Land Acknowledgment

Beginning with the forced removal of Indigenous Peoples and continuing through the implementation of anti-Black public policies and redevelopment practices, Atlanta is no stranger to the displacement of indigenous people and the destruction of African American communities. It is woven into the very origin story of our city.

We are on the traditional homelands of the Muscogee Creek and Cherokee Peoples. These Indigenous people were displaced through violence and governmental policies in the 1830s to make room for European settlers. Atlanta was built on top of thriving trade routes that connected Appalachia to the Sea and was home to ceremonial grounds and vibrant communities.

Our acknowledgement comes with responsibility. As we steward the land of the largest infrastructure project this city has ever seen, we recognize the historical trauma and continued displacement along with the great responsibility we have for ensuring equitable access to all the benefits the Atlanta Beltline has, can, and will bring to our communities.

To learn whose land you are on, visit: www.native-land.ca

Murphy Crossing: Redevelopment Site and Infill Station

October 29, 2026



Data Collection

In order to meet our promise of a Beltline for all, we are working to collect demographic and geographic information from our participants.

This information is strictly for internal reference and research purposes only to guide us in outreach and public engagement efforts and will not be distributed to other organizations.

Hybrid Meeting Format

- If you're in-person, please remember to register for parking using the QR code below.
- If you are viewing virtually, your line is muted and you won't be able to share your video or screen during the meeting.
- A recording of this meeting, the presentation and supporting materials will be made available online at beltline.org/meetings.
- If you are having technical difficulties during the meeting, please email engage@atlbeltline.org.

AtlantaBeltline

Our Vision

To be the catalyst for making Atlanta a global beacon for equitable, inclusive, and sustainable city life.

22 MILES of pedestrian-friendly rail transit

1,100 ACRES of environmental cleanup

33 MILES of multi-use urban trails

1,300 ACRES of new greenspace

$10B in economic development

50K PERMANENT JOBS

5,600 UNITS of affordable workforce housing

48K CONSTRUCTION JOBS



Agenda

- Welcome
- Murphy Crossing Redevelopment Updates
- Murphy Crossing Infill Station Scoping Study
- Q&A Session
- Open House/Virtual Boards
- Adjourn

Murphy Crossing Redevelopment Updates

Murphy Crossing Redevelopment





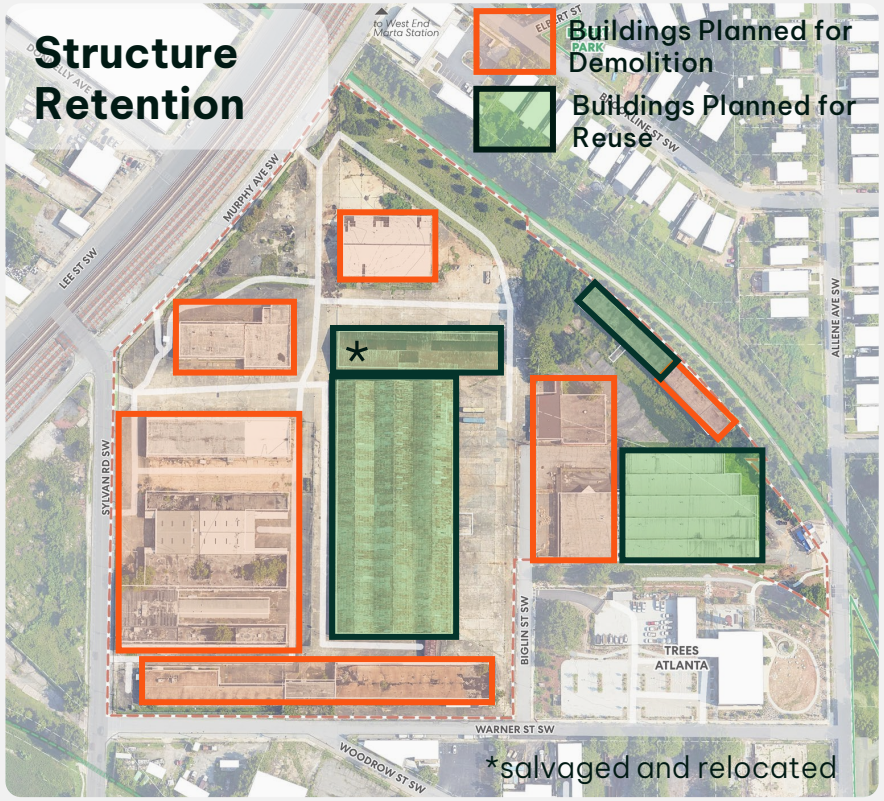
Project Overview

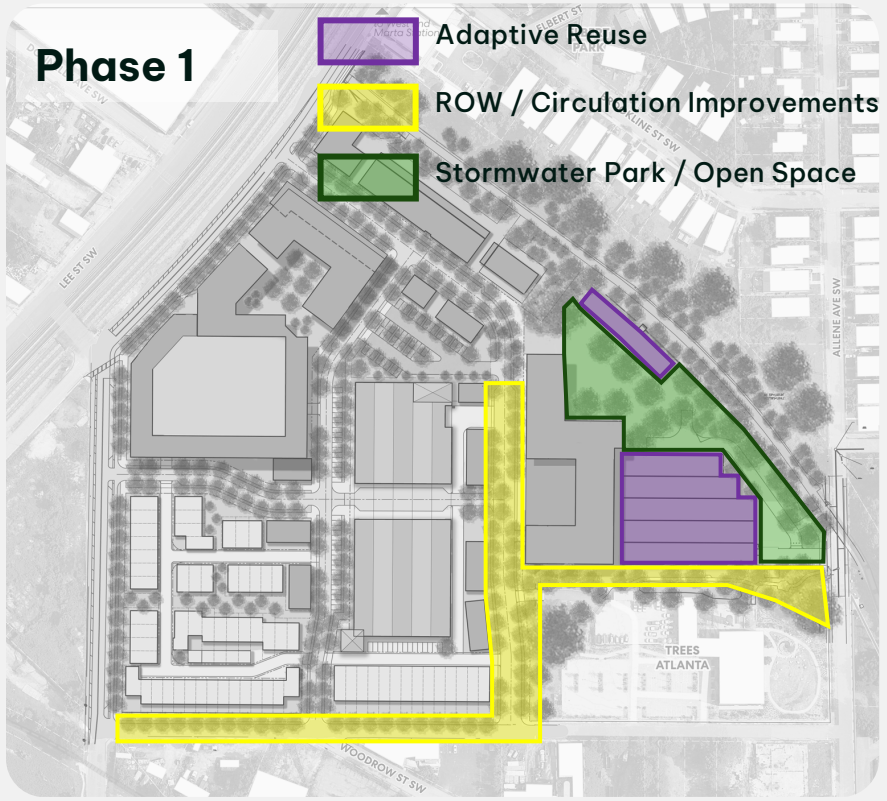
- 20+ acre mixed-use site
- 625 residential units, 256K sq. ft. commercial space
- 1.4-acre stormwater park, Beltline connectivity

Progress Since Spring 2026

- Completed civil engineering due diligence activities
- Received conditional SAP approval for vertical demolition activities
- Procured and contracted the vertical demolition contractor
- Filed lot consolidation & demolition permit applications

Upcoming Milestones





Q4 2026

Anticipated demolition start

Initiate design of Phase 1 adaptive reuse buildings & stormwater park

Q1 2027

Complete the substantial demolition of existing structures on site

Q2 2027+

Phase 1 permitting

Begin Phase 1 horizontal improvements

Initiate vertical construction of Phase 1 adaptive reuse buildings

Murphy Crossing Infill Station

Advancing Murphy Crossing Infill Station

2004 – 2024: PRIOR STUDIES

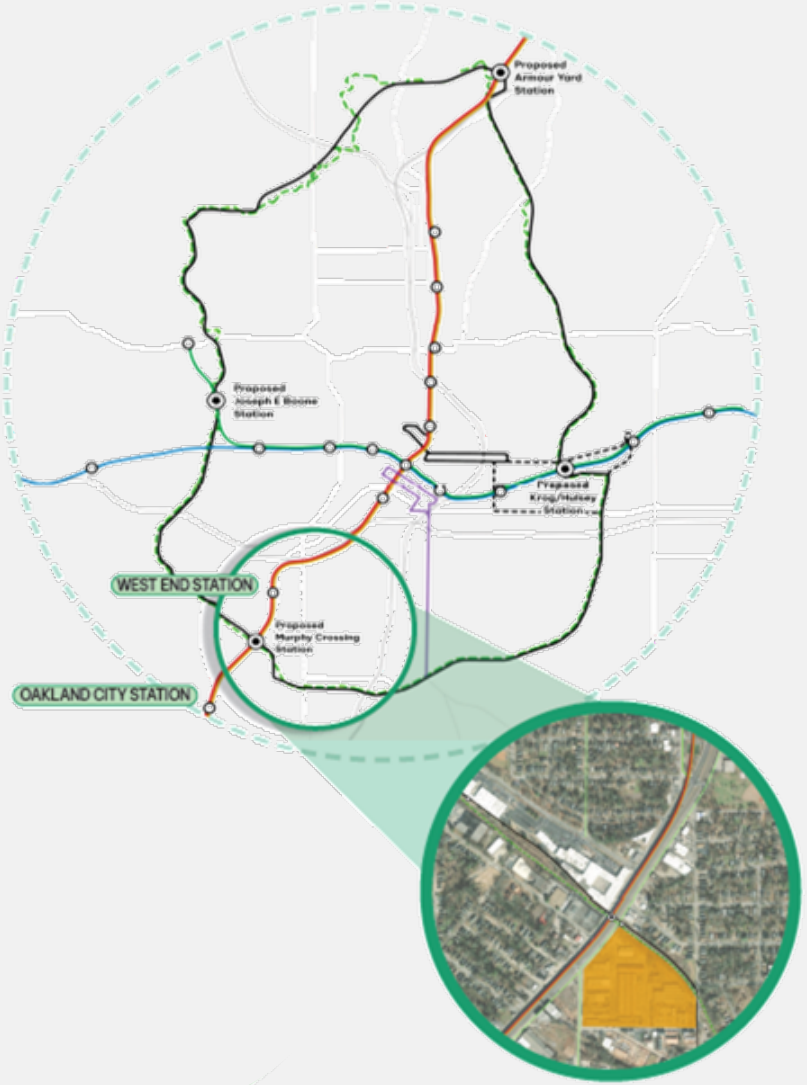
Prior studies identified infill stations along the Beltline, including the 2004 TPL Emerald Necklace Study and the 2026 Beltline Transit Study.

2024: CITY DIRECTION

An infill station near Murphy Crossing became a priority via Mayor Dickens' April 2024 administrative order.

2024 – 2026: BELTLINE TRANSIT STUDY

Beltline Transit Study analysis reaffirmed Murphy Crossing as a key connection point between Beltline rail and MARTA heavy rail.



Murphy Crossing Infill Station Study

This scoping study focuses in from a corridor-level vision in the Beltline Transit Study to site-specific station planning.

1 Beltline Transit Study (BTS)

Identified Murphy Crossing as an important connection point between Beltline transit and MARTA rail.

2 Murphy Crossing Infill (MXI) Station Study

Builds on BTS with a focused look at whether an infill station could work at Murphy Crossing.

3 Future Project Development

This work provides foundation for future project development in coordination with project partners.

Project Partners

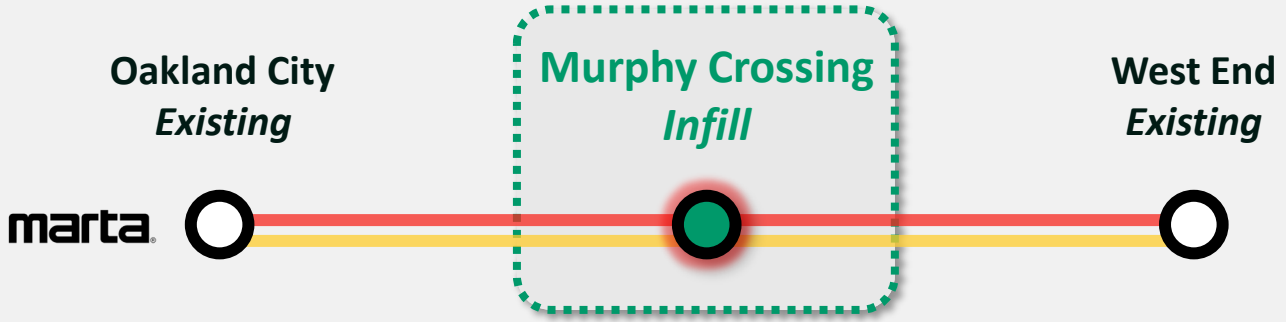
marta

RESURGENS 1847 ATLANTA, GA. 1865

GDOT Georgia Department of Transportation

What is an Infill Station?

- A new station along existing MARTA track, between two existing MARTA stations
- As opposed to an expansion outward, it is an expansion of access to MARTA rail within the existing system
- All stations carry capital and operations costs, but trains are already running through the infill location



Recent U.S. Infill Station Projects

Potomac Yard Station - WMATA



Damen Green Line - CTA



Why Study a Station at Murphy Crossing?

A new infill station at Murphy Crossing could improve regional transit access, connect surrounding neighborhoods, and support the future vision for Beltline transit.

Better Transit Connections



Provide direct MARTA rail access at Murphy Crossing, reducing the need to travel to West End or Oakland City stations.

Support Future Growth



Connect planned housing, jobs, businesses, and public spaces to destinations throughout Atlanta.

Improve Safety & Access



Create opportunities for safer, more convenient walking, biking, rolling, and connections between transit services.

What Will This Scoping Study Accomplish?

Objectives



Identify potential platform locations



Define key station features



Evaluate benefits and trade-offs



Recommend a preferred concept

Expectations

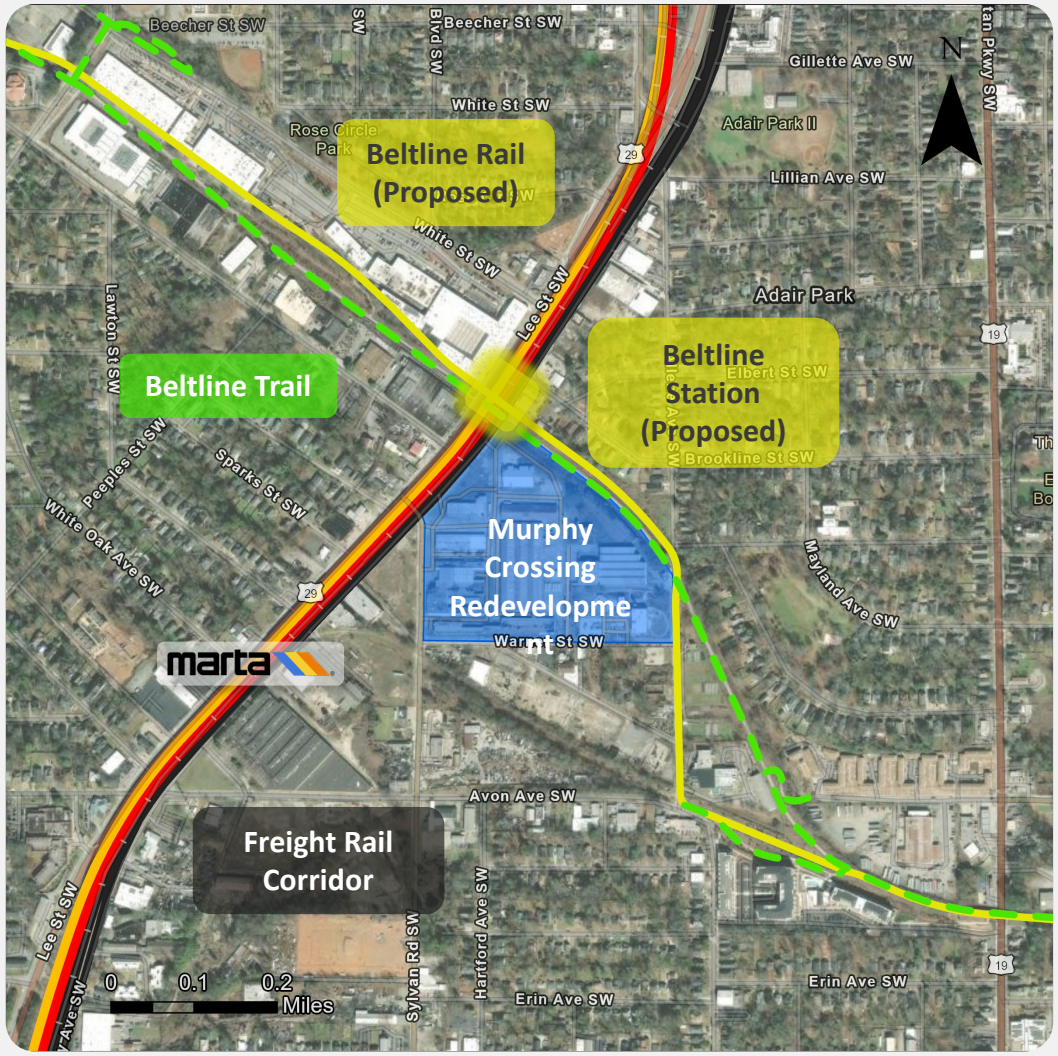
This work is…

- An effort to define possibilities
- An analysis of feasibility and potential impacts
- A process to develop informed capital cost estimates

This work is not…

- Approval of a station
- Developing a final design
- Authorization for funding or construction

What Makes This Site Complex?



Constrained corridor

- Elevated MARTA rail above three active freight tracks
- Lee Street and Murphy Avenue leave limited space for a new station

Coordination with multiple parties

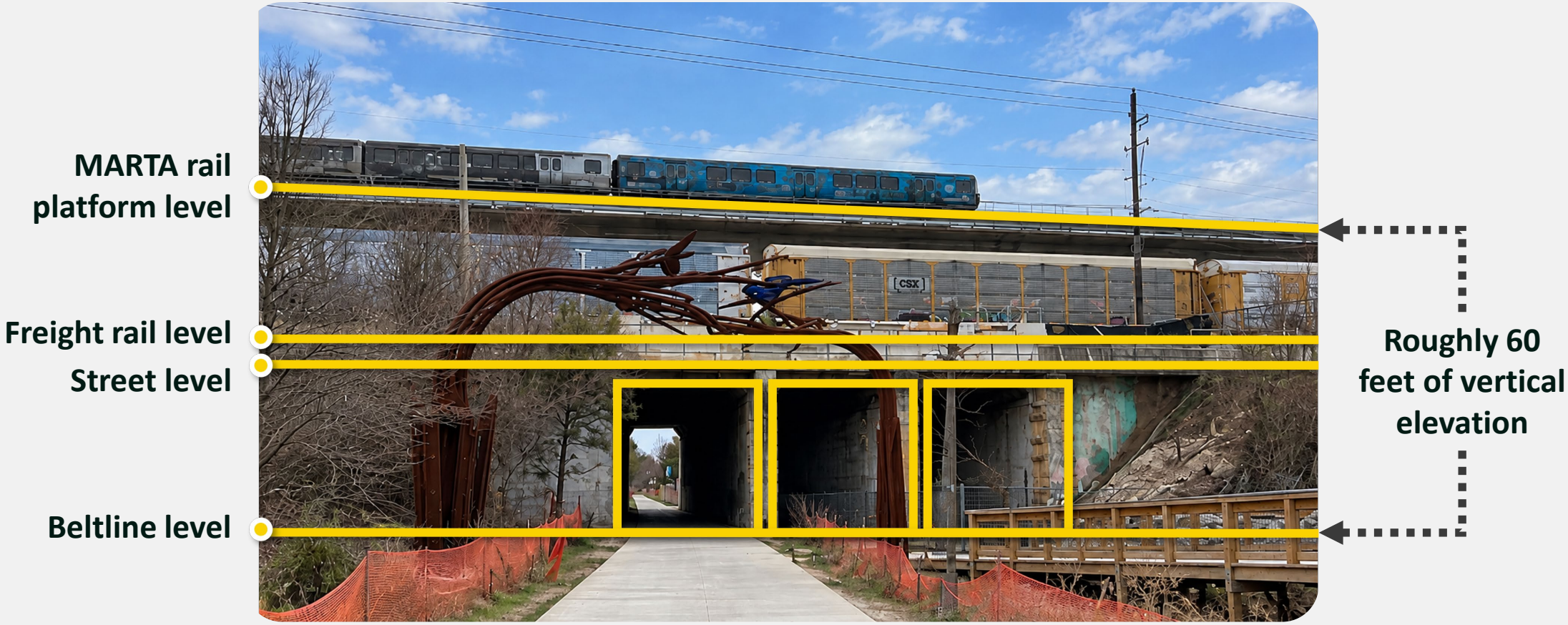
- MARTA (rail and bus)
- Freight railroads (Norfolk Southern and CSX)
- State highway (Lee Street)
- City street (Murphy Ave.)
- Utilities
- Property owners

Safety & access challenges

- Gaps in pedestrian and bicycle connections
- Safety concerns at the Sylvan Road rail crossing

Connecting MARTA to the Beltline

Elevated MARTA tracks sit well above the Beltline Trail, requiring accessible vertical connections between the station, trail, and streets.



Station Evaluation Process



Tier 1 Evaluation Criteria



TRACK & STRUCTURE COMPLEXITY

How much would MARTA tracks or structures change?



CONSTRUCTION COMPLEXITY

How complex would it be to build?



MARTA SERVICE IMPACTS

How might MARTA train service be affected?



FREIGHT RAIL IMPACTS

How would freight rail operations be affected?



STREETS & PROPERTY IMPACTS

What could change on nearby roads and properties?



STATION ACCESS & CONNECTIVITY

How directly and safely could riders get there?



COMMUNITY & STAKEHOLDER INPUT

How well does a concept address local priorities?

Overview of Tier 1 Station Concepts



1A + 1B

Keep existing track + add side platforms

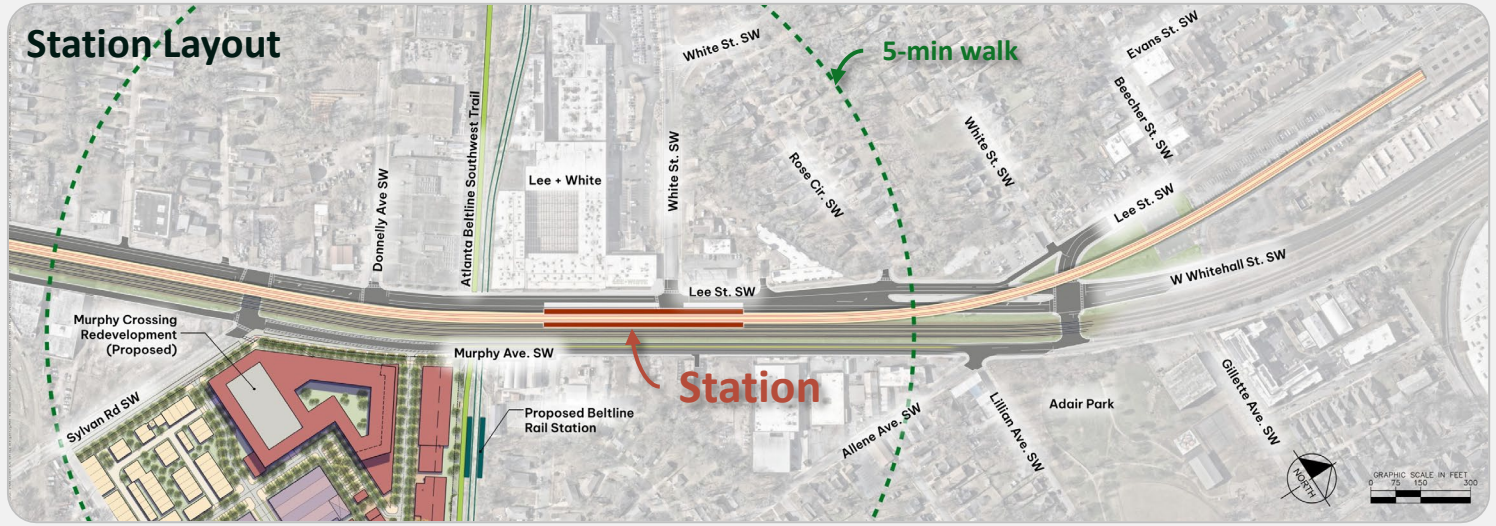
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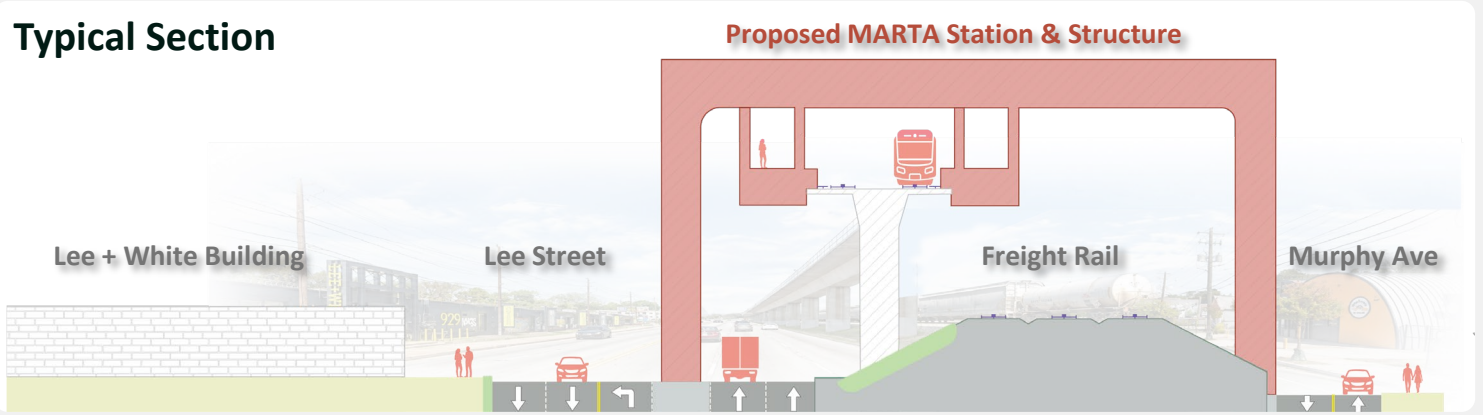
Move one track + add center platform

3 **4**

Move both tracks + add center platform

Concept 1A: Side Platforms North of the Beltline





HOW IT WORKS

- Two elevated side platforms beside the existing MARTA tracks, north of the Beltline.

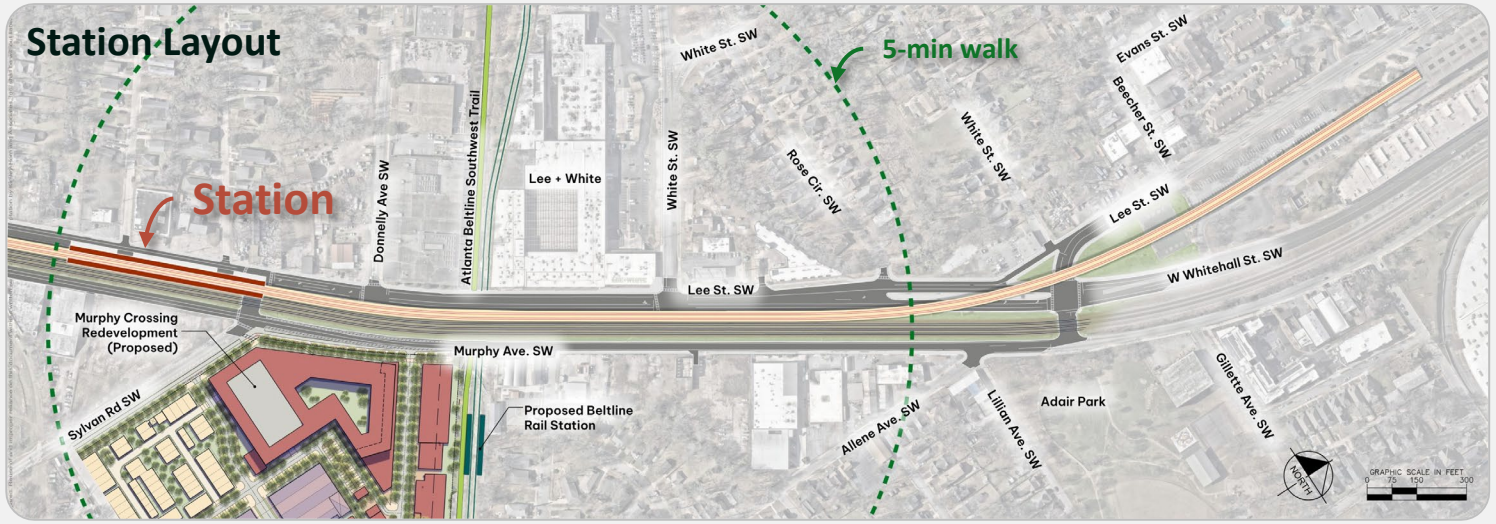
OPPORTUNITIES

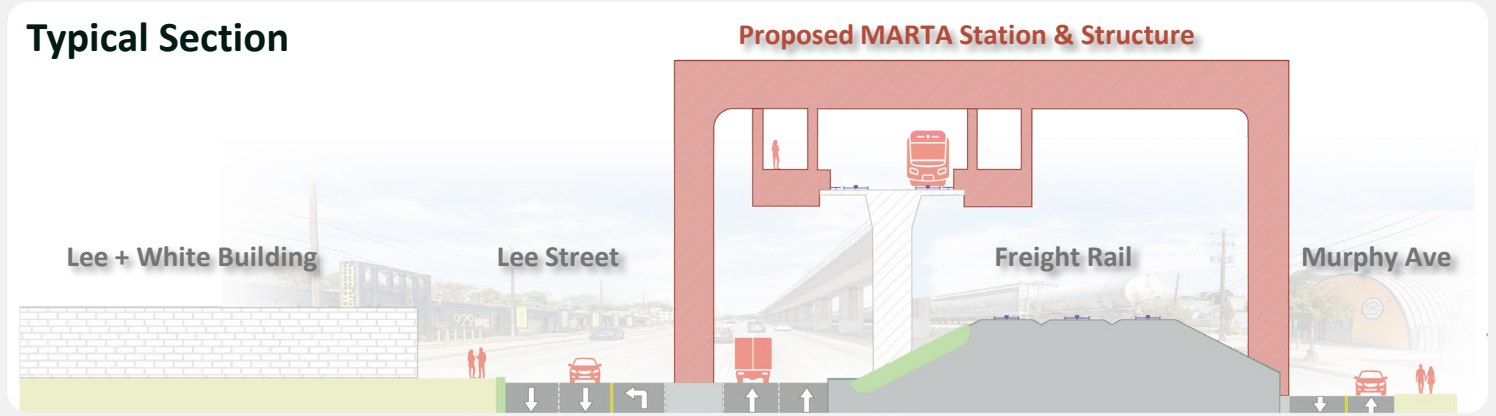
- Keeps MARTA on its existing alignment.
- Shorter walk to the Beltline.

TRADE-OFFS

- Requires Lee Street and Murphy Avenue changes.
- Large supports must span active freight tracks.

Concept 1B: Side Platforms South of the Beltline





HOW IT WORKS

- Two elevated side platforms along existing MARTA tracks, south of the Beltline.

OPPORTUNITIES

- Keeps MARTA on its existing alignment.
- Closest to planned Murphy Crossing redevelopment.

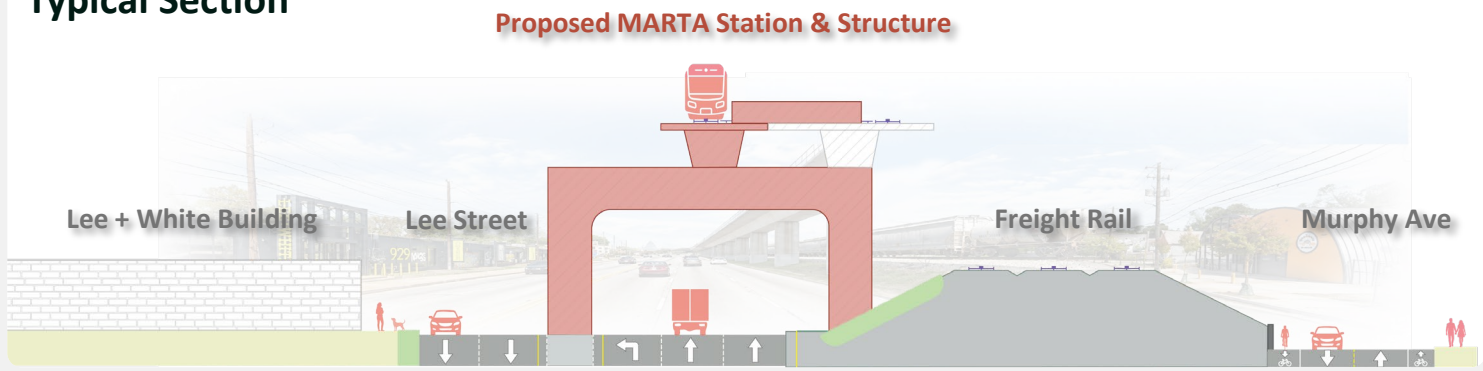
TRADE-OFFS

- Longer walk to the Beltline.
- Requires street changes and large supports over freight tracks.

Concept 2: Center Platform with New Southbound Track



Typical Section



HOW IT WORKS

- Adds a new southbound track and modifies the existing northbound track, with a center platform.

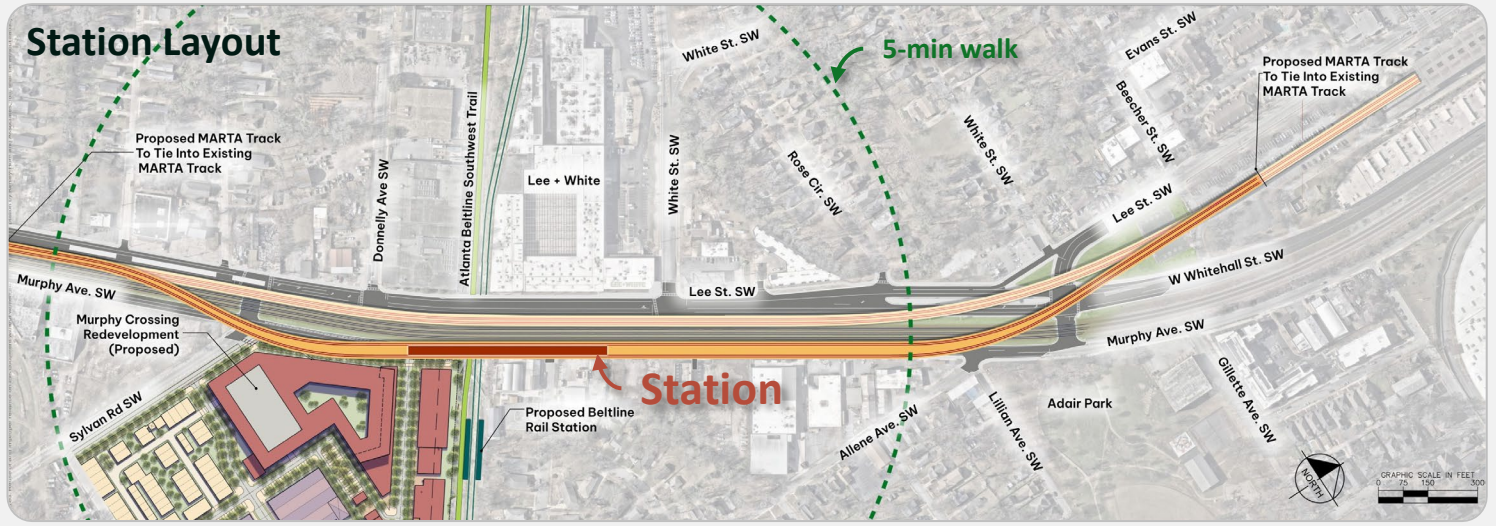
OPPORTUNITIES

- Shorter walk to the Beltline.
- Uses simpler structures without building over freight tracks.
- Avoids changes to Murphy

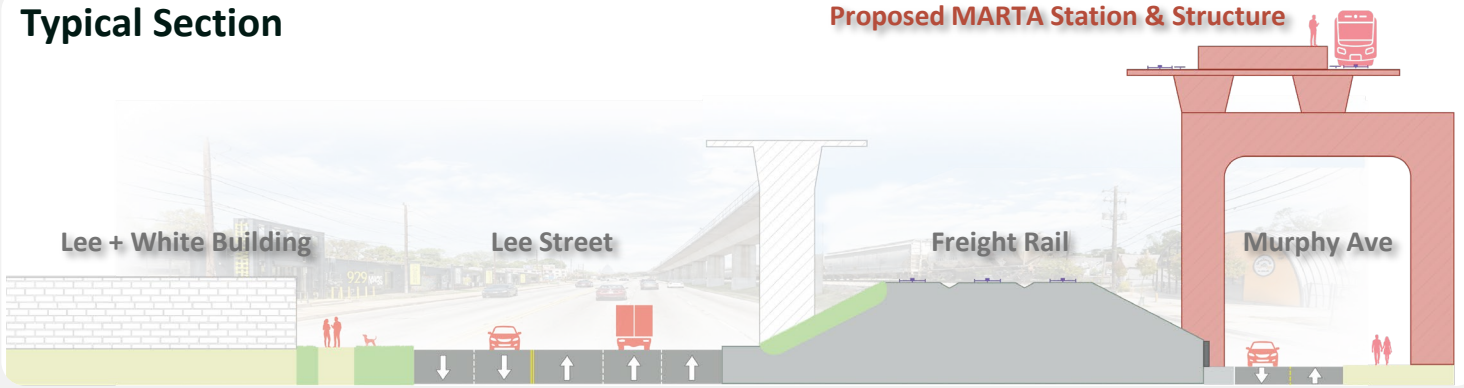
TRADE-OFFS

- Requires Lee Street changes.
- New elevated track and modifications to existing track.

Concept 3: Center Platform Above Murphy Avenue



Typical Section



HOW IT WORKS

- Moves both MARTA tracks toward Murphy Avenue, with a center platform on new elevated structures.

OPPORTUNITIES

- Convenient transfers to future Beltline rail.
- Close to planned Murphy Crossing redevelopment.

TRADE-OFFS

- Requires Murphy Avenue changes.
- Extensive elevated track and freight rail clearance requirements.

Concept 4: Center Platform West of Lee Street



Typical Section



HOW IT WORKS

- Shifts both MARTA tracks west of Lee Street, with a new elevated center platform near Lee + White.

OPPORTUNITIES

- Convenient transfers to future Beltline rail.
- Much of the new track can be built while MARTA operates.
- Avoids construction over freight tracks.

TRADE-OFFS

- Would affect existing Lee + White building and nearby properties.

Recapping the Tier 1 Station Concepts



1A + 1B

Keep existing track + add side platforms

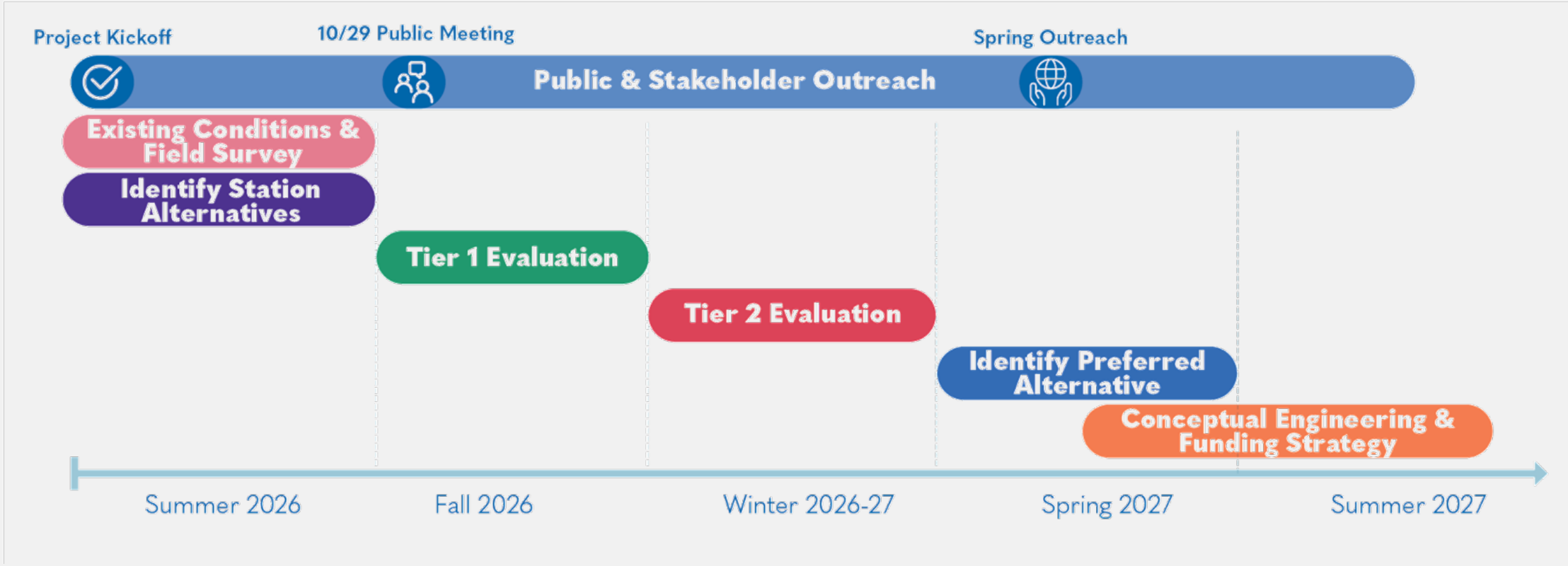
2

Move one track + add center platform

3 **4**

Move both tracks + add center platform

What Happens Next?



Hybrid Meeting Q&A

In Person Attendees

- Raise your hand and staff will come to you with the microphone.

Online Attendees:

- Submit a question or comment any time in Q&A box.

Facebook Live Attendees:

- Please feel free to participate in the comments section. Someone on our staff will make sure we see your questions.

Open House Format

- **If you are in person**, please review the boards and other project materials. If you have questions, there are Beltline and consultant team members present to answer your questions.
- **If you are virtual**, please scan the QR or use the link in the chat to review the boards. You can submit a comments, questions, or concerns.
- The virtual open house question and comment period will be **open until November 30, 2026**.

Thank You for Joining!

To provide your feedback our Study Group meeting, please scan the QR Code.

For any Community Engagement with questions or comments at engage@atlbeltline.org