

# Atlanta BeltLine, Inc.

Pathways to Urban Sustainability



September 30, 2010



# WHAT IS THE ATLANTA BELTLINE?



**Transit**  
*22-mile loop*



**Parks**  
*1300 + new acres*



**Trails**  
*33 miles*



**Jobs & Economic Development**  
*20 areas, 30k jobs*



**Affordable & Workforce Housing**  
*5,000 Units*



**Existing Communities & Historic Preservation**



**Public Art & Streetscapes**



**Environmental Clean-up**  
*1100 + acres*



## PROJECT TIMELINE

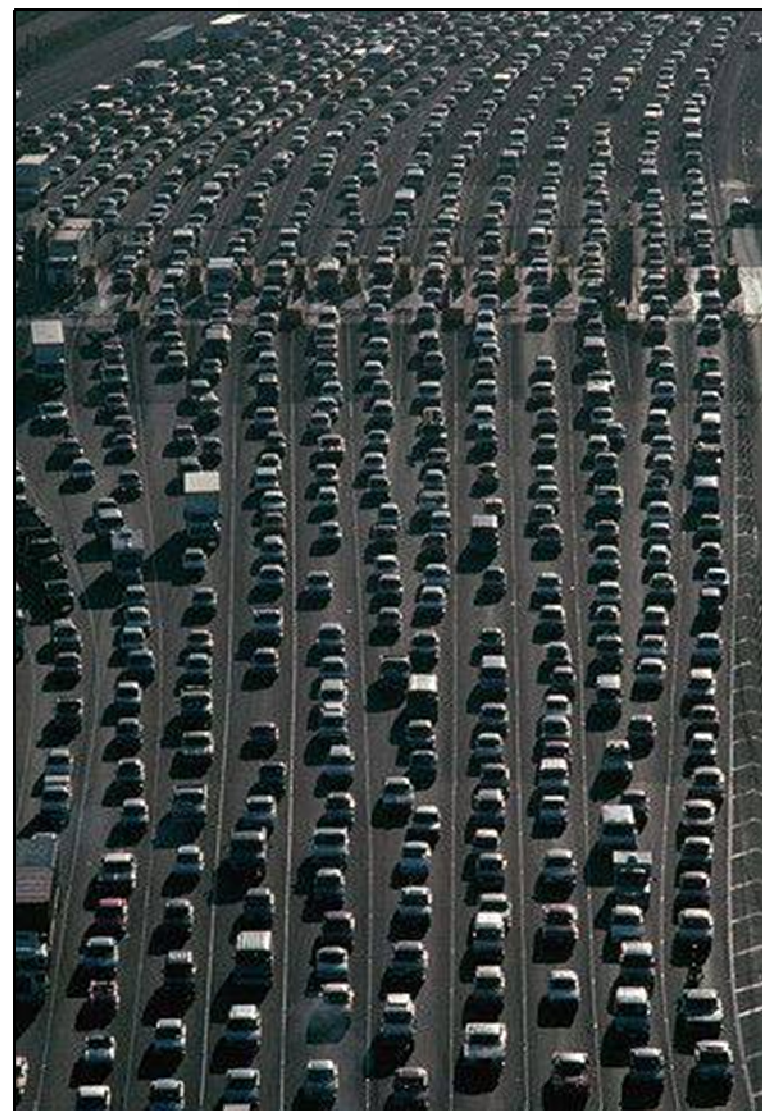
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- Ryan Gravel publishes thesis at Georgia Tech introducing the concept of the BeltLine (1999)
- *Friends of the BeltLine* created to build grassroots support (2002)
- *Trust for Public Land's* Emerald Necklace Study outlines achievable and integrated park, trail and transit system along proposed project corridor (2004)
- BeltLine Tax Allocation District Feasibility Study is completed (2005)
- *BeltLine Partnership* created by Mayor Shirley Franklin (2005)
- BeltLine Redevelopment Plan and BeltLine TAD are adopted by Atlanta City Council, Fulton County and Atlanta Public Schools (2005)
- Trust for Public Land begins purchasing land for BeltLine parks (2005)
- Five-Year Work Plan Adopted (2006)
- Citizen Participation Framework Adopted (2006)
- *Atlanta BeltLine, Inc.* created, launching project implementation (2006)
- Capital Campaign launched (2007)
- City Council creates BeltLine Overlay District (2007)
- First segment of ROW Corridor acquired for Transit (2007)
- First trail segment opens to the public in Historic West End (2008)
- Affordable Housing Trust Fund launched (2009)
- First parks open to public (*anticipated late 2010*)

## PROJECT ASSUMPTIONS



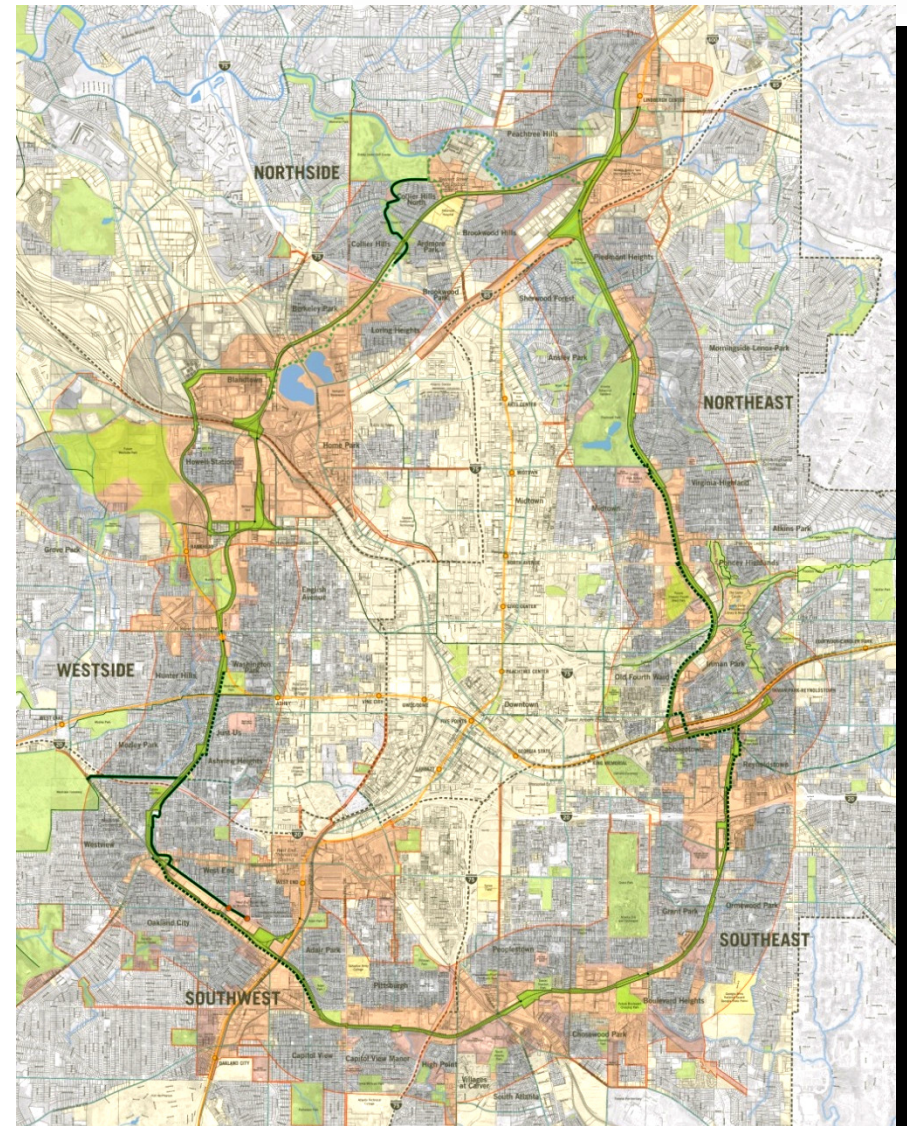
- **Population Growth:** Atlanta is the fastest growing metro region in the country since 2000.
- **Traffic Congestion:** Atlanta experiences some of the worst traffic in the country, which hurts air quality and quality of life.
- **Insufficient Parks:** Atlanta is one of the most under-parked cities in the United States, with less than 4% of its land devoted to parks.
- **Unbalanced Economic Development:** Development has been uneven throughout the City. And there is development already underway that requires infrastructure and a framework to create smart, balanced growth.





## IMPORTANCE TO CITY

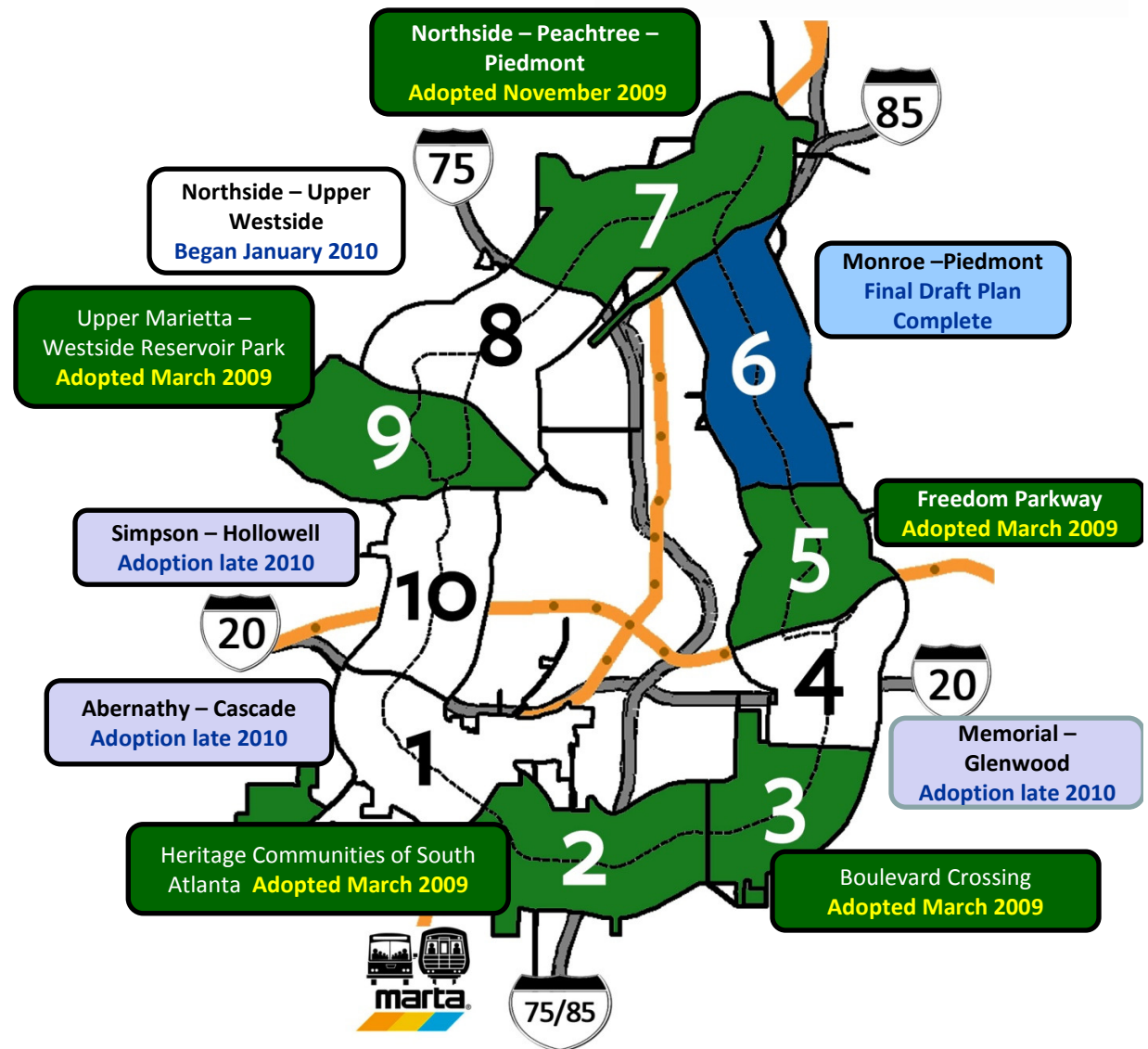
- Located 2 to 3 miles from downtown Atlanta
- Connects **45 neighborhoods**
- **6,500 acre** redevelopment area
- **22% of City of Atlanta population** lives in the Atlanta BeltLine planning area
- **8% of the City's land mass** is inside the BeltLine TAD
- Connects all of Atlanta's major submarkets
- Connects to **4 MARTA Rail Stations** , plus future connections to other transit projects



## PLANNING FOR ATLANTA'S GROWTH



- Creation of 10 Subareas for Master Planning
- Allows for neighborhood-scaled planning, respecting the distinct communities around the City
- Included identifying future land uses, connectivity improvements (pedestrian, cyclist, and vehicular) and park master planning
- Five Master Plans have been adopted, with another three expected to be adopted by the end of the year





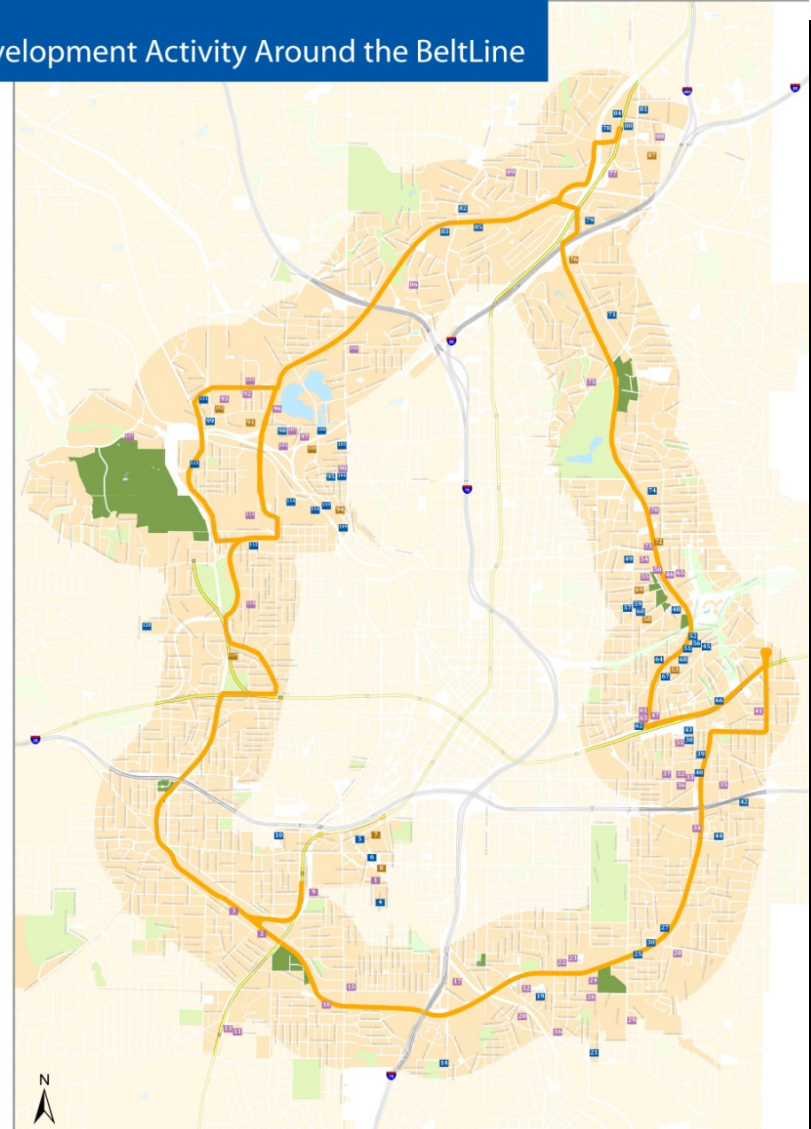
## RESPONSE BY PRIVATE DEVELOPMENT



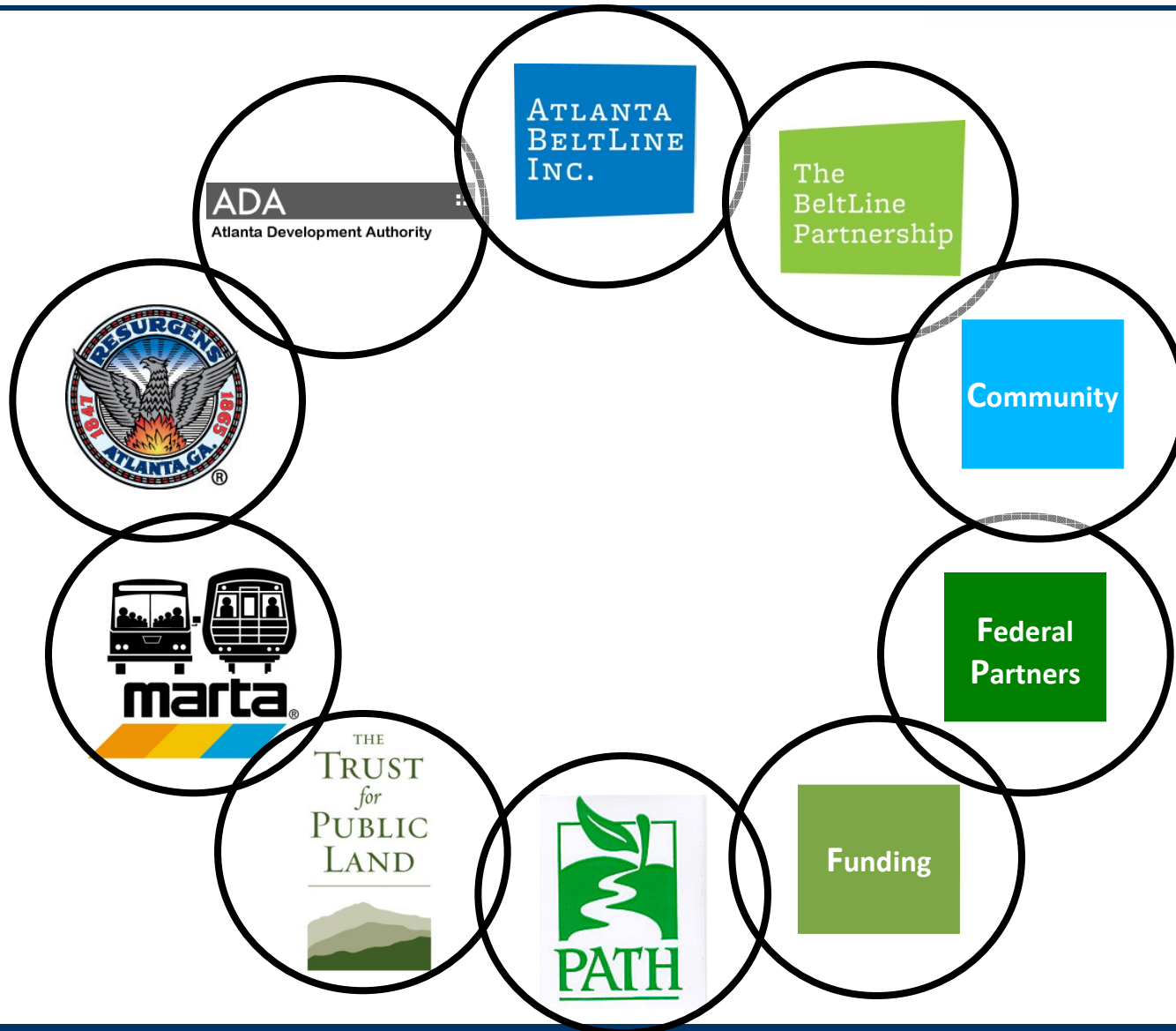
- 50 + projects complete or underway within TAD totaling \$1.1 billion of new private investment including:
  - 9,000+ new residential units
  - 700,000 SF of new commercial space



Development Activity Around the BeltLine



## COORDINATED EFFORT BY MULTIPLE AGENCIES





## INVOLVEMENT OF FEDERAL AGENCIES



Extensive interaction with members of the Interagency Partnership for Sustainable Communities at the Federal and Region 4 levels.

Environmental Protection Agency – Coordination with Brownfield and remediation needs along the Corridor and adjacent properties;



Housing and Urban Development – Leveraging opportunities with HUD and the Atlanta Housing Authority;



Department of Transportation – Coordination with both FTA and FHWA for studying, designing and constructing the trail and transit systems.



## INVOLVEMENT OF STATE AND LOCAL AGENCIES

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Regular interaction with various State and Local agencies with critical roles in ensuring a successful project outcome including:

Georgia Department of Transportation – coordination with State and Regional transportation plans as well as the administration of certain Federal project funds;



Atlanta Regional Commission – coordination with planning , prioritization and budgeting for the long-term funding of transit and transportation projects;



Department of Natural Resources – coordination with both the Environmental Protection Division and the Historic Preservation Division.



## PUBLIC OUTREACH AND EDUCATION



The Atlanta BeltLine has the most comprehensive community engagement framework of any project in the history of the City. In addition to e-newsblasts and weekly guided tours, ABI provides

- Quarterly Public Briefings – provides an overview of project progress and identifies upcoming milestones. These meetings are supplemented with quarterly newsletters and City Council briefings;
- Monthly Study Group Meetings – allows for deeper discussions on projects in specific geographies around the City;
- Regular Community Celebrations – fosters and encourages community ownership.



