



Atlanta
BeltLine



// Study Groups

Southwest + Westside, May 28

Northside + Downtown/Midtown, June 1

Northeast + Southeast, June 8



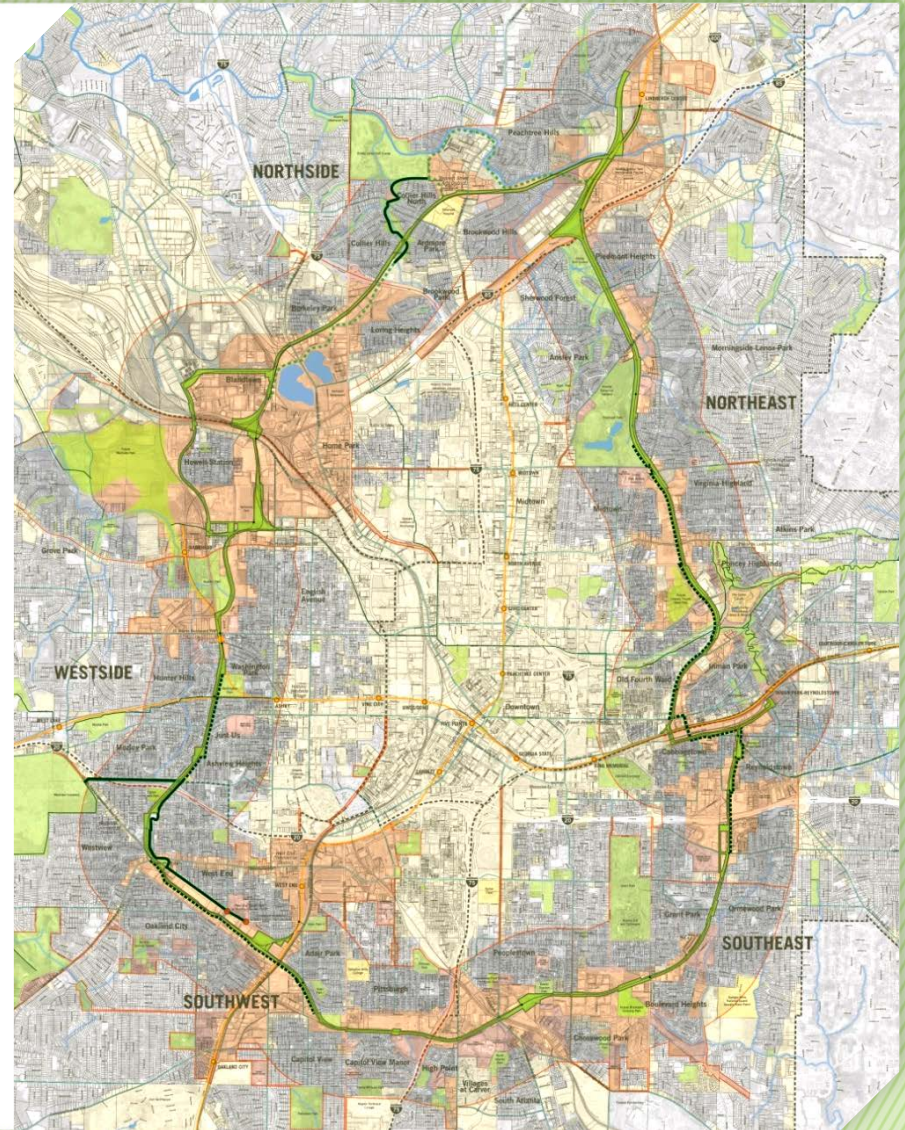
- Welcome
- Introductions
- Quick Overview
- Support Facilities
- Q & A
- Adjourn



// What is the Atlanta BeltLine?



- Unites 45 neighborhoods
- 22% of the City of Atlanta population lives in the Planning Area
- 19% of the City's land mass is inside the mile-wide 15,000 acre planning area
- 6,500 acre TAD



// Key Elements



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1,300 ACRES
of New
Greenspace
(+700 ADDITIONAL
ACRES REBUILT)



22 MILES
of Transit &
Transportation
Infrastructure



33 MILES
of Urban Trails



46 MILES
Streetscapes &
Complete Streets



5,600 UNITS
of Affordable
Workforce
Housing
(AS PART OF 28,000
TOTAL UNITS)



**30,000 JOBS &
\$10-20B**
Economic
Development



Corridor-wide
Historic
Preservation,
Public Art and
Arboretum



> 1,100 ACRES
of Environmental
Clean-up

// Streetcar System Plan

Conceptual Operating Plan



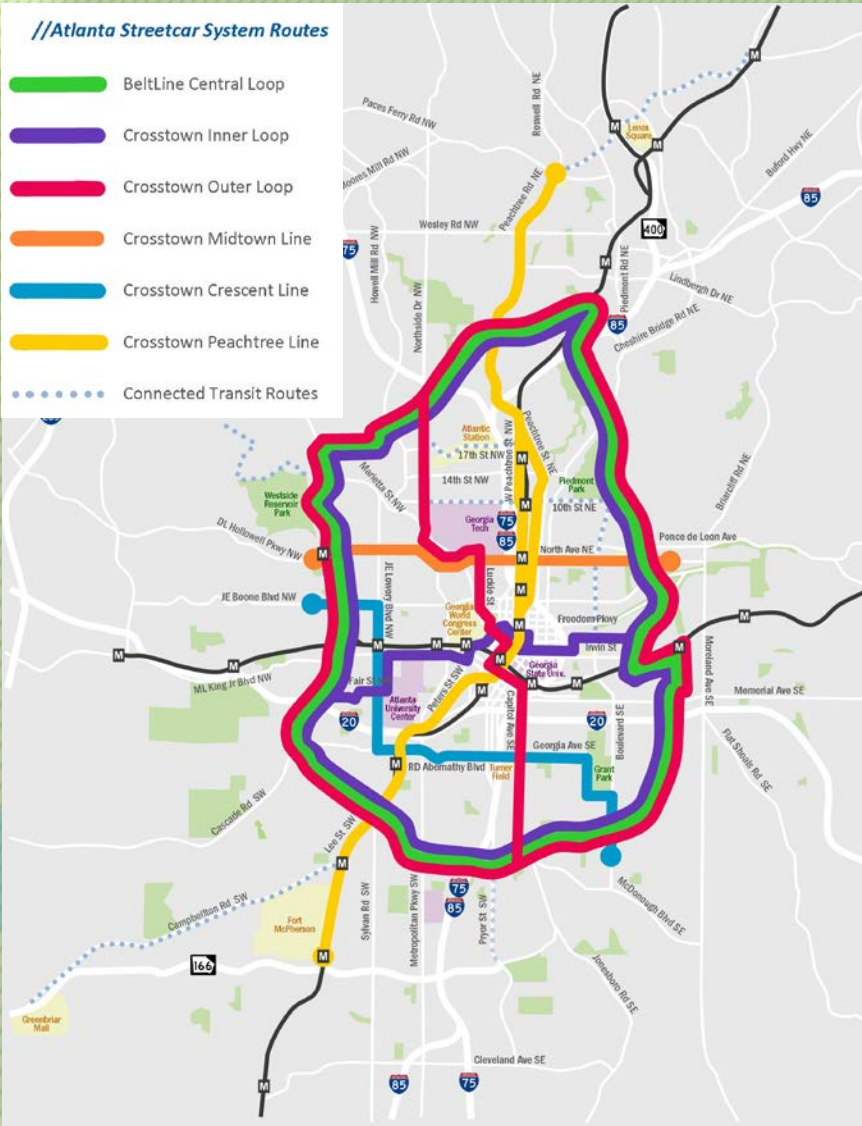
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//Atlanta Streetcar System Routes

- BeltLine Central Loop
- Crosstown Inner Loop
- Crosstown Outer Loop
- Crosstown Midtown Line
- Crosstown Crescent Line
- Crosstown Peachtree Line
- Connected Transit Routes



- Integrates multiple crosstown streetcar routes with service along the Atlanta BeltLine corridor
- Connects communities, key destinations and employment centers
- Promotes more one-seat rides and seamless connections to MARTA
 - Serves existing riders and attract new transit ridership
 - Supports efficient and cost-effective operations

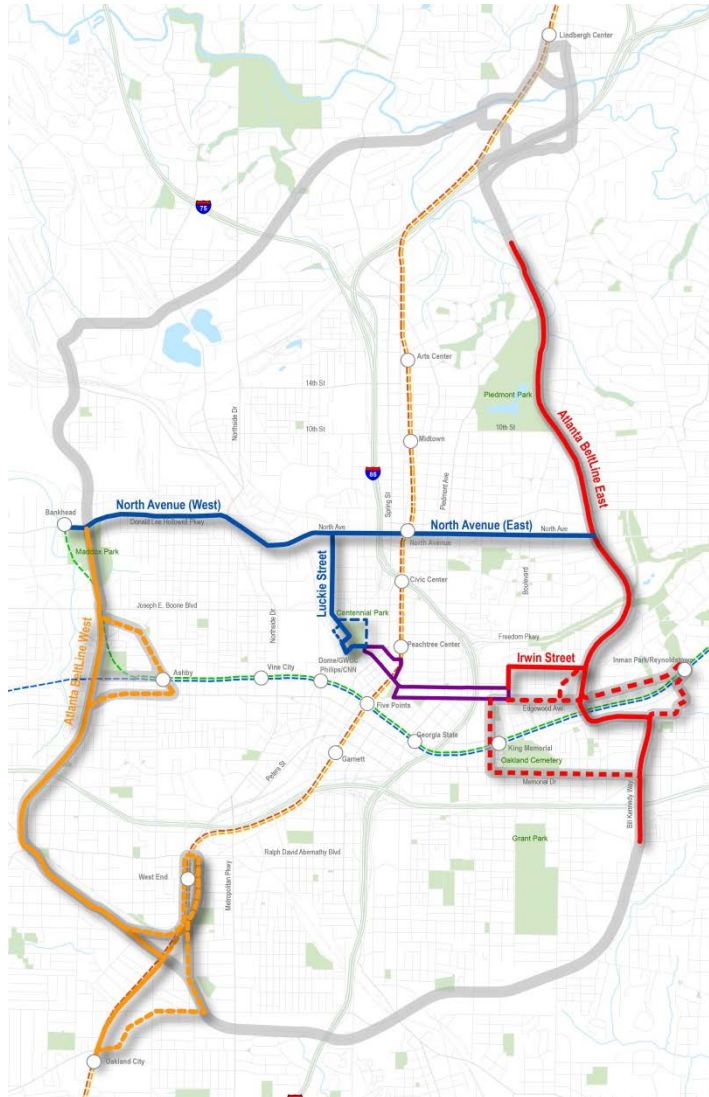
// Environmental Process



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Atlanta BeltLine East



-Alignment Options



Midtown/Crosstown Corridor



-Alignment Options



Atlanta BeltLine West



-Alignment Options



Atlanta Streetcar*



MARTA Red/Gold Line*



MARTA Blue/Green Line*

* Shown for Reference

// Milestone Schedule



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We are here

Transit Routing
Options/MARTA
Connectivity
Assessments

Technical
Studies and
Evaluation

Complete Draft
Environmental
Assessment
(EA)

Public/Agency
Review and
Public Hearing

Finding of No
Significant
Impact (FONSI)



- Traction Power Systems
- Signal Control Systems
- Operations & Maintenance Facilities



- Purpose:
 - Convert utility power to streetcar power
 - Provide power to vehicles
- Infrastructure:
 - Traction Power Substations
 - Overhead Contact System
- Location:
 - Generally one TPSS per mile, on alignment
 - System designed to run with one TPSS offline

// Traction Power Substations



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// Traction Power Substations



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<http://bldgblog.blogspot.com/2006/06/transformer-houses.html>

// A-Line Traction Power



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// Overhead Contact



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Boston, MA



Phoenix, AR



New Orleans, LA



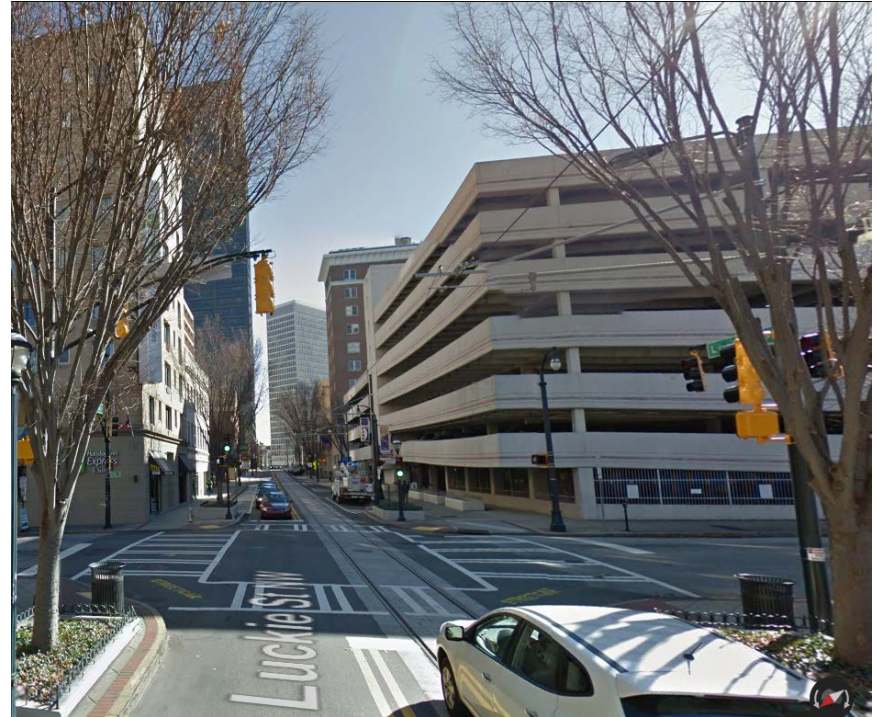
Portland, OR



// A-Line Overhead Contact



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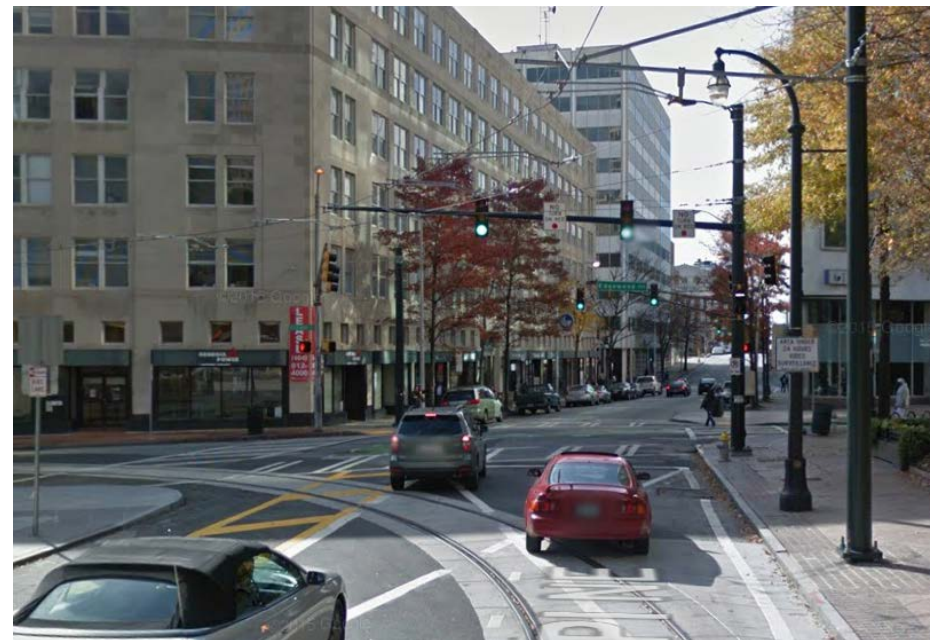


- Purpose:
 - Assign right-of-way
- Infrastructure:
 - Bar Signals
 - Cabinets and Bungalows
- Location:
 - Crossing Traffic Flow
 - Cabinets and Bungalows On Alignment

// A-Line Signal Control



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- Purpose:
 - Safety, Security, Efficiency, Cost-Control
- Infrastructure:
 - Buildings
 - Yards
- Location:
 - Smaller Storage Buildings, On Alignment
 - Larger O&M Yards, On Alignment

// O&M Facility



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Valley Metro Maintenance Facility
Phoenix, AZ

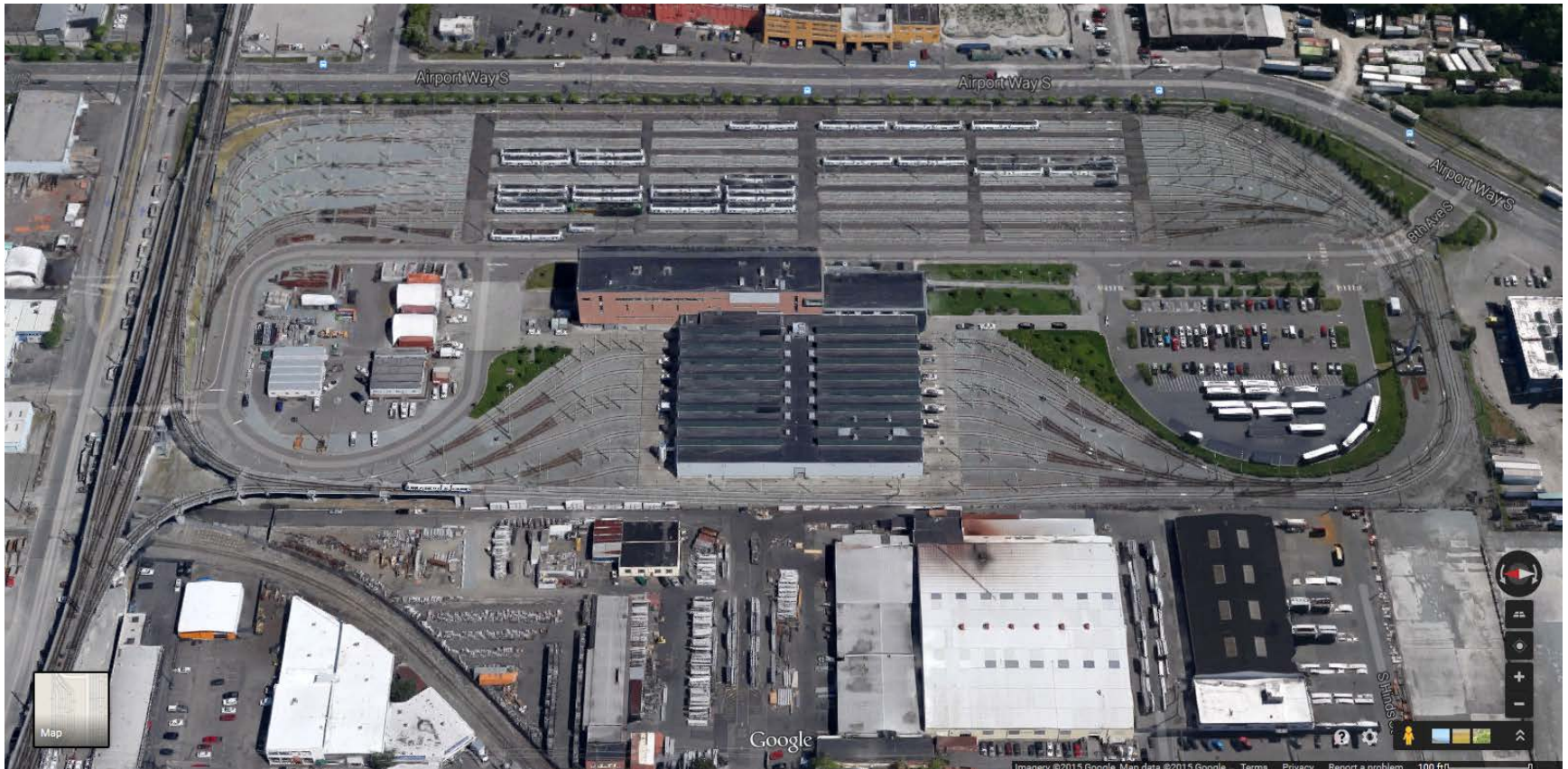


35 acres
70 vehicles
138,000 sf

// O&M Facility



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Sound Transit Maintenance Facility
Seattle, WA

25 acres
112 vehicles
157,000 sf



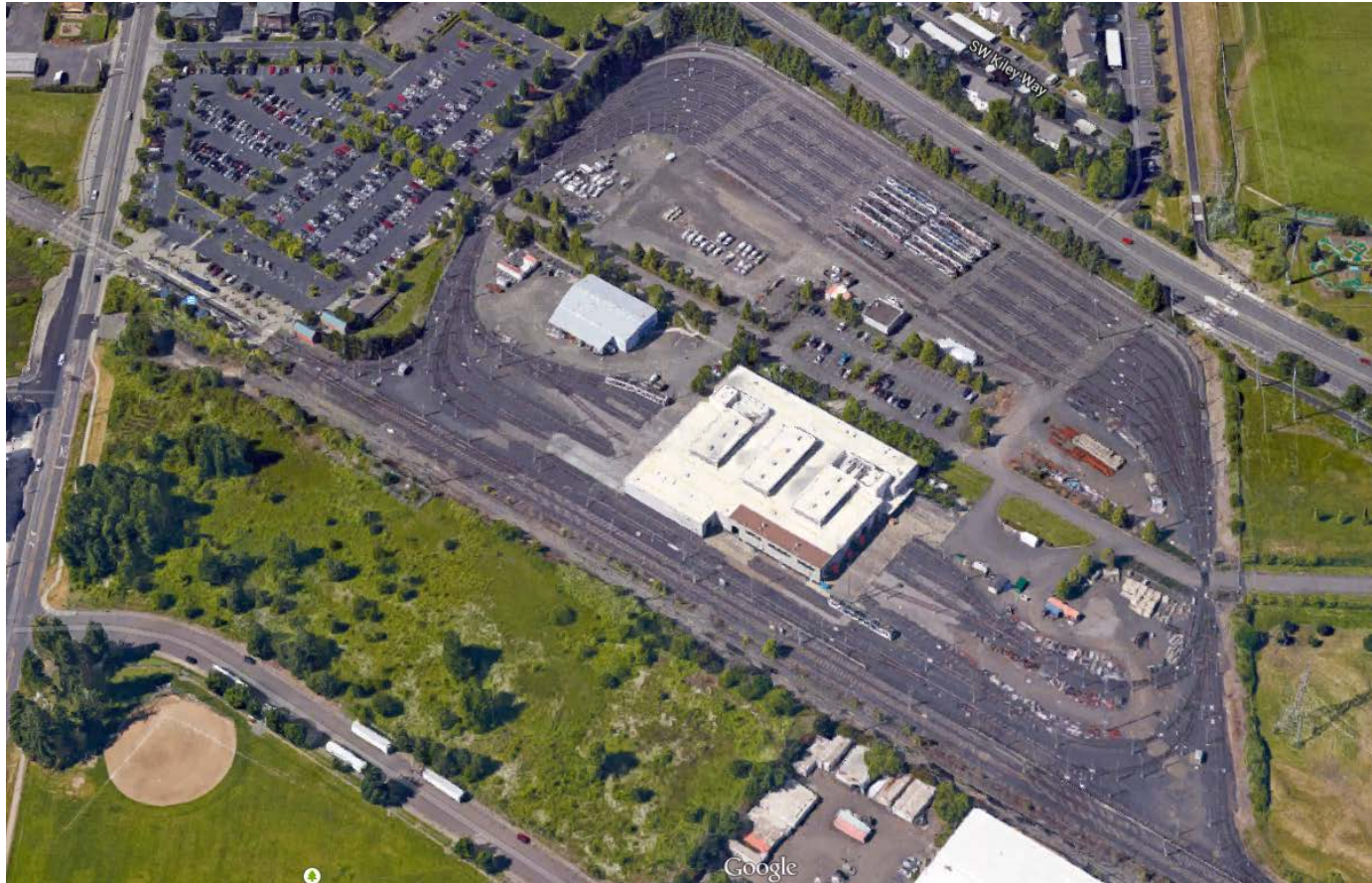
TriMet Maintenance Facility (Ruby Junction)
Portland, OR

12 acres
56 vehicles
100,000 sf

// O&M Facility



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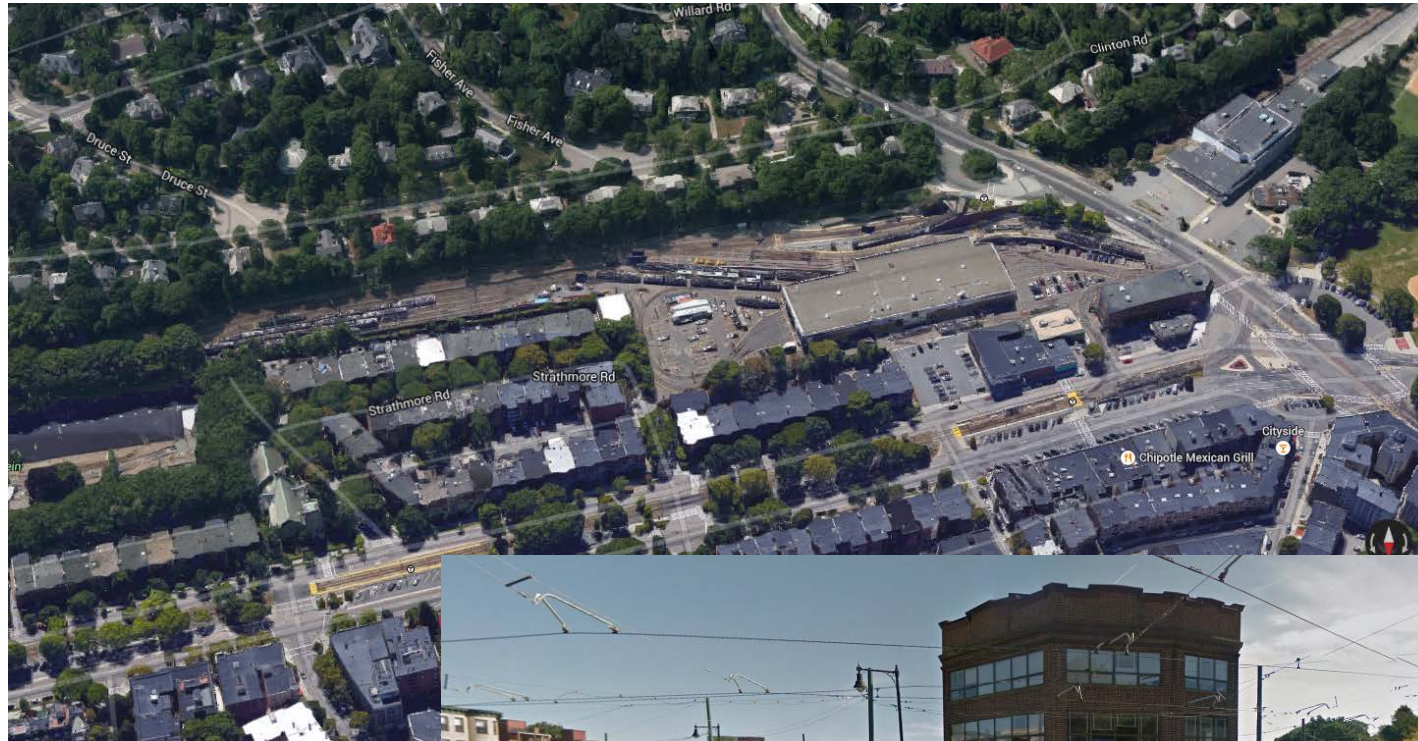
TriMet Maintenance Facility (Elmonica)
Portland, OR

18 acres
58 vehicles
70,000 sf

// O&M Facility



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6 acres
40 vehicles
40,000 sf



MBTA Maintenance Facility
Boston, MA

// Storage Facility



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Storage Facility
Tacoma, WA



0.7 acres
7 vehicles
12,000 sf

Storage Facility
Seattle, WA

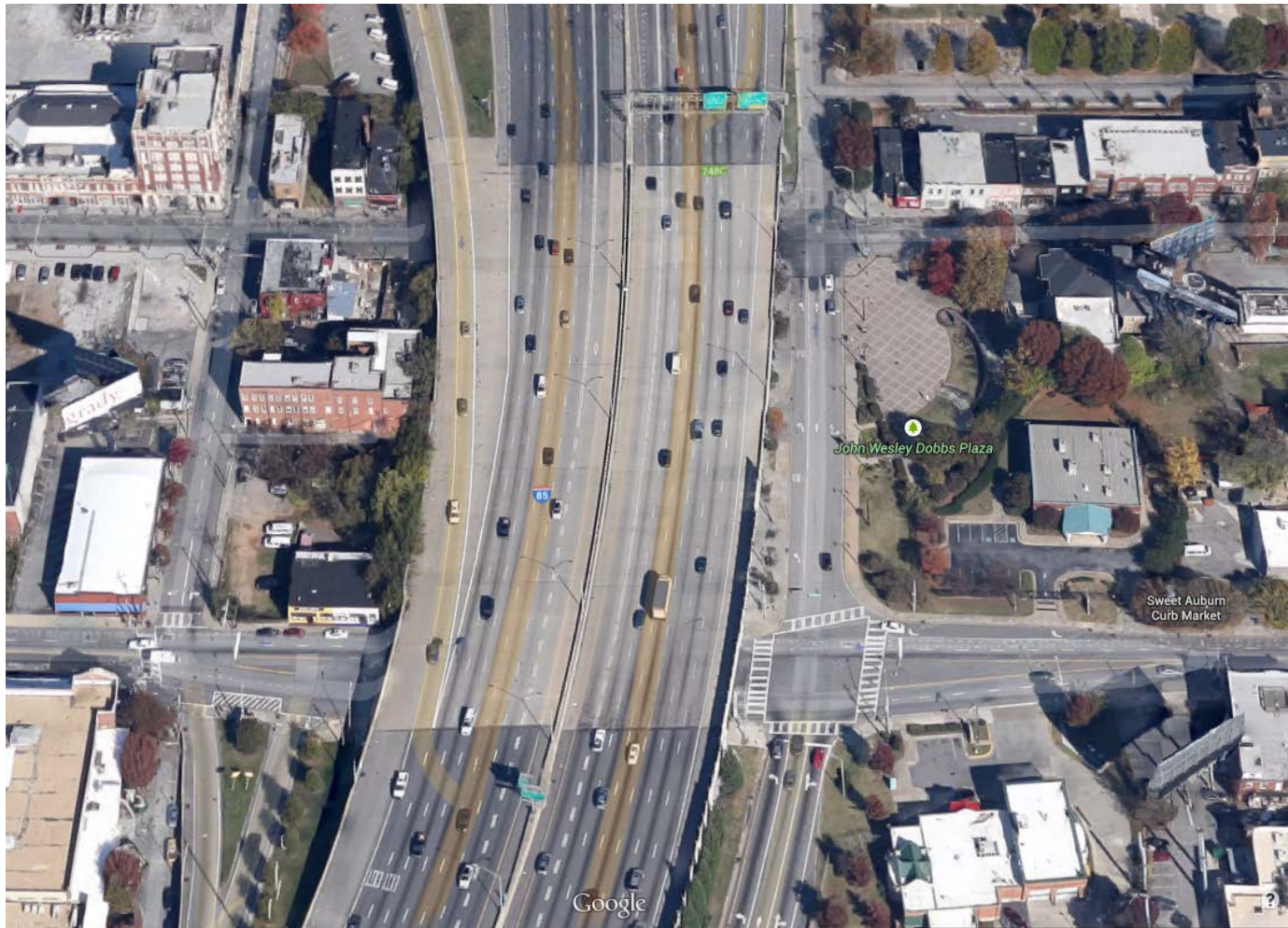
// A-Line O&M Facility



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// A-Line O&M Facility



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2 acres
7 vehicles
20,000 sf



- 40 sites were considered
- High-level, qualitative analysis
 - Topography
 - Consistency with Subarea Master Plans
 - Location and Access
- 14 sites advanced to Screen Two



- 14 sites under consideration
- Project Readiness
 - Vacant/Occupied
 - Required Number of Parcels/Owners
 - Consistency with Strategic Implementation Plan
- Practicality
 - Acreage
 - Distance from Alignment
 - Site Efficiency
- Equity
 - Existing Zoning Compatibility
 - Future Land Use Compatibility



- Financial Options and Opportunities
 - Operational Efficiency
 - Site Improvements
- Development Impacts
 - Impacts to Potentially Developable Property
 - Vacant or Under Utilized Property

// Design Criteria

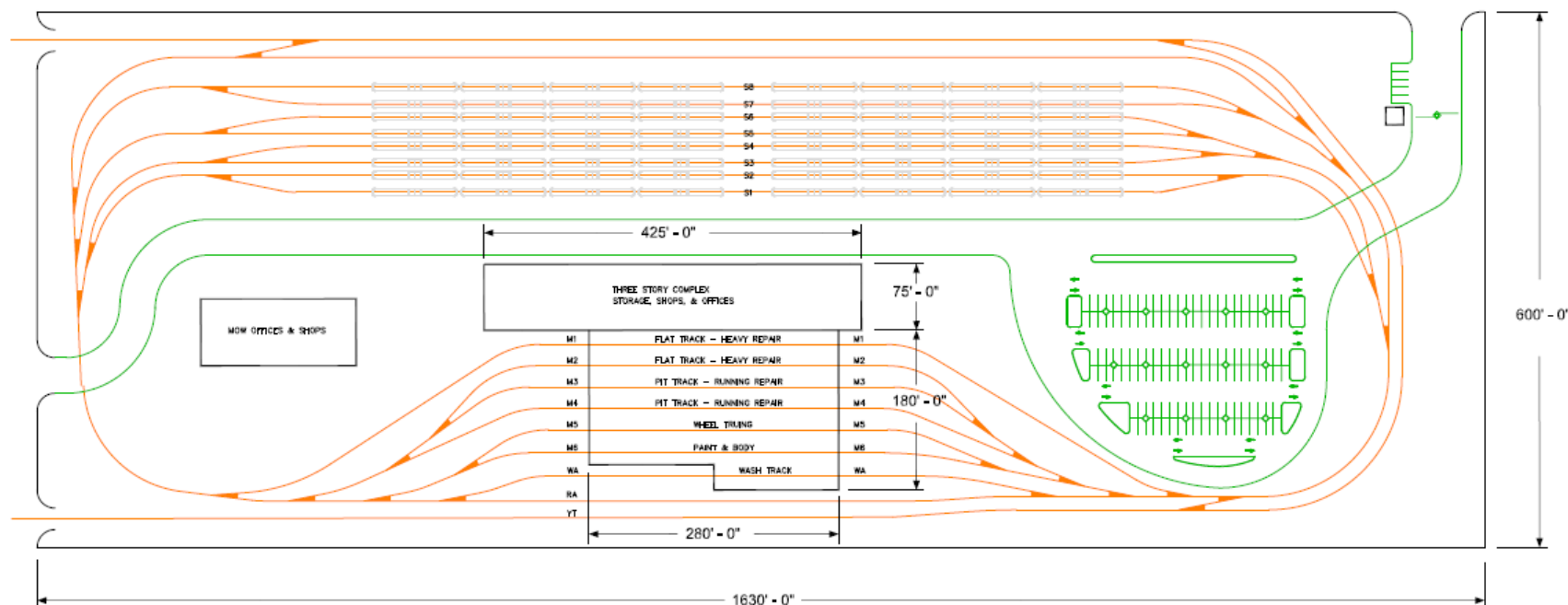
Model Full-Service Site



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- 20-25 acres
- Storage track for 64 vehicles
- 165,000 square-foot of building
 - 6-7 interior work bays
- 200-250 employees, on multiple shifts

// Design Criteria

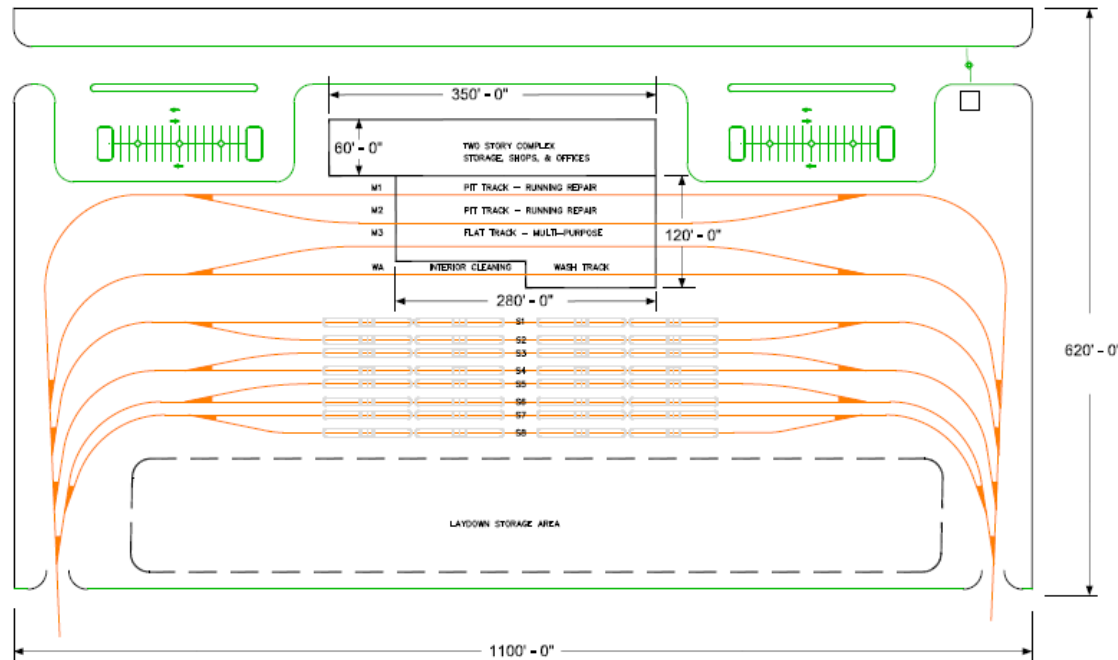
Model Storage Site



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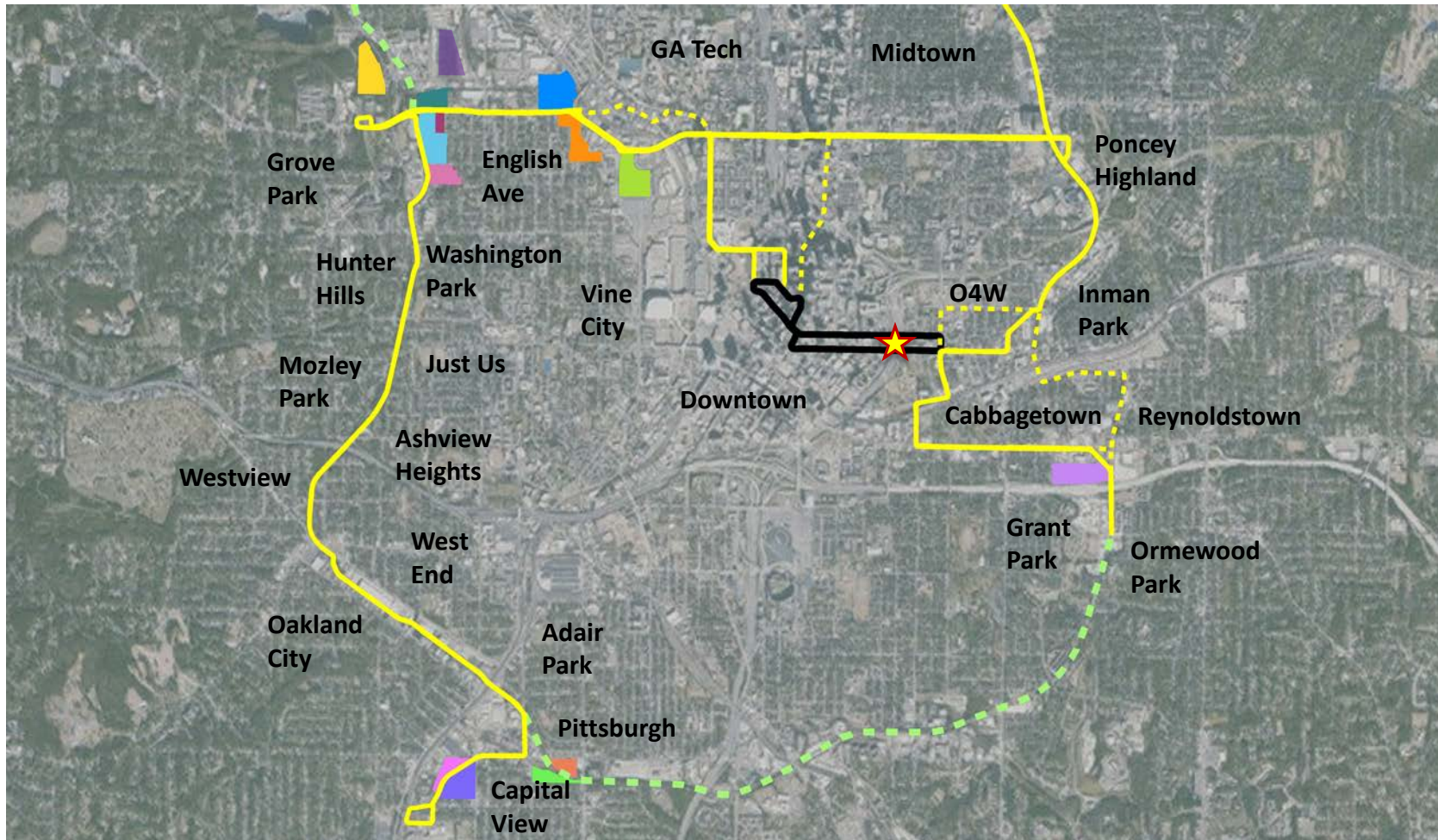
- 15-20 acres
- Storage track for 32 vehicles
- 60,000 square-foot of building
 - 3-4 interior work bays
- 100-150 employees, on multiple shifts

// O&M Facility

Overall EA System, Site Selection



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Proposed Alignment



Atlanta Streetcar



Existing Maintenance Facility

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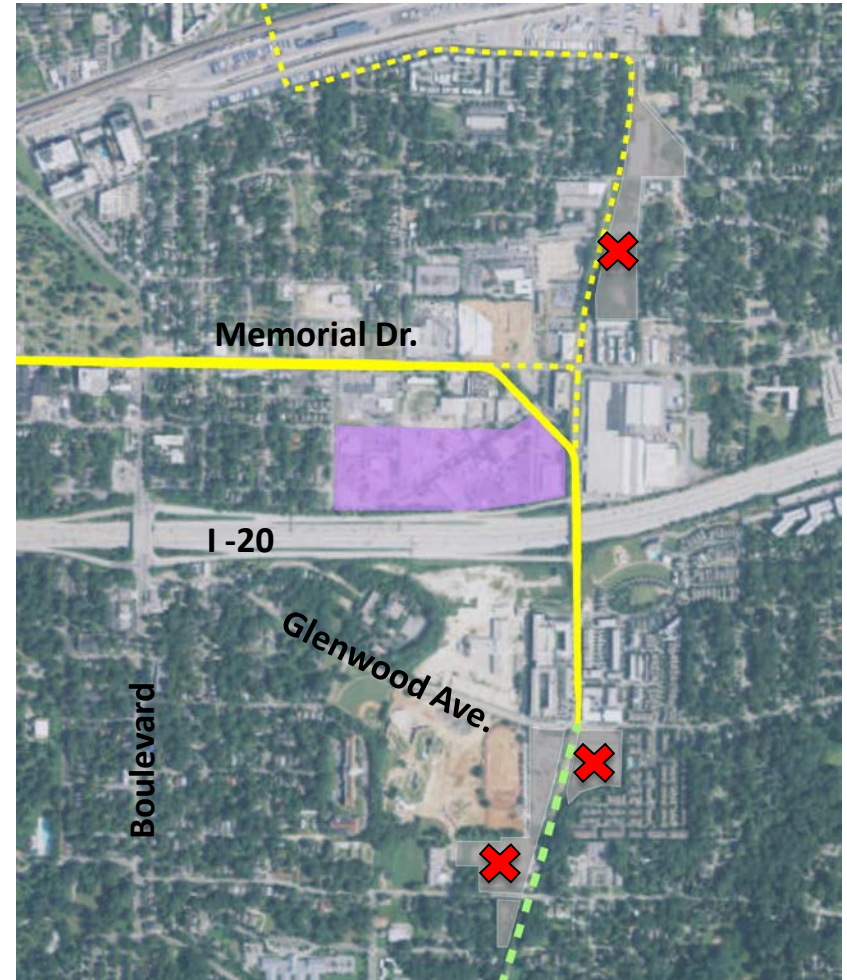
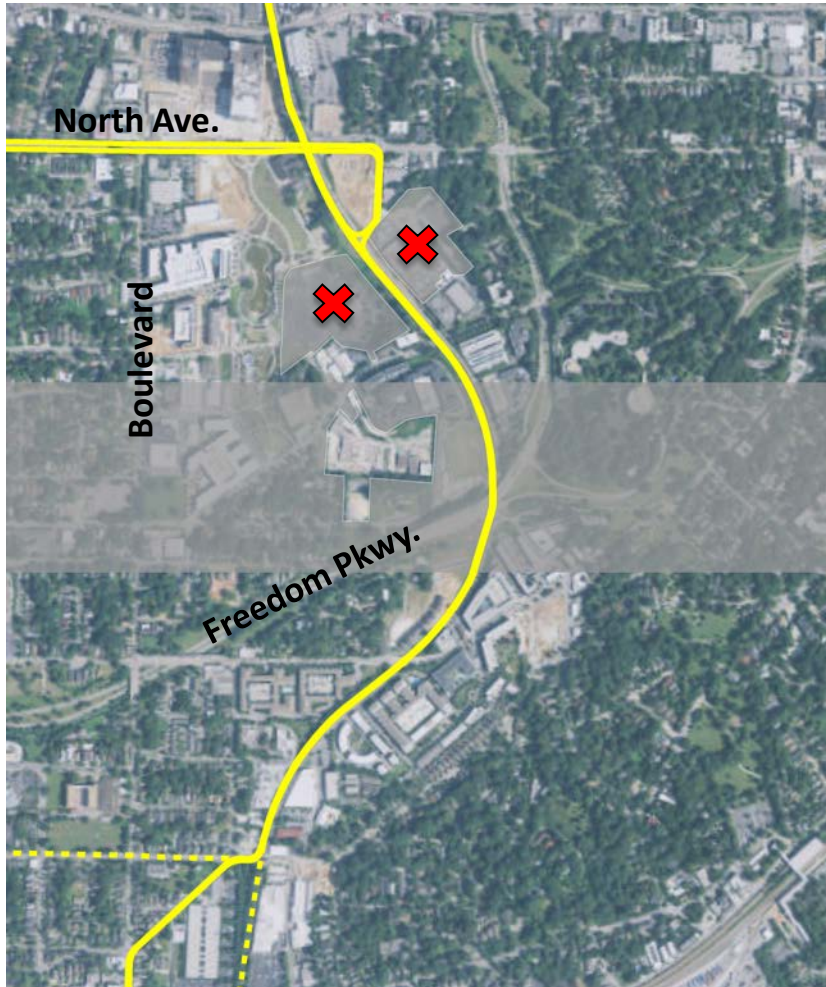
ABEast, Site Selection



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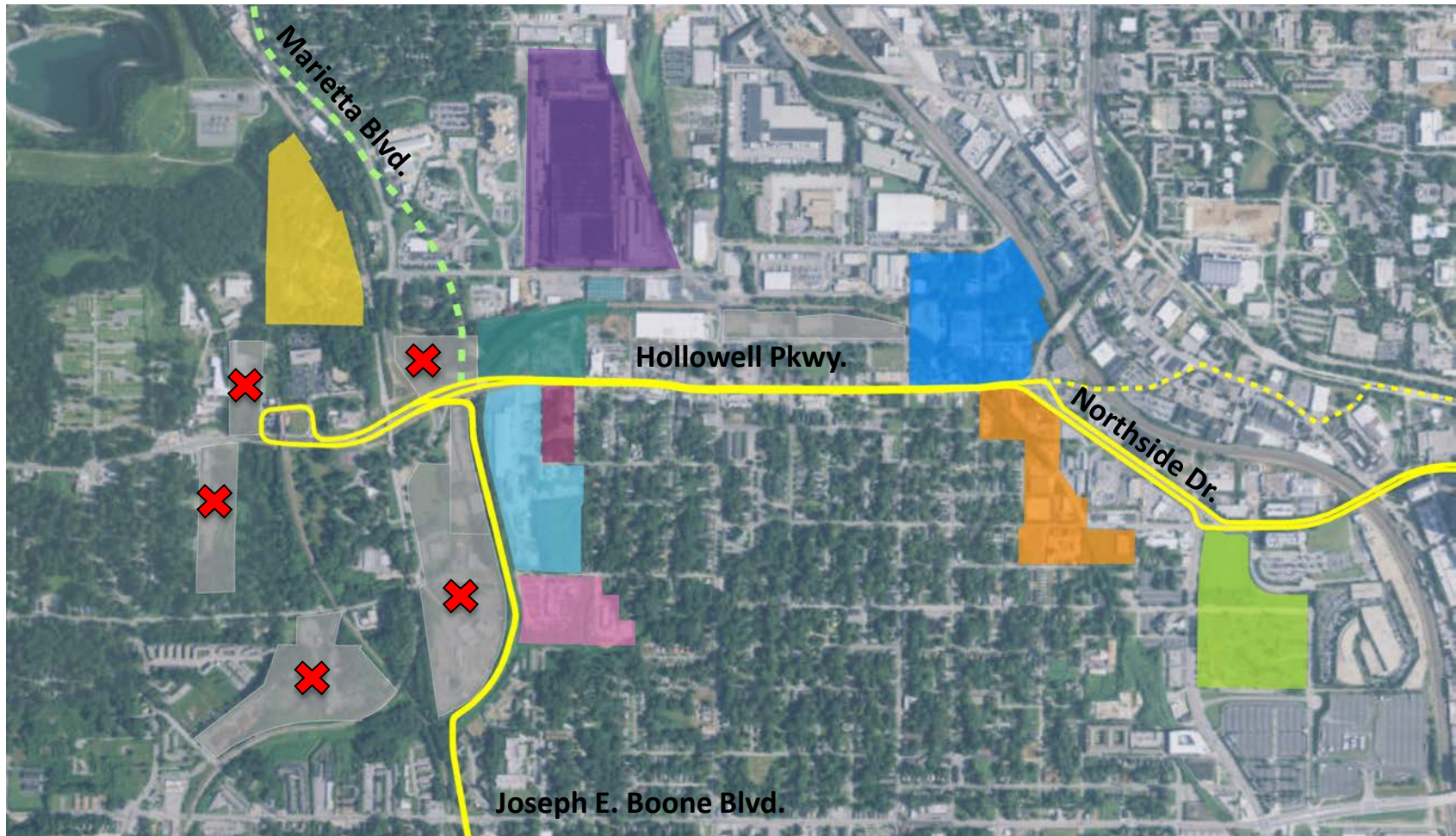


// O&M Facility

Crosstown/Midtown, Site Selection



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// O&M Facility

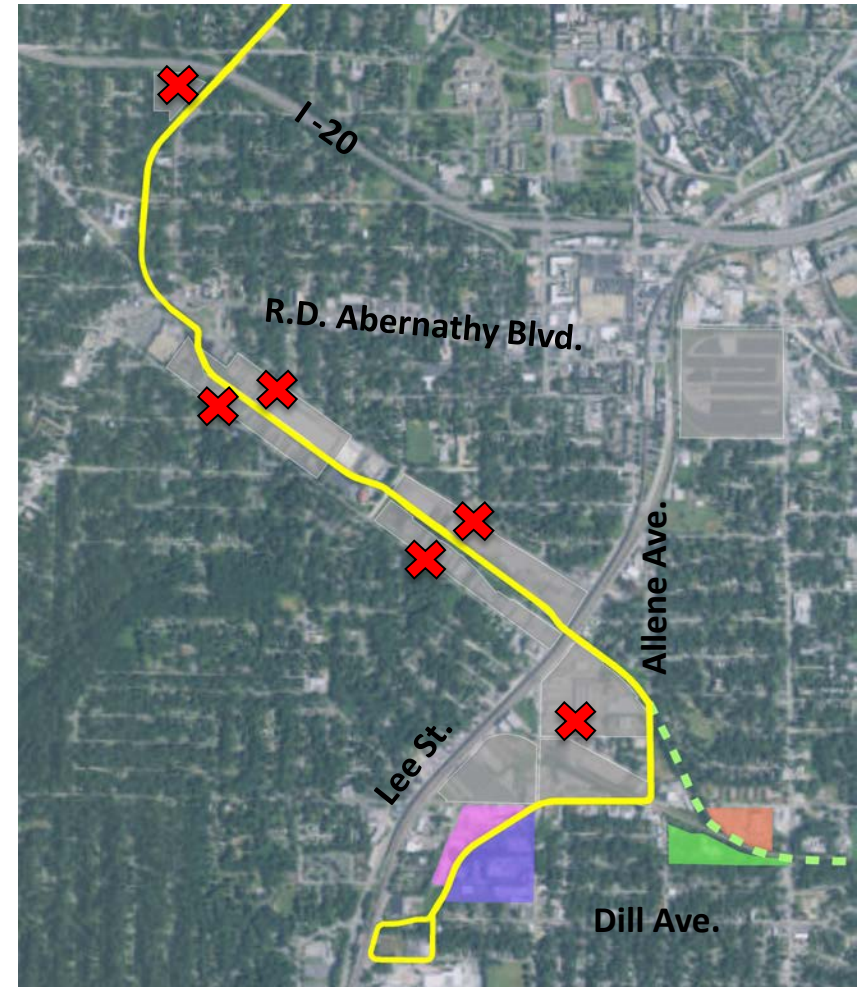
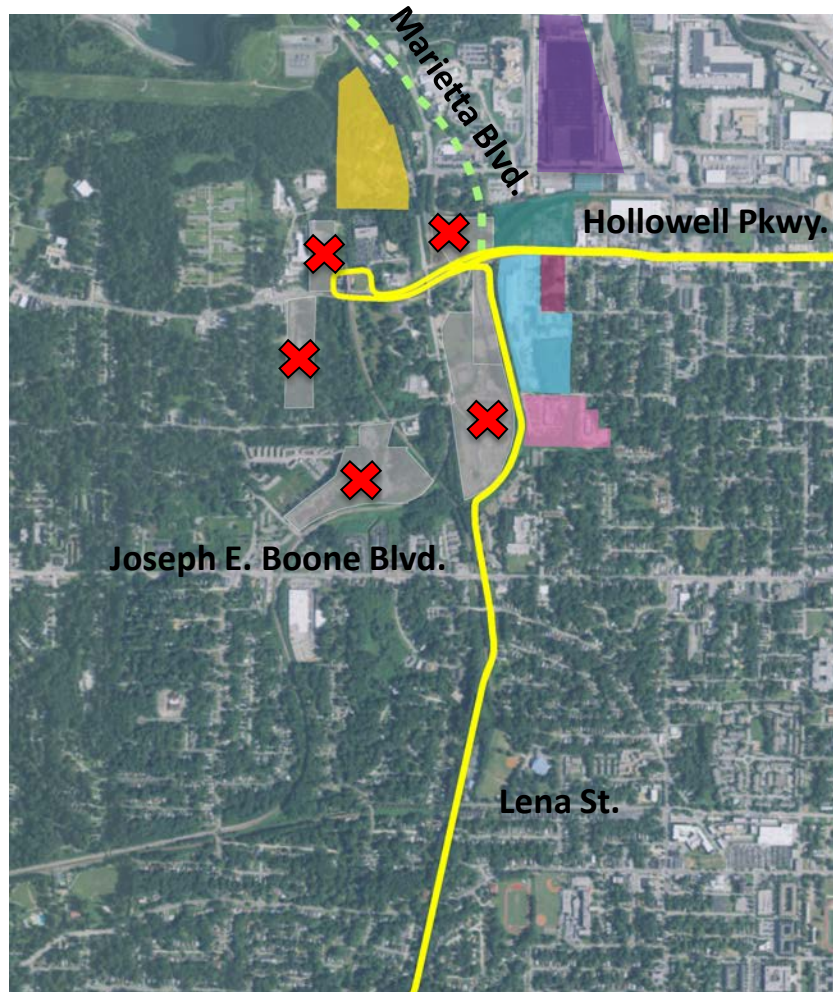
ABWest, Site Selection



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// Contact Information



**Atlanta
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**Atlanta BeltLine East,
Crosstown/Midtown**

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