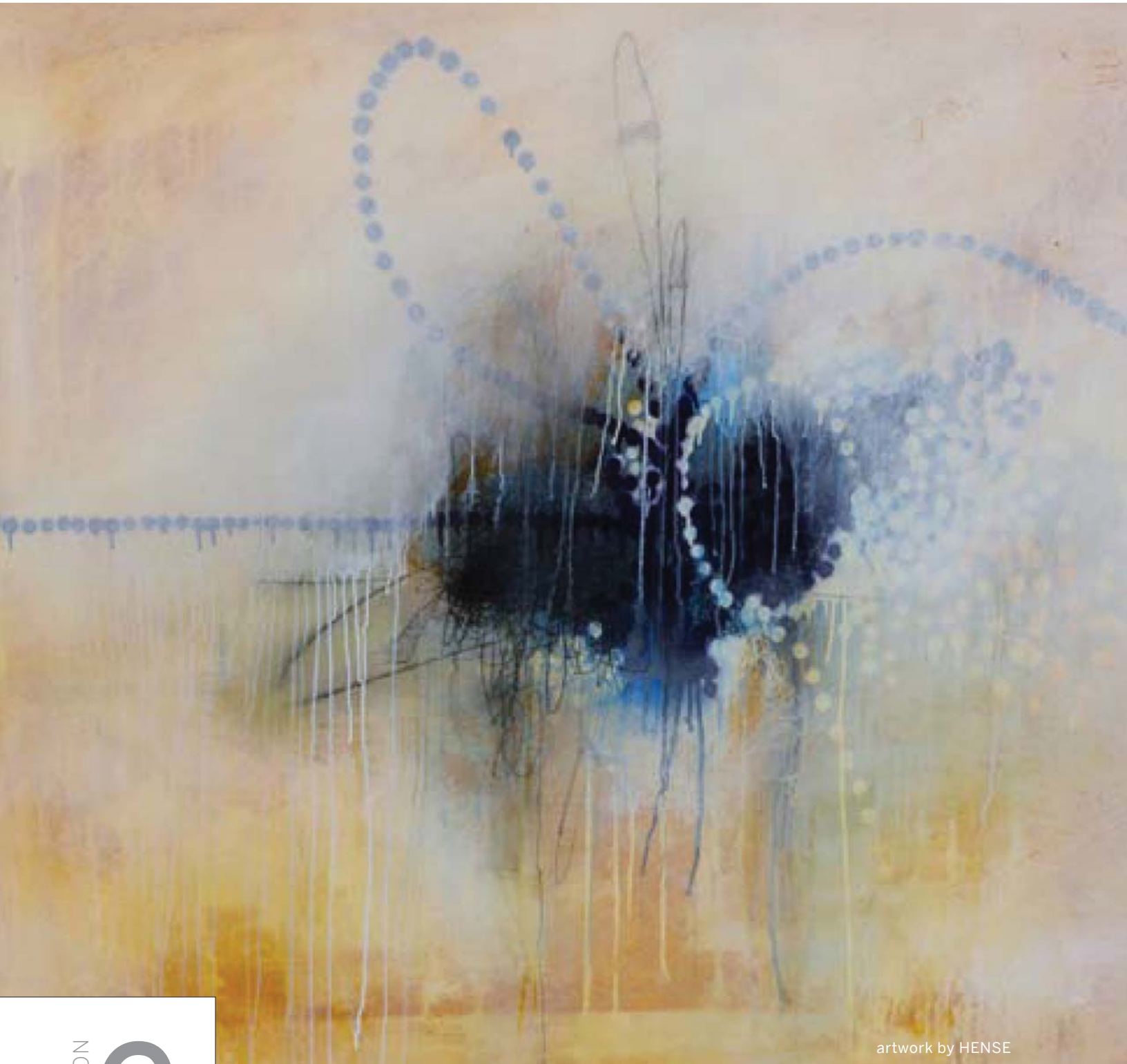


Key Topics: (In blue)

- 1. Way-finding
- 2. ADA
- 3. Bike
- 4. Park N Ride
- 5. Seating Outside

Opportunities: (In red)

- 1. Artistic Expression: (A, B, C, D, E, F, G, H)
 - Multi-Medium opportunities
- 2. Flex Space: (B, C, D, E, F, H)
 - Both temporary and permanent programming
- 3. Landscape: (C, D, E, F, H)
 - Both temporary and permanent
- 4. Lighting: (A, B, C, D, F)
 - Utilize higher impact expressive lighting designs
- 5. Revenue: (B, C, E, F, H)
 - Vending, retail, or commercial programming
- 6. Development (A, E, F, H)
 - Both T.O.D. & Joint Development land possibility



artwork by HENSE

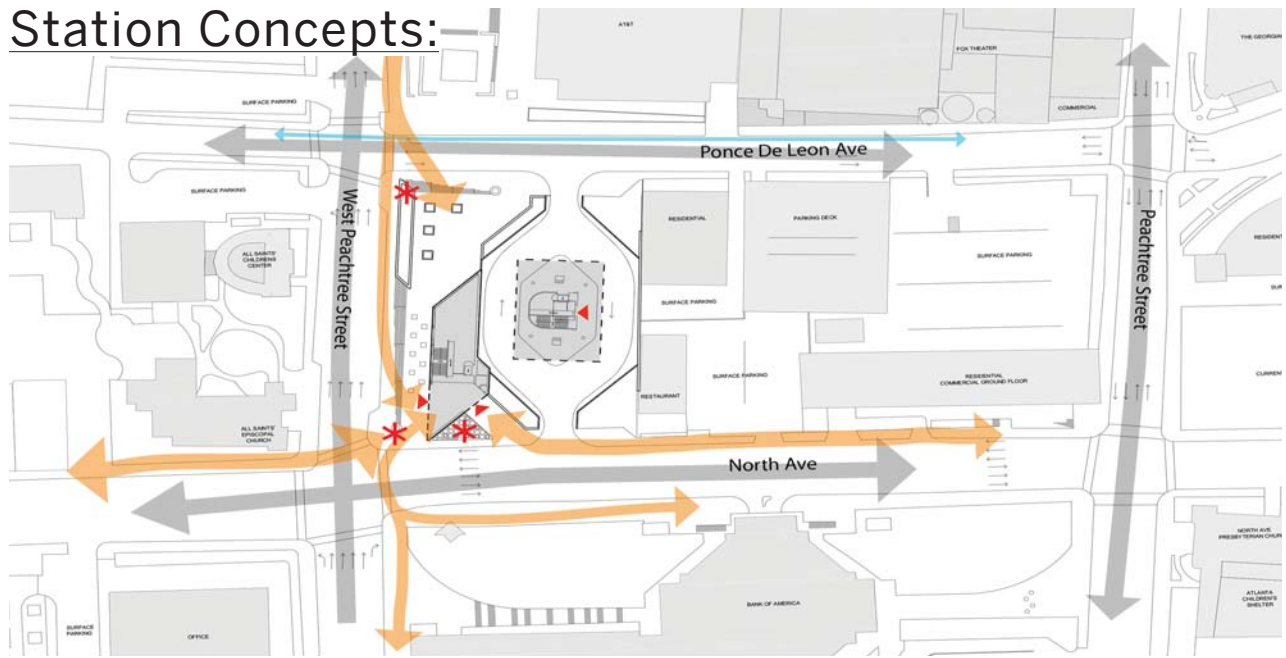
SECTION
C

MARTA: North Avenue Station

Concept Development

Station Concepts:

C1



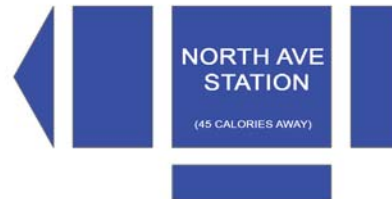
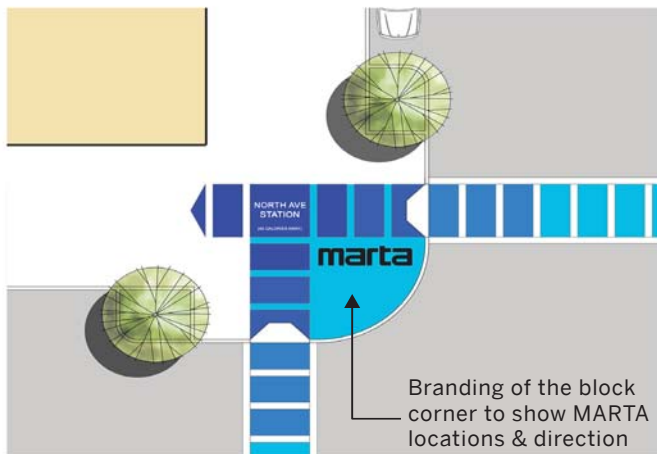
Site Access

- vehicular circulation flow
- pedestrian circulation flow
- bicycle circulation flow
- key points for station visibility and wayfinding
- marta station entrance/exit

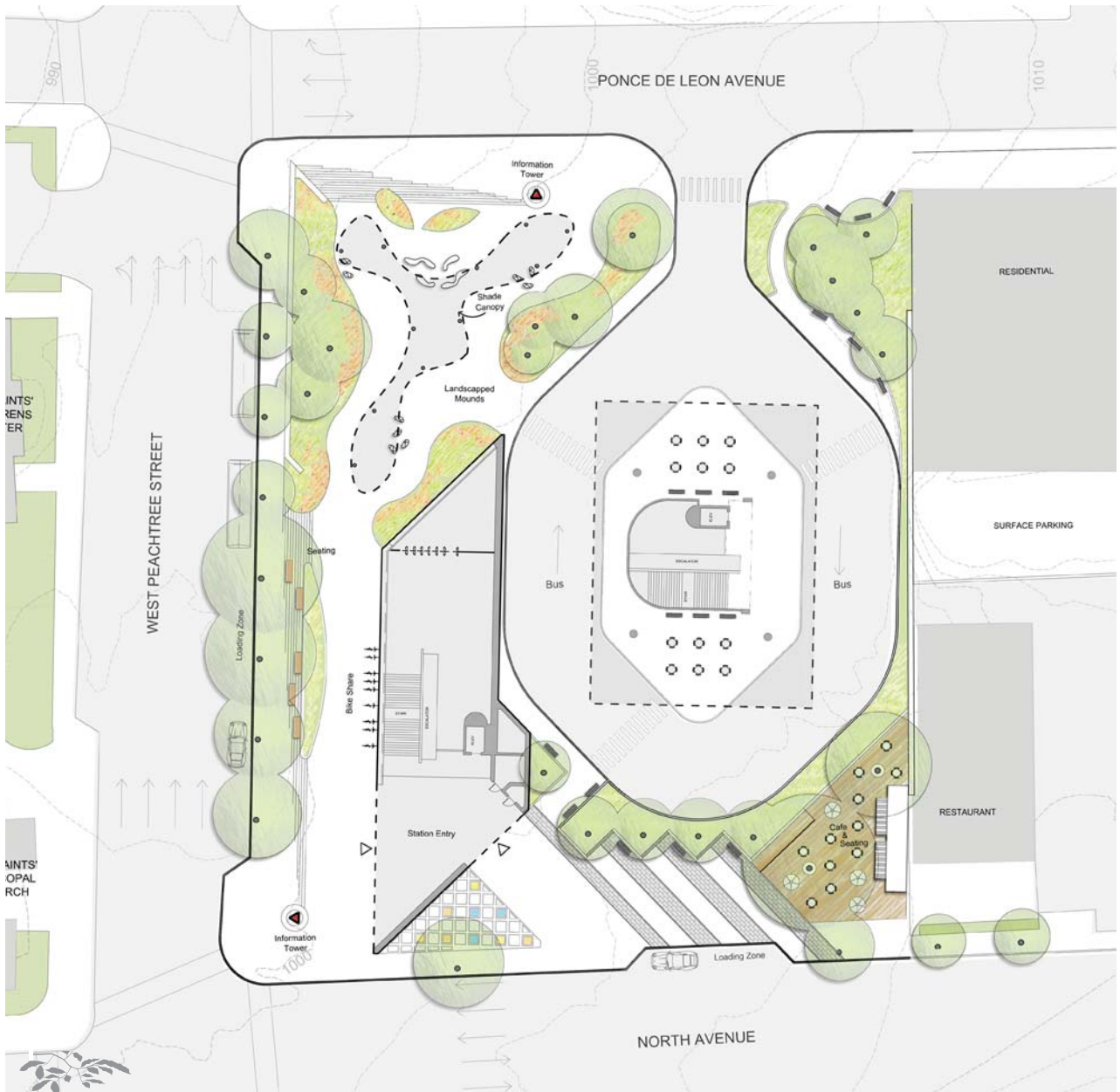


Impactive Expression

Urban Wayfinding



Branding of Block Corners

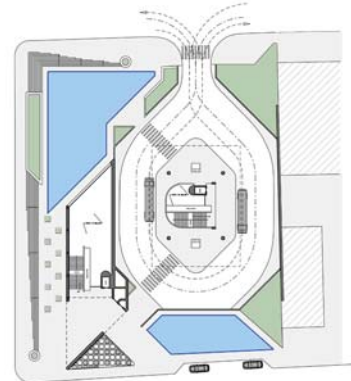


sylvatica studio

Proposed Site plan



Usable Open Space (Existing)

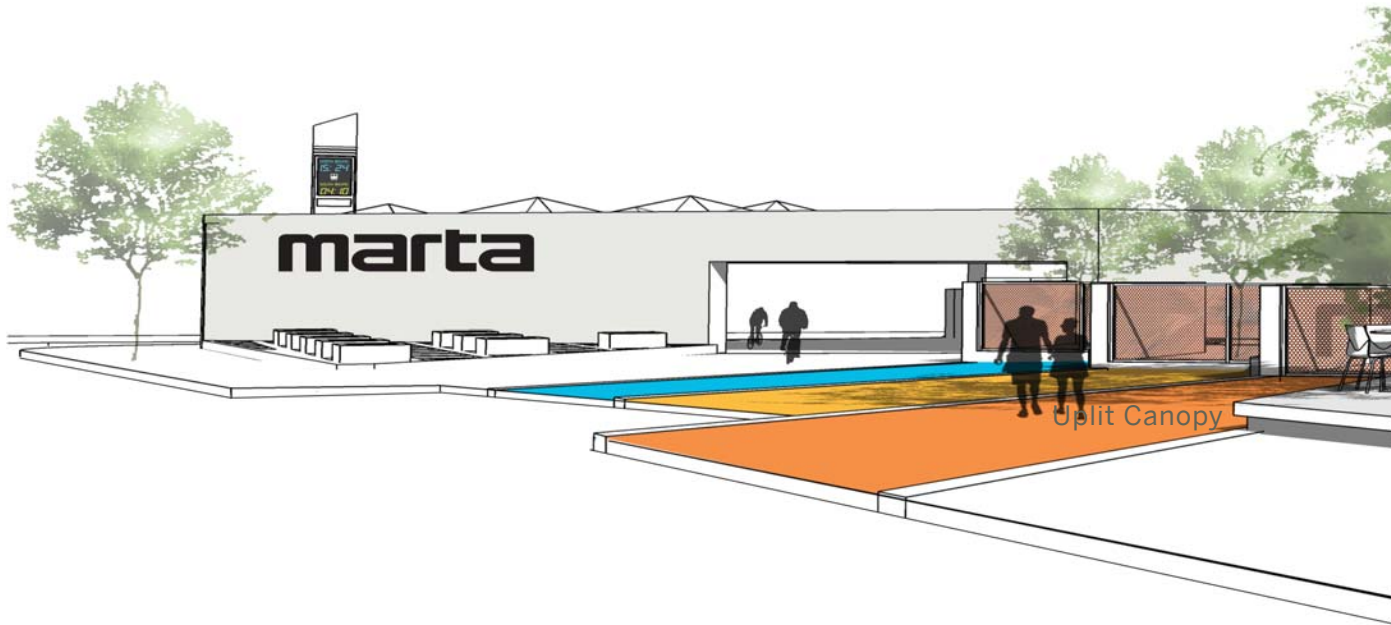


Usable Open Space (Proposed)

Site Diagrams

Enhancement Strategies:

C2



Pocket Park





North Avenue Perspective

Urban Plaza:

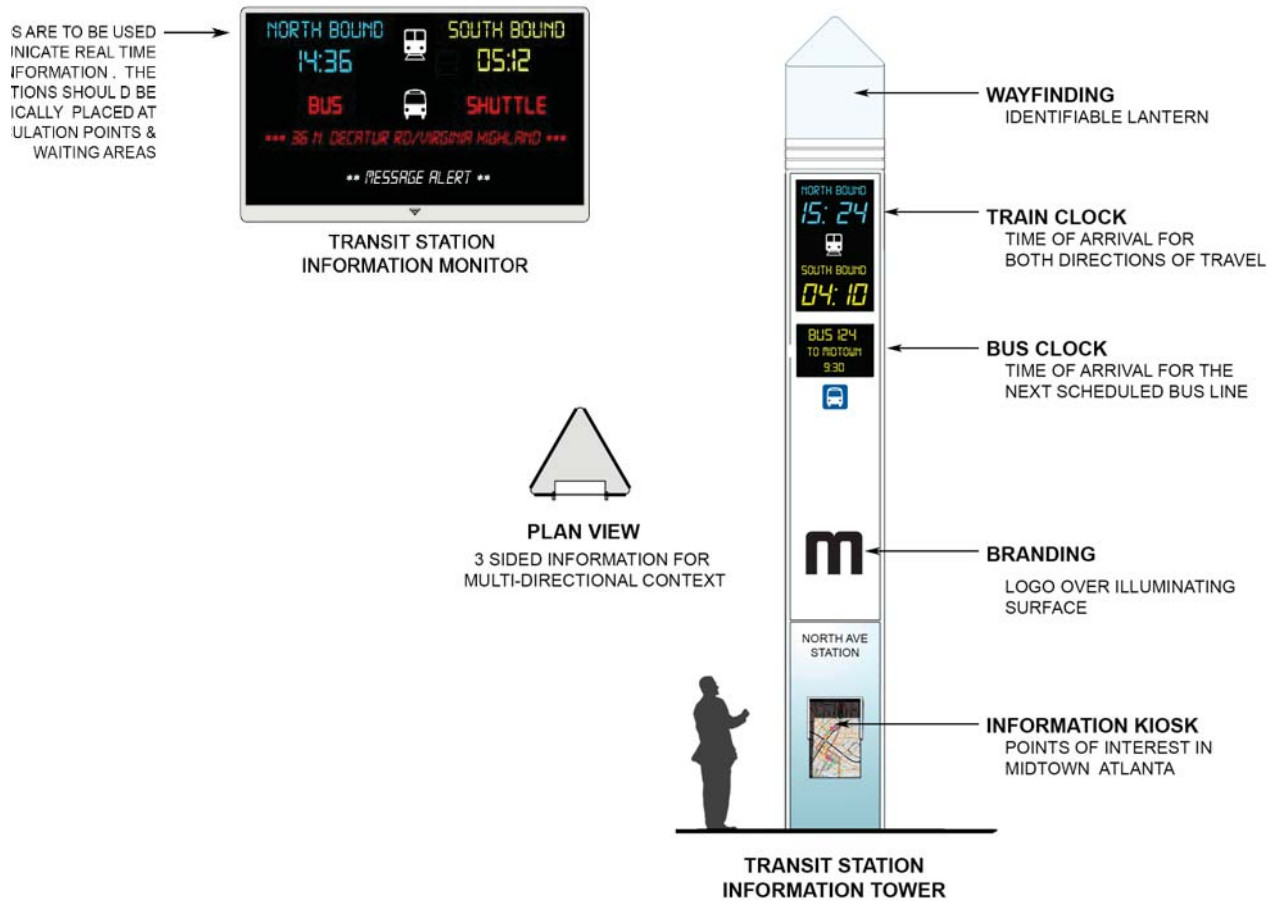
- The plaza spaces on both sides of the station will be activated through the ground plane. A mixture of seating, landscape, and shade structures will be used to create a sense of place in the urban fabric and help reinforce a distinct station identity.
- These spaces should target both short term and long term programming to engage the transit user as well and the general pedestrian.
- The northern plaza will need productive shading to make this space usable. This structure will also contribute to anchoring street frontage and create an identity to the north side of the MARTA site.

Mixed use & Green Space:

- By reclaiming the North Ave bus aisle, there is an opportunity to add a pocket park and small urban space for a commercial program. This will appeal to a broader audience than the transit user and pragmatically engage the public for a sustained day & night life to the station.
- With the limited available landscape onsite, this area could also be a refuge for commuter wait time.

Small Commercial Program





Information Towers:

- The tower communicates real time information at the street level which frees the commuter from having to stay at the platform while waiting. Transit riders can enjoy the amenities of the station and know when they need to return for their next bus or train.
- The tower acts as a way finding element at the urban scale. It is important that they are visible at distances away from the MARTA sites and anchor the street edge.
- The tower is also an information kiosk that contains maps of the immediate context and could communicate information like events in the Midtown area.

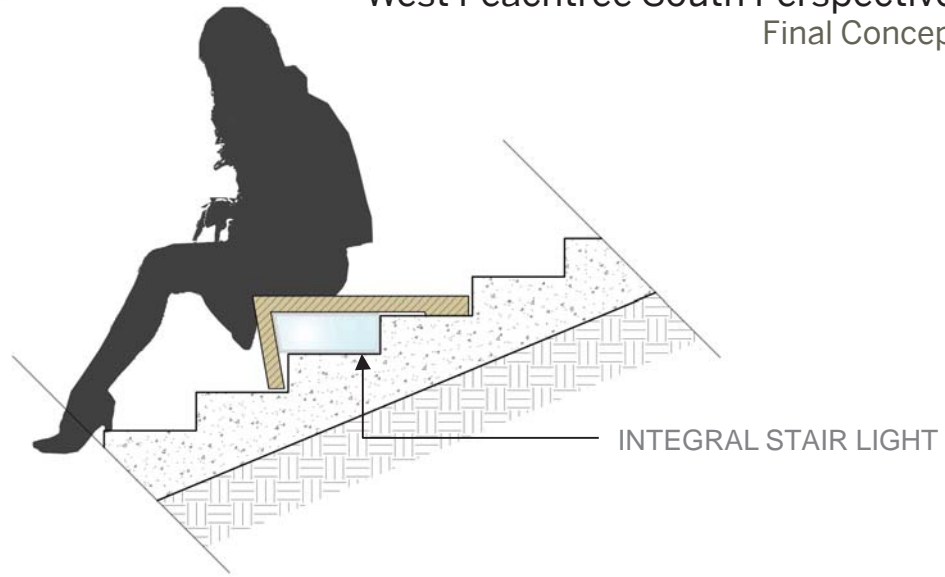
Information Boards:

- Digital boards are to be used to communicate real time schedules & relevant MARTA updates (such as maintenance and directional messages)
- The locations will be strategically places at circulation points and waiting areas.





West Peachtree South Perspective:
Final Concept



Stadium Seating:

- Take advantage of the existing stairs as commuter seating points for vehicle and shuttle pick up.

Bike Share:

- To transform this site into a true multi-modal station, amenities for every transit user must be present. A bike share station is a key aspect for bringing different types of commuters to this area and provides an alternative means of transportation for visitors and residence alike.



Ponce de Leon Plaza/Shade Structure



Activating the roof plane:

- The bus station canopy is one of the most visible elements of the station. Up lighting this feature will increase street presence as well as create a unique space for the commuter.



Introduction of Color - Lighting





Interior Environment:

- Introduce color to the interior of the station to overcome the monotony of the grey concrete finishes and increase a sense of awareness within the station. This will have immediate impact on one's overall station impression and provide a series of experiences for the commuter.
- Interior spaces should be activated through art installations and color enhancements in a way to guide the transit user through the levels of the station. Selective color will be used to help define wayfinding elements and destinations within the MARTA station.
- Supplement the existing lighting with different fixture types that wash the surfaces of the station to create a more vibrant experience.

Personal Engagement:

- Projection images could be displayed on the ceiling of the train platform areas to help activate the space and contribute to the personal experience of this area.
- Productive wait times could be created through smart phone technology. Commercial uses like internet shopping can be achieved through the use of QR codes and visual displays located in internal waiting areas of the station. Information of local amenities, maps, and directions can also be an asset here.

Public Feedback:

A Public meeting was held on September 11, 2013 to present the North Avenue MARTA station enhancement design concepts for community feedback and approval. Overall, the designs were well received with particular interest in improving the overall experiential nature of the transit sites both for the commuter and the community.

The main critiques of the existing MARTA stations were focused on the stations usability and overall lack of public amenities on site. There is a negative perception of the site as public space and people did not want to spend more time there than they needed to commute. The MARTA station is considered a place of function and not for enjoyment. Suggested areas of improvement ranged from basic maintenance to creative programming that would improve daily experiences.

These enhancement strategies addressed this major conflict as the core principle of the project approach: **Easier, Safer, and Delightful**. By increasing the flow of real time information to the commuter and providing amenities that engage daily experiences, the transit sites become more appealing as destinations themselves and broaden their impact into the community. The integration of technology at the stations is a key aspect of enabling productive wait times and allowing free movement throughout the station. The intended result is to make this station more intuitive and usable, activated with program, and enjoyable to occupy.



artwork by HENSE

SECTION **D**

MARTA: North Avenue Station Implementation Plan

MIDTOWN ATLANTA

TRANSIT STATION ENHANCEMENTS

NORTH AVE STATION

Total Cost: \$2,961,724

D1



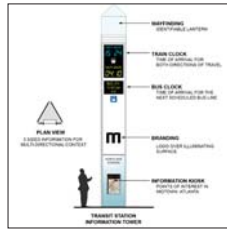
Ponce de Leon Ave Plaza and Shade Structure (Zone E)

- \$177,200 - **Pedestrian Lights** - illuminating columns, bollards, and accent lights
- \$825,000 - **Shade Canopy** - perforated metal panels with dichroic glass and integrated lighting
- \$42,000 - **Plaza Seating** - precast concrete in varying shapes and sizes
- \$103,787 - **Greenspace** - remove existing tree wells and add new mounding landscape areas
- \$30,724 - **Stair Planter** - metal planters partially on the plaza and partially transitioning down the stairs on Ponce de Leon Ave
- \$312,152 - **Decorative Plaza Pavement** - throughout Ponce de Leon Ave Plaza and replace handrails

\$1,490,863 *



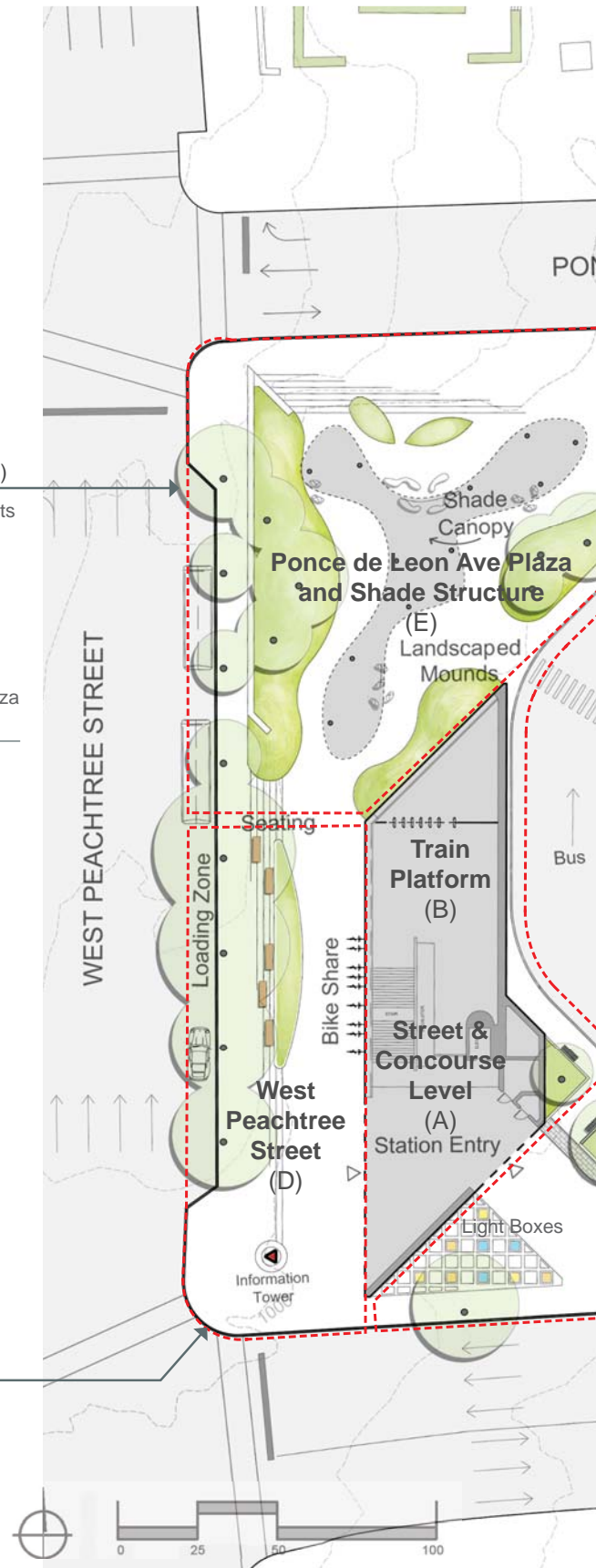
West Peachtree Street Rendering



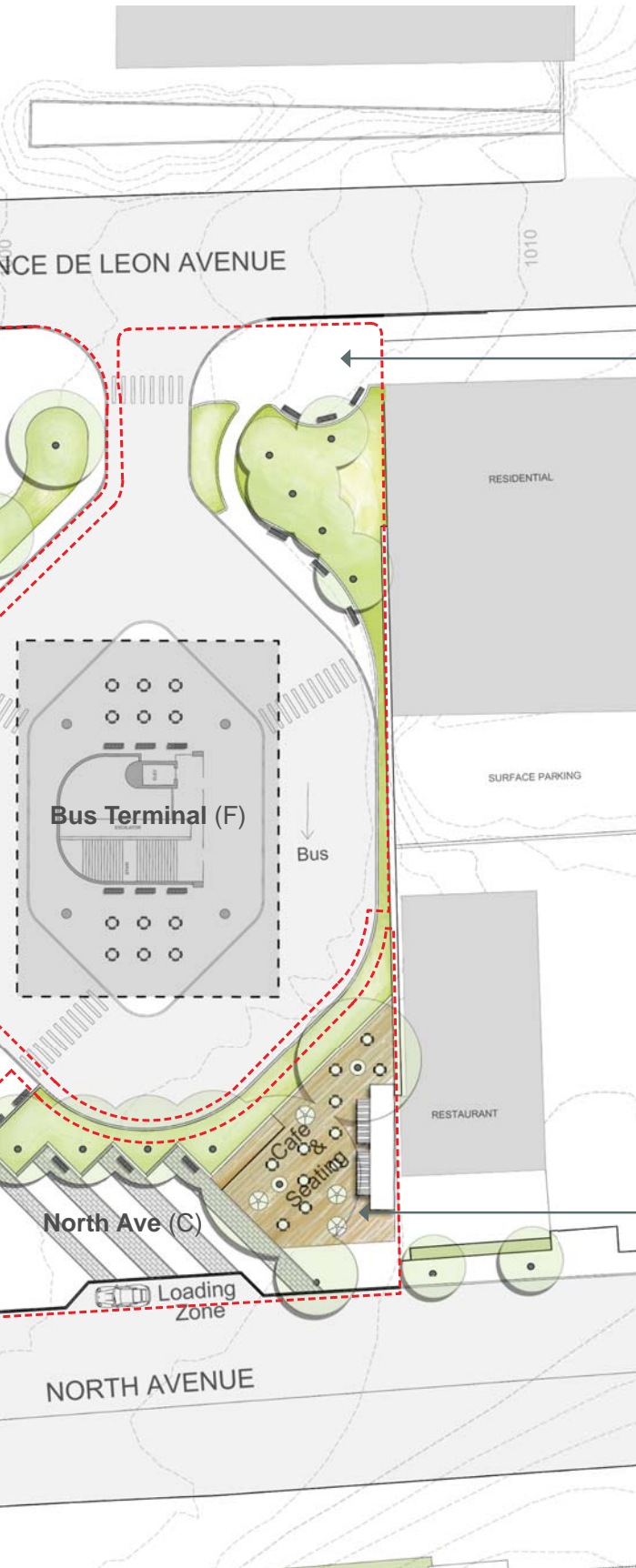
West Peachtree Street (Zone D)

- \$68,000 - **Pedestrian Lights** - illuminating columns, bollards, and accent lights
- \$49,206 - **Stadium Seating** - on West Peachtree Street stairs, replace hand rails
- \$114,250 - **Transit Tower** - digital monitors display live transit schedule
- \$63,233 - **Greenspace** - remove existing tree wells and add new landscape area
- \$1,032 - **Shuttle and Vehicle Loading Zone** - along Peachtree Place
- \$6,500 - **Bike Share** - bike share, repair, and parking racks by vender

\$302,221 *



Zone Map: Summary Sheet



Bus Terminal (Zone F)

- \$38,000** - **Lighting** - uplighting on exterior bus canopy
- \$16,680** - **Movable Seats and Tables** - steel table with matching chairs
- \$12,000** - **Informational Signage** - digital monitors display live transit schedule
- \$31,700** - **Greenspace** - remove existing terminal walls and replace with mounding landscape

\$98,380 *



North Ave Rendering



North Ave (Zone C)

- \$122,400** - **Pedestrian Lights** - illuminating columns, bollards, and accent lights
- \$195,300** - **Container Café** - to anchor North Ave
- \$27,800** - **Movable Seats and Tables** - steel table with matching chairs
- \$27,467** - **Demolish Bus Entry** - convert to active urban pocket park
- \$190,684** - **Granite Plaza Pavement** - banding patterns with vertical panels to screen bus mall
- \$5,877** - **Vehicle Loading Zone** - along North Ave
- \$35,280** - **Light Boxes** - replace existing tree planters with interactive lighted boxes

\$604,808 *

MIDTOWN ATLANTA

TRANSIT STATION ENHANCEMENTS

NORTH AVE STATION



Train Platform Level (Zone B)

- \$18,840 - **Paint** - lighten metal ceiling and traffic coating on floor
- \$48,000 - **Lighting** - linear and wall washing lights brighten the tunnel
- \$29,600 - **Informational Signage** - digital monitors broadcast real time transit information
- \$21,600 - **Ceiling Fan** - provide air circulation
- \$51,000 - **Technology** - add wi-fi

\$169,040 *



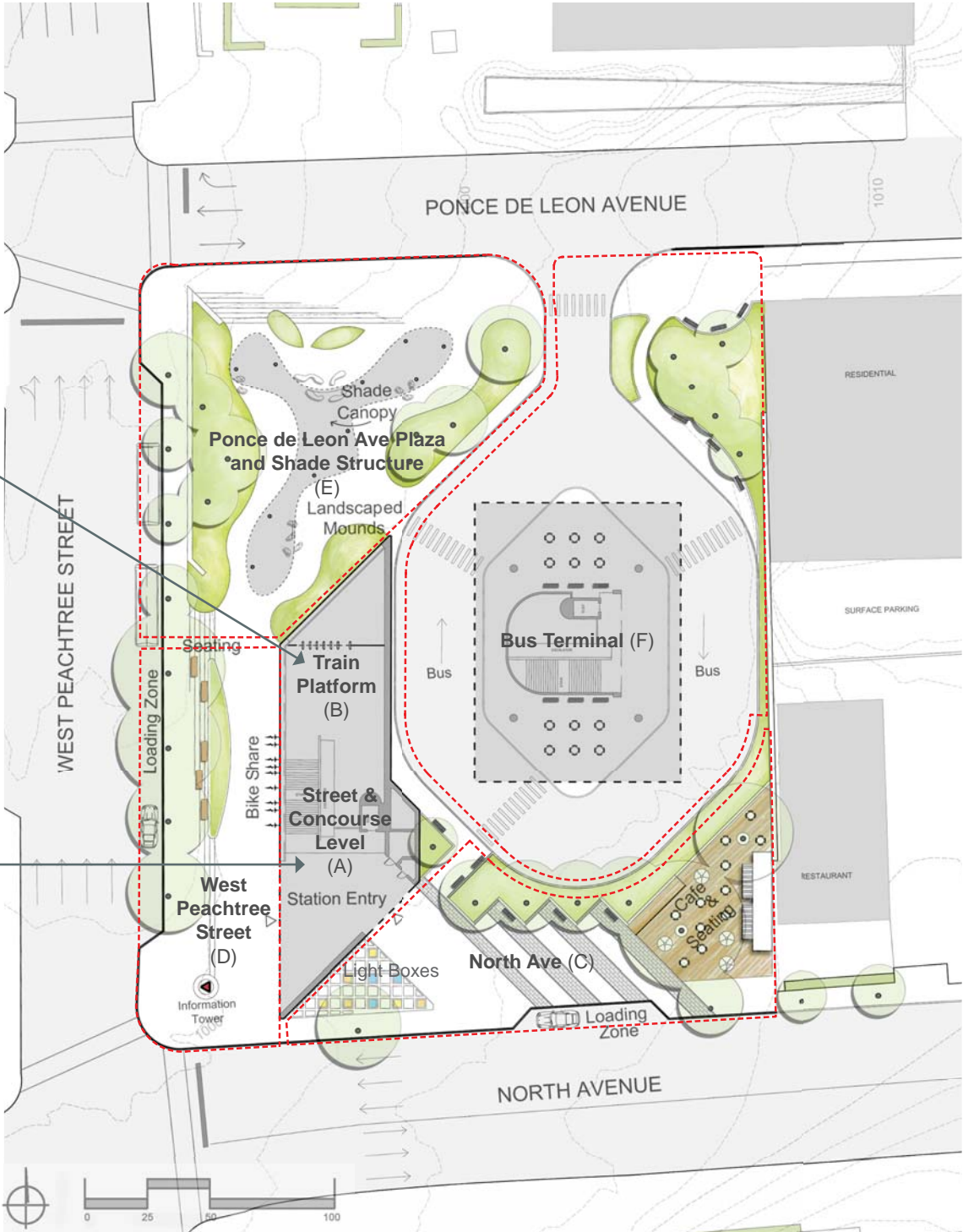
Station Entry, Façades and Intermediate Level Steet & Concourse Level (Zone A)

- \$60,000 - **Painted Murals (x2)** - local artists
- \$164,822 - **Concrete Stain** - lighten and brighten interior ceiling and certain walls
- \$12,000 - **Information Kiosk** - to provide tourist information for immediate neighborhood
- \$9,990 - **Paint** - painting of selective ceiling planks
- \$15,000 - **Lighting** - wall washers
- \$25,600 - **Signage** - information and directional
- \$9,000 - **Audio** - improve announcement clarity, play music

\$296,412 *

* Zone Pricing by Winter Construction

Zone Map: Summary Sheet



SECTION D

SMITHDALIA.COM



NORTH AVE STATION

Zone A - Station Entry Façade and Intermediate Level

Feature	#	Component	Location
Art			
Priority: 1 to 3 Yrs.	01.	Painted wall mural 1 (KEIM mineral coating)	North Ave Ext Wall (inside face)
Priority: 3 to 5 Yrs.	02.	Painted Wall Mural 2 (KEIM mineral coating)	Concourse Stair (western wall)
Concrete Staining			
Priority: 1 to 3 Yrs.	03.	changing the color & appearance of the station (KEIM coating - Lasur)	Exterior facades and int. ceiling (concrete structure)
Painting			
Priority: 1 to 3 Yrs.	04.	Floor paint (interior) Pedestrian traffic coating @ selective areas	Concourse
Priority: 1 to 3 Yrs.	05.	Paint of interior aluminum ceiling planks @ selective areas	Concourse
Lighting			
Priority: 1 to 3 Yrs.	06.	Provide new fluorescent or ceramic metal halide direct/indirect lighting sources for general illumination at the concourse level.	Concourse level
Priority: 1 to 3 Yrs.	07.	Provide surface mounted ceramic metal halide wall washers at the North Ave. façade.	North Ave façade
Priority: 1 to 3 Yrs.	08.	Provide lighted boxes in place of existing planters. This can be achieved by purchasing pre-fabricated lighted furniture or by integrating linear LED strips in to an architectural element.	North Ave façade
Priority: 1 to 3 Yrs.	09.	Interactive projections using multiple projectors.	Concourse
Wayfinding/ Signage			
Priority: 1 to 3 Yrs.	10.	Directional signage (interior)	Concourse
Priority: 3 to 5 Yrs.	11.	Informational signage (interior - digital)	Concourse
Priority: 1 to 3 Yrs.	12.	Move MARTA signage to exterior edge of façade	North Ave façade
Technology			
Priority: 1 to 3 Yrs.	13.	Add Wi-Fi	Concourse
Priority: 3 to 5 Yrs.	14.	QR code shopping - wall panels (local businesses)	Concourse
Priority: 1 to 3 Yrs.	15.	QR code: Midtown destinations w/maps & directions	Street and Concourse
Priority: 1 to 3 Yrs.	16.	Information Kiosk	North Avenue Entry
Priority: 3 to 5 Yrs.	17.	Smart phone App. Include schedule, maps, travel times, Midtown businesses & events, MARTA amenities (Bike share)	
Maintenance			
Priority: 1 to 3 Yrs.	18.	Use scented water for cleaning	
Priority: 1 to 3 Yrs.	19.	Add ceiling fans in the station (air circulation)	Concourse
Audio			
Priority: 1 to 3 Yrs.	20.	Increase the amount of speakers for announcement clarity. Play music.	
Advertisements			
Priority: 1 to 3 Yrs.	21.	Use breeze cards (Local business)	
Roofing			
Priority: 5 to 10 Yrs.	22.	When replacing the existing roof, use white membrane material to reflect solar heat gain	Roof

Zone B - Train Platform

Feature	#	Component	Location
Concrete Staining			
Priority: 1 to 3 Yrs.	23.	changing the color & appearance of the station (KEIM coating - Lasur)	Int. ceiling (concrete structure)
	24.		
Painting			
Priority: 1 to 3 Yrs.	25.	floor paint (interior) Pedestrian traffic coating @ selective areas	Platform
Priority: 1 to 3 Yrs.	26.	paint of interior aluminum ceiling planks @ selective areas	Platform
Lighting			
Priority: 1 to 3 Yrs.	27.	Provide linear fluorescent or LED wall washers/cove fixtures for wall washing and up-lighting.	Platform
Priority: 1 to 3 Yrs.	28.	Interactive projections using multiple projectors.	Platform

ENHANCEMENT PROJECT PRICING

Qty.	Unit	Cost	Extension	1-3 Yr. Priority	3-5 Yr. Priority	Notes
1.00	each	30,000.00	\$ 30,000	\$ 30,000		
1.00	each	30,000.00	\$ 30,000		\$ 30,000	
68,676.00	sqft	2.40	\$ 164,822	\$ 164,822		
	NIC		\$ -	\$ -		
5,400.00	sqft	1.85	\$ 9,990	\$ 9,990		
	by others		\$ -	\$ -		
30.00	each	500.00	\$ 15,000	\$ 15,000		along North Ave. and West Peachtree St.
1.00	allow	35,280.00	\$ 35,280	\$ 35,280		
1.00	allow	30,000.00	\$ 30,000	\$ 30,000		TBD
4.00	each	1,400.00	\$ 5,600	\$ 5,600		
2.00	each	6,000.00	\$ 12,000		\$ 12,000	
1.00	sum	8,000.00	\$ 8,000	\$ 8,000		
	NIC		\$ -	\$ -		
	by others		\$ -		\$ -	paid for by vendor
	by others		\$ -	\$ -		paid for by vendor
1.00	each	12,000.00	\$ 12,000	\$ 12,000		
	by others		\$ -		\$ -	Midtown working with GaTech
	by others		\$ -	\$ -		
	NIC		\$ -	\$ -		
5.00	each	1,800.00	\$ 9,000	\$ 9,000		
	by others		\$ -	\$ -		
	by others		\$ -			Approximate value is \$570,000 for replacement.
TOTAL ZONE IMPROVEMENTS			\$ 361,692	\$ 319,692	\$ 42,000	

Qty.	Unit	Cost	Extension	1-3 Yr. Priority	3-5 Yr. Priority	Notes
	NIC		\$ -	\$ -		
			\$ -			
2,400.00	sqft	6.00	\$ 14,400	\$ 14,400		
2,400.00	sqft	1.85	\$ 4,440	\$ 4,440		
240.00	lnft	200.00	\$ 48,000	\$ 48,000		
	NIC		\$ -	\$ -		

Wayfinding/ Signage			
Priority: 1 to 3 Yrs.	29.	Directional signage (interior)	Platform
Priority: 3 to 5 Yrs.	30.	Informational signage (interior - digital)	Platform
Technology			
Priority: 1 to 3 Yrs.	31.	Add Wi-Fi	Platform
Priority: 1 to 3 Yrs.	32.	QR code: Midtown destinations w/maps & directions	Platform
Maintenance			
Priority: 1 to 3 Yrs.	33.	Add ceiling fans in the station (air circulation)	Platform

Zone C - North Avenue

Feature	#	Component	Location
Lighting			
	34.	Exterior pedestrian lights will supplement the existing site lighting to ensure the minimum foot candle standards are achieved. Combinations of column lights, wall/step lights, in-ground uplights and accent lights will be placed to ensure new pedestrian zones are safe, secure and inviting. Lighting strategies utilizing a variety of targeted light sources can meet safety standards without producing unnecessary light pollution.	
	35.	Column light example	
	36.	Wall/step light example	
	37.	In-ground uplight example	
	38.	Accent light example	
Wayfinding/ Signage			
Priority: 3 to 5 Yrs.	39.	Transit tower: 3 sided information tower. Identifiable light at top for wayfinding. Digital monitors to display time, arrival of next trains and bus. Marta branding. Informational map at the pedestrian level.	North Ave
Seating/Street furniture			
Priority: 1 to 3 Yrs.	40.	Movable seats and tables, 30" round steel table with matching steel chairs, two per table. 20 tables and 40 chairs. Half of the tables (10) to have an umbrella.	North Avenue
Mixed-use			
Priority: 3 to 5 Yrs.	41.	Container café. Provide concrete slab and utility connections for the container café.	North Ave.
Priority: 3 to 5 Yrs.	42.	Seating area. Seating area to be an elevated wood (lpe) deck on steel post and frame. Post to be anchored on concrete piers. Minimize disturbance of the existing grade and provide openings in the deck for existing trees. Deck will include a ramp with stainless steel handrails for ada access along the back of the existing terminal wall. Provide continuous steps at the deck edge for access from the adjacent sidewalk. Both ramp and steps will have recessed led lights. Install up/down led lights in the existing trees to illuminate the seating area. Intall continuous perforated metal screen panels (48" tall) along the existing terminal wall to serve as gaurdrail. Gaurdrail post will be 60" o.c. and embedded into the top of the existing wall.	North Ave.
Hardscape			
Priority: 3 to 5 Yrs.	43.	Remove North Avenue bus terminal driveway. Remove existing concrete drive and curbs. Cut and remove the existing retaining wall segements along both side of the driveway. Remove the existing metal fence currently surrounding the landscape and tree area. Preserve the existing large oak tree.	North Ave.

	4.00	each	1,400.00	\$ 5,600	\$ 5,600		
	4.00	each	6,000.00	\$ 24,000		\$ 24,000	
	6.00	each	8,500.00	\$ 51,000	\$ 51,000		
		by others		\$ -	\$ -		
	12.00	each	1,800.00	\$ 21,600	\$ 21,600		
TOTAL ZONE IMPROVEMENTS				\$ 169,040	\$ 145,040	\$ 24,000	

Qty.	Unit	Cost	Extension	1-3 Yr. Priority	3-5 Yr. Priority	Notes
1.00	allow	122,400.00	\$ 122,400			
10.00	included		\$ -			
20.00	included		\$ -			
12.00	included		\$ -			
8.00	included		\$ -			
	NIC		\$ -		\$ -	included in Zone D
20.00	sets	1,390.00	\$ 27,800	\$ 27,800		
360.00	sqft	280.00	\$ 100,800		\$ 100,800	
2,700.00	sqft	35.00	\$ 94,500		\$ 94,500	
1.00	sum	27,466.67	\$ 27,467		\$ 27,467	

Priority: 3 to 5 Yrs.	44.	Flex Space. In place of the removed bus terminal drive, create a new pedestrian plaza. Replace existing driveway and sidewalk pavement with granite pavers (option 1) with banding pattern created by using a large and small paver size. Or, colored concrete (option 2) with exposed aggregate finish. Banding pattern created by using different shades of the same concrete color. Place 3 perforated metal screens and new landscape to direct pedestrian circulation to a designated crosswalk. Each screen panel is 14' wide by 12' tall with a metal support frame anchored in concrete footings. The landscape area is approximately 2,000 sf and shall be replanted with a mix of native trees, grasses and groundcovers. Provide new planting soil or amend existing soil to a depth of 18". Provide drip irrigation and 3" layer of mulch in all landscape areas. All landscape areas will drain to inlets, and will not have direct runoff onto adjacent pavements. Create new concrete walkway into bus terminal area with benches (3) and new crosswalk.	North Ave.	
Multi-Modal				
Priority: 3 to 5 Yrs.	45.	Vehicular drop-off. Saw cut and remove existing concrete sidewalk. Add approximately 100 lf of new granite header curb, reset existing manhole to new elevation, and repave parking area with asphalt surface to match North Avenue. Add no parking signs, and add vehicular drop-off only signs. Streetscape improvements shall adhere to Midtown Alliance standards.	North Ave.	

Zone D - West Peachtree Street

Feature	#	Component	Location	
Lighting				
	46.	Exterior pedestrian lights will supplement the existing site lighting to ensure the minimum foot candle standards are achieved. Combinations of column lights, wall/step lights, in-ground uplights and accent lights will be placed to ensure new pedestrian zones are safe, secure and inviting. Lighting strategies utilizing a variety of targeted light sources can meet safety standards without producing unnecessary light pollution.		
	47.	Column light example		
	48.	Wall/step light example		
	49.	In-ground uplight example		
	50.	Accent light example		
Wayfinding/ Signage				
Priority: 1 to 3 Yrs.	51.	Street signage at ATT Midtown Center	W. Peachtree & 3rd Ave	
Priority: 3 to 5 Yrs.	52.	Transit tower: 3 sided information tower. Identifiable light at top for wayfinding. Digital monitors to display time, arrival of next trains and bus. Marta branding. Informational map at the pedestrian level.	North Ave	
Seating/Street furniture				
Priority: 1 to 3 Yrs.	53.	Stair "Stadium" seating (5), Option 1 - composite lumber seat with steel frame. Option 2, fiberglass seat and frame. Option 3, metal slats with steel frame. Each seat option will be permanently anchored to the existing steps. Each seat is approximately 3' to cover two existing treads, and 8' long. Each seat is illuminated from underneath by led lights.	W. Peachtree Street	
Landscape				
	54.	Remove existing trees & wells. Remove existing trees (10). Remove existing flush tree grates, return to MARTA. Remove existing granite walls around existing planters. Replace with concrete pavement to match plaza. Remove existing granite walls around existing planters. Replace with new metal landscape edge walls approximately 18" to 24" tall.	W. Peachtree St.	

	5,100.00	sqft	37.39	\$ 190,684		\$ 190,684	
	66.67	sqyd	88.15	\$ 5,877		\$ 5,877	
TOTAL ZONE IMPROVEMENTS				\$ 569,527	\$ 27,800	\$ 419,327	
Qty.	Unit	Cost	Extension	1-3 Yr. Priority	3-5 Yr. Priority	Notes	
1.00	allow	68,000.00	\$ 68,000				
8.00	included		\$ -				
20.00	included		\$ -				
-	included		\$ -				
-	included		\$ -				
1.00	allow	5,000.00	\$ 5,000	\$ 5,000			
1.00	each	109,250.00	\$ 109,250		\$ 109,250		
5.00	each	8,670.00	\$ 43,350	\$ 43,350		priced as metal slats with steel frame	
10.00	each	4,653.00	\$ 46,530				

	55.	Add new landscape area to be replanted with a mix of native trees, grasses and groundcovers. Provide new planting soil or amend existing soil to a depth of 18". Provide drip irrigation and 3" layer of mulch in all landscape areas. All landscape areas will be drain to inlets, and will not direct runoff onto adjacent pavements. New landscape areas will have metal edge walls approximately 18" to 24" tall.	W. Peachtree St.
Hardscape			
Priority: 3 to 5 Yrs.	56.	Handrails , remove existing and add new stainless steel handrails to the steps.	W. Peachtree St.
Multi-Modal			
Priority: 1 to 3 Yrs.	57.	Reclaim metered parking for bus/shuttle/vehicular drop-off. Remove existing parking meter, parking signage and stripes. Add no parking signs, and add bus/shuttle/vehicular drop-off only signs.	W. Peachtree St.
Priority: 1 to 3 Yrs.	58.	Bike Share	W. Peachtree St.

Zone E - Ponce de Leon Avenue Plaza and Shade Structure

Feature	#	Component	Location
Lighting			
	59.	Exterior pedestrian lights will supplement the existing site lighting to ensure the minimum foot candle standards are achieved. Combinations of column lights, wall/step lights, in-ground uplights and accent lights will be placed to ensure new pedestrian zones are safe, secure and inviting. Lighting strategies utilizing a variety of targeted light sources can meet safety standards without producing unnecessary light pollution.	
	60.	Column light example	
	61.	Wall/step light example	
	62.	In-ground uplight example	
	63.	Accent light example	
Wayfinding/ Signage			
Priority: 3 to 5 Yrs.	64.	Transit tower: 3 sided information tower. Identifiable light at top for wayfinding. Digital monitors to display time, arrival of next trains and bus. Marta branding. Informational map at the pedestrian level.	Ponce De Leon Ave
Shade Structure			
Priority: 1 to 3 Yrs.	65.	Steel shade canopy w/ steel pipe infill & perforated metal panel. Dichroic glass infill with up/down lighting	Ponce de Leon Avenue Plaza
Seating/Street furniture			
Priority: 1 to 3 Yrs.	66.	Plaza seating (20) , Precast concrete seats in varying shape and size.	Ponce de Leon Avenue and Plaza
Landscape			
	67.	Remove existing trees & wells. Remove existing trees (4). Remove existing (4) elevated tree wells, approximately 18" tall. Replace with concrete pavement to match plaza. Remove existing granite walls around existing planters. Replace with new metal landscape edge walls approximately 18" to 24" tall.	W. Peachtree St.
Priority: 3 to 5 Yrs	68.	New landscape area along northwest station wall. Remove existing large planter pots and return to MARTA. New landscape areas shall be replanted with a mix of native grasses and groundcovers. Provide new planting soil or amend existing soil to a depth of 18". Provide drip irrigation and 3" layer of mulch in all landscape areas. All landscape areas will drain to inlets, and will not have direct runoff onto adjacent pavements. New landscape areas will have metal edge walls approximately 18" to 24" tall.	Ponce de Leon Avenue and Plaza

	500.00	sqft	33.41	\$ 16,703			
	96.00	lnft	61.00	\$ 5,856		\$ 5,856	
	4.00	each	258.00	\$ 1,032	\$ 1,032		
	1.00	sum	6,500.00	\$ 6,500	\$ 6,500		includes untility service only. Kiosk by vendor
TOTAL ZONE IMPROVEMENTS				\$ 302,221	\$ 55,882	\$ 115,106	
Qty.	Unit	Cost	Extension	1-3 Yr. Priority	3-5 Yr. Priority	Notes	
1.00	allow	177,200.00	\$ 177,200				
12.00	included		\$ -				
18.00	included		\$ -				
30.00	included		\$ -				
8.00	included		\$ -				
	NIC		\$ -		\$ -	included in Zone D	
2,100.00	sqft	392.86	\$ 825,000	\$ 825,000			
20.00	each	2,100.00	\$ 42,000	\$ 42,000			
4.00	each	4,653.00	\$ 18,612				
2,500.00	sqft	34.07	\$ 85,175				

	69.	Removes existing planter wall and replace with new mounding landscape element. Remove existing trees and vegetation. New landscape areas shall be replanted with a mix of native trees, grasses and groundcovers. Provide new planting soil or amend existing soil to a depth of 18". Provide drip irrigation and 3" layer of mulch in all landscape areas. All landscape areas will be drain to inlets, and will not direct runoff onto adjacent pavements. New landscape areas will have metal edge walls approximately 18" to 24" tall.	W. Peachtree St.
	70.	New stair planters. 18" to 24" tall metal planters. Planters will be located patially in the plaza, and transition down into the steps. Planters will be filled with planting soil, and planted with a mix of native grasses and groundcovers. The planters shall have self contained drip irrigation and drainage. Perforated drain lines set in contiuous gravel bed will tie directly to storm conveyance system. Planters will not have direct runoff onto adjacent pavements.	Ponce de Leon Avenue and Plaza
Hardscape			
Priority: 3 to 5 Yrs.	71.	Handrails, remove existing and add new stainless steel handrails to the steps.	Ponce de Leon Avenue and Plaza
Priority: 3 to 5 Yrs.	72.	Decorative plaza pavement. Remove existing plaza pavement and replace with; Option 1, pedestal set granite pavers over the existing roof deck. Option 2, pedestal set concrete pavers over the existing roof deck. Option 3, pour concrete slab over the existitng roof deck. Concrete will have exposed aggregate finish and decorative score pattern. All of the above options require investigation and possible repair of the existing waterproofing system.	Ponce de Leon Avenue and Plaza

Zone F - Bus Terminal

Feature	#	Component	Location
Lighting			
Priority: 1 to 3 Yrs.	73.	Uplight the bus canopy (Exterior)	bus terminal
Wayfinding/ Signage			
Priority: 3 to 5 Yrs.	74.	Informational signage (interior - digital)	Bus terminal
Seating/Street furniture			
Priority: 1 to 3 Yrs.	75.	Movable seats and tables, 30" round steel table with matching steel chairs, two per table. 12 tables and 24 chairs.	Bus Terminal
Landscape			
Priority: 1 to 3 Yrs.	76.	Bus terminal driveway landscape: Remove existing bus terminal walls, and replace with mounding landscape elements on the east side of the driveway. Remove existing trees and vegetation. New landscape areas shall be replanted with a mix of native trees, grasses and groundcovers. Provide new planting soil or amend existing soil to a depth of 18". Provide drip irrigation and 3" layer of mulch in all landscape areas. All landscape areas will drain to inlets, and will not have direct runoff onto adjacent pavements. New landscape areas will have metal edge walls approximately 18" to 24" tall.	Bus Terminal

	2,100.00	sqft	2.06	\$ 4,324			
	1.00	allow	26,400.00	\$ 26,400			
	32.00	lnft	61.00	\$ 1,952		\$ 1,952	
	14,100.00	sqft	22.00	\$ 310,200		\$ 310,200	priced as pedestal pavers over roof system by others. Improvements contingent on MARTA funding roof repairs.

TOTAL ZONE IMPROVEMENTS				\$ 1,490,863	\$ 867,000	\$ 312,152	
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Qty.	Unit	Cost	Extension	1-3 Yr. Priority	3-5 Yr. Priority	Notes
380.00	lnft	100.00	\$ 38,000	\$ 38,000		
2.00	each	6,000.00	\$ 12,000		\$ 12,000	
12.00	sets	1,390.00	\$ 16,680	\$ 16,680		
1.00	sum	31,700.00	\$ 31,700	\$ 31,700		

TOTAL ZONE IMPROVEMENTS				\$ 98,380	\$ 86,380	\$ 12,000	
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SMITH DALIA ARCHITECTS