

Bankhead Station Transit-Oriented Development Master Plan

Frequently Asked Questions (FAQ)

What is the purpose of this project?

MARTA's Bankhead Station Master Plan is intended to guide urban design elements that allow for safer access, routes, and connectivity to the Bankhead MARTA Station and its surrounding community. With the anticipated transit-oriented development (TOD) at the station site, the Quarry Yards site development, and Westside Park, the plan seeks to guide the accompanying growth in a way that supports transit ridership, improves walkability, connections, and maximizes access to jobs and housing for a broad, diverse population.

Why is this project important?

Planning for future transit-oriented development is important to the community and MARTA. As a community stakeholder and prior to advancing transit-oriented development initiatives, MARTA works with the community to understand the needs and desires, and to the greatest extent possible works to deliver a mixed-use community as envisioned by the community.

How is this project funded?

The Bankhead Station TOD Master Plan is funded by MARTA.

When will this project be completed?

The Bankhead Station TOD Master Plan is expected to be completed by July 1, 2023.

How is this project different from the Bankhead Platform Extension Project?

The Bankhead Station TOD Master Plan is being developed to help guide future mixed-use development at the station. The Bankhead Platform Extension Project is a station expansion project that will increase the station's capacity from two rail cars to eight rail cars. In addition, the project will include station enhancements, giving MARTA the ability to serve more people and improve the customer experience at the Bankhead Station.

What is the estimated height of the MARTA station structure?

This project is located with the City of Atlanta's mixed-residential commercial-3 (MRC-3) zoning district, which states that the maximum allowable height is 225 ft.

Are there plans to implement a grocery store into Bankhead?

The recent March, 2023 market study does outline the need for a grocery store in this area. Given that and overwhelming feedback from the community that a grocery store is wanted and needed, we are including a grocery store as part of the program of the proposed master plan.

Is there consideration being placed on the community, such as a quality grocery store, walkable and bikeable pathways, and a space for the community to grow?

We are studying potential solutions for improved bicycle connectivity in and around the station area.

Regarding open space requirement – is there a way to increase square footage of development without impacting green space considering there is already a lot of dedicated green/open space?

At a minimum per zoning, 15% of the property shall be open space. This isn't necessarily a green space but could be more of multi-functional open space or plaza that enhances connectivity to the station and can host pop-up events and activities making it a memorable and special place in the community.

Has the project team taken a look at the demographics of the neighborhood who need to get to the connectivity aspect of the station?

There has been extensive research into the demographics of this area both on the design teams' part and as part of the market study, the results of which have been implemented into the master plan concepts.

Bike lanes end the moment you near the Bankhead station. The Department of Transportation is also extending lanes. Is there collaboration between MARTA and DOT so that the community is getting what they need? It feels like MARTA and DOT are working in silos.

Meetings with GDOT and ATLDOT have occurred and will continue to occur during the life of this project. MARTA's desire would be for continuous bike lanes beyond the station and will continue to coordinate with GDOT and ATLDOT and advocate for that.

In crossing Hollowell, you are risking your life because of the traffic. Is there consideration for having an elevated bridge or set of steps? Crossing through Bankhead is dangerous.

The master plan concepts are proposing options to slow down traffic and make it as safe as possible for all pedestrians interacting with the Bankhead Station.

Is there a plan to connect the Bankhead MARTA Station to the Lindbergh MARTA Station?

There are no plans to connect the Bankhead MARTA Station directly to the Lindbergh Center Station.

Will there be heightened security for this area?

Public safety is integrated into the design by implementing MARTA's Crime Prevention Through Environmental Design (CPTED). By using urban design techniques of activating the public spaces, residences, and streets, public safety will be integrated by designing for a more active and safer environment, including implementing streetlights on streetscapes and public spaces.

What are some of the strategies that will be used to improve pedestrian safety?

There are several strategies in place, including the recommendation to add bridge art and/or signage on the MARTA rail bridge above Hollowell to potentially slow traffic. Additionally, the traffic light design at Stiff Street and Gary Avenue are recommended for review with the future increased use, as well as adding safer pedestrian crosswalks across Hollowell.

How is MARTA working with DOT on the Donald Lee Hollowell road diet? It seems like a perfect opportunity to make crossing to the station safer for pedestrians.

The team has presented solutions including adding a pedestrian crossing signal at Gary Avenue to make it safer for pedestrian crossing across Donald Lee Hollowell Parkway.

Is Cushman and Wakefield brokering the landlord or tenant rep leasing of the retail space?

It is too early at this point of the project to discuss and will be addressed during the next phase by the development partners.

Will food or retail vendors, like small shop spaces or ability to have food carts, have spaces inside the station? What about small drugstores like a small CVS inside stations?

The market study supports restaurant, pharmacy, and grocery uses that will activate the plaza and street frontage around the station. The goal is to integrate the station environment with the surrounding development as much as possible.

Regarding the Hollowell corridor design with DOT, are there studies for landscape median, to convert from highway to boulevard?

This is not a part of this project's scope but will be shared with GDOT as it could be a good solution for slowing down traffic and increasing pedestrian safety.

Will the expansion of the platform and the use of bigger trains be completed before the rest of the development begins?

The platform extension project is integrated into the master plan. Due to the timeline of these projects, the platform extension would likely happen first as it sets the framework for the rest of the development.

Is there a plan to enclose the MARTA rails, in a "MARTA box," to create an elevated walk above the rails – (like elevated stretches of the BeltLine) — and protect the exposed rail lines on grade, protect from vibration and sound?

This is not currently a part of the design. The goal is to leave the MARTA train system open air to minimize mechanical ventilation costs as well as preserve views out to the city to the east of the development.

Are the seniors and physically challenged in the forefront of the planning?

Yes, we see this as a community-driven project, therefore everyone in the community is at the front of the design goals when designing this project while integrating accessibility and inclusivity design guidelines and requirements. The design team has met with stakeholder groups including seniors in a focus group.

Will construction affect Green Line service? After construction is completed, will weekend service be more reliable?

It is too early in the process to determine how or if the Green Line service will be interrupted during construction.

Is there potential for solar panels onsite to help reduce power costs for residents and/or generate power for MARTA rail and electric buses?

This is a great idea and supports MARTA's sustainability goals. This and any other sustainability measures will be reviewed by MARTA and the selected developer during the design and construction phase.

Regarding the image showing a future connection to Marietta Boulevard – connecting the BeltLine widened sidewalk on Marietta to the site — will there be a bridge over the rail cargo lines, east of MARTA rail line?

This is out of our current area of study but may be a possibility in the future to improve connectivity throughout the city.

What buses will be added to Bankhead Station for convenience of other close residents?

MARTA has taken note of this, but at the moment there are no plans to add bus routes to Bankhead Station.

Can the operations team or representative be asked to attend some of the meetings?

MARTA has taken note of this.

We would like to see the MARTA bus network expanded around the station so that residents have more options getting to and from the station.

This request will be shared with MARTA Bus Planning.

Are there conversations with the City of Atlanta and GA Power to add more streetlights? Currently there are sections within half of the stations that are dark and aren't walk or bike friendly.

Lighting in an area is extremely important and as this process moves forward there will certainly be conversations with both the City of Atlanta and relevant power companies to provide adequate lighting to the area. The master plan will incorporate safe lighting and implement the guidelines of the MARTA TOD creating safe spaces for pedestrians and cyclists.

Are there plans to extend the Green Line to Avondale?

There are no immediate plans to extend the Green Line to Avondale.

Any chance to redevelop the Fulton and Grady healthcare buildings to parking lots?

This question should be directed to the appropriate property owner.