

APPENDIX B

CONCEPT DOCUMENT AND SELECT DESIGN PLANS



Five Points Station Transformation

Concept Report
17 March 2023

SOM

AXIS
COMPANIES

 **exp.**

TH
TATE+HANSEN

HGOR

 **ULICK**
ENGINEERING

Concept Report Table of Contents

17 March 2023

- Concept Introduction
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- Bus Layout
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- Landscape Design
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- MEP Modifications
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Five Points Station Transformation

Concept Report Executive Summary

This Report represents the completion of and final deliverable for the Concept Phase of the MARTA-approved 09A Station Transformation scheme. It incorporates the design work developed and presented to MARTA leadership, the City of Atlanta, interested parties, and adjacent property owners during the Concept Lite phases. The Concept Drawing submitted on January 31, 2023, was used to produce the ROM estimate to assist in the selection of the scheme. The 09A Station Transformation scheme will be developed through final design and construction per MARTA's direction, and will be referred to as "the Concept" or "the Proposed" moving forward.

To ensure a holistic understanding of MARTA Five Points Station's potential, the Concept Phase represents a comprehensive design approach incorporating the experience and creativity of SOM Architecture and Structural Engineering, EXP Structural and Traffic Engineering, AXIS MEP Engineering, HGOR Landscape Design, Aulick Civil Engineering, and Tate + Hansen Urban Design.

The open space scheme is guided by four transformative principles identified by the design team – **circulation**, **safety**, **activation**, and **daylighting** – to meet the following goals:

- Optimize intermodal connection and operation for rail, bus, and BRT users,
- Create a new, unified, safe, and activated station, and
- Create a destination for Downtown Atlanta.

The Five Points MARTA Station is the critical link in the transformation of Downtown. We envision a lively, activity-filled open space with a state-of-the-art transportation experience that can truly become the new **civic heart** for downtown Atlanta.

Programmatic Requirements

Bus / MARTA Vehicle Elements

- Required number of buses: 6 definite + 2 potential
- Locations: Forsyth Street (3) + Alabama Street (up to 4)
- South-most Alabama Street lane dedicated to MARTA Vehicle parking

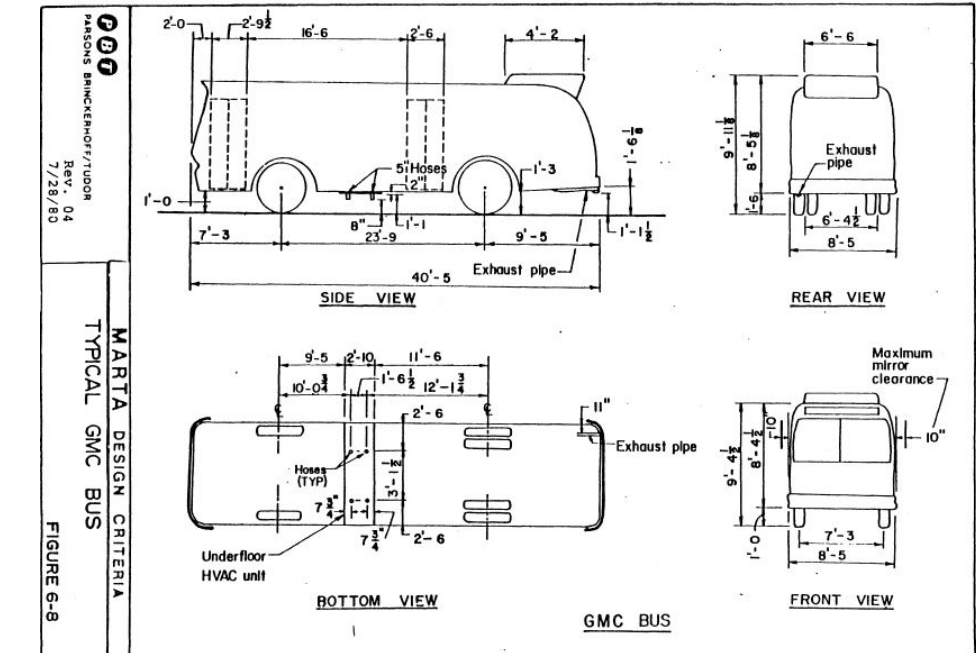
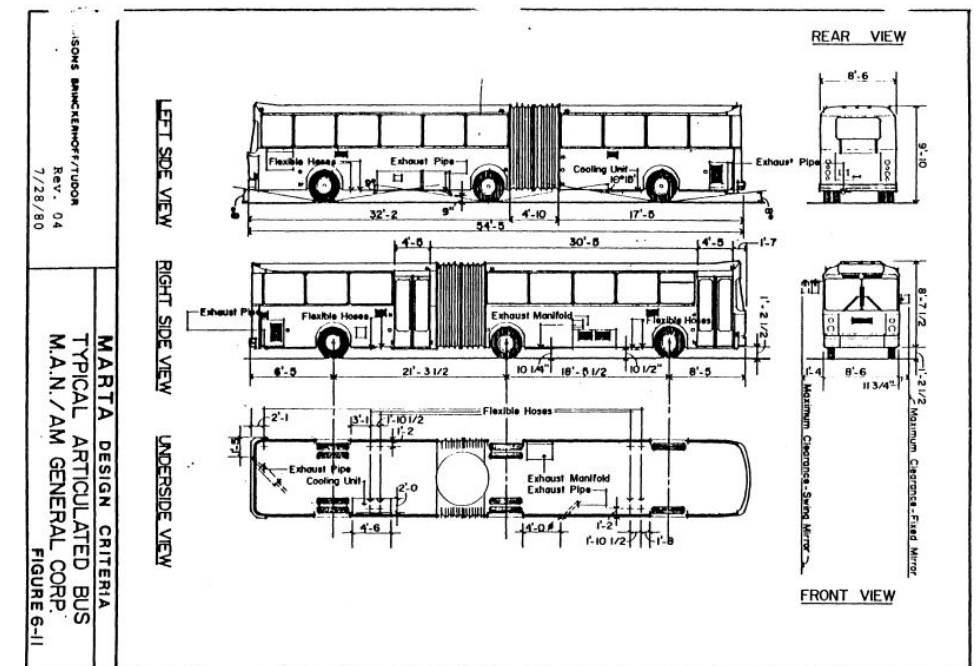
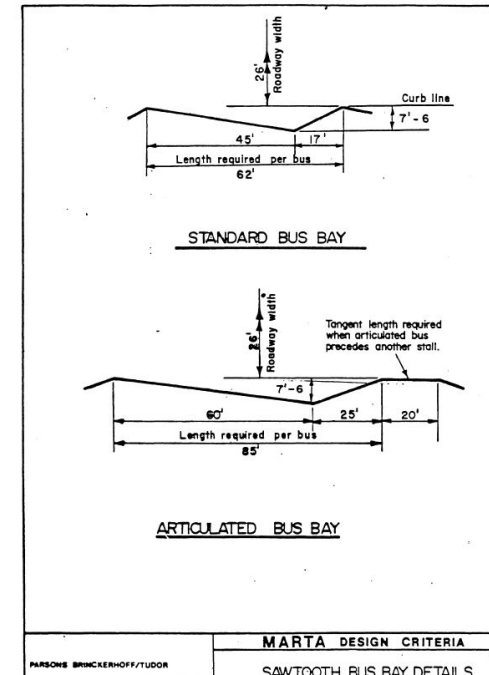
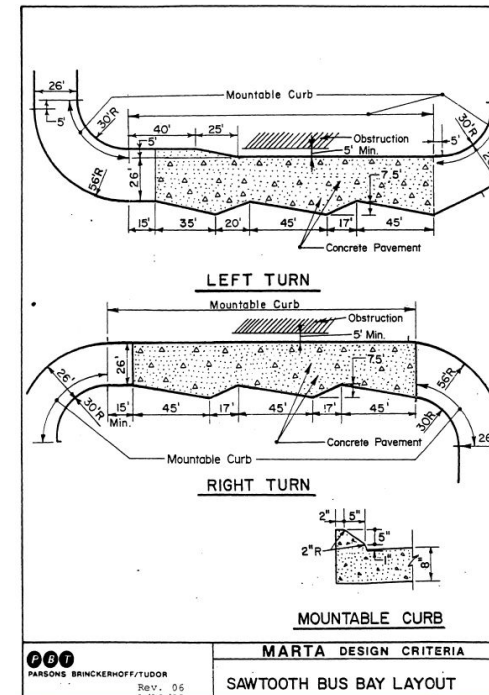
Plaza Elements

- Station Soccer / Flex Field
- Community Garden
- Preserve Phoenix Statue
- Maintain Concrete Ventilation Silos
- No accommodation for TODs (per MARTA direction)

Bus Layout

MARTA Design Criteria Implemented (as per MDC Civil Bus Vol 1 Ch 6)

MARTA CRITERIA - BUS BAYS DESIGN		
Description	Section	Required
Type of Bus Loading Zone provided	6.5.5.1	1. Recessed Bus Bay 2. Parallel to Curb 3. Sawtooth Bus Bay
Bus Loading Zone roadway width from left edge of adjacent travel lane	6.5.5.1, Figures 6-4, 6-5 and 6-6	Recessed = 26'
		Parallel to Curb = 24
		Sawtooth = 26'
Traffic Lane width	6.5.3	12'
Min. Desirable Design Speed	6.6.1	30 MPH
Maximum Grade	6.6.4	8%
Minimum Grade	6.6.4	0.5%, but no < 0.3%
Min. Curb Return Radii at Intersection for buses	6.6.5	30'
Cross Slope = Normal	6.6.6	2%
Curb Type	6.6.7	Mountable Curb
Min. Sidewalk Width for two-way peds	6.9.1	6'
Min. Sidewalk Width for bus loading zones		12'
Crosswalk markings min. width	6.10.3.1	6' min., preferably 10'
Bus Types Analysis	Figure 6-8 & 6-11	GMC Bus and Articulated Bus



Bus Layout Concept Summary

Per MARTA's programmatic requirements, the operational feasibility of providing 6 bus stops with 2 potential additional spots was analyzed. The 09A Forsyth Street Expanded bus layout places 3 bus sawtooths along the Forsyth Street edge of Five Points Station and 4 bus sawtooths along the Alabama Street edge. Additional bus layouts were also analyzed in the vetting process. MARTA has selected the Forsyth Street Expanded layout as the Basis of Design.

- As per MARTA's direction, Alabama Street is limited to bus traffic only as per the existing condition.
- The Basis of Design proposes to widen the existing curb line only on Forsyth Street to provide the 26-foot bus loading zone lane width as required by the MARTA CRITERIA – BUS BAYS DESIGN TABLE. It will maintain the existing curb line on Alabama Street and use the existing westbound through lane as part of the bus loading zone lane width.
- While the Alabama Street layout does not meet MARTA's 26-foot requirement, it does meet 'best practice standards' and will provide an improved condition from the existing. By keeping the curb line on Alabama, clash is avoided with the structural slab step below the sidewalk and the street, preventing extensive modification of the existing structure.
- The Basis of Design shows the road transition required in order to match and clear the proposed sidewalk width to tie-in to the existing sidewalk at the bridge limits.

All other existing lane widths around the Station will remain as is and will not meet MARTA requirements.



Bus Layout Concept

Maintain existing curb line in Alabama,
Widen existing curb line in Forsyth.

Alabama:

- Maintain curb line and use existing outside through lane as loading bus lane
- Bus loading lane width = 20' < 26'
- Reduce number of through lanes on the westbound
- Maintain lane widths = 10' < 12'

Forsyth:

- Widen street to provide 26' bus loading lane width
- Maintain all existing through lanes
- Maintain lane widths on sb lanes and inside northbound lane = 11' < 12'

Zoning SPI-1 Required
min 20' setback from curbline

Provide 12' sidewalk width per
MARTA Bus Loading Zone
required sidewalk width

Reconstruct exist. curb
ramp = 30' radius

Relocate exist.
crosswalk

Provide new
ramp

Skew exist.
crosswalks

Bus Layout Concept

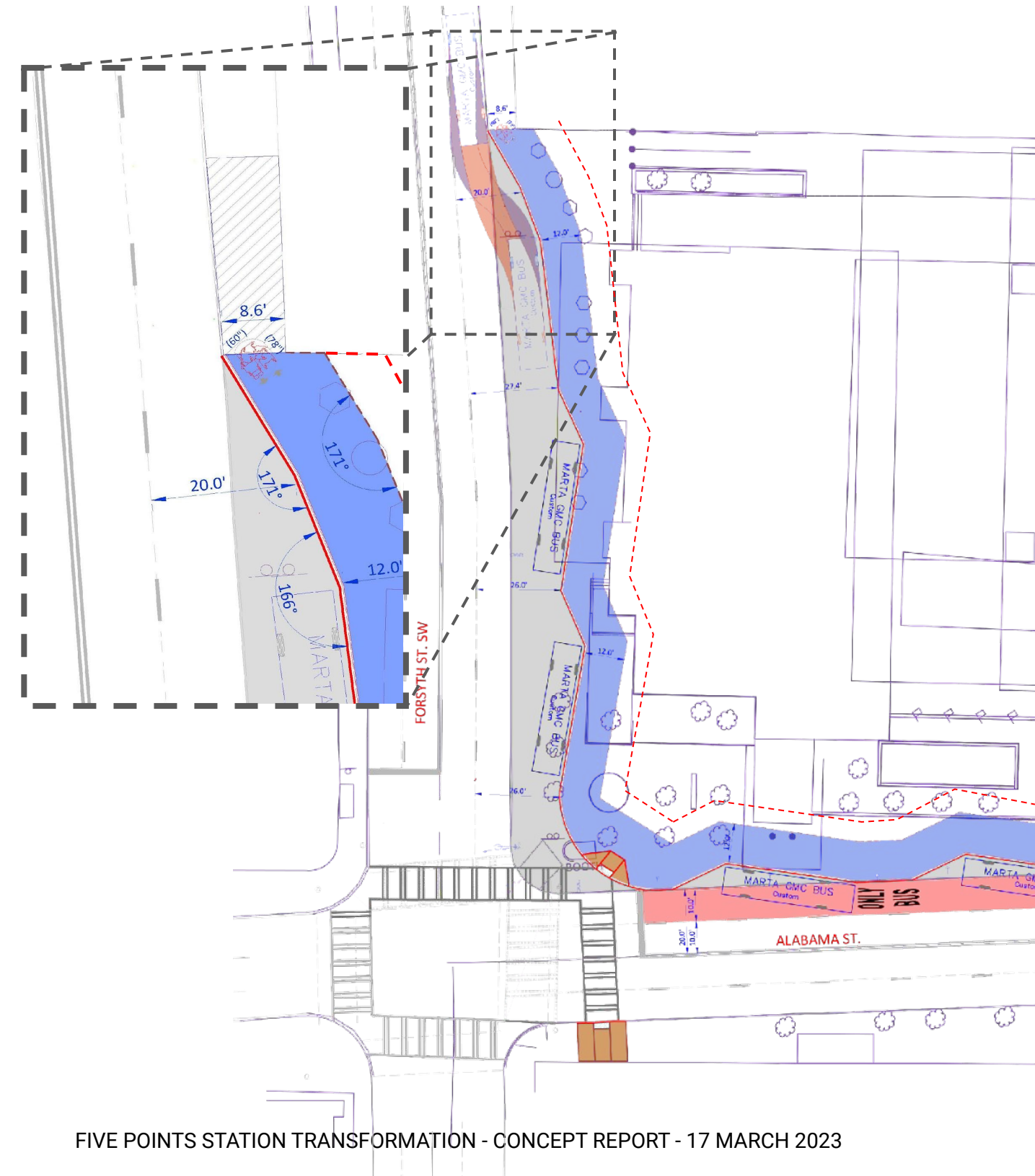
Bus Bay geometry on Forsyth modified from MARTA's geometry in order to match and clear sidewalk width at bridge tie-in.

Alabama:

- Maintain curb line and use existing outside through lane as loading bus lane
- Bus loading lane width = 20' < 26'
- Reduce number of through lanes on the westbound
- Maintain lane widths = 10' < 12'

Forsyth:

- Widen street to provide average 26' bus loading lane width
- Modified geometry at bridge to maintain min. Zoning and ADA sidewalk width.
- Maintain all existing through lanes
- Maintain lane widths on sb lanes and inside northbound lane = 11' < 12'



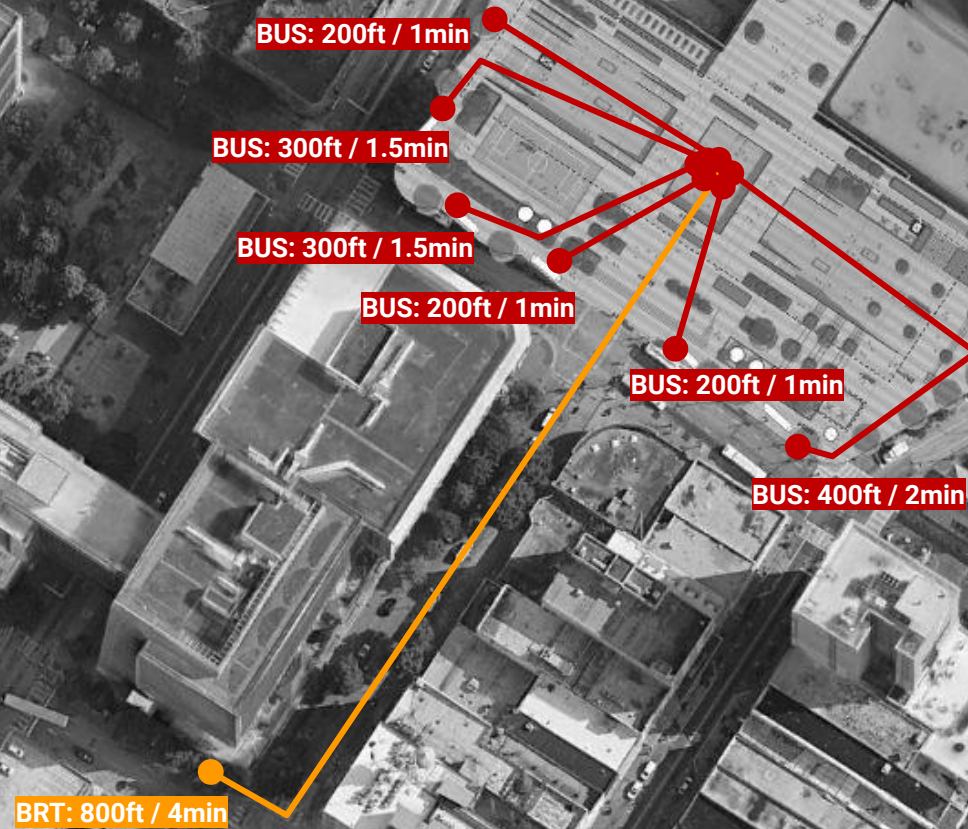
Bus Layout Concept

MARTA Design Criteria and Industry Standards Checklist

MARTA CRITERIA - ELEMENTS COMPARISON - TABLE A						
Description	Section	Required	Existing	Concept Design (09A)	Meets MARTA Criteria	Meets Industry Standards
Type of Bus Loading Zone provided	6.5.5.1	1. Recessed Bus Bay 2. Parallel to Curb 3. Sawtooth Bus Bay	Parallel to Curb	Sawtooth Bus Bay	Yes	
Bus Loading Zone roadway width from left edge of adjacent travel lane	6.5.5.1, Figures 6-4, 6-5 and 6-6	Recessed = 26'	Alabama = 10'	Alabama = 20'	No	Yes
		Parallel to Curb = 24'	Forsyth = 11'	Forsyth = 26'	yes	
		Sawtooth = 26'	Peachtree = 9'	Peachtree = N/A	N/A	
Traffic Lane width	6.5.3	12'	Alabama = 10'	Alabama = 10'	No	Yes
			Forsyth = 11'	Forsyth = 11', Outside NB 12'	No	Yes
			Peachtree = 9'	Peachtree = 9'	No	Yes
Min. Desirable Design Speed	6.6.1	30 MPH	Not Available	Not Available	N/A	
Maximum Grade	6.6.4	8%	Alabama = 3%	No Change	Yes	
Minimum Grade	6.6.4	0.5%, but no < 0.3%	Forsyth = 6.5%			
			Peachtree = 4%			
Min. Curb Return Radii at Intersection for buses	6.6.5	30'	Alabama & Peachtree = 30'	30'	Yes	
			Alabama & Forsyth = 16'	30'	Yes	
Cross Slope = Normal	6.6.6	2%				
Curb Type	6.6.7	Mountable Curb	Curb	Mountable Curb	Yes	
Min. Sidewalk Width for two-way peds	6.9.1	6'				
Min. Sidewalk Width for bus loading zones		12'	Forsyth = 13.5'	12'	Yes	
			Alabama = 15'	12'	Yes	
Crosswalk markings min. width	6.10.3.1	6' min., preferably 10'	Varies, > 10'	> 10', Reduce at Forsyth and Alabama	Yes	
Bus Types Analysis	Figure 6-8 & 6-11	GMC Bus and Articulated Bus	GMC Buses and Articulated Bus	Alabama = 1 articulated bus bay, 3 GMC bus bays	Yes	
				Forsyth = 3 GMC Bus Bays	Yes	

Intermodal Connections

Walking Distances



Concept Design

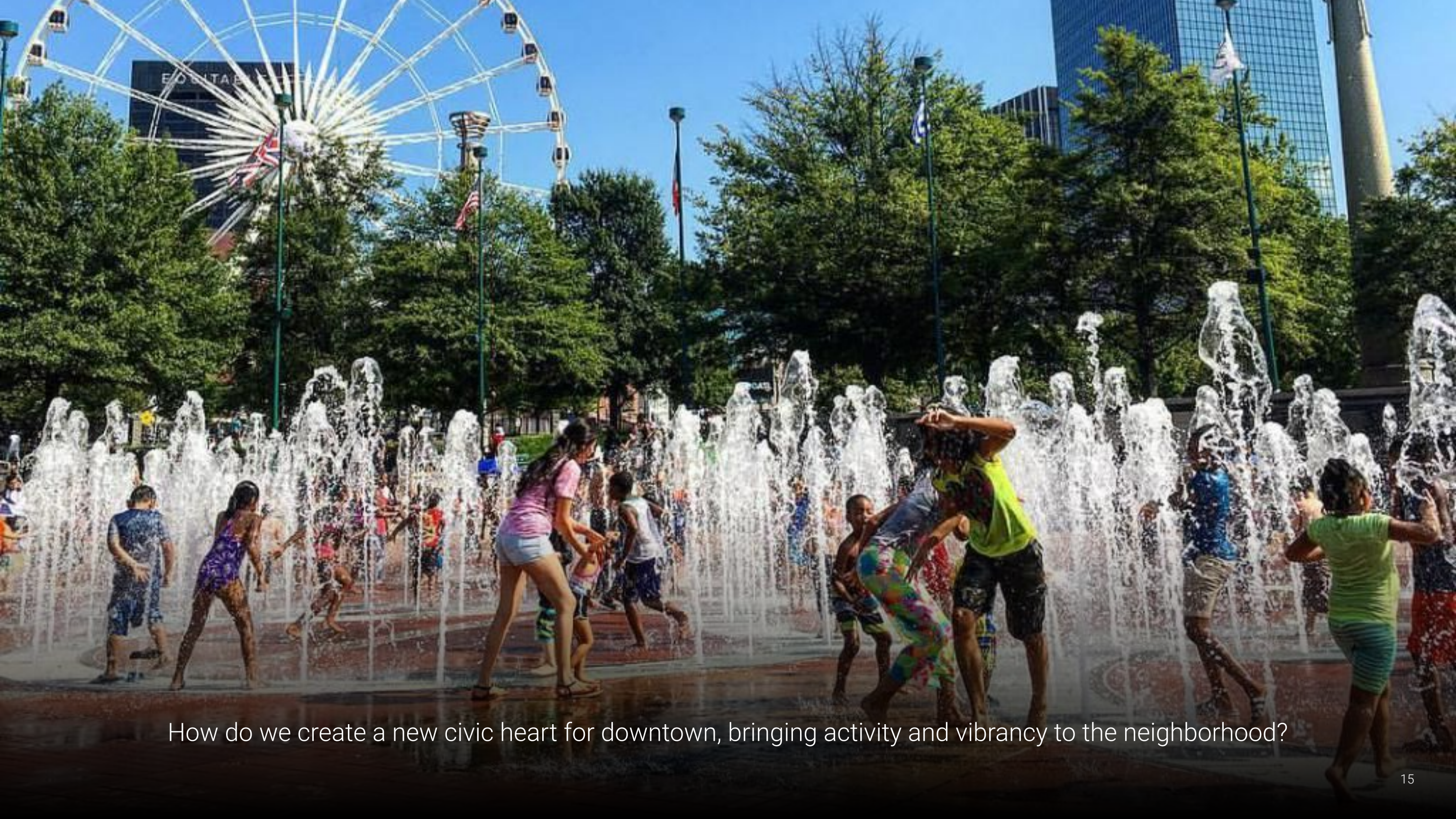




What will be the identity of a new Five Points?



How will the transformation of the site critically link the urban fabric?



How do we create a new civic heart for downtown, bringing activity and vibrancy to the neighborhood?

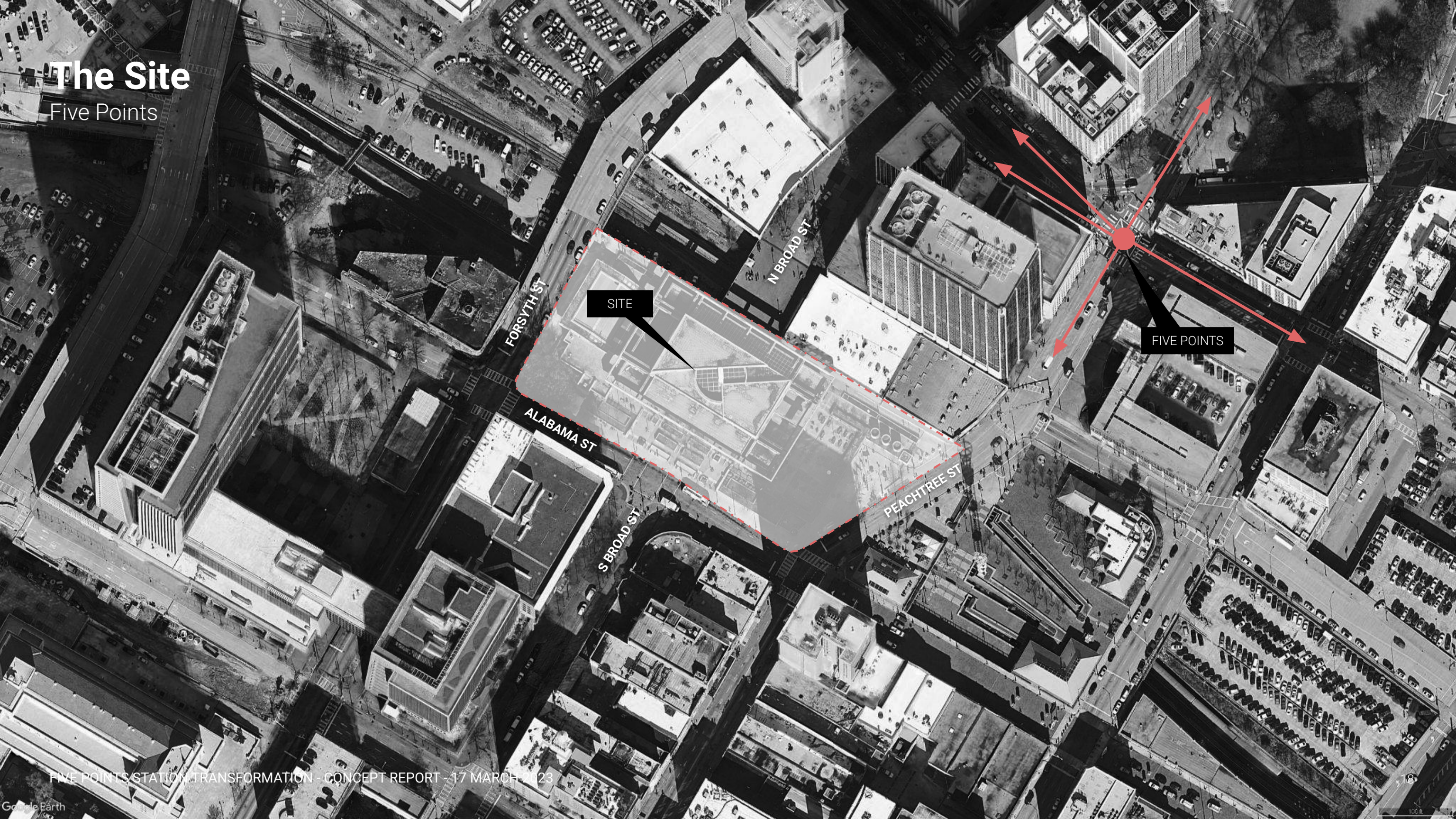


Is there an opportunity to truly transform the station, for a state-of-the-art train hall experience?



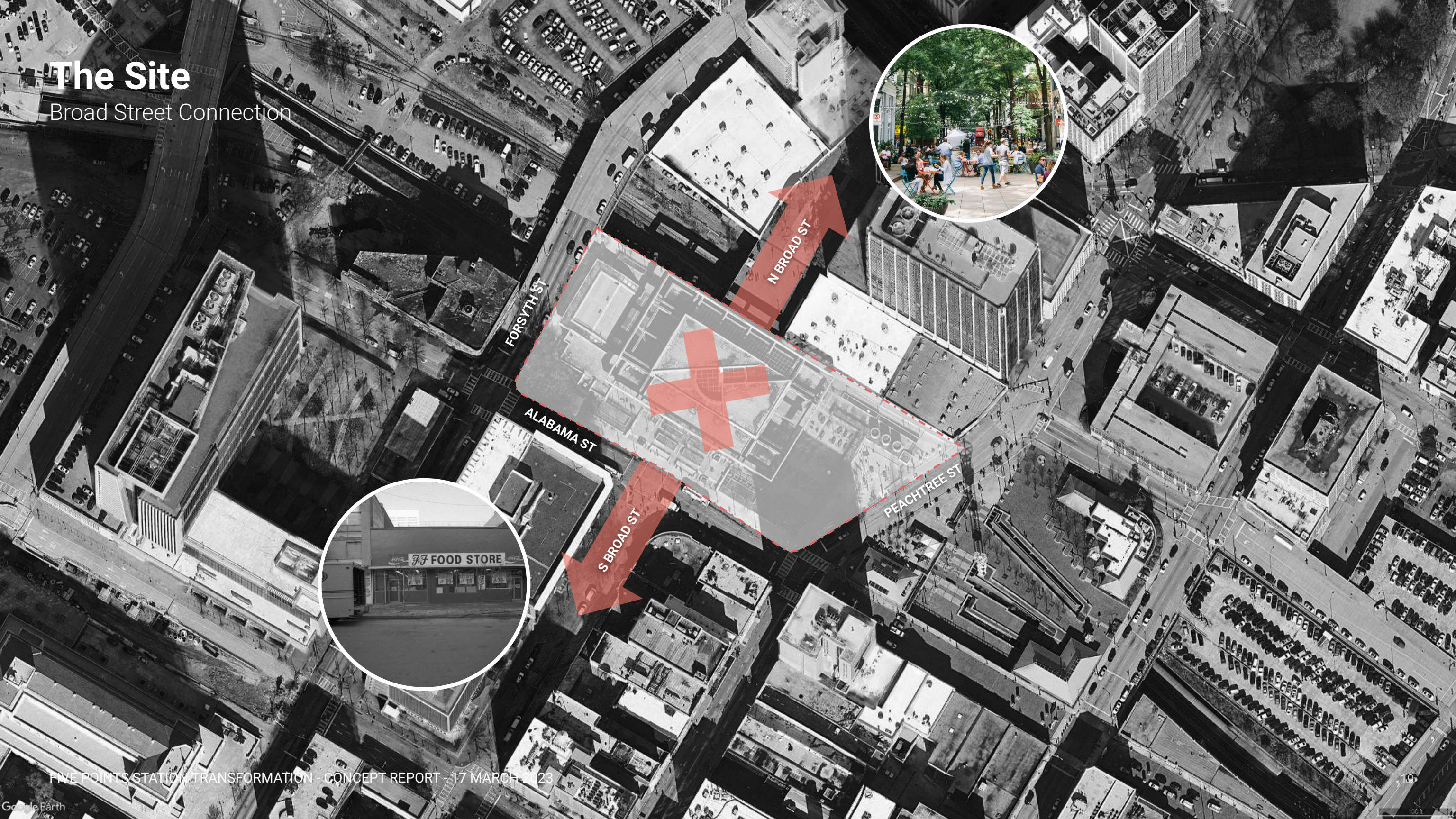
The Site

Five Points



The Site

Broad Street Connection



FORSYTH ST

N BROAD ST

ALABAMA ST

PEACHTREE ST

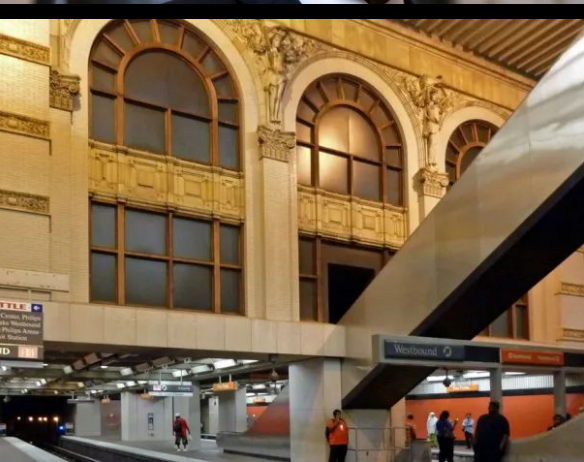
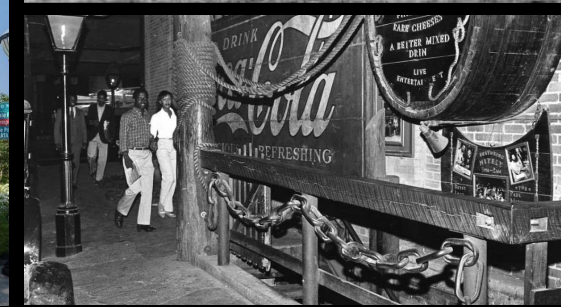
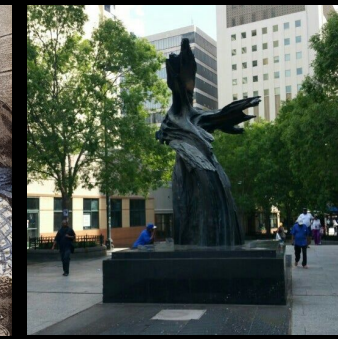
S BROAD ST



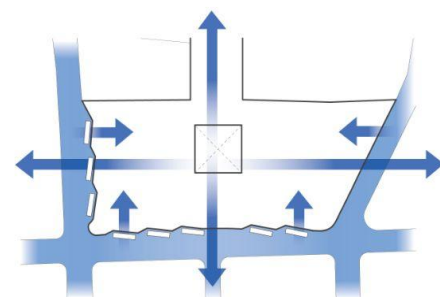
The Site

Neighborhood





Guiding Principles



Circulation

Provide seamless transit connectivity and connect flows of people



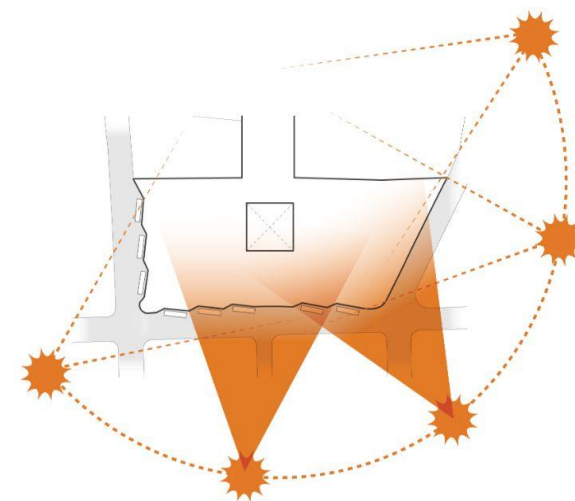
Safety

Negotiate grade change and improve sightlines



Activation

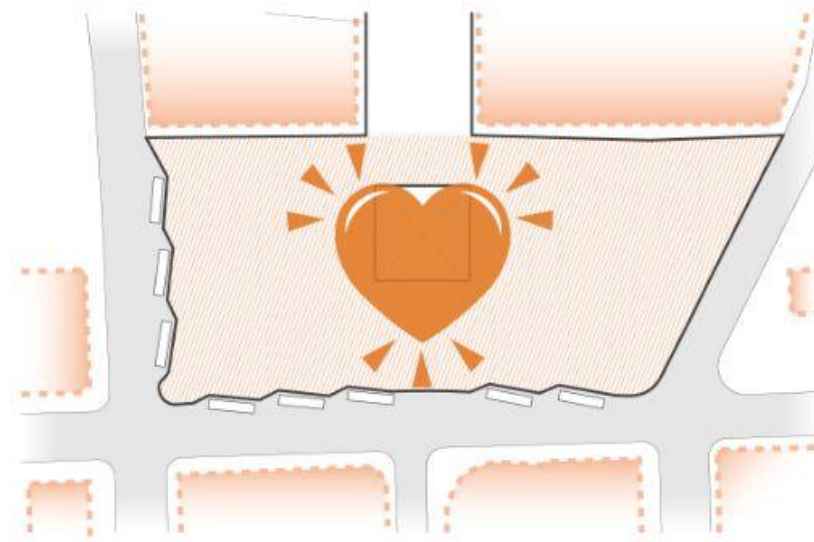
Support a diverse collection of programs



Environmental Comfort

Allow daylight and fresh air to the station below

Guiding Principles



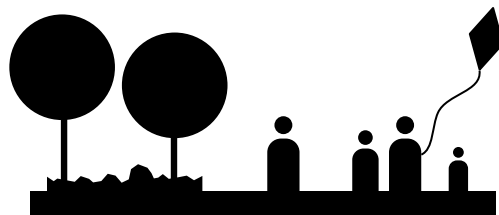
Civic Heart

Create a vibrant beacon for the district

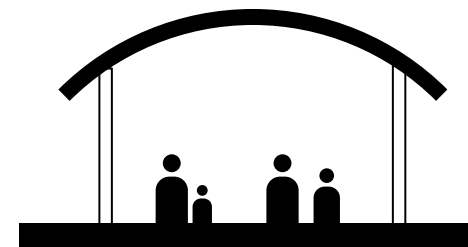
Main Program Elements



+



+

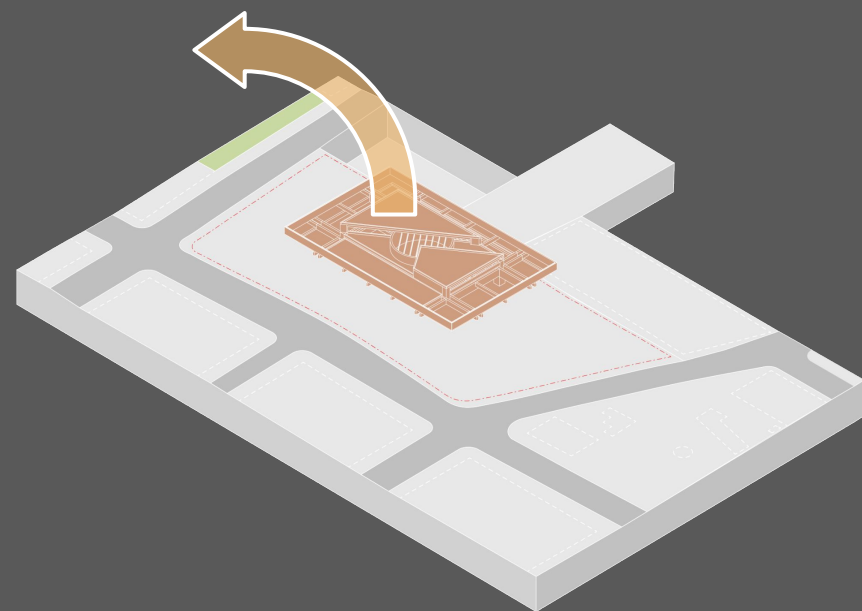


Bus Layout
Various bus staging options
on street and adjacent lots

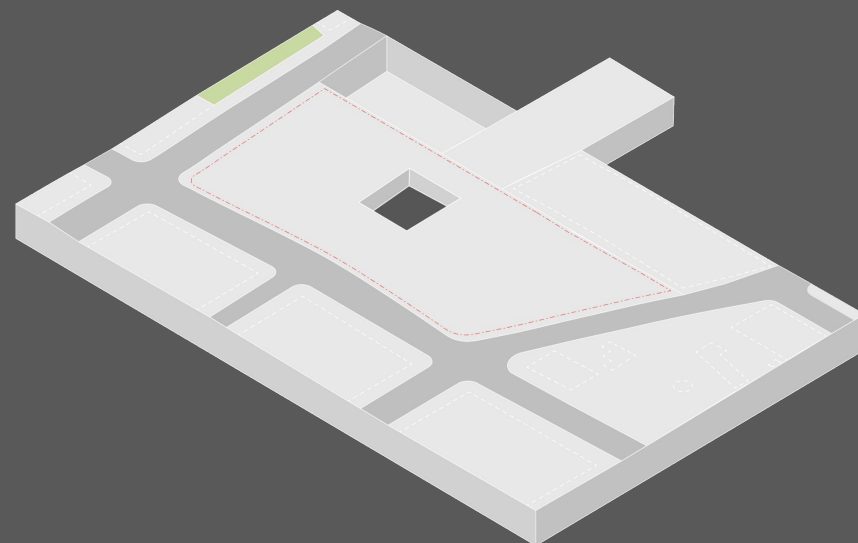
Plaza Open Space
Programmed areas for a wide
range of activities

Station Canopy
A new headhouse for efficient
station entry and wayfinding

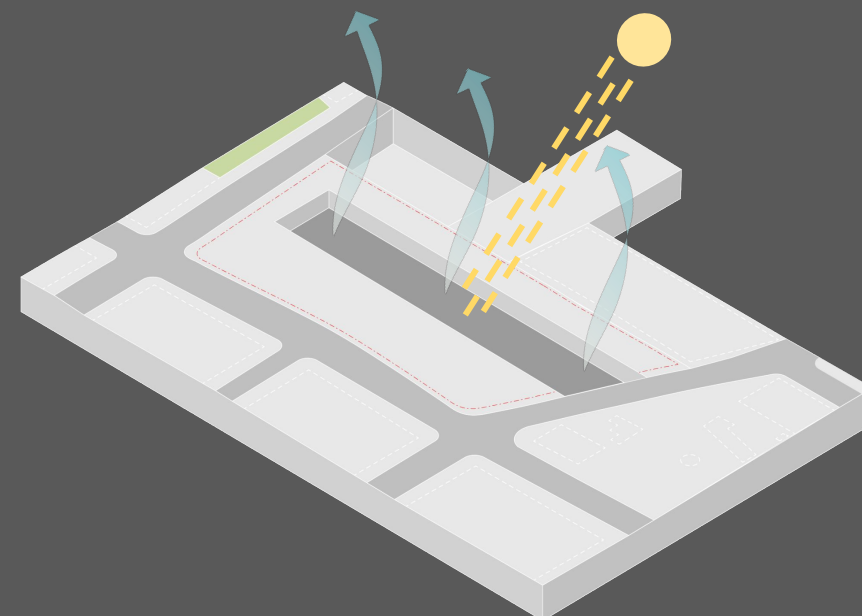
Key Moves



1. Remove existing brutalist canopy structure

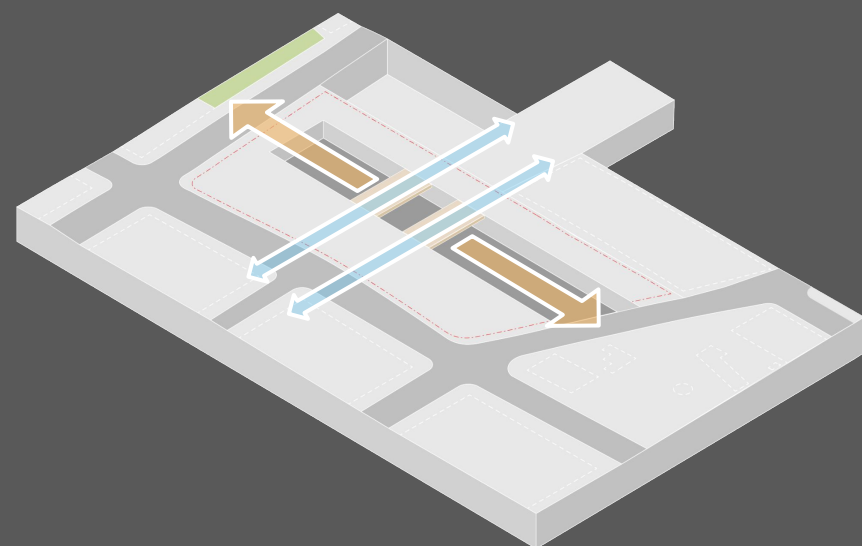


2. Existing plaza has limited openings to below

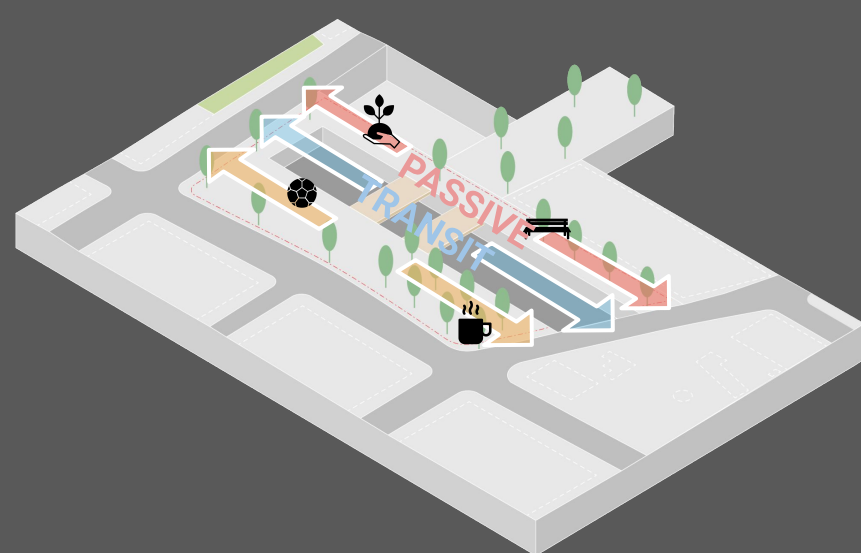


3. Carve existing plaza to open up concourse to light and air

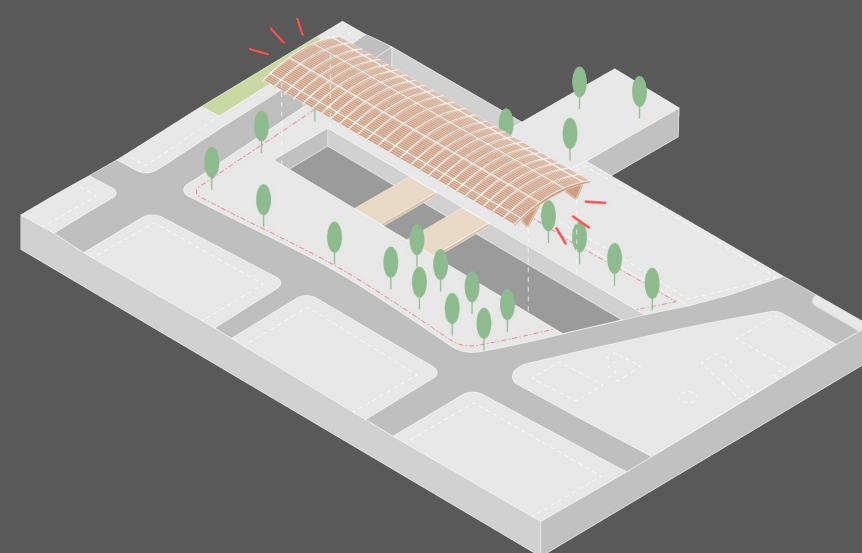
Key Moves



4. Prioritize station axis and reconnect Broad Street



5. Program the open space with distinct character and purpose



6. New canopy ties site together!

Plaza Concept

Station Transformation Introduction

The Five Points Station Transformation Concept proposes a bold approach to transform the station by dramatically opening the Plaza slab and maximizing access to daylight and air at the Concourse level. Inspired by grand transit halls that display activities and circulation across multiple levels, the Station Transformation scheme emphasizes visual and physical connections to create a safe, efficient and spatially captivating station experience.

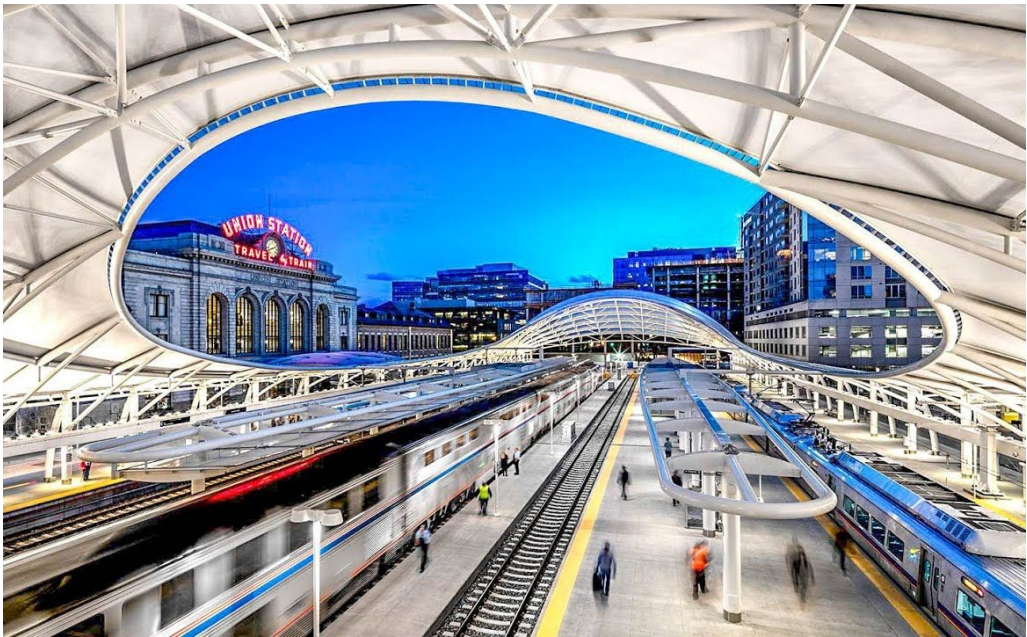
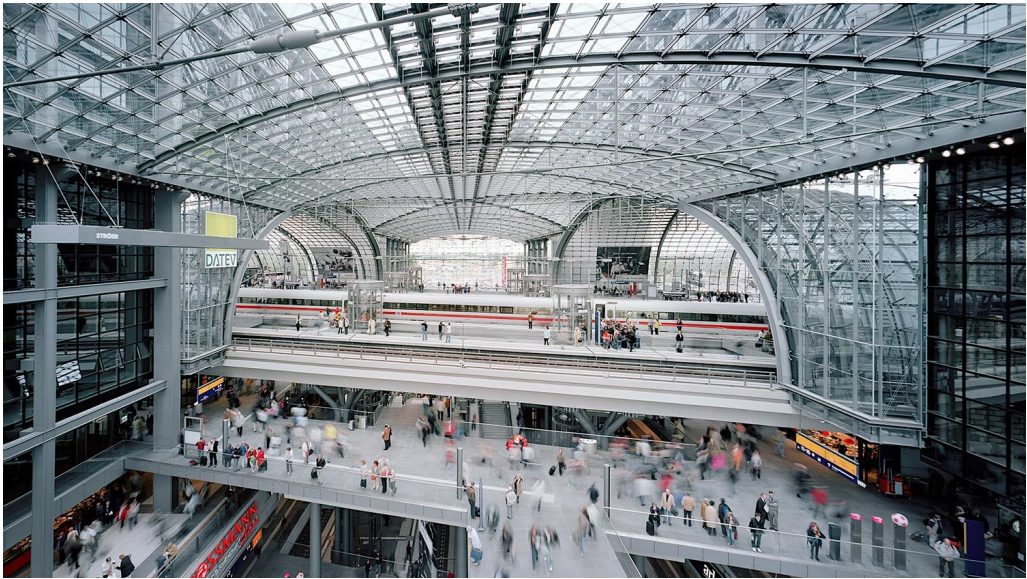
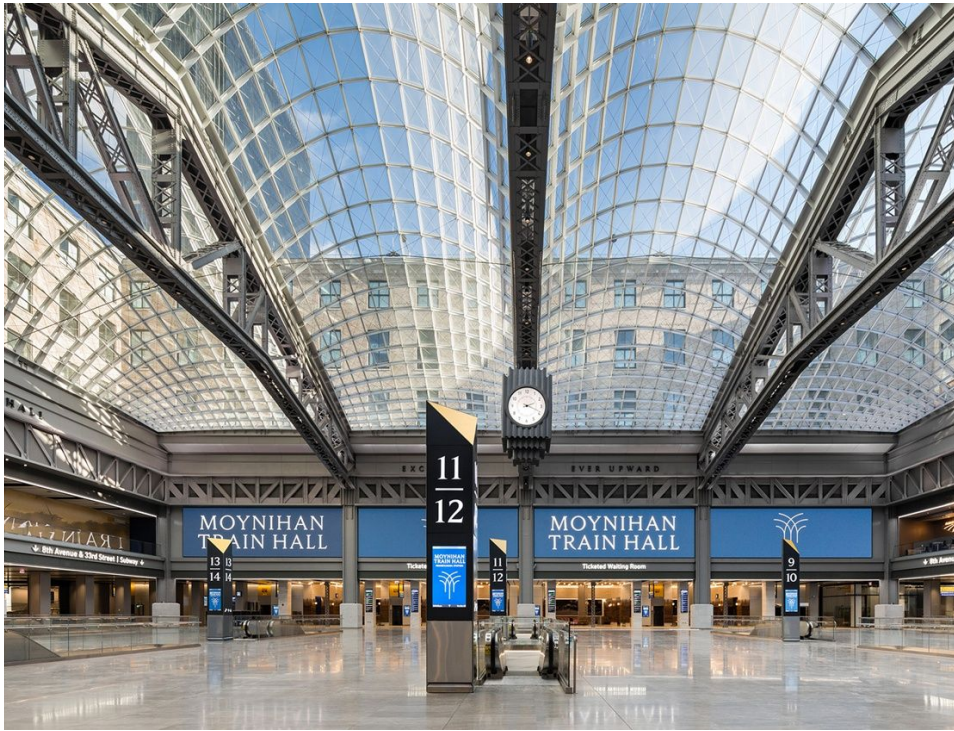
At the newly exposed Concourse level, strengthening the east-west grain of the site (from the Forsyth entrance to the Peachtree entrance) provides direct sightlines to fare control while adjacent walls can be transformed to retail frontages and murals to add activity and color to the station concourse.

At the plaza level, north-south pedestrian connections are emphasized at Broad Street via two lightweight bridges. At approximately 30-foot width, each bridge provides ample space for both additional programming and centralized access to the Concourse below.

Finally, a mass timber roof structure with integrated shading louvers, transparent skylights and deep overhangs not only provides protection against the elements, but becomes an iconic architectural feature for a new and exciting Five Points MARTA Station experience.

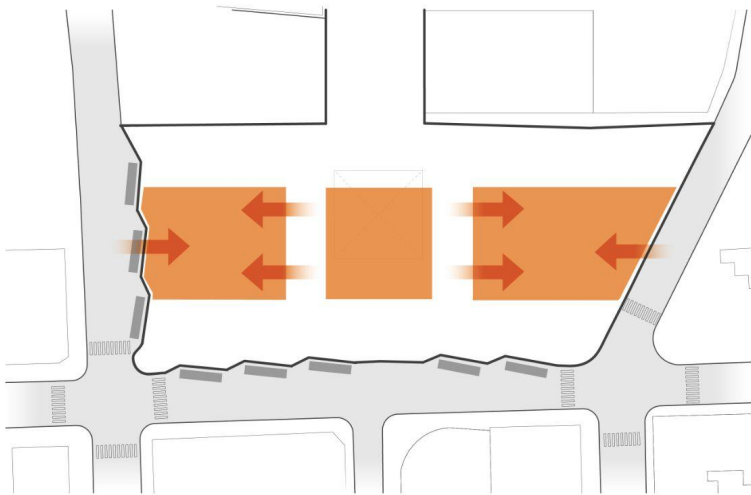


Precedents

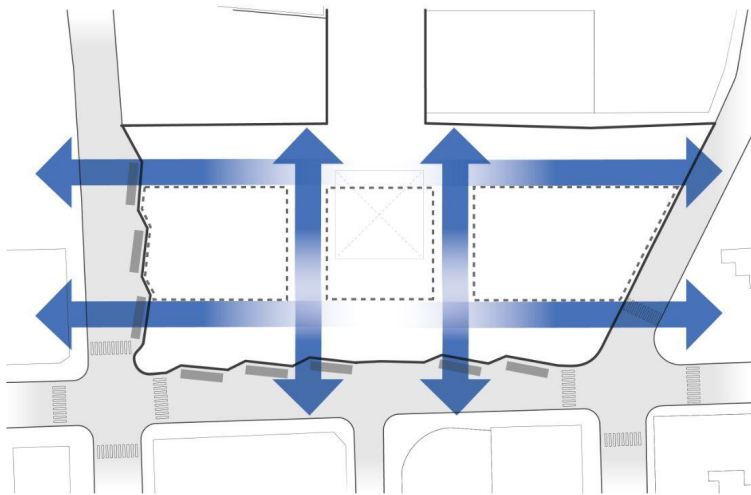


Plaza Concept

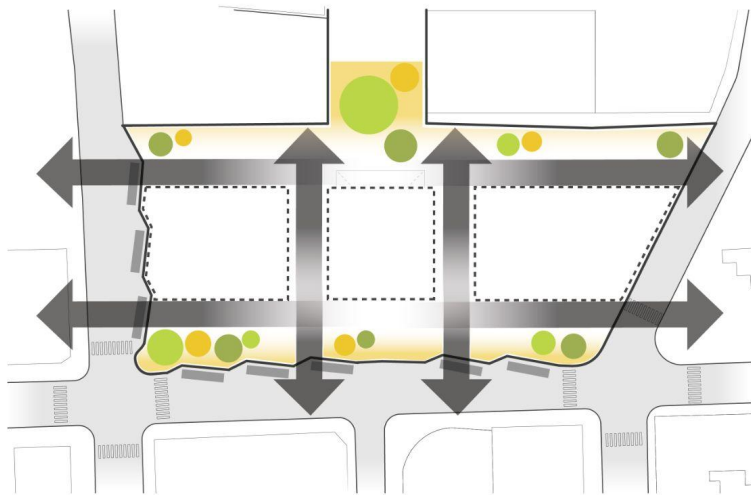
Organization Principles



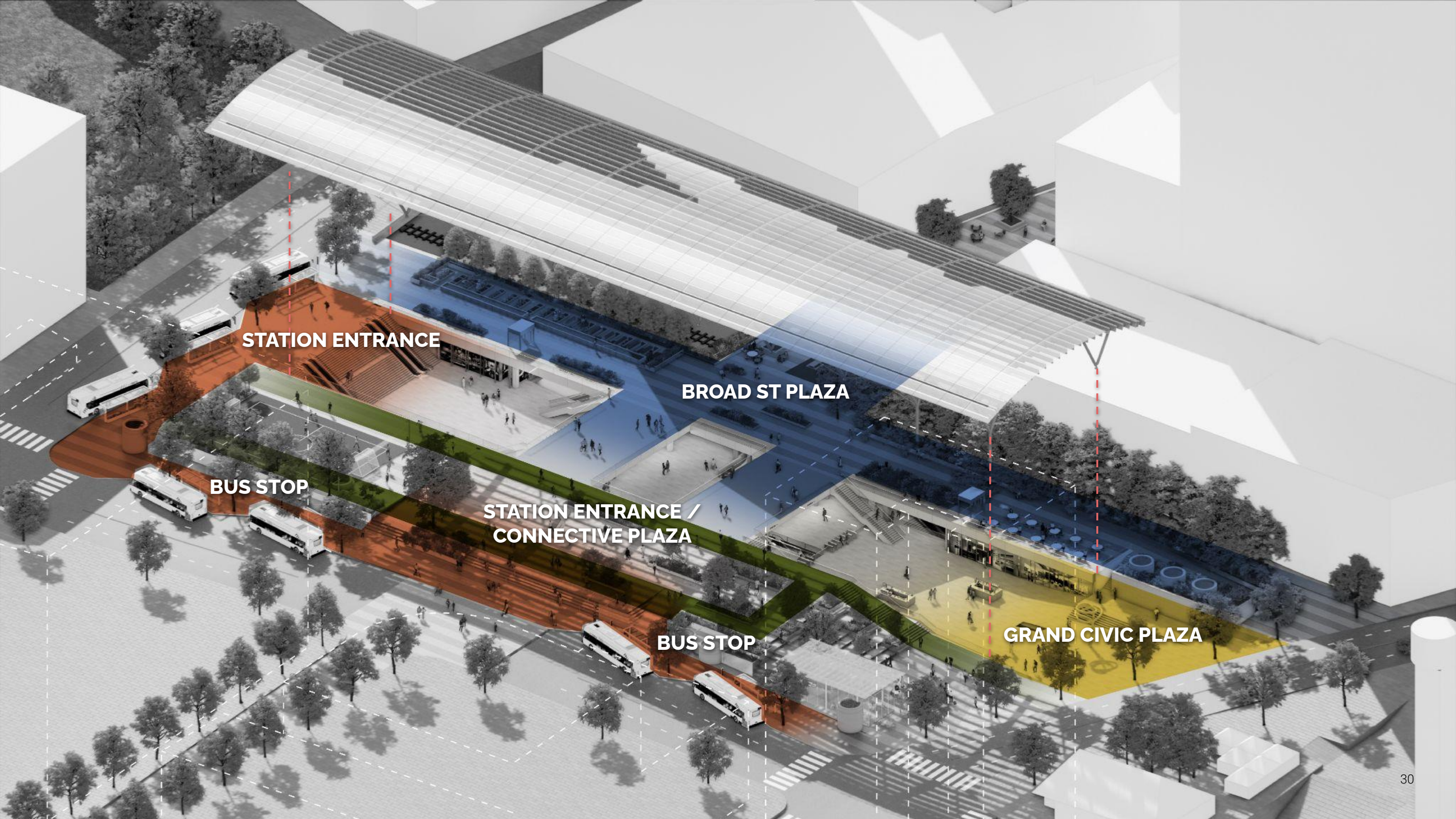
Transit Connections



Connections and Flows of People



Programmable Area



STATION ENTRANCE

BROAD ST PLAZA

BUS STOP

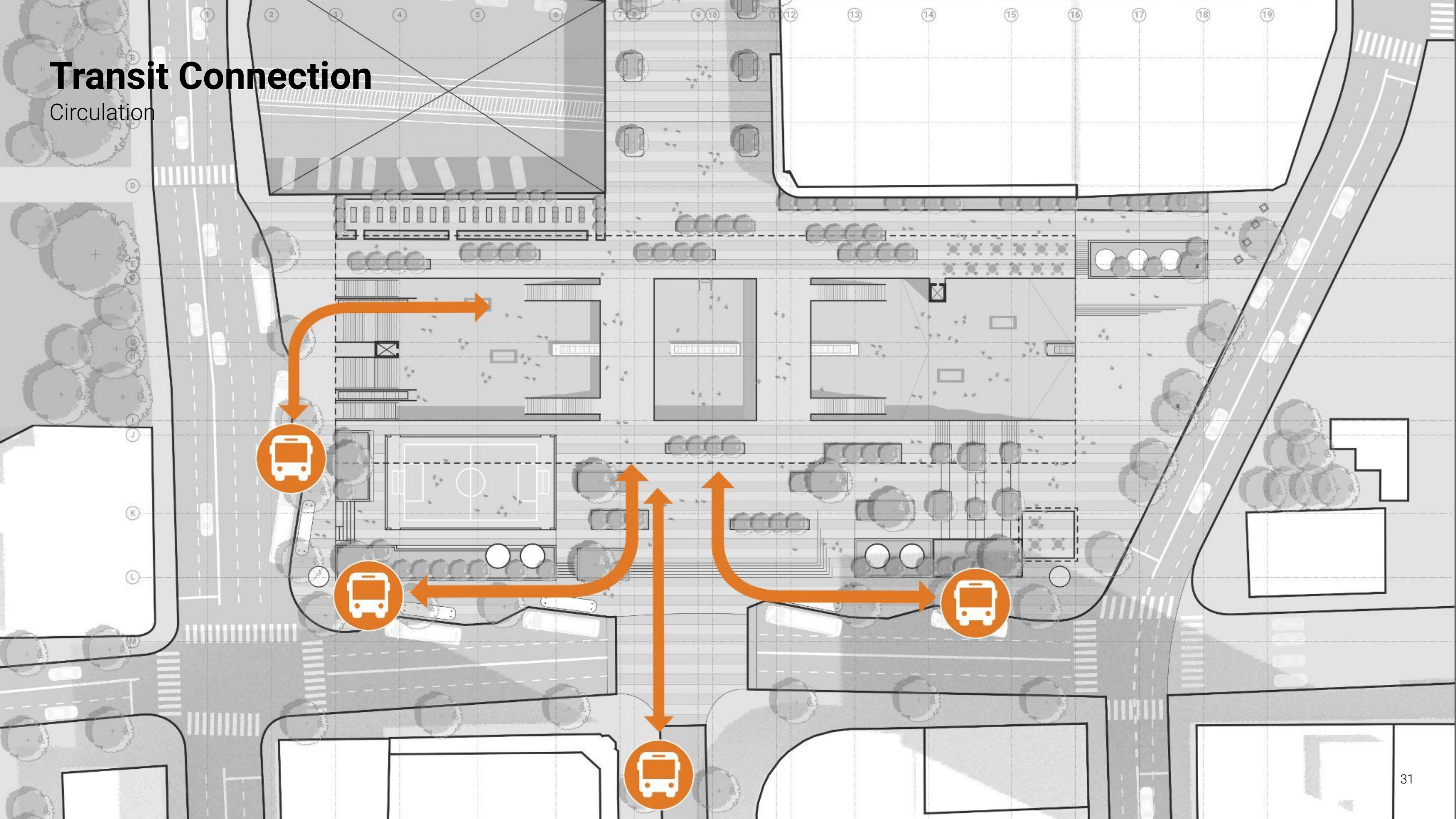
**STATION ENTRANCE /
CONNECTIVE PLAZA**

BUS STOP

GRAND CIVIC PLAZA

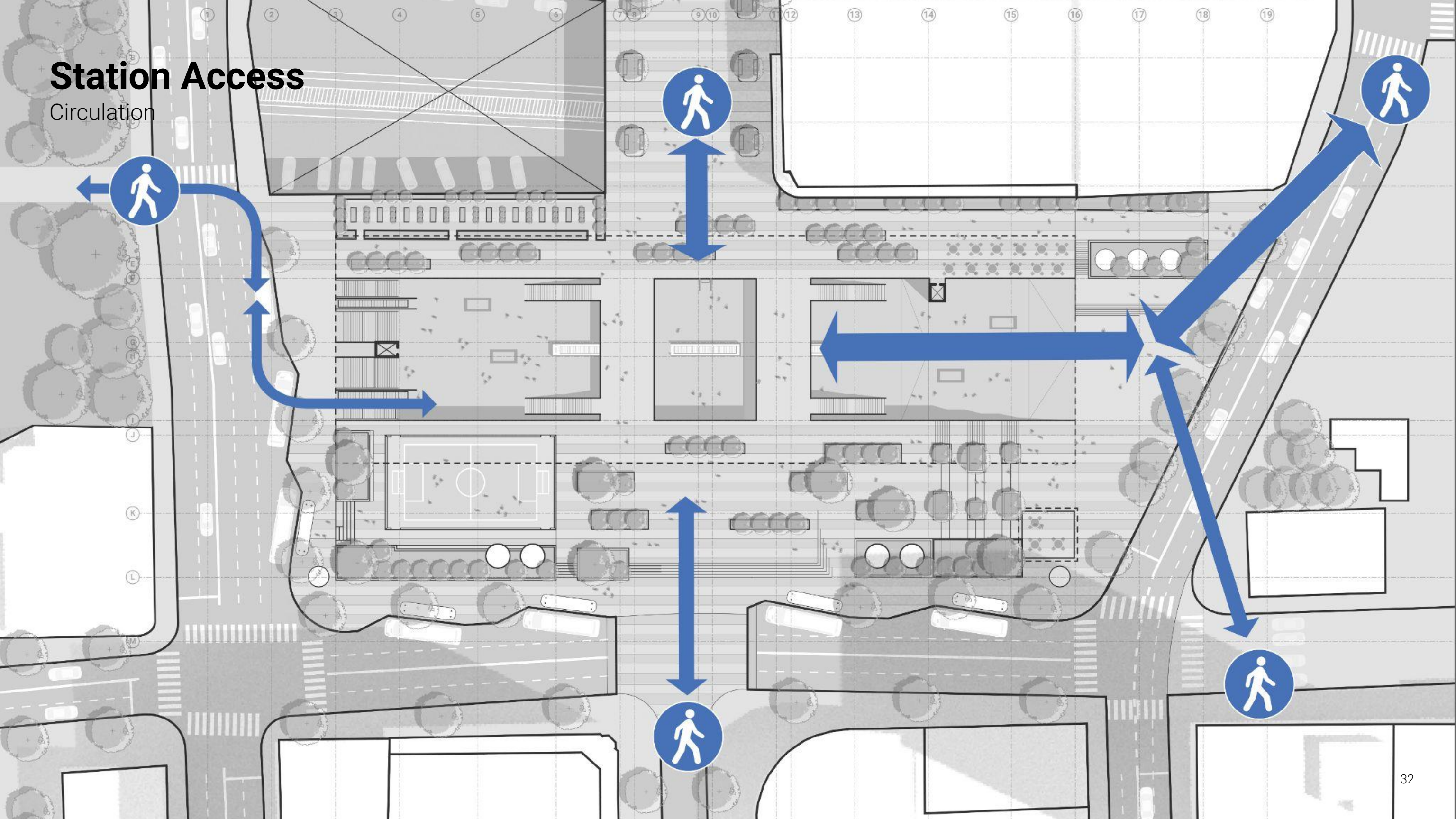
Transit Connection

Circulation



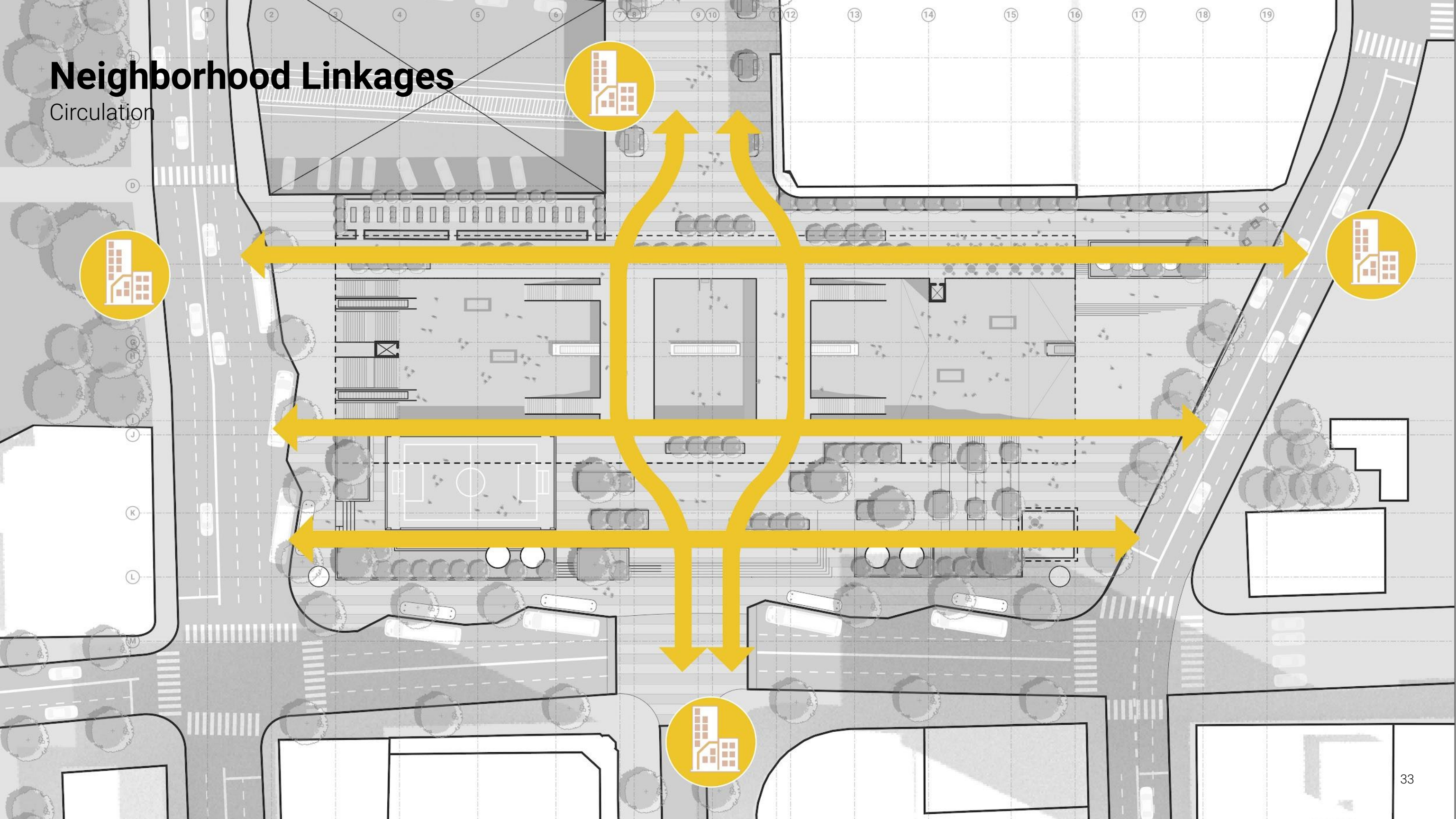
Station Access

Circulation



Neighborhood Linkages

Circulation



Variable Civic Spaces

Plaza Organization

SEASONAL
ACTIVITY



TRANSIT FOCUSED
ENTRY



GRAND CIVIC PLAZA



CIVIC +
TRANSIT PLAZA



Alabama Street

Broad Street

Active Programming

Plaza Organization

COMMUNITY
GARDEN



GROVE



FLEXIBLE
PLAY FIELD



CAFE W/
TERRACED SEATING



Alabama Street

Broad Street

Active Programming

Partner Organization Potentials

CONCRETE JUNGLE



DAILY PRESENCE

REGULAR PRESENCE

SPECIAL EVENT

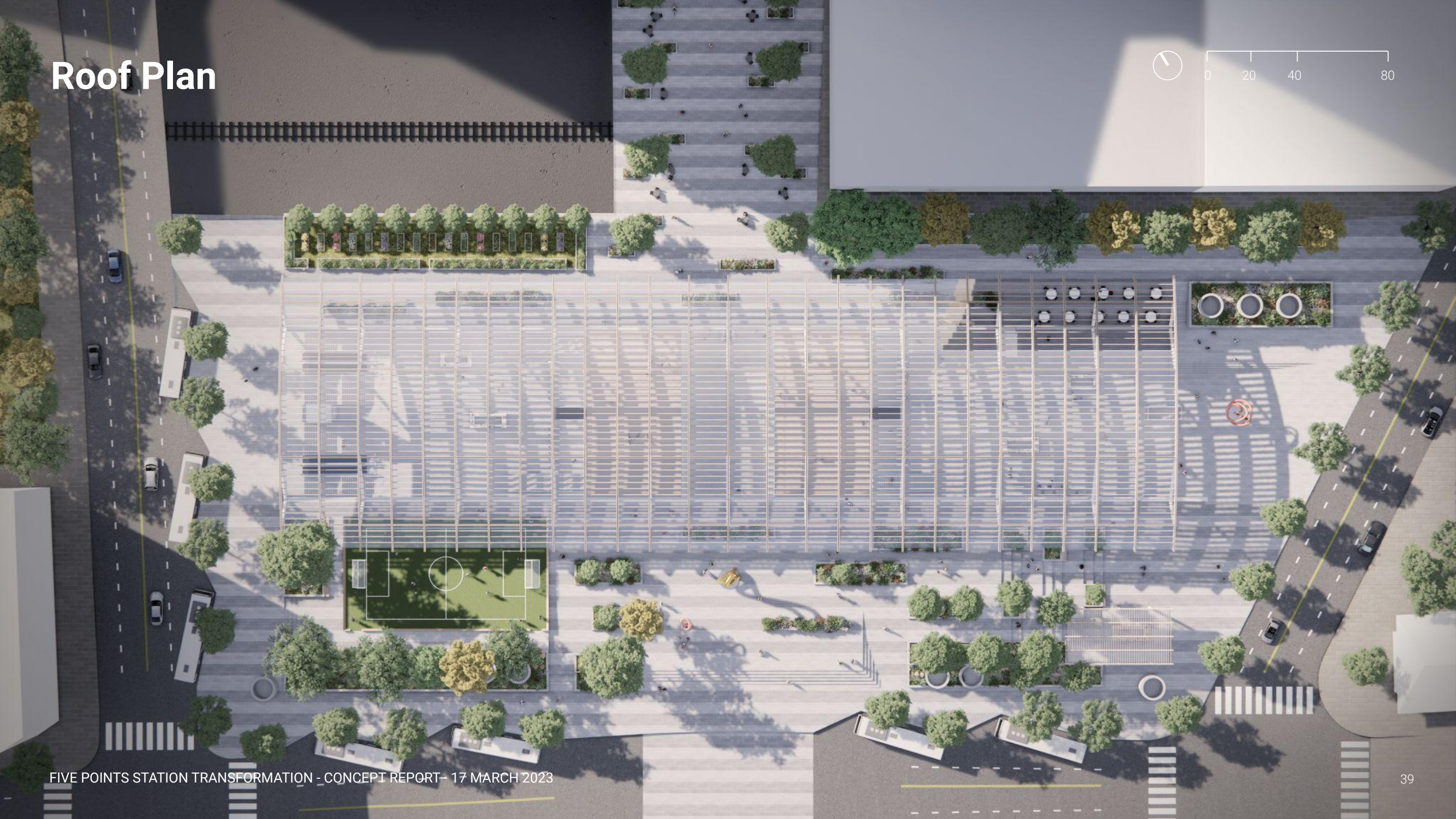
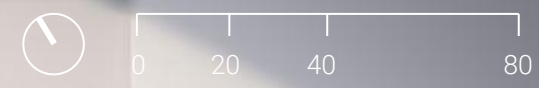
Aerial



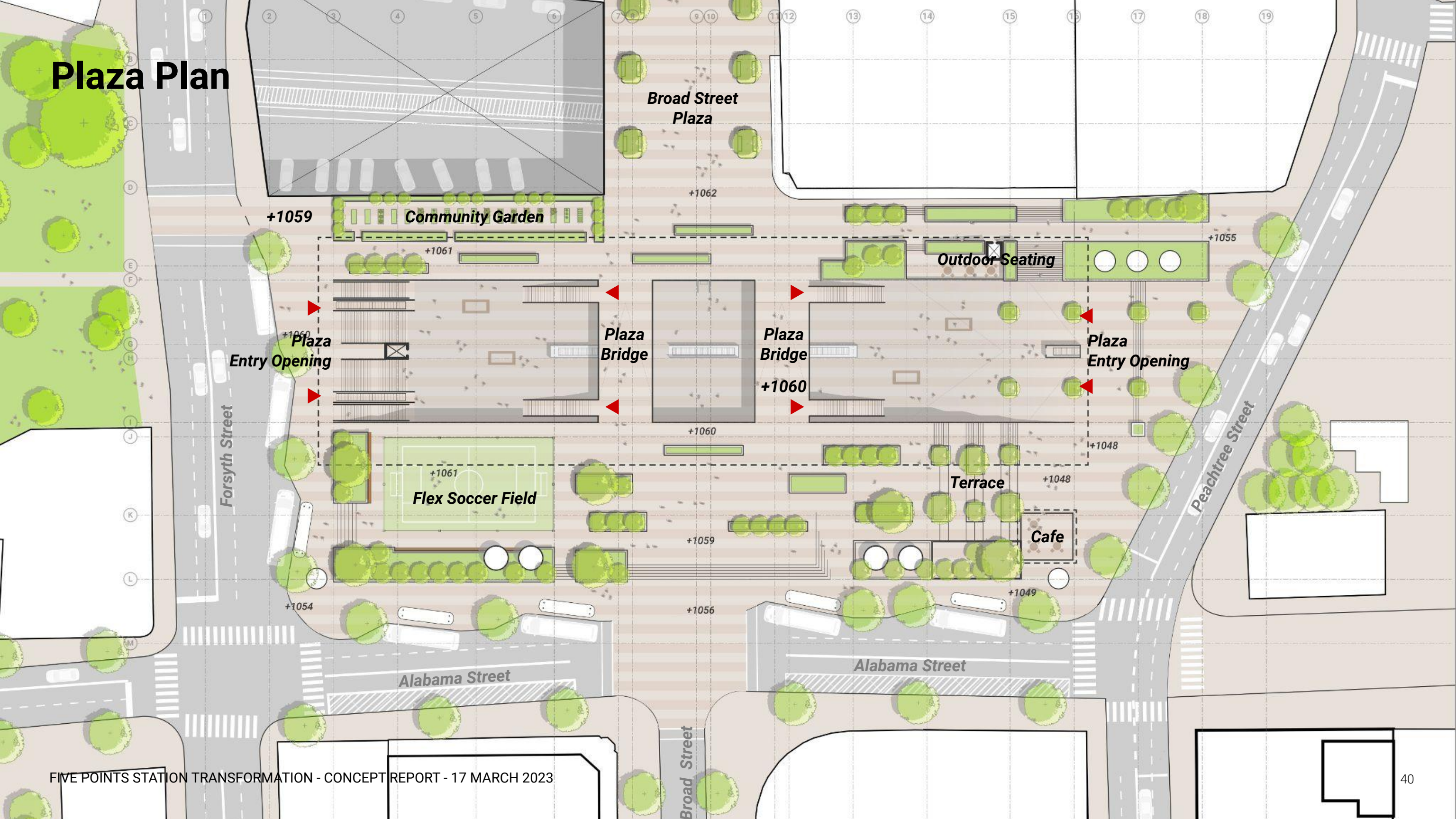
Aerial with Lifted Roof



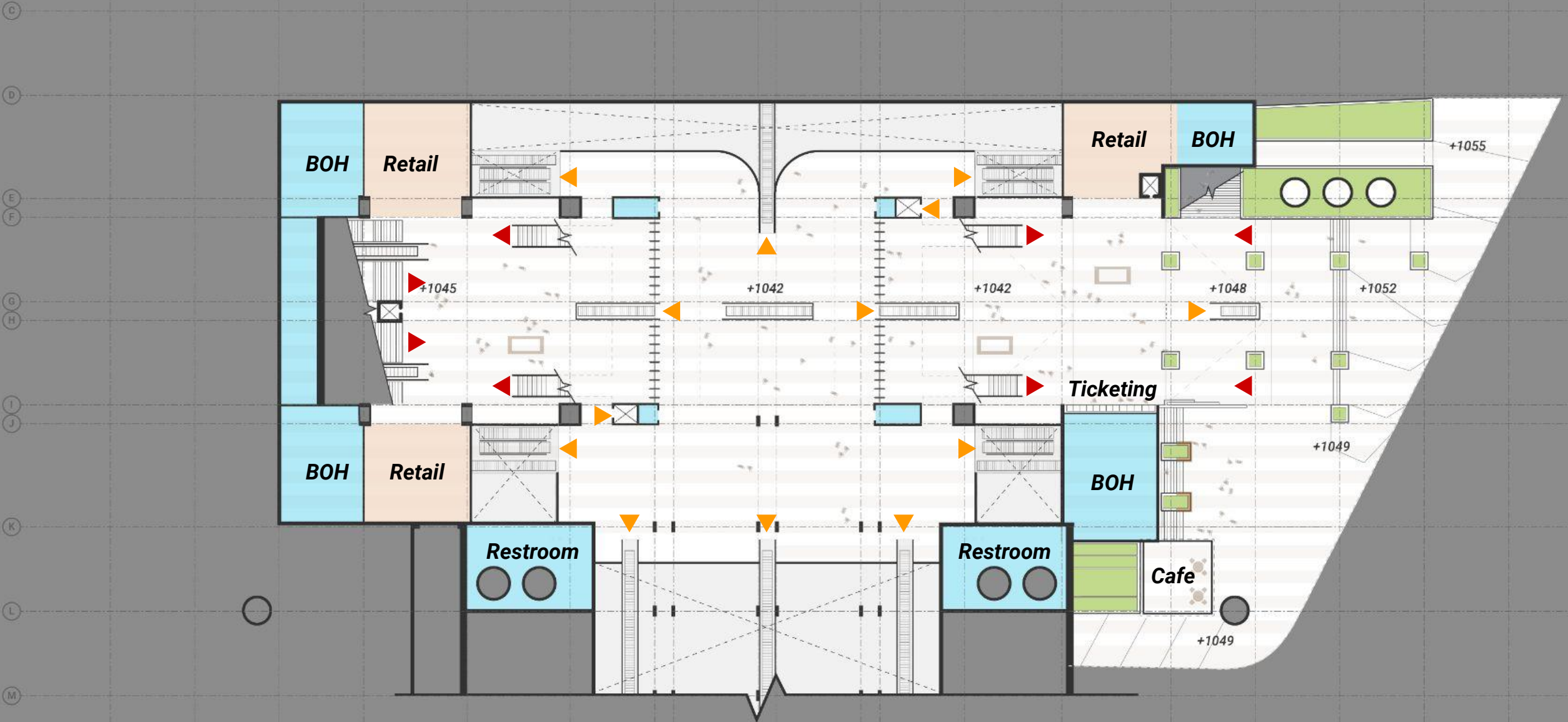
Roof Plan



Plaza Plan



Concourse Plan



Mass Timber Canopy + Open Air Concourse



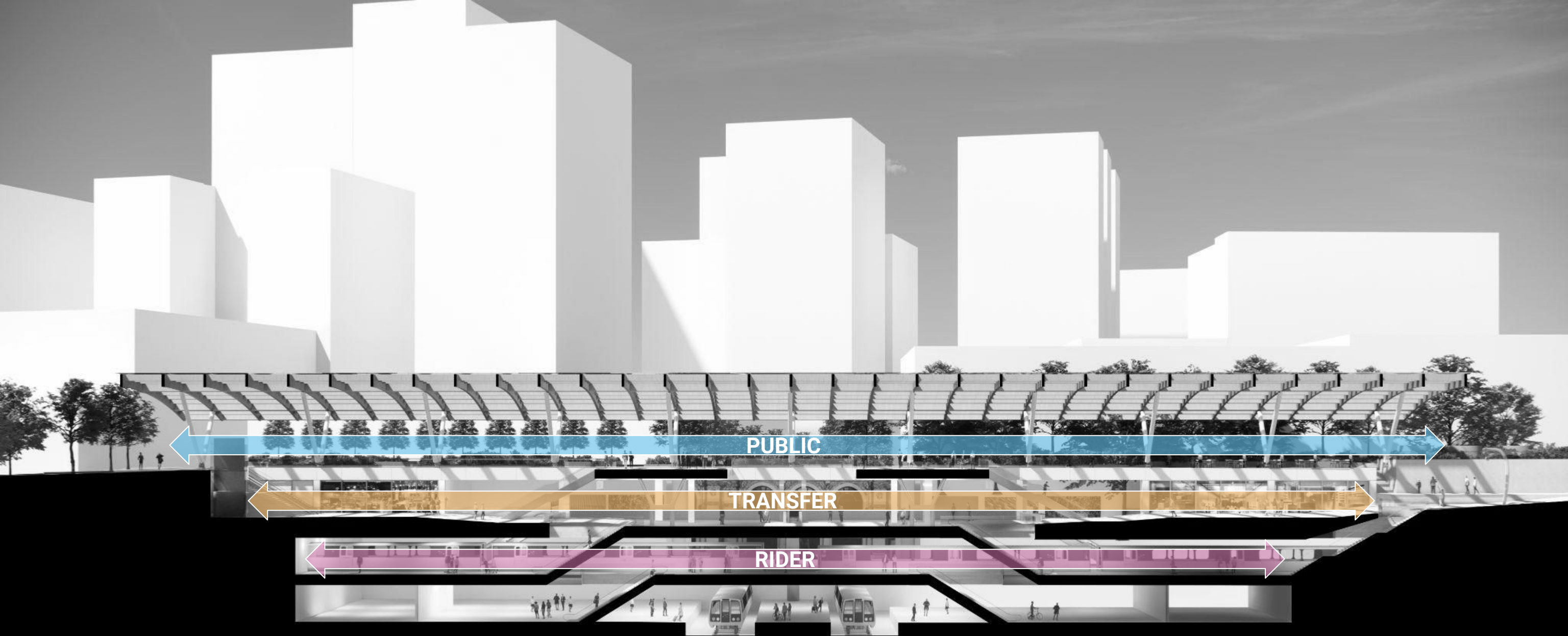
Terraced Garden

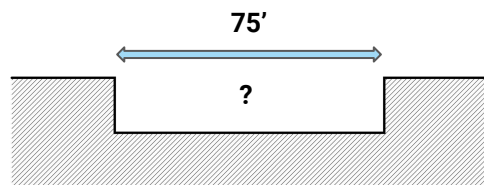
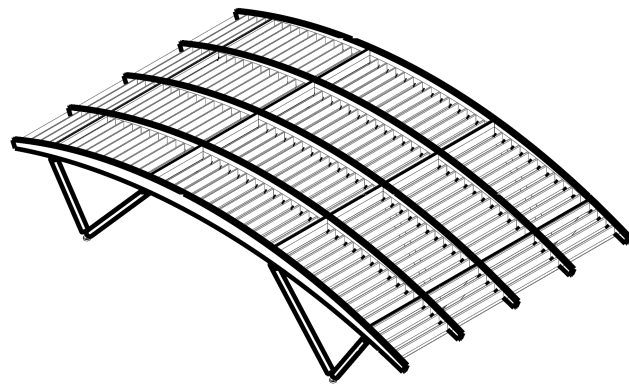


Broad Street Connection Bridge









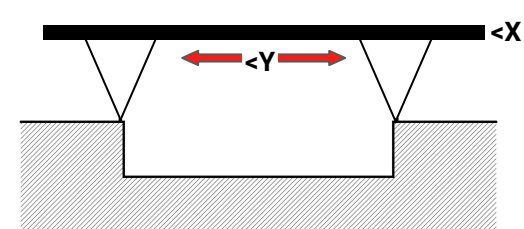
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New canopy needs to span the width of the concourse without compromising existing station structure



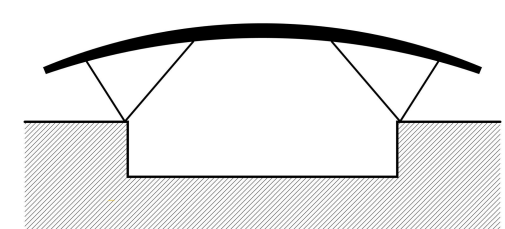
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A rectilinear portal frame necessitates deep beam members



3

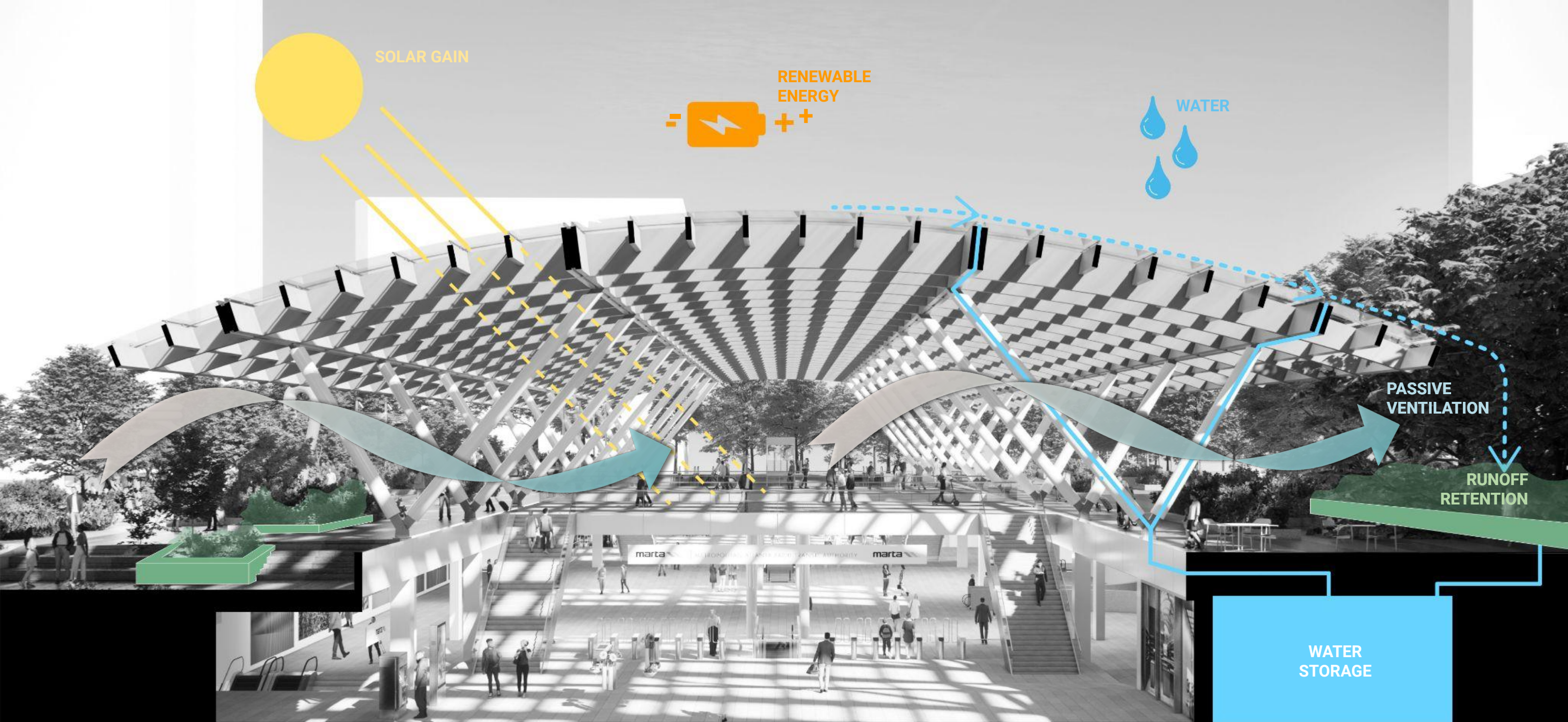
V columns reduce longspan and allows optimization of roof structure



4

Arching roof profile allows for drainage





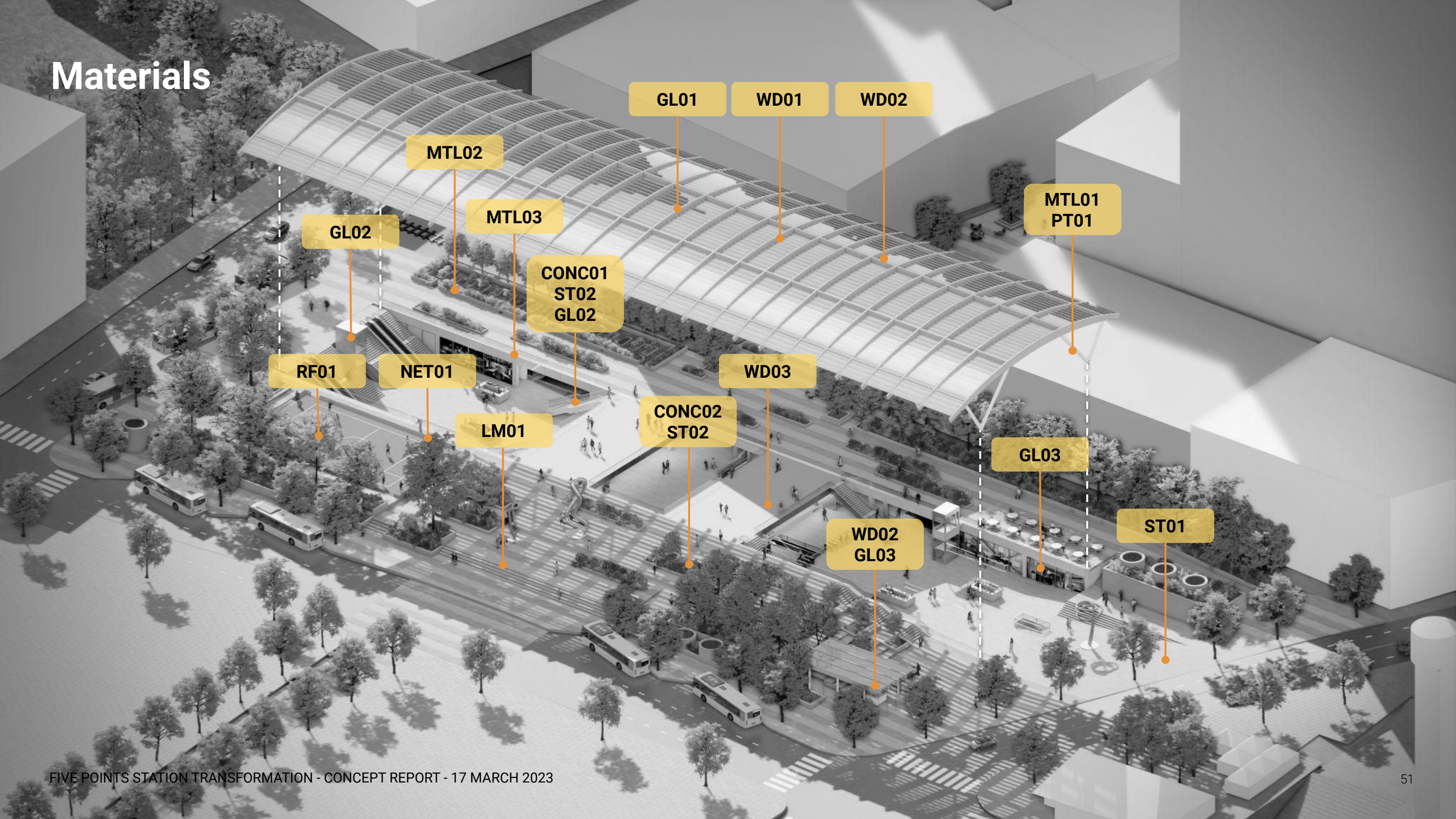
Materials

Descriptions

Durability and **ease of maintenance** are critical qualities of materials selected for transit facilities. Additionally, **self-finishing** materials are ideal for outdoor applications. **Sustainable sourcing** and **environmentally-friendly (natural)** materials will be considered in the selection of materials. Refer to renderings for visualization of material application.

CONC01	Concrete Stair	NET01	Retractable Netting System
CONC02	Concrete Planters and Benches	PCC01	Precast Concrete Column
FAB01	Exterior ,Tensile Fabric	PT01	High-Performance Exterior Paint
GL01	Low-Iron, Heat Strengthened Glass, Fritted	RF01	Recycled Rubber Flooring, Continuous, Exterior
GL02	Low-Iron Glass Elevator Enclosure and Balustrade	ST01	Natural Stone Pavers and Plaza Steps
GL03	Aluminum-Framed Low-Iron Glass Storefront with Frameless Doors	ST02	Natural Stone Cladding for Stairs, Planters, and Benches
GL04	Slip-Resistant, Frosted, Back-Lit Low-Iron Glass Lens	WD01	Flitch Beam, FSC Certified
GL05	Double-Curved, Laminated Low-Iron Glass Panels on Cable Net, Fritted	WD02	Structural GLT, FSC Certified
LM01	Luminaire - Light Pole (e.g. Bega Building Element Unshielded)	WD03	Wood Decking, FSC Certified
MP01	Metal Panel Roof	WD04	Wood Benches, FSC Certified
MP02	Mirror-Finished Metal Panel		
MP03	Metal Panel Spandrel		
MTL01	Galvanized Steel		
MTL02	Stainless Steel Fence		

Materials



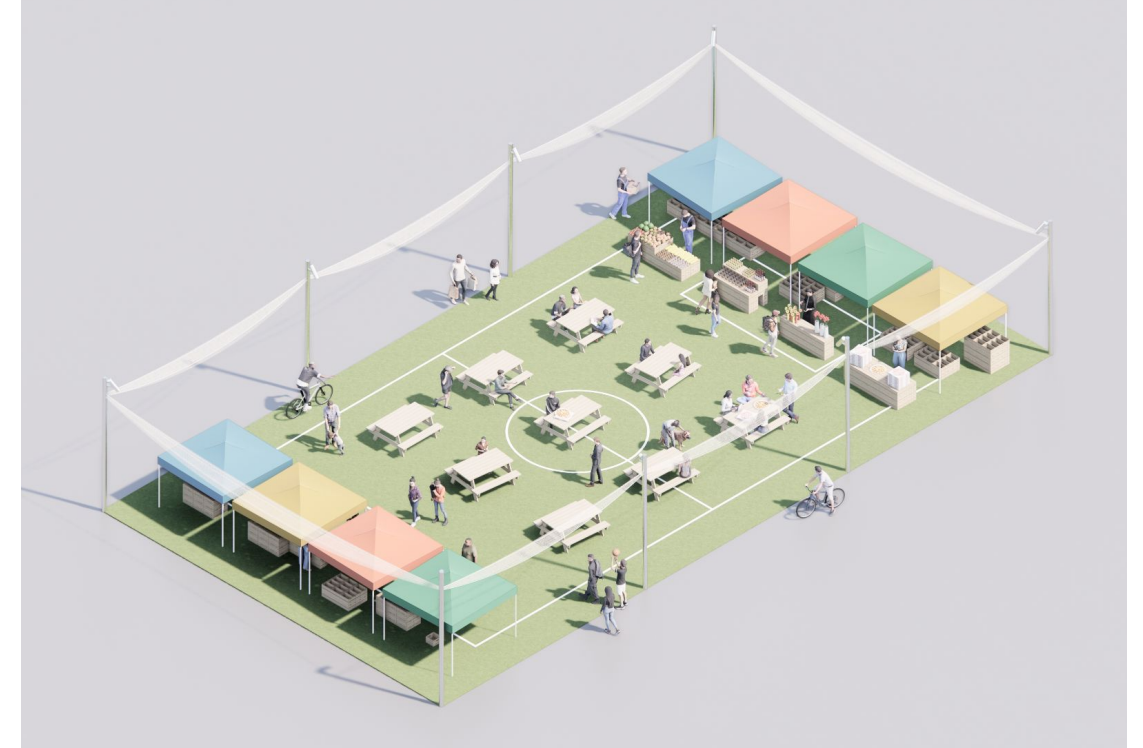
Flex Spaces + Events

Flexible Usage of Field with Netting System



Sports Activity

During a soccer game, the netting forms protective barriers around the flex field. The netting system offers a safe playing environment both for the players on the field and for the public off the field in the plaza.



Cultural Activity

When a sports game is not happening, the rolled-up netting opens up the field to host diverse cultural activities. Activities such as yoga classes, food markets, and mini concerts could be offered on the field for flexible usage.

Bus Shelters + Sidewalk Elements

Overview

In addition to the design of open space and headhouses, the team proposes a comprehensive and aesthetically cohesive set of supporting design elements on the plaza. Ranging from integrated elements such as bus shelters and kiosks to loose plaza furniture, the following list presents a kit-of-parts approach that aims to create an aesthetically pleasing, robust and flexible design standard that reinforces a sense of identity to the Five Points plaza and station experience.

Bus Shelters – Developed upon the current City of Atlanta bus shelter standards, the design team proposes a streamlined and efficient bus shelter design that works well within the unique site conditions of the MARTA Five Points Station.

Planters/Benches/Attachments – A kit-of-parts approach to the planter design allows various attachments to be made, including bench surfaces, signage and lighting. (Refer to Phase I for precedents or copy paste from Phase I)

Kiosks – Ticketing, information and retails kiosks will share a consistent design language with integrated signage to create a clear sense of identity in the plaza and concourse.

Signage – There are many forms of signage that need to be integrated on the site and it is imperative that a clear, concise design language be developed. This includes MARTA directional signage, information signage, digital displays for advertisements and notifications as well as miscellaneous static signs.

Other supporting design elements in consideration include:

Lighting

- Light poles - plaza illumination
- Planter and bench lighting
- Signage lighting
- Egress path lighting

Bollards and traffic control devices

Handrails and Guardrails

Bike Racks

Charging Stations

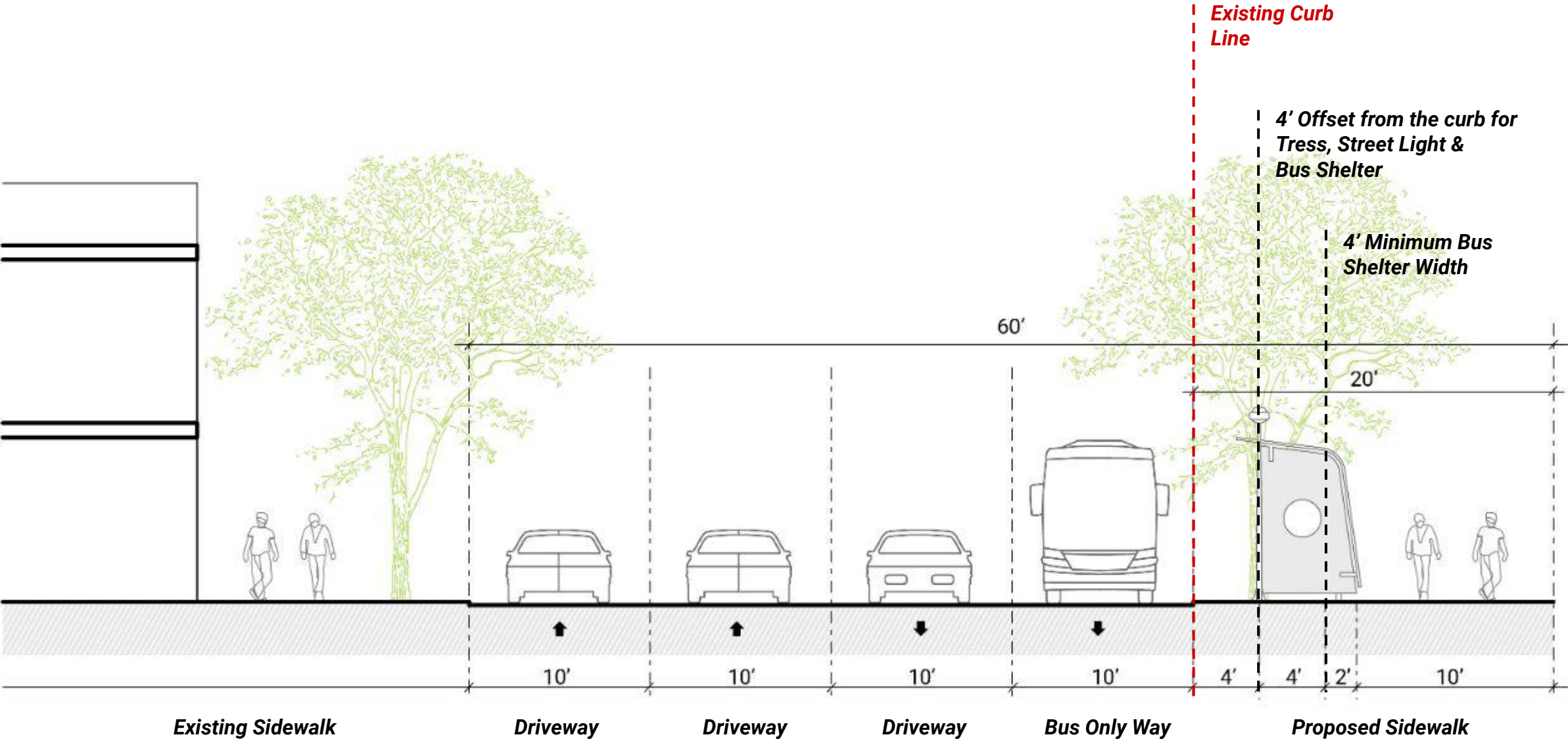
Drinking Fountains

Community garden planters

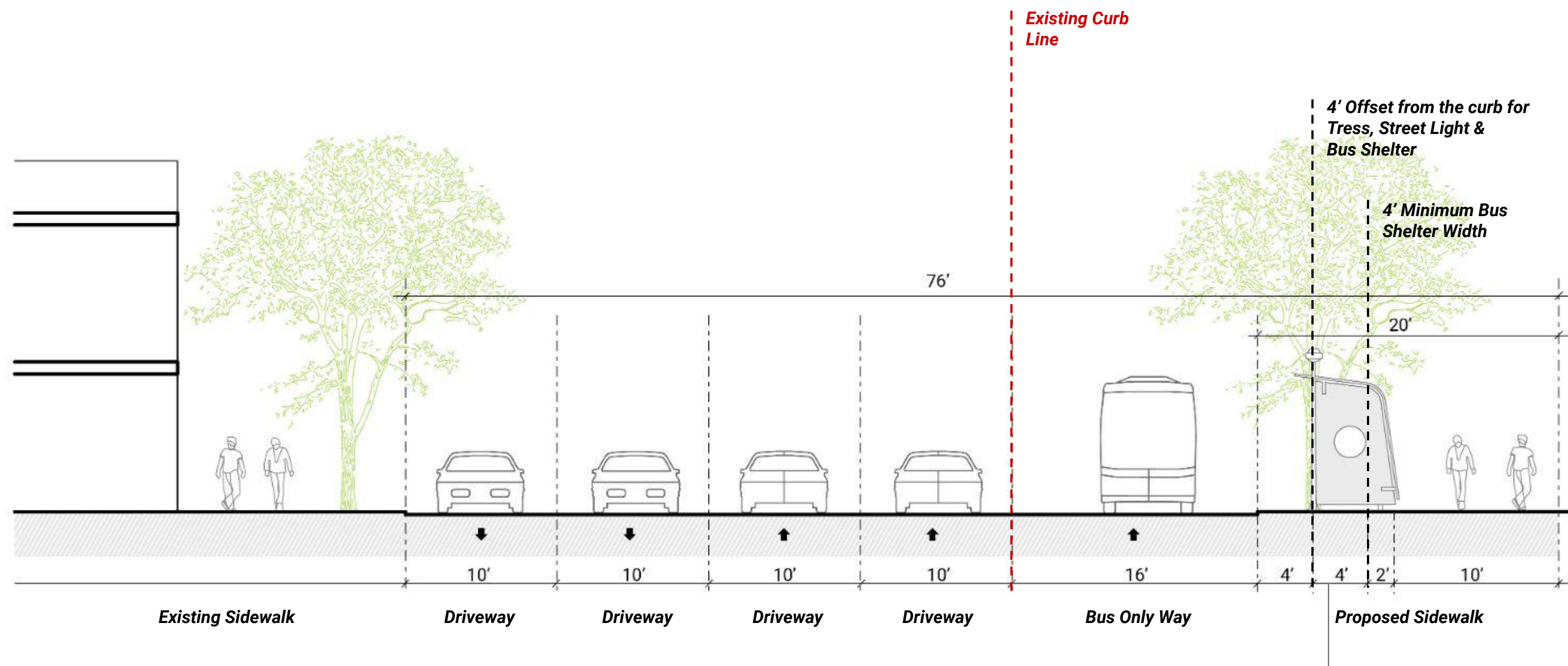
Flexfield Bleachers

Trash Receptacles

Alabama Street Section



Forsyth Street Section



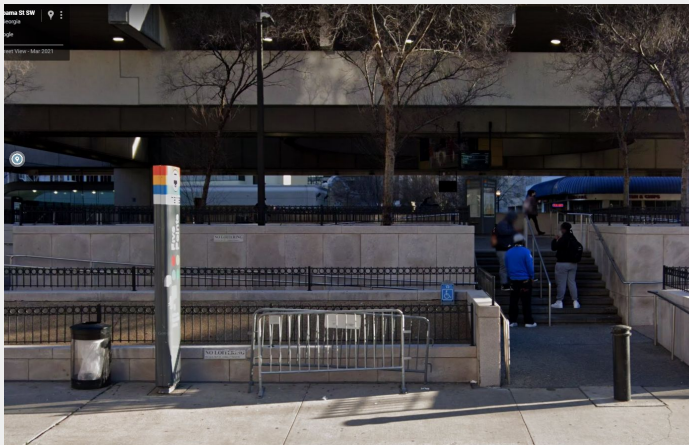
Streetscape + Furnishings

EXISTING

Furnishings



Trash Cans and Bollards



POTENTIAL



Aesthetically pleasing design with a well lit seating area, beneficial for safety reasons as well



Aesthetically pleasing design with a combination of two different materials



A simple seating design including a planting area as well



Illuminated bollard for wayfinding and safety reasons

Bus Shelter + Sidewalk Elements

Bus Shelter Design Proposal

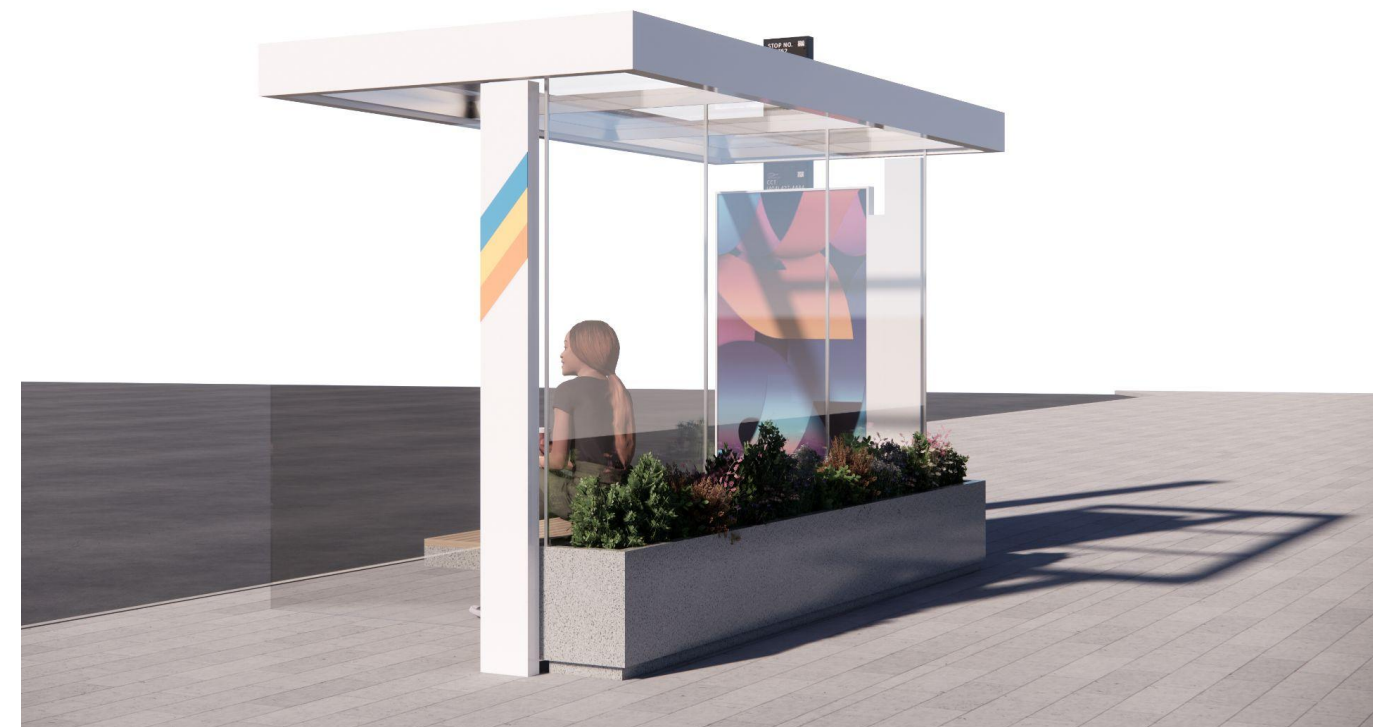


Bus Shelter + Sidewalk Elements

Bus Shelter Design Proposal



The bus shelter design proposal is to enhance the aesthetically cohesive and pleasing experience on the plaza. A separate totem clearly reads the bus stop signs. A big board with the city map and the bus schedule helps people to attain transportation information. ADA compliant space and a bench protected by the clear glass wall and a windguard provides safe space.



The planter on the flip side of the glass wall provides a soft buffer between the passenger loading zone and the plaza. It automatically decorates the sidewalk to be pleasant to walk through.

Precedent Images

Bus Shelter at Present



Precedent Ideas



Aesthetically pleasing design with a shaded seating area

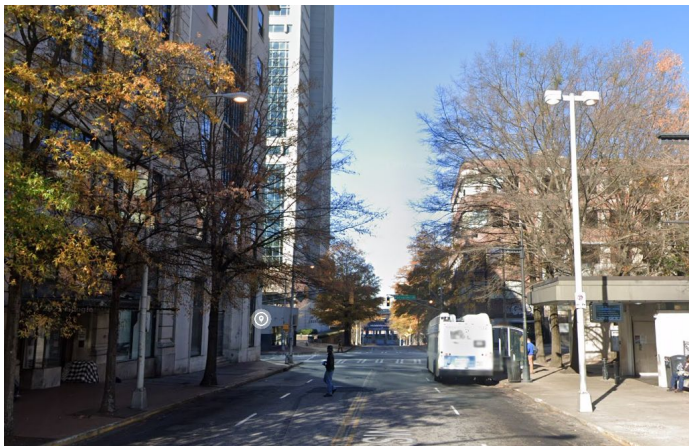


An environmentally sustainable solar powered bus shelter with backlit poster advertisements



An environmentally sustainable solar powered bus shelter with backlit poster advertisements

Street Lighting at Present



Precedent Ideas



Solar powered street lighting



Solar powered street lighting



Solar powered street lighting

Precedent Images

Sidewalk at Present with no Trees



Precedent Ideas



If the structure below the sidewalk doesn't allow for trees, planters are a great option



Landscape Design + Native Planting

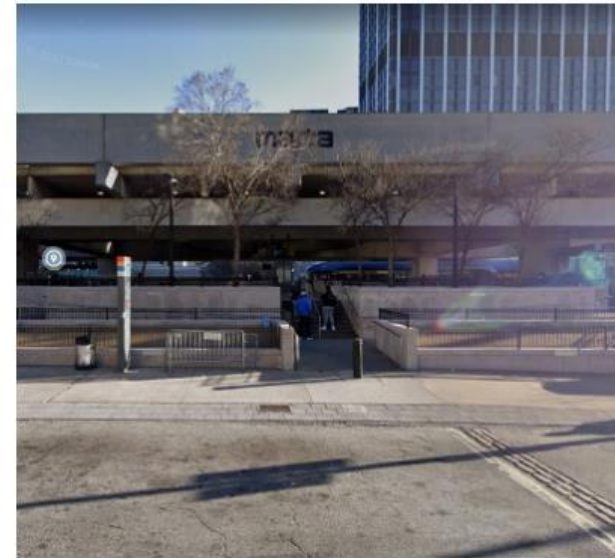
Landscape Design

Existing Station Constraints

Grading / Topography – With approximately 14' of topographic change across the site, topography is a core constraint. ADA / Accessible circulation to and from the plaza is currently compressed either in ramp switchbacks or through tight corridors on the northern extents of the plaza. The station entrance on Peachtree has steep slopes leading down to it which could lead to an unsafe condition or station water infiltration in major rain events.

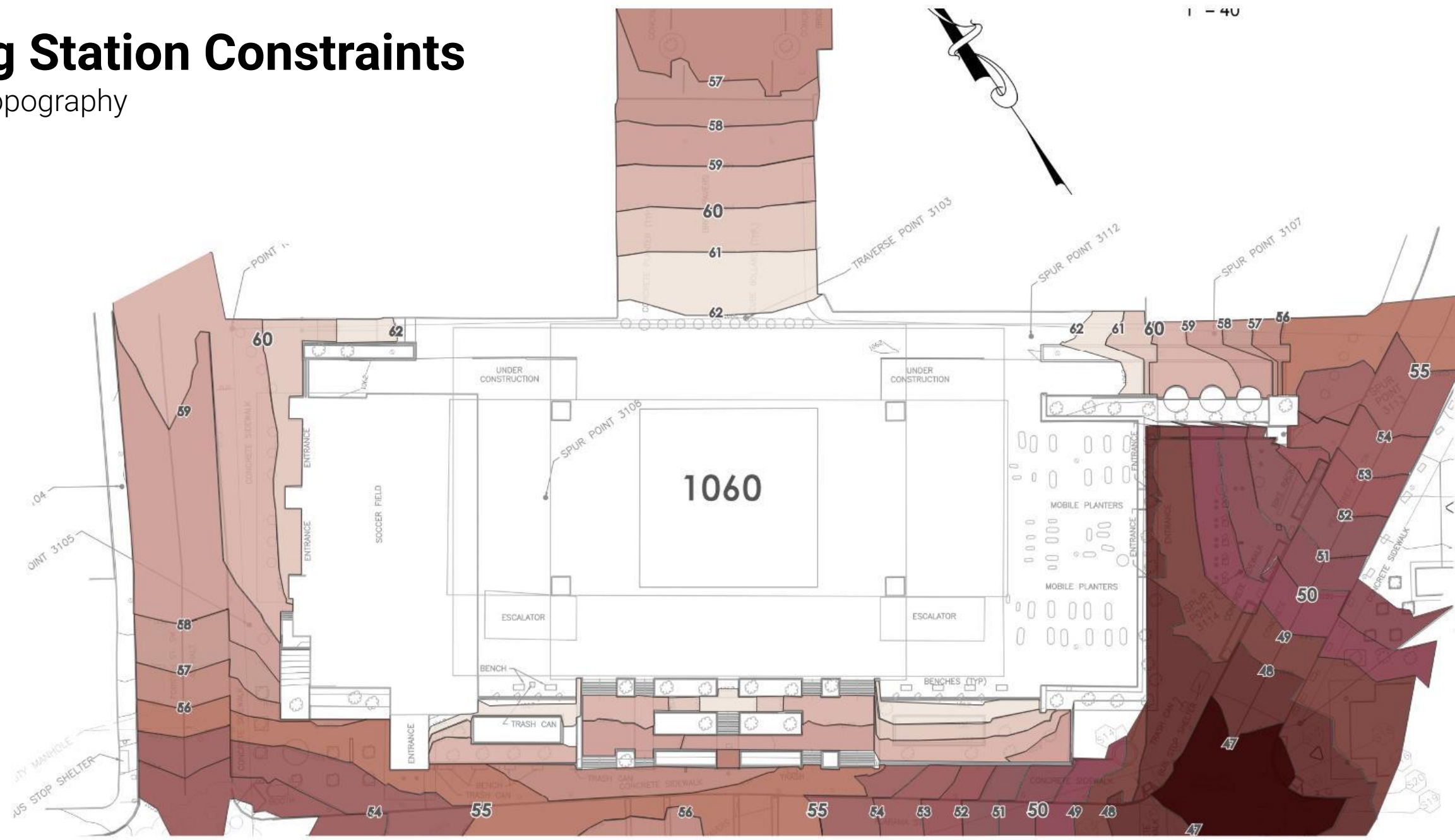
Visibility / Sight Lines – There is currently poor visibility from the surrounding streets to the elevated plaza. These views are blocked by walls, architecture, ventilation stacks, or steep grade transitions. These compressed view corridors don't allow for pedestrians to see activities on the plaza, or around corners, which can create perceived or real safety concerns.

Programmable Space – Programmable space in the station currently exists in the Soccer and Community Garden areas, which are access-controlled by fences and gates, leaving very little flat functional area for program.



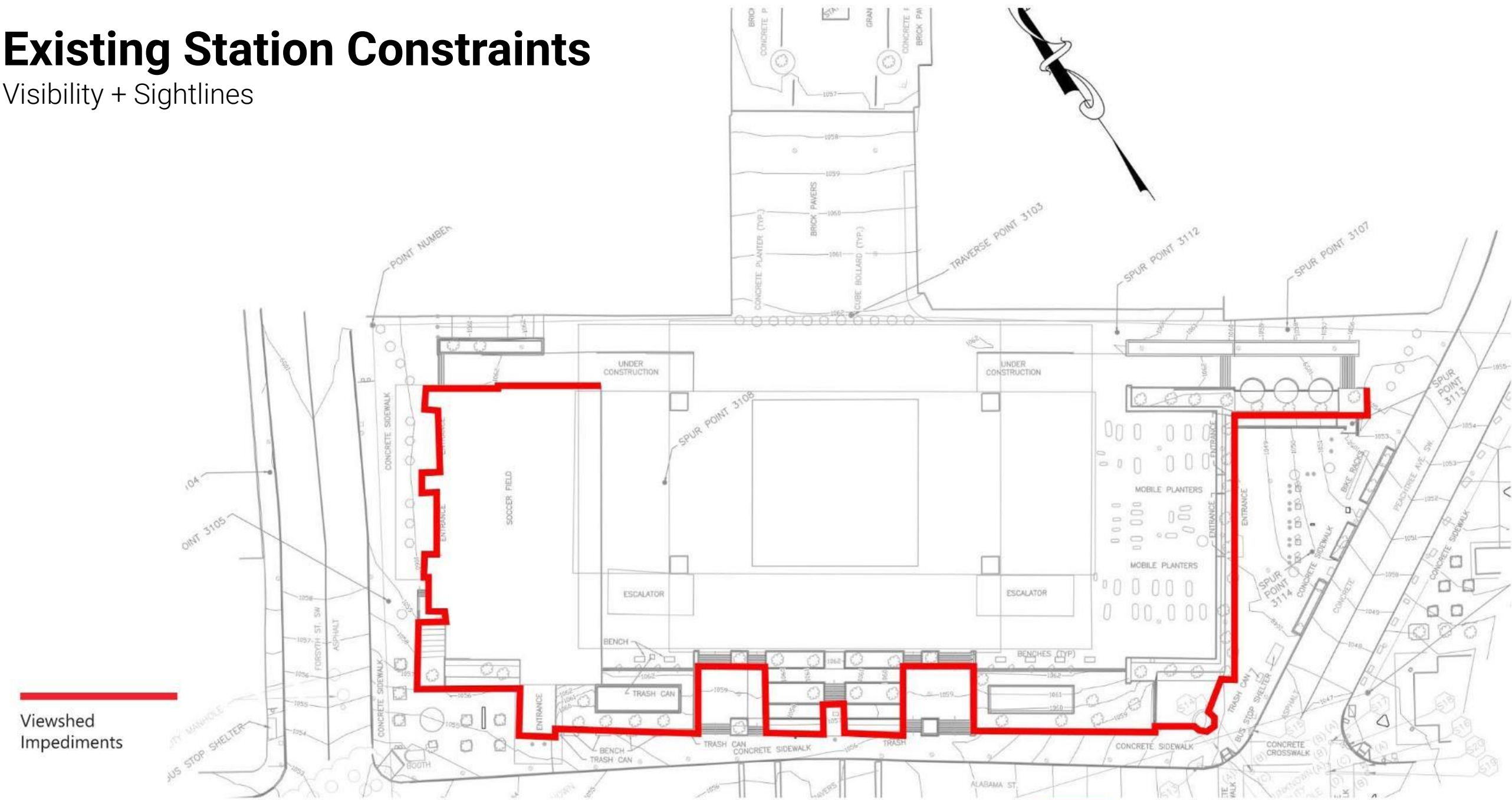
Existing Station Constraints

Grading + Topography



Existing Station Constraints

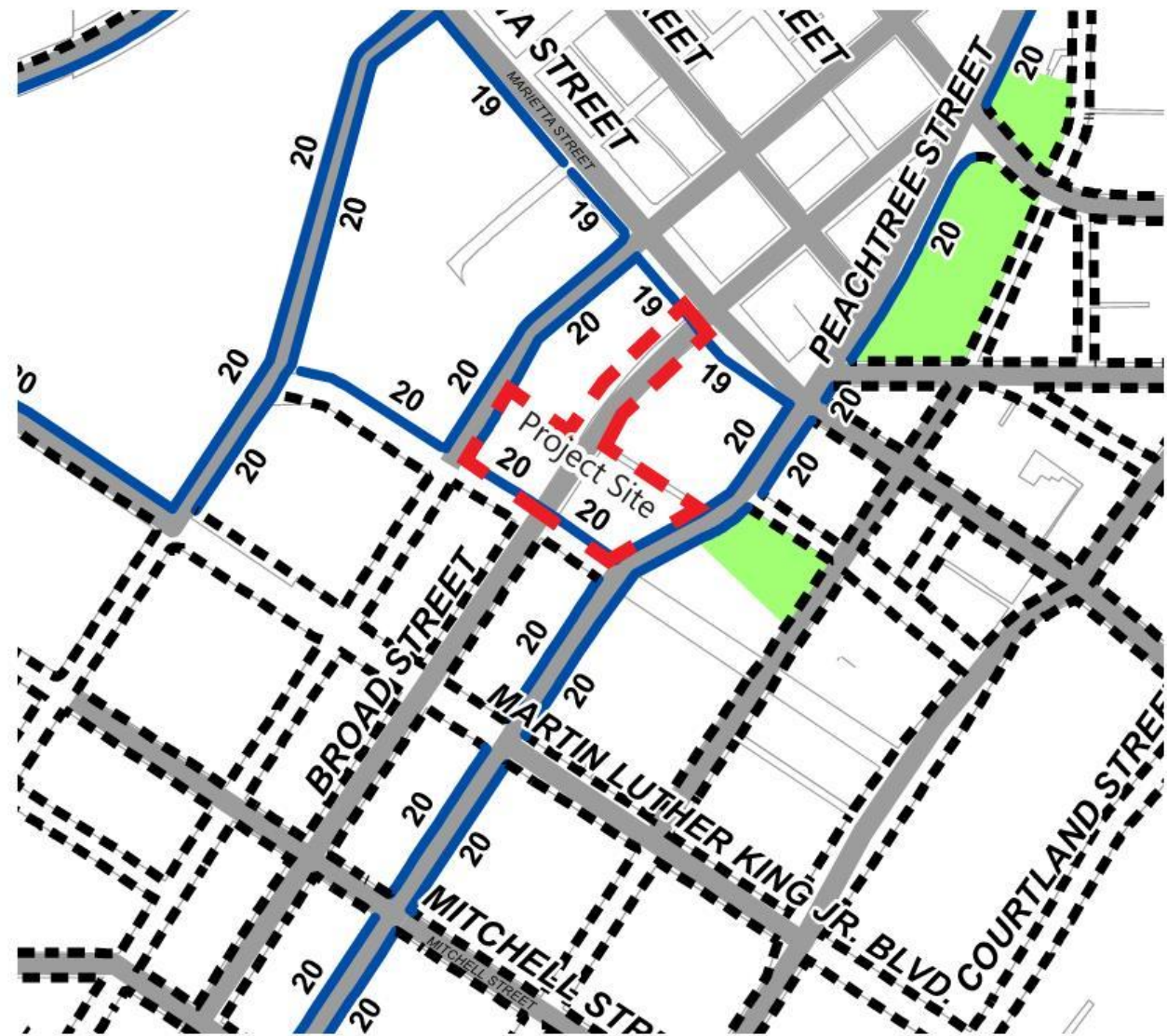
Visibility + Sightlines



Existing Station Constraints

Code Constraints

SPI-I: Zoning Ordinance City of Atlanta



Frontage Zone	Pedestrian Circulation Zone	Greenscape / Furniture Zone	Curb Zone
N/A	15'	5'	6"

Existing Station Constraints

Code Constraints

SPI-I: Zoning Ordinance City of Atlanta



Light fixture



Tree pit examples



Streetscape

Landscape Design

Design Goals

Safety – Factors of design that affect public safety will be fundamental in the station renovation. Ensuring open sight lines, adequate lighting, multiple points of ingress / egress, and general activation of the station will be core components of design. The transformation should create an environment where all people feel comfortable spending time in the station and plaza.

Visibility – The station should be clearly legible from the surrounding urban context as both a transit station as well as a special place. Architectural and landscape design will be thoughtful to allow for sight lines across the station for safety as well as directing views towards memorable features.

Accessibility – Universal access will be provided across the plaza and concourse levels of the station. Wherever possible, the renovation will provide accessible routes as the primary circulation pathways vs. separated pathways.

Connectivity – The ease of connectivity through the station as well as to the station will be core to the success of the transformation. The station will engage urban fabric, anticipate pedestrian desire lines, and reinforce emerging open space trends in the context of the station.

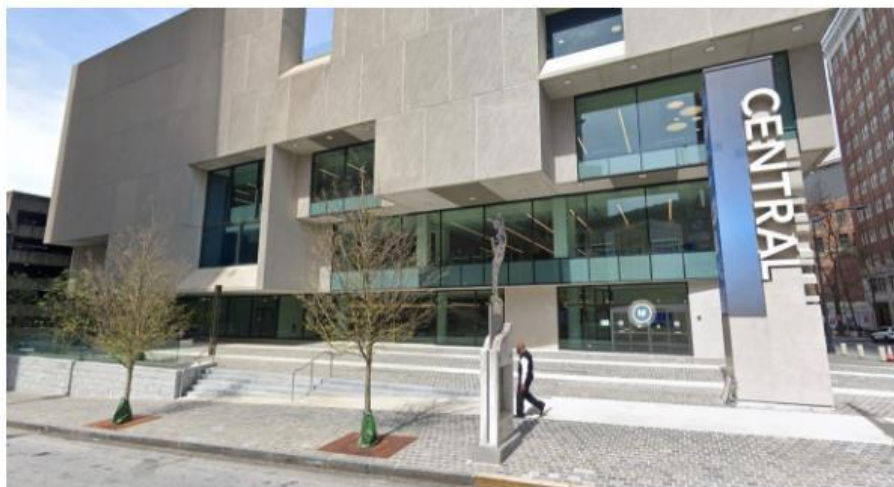
Programmability – The city the station should serve and engage the culture and vibrancy of the community. Careful analysis of uses and requirements will ensure that the station can function as a flexible platform for functions, events, and uses.

Convenient Station Access – The station transformation will ensure that the transit user is well served through convenient access that synthesizes connectivity, accessibility, visibility as well as considerations of signage and adjacency.

Creating a Sense of Place / Destination – As the most central public space in Atlanta, Five Points Station has the opportunity to be a source of pride for the city. The station transformation should envision itself as a catalyst for change.

Streetscape Character

Opening Transitions from Street to Site



Streetscape Character

Bus Shelter Design Elements

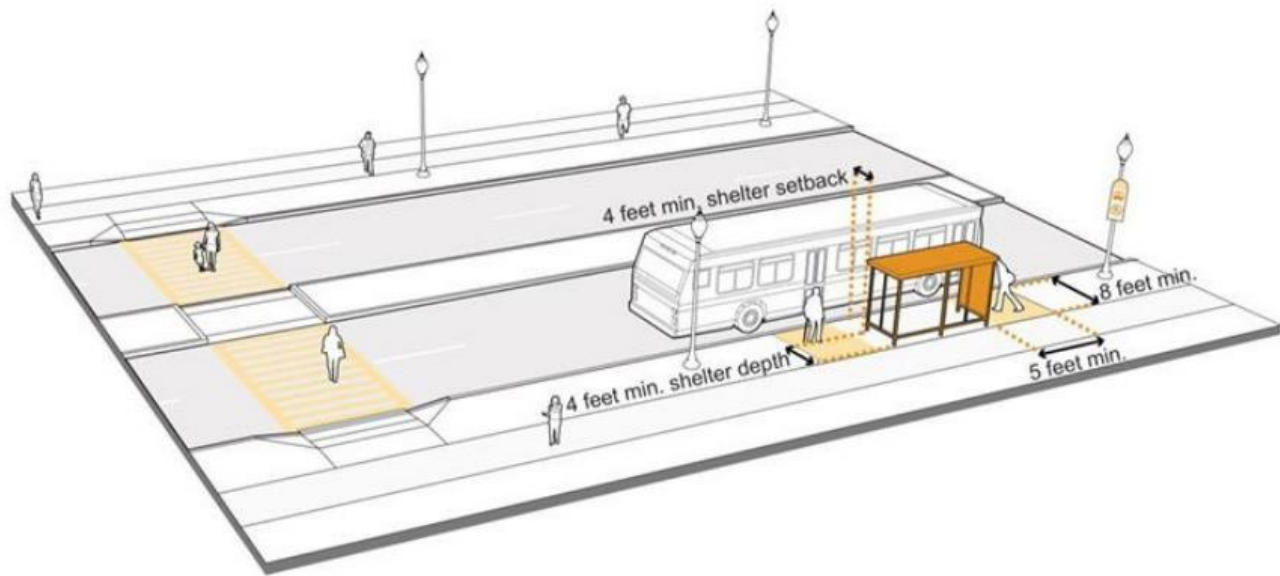


Figure 6.21. Transit Shelter Dimensions



Landscape Design

Planting Philosophy: Primary Guidelines

Low Maintenance – Landscape design and plant selection will first and foremost consider how the design can function in an urban environment, and how it will be maintained. The design will integrate clean and legible plantings with plant materials that are hardy, tolerant, and whose requirements for maintenance and survival are minimal

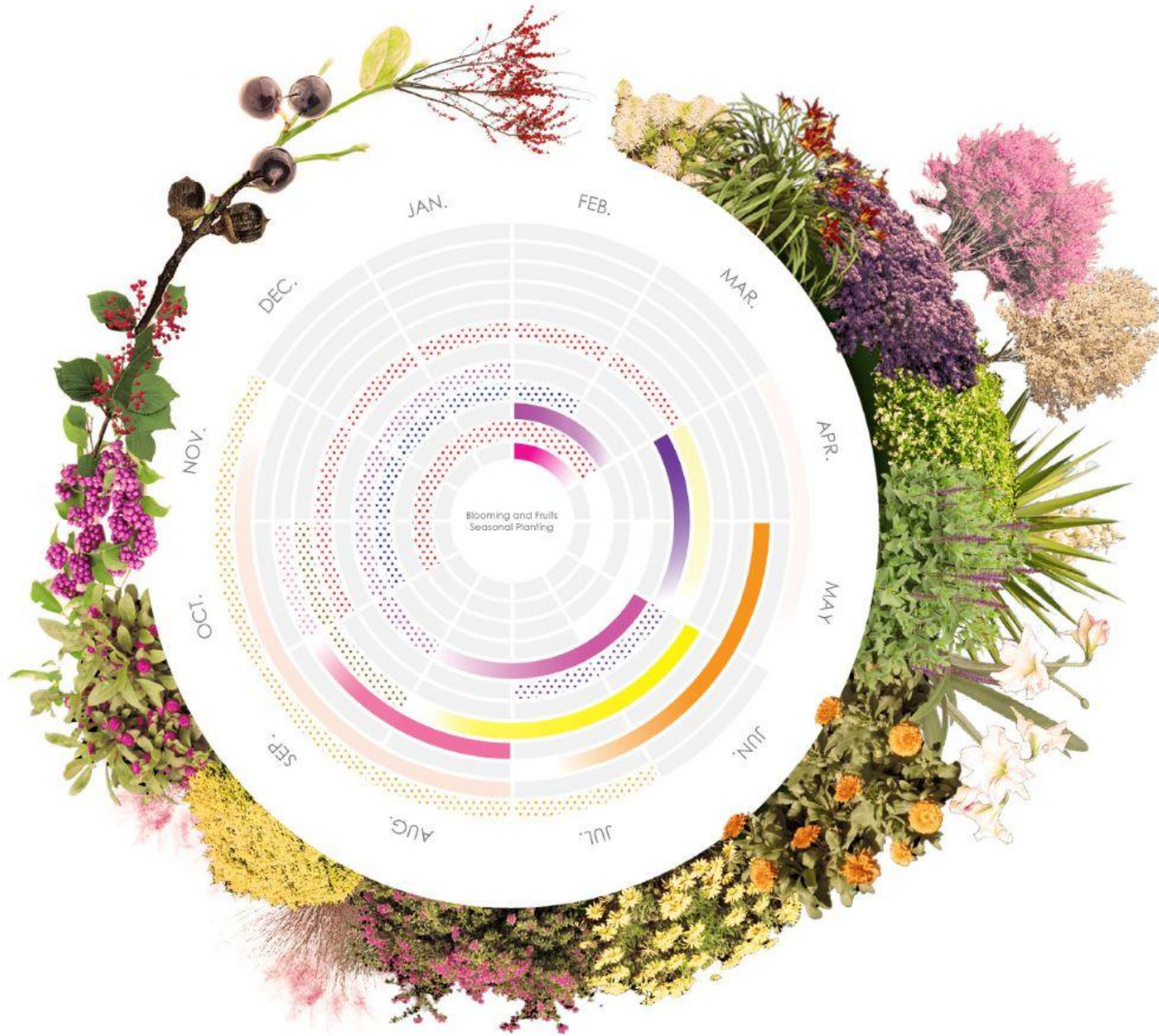
Open Site Lines – The landscape design will function to align with broader design goals of visibility and open site lines, to create a green framework for a safe environment for pedestrians and transit users. Focus will be placed on selection of shrubs and groundcovers that stay low, to make sure that open site lines are provided across the plaza and streetscapes.

Native – The landscape will consist of native plant materials, which are adapted to the local environment and fill requirements of low maintenance. These plants function to support broader ecosystem function as a green oasis inside downtown, as well as contribute to the sense of place.

Functioning Landscapes – Where possible, plantings support stormwater management functions through rain gardens and bioretention features to clean and filter stormwater runoff.

Landscape Design

Planting Philosophy: Year Round Seasonal Interest



Sustainable Approach

Irrigation System

- Reuse of stored rainwater in +/- 20,000 gallon cistern
- Cistern to be hidden in unused area at Concourse Level below
- Irrigation to be on automated timer to reduce necessary interface
- Moisture sensor to detect rainwater and shutoff system when irrigation isn't required
- Coordinate maintenance endowment with contracted vendors to provide additional maintenance support

Low Maintenance Material

Trees

- Prune **once annually** to maintain a dense crown.
- Remove stray / unwanted growth

Shrubs

- Most material needs **little pruning**, simply remove dead branches
- At most a shrub selection may need to be cut back 1/2 way during first few years until established to encourage a dense structure

Groundcovers

- Remove any noticeable dead foliage **in winter**
- Some materials need to be cut back to ground after first frost (once annually)
- Some blooms require deadheading after flowering is complete

Landscape Design

Planting Philosophy: Textures and Qualities



Native Plant Material

Low Maintenance

Drought Tolerant

Seasonal Interest



Landscape Design

Planting Philosophy: Placemaking through Landscape Rooms + the Physiographic Regions of Georgia

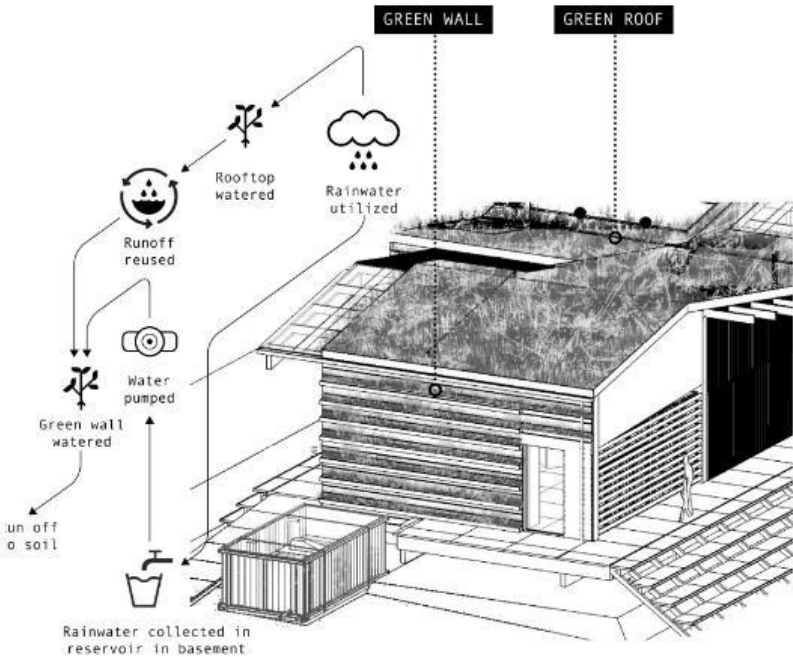
Trees, shrubs, and grasses form human-scale “rooms”, providing moments of shade and respite within the larger plaza through different scales, layers, and textural qualities. Paired with the historical narrative bands in the plaza design, visitors and daily commuters at Five Points can find themselves occupying a place anchored in a rich past and designed for an exciting future.

Georgia’s physiographic regions provide a diverse palate of flora for Five Points new landscape. Sections of each plaza design concept can have their own vegetational personality, creating an ever changing experience as one moves from one end of the site to the other. Additionally, by utilizing plants from the different regions, Five Points can become a destination for environmental education and seasonal attraction.

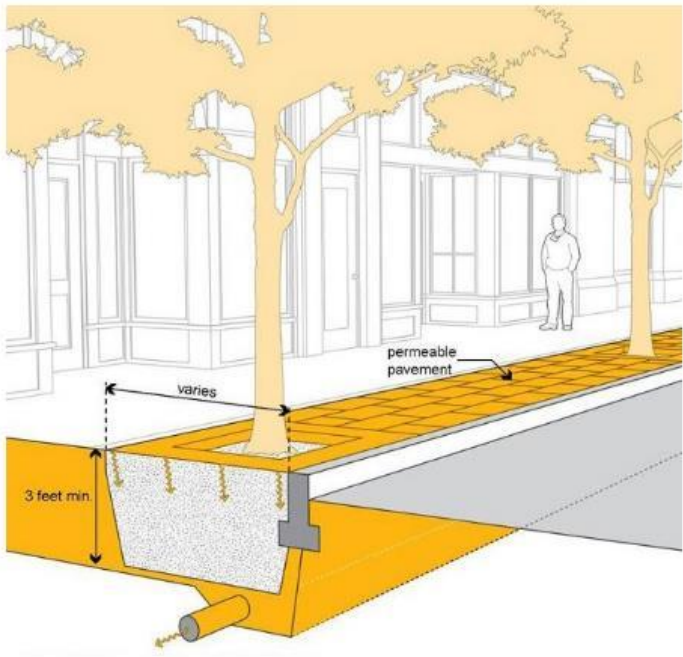


Landscape Design

Planting Philosophy: Incorporate Sustainable Systems



Rainwater Harvesting / Recycling



Permeable pavement supplemental zone



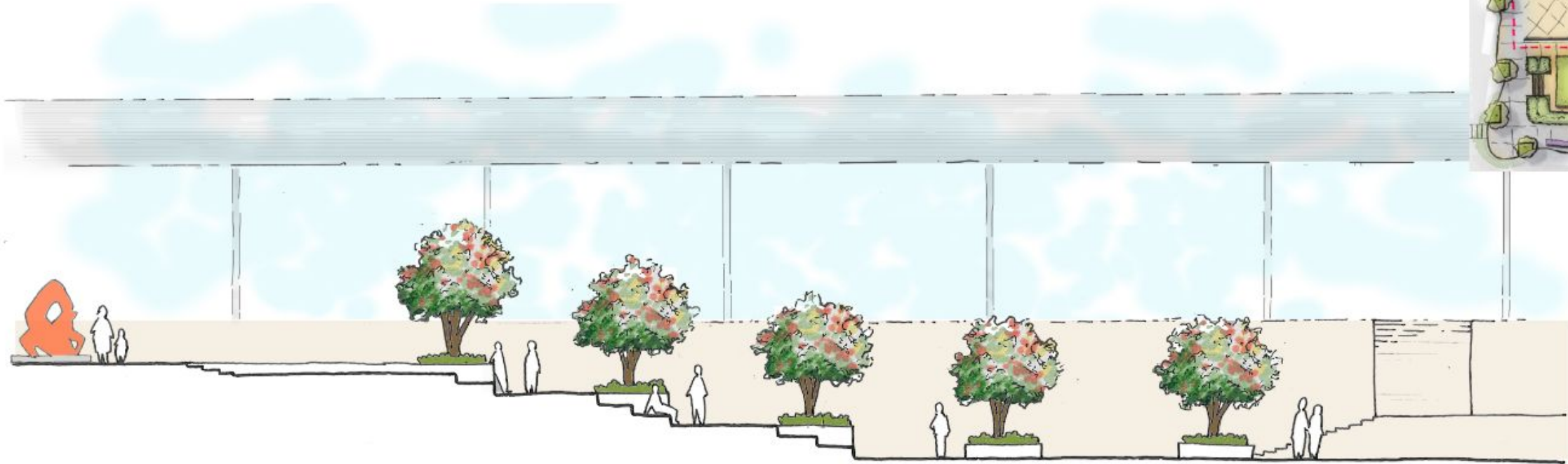
Bioswale



Drip Irrigation

Landscape Design Concept

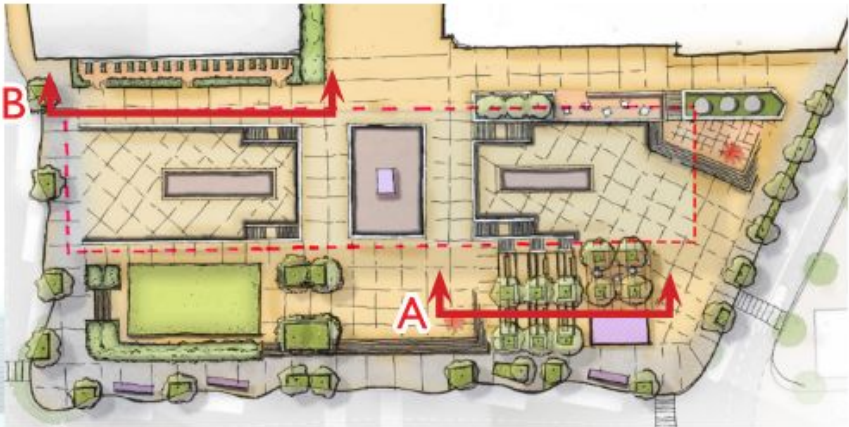
Spatial Qualities of Plaza



A - TERRACED SEATING AT CAFE



B - COMMUNITY GARDEN

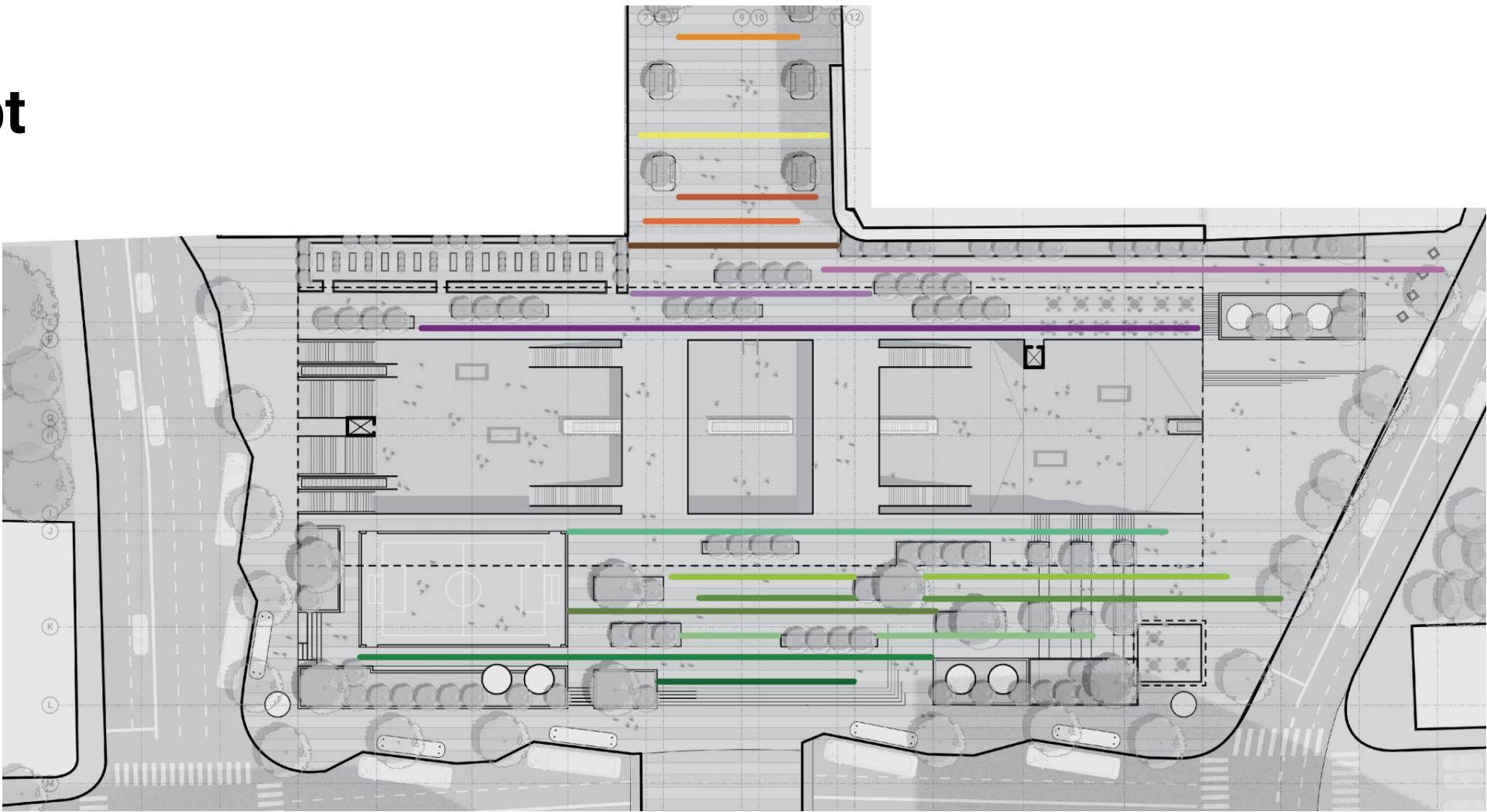


The shrub and groundcover material will be **low profile** and **maintain views** throughout the site, while trees will be single trunk and have a high branching habit to help **cool the space** and maintaining clear sight lines.

Landscape intent will be increasingly **shade tolerant to accommodate the canopies** being proposed for the bus staging. **Low maintenance** and vigorous plantings sprinkled throughout the amenity areas will soften edges.

Landscape Design Concept

Unifying Hardscape Experience



- | | | |
|--|---|--|
|  1837 Population: 0 |  1837 -The founding of Atlanta as a railroad hub |  Local Civil Rights leaders: MLK, John, Lewis, Ralph David Abernathy, Joseph Lowery, Hosea Williams |
|  1860 Population: 9,554 |  1864 - Atlanta burned in civil war |  Indigenous tribes residing prior to establishment of city |
|  1900 Population: 90,000 |  1888 - Atlanta becomes education center the region with most colleges in the region |  Historical Names of Our City: Terminus, Marthasville, Atlanta |
|  1920 Population: 200,616 | |  Atlanta sports and culture: Hank Aaron, Gladys Knight, Outkast, Bobby Cox, Ray Charles |
|  1940 Population: 302,288 | | |
|  1960 Population: 487,455 | | |
|  1980 Population: 425,022 | | |

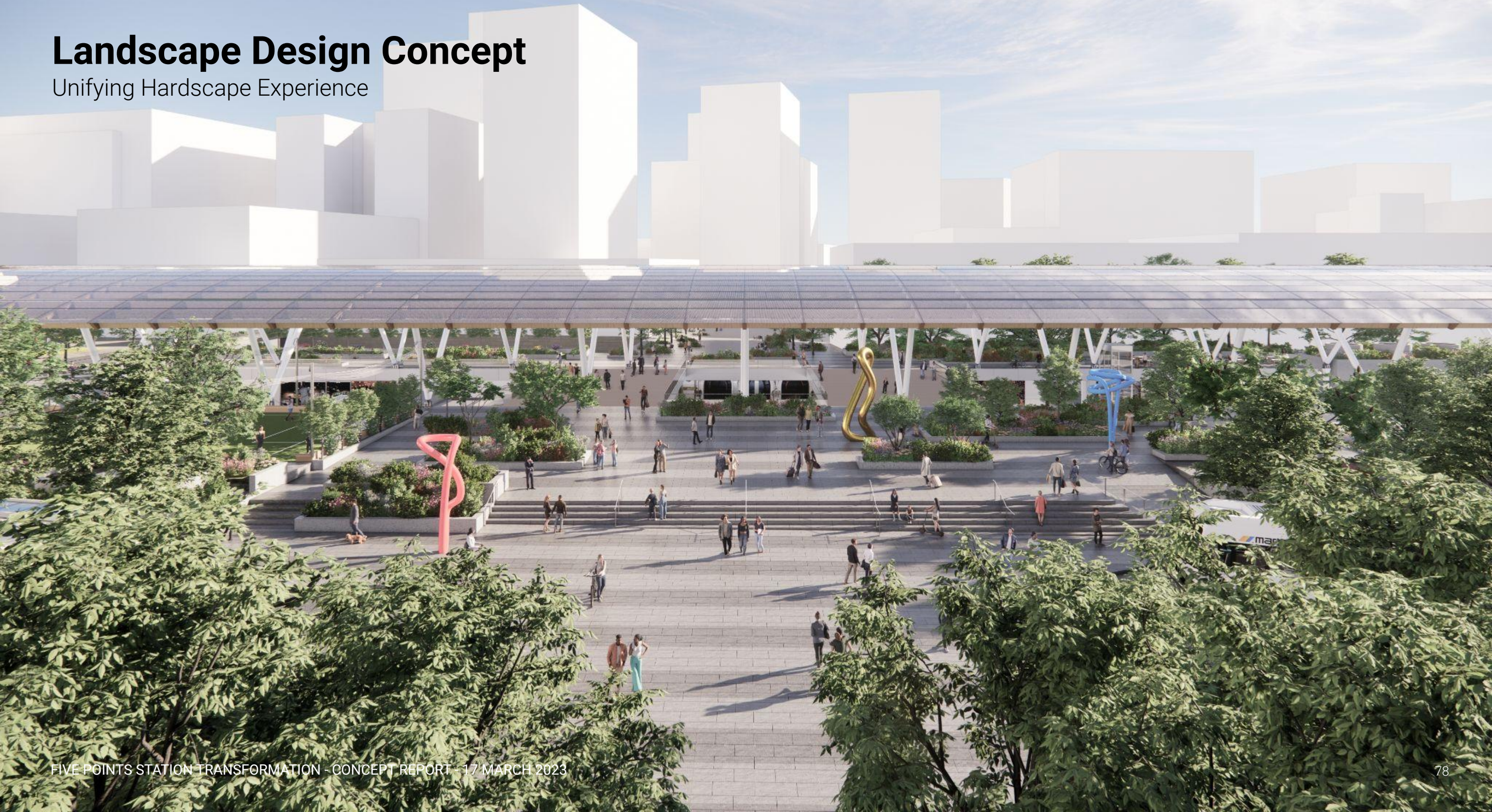
Landscape Design Concept

Unifying Hardscape Experience



Landscape Design Concept

Unifying Hardscape Experience



Structural Engineering

Structural Engineering

The existing structure of the Five Points station consists primarily of reinforced concrete waffle slabs, beams and columns, with certain areas utilizing reinforced concrete one-way slab and beam framing. At the Plaza Level, the structural slabs step and slope, resulting in significant elevation changes across the site, as can be seen on the following page.

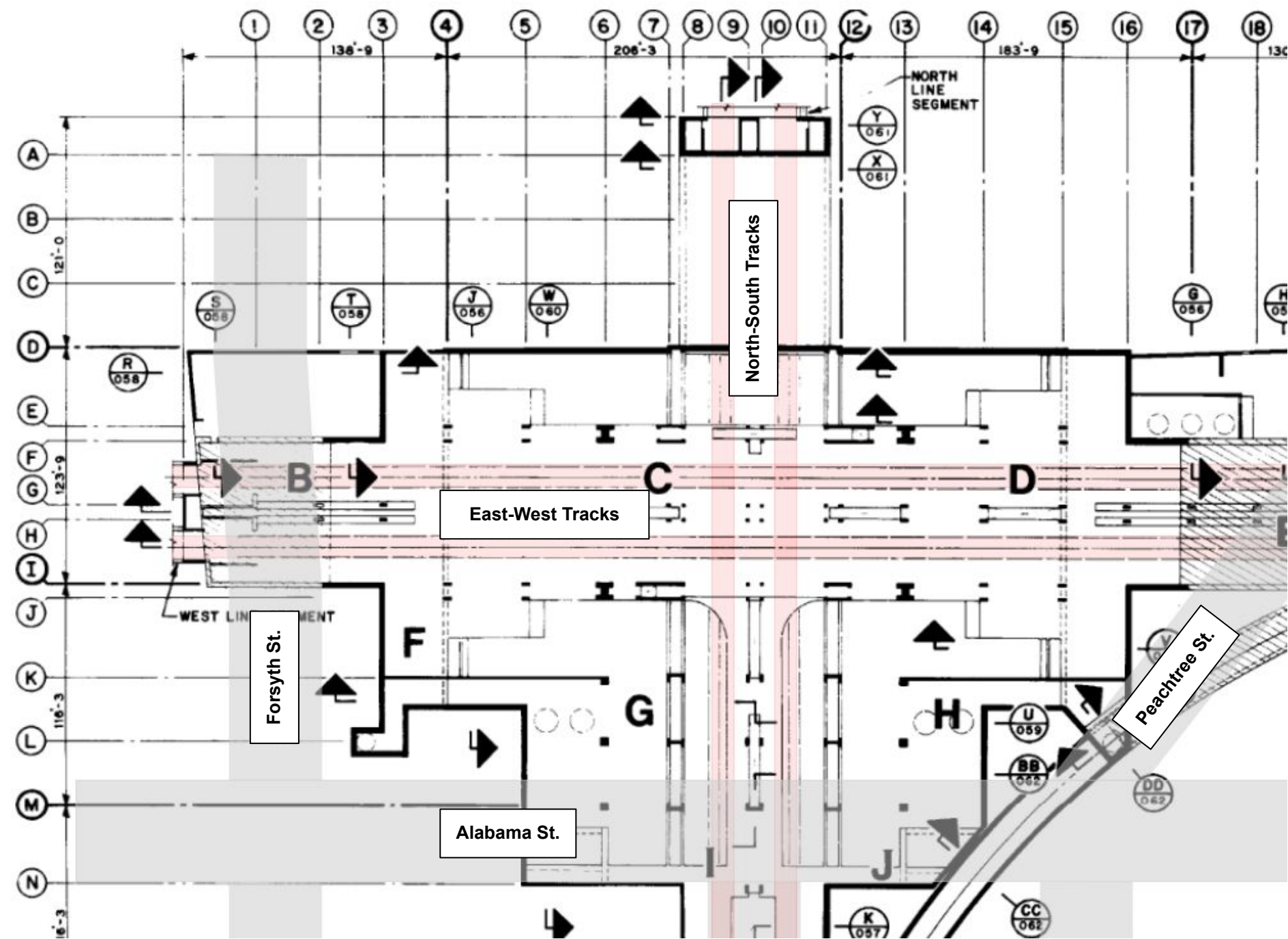
For the plaza design scheme, the engineering team worked to coordinate the required structural removals through an understanding of the existing structure, the architectural goals, required site grading and other considerations. While the goal of the team was to limit the area of removal in general, there was a focus on being strategic with exactly which areas were removed, with a particular consideration on maintaining an active station during construction. For example, the team revised the site layouts to ensure that no structure directly over train tracks were removed. Similarly, any structural framing that supported roads adjacent to the station was maintained. In certain areas, the existing structure may be reinforced to limit the extent of removal required.

When the existing Plaza Level structure is selectively demolished as proposed, the remaining structure will be stable and have adequate capacity to support the loads associated with the various schemes, with no more than minor local strengthening. The anticipated loads include the weight of the structure, the weight of landscaping and paving, and the weight of material used to make up elevation differences (either lightweight fill or voided space created by a new deck above the structural slab); also included is live load of 200 pounds per square foot, which is the live load for which the existing Plaza structure was designed.

Areas of proposed new Plaza Level structure, as required to fill existing deck openings or to replace demolished deck areas, are shown in the plans on the following pages. There will be no new columns, except that some or all of the columns that now terminate at the underside of the Concourse floor, under the 80-foot square Plaza opening, may be extended up through the Concourse to support new deck areas at the Plaza Level. There will be no new foundations. It is anticipated that there will be no structural work below the Concourse, except as may be required in conjunction with architectural or mechanical changes such as pits for new escalators.

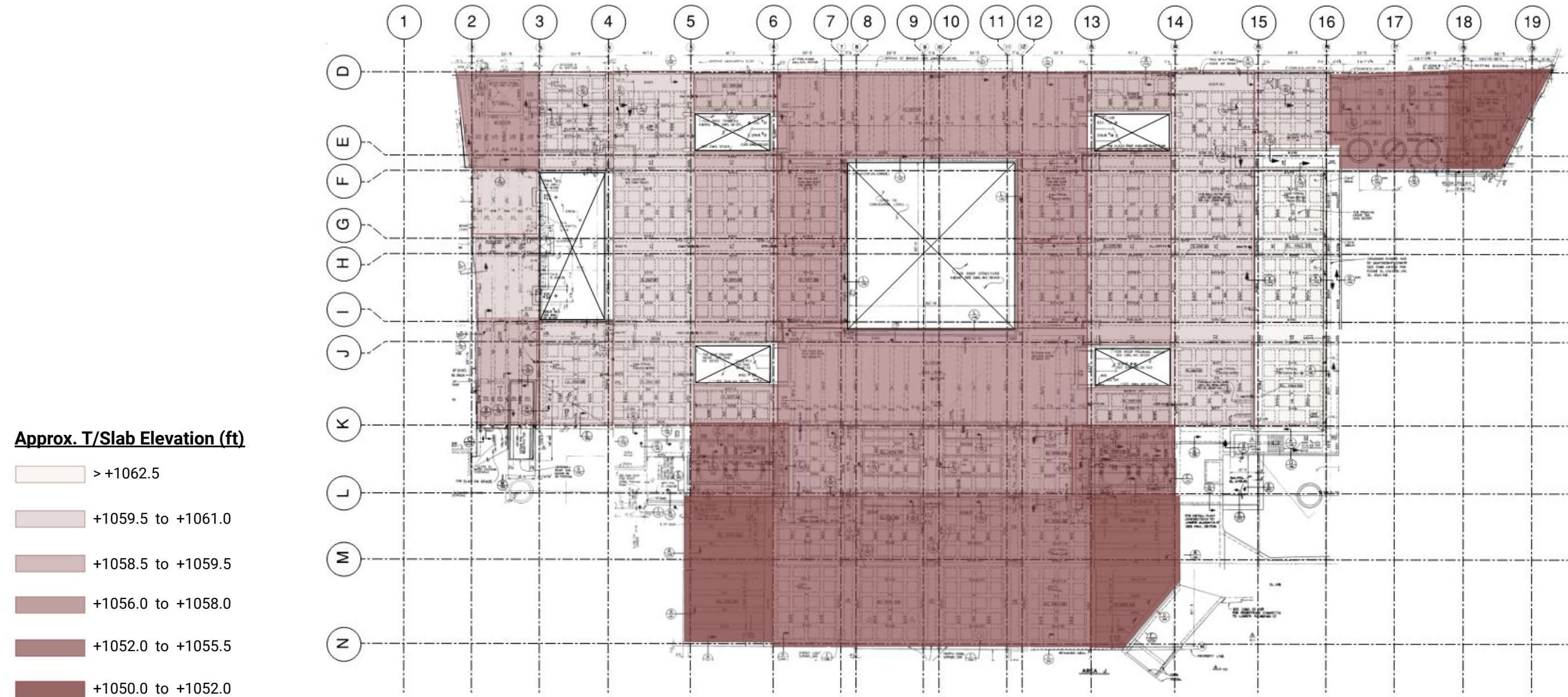
Where the underside of the new Plaza structure is exposed to view from public areas of the Concourse, concrete beam and slab framing visually matching the existing Plaza structure would be used. Above back-of-house areas not generally accessible to the public, new Plaza framing would be selected for economy and speed of construction; this is likely to be steel framing with steel deck and concrete fill. The areas of each type of structure are identified in the plans on the following pages.

Site Key Plan

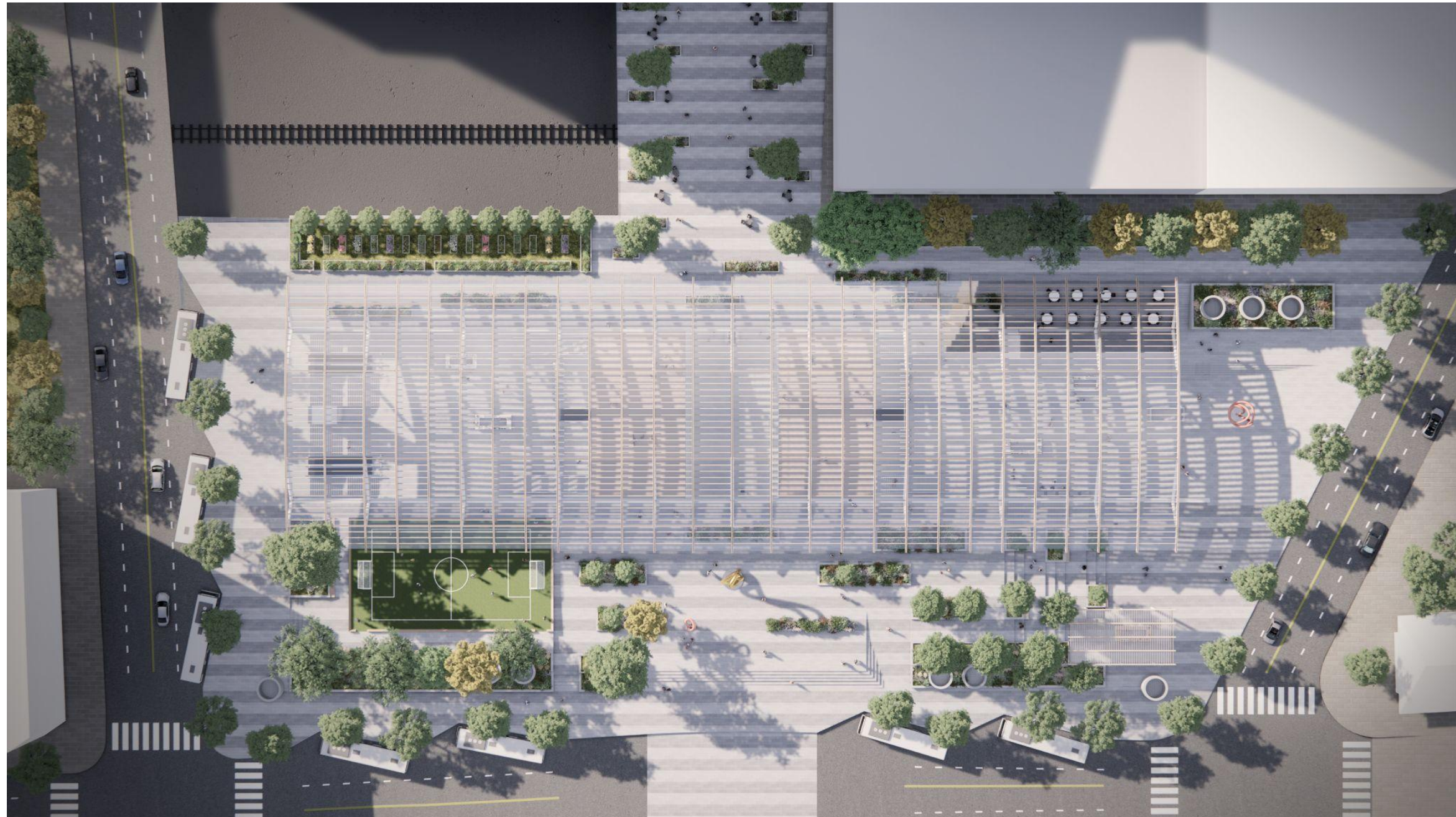


Existing Plaza Structure

Current Slab Elevations

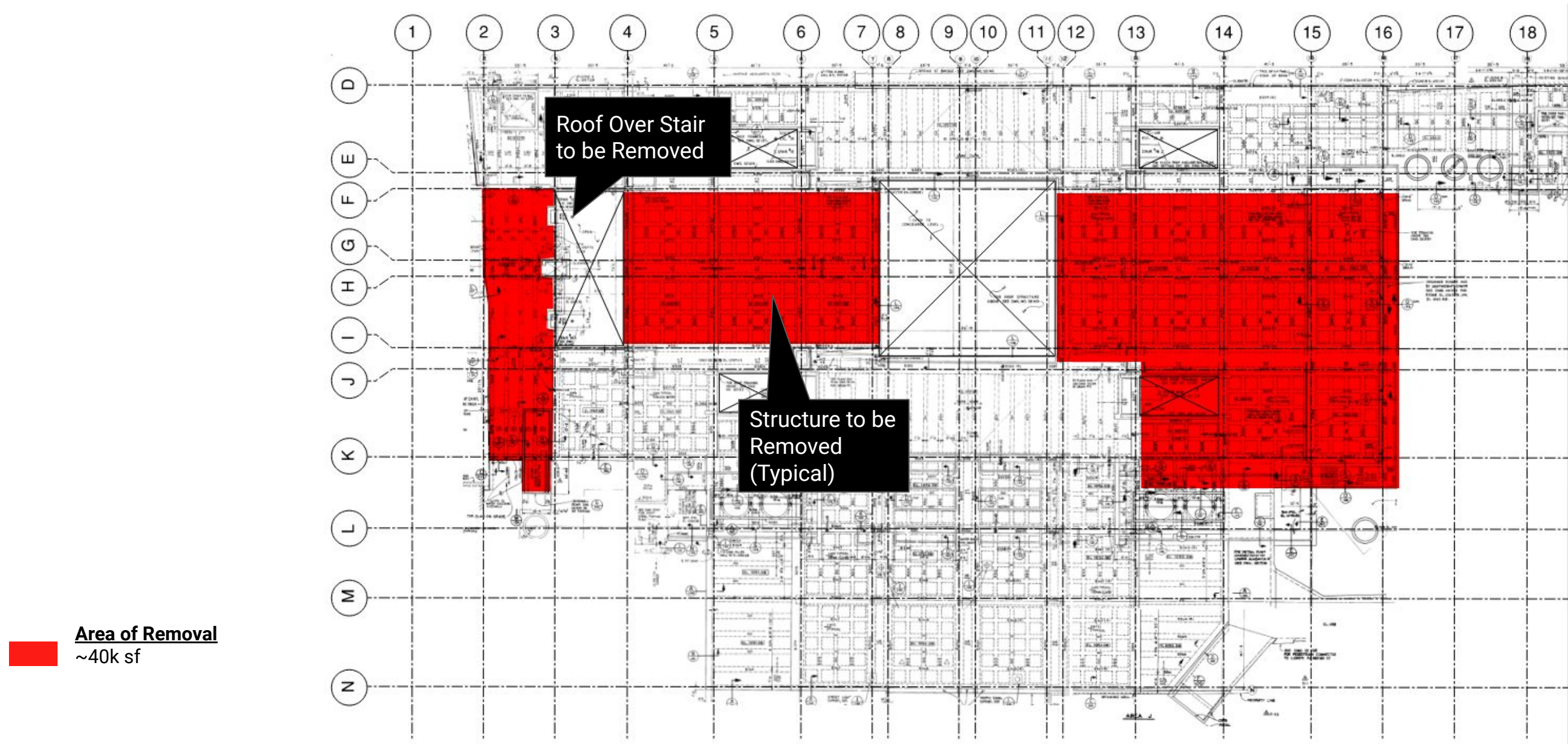


Station Transformation



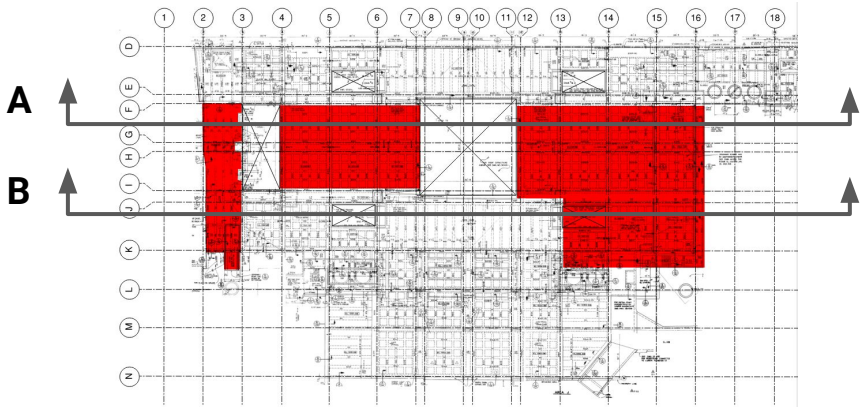
Station Transformation

Existing Structure Removal

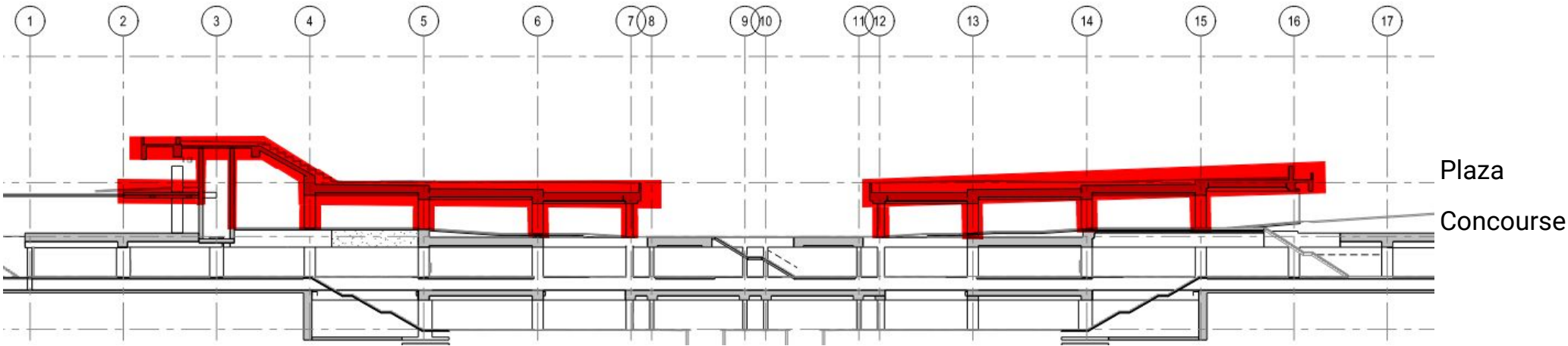


Station Transformation

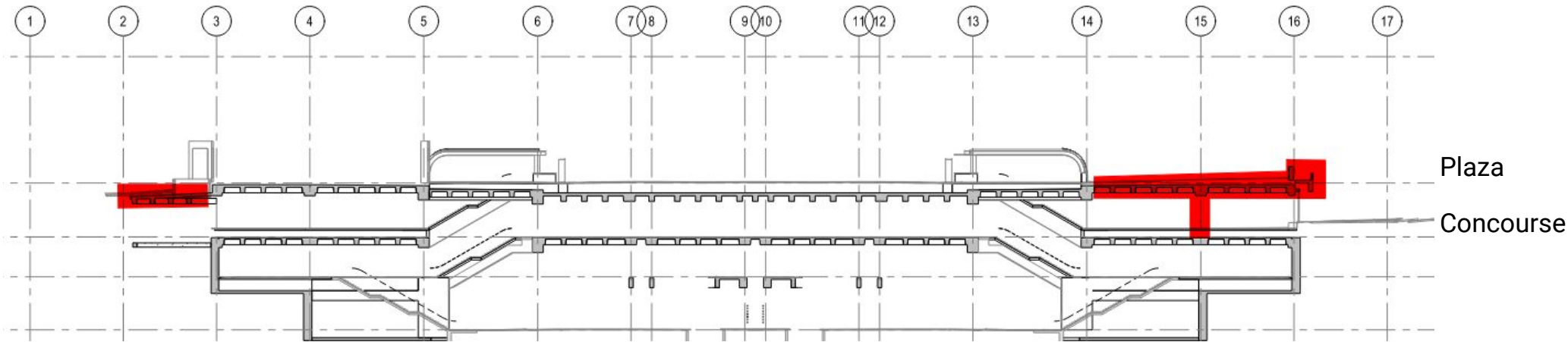
Existing Structure Removal



Section A

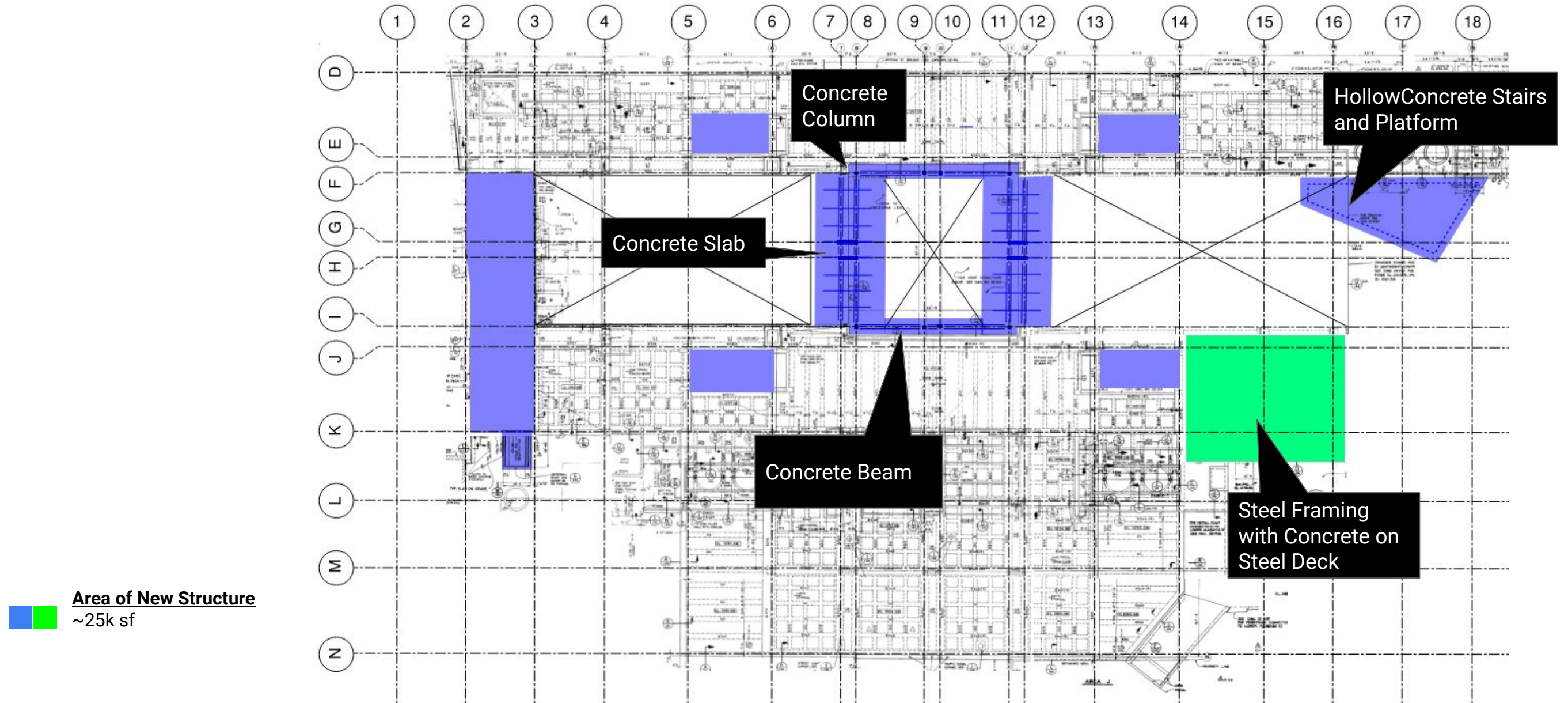


Section B



Station Transformation

New Structure



Evaluation of Existing Structure

A finite element analysis model and various capacity checking tools were used to evaluate the structural capacity of the Plaza-level framing and supporting columns. Several combinations of load were considered.

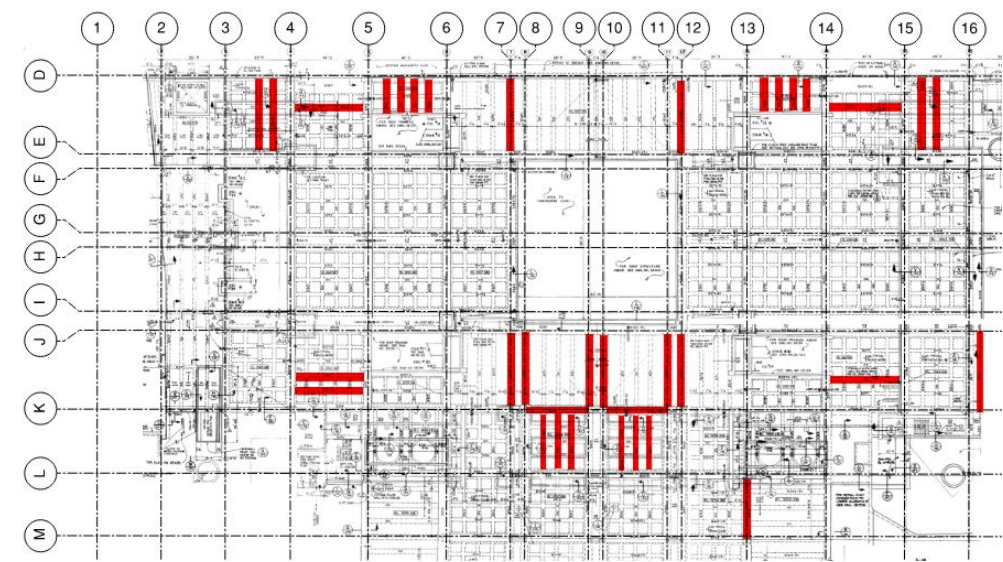
The station was checked first with the existing loads on the Plaza, including the secondary deck, masonry walls, planters, etc. It was also checked with these loads above the structural slab removed, and a uniform superimposed dead load of 120 psf applied to represent the fill and finishes and landscaping anticipated in the various Plaza redevelopment concepts. Two different levels of live load were considered: 200 psf, which is the original design live load as indicated in the as-built drawings; and 100 psf, which is the minimum live load required under governing codes.

Plaza-level beams found to be overloaded under each of the four combinations of superimposed dead load and live load are indicated on the following page. There was no significant overloading of any column in any load combination.

Essentially all the overloaded beams were overloaded in flexure, in negative moment. It is likely that the less precise analysis tools typically used at the time of the original design of the station understated beam negative moment. This is not a critical deficiency in terms of safety: Cracking and formation of a partial plastic hinge at the overloaded end of a beam would lead to a transfer of moment to the interior of the span, where there is, typically, adequate excess capacity. The cracking could, however, have serviceability implications.

Significant structural overload conditions would need to be resolved during final design. Retrofitting with fiber reinforcement would likely be least intrusive and most economical. For negative moment, carbon fiber sheets can be adhered on top of the beam. For positive moment, fiber sheets can be applied to the bottom of a beam. Alternatively, a beam can be augmented with additional concrete and steel reinforcement.

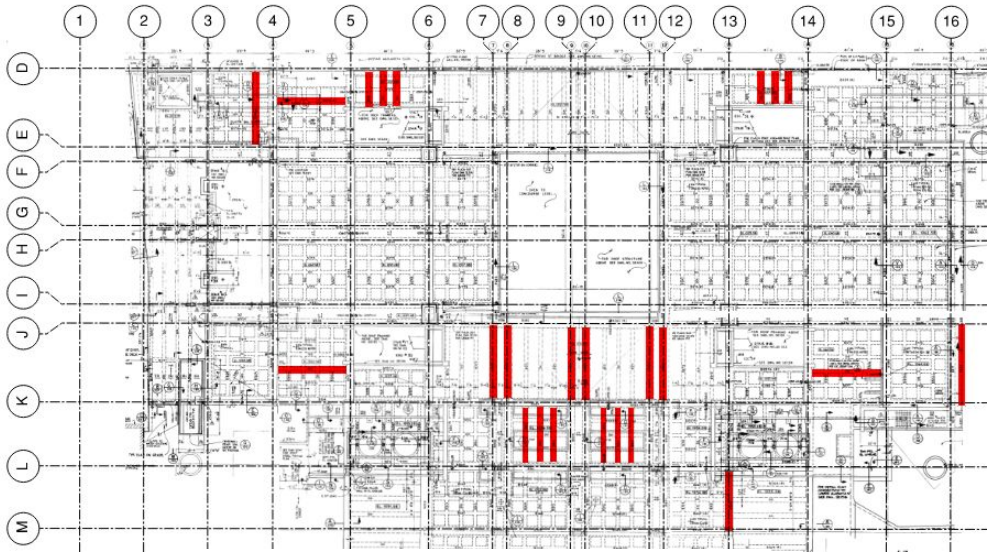
Capacity of Existing Plaza Structure



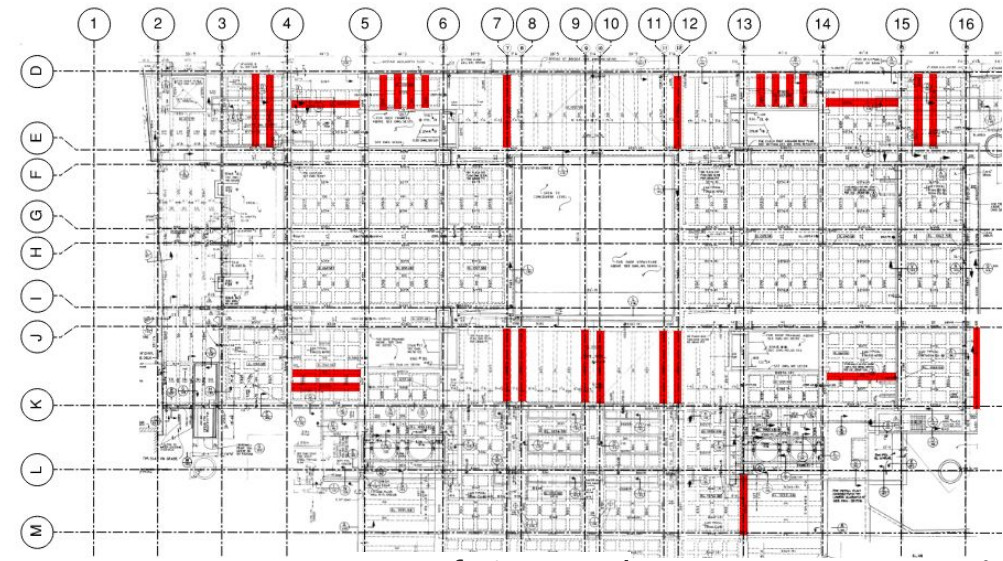
200psf Live Load
(as indicated in as-built drawings)

**Overloaded
Beams
Indicated**

Existing Conditions
(including secondary deck, planters, etc.)

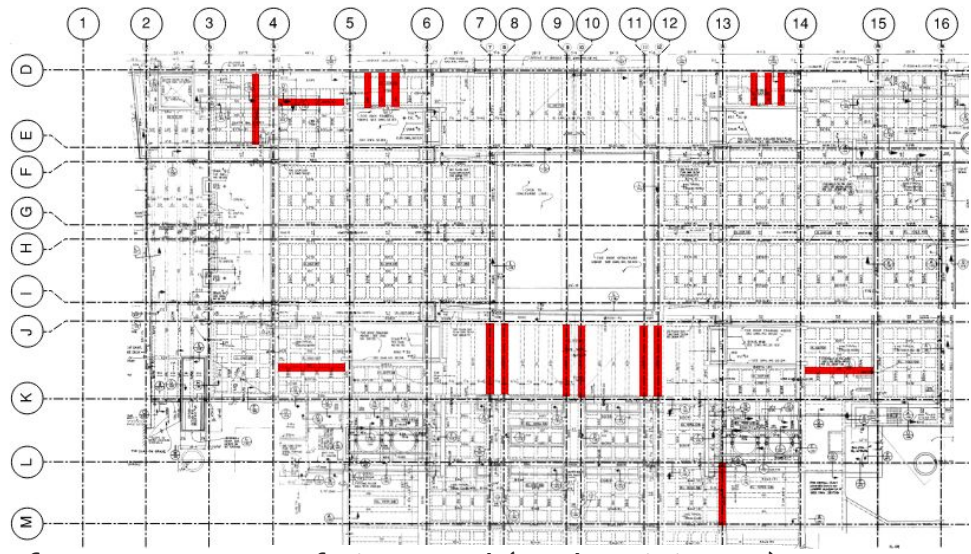


100psf Live Load (Code Minimum)



200psf Live Load
(as indicated in as-built drawings)

With Future Superimposed Dead Load of 120 psf
(Existing SDL Removed)



100psf Live Load (Code Minimum)

Guiding Principles for Canopy Design

The structural design approach for the canopies is rooted in a set of key drivers that guide the design process towards pragmatic and cost-effective solutions.



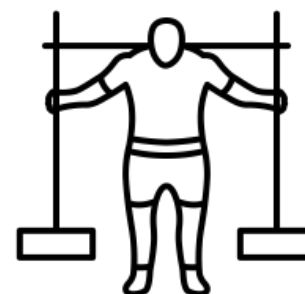
INTEGRATION

Integrate A/E design approach to define canopies as unique architectural elements.



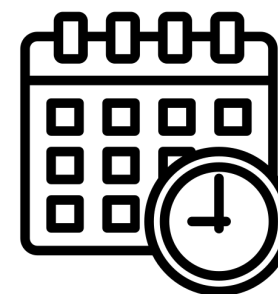
SUSTAINABILITY

Use rational and efficient load paths, and optimize structural design to increase efficiency and minimize material usage and embodied carbon.



MINIMUM IMPACT

Support canopies at existing station column locations to minimize impact on existing station structure.



SCHEDULE

Enhance constructability through rational structures utilizing modular components that are easy to build.



ECONOMY

Optimize structure for minimum material usage and reduced construction complexity.

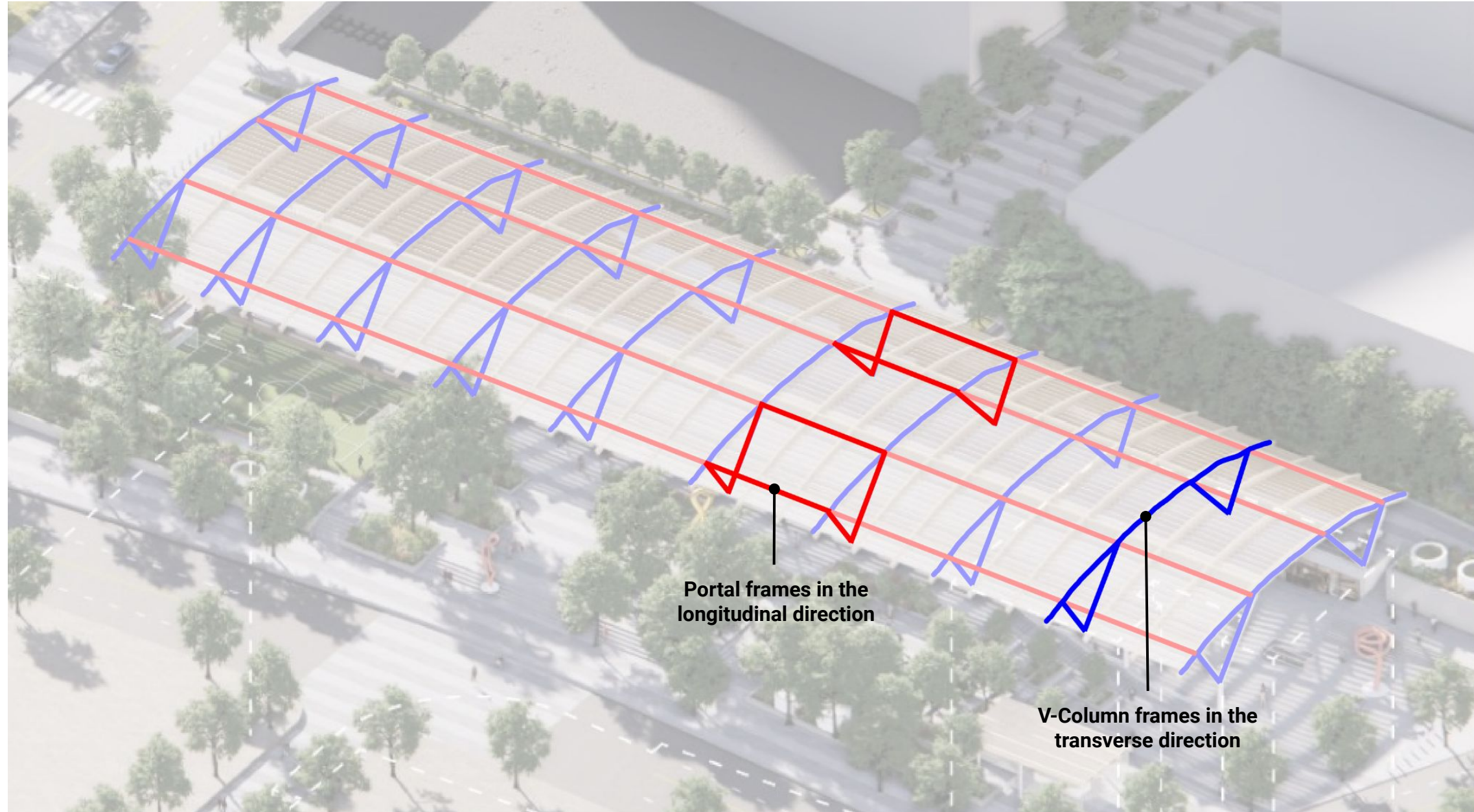
V-Frame Canopy



The V-Frame option consists of slender structural steel V-shaped columns that support a long-span roof and help to provide unobstructed access and passage through the station. The core idea of the V-Frame system is the use of portal frames in the transverse and longitudinal directions of the canopy. The V-shaped columns have a pinned base and are supported on existing station columns. This results in minimum impact on the base station structure and also minimizes the number of moment connections.

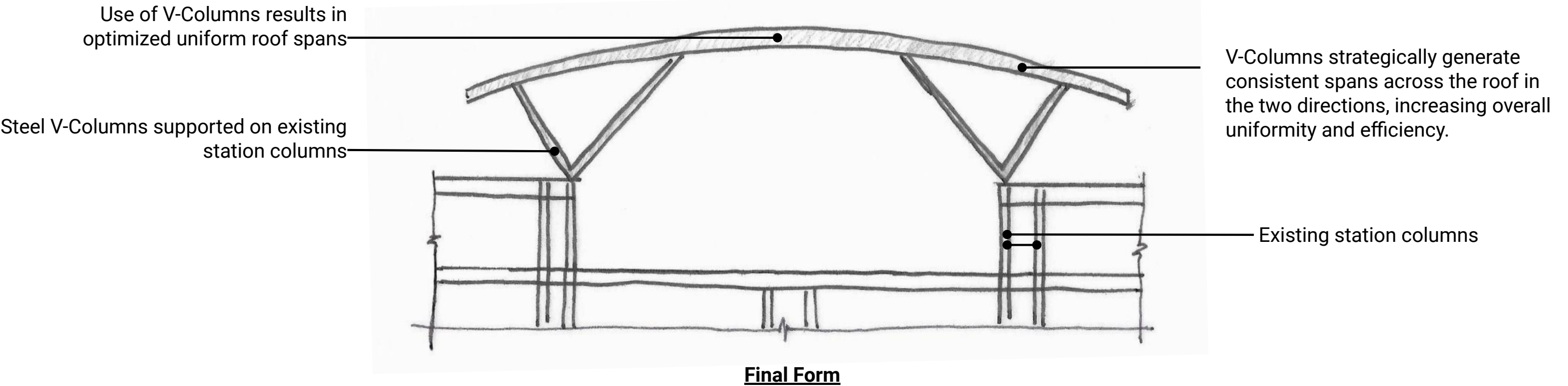
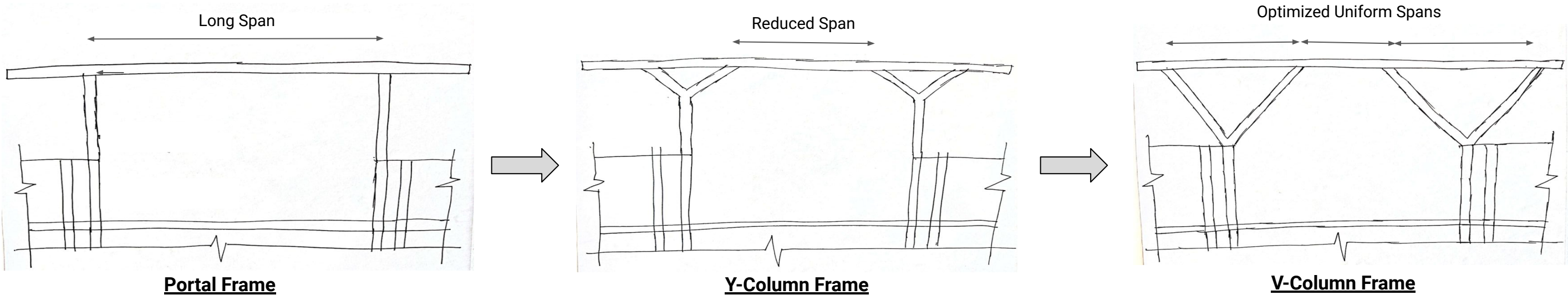
V-Frame Canopy

Structural System



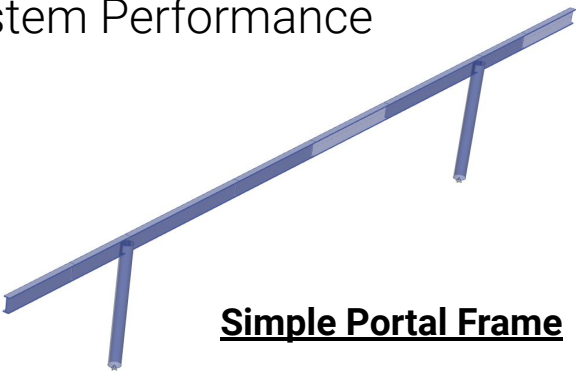
V-Frame Canopy

Form Evolution



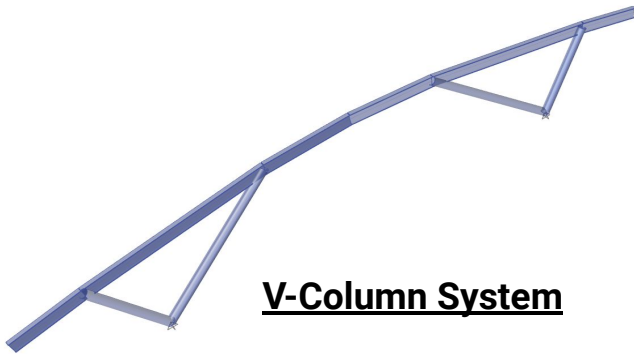
V-Frame Canopy

System Performance



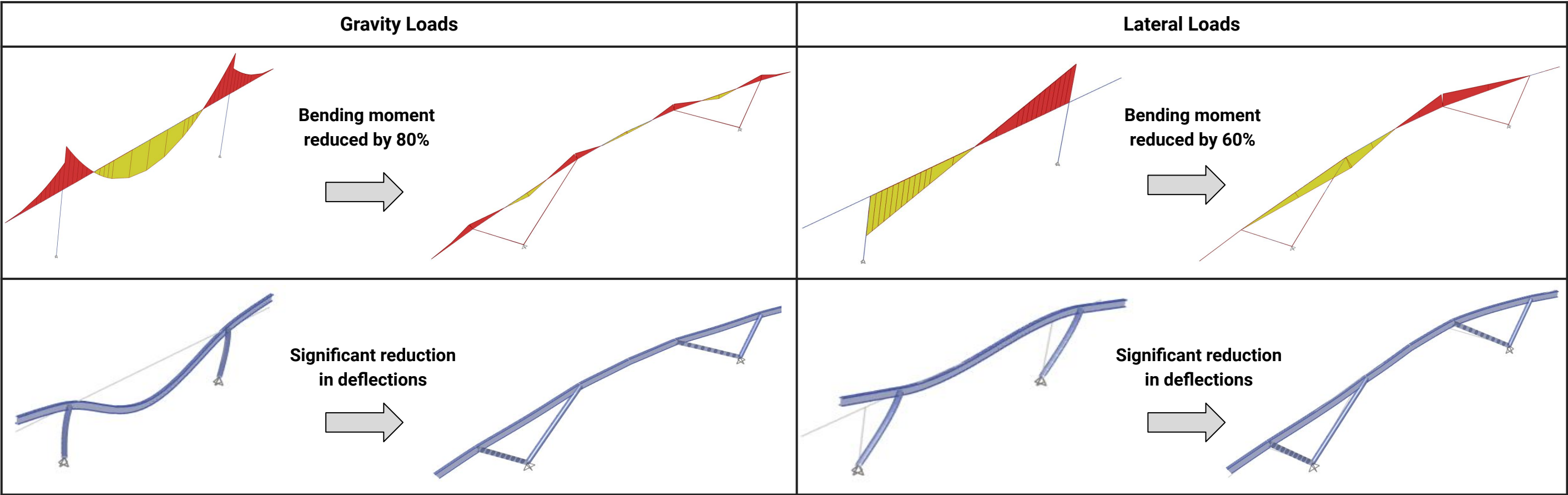
Simple Portal Frame

vs



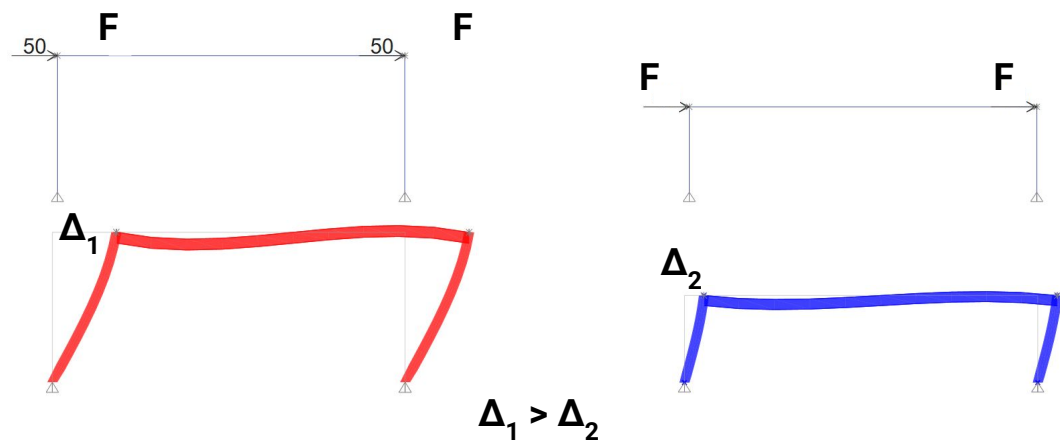
V-Column System

The V-Column system is more efficient than the simple portal frame system for both gravity and lateral loads as it sees lower strength demands and provides greater stiffness. Additionally, the V-Column system utilizes fewer moment connections than the portal frame system. These factors result in lesser material usage and lower costs by adopting the V-Column system.

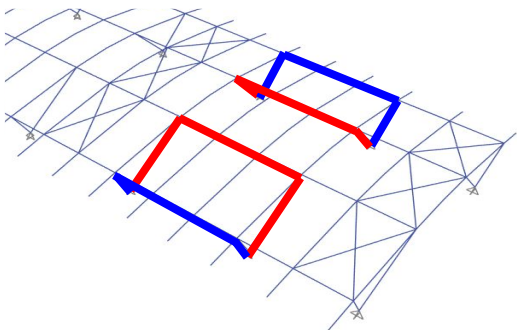


V-Frame Canopy

System Performance

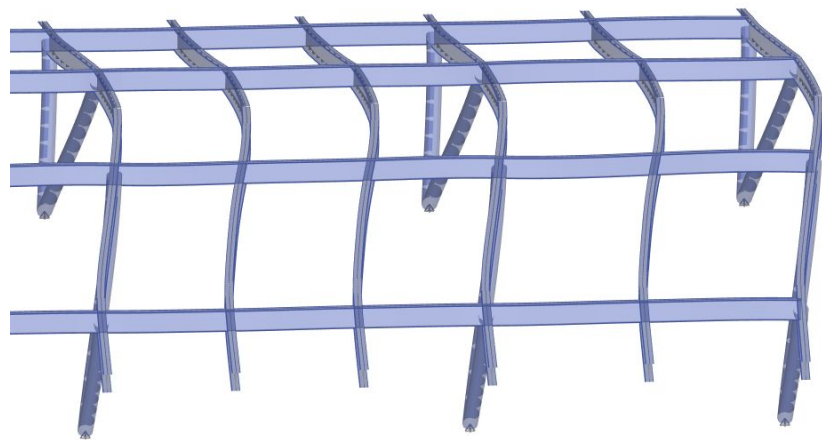


Lateral Stiffness of Portal Frames with Different Column Lengths

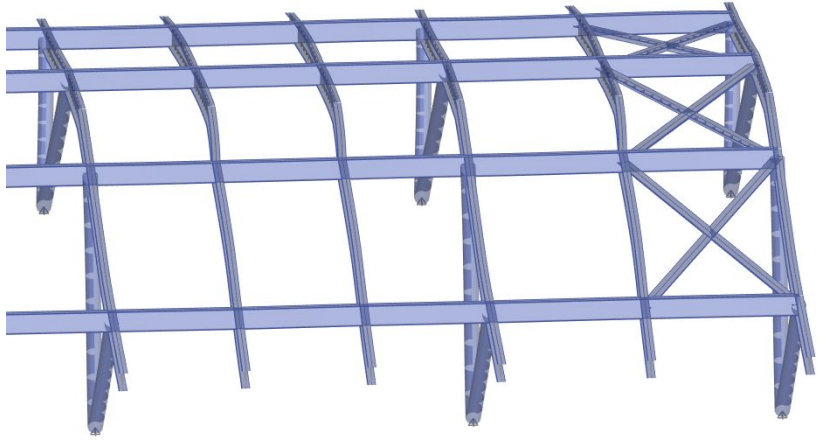
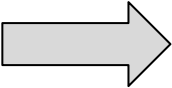


Portal Frame Key Diagram

In-plane bracing within the roof structure ensures each of the canopies four portal frames are engaged equally, resulting in the minimum material usage and a uniform appearance.



Deflected Shape Under Lateral Load:
Without In-Plane Bracing



Deflected Shape Under Lateral Load:
With In-Plane Bracing

Civil Engineering

Design Studies

Forsyth Roadway Profile

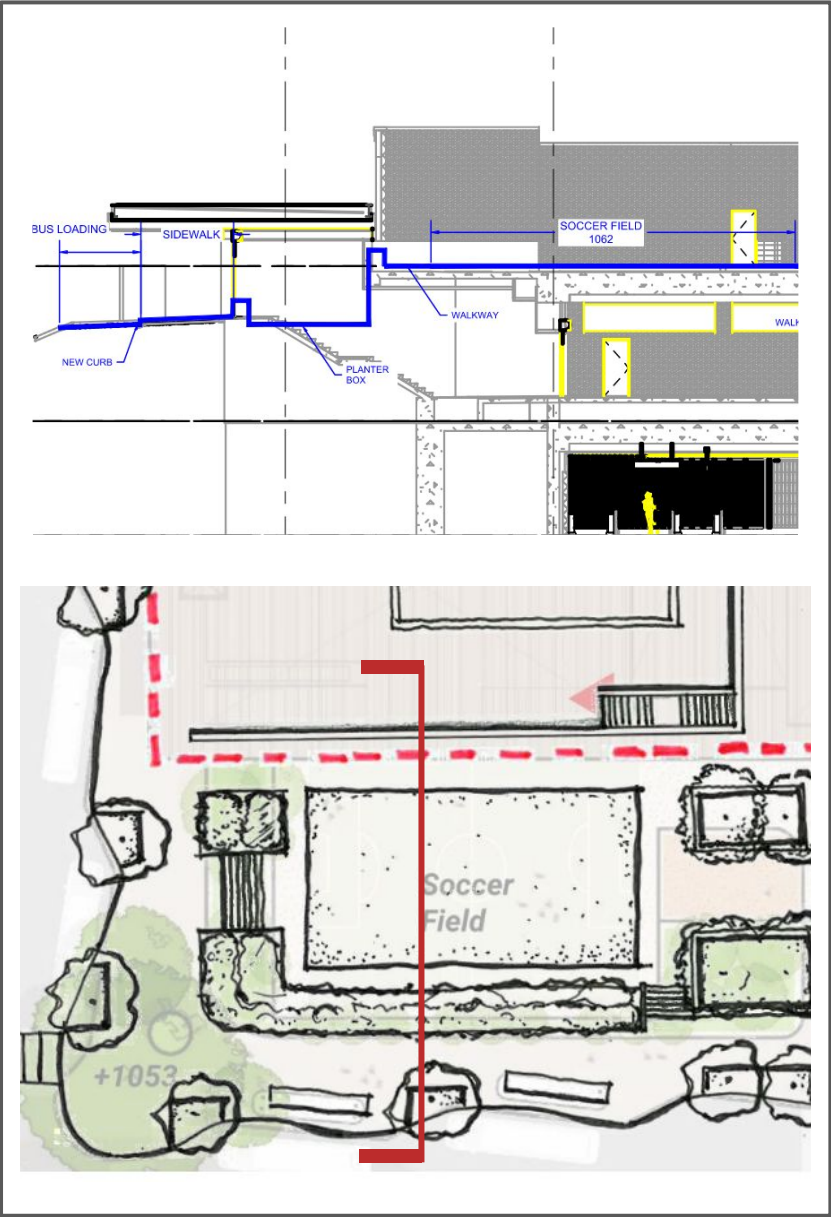
The Forsyth Street profile in the area of the bus bay shown in red is 7%. Pedestrian bus access at 7% grade is undesirable. Terrace loading platforms may be required in this area.



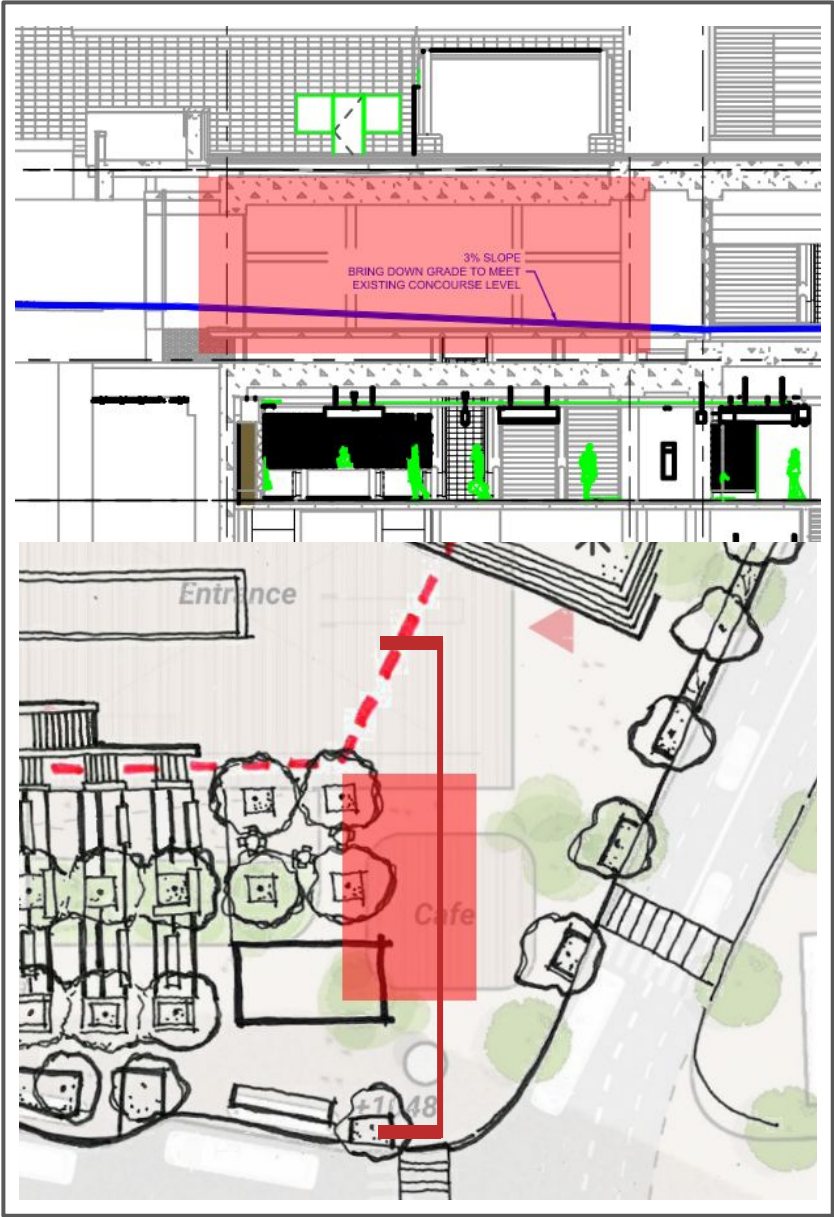
Design Studies

Site Moments (Profile of new grade in BLUE)

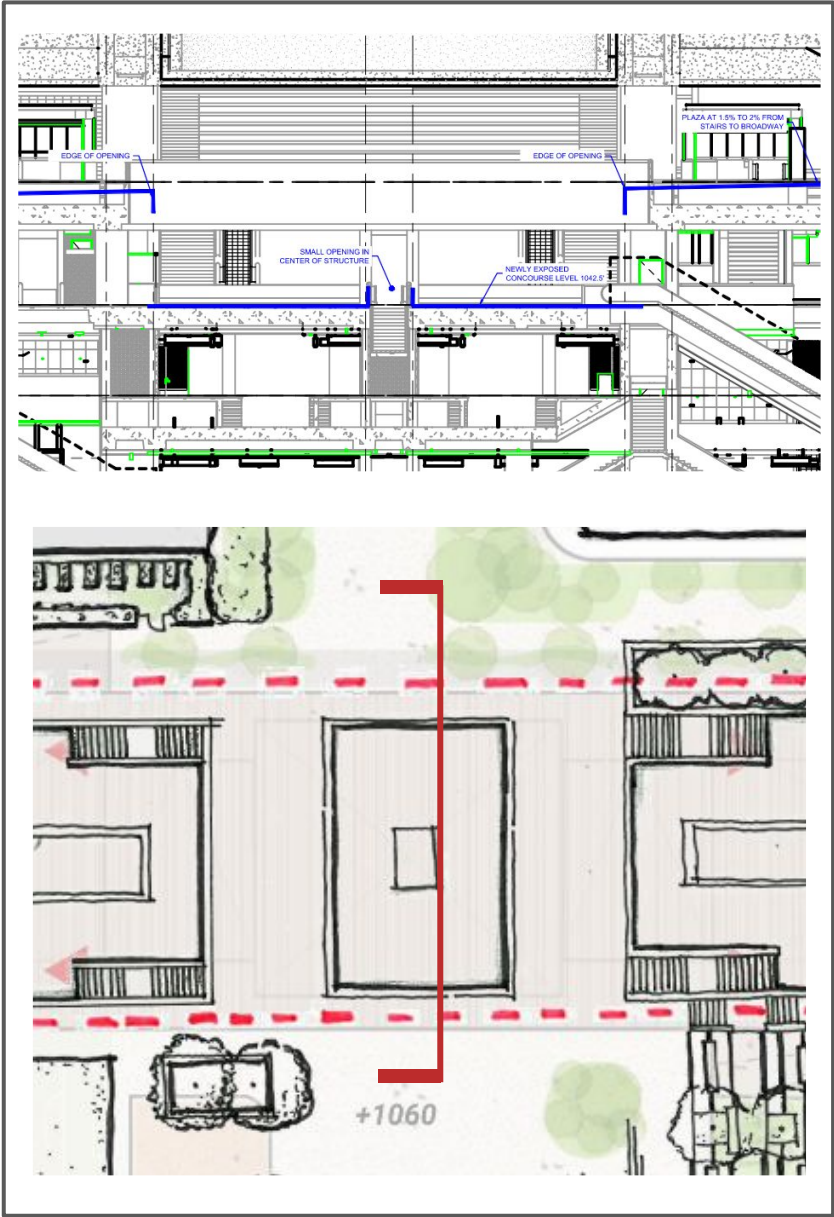
Southwest Corner



Southeast Corner



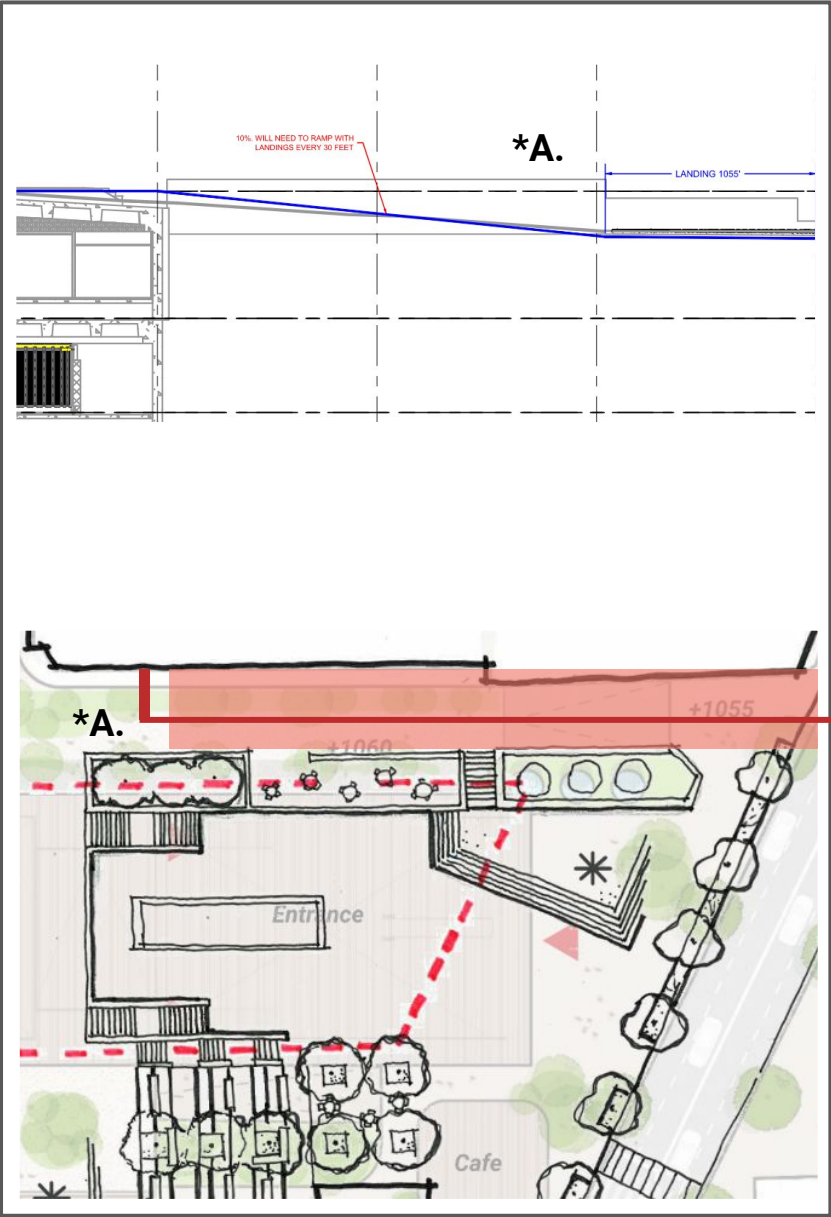
Center Opening



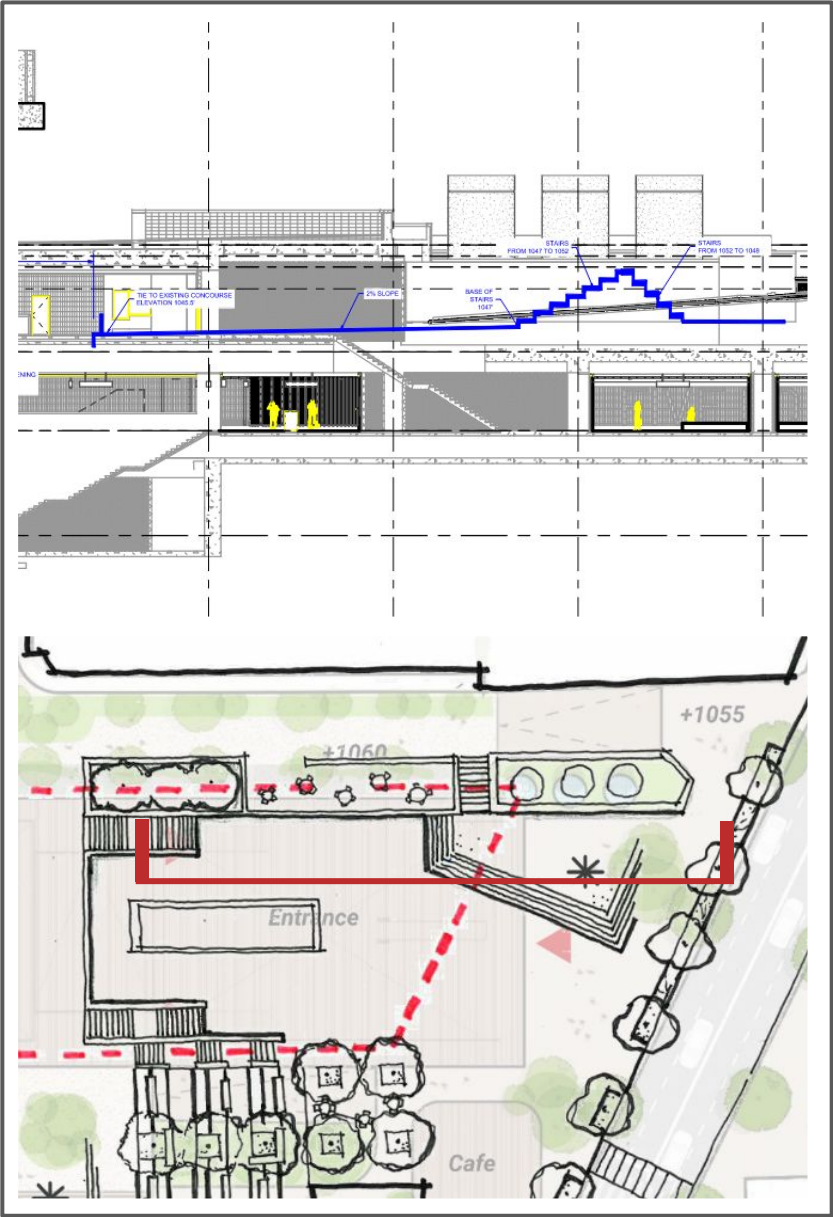
Design Studies

Peachtree Entry (Profile of new grade in BLUE)

PTree Street Connection



East Entrance



***A.** A pedestrian ramp with handrails and landings every 30' will be required at the Peachtree Street Connection.

Stormwater Management

City of Atlanta Requirements

Soil-Structure Boundary Diagram

9,670 SF exposed earth on main site;
Approximately 900 CF RRv required

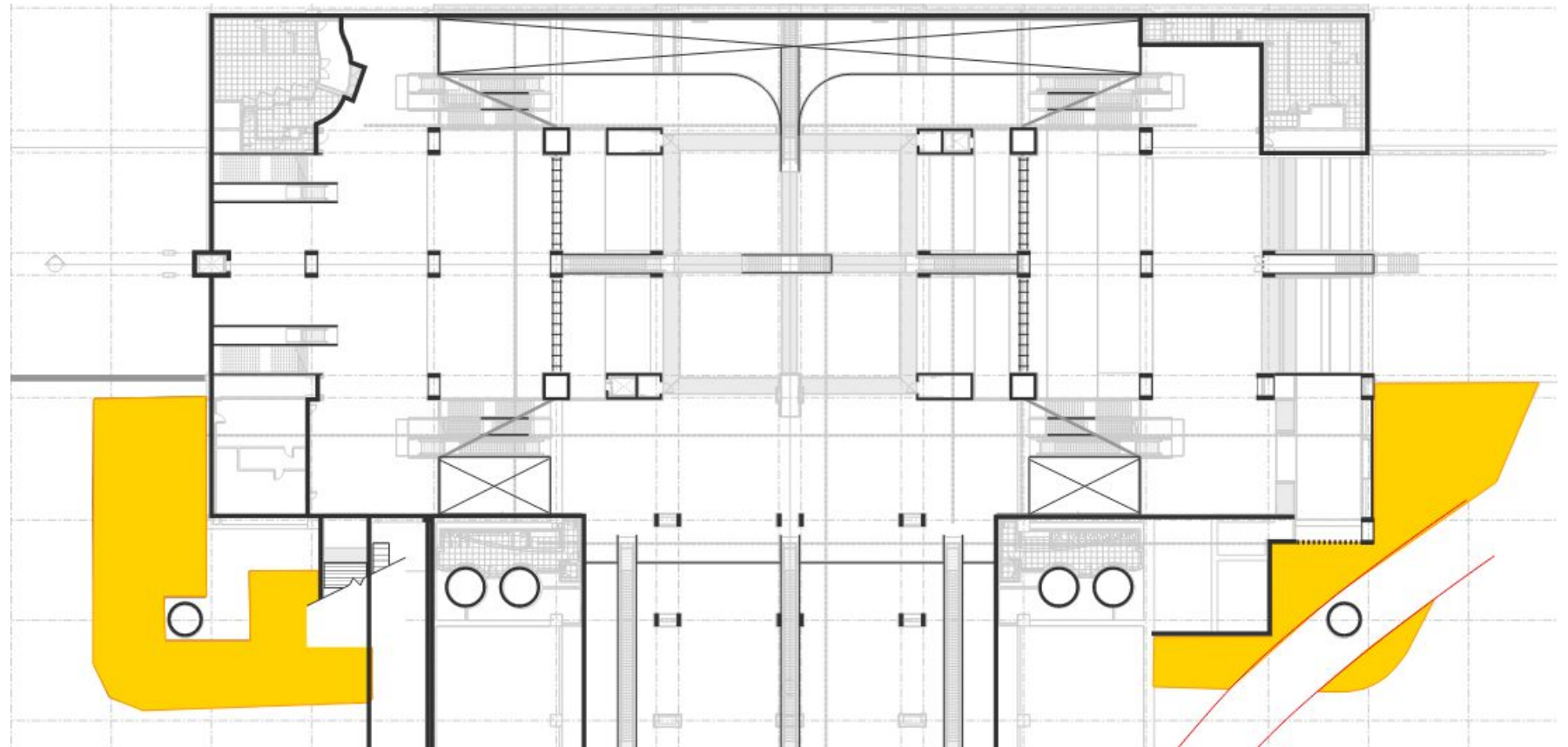
Runoff Reduction (RRv)

The first 1.0" of rainfall will need to be captured and retained on-site.

Flood Protection

Flow rates for high intensity storms will need to be controlled and released to protect downstream infrastructure.

These requirements are triggered by construction on exposed earth highlighted below.

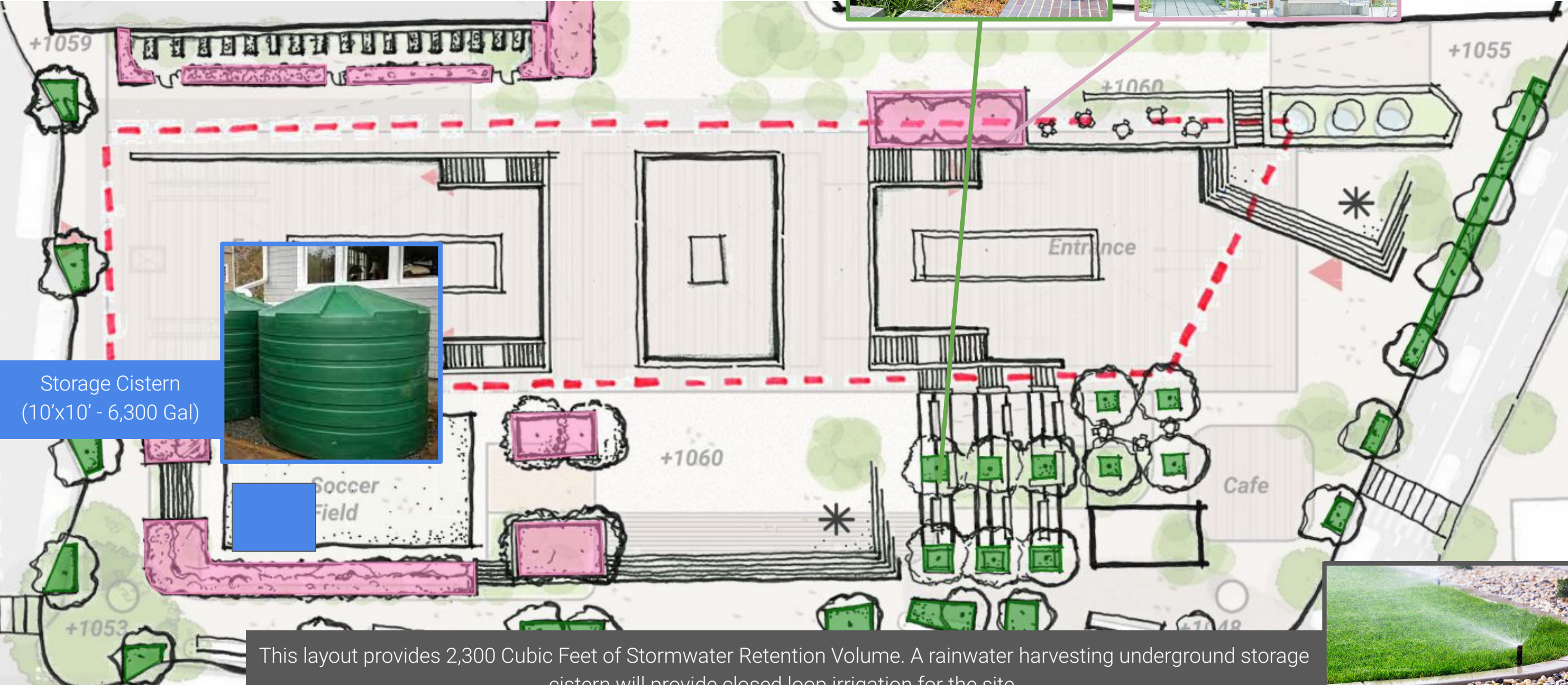
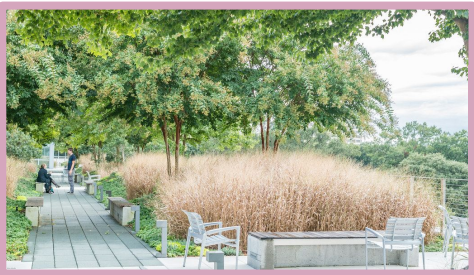


Crossing Stormwater BMPs

Planter Boxes
(2,300 sf)



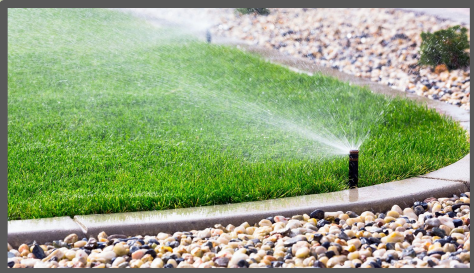
Green Roof
(7,700 sf)



Storage Cistern
(10'x10' - 6,300 Gal)



This layout provides 2,300 Cubic Feet of Stormwater Retention Volume. A rainwater harvesting underground storage cistern will provide closed loop irrigation for the site.



Runoff Reduction

Best Management Practices (BMPs)

Bioretention

Areas can provide runoff reduction volume in the soil and release water through an underdrain or through soil exfiltration. Must be placed on infiltrative soils.



Stormwater Planters

Similar to bioretention areas as they can provide runoff reduction volume in the soil and release water through an underdrain or through soil exfiltration. 10 boxes provide about 5,000 CF.



Green Roofs

Runoff reduction volume in the soil and release water through evaporation. If used, an estimated 30,000 SF of the project site must be dedicated for these areas.



Permeable Pavers

Provide runoff reduction volume. Stormwater runoff infiltrates through the system into underlying permeable soils. Must be placed on infiltrative soils, likely not possible for this site.



Runoff Reduction + Water Quality

Best Management Practices (BMPs)

Rainwater Harvesting

Runoff reduction volume with the use of storage tanks. Placed above or below ground and used for non-potable uses. Dependent on roof area, can provide 10,000 CF-15,000 CF



Rainwater Harvesting

Roofs, Canopies or Sculptures can be fitted to collect and store rainwater for use in the community gardens. Water can be used for irrigation during dry seasons.



Proprietary Devices

Engineered products to filter and clean water. Does not qualify for Runoff Reduction - a variance or exemption will need to be requested and proof of hardship shown.



MEP Conditions + Modifications

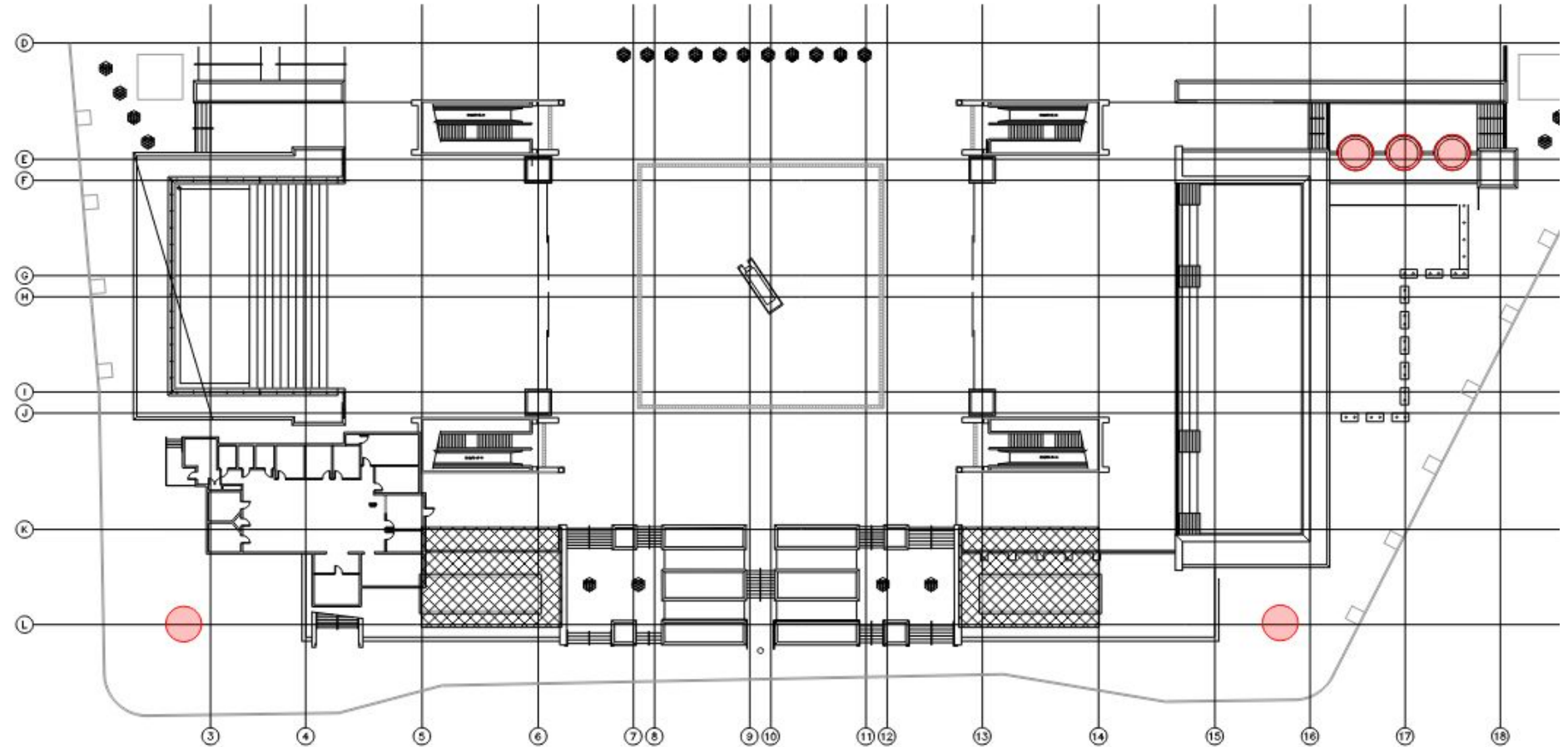
MEP Conditions + Modifications

Existing Station Exhaust Stacks

The two exhaust stacks located within the sidewalk area at the corner of Forsyth St. & Alabama St. and at the corner of Alabama St. & Peachtree St. are station exhaust terminals and need to remain. Both are active exhaust stacks.

The three exhaust stacks located in the Northeast corner of the station along Peachtree St. are part of the decommissioned chiller plant. Record indicate that the chiller system was decommissioned in the mid 1990's.

If MARTA can confirm that there is no intent to refurbish or recommission the chiller plant, these three cooling tower exhaust stacks may be removed or repurposed for ventilation/smoke control. In future studies we can look at removing these stacks.



MEP Conditions + Modifications

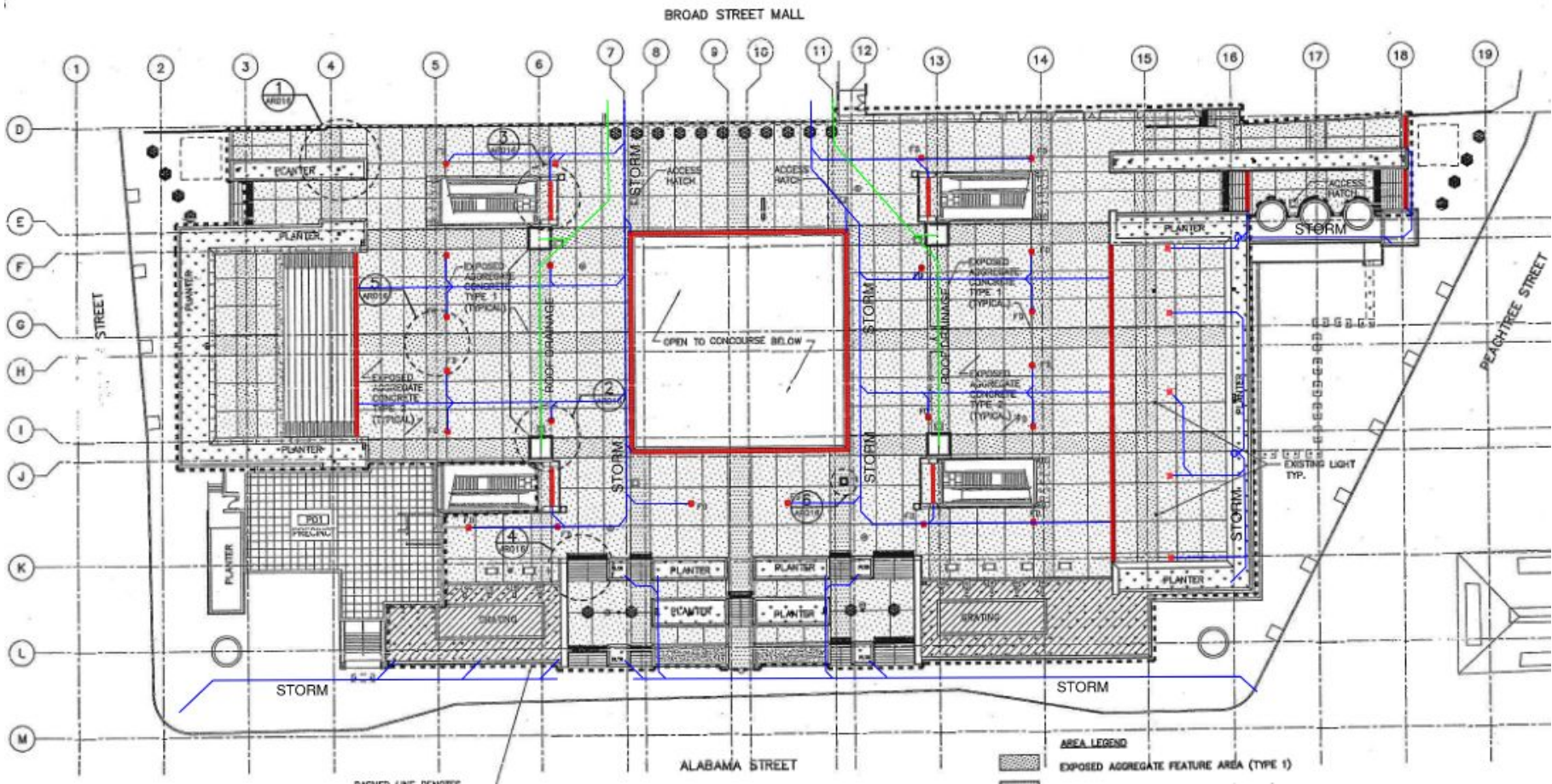
Plaza Level Storm Drainage Overview

Plaza roof drainage routes down within (4) interior columns to Plaza level interstitial space. Runs tight to underside of plaza level topping slab Broad St. Mall.

Plaza level storm drainage runs right to underside of Plaza level topping slab and connects to city storm main(s) below Broad St. Mall.

Planter drainage along Alabama Street is installed above structural slab on Plaza level and connects to storm main(s) along Alabama Street.

Planter drainage along Peachtree Street is installed above structural slab on Plaza level and drops down to concourse level



- Plaza Level Storm Drain Body
- Roof Storm Drain Piping
- Plaza Level Storm Drain Piping

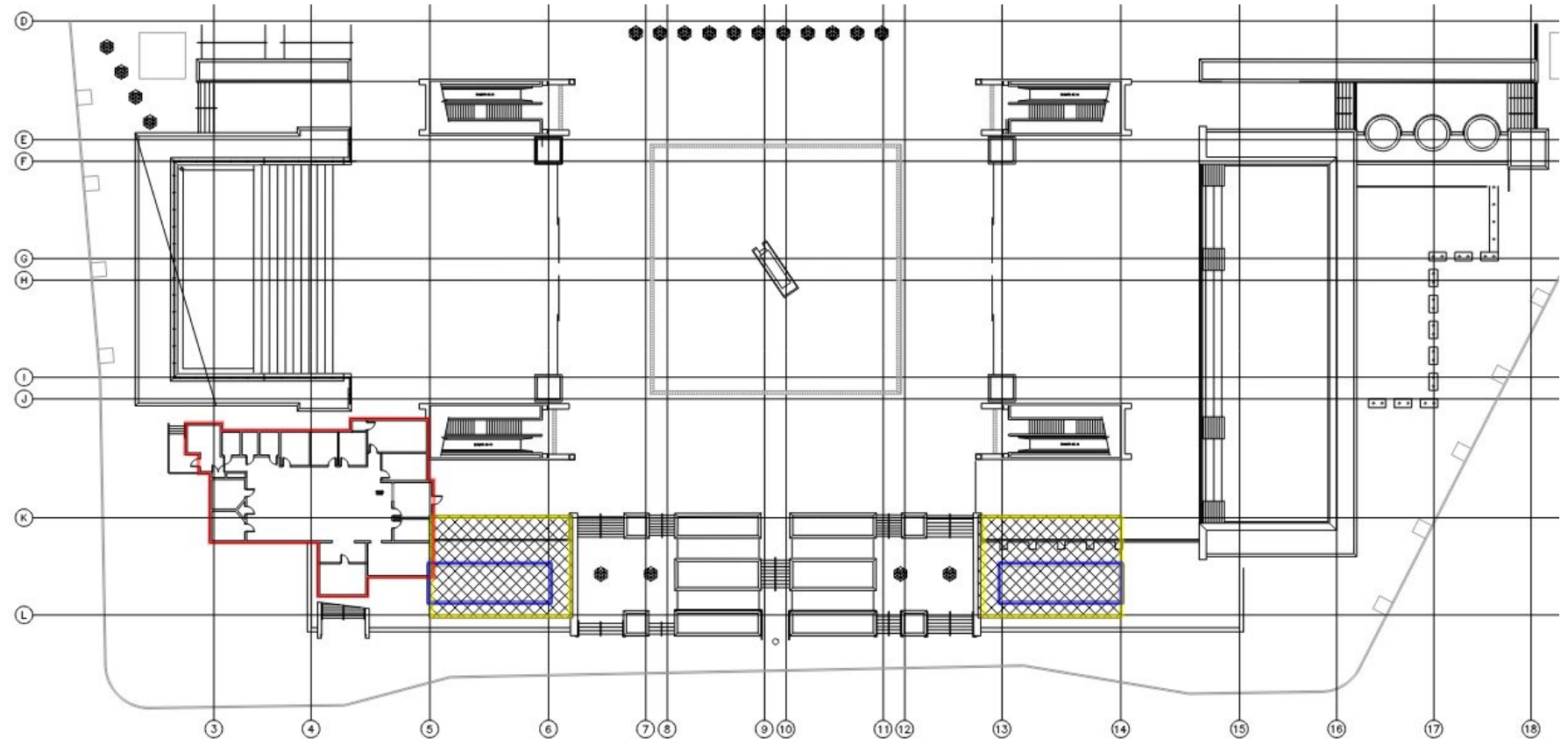
MEP Conditions + Modifications

Plaza Level Utility Overview

The yellow outline and hatched area represents the existing Men's and Women's Restrooms located on the concourse level.

The blue outline represents existing mechanical fresh air shafts which communicate with the street level. These mechanical shafts need to either remain or be relocated on the plaza level in order to maintain functionality.

The red outline represents the existing Police Precinct located on the plaza level. This structure including all HVAC and plumbing utilities shall be removed.



MEP Conditions + Modifications

Smoke Control

MARTA had an egress analysis performed in 2018. Based on that analysis and risk assessment, the recommendation at that time was to rehab the existing ventilation equipment to a state of good repair.

At the time of the report, the cost/benefit analysis did not recommend rehabbing the entire ventilation system to fully comply with NFPA 130.

The Station Transformation Concept will impact the size/configuration of fresh air openings. Smoke control measures will need to be analyzed once a scheme is selected. A computational fluid dynamic (CFD) model is recommended to evaluate system requirements and performance.

As the proposed open nature of the design creates significant natural ventilation it should provide greater natural smoke control resulting in lower mechanical smoke control requirements. This will be analyzed in greater detail in subsequent phases.



MEP Conditions + Modifications

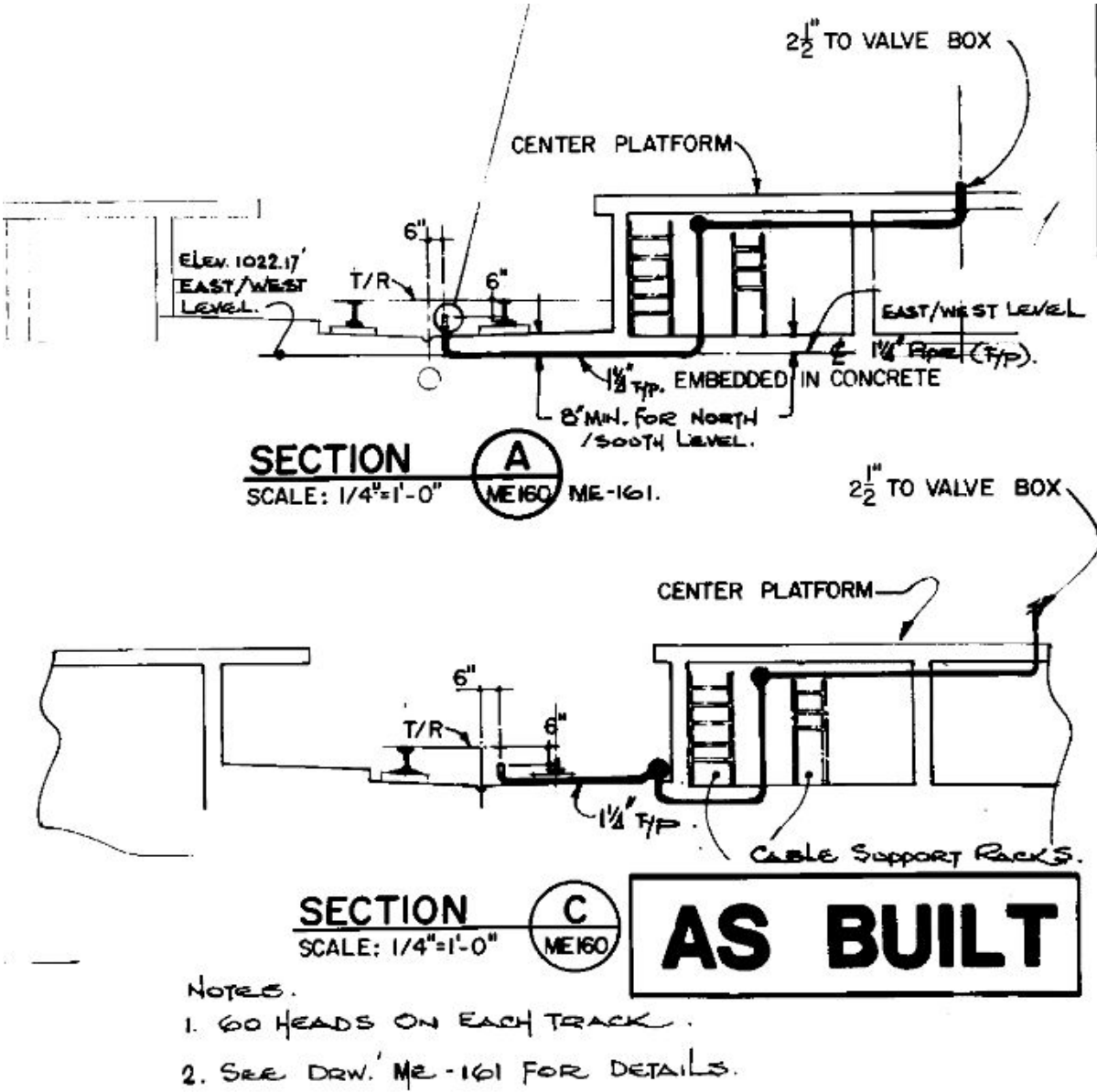
Fire Protection Systems

Station fire protection systems include trackway fire sprinkler systems on both N-S and E-W lines, as well as standpipes with fire hose cabinets located in various locations on each level.

There are sprinkler heads located in ticket sales/administrative spaces on the concourse level and within a number of utility rooms (i.e. elevator equipment rooms, trash rooms, restroom custodial rooms)

No fire sprinkler heads are located in the public areas of the plaza, concourse and platform levels.

The existing fire protection system will need to be analyzed for any required system improvements to meet current code standards for the station itself as well as all retail and administrative spaces in the various proposed schemes.



MEP Conditions + Modifications

HVAC and Plumbing Requirements

Proposed Cafe / Food & Beverage Retail Requirements:

(1) DX split HVAC systems approx. two to four tons each

1" domestic water service extension from concourse level for kitchen plumbing fixtures

4" sanitary extension from concourse level for sewer inclusive of floor mounted grease trap for kitchen plumbing fixtures

Proposed Concourse Level Retail Requirements:

(3) DX split HVAC systems approx. two to four tons each with ERVs for fresh air ventilation



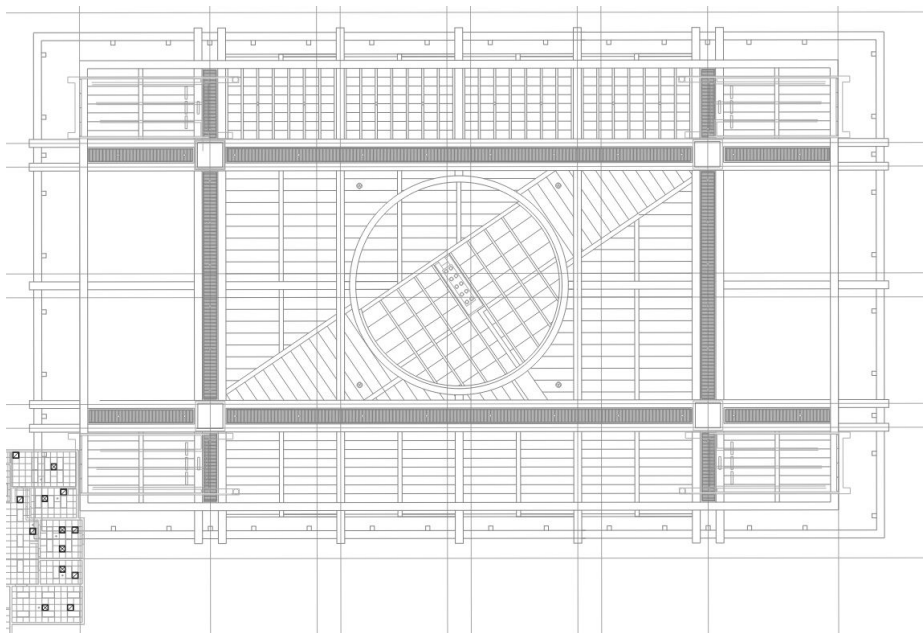
MEP Conditions + Modifications

MARTA Lighting Standards

All new lighting on MARTA property shall conform to the following criteria:

Location	Illumination Levels		
	Average Foot Candles	Ave: Min	Max: Min
Parking Lots and Access Ways	4	2	12
Entrance/Exit Roads	5	5	12
Principal Pedestrian Walkways	10	2	10
Minor Pedestrian Walkways	5	2	12
Loading Zones	10	2	12
Outdoor Entrances to Elevators and Stairways	10	2	10

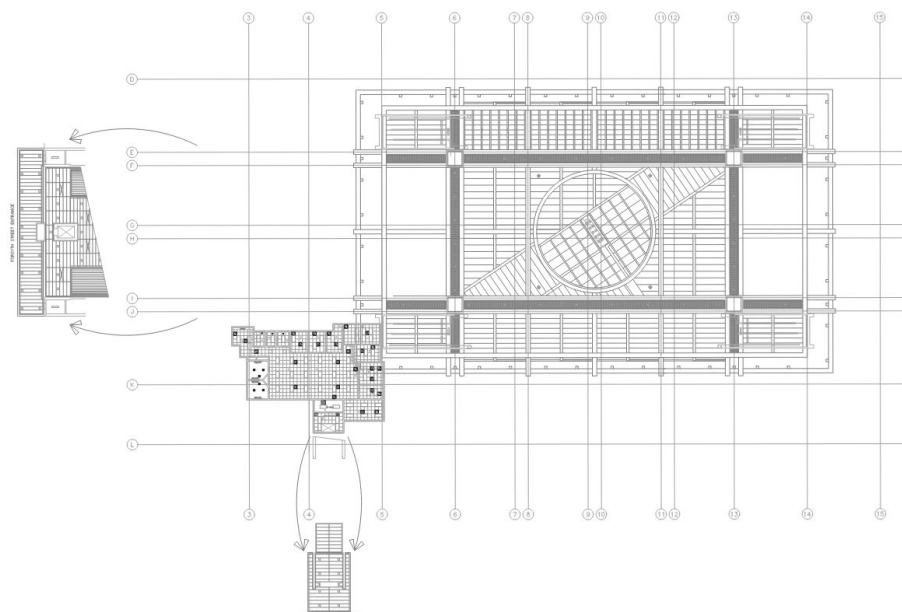
Roof level: Electrical Lighting/Power



For the roof level the Transformation concepts will demo the current light fixtures. The below table catalogs light fixtures and estimated quantities.

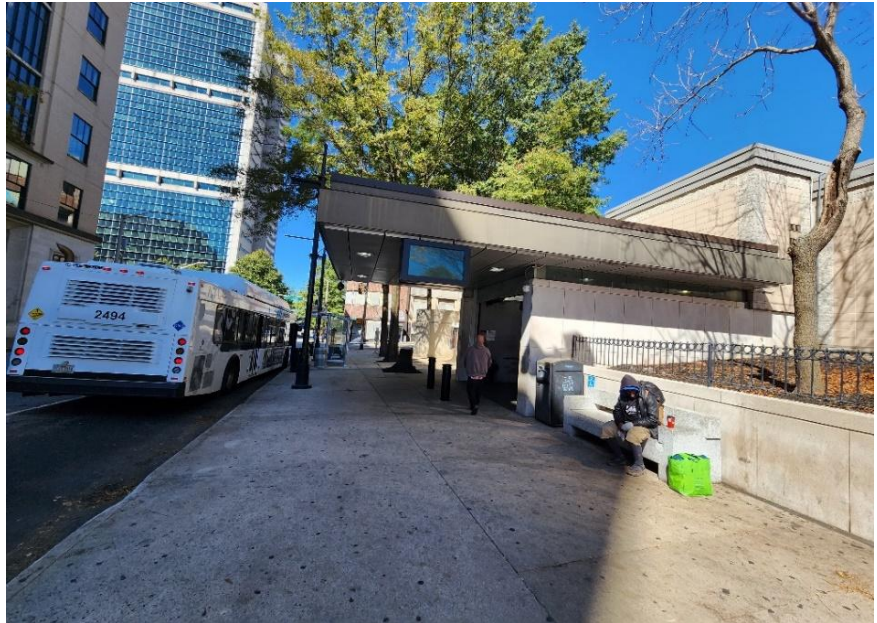
Key Plan level	Equipment	Quantity	Drawing #CW-130	Drawing Type	Area
Plaza&Roof	DMB	1	835	Power/Light	C
Plaza&Roof	Lights -W	13	835	Power/Light	C
Plaza&Roof	Lights -WL	9	835	Power/Light	C
Plaza&Roof	Lights -NN	21	835	Power/Light	C
Plaza&Roof	Receptacle- WP	5	835	Power/Light	C
Plaza&Roof	Lights -W	14	836	Power/Light	D
Plaza&Roof	Lights -WL	6	836	Power/Light	D
Plaza&Roof	Lights -NN	13	836	Power/Light	D
Plaza&Roof	Receptacle- WP	3	836	Power/Light	D
Plaza&Roof	DMB	1	837	Power/Light	G
Plaza&Roof	Lights -W	18	837	Power/Light	G
Plaza&Roof	Lights -NN	9	837	Power/Light	G
Plaza&Roof	Lights -PP	6	837	Power/Light	G
Plaza&Roof	Lights -W	8	838	Power/Light	H
Plaza&Roof	Lights -NN	5	838	Power/Light	H
Plaza&Roof	Lights -PP	6	838	Power/Light	H

Plaza level: Electrical Lighting/Controls



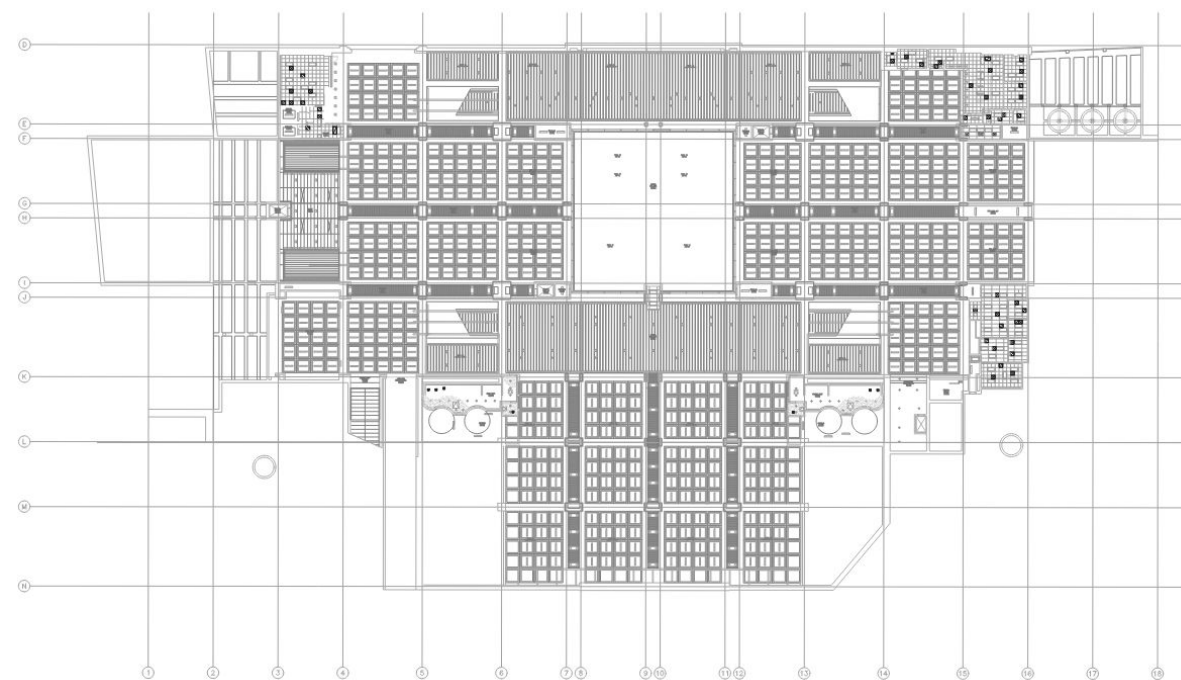
The Transformation redesigns all current entrances so FCP cameras, roll up doors, light fixtures, escalators, disconnect switches, J-boxes, receptacles will all be affected.

The current entrance via Alabama street, Peachtree street and Forsyth street will be demolished. See affected component below.



Key Plan level	Equipment	Quantity	Drawing #	Drawing Type	Area
Plaza	Rolling Door	1	833	Power/Light	G
Plaza	Camera -FPC 10	1	833	Power/Light	G
Plaza	DMB	2	833	Power/Light	G
Plaza	Lights -T	4	833	Power/Light	G
Plaza	Lights -MM	4	833	Power/Light	G
Plaza	Site Lighting	2	832	Power/Light	G

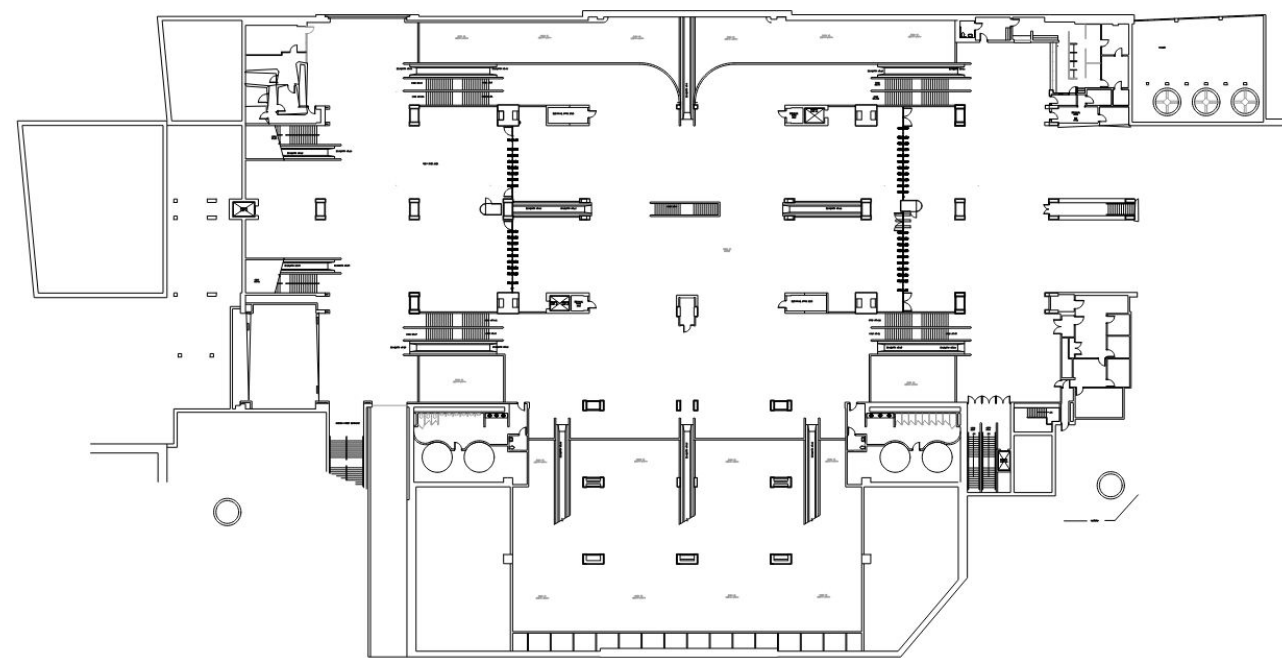
Concourse level: Electrical Lighting/Controls



The Station Transformation redesigns all current entrances so Escalators, FCP cameras, DMBs, Light fixtures, Speakers, Signage, J-boxes, Receptacles will all be affected.



Concourse level: Electrical Power



The Power supplies for the light fixtures physically located on the roof, plaza and concourse level would required de-energization to the next upstream isolation device.

See Table for impacted Electrical rooms 320, 321, 322 and 323.

Key Plan level	Equipment	Quantity	Drawing #CW-130	Drawing Type	Area	Power Supply	PS Draw #CW-130
Concourse	Electrical Room-320	1	857	Power	C	EE3A	796
Concourse	Electrical Room-320	0	857	Power	C	E3A	796
Concourse	Electrical Room-320	0	857	Power	C	LP3A	796
Concourse	Electrical Room-320	0	857	Power	C	PP3A	796
Concourse	Electrical Room-321	1	858	Power	D	LL3DN	797
Concourse	Electrical Room-321	0	858	Power	D	E3D	797
Concourse	Electrical Room-321	0	858	Power	D	LP3C	797
Concourse	Electrical Room-321	0	858	Power	D	PP3D	797
Concourse	Electrical Room-321	0	858	Power	D	LP3D	797
Concourse	Electrical Room-FMP	1	858	Power	D	FC2	797
Concourse	Electrical Room-FMP	0	858	Power	D	LP3N	797
Concourse	Electrical Room-FMP	0	858	Power	D	LL3MN	797
Concourse	Electrical Room-322	1	860	Power	G	LL3BN	796
Concourse	Electrical Room-322	0	860	Power	G	PP3B	796
Concourse	Electrical Room-322	0	860	Power	G	LP3B	796
Concourse	Electrical Room-323	0	861	Power	H	PP3C	797
Concourse	Electrical Room-323	0	861	Power	H	LP3C	797

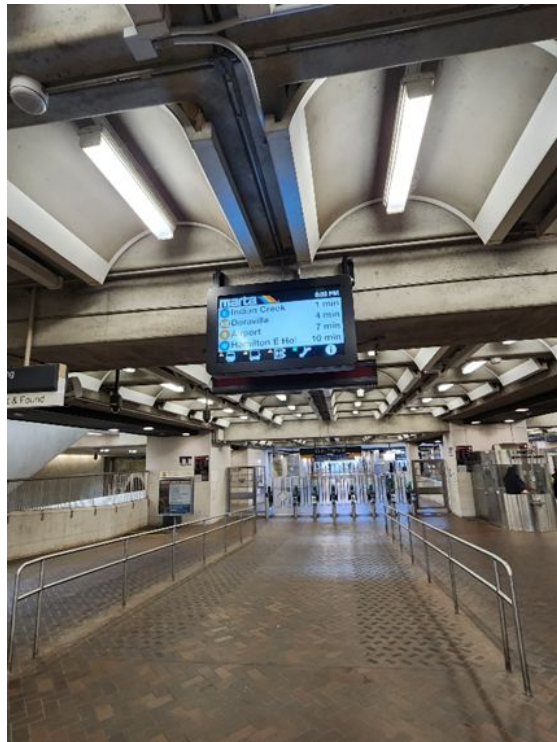
Plaza level: FPC Camera /Digital Messaging Board (DMB)



For the plaza level, the Station Transformation will impact the current FPC cameras and DMB. The table shown catalogs FPC cameras and DMB and estimated quantities.

Key Plan level	Equipment	Quantity	Drawing #	Drawing Type	Area
Plaza	Camera -FPC 10	1	833	Power/Light	G
Plaza	DMB-Alabama St	2	833	Power/Light	G
Plaza	Camera -FPC 06	1	833	Power/Light	G
Plaza	Camera -FPC es33	1	833	Power/Light	G
Plaza	DMB-Alabama St	1	833	Power/Light	G
Plaza	Camera -FPC 04	1	828	Power/Light	B
Plaza	Camera -FPC 131	1	828	Power/Light	B
Plaza	Camera -FPC 02	1	828	Power/Light	B
Plaza	DMB-Forsyth St	2	828	Power/Light	B
Plaza	Camera -FPC 01	1	828	Power/Light	B
Plaza	Camera -FPC 17	1	829	Power/Light	C
Plaza	Camera -FPC 18	1	829	Power/Light	C
Plaza	DMB-Board St	1	829	Power/Light	C
Plaza	Camera -FPC 15	1	829	Power/Light	C
Plaza	Camera -FPC es32	1	830	Power/Light	D
Plaza	Camera -FPC 03	1	832	Power/Light	F
Plaza	Camera -FPC es33	1	834	Power/Light	H
Plaza	Camera -FPC 09	1	834	Power/Light	H

Concourse level: FPC Camera/ DMB



Key Plan level	Equipment	Quantity	Drawing #	Drawing Type	Area
Concourse	Camera - FPC 136	1	821	Light	C
Concourse	Camera - FPC 134	1	821	Light	C
Concourse	Camera - FPC 24	1	821	Light	C
Concourse	Camera - FPC 144	1	821	Light	C
Concourse	Camera - FPC 19	1	821	Light	C
Concourse	Camera - FPC 133	1	821	Light	C
Concourse	Camera - FPC 23	1	821	Light	C
Concourse	DMB West gate	4	821	Light	C
Concourse	Camera - FPC 20	1	821	Light	C
Concourse	Camera - FPC 22	1	821	Light	C
Concourse	Camera - FPC 21	1	821	Light	C
Concourse	Camera - FPC 25	1	821	Light	C
Concourse	Camera - FPC 164	1	821	Light	C
Concourse	Camera - FPC 27	1	821	Light	C
Concourse	Camera - FPC 28	1	821	Light	C
Concourse	Camera - FPC 26	1	821	Light	C
Concourse	Camera - FPC 37	1	822	Light	D
Concourse	Camera - FPC 38	1	822	Light	D
Concourse	Camera - FPC 32	1	822	Light	D
Concourse	DMB East/West	2	822	Light	D
Concourse	Camera - FPC 36	1	822	Light	D
Concourse	Camera - FPC 137	1	822	Light	D
Concourse	Camera - FPC 31	1	822	Light	D
Concourse	Camera - FPC 30	1	822	Light	D
Concourse	Camera - FPC 29	1	822	Light	D
Concourse	Camera - FPC 41	1	822	Light	D
Concourse	Camera - FPC 45	1	822	Light	D
Concourse	DMB East gate	2	822	Light	D
Concourse	Camera - FPC 44	1	822	Light	D
Concourse	Camera - FPC 46	1	822	Light	D
Concourse	Camera - FPC 47	1	822	Light	D

For the Concourse level, the Station Transformation will impact the current FPC cameras and DMB. The below table catalogs FPC cameras and DMB and estimated quantities.

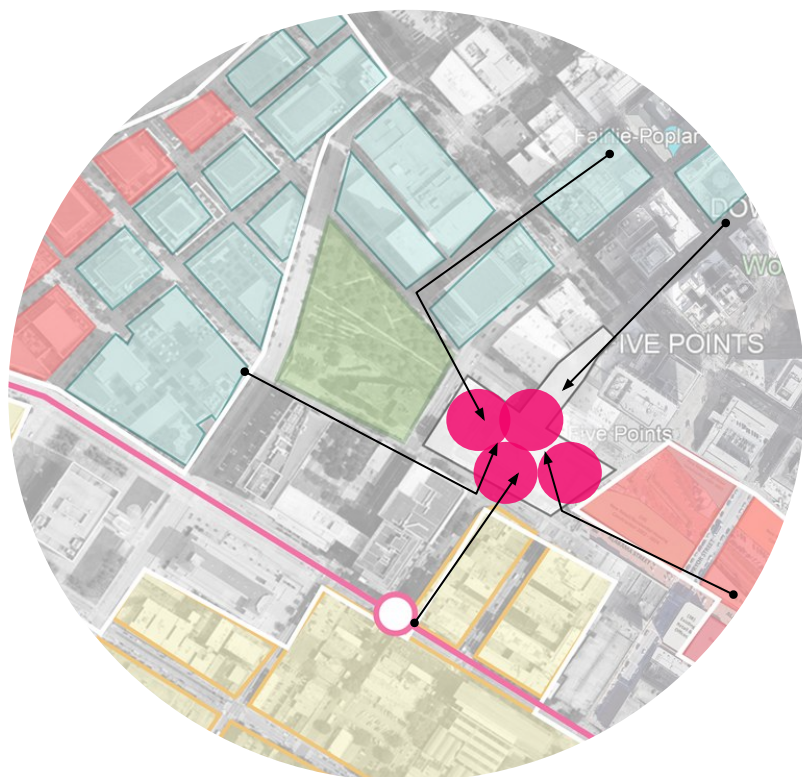
These FCP cameras and DMB will be repurposed.

Urban Design

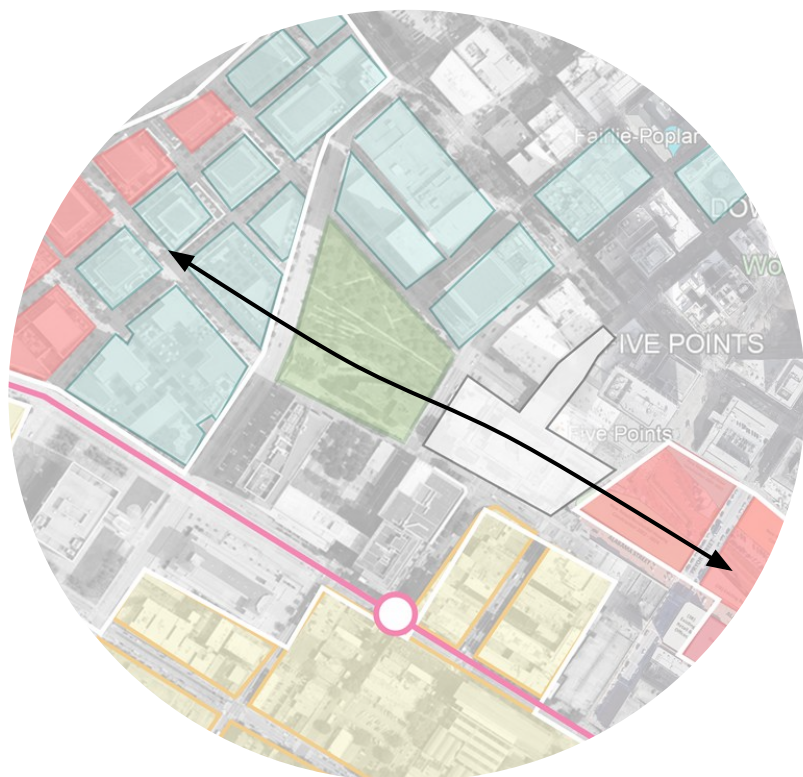
Urban Design Summary



01 To **reconnect North and South broad street** by activating the plaza space And ensuring a very effective efficient pedestrian movement through the station along the stretch of broad.



02 To **initiate programming at the plaza level** keeping in mind the students, commuters, existing communities as well as the new residents and other incoming population from Centennial Yards, Newport developments etc.



03 To **establish a strong east-west connection** using the level differences of peachtree and forsyth street and also concourse and the plaza level.

History and Culture of Atlanta

Atlanta Transformation



An epicentre of Civil Rights Movement , Students Movements



Construction of MARTA



Peach Drop Fest



In the early 1960s, Atlanta became the cultural catalyst for the Civil Rights Movement where Dr. Martin Luther King, Jr., John Lewis and many more **Civil Rights leaders** grew the movement nationally and a lot started from here.

History and Transformation

Broad Street



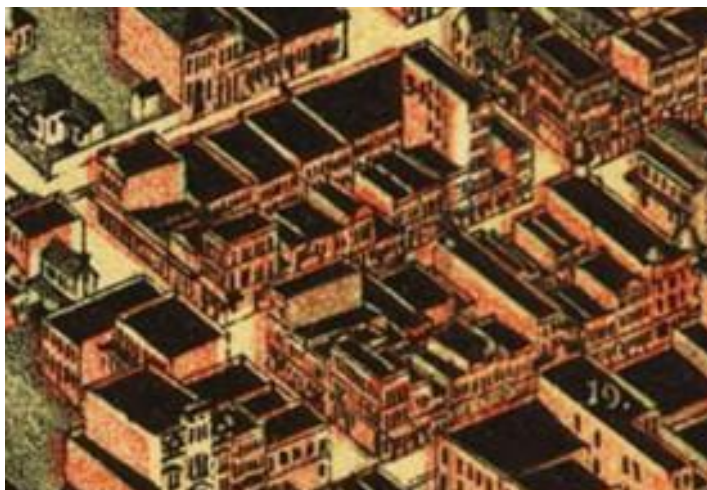
1860s

Broad Street was originally named **Market Street**; the city's first market was located where the Five Points MARTA station is now

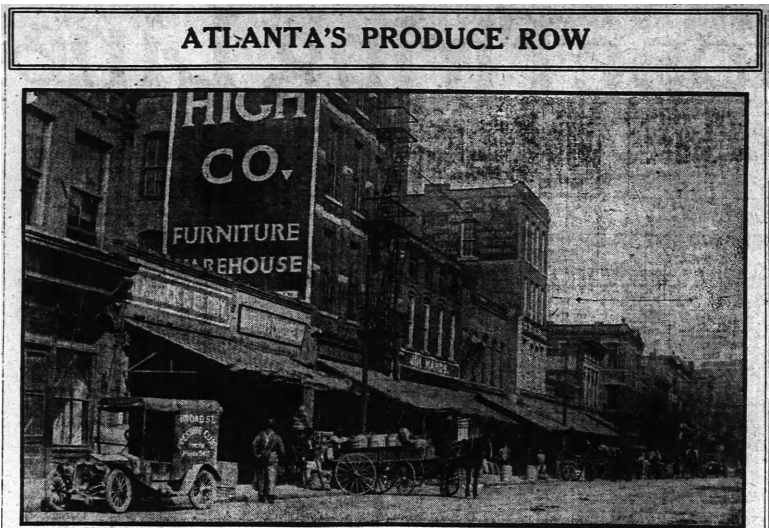


1870s

The name changed to **Broad Street** in 1865. Broad Street was 75 feet wide with 12-foot sidewalks.



1890s



1910s



1960-70s

1965- MARTA was formed .MARTA Station was constructed between 1974 -78. Opened in 1979

<https://www.nytimes.com/>

History and Transformation

Broad Street



Source: <https://martaguide.com/>

- The broad street originated as a Market Street. The ground floor retails along with continuous street-facilitated activities in early days. The south board had spaces for vendors (fruits, vegetables, etc) which encouraged the urban life.
- The street width was originally 75 ft with 12 feet wide sidewalk. It is assumed that the further development of the city's transportation did not consider the width of the broad street. Over time, population growth, density along with traffic have increased in the broad street surroundings. The width of the street failed to consider these constraints.

History and Transformation

Five Points

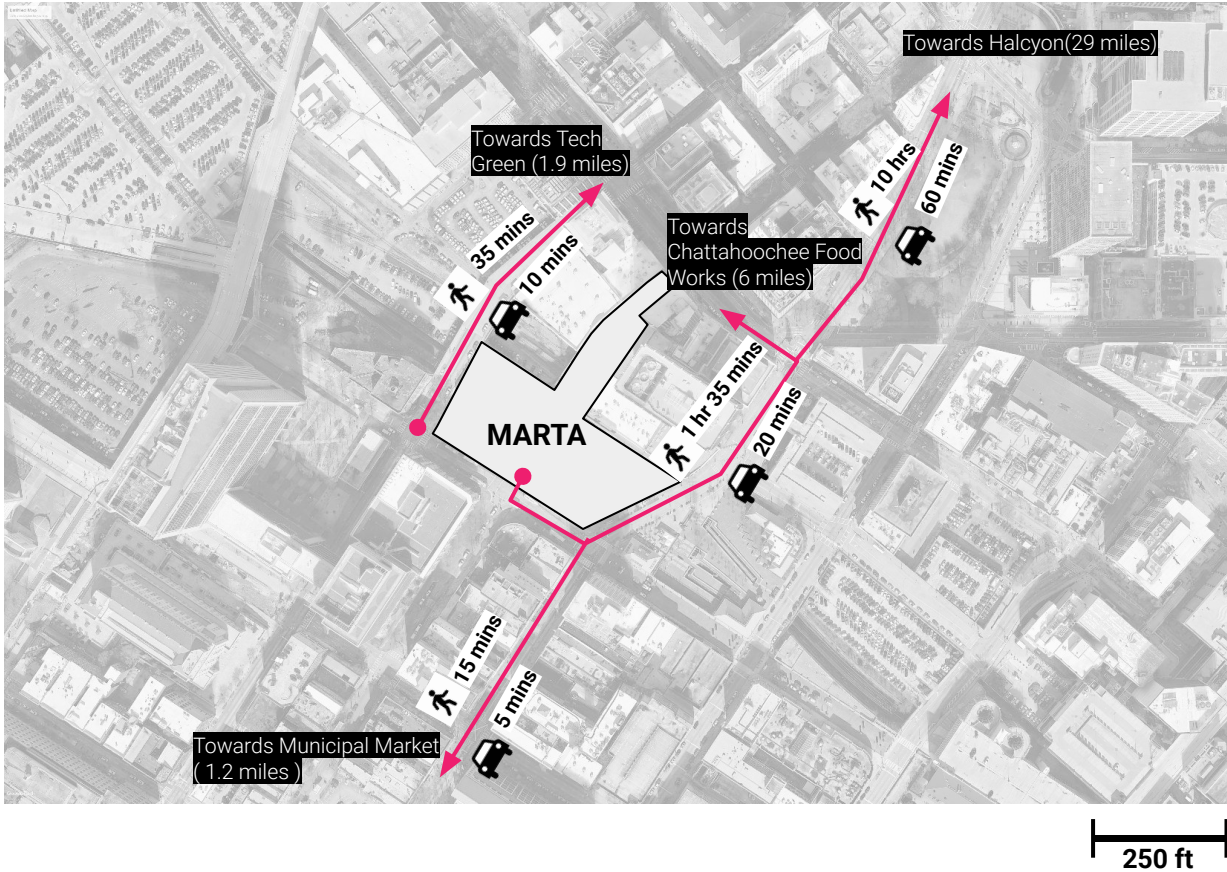


Source: <https://jimcofer.com>

- The presence of railroads helped to grow both wholesale and retail trade. Transportation helped to grow the local economy which played an anchor in facilitating street life.
- The south broad development became majorly mono-functional with a lack of street-facilitated activities.
- Post-civil war development strategies of Atlanta city failed to consider the local economy. Also, caused social segregation, and fell an impact on street safety and security.

Urban Placemaking Precedents

Strategy: Integrating Food to Activate the Public Space



The Municipal Market

Location: Sweet Auburn, Atlanta

Source: municipalmarketatl.com



Halcyon Market Hall

Location : Alpharetta

Source: <https://patch.com/georgia/cumming/halcyon>



Tech Green

Location : Georgia Tech, Atlanta

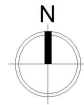
Source: <https://m.facebook.com/georgiatech/photos>



Chattahoochee Food Works

Location : Atlanta

Source: <https://cdn.vox-cdn.com>



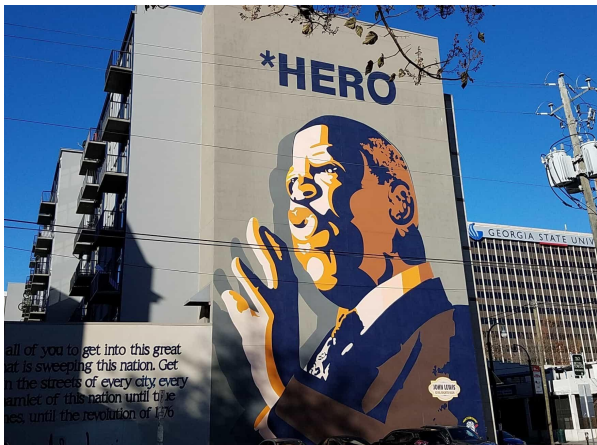
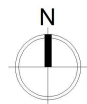
Urban Placemaking Precedents

Strategy: Integrating Local Art as a Cultural Anchor



○ Street Art Location within 10 mins walk

200 ft



Source: <https://streetartmap.org/>
<https://www.livingwallsatl.com>

Urban Placemaking Precedents

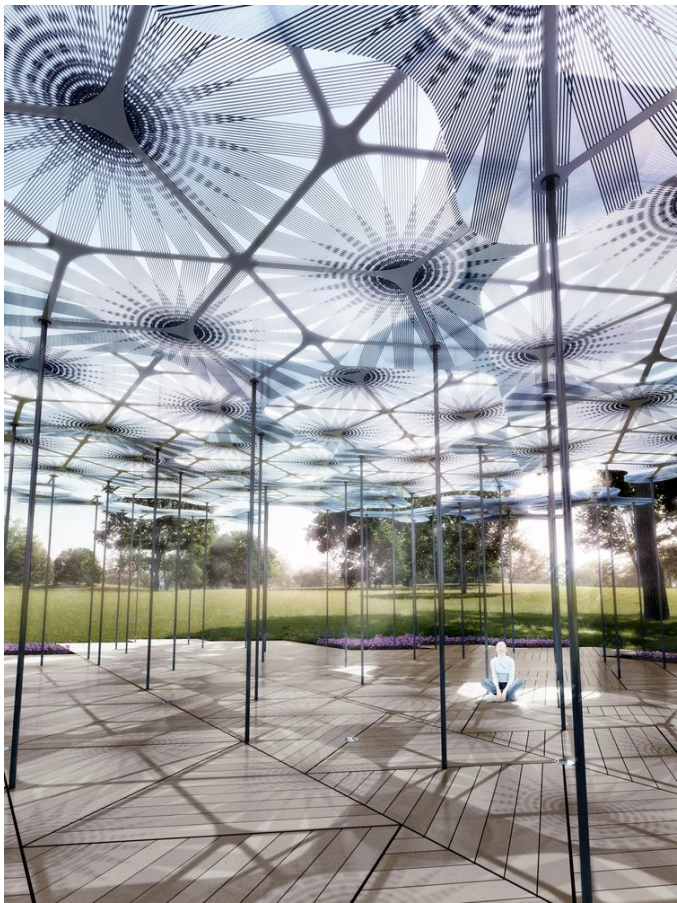
Strategy: Integrating Canopy as an Urban Element



Mesh Structure,High Museum of Art

Location: Atlanta, GA

Source:<https://specialtyfabricsreview.com>



MPavilion 2015

Location: Melbourne, Australia

Source: <https://www.archdaily.com>

Urban Placemaking Precedents

Strategy: Integrating Active Programs as an Anchor



Swift Fit Events

Location: Austin, TX

Source: www.tripadvisor.com



Bay Club Financial District

Location: San Francisco, CA

Source: www.bayclubs.com/financialdistrict

Neighborhood Activities + Site Programming

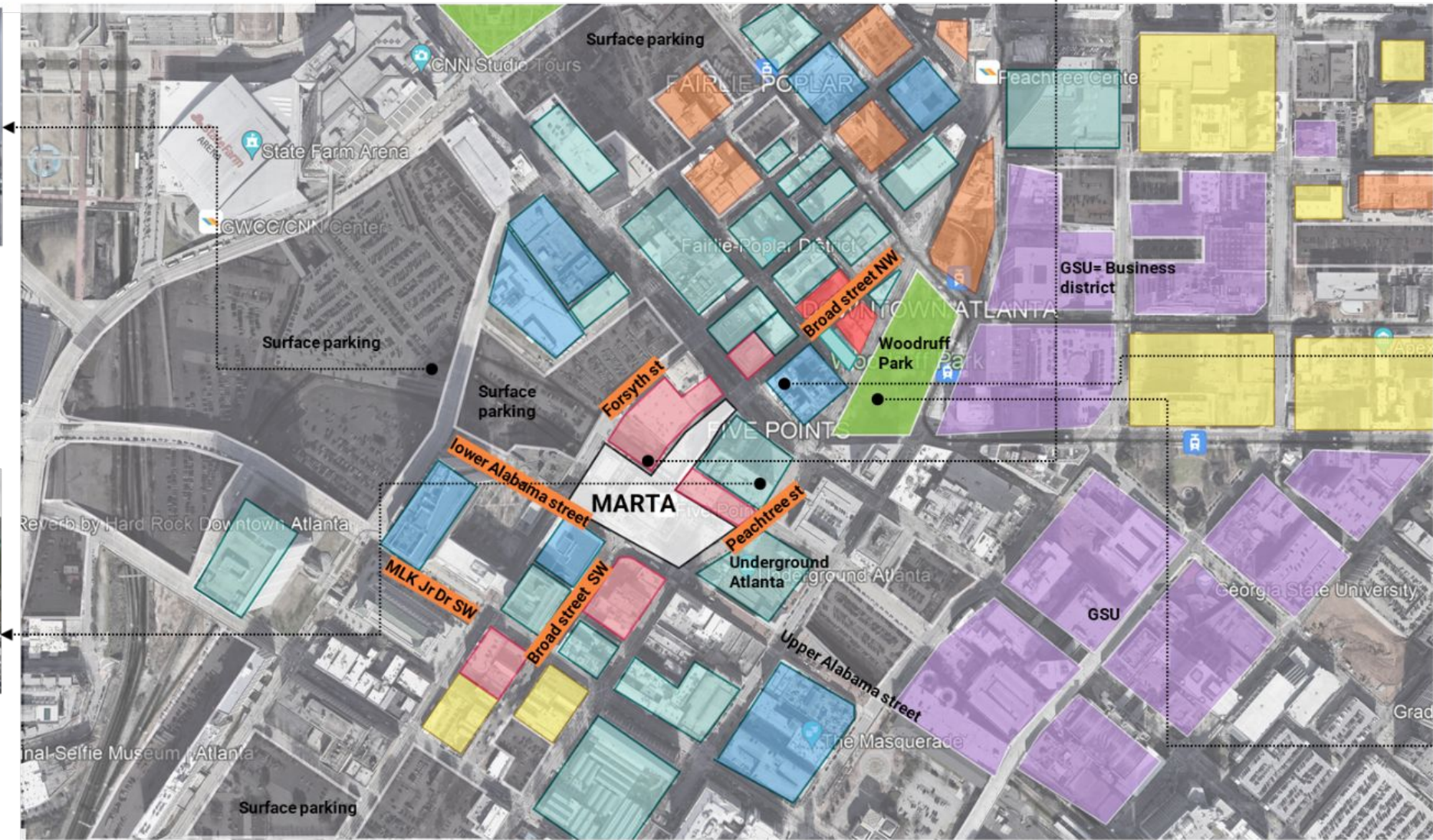
Issues and Impacts



- Excessive amount of surface parking
- Lack of pedestrian connections from Forsyth st
- Safety issues at the Alabama street



- Safety issues



- Lack of activities and untreated retail edge in broad street plaza



- Lack of active edge along with broad street
- Surface parking cuts off the pedestrian movement



- Lack of pedestrian connections from woodruff park

Neighborhood Activities + Site Programming

Future Development



One Centennial Yards



Proposed green spaces,
Centennial yard



143 Alabama



Possible new port

Impact of BRTS on Forsyth st+ Alabama st

450 ft



Possible new port redevelopment



Underground ATL redevelopment



Proposed BRTS

Neighborhood Activities + Site Programming

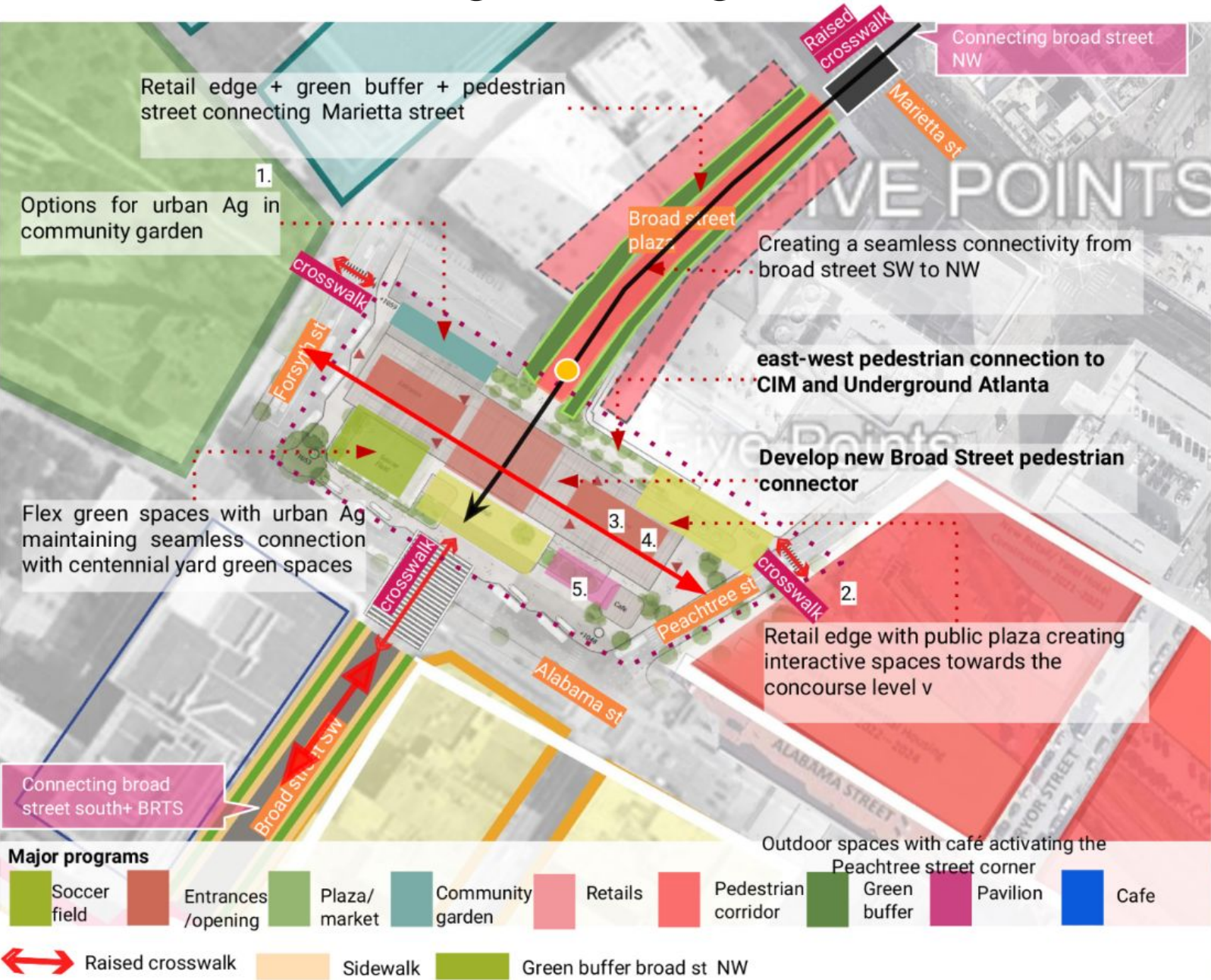
Spaces + Programming



1. Centennial yard



2. Underground Atlanta



3. Retail edge with public plaza



4. Shopping experience from entrance to concourse level



5. Outdoor cafe seating

Connecting Corridors

Broad St Plaza



Broad street plaza



Connecting Corridors

Broad St and Marietta St intersection



Broad street NW



Existing retails Existing sidewalk Raised crosswalk



marta 

SOM

AXIS
COMPANIES

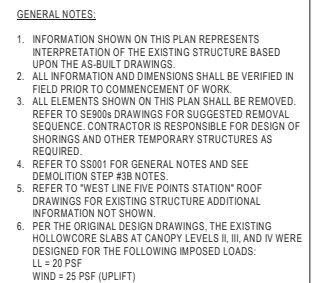
exp.

TH
TATE+HANS

HGOR

 **ULICK**
ENGINEERING

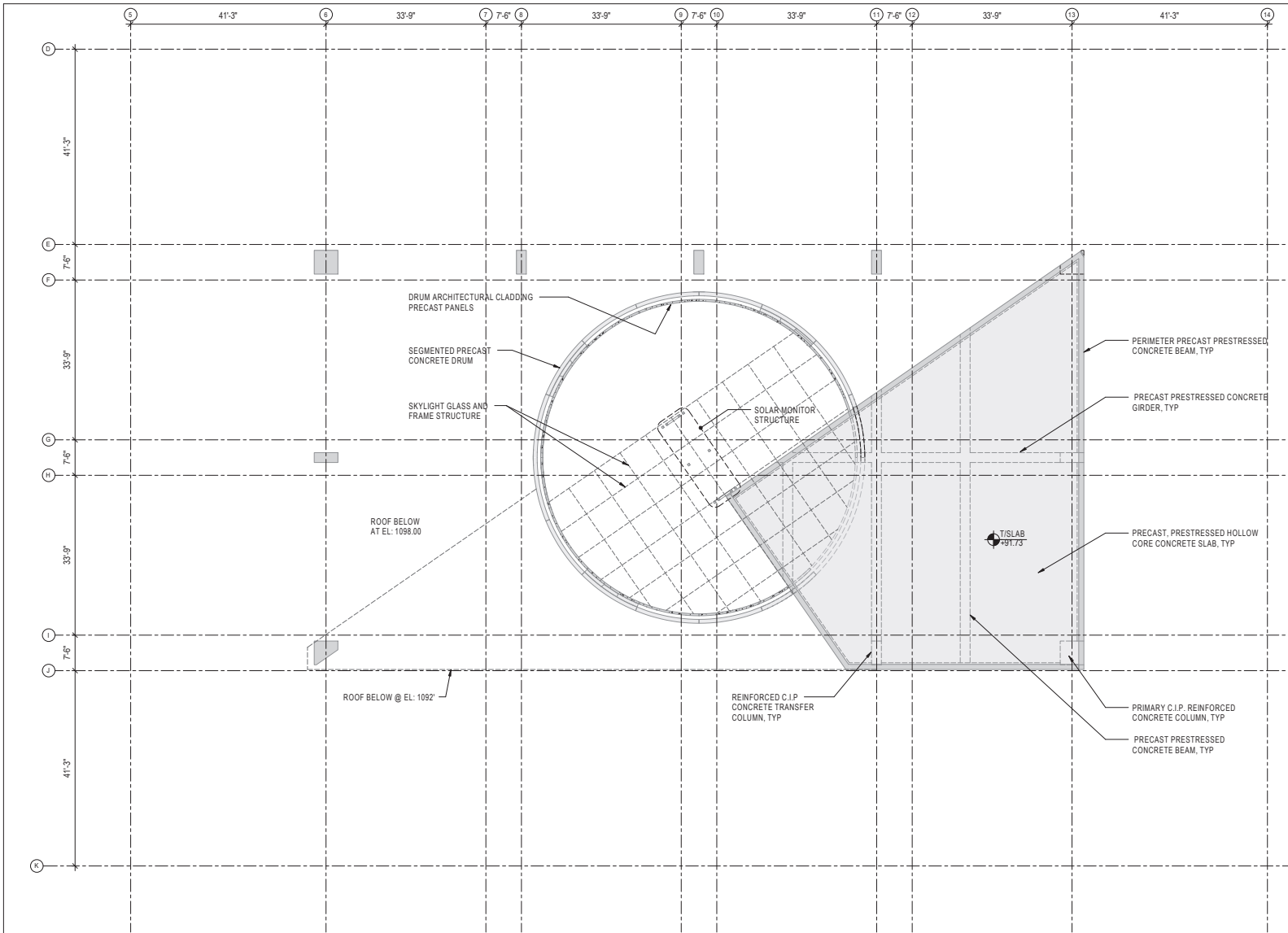
SELECT DESIGN PLANS – CANOPY DEMOLITION



DRAWING NO. SE103	REV.	PAGE NO. 16
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DATE	10 FEB 2023
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APPROVED



GENERAL NOTES:

1. INFORMATION SHOWN ON THIS PLAN REPRESENTS INTERPRETATION OF THE EXISTING STRUCTURE BASED UPON THE AS-BUILT DRAWINGS.
2. ALL INFORMATION AND DIMENSIONS SHALL BE VERIFIED IN FIELD PRIOR TO COMMENCEMENT OF WORK.
3. ALL ELEMENTS SHOWN ON THIS PLAN SHALL BE REMOVED. REFER TO SE900s DRAWINGS FOR SUGGESTED REMOVAL SEQUENCE. CONTRACTOR IS RESPONSIBLE FOR DESIGN OF SHORINGS AND OTHER TEMPORARY STRUCTURES AS REQUIRED.
4. REFER TO SS001 FOR GENERAL NOTES AND SEE DEMOLITION STEP #30 NOTES.
5. REFER TO "WEST LINE FIVE POINTS STATION" ROOF DRAWINGS FOR EXISTING STRUCTURE ADDITIONAL INFORMATION NOT SHOWN.
6. PER THE ORIGINAL DESIGN DRAWINGS, THE EXISTING HOLLOWCORE SLABS AT CANOPY LEVELS II, III, AND IV WERE DESIGNED FOR THE FOLLOWING IMPOSED LOADS:
LL = 20 PSF
WIND = 25 PSF (UPLIFT)

1 PLAN AT ELEV 1102.67
SCALE: 3/32" = 1'-0"

REVISION	DATE	DESCRIPTION
1	10 FEB 2023	ISSUED FOR 40% DESIGN
2	10 FEB 2023	ISSUED FOR 60% DESIGN
3	10 FEB 2023	ISSUED FOR 80% DESIGN
4	10 FEB 2023	ISSUED FOR 100% DESIGN

THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION, UNDER THE FEDERAL TRANSIT ACT, AS AMENDED, AND IN PART BY THE TAXES OF THE CITIZENS OF FULTON, DEKALB AND CLAYTON COUNTIES OF THE STATE OF GEORGIA.

NOT FOR CONSTRUCTION

DESIGNED	R. SWEENEY
DRAWN	D. SEDOVIA
CHECKED	B. KIM
IN CHARGE	P. BISWAS
DATE	10 FEB 2023

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

SOM

marta

SUBMITTED

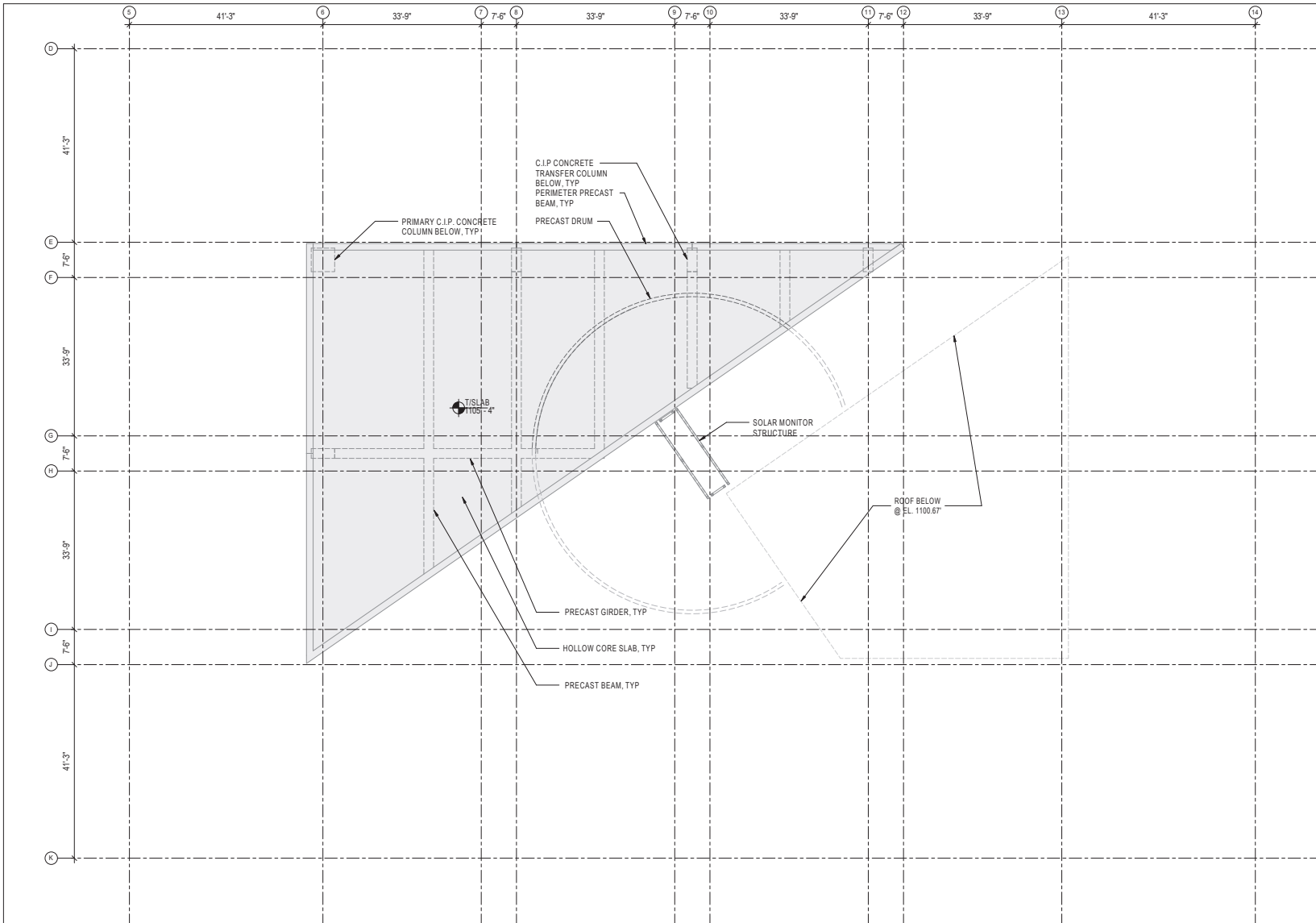
APPROVED

**FIVE POINTS STATION TRANSFORMATION
CANOPY DECONSTRUCTION
CANOPY LEVEL III DEMOLITION PLAN**

SCALE
AS INDICATED

CONTRACT PROPOSAL NUMBER
AE47796

DRAWING NO. **SE104** REV. **17** PAGE NO. **17**



1 PLAN AT ELEV 1107.33
SCALE: 3/32" = 1'-0"

GENERAL NOTES:

1. INFORMATION SHOWN ON THIS PLAN REPRESENTS INTERPRETATION OF THE EXISTING STRUCTURE BASED UPON THE AS-BUILT DRAWINGS.
2. ALL INFORMATION AND DIMENSIONS SHALL BE VERIFIED IN FIELD PRIOR TO COMMENCEMENT OF WORK.
3. ALL ELEMENTS SHOWN ON THIS PLAN SHALL BE REMOVED. REFER TO SE9006 DRAWINGS FOR SUGGESTED REMOVAL SEQUENCE. CONTRACTOR IS RESPONSIBLE FOR DESIGN OF SHORINGS AND OTHER TEMPORARY STRUCTURES AS REQUIRED.
4. REFER TO SS001 FOR GENERAL NOTES AND SEE DEMOLITION STEP #30 NOTES.
5. REFER TO "WEST LINE FIVE POINTS STATION" ROOF DRAWINGS FOR EXISTING STRUCTURE ADDITIONAL INFORMATION NOT SHOWN.
6. PER THE ORIGINAL DESIGN DRAWINGS, THE EXISTING HOLLOWCORE SLABS AT CANOPY LEVELS II, III, AND IV WERE DESIGNED FOR THE FOLLOWING IMPOSED LOADS:
LL = 20 PSF
WIND = 25 PSF (UPLIFT)

DESIGNED	R. SWEENEY
DRAWN	D. SEDOVIA
CHECKED	B. KIM
IN CHARGE	P. BISWAS
DATE	10 FEB 2023

THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION, UNDER THE FEDERAL TRANSIT ACT, AS AMENDED, AND IN PART BY THE TAXES OF THE CITIZENS OF FULTON, DEKALB AND CLAYTON COUNTIES OF THE STATE OF GEORGIA.

NOT FOR CONSTRUCTION

METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY

SOM

marta

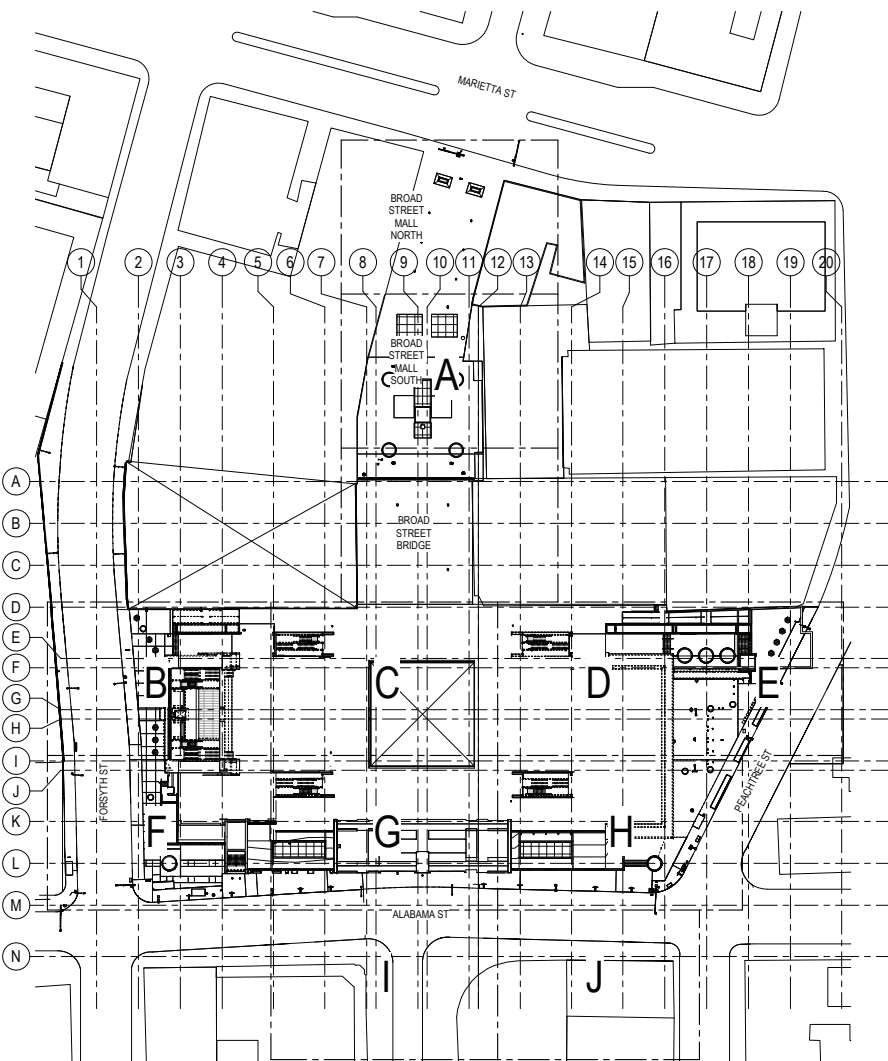
FIVE POINTS STATION TRANSFORMATION
CANOPY DECONSTRUCTION
CANOPY LEVEL IV DEMOLITION PLAN

SCALE
AS INDICATED

CONTRACT PROPOSAL NUMBER
AE47796

DRAWING NO. SE105
REV. 18
PAGE NO. 18

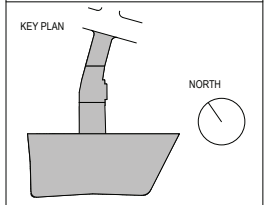
SELECT DESIGN PLANS – PLAZA DEMOLITION



1 | P2 SITE PLAN
SCALE: 1" = 50'-0"

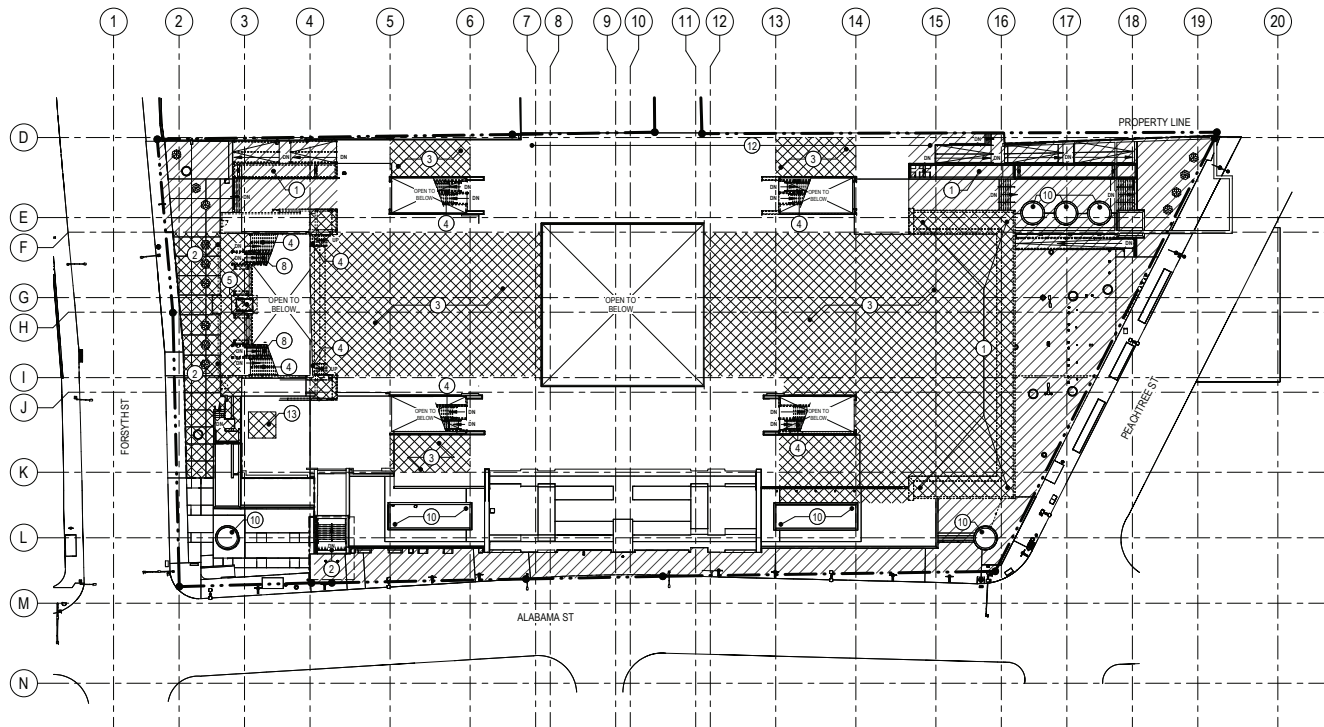
- DEMOLITION GENERAL NOTES**
1. REFER TO SHEET GP004 FOR ADDITIONAL GENERAL NOTES.
 2. THE CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURAL CONDITIONS ARE FREE OF IMPERFECTIONS WHERE STRUCTURAL SUPPORTS AND ANCHORAGE ARE LOCATED.
 3. THE CONTRACTOR IS TO VERIFY ALL DIMENSIONS OF EXISTING STRUCTURE IN FIELD. THE CONTRACTOR IS TO REPORT ANY DISCREPANCIES BETWEEN THIS PLAN AND EXISTING CONDITIONS.
 4. WHERE ARCHITURAL FLOOR FINISH, TOPPING SLAB, AND SUPPORTING WALL IS REMOVED, PATCH AND PROVIDE CONTINUOUS WATER PROOFING.
 5. PROTECT ALL EXISTING EQUIPMENT / DEVICES EXPOSED DURING DEMOLITION.
 6. ALL WORK SHOWN IN THIS PACKAGE IS WITHIN / TERMINATES AT MARTA PROPERTY LINES

- LEGEND**
- SCOPE OF DEMOLITION WORK.
 - AREA OF ARCHITECTURAL FINISH REMOVAL ONLY.
 - AREA OF STRUCTURAL AND ARCHITECTURAL REMOVAL. REFER TO STRUCTURAL DRAWINGS FOR EXTENTS.
 - EXISTING PARTITION / STRUCTURE TO REMAIN.
 - ITEM TO BE DEMOLISHED.

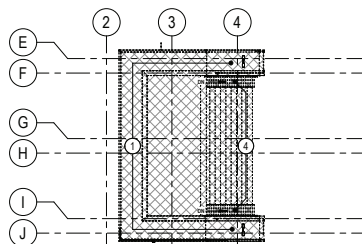


NOT FOR CONSTRUCTION

				THE PREPARATION OF THIS DRAWING HAS BEEN FINANCED IN PART THROUGH A GRANT FROM THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL TRANSIT ADMINISTRATION, UNDER THE FEDERAL TRANSIT ACT, AS AMENDED, AND IN PART BY THE TAXES OF THE CITIZENS OF FULTON, DEKALB AND CLAYTON COUNTIES OF THE STATE OF GEORGIA.				DESIGNED DRAWN Author		METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY		FIVE POINTS STATION TRANSFORMATION DEMOLITION (P2) - 30% DESIGN		SCALE AS SHOWN	
								CHECKED Checker		SOM		SITE PLAN		CONTRACT PROPOSAL NO. AE47796	
								IN CHARGE Approver		SUBMITTED		APPROVED		DRAWING NO. / REV. / PAGE NO. P2-AR001 / 0 / 05	
								DATE 22 JUN 2023							
REV.	DATE	BY	SUB. APP.	DESCRIPTION	REV.	DATE	BY	SUB. APP.	DESCRIPTION						

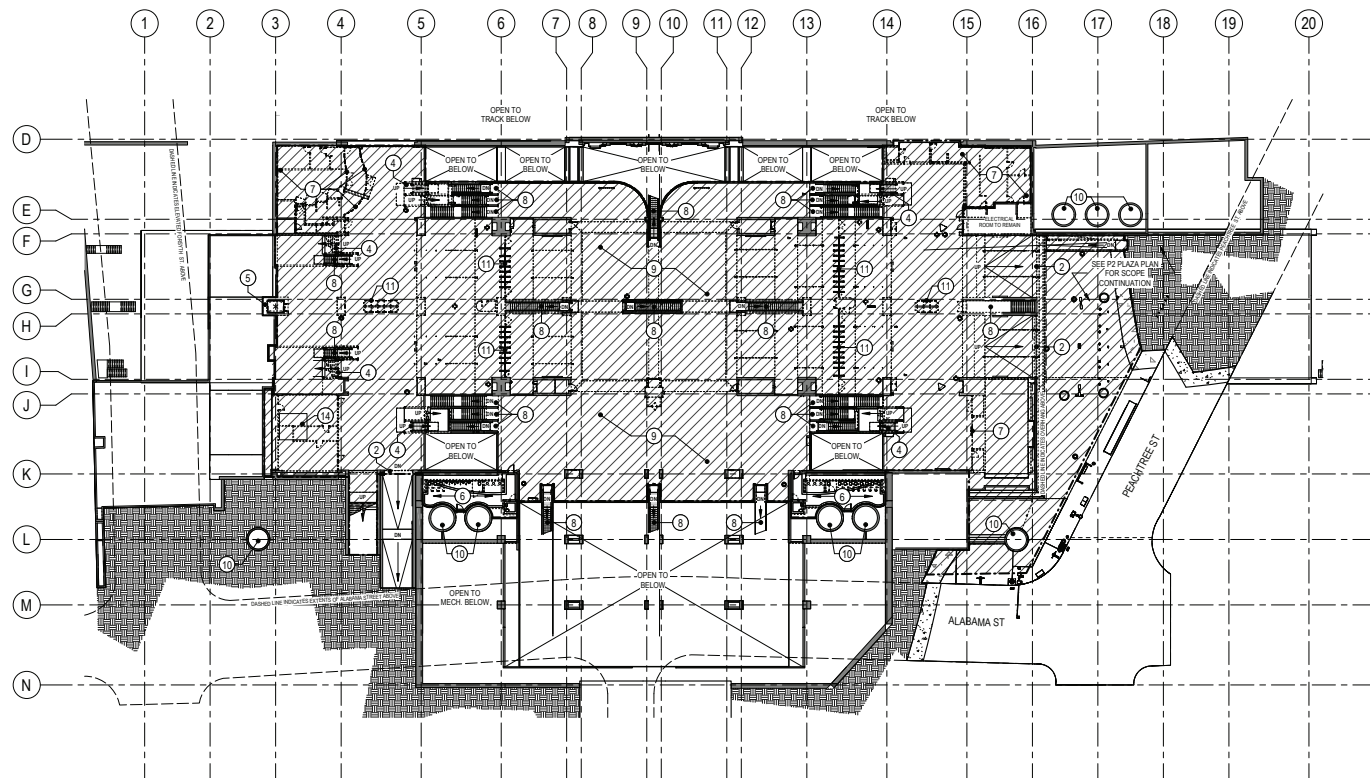


1 P2 - PLAZA LEVEL PLAN
SCALE: 1/32" = 1'-0"



2 P2 - WEST PLAZA TERRACE
SCALE: 1/32" = 1'-0"

GENERAL SALVAGE NOTES		DEMOLITION GENERAL NOTES	
BELOW ARE ITEMS TO BE SALVAGED. CONTRACTOR TO COORDINATE LOGISTICS WITH MARTA. FOR ITEMS SALVAGED BY THE CONTRACTOR, DELIVER TO LOCATION PROVIDED BY MARTA. REFER TO DISCIPLINE SPECIFIC SHEETS FOR ADDITIONAL INFORMATION. ARCHITECTURAL (LOCATION TBD) - SURFACE MOUNTED BOLLARD ON PEACHTREE AND FORSYTH STREET SIDES - LARGE GRAY PLANTER ON PEACHTREE AND FORSYTH STREET SIDES - SHORT DECORATIVE STEEL FENCES ON ALABAMA STREET SIDE - BLAST RESISTANT TRASH RECEPTACLES - STONE CLADDING - ESPECIALLY FROM HIGHER ELEVATIONS THAT IS FAIRLY CLEAN (MARTA TO IDENTIFY) - FIBERGLASS PYLON STATION SIGNS - MARTA SIGNAGE LETTERING AT PEACHTREE, ALABAMA, AND FORSYTH STREET SIDES - DECORATIVE SHORT FENCE ON PEACHTREE SIDE (GREEN) - TALL DECORATIVE ARCHITECTURAL FENCE ON ALABAMA SIDE - BAND AND TUBE SIGNS AT THE CONCOURSE LEVEL - FARE LINE ASSEMBLY - FARE MACHINES MECHANICAL/PLUMBING (LOCATION TBD) - SHEET METAL REFRIGERANT PIPE COVER ASSOCIATED WITH THE EMPLOYEE BREAK ROOM SPLIT SYSTEM HEAT PUMP WHICH IS LOCATED ON THE EXISTING ROOF OF THE POLICE PRECINCT ELECTRICAL (500 PLASTERS AVE, ATLANTA, GA 30324) - WORKING LIGHT FIXTURES - CONTROL DEVICES ASSOCIATED WITH POWER AND LIGHTING SYSTEMS - ALL ELECTRICAL PANELBOARDS WITH BREAKERS - METAL RACEWAY, BOXES, AND STEEL SUPPORTS THAT COULD BE RECYCLED COMMUNICATIONS (MARTA IT, LOCATION TBD) - CCTV CAMERA SYSTEMS - AUDIO VISUAL INFORMATION (AVIS) SYSTEM COMPONENTS - ELECTRICAL SIGNAGE		- REFER TO SHEET GP004 FOR ADDITIONAL GENERAL NOTES - THE CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURAL CONDITIONS ARE FREE OF IMPERFECTIONS WHERE STRUCTURAL SUPPORTS AND ANCHORAGE ARE LOCATED - THE CONTRACTOR IS TO VERIFY ALL DIMENSIONS OF EXISTING STRUCTURE IN FIELD. THE CONTRACTOR IS TO REPORT ANY DISCREPANCIES BETWEEN THIS PLAN AND EXISTING CONDITIONS - WHERE ARCHITECTURAL FLOOR FINISH, TOPPING SLAB, AND SUPPORTING WALL IS REMOVED, PATCH AND PROVIDE CONTINUOUS WATER PROOFING - PROTECT ALL EXISTING EQUIPMENT / DEVICES EXPOSED DURING DEMOLITION - ALL WORK SHOWN IN THIS PACKAGE IS WITHIN/TERMINATES AT MARTA PROPERTY LINES DEMOLITION KEY NOTES NO. DESCRIPTION - REMOVE EXISTING PLANTER - REMOVE EXISTING OVERHEAD COILING DOOR - REMOVE EXISTING STRUCTURAL SLAB AND BEAMS. REFER TO STRUCTURAL DRAWING FOR EXTENTS OF DEMOLITION - REMOVE EXISTING ESCALATORS, STAIRS, & HANDRAILS - REMOVE EXISTING ELEVATOR AND SHAFT WALLS - REMOVE EXISTING BATHROOM FINISHES, FIXTURES, AND PARTITIONS - REMOVE EXISTING PARTITIONS AND DOORS - EXISTING ESCALATOR DOWN TO LEVEL BELOW TO REMAIN. PROTECT DURING DEMOLITION AND SUBSEQUENT CONSTRUCTION - EXISTING BRICK PAVERS OVER MORTAR BED TO BE REMOVED - EXISTING VENT & INTAKE STACKS TO REMAIN. PROTECT & KEEP OPERATIONAL - REMOVE EXISTING EQUIPMENT, PRESERVE AND RETURN TO MARTA - MAINTAIN ACCESS TO NEIGHBORING BUILDING. REFER TO 'SURVEY FOR MARTA FIVE POINTS STATION BOUNDARY: LAND LOT 77 OF THE 14TH DISTRICT, CITY OF ATLANTA, FULTON COUNTY, GEORGIA' DOCUMENT FOR EXTENT OF ACCESS EASEMENT. - STRUCTURAL DEMO FOR FUTURE ELEVATOR. REFER TO STRUCTURAL DRAWINGS - REMOVE FINISHES AND WALLS IN THIS AREA FOR NEW ELEVATOR SHAFT AND NEW ELEVATOR MACHINE ROOM. LOCATION AND SIZE TBD	
LEGEND [] SCOPE OF DEMOLITION WORK. [] AREA OF ARCHITECTURAL FINISH REMOVAL ONLY. [] AREA OF STRUCTURAL AND ARCHITECTURAL REMOVAL. REFER TO STRUCTURAL DRAWINGS FOR EXTENTS. [] EXISTING PARTITION / STRUCTURE TO REMAIN. [] ITEM TO BE DEMOLISHED.		KEY PLAN NORTH NOT FOR CONSTRUCTION	
METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY SOM		FIVE POINTS STATION TRANSFORMATION PLAZA PLAN	
DESIGNED: Designer DRAWN: Author CHECKED: Checker IN CHARGE: Approver DATE: 22 JUN 2023		SCALE: AS SHOWN CONTRACT PROPOSAL NO. AE47796 DRAWING NO. REV. PAGE NO. P2-AR110 0 06	



1 CONCOURSE LEVEL PLAN
SCALE: 1/32" = 1'-0"

GENERAL SALVAGE NOTES		DEMOLITION GENERAL NOTES	
BELOW ARE ITEMS TO BE SALVAGED. CONTRACTOR TO COORDINATE LOGISTICS WITH MARTA. FOR ITEMS SALVAGED BY THE CONTRACTOR, DELIVER TO LOCATION PROVIDED BY MARTA. REFER TO DISCIPLINE SPECIFIC SHEETS FOR ADDITIONAL INFORMATION. ARCHITECTURAL (LOCATION TBD) 1. SURFACE MOUNTED BOLLARD ON PEACHTREE AND FORSYTH STREET SIDES 2. LARGE GRAY PLANTER ON PEACHTREE AND FORSYTH STREET SIDES 3. SHORT DECORATIVE STEEL FENCES ON ALABAMA STREET SIDE 4. BLAST RESISTANT TRASH RECEPTACLES 5. STONE CLADDING - ESPECIALLY FROM HIGHER ELEVATIONS THAT IS FAIRLY CLEAN (MARTA TO IDENTIFY) 6. FIBERGLASS PYLON STATION SIGNS 7. MARTA SIGNAGE LETTERING AT PEACHTREE, ALABAMA, AND FORSYTH STREET SIDES 8. DECORATIVE SHORT FENCE ON PEACHTREE SIDE (GREEN) 9. TALL DECORATIVE ARCHITECTURAL FENCE ON ALABAMA SIDE 10. BAND AND TUBE SIGNS AT THE CONCOURSE LEVEL 11. FARE LINE ASSEMBLY 12. FARE MACHINES MECHANICAL/PLUMBING (LOCATION TBD) 1. SHEET METAL REFRIGERANT PIPE COVER ASSOCIATED WITH THE EMPLOYEE BREAK ROOM SPLIT SYSTEM HEAT PUMP WHICH IS LOCATED ON THE EXISTING ROOF OF THE POLICE PRECINCT ELECTRICAL (500 PLASTERS AVE, ATLANTA, GA 30324) 1. WORKING LIGHT FIXTURES 2. CONTROL DEVICES ASSOCIATED WITH POWER AND LIGHTING SYSTEMS 3. ALL ELECTRICAL PANELBOARDS WITH BREAKERS 4. METAL RACEWAY, BOXES, AND STEEL SUPPORTS THAT COULD BE RECYCLED COMMUNICATIONS (MARTA IT, LOCATION TBD) 1. CCTV CAMERA SYSTEMS 2. AUDIO VISUAL INFORMATION (AVIS) SYSTEM COMPONENTS 3. ELECTRICAL SIGNAGE		1. REFER TO SHEET GP004 FOR ADDITIONAL GENERAL NOTES 2. THE CONTRACTOR IS TO VERIFY ALL EXISTING STRUCTURAL CONDITIONS ARE FREE OF IMPERFECTIONS WHERE STRUCTURAL SUPPORTS AND ANCHORAGE ARE LOCATED 3. THE CONTRACTOR IS TO VERIFY ALL DIMENSIONS OF EXISTING STRUCTURE IN FIELD. THE CONTRACTOR IS TO REPORT ANY DISCREPANCIES BETWEEN THIS PLAN AND EXISTING CONDITIONS 4. WHERE ARCHITECTURAL FLOOR FINISH, TOPPING SLAB, AND SUPPORTING WALL IS REMOVED, PATCH AND PROVIDE CONTINUOUS WATER PROOFING 5. PROTECT ALL EXISTING EQUIPMENT / DEVICES EXPOSED DURING DEMOLITION 6. ALL WORK SHOWN IN THIS PACKAGE IS WITHIN/TERMINATES AT MARTA PROPERTY LINES	
DEMOLITION KEY NOTES		DEMOLITION KEY NOTES	
		NO. DESCRIPTION 1. REMOVE EXISTING PLANTER 2. REMOVE EXISTING OVERHEAD COILING DOOR 3. REMOVE EXISTING STRUCTURAL SLAB AND BEAMS. REFER TO STRUCTURAL DRAWING FOR EXTENTS OF DEMOLITION 4. REMOVE EXISTING ESCALATORS, STAIRS, & HANDRAILS 5. REMOVE EXISTING ELEVATOR AND SHAFT WALLS 6. REMOVE EXISTING BATHROOM FINISHES, FIXTURES, AND PARTITIONS 7. REMOVE EXISTING PARTITIONS AND DOORS 8. EXISTING ESCALATOR DOWN TO LEVEL BELOW TO REMAIN. PROTECT DURING DEMOLITION AND SUBSEQUENT CONSTRUCTION 9. EXISTING BRICK PAVERS OVER MORTAR BED TO BE REMOVED 10. EXISTING VENT & INTAKE STACKS TO REMAIN. PROTECT & KEEP OPERATIONAL 11. REMOVE EXISTING EQUIPMENT. PRESERVE AND RETURN TO MARTA 12. MAINTAIN ACCESS TO NEIGHBORING BUILDING. REFER TO 'SURVEY' FOR MARTA FIVE POINTS STATION BOUNDARY. LAND LOT 77 OF THE 14TH DISTRICT, CITY OF ATLANTA, FULTON COUNTY, GEORGIA DOCUMENT FOR EXTENT OF ACCESS EASEMENT. 13. STRUCTURAL DEMO FOR FUTURE ELEVATOR. REFER TO STRUCTURAL DRAWINGS 14. REMOVE FINISHES AND WALLS IN THIS AREA FOR NEW ELEVATOR SHAFT AND NEW ELEVATOR MACHINE ROOM. LOCATION AND SIZE TBD	
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METROPOLITAN ATLANTA RAPID TRANSIT AUTHORITY		FIVE POINTS STATION TRANSFORMATION DEMOLITION (P2) - 30% DESIGN	
SOM		CONCOURSE PLAN	
REV. DATE BY SUB. APP. DESCRIPTION		SCALE: AS SHOWN	
0		CONTRACT PROPOSAL NO. AE47796	
REV. DATE BY SUB. APP. DESCRIPTION		DRAWING NO. REV. PAGE NO. P2-AR120 0 07	