

Armour Station: Getting the Most Out of Beltline Transit

Links Emory/Athens Rail Service to MARTA North Line

- Multimodal Station 1.8 miles north of (N5) Arts Center MARTA and 0.9 miles south of (N6) Lindbergh Station on Armour Drive at Ottley
- Gateway to Buckhead, Lenox and Perimeter for commuter rail and C-Loop
- Joins Norfolk Southern trunk line with eastern CSX Seaboard Belt
- Diesel Multiple Unit (DMU) technology enables C-Loop to share stations and freight corridor track capacity upgrades with commuter rail

Mends a Discontinuity in the Urban Fabric

- Transit Oriented Development fills hole between Midtown and Buckhead
- Bridges a 2.7 mile gap between MARTA Stations in the heart of the City
- Internal street grid improvements and connection to Peachtree Hills
- Bicycle and Pedestrian ties to Pershing Point and Lindbergh
- Possible West Peachtree Extension across I-85
- Reinforces revitalization of adjacent Cheshire Bridge Road corridor

Maximizes Connectivity with the Regional Transit System

- Creates seamless transfer between MARTA, Georgia Rail and BeltLine
- Direct rail service potential to Cobb, Gwinnett, Airport and beyond
- Junction of Norcross-Gainesville Line with Lawrenceville-Athens Line

Minimizes Travel Time for Through Trips on the BeltLine

- Saves up to ten minutes by eliminating stub from CSX to Lindbergh
- Quicker commute from City Hall East area to Piedmont Hospital
- Peachtree Hills to Ansley Mall/Piedmont Park trip time cut in half

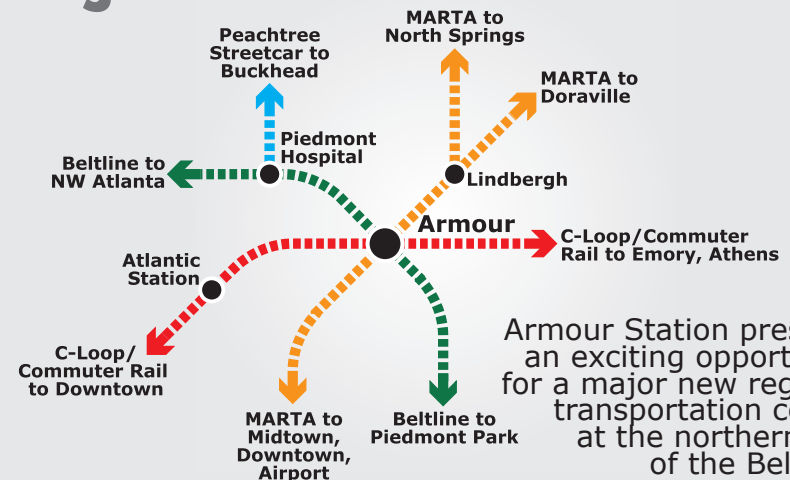
Infill Transit: Learning from Washington Metro's Experience



On November 10, 2004 the Washington Metropolitan Area Transit Authority opened its first "infill" rail station on the system's Red Line. Built at a cost of \$104 million to help stimulate economic development in a largely industrial area of northeast D.C., the New York Avenue station is the 84th for the 103-mile, 28-year-old system.

A "special assessment district" was used to raise \$25 million for the project from owners of land within walking distance of station entrances. A special assessment district, a financing tool authorized by the Georgia Constitution, adds a modest increase to the property tax of affected properties beyond the revenue generated by the general millage rate.

Why Armour?



Armour Station presents an exciting opportunity for a major new regional transportation center at the northern end of the Beltline.

Bypassing Lindbergh Preserves Future TAD Capacity

- Focuses BeltLine Tax Allocation District (TAD) boundaries on land with highest potential to generate increment
- Avoids reaching the maximum 10% of the municipal tax base allowed in TAD's by eliminating already developing areas outside the continuous BeltLine loop

Optimizes Atlanta's Connections to the National Rail Network

- A larger, newer station for Amtrak's New Orleans - New York "Crescent"
- North-South MARTA access for Southeast High Speed Rail (SEHSR) between Greenville/Charlotte/Raleigh and Macon/Jacksonville/Orlando
- Complements SEHSR East-West MARTA access at the Georgia World Congress Center next to the downtown Multimodal Passenger Terminal

Transit Nexus Facilitates Development of a Health Sciences Center

- A one-seat transit ride to various medical and research institutions: Emory/CDC, Piedmont Hospital, "Pill Hill," Grady/GSU, and Ga. Tech
- Supports Atlanta's *New Century Economic Development Plan* priorities - health sciences, biotech/biomedical, and higher education industry clusters

For more information, visit <http://www.cfpt.org/armour>