



marta ®
Five Points Station
TOD Transformation

 **Urban Land
Institute**

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ULI Center for Leadership 2020



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About the Urban Land Institute Center for Leadership (CFL)

The Center for Leadership provides a powerful local resource to help guide the responsible development of the Atlanta region by strengthening connections among area organizations that guide and influence Atlanta real estate development.

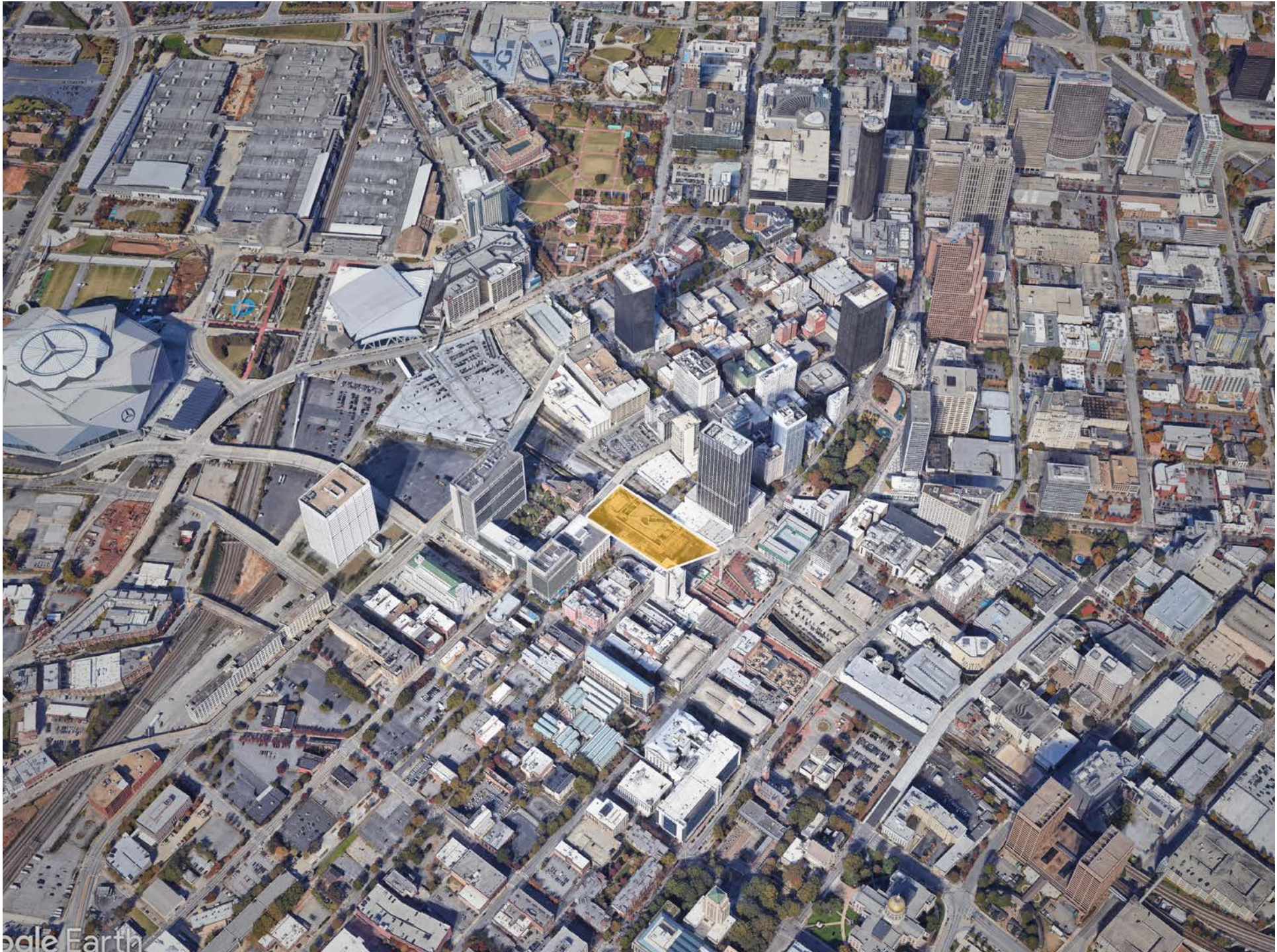
The MISSION for the Center for is to cultivate leadership and life-strategy skills by teaching emerging leaders in the real estate and land use industries how the Atlanta region gets built.

Mini Technical Assistance Program (mTAP)

Provides an opportunity to offer leadership on a critical Atlanta regional issue

Participants are responsible for sharing their expertise and advice to develop recommendations for a sponsor organization.





Contents

Introduction — 6

Vision: The Future of Five Points Station — 10

Downtown Today — 20

Case Studies — 22

Five Points Plaza — 36

Key Questions

Marta Five Points Station mTAP

The Client's objective is to build upon previous studies for the redevelopment of the Five Points MARTA Station and propose possible near-term and long-term visions that will answer the below questions:

- **How can MARTA create a place at Five Points Station that will bring non-transit users to the site?**
- **What are options for an integrated bus/rail transfer design at Five Points Station?**
- **How can MARTA activate Five Points Station in the short-term, while preparing it for future development in the long-term?**
- **How can MARTA and the City of Atlanta reconnect Broad Street, improving downtown street and pedestrian connectivity and creating a special place at Five Points Plaza?**

Introduction

Understanding Five Points Today

A Storied History

- Keystone of the MARTA rail lines
- Since the beginning on the rail lines, the Five Points station was always meant to be the keystone where the North/South and East/West rails met.
- The architecture captured this sentiment to portray the Five Points station as a beacon to the world that rapid transit had arrived in Atlanta.
- In addition to connecting the North/South and East/West rail lines, the station also serves 10 different MARTA bus lines

Ridership Statistics

- Five Points remains the most active station in the MARTA rail system
- Average weekday traffic exceeds 15,000 visitors
- Average weekend traffic exceeds 7,400 visitors through the station
- 500,000 visitor annually

Current architecture

- Opened in 1979, many of the styles and consumer sentiments on which the Five Points station was built have shifted.
- Fortress design
- Large footprint with a lot of the footprint left underutilized
- Trends and workforce demand have now shifted, and large transit-only stations need to be rethought to activate the valuable real estate on which they occupy.
- No longer do communities want large, bulky, concrete-heavy transit structures. Instead, many cities have turned to smaller street-level entry portals as a means to activate the space above the transit center (e.g. Metro in Paris, NYC, etc.).

Questions for the Future of Five Points:

How do you build on the architectural legacy and quality of the Five Points station?

How do you ensure efficiency while creating a destination that riders and visitors can equally enjoy?

How do you pay homage to the past, while accommodating current and future demand?

How do you create a space that becomes more than a transportation hub and becomes a destination in and of itself?

Introduction

Understanding Five Points Today

Current Challenges

Surveys conducted by MARTA during the planning process noted the following issues around the existing station:

Safety

Five Points currently has the highest Part I Crimes reported in the MARTA Central Precinct.

Loitering

The Broad St. Plaza and various alleyways surrounding the station have a significant number of people loitering throughout the day.

Lack of retail

In contrast to significant number of restaurants and retail on Broad St. just north of Marietta, the Five Points Station and its immediate surrounding area does not have the options to offer station visitors.

Streetscapes

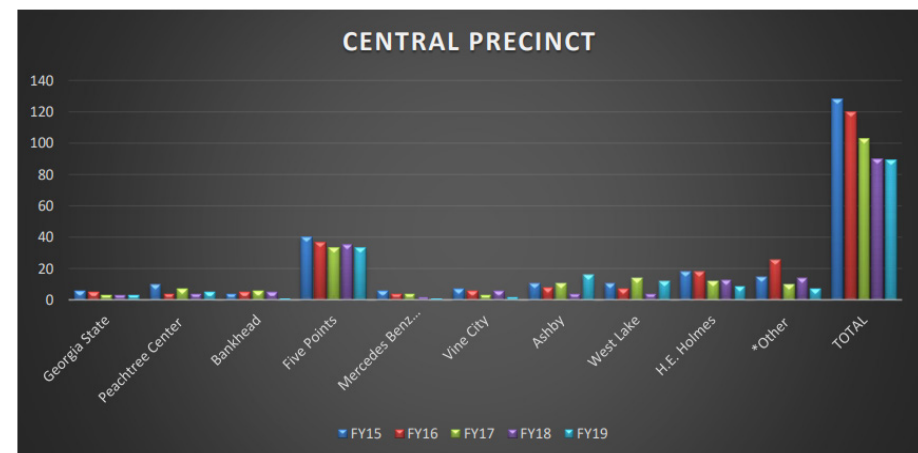
As previously noted, the design eliminates of the Five Points station illicit that of a fortress and the surrounding streetscapes following suit. The station is a dense swath of concrete.

Bus connectivity

With 10 different bus routes being served from the Five Points station, there is an extreme need for efficiency and integration with the station that does not currently exist under the stations current design. Bus stops surround the Five Points station along Alabama St., Forsyth St., and Peachtree St.



Source: Downtown Atlanta Masterplan.



Source: MARTA Police Crime Analysis (<https://www.itsmarta.com/crimestats.aspx>)

Introduction

Understanding Five Points Today

Recent Improvements

In combination with the Central Atlanta Progress and Atlanta Downtown Improvement District, MARTA has already embarked on many improvements to revitalize the 5 Points area. This trend continues with the vision outlined in the following presentation, which builds upon of the following recent improvements. The common theme of all these improvements (including the vision proposed herein) is to attract visitors not only to the transit but to the surrounding businesses, as well as to create a sense of community in the 5 Points area.

- **Soccer in the Streets** – In tandem with Soccer in the Streets, MARTA created the world's first station-oriented soccer league. By placing the high-quality turf soccer fields adjacent to many of the City's MARTA stations, the program was able to revitalize urban stations and attract visitors during times that the stations would otherwise be less populated. However, many visitors to the StationSoccer field will leave directly after their match.
- **Broad Street Lighting** – The addition of string lighting helped to change the negative perception of the area and helps to make visitors feel safer in the area.
- **Community Gardens** – Opened in 2016, the urban community gardens were met with significant demand, which continues to thrive today.
- **Don't Forget the Dream Mural** – Artist Ryan Coleman won a competition which sought designs that would relate to the "community and character" of the downtown district. Coleman's 600 sq. ft. mural helps to combat the large amount of concrete at the Five Points station.



Above: Soccer in the Streets.



Left: Don't Forget the Dream Mural.
Before and after.



Introduction

Vision: The Future of Five Points

Short-Term Activation

By activating the station in the short-term, it can demonstrate to residents, workers, visitors, and stakeholders the long-term potential of the site, leading to further investment opportunities on the site. To achieve this activation, the short-term vision for the site will include:

- Enhanced interconnectivity of bus, rail, and street traffic
- Create a welcoming and safe destination to attract and retain non-transit visitors
- Activate currently unused open spaces
- Create green space in an urban environment that captures the spirit of Atlanta's moniker as a "City in a Forest"
- Design an iconic structure that is integrated into the fabric of Downtown

Long-Term Vision

After demonstrating the activation of the station, investors will be willing to develop additional uses on the site. The vision of the site outlined herein allows for the flexibility for future development, while keeping the redesigned civic spaces. Future developments on the site could include a combination of:

- Office – Tenants will be drawn to the central proximity and integrated access provided by the redesigned 5 Points station.
- Retail – Retailers will be attracted to the redesigned 5 Points station and the crowds that it now attracts. The long-term vision for the station would include both ground-level retail in future office or multifamily developments, as well as possible in-station options.
- Residential – Given the prime access to transit and to jobs, affordable/workforce housing should be an element of future residential development at Five Points Station, supporting MARTA's and the City of Atlanta's affordable housing goals.

A Five Points Plaza that Embraces Atlanta

Sure, the sweet tea abounds and it's common to hear the occasional “y'all” in casual conversation, but Atlanta has long been redefining prevailing perceptions of the South and its so-called Southern charm. Among the nation's fastest-growing metro areas, the Georgia capital is attracting newcomers from around the country, and people are looking to this part of the country for culture and commerce like never before.

Atlanta is...

Rich History

Diverse People

Distinctive Neighborhoods

Arts, Music & Entertainment

Southern & Eclectic Food

Varied Attractions & Festival Happenings

Vision for the Future

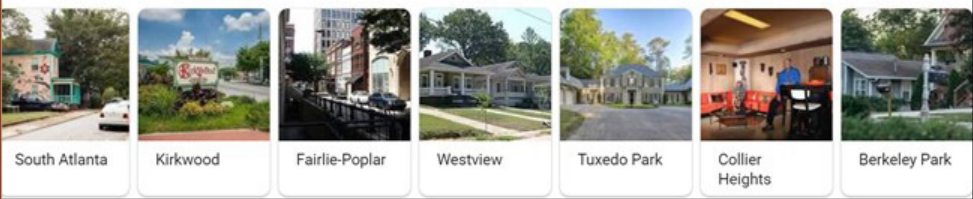
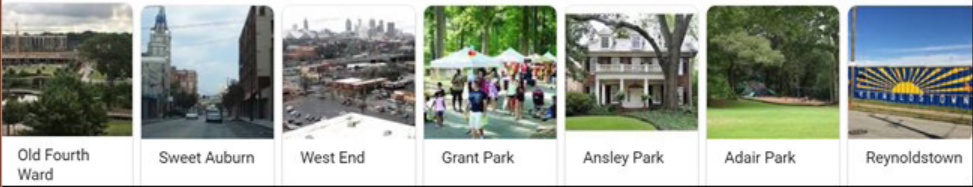
Its History





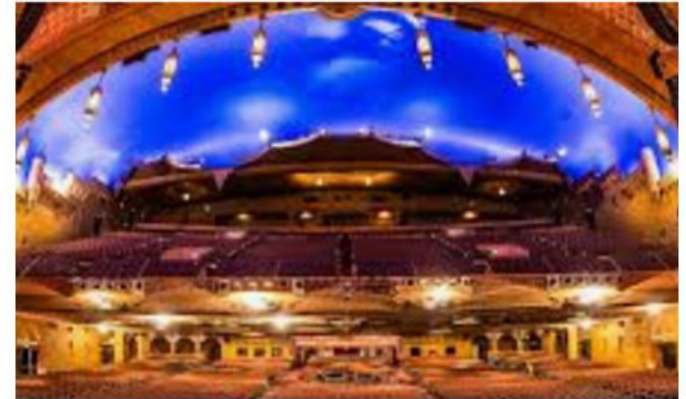
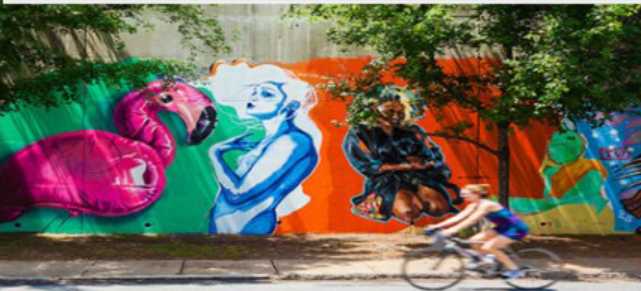
Its People...

Vision: The Future of Five Points



Its
Neighborhoods

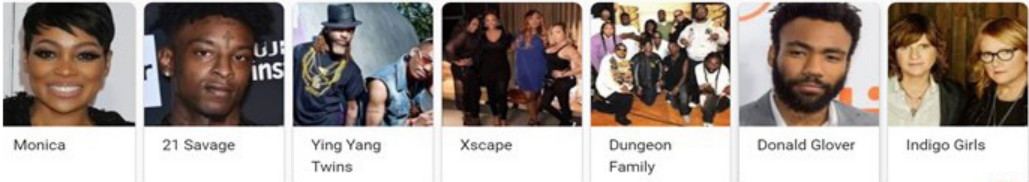
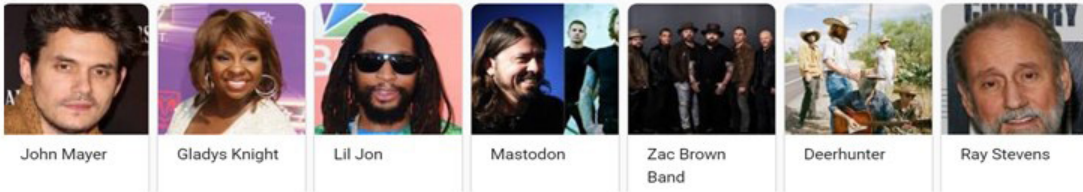
Its Arts



Vision: The Future of Five Points



Its Music





Vision: The Future of Five Points



Piedmont Park



Martin Luther King,
Jr. National



Georgia Aquarium



Its Attractions



Steamhouse Lounge Oysterfest – MARTA...



SweetWater 420 Fest



Chomp and Stomp Chili Cook-Off

Beer, Bourbon & BBQ Festival



Atlanta Food & Wine Festival

It's Happenings

Downtown Today

Understanding the Context

Overview

- Employment center: 28% of Atlanta's jobs
- Destination: 15,500,000 visitors each year
- "Downtown is lacking in residents and retail"
- Residents: 26,500, including 5,000 students (only 18% lives in the core of Downtown)
- Projected: 12,000 new residents (45% increase) and 43,000 new jobs (28% increase) by 2031
- Transit-rich, but not "transit-friendly"

Adjacent developments: \$6+ billion in total investment within walking distance of Five Points

Underground Atlanta: \$300MM

- Master Developer: WRS
- Estimated completion: 2023
- 455 residential units (180 workforce/affordable); 320 key hotel; 750 dormitory beds
- 400,000 SF commercial (248K retail)
-

South Downtown: \$300MM

- Master Developer: Newport
- Estimated completion: Phase One (Adaptive Reuse): 2021
- 47 Historic Buildings = 1MM SF over 8 blocks
- New construction over 4.5 acres of existing surface parking
- \$32MM comprehensive street enhancement plan

Centennial Yards (the Gulch): \$3.5B

- Master Developer: CIM Group
- 60 acre redevelopment
- 90MM SF office, 750,000 SF retail
- 1,000 residential units (20% workforce/affordable)
- 246 apartments + 50,000 SF retail under construction now

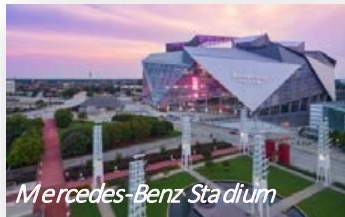
Constitution Building: \$40MM

- Developer: Pope & Land, Place Properties
- Adaptive reuse of historic building; new construction on existing surface parking
- Estimated completion: 2022
- 112 residential units, 67,000 SF office, 6,000 SF retail

Downtown Today

Economic Development

Completed:



Under Construction:



Planned:



Central Atlanta Progress, 2019

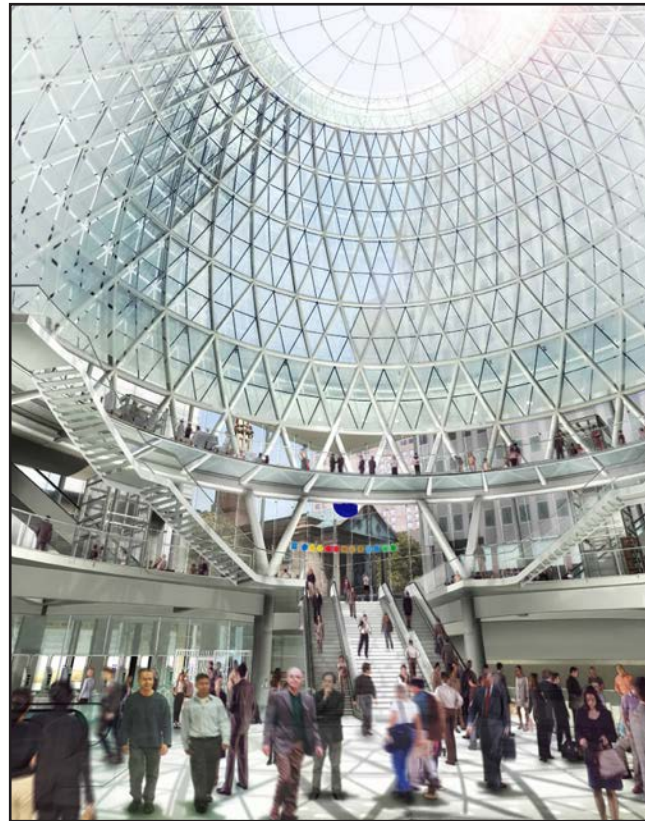
Case Study: Fulton Center

New York City, New York

Introduction

Fulton Center is a subway and retail complex centered at the intersection of Fulton Street and Broadway in Lower Manhattan, New York City that was completed in 2014. The complex was built as part of a \$1.4 billion project by the Metropolitan Transportation Authority (MTA), a public agency of the state of New York, to rehabilitate the New York City Subway's Fulton Street station. The work involved constructing new underground passageways and access points into the complex, renovating the constituent stations, and erecting a large station building that doubles as a part of the Westfield World Trade Center. The 14th Street/Union Square subway station is one of the city's busiest where a complex manages three separate subway lines converge.

Billed by MTA officials as New York's "Next Great Public Space", the Fulton Building was designed with a strong focus on retail, with more than 30,000 square feet of retail space as part of the Westfield World Trade Center shopping mall. The addition of retail space was an impetus for the May 2012 name change from "Fulton Street Transit Center" to a simpler "Fulton Center" to attract leases.



— GRIMSHAW ARCHITECTS

“The planning of the building is organized to streamline the transfer of passengers around the central space, providing an intuitive means of wayfinding.”



Above: The transit hub's atrium ascends to 120 feet and is topped by a conical dome centered on the concourse below.

Left: Carefully aligned entrances and exits allow the streetscape to permeate the building, defining clear and efficient pathways to all trains.

Right: The central architectural concept of redirecting natural light deep into the transit environment culminates in the design of the dome's interior and a new integrated artwork titled Sky Reflector-Net, commissioned by MTA Arts & Design and MTA Capital Construction Company.





Key Features

- Renovation and upgrading simplified and consolidated circulation patterns: adding new concourse linking the lines and enhancing passenger safety
- Improved the station's connection to historic Union Square Park and rehabilitated all station entry points above and below ground level
- Collaborated in an Arts for Transit program focusing on the historical and inner workings of the station. Using bright red lacquered frames and mirrors, the artist calls attention to historic pillars and wall tiles that were unearthed during the renovation, a theme that now runs brightly throughout the station.
- Sky Reflector-Net, which was commissioned by the MTA Arts & Design (the art program of the MTA), was installed in 2014 in the Fulton Center transit hub. Located at the center of the oculus, the Sky Reflector-Net uses hundreds of aluminum mirrors to provide natural sunlight from a 53 ft skylight to an underground area as much as four stories deep.



Above: Architect's rendering of the ground floor plan showing the atrium descending to the transit levels.

Left: The Fulton Center is organized around a large-scale atrium contained within an elegant, transparent façade. Tapered steel columns draw inspiration from the historic neighborhood's cast-iron buildings and complement the integration and restoration of the adjacent Corbin Building.

Right: Passengers encounter bright, widened passageways with clear signage connecting the complex array of platforms.



Case Study: Salesforce Transit Center

San Francisco

Introduction

Salesforce Transit Center is a transit station in downtown San Francisco. It serves as the primary bus terminal — and potentially as a future rail terminal — for the San Francisco Bay Area. The 1,430-foot long and 165 feet wide building is located one block south of Market Street, a primary commercial and transportation artery in San Francisco. The first phase of construction consisted of the aboveground bus terminal, including retail spaces and the rooftop park, plus the concrete shell of the underground rail levels at a total cost of \$2.4B. Construction began in 2010 and was completed in August 2018.

The structure consists of four levels:

- the ground floor with entrances, retail space, ticketing and Muni/Golden Gate Transit boarding platforms
- the second floor with retail space, food hall, offices, and Greyhound ticket counter and waiting room
- the bus deck with bus bays surrounding a central waiting area
- 5.4-acre rooftop park.



Above: The 5.4 acre park is open to the public and accessed via elevators. The park is symbolic of the Salesforce Transit Center's considerable commitment to environmental quality and sustainability.

Left: The park presents a wide variety of Bay Area ecologies, from oak trees to a wetland marsh.

Case Study: Salesforce Transit Center

-CESAR PELLI ARCHITECTURE

“The heart of Transbay’s design is the rooftop park. Dense with nature and activities, it will have over a dozen entry points, potentially including bridges to surrounding buildings. Active and passive uses are woven into the landscape, including a 1,000-person amphitheater, cafes, and a children’s playground, as well as quiet areas for reading, picnicking or simply taking a break.”



Above: The transit center integrates 4 levels of transportation including buses and trains with street level retail and public amenities. Light wells bring natural light deep into the structure.

Left: The third level bus deck provides a safe, clean environment that protects bus riders from the elements.



Case Study: Denver Union Station

Denver, Colorado

Introduction

Denver's Union Station is a historic Beaux Arts train station first built in 1881 and majorly renovated in 1914. The train station and rail yard sat abandoned and vacant for decades, until it was redeveloped as a part of the region's major transit expansion, initiated in 2004.

Denver's Union Station was a key part of Regional Transportation District's FasTracks plans to expand transit around the region. It was first described in 2004 Denver Union Station Master Plan, with subsequent plan supplements laying out concrete redevelopment goals adopted in 2008. The station and adjacent parcels were rezoned as Transit Mixed-Use. The first phases of transit infrastructure and historic preservation of the Train Hall were completed in 2014. The project was a collaboration between the Denver Union Station Project Authority, City and County of Denver, Colorado Department of Transportation, Regional Transportation District, and Denver Regional Council of Governments at a total cost of \$487MM.

Program

Regional intermodal transit hub:

- An underground 890' 22-gate bus facility servicing local and regional bus lines
- Above-ground light rail station servicing four light rail lines
- Open-air eight-track commuter rail station, including an airport connector and Amtrak rail
- Taxis and ride share, Bike infrastructure, Pedestrian improvements

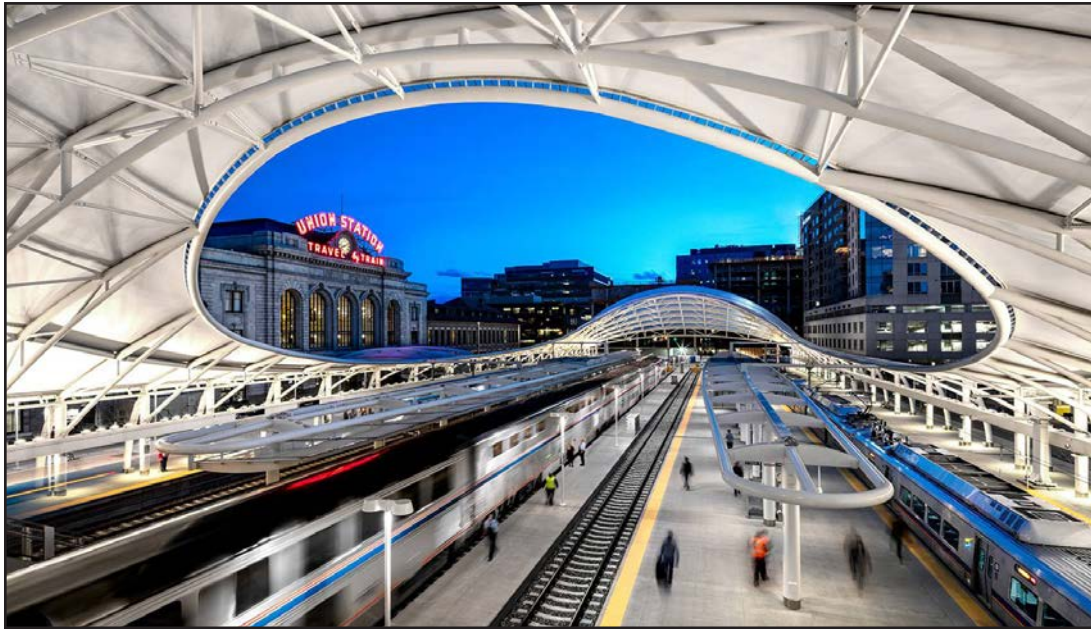


Above: Rendering showing the renovated historic train station with the new light rail station canopy behind. The station is an intermodal transit hub; vertical connections link commuter rail, light rail, bus concourse, bike access, and pedestrian access. A network of pedestrian and public space integrates transit hub to adjacent downtown district.

Right: The restored 1914 Union Station is conceived as a new mixed-use development. It is programmed with train ticketing, a 112-room luxury hotel, fitness center, 3,000 square feet of meeting/event space, 10 restaurant spaces, including casual and formal dining, coffee shops, and bar, and 3 retail spaces.



Case Study: Denver Union Station



Left: The focal point is the open-air Train Hall, which was conceived as an efficient and formally expressive means of sheltering multiple railway tracks. Its primary structural system comprises 11 steel “arch trusses” spanning nearly 180 feet, clad in tensioned PTFE fabric. -SOM



Above: The “Great Hall” of the historic station serves as a waiting area and ticketing terminal for commuter and Amtrak rail, hotel lobby, retail space, and public space



Above: The Underground, the 22-gate Union Station Bus Concourse services 16 regional, express, and local bus routes. A series of skylights and glass pavilions flood the hall with daylight, infusing the station with a sense of motion and spaciousness.

Case Study: Kennedy Plaza

Providence, Rhode Island

Introduction: The Reemergence of the Public Square

Kennedy Plaza is the natural, historic, and symbolic center of Providence, Rhode Island. Established as a train station in 1847, it has undergone several minor renovations and major transformations, including changes in uses, naming, and aesthetics.

In 2014, the City of Providence and the Rhode Island Public Transit Authority (RIPTA) transformed the plaza from a transit hub to a civic space. By eliminating lanes of vehicular traffic and creating more efficient bus berths along the periphery of the plaza, the project refocused Kennedy Plaza into a public square with venues for events and festivals during non-peak travel times. The transformation allowed Kennedy Plaza to reclaim its origins as a site for public gatherings, including space for: a town green, park space, public art, artist fairs, farmers markets, roller derby, and live performances and concerts

Key Features

- Transformation Cost: \$20MM
- Three-sided bus shelters line the plaza and adjacent Burnside Park
- Live-time bus tracking
- Highly visible improved signage and wayfinding
- Crosswalks and bike infrastructure
- Bike storage



Above: Kennedy Plaza masterplan shows Burnside park and a variety of civic spaces.

Right: Bus queuing separated from other vehicular traffic.

Case Study: Kennedy Plaza



Above: Burnside Park, a large central civic park, opens onto the transit plaza

Right: Kennedy Plaza, before and after.



Criticism of the 2014 Kennedy Plaza Transformation

- Homeless advocates state that the homeless population that congregated at Kennedy Plaza was dispersed and new public space or shelter options were not provided.
- Some transit advocates state that the refocus of space from bus hub to civic square and consequent consolidation of bus shelters failed to consider actual bus rider experience
- Historic preservation advocates state that demolished bus stops and shelters have historic character and value that was not replaced.
- Public investment in Kennedy Plaza has been derided as economic development ploy to spur investment in the landmark Industrial Bank Building or “Superman Tower,” historic Beaux Arts skyscraper vacant since 2013.
- Automobile advocates and downtown property owners state that removal of vehicular lanes, creation of a dedicated bus corridor and improvements in bike infrastructure decreases property values in downtown Providence.

Case Study Common Themes & Recommended Elements

Vision: The Future of Five Points Plaza

Peer transit authorities and local jurisdictions have used public and private funding to create unique and memorable places in the place of uninspired transit stations or vacant rail yards.

Five Points Station's short-term activation and long-term use should:

Contribute to the aesthetics and feel of Downtown Atlanta as a unique place

- Connecting adjacent communities and neighborhoods through a network of public space and pedestrian access through Five Points Plaza and the reconnection of Broad Street
- Creating a space for play, community, connection, and relaxation, through soccer and basketball courts, public gardens, and an attractive public square with seating, landscaping, and water features
- Acknowledging Atlanta's history and culture through public art and exhibits

Improve the transit experience for current and future riders

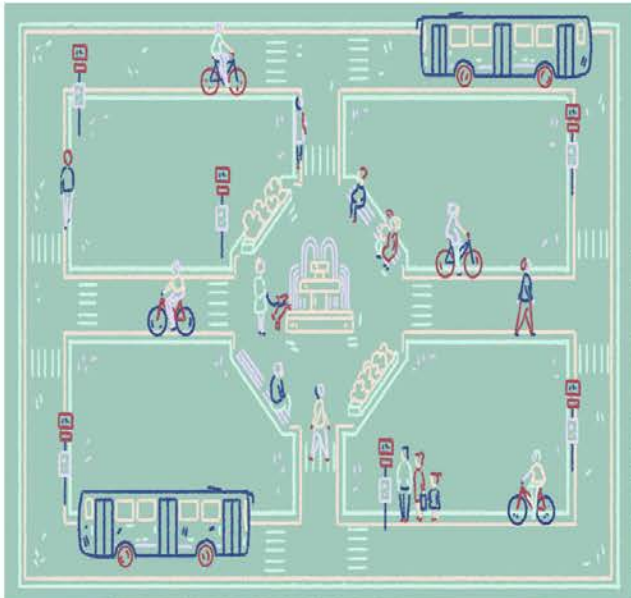
- Daylighting entrances, station, and platforms
- Improving wayfinding and signage in Five Points Plaza and Station
- Allowing for efficient bus-rail transfer
- Providing seating and bike storage

Attract non-transit users to the site

- Increasing the sense of safety and security through pedestrian improvements, lighting, and street connectivity
- Constructing retail and restaurant destinations on site
- Creating a multipurpose public space, which doubles as an event space during non-peak travel times

CONNECTED

A multimodal transit center that supports rail, buses, pedestrians and cyclists connecting to the heart of Atlanta.



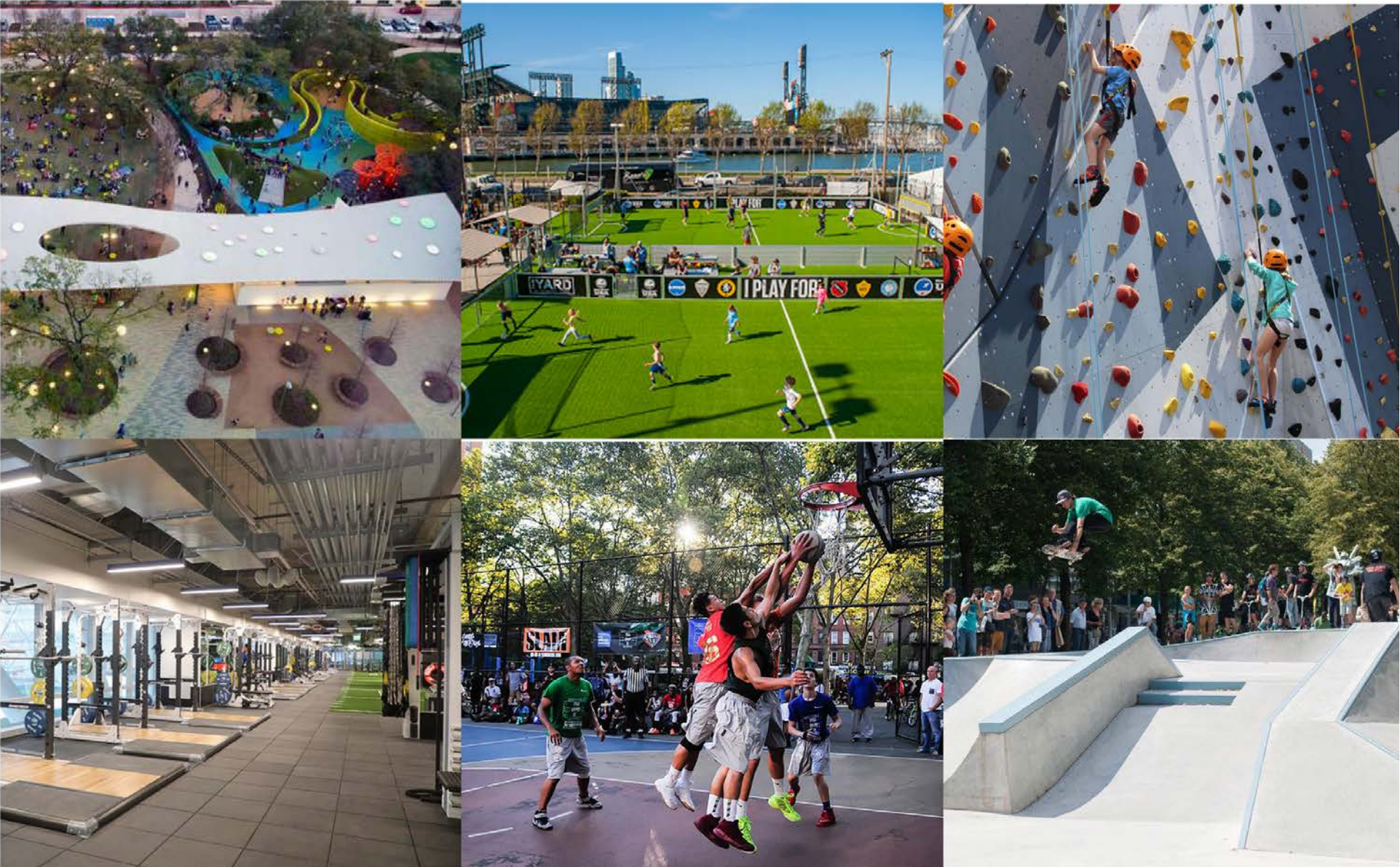
STREETS AS PLACES

Streets as vital public spaces that can lend richness to our social, civic, and economic life.



PLAY

A vibrant civic space that supports a wide variety of activities, games, sports, health and well being.



ICONIC

Carefully curated design and architectural moments that create a memorable entrance to the city.



ART

Memorable civic art that inspires and activates the public space.



GATHER

A civic space conducive to festivals, markets, music and events.



EAT & DRINK

An active hub that draws people for a coffee, a quick bite, or drinks after work.



Five Points Plaza

Existing Condition

1. Demolition of the Existing Canopy Structure

The demolition of the concrete superstructure will allow Five Points Plaza to be reprogrammed as a new civic space and an appealing gateway to Downtown Atlanta.



2. New Five Points Plaza

Work can begin on the new Five Points Plaza once the demolition is complete. This diagram contemplates a temporary condition where the structure is demolished but Broad Street has not been extended.



3. Extension of Broad Street

Broad Street is extended across the Plaza to Alabama Street. The street extension could be used as a new central bus pickup area, a pedestrian only street, or a full complete street similar the rest of Broad.

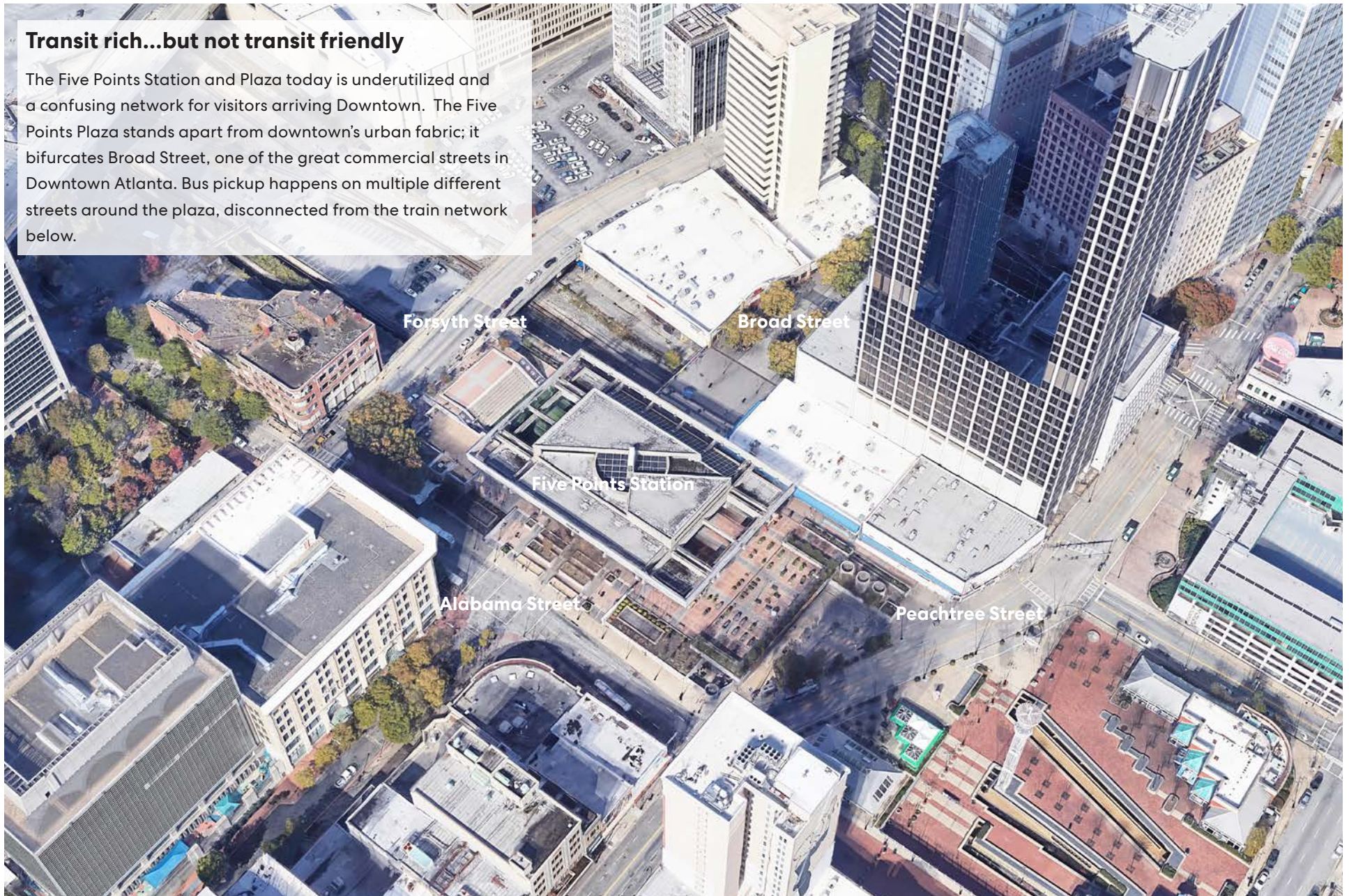


Five Points Plaza

Existing Condition

Transit rich...but not transit friendly

The Five Points Station and Plaza today is underutilized and a confusing network for visitors arriving Downtown. The Five Points Plaza stands apart from downtown's urban fabric; it bifurcates Broad Street, one of the great commercial streets in Downtown Atlanta. Bus pickup happens on multiple different streets around the plaza, disconnected from the train network below.



Five Points Plaza

Near Term Vision

1. Maintained most existing entry points into the station
2. Soccer in the Streets and Basketball in the Streets venues included
3. Bus Queuing and Staging Accommodated with Covered Waiting Areas
4. Bike Hubs/ Storage
5. Opportunities for Art Murals, Instagram Moments, Storytelling etc.
6. Active Water Features
7. Large Flex Space for Outdoor Concerts/ Festivals
8. Retail/ Food Opportunities
9. Walkability/ Safe Environment that's open to the street



Five Points Plaza

Near Term Vision



SW Corner at Forsyth and Alabama

Extensive landscaping and trees remake Five Points Plaza from an unwelcoming concrete fortress, to a new civic space fitting for the “City in the Trees”. Bike rental and locking stations are conveniently located at each end of the Plaza.

Five Points Plaza

Near Term Vision



NW Corner at Forsyth

A new street connects Broad to Forsyth on the north side of the station. Station access points are maintained, but reimagined as glassy, transparent structures that bring light into the station below.

Five Points Plaza

Near Term Vision



Five Points Plaza

Bus pickup is located on the new Broad Street extension, intuitively located in the center of the plaza. New civic spaces are located on both sides of Broad. These spaces would be ideal for public events and festivals.

Five Points Plaza

Near Term Vision



Five Points Plaza

The east side of the broad street is reimagined as a new space for outdoor concerts, festivals and public events. New retail space and public art keep the plaza lively outside of event times.

Five Points Plaza

Near Term Vision



Five Points Plaza

The west side of the Plaza has a different character. Extensively planted with a bosque that provides shade and a relaxing environment while waiting for buses or exiting the station.



Above Bosque at David Koch Plaza at MMOA.

Transformation

Vision: The Future of Five Points

Existing Space underneath the concrete structure is used for storage. A community garden populated planters is inaccessible to the public.



Transformation

Vision: The Future of Five Points

Future The space is reinvented as a new civic plaza with retail space and civic art.



Transformation

Vision: The Future of Five Points

Existing The concrete canopy and station bifurcate Broad Street. There is a lack of landscaping and minimal foot traffic.



Transformation

Vision: The Future of Five Points

Future The canopy has been removed and Broad Street has been extended to Alabama Street. A complete street with landscaping has replaced the canopy.



Transformation

Vision: The Future of Five Points

Existing Alabama Street alongside the concrete canopy structure.



Transformation

Vision: The Future of Five Points

Future The canopy has been removed and Broad Street has been extended to Alabama Street. A complete street with landscaping has replaced the canopy.



Transformation

Vision: The Future of Five Points

Existing Existing canopy structure shading the station below.



Transformation

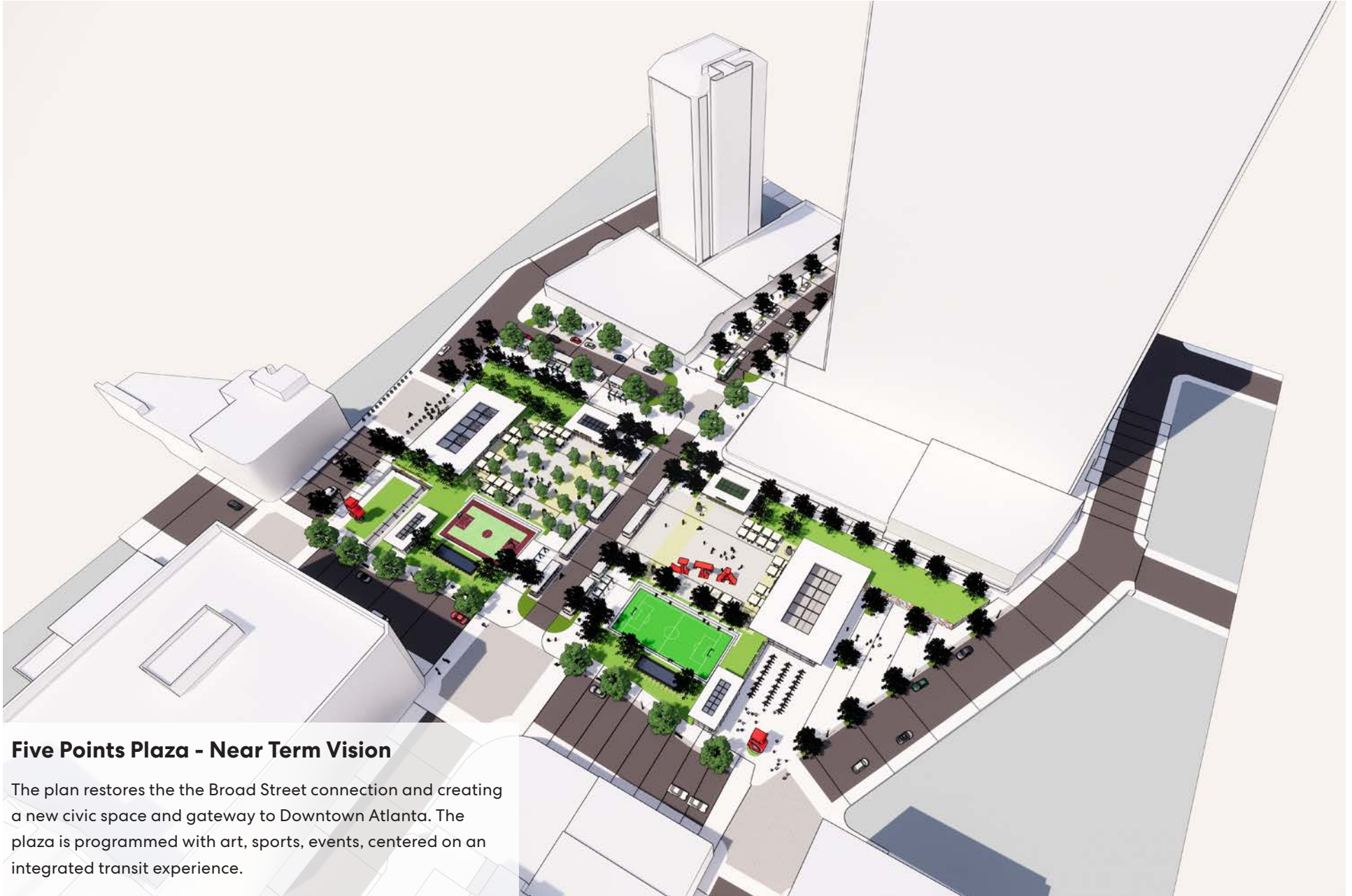
Vision: The Future of Five Points

Future The canopy has been removed, bringing more daylight into the plaza and the new landscaping. The Broad Street extension is used for bus queuing.



Five Points Plaza

Near Term Vision

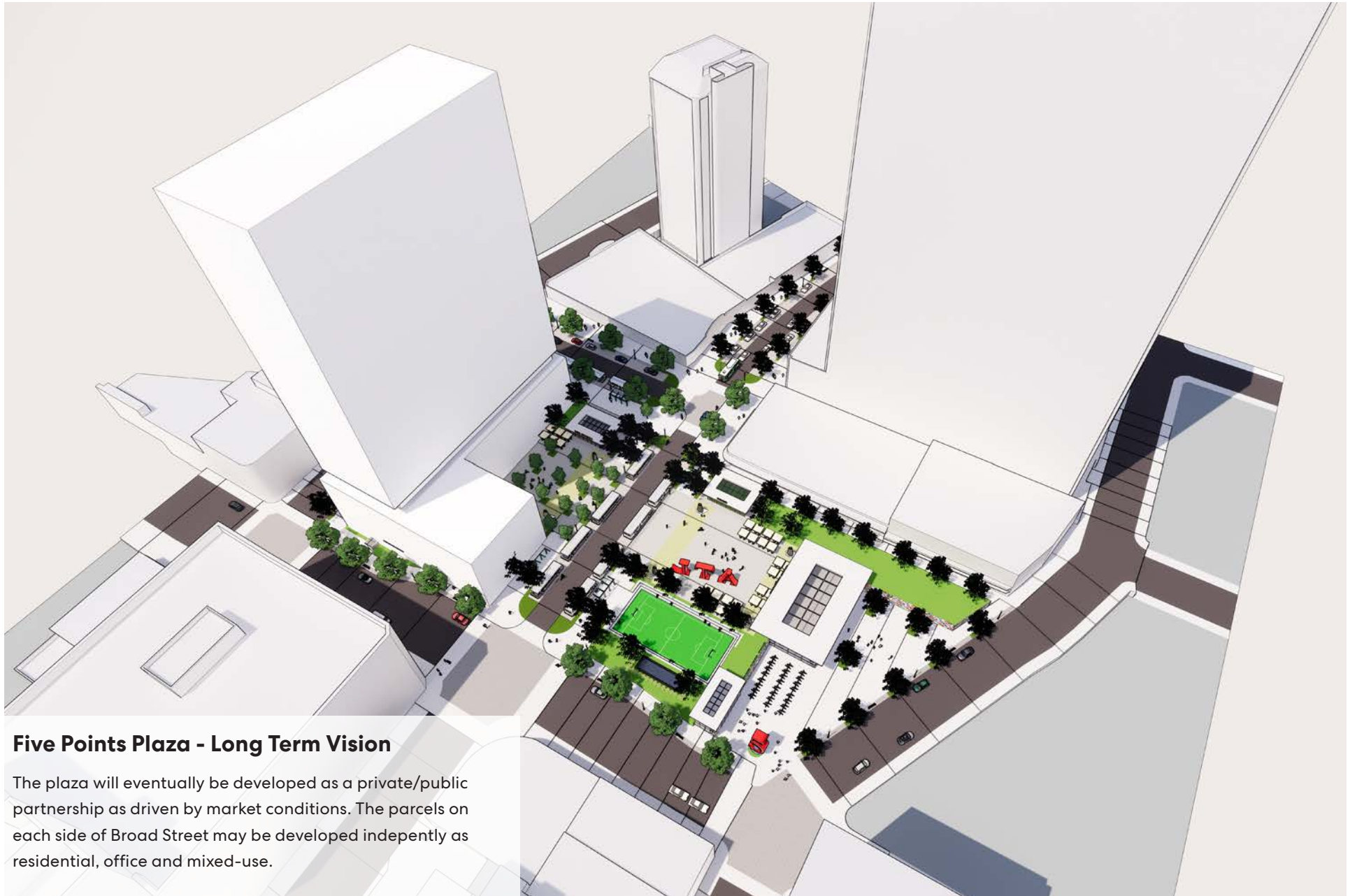


Five Points Plaza - Near Term Vision

The plan restores the the Broad Street connection and creating a new civic space and gateway to Downtown Atlanta. The plaza is programmed with art, sports, events, centered on an integrated transit experience.

Five Points Plaza

Long Term Vision

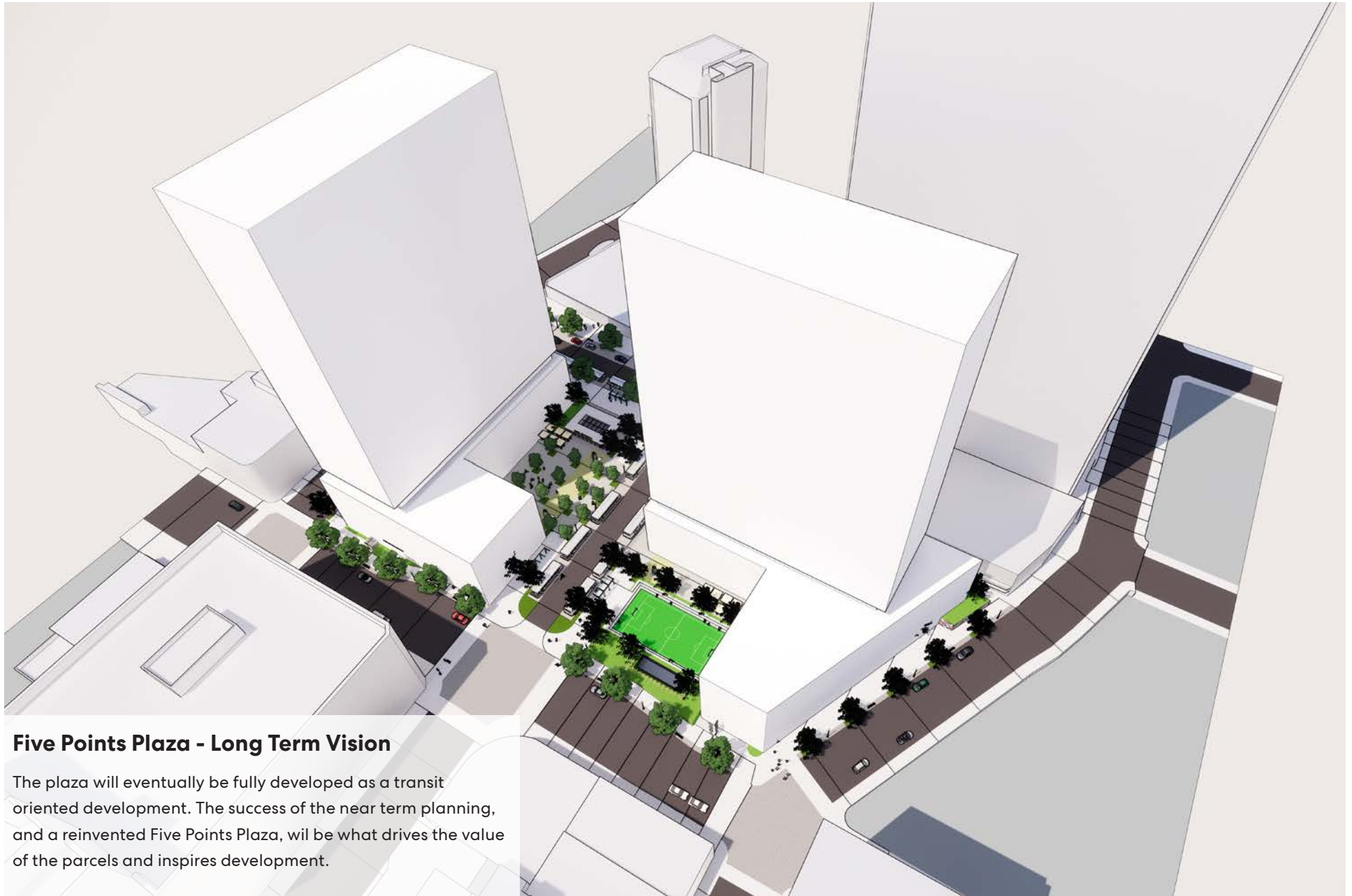


Five Points Plaza - Long Term Vision

The plaza will eventually be developed as a private/public partnership as driven by market conditions. The parcels on each side of Broad Street may be developed independently as residential, office and mixed-use.

Five Points Plaza

Long Term Vision



Five Points Plaza - Long Term Vision

The plaza will eventually be fully developed as a transit oriented development. The success of the near term planning, and a reinvented Five Points Plaza, will be what drives the value of the parcels and inspires development.

Further Considerations

Vision: The Future of Five Points

This study has identified several areas for additional study and exploration to ensure a success transformation and future at Five Points Plaza.

Bus Integration: This plan consolidates the bus pickup at the center of the Five Points Plaza, on the new broad street extension. This has some merit in that it is clear and intuitive for visitors and new transit riders; the drawback is that this scenario places all of the buses in the center of the plaza. An alternative bus queuing strategy could use the streets surrounding the plaza, such as Alamba Street. Improved wayfinding and bus shelters could facilitate a strategy that splits the bus queuing.

Architecture and Station Access: This study shows new entrances to the MARTA Five Points station that are glass and allow daylight into the station below. Further study will be necessary for how this access is integrated into the station below and how daylight can be used.

Later Phases: This study develops an approach to the near term planning of the Five Points Plaza. It is anticipated that the plaza would be developed with significant mixed-used development at later date as driven by the CRE market in downtown Atlanta.



Thank You!