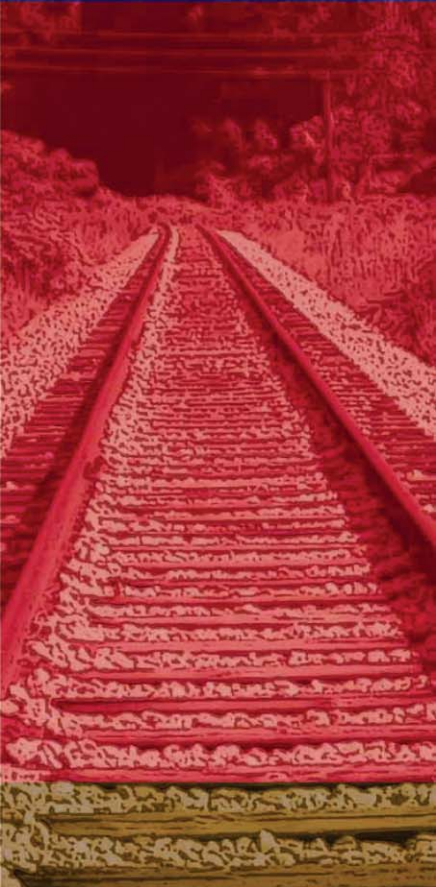
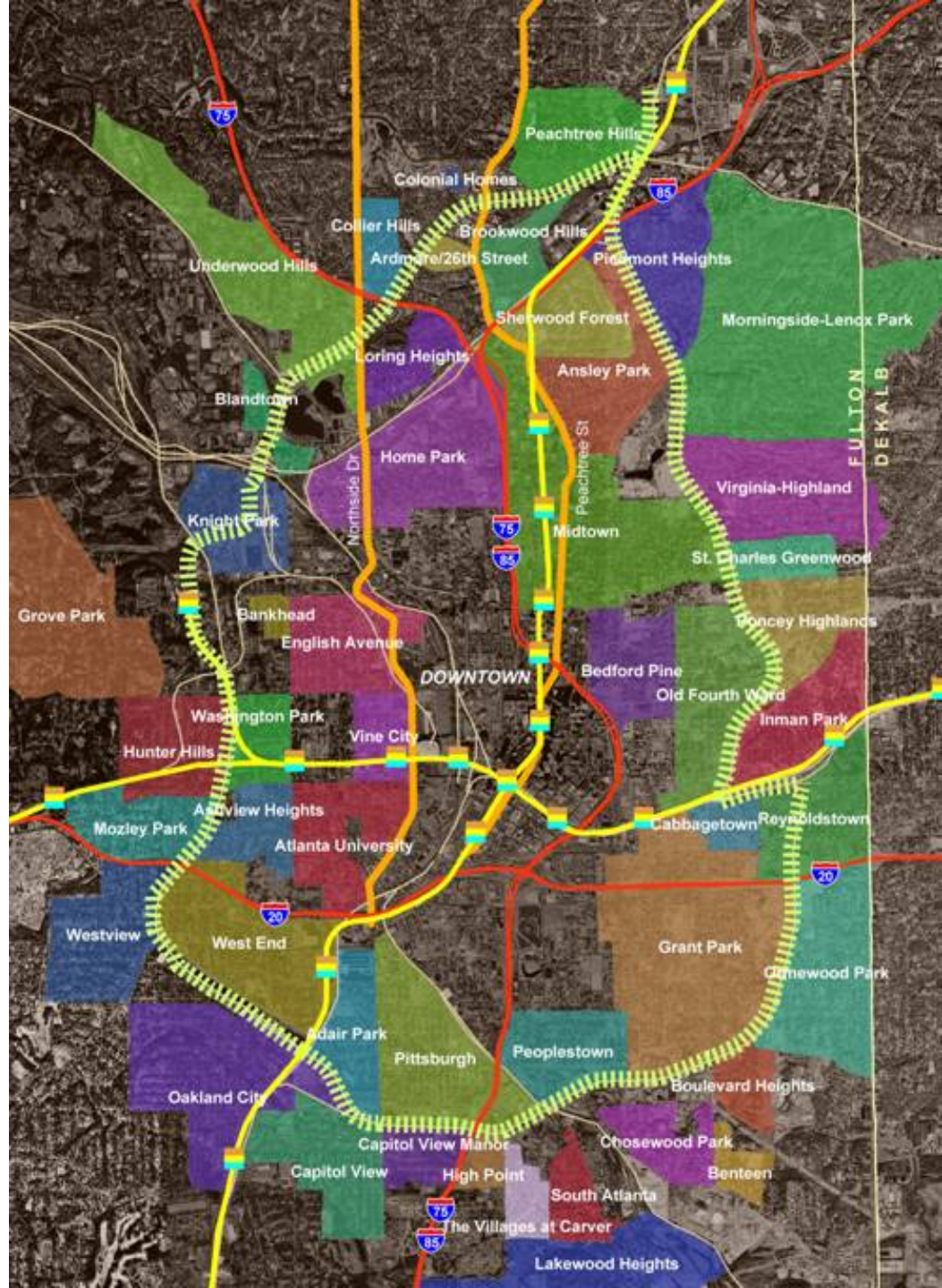


Atlanta BeltLine



What is it?

- 22 miles mostly under-utilized rail corridor
- Touches 11 of 12 City Council Districts
- Goes through 17 NPUs
- Connects and/or impacts over 45 neighborhoods
- Encompasses 2,900 acres underutilized industrial property



The BeltLine - Now



Why is it important?

- Atlanta's **future**
- The right way for Atlanta to **grow**
- The top **economic development** opportunity of the next 20 years
- A unique network of **parks** and **trails** that will give all Atlantans a **quality of life** unmatched in the US
- A critical segment of a comprehensive and effective **transit system** for the City

Growth & Land Use

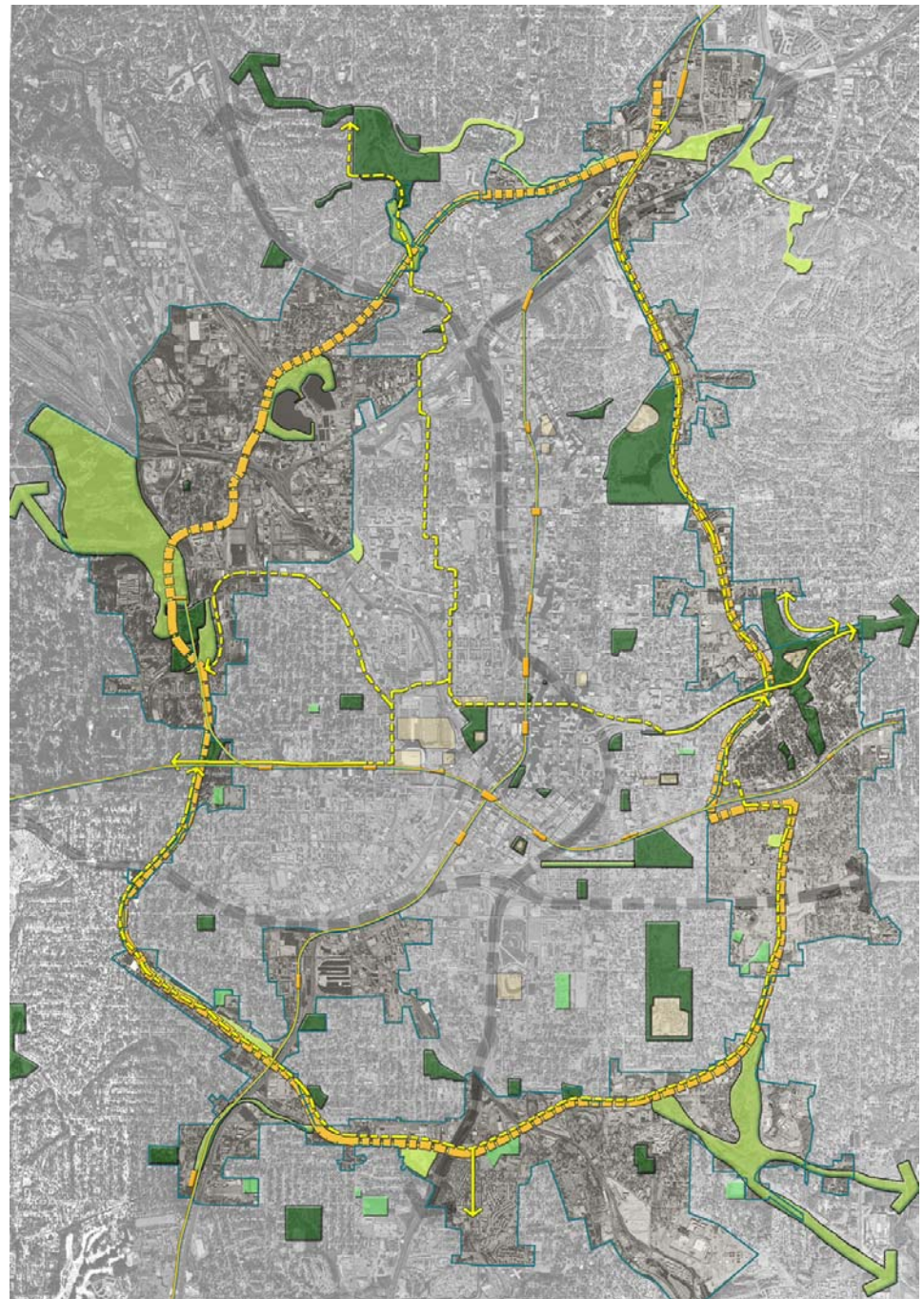
Quality infill development to provide for:

- City growth from 430,000 to over 600,000 by 2020 (Metro region growth of 1.3 million people)
- New town centers and corridors around the BeltLine make the transit more viable
- Enhancing quality of life by:
 - Reducing sprawl, congestion and pollution
 - Creating new town centers
 - Adding vibrancy and vitality
 - Enhancing city's core



Parks & Trails

- Adds 1,400 acres of parks and greenspace, an increase of over 40% to the City
- Links a 20 park system totaling 2,000 acres (includes expanding 4 parks and adding 9 new parks)
- Interconnected by a 22 mile trail system for biking, walking, jogging



Transit System

- Continuous 22 mile loop connects several MARTA stations and numerous bus routes
- Must be coordinated with overall metro transit planning, including Street Car
- Connects to employment centers, public schools and numerous attractions



Economic Development

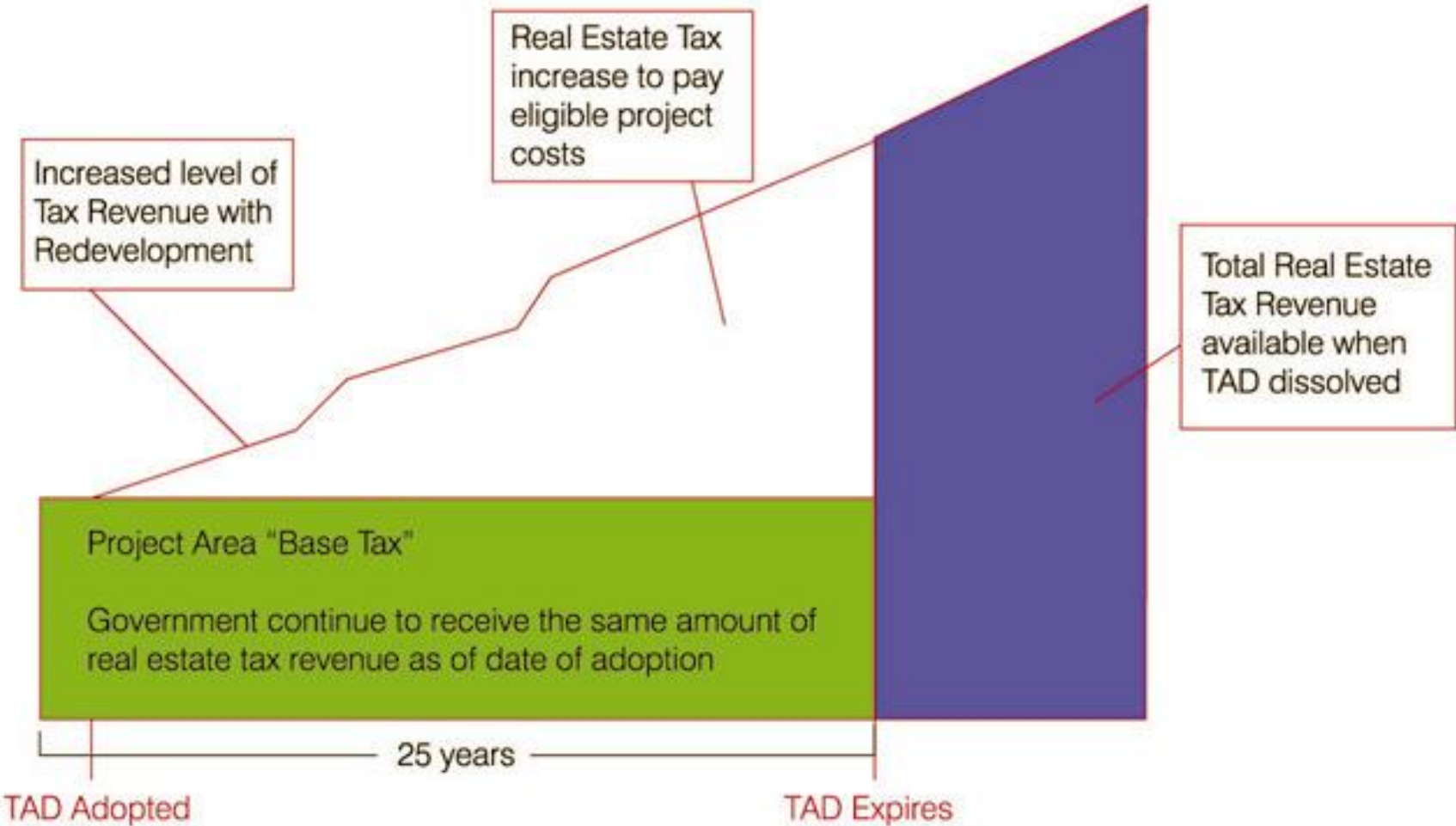
- More than **\$20 billion** increase in property tax base over 25 years
- **37,500** permanent new jobs and **48,000** one-year construction jobs
- **28,000** new residential units, including **5,600** workforce housing units
- **9 million** square feet of new retail, office, and light industrial space

How? Approval of BeltLine TAD.

- Provides local funding
-- \$1.3 to \$1.7 billion
over 25 years
- Without requiring a tax
increase
- Leverages additional
public and
philanthropic funding
- Provides only capital
funding (no operating
funding)
- Different from other
TADs - funds public
improvements which
attract development



How TADs Work



Project Cost

- Land Acquisition: Right-of-way and parks \$300 – 400 million
 - Development: Parks, greenways, trails \$250 - 300 million
 - Development: Transit System \$.6 - \$1 billion
 - Transportation Improvement \$100 – 150 million
 - Workforce Housing Trust Fund \$250 million
 - Atlanta Public Schools Projects \$30 – 40 million
 - Development Infrastructure \$350 million
-

Total Cost **\$2 - \$2.5 billion**

- Revenue generated by the TAD is used for **Capital expenses**, not operating expenses
- TAD could cover 50 – 70 percent of total capital cost
- TAD dollars do not fund specific private development

Organization & Leadership Structure

- BeltLine Committee formed to lead overall effort
- Ray Weeks named Chair of the BeltLine Committee
- BeltLine Committee coordinates the activities of the numerous external groups working with the City to make BeltLine a reality
- Interim arrangement that will lead to a permanent governance structure for planning and implementation

Challenges and Risks

Next Steps

- TAD approval by City, County and APS
- Approval of land use plan & zoning to support TAD
- Determination of *Locally Preferred Alternative* for Transit system
- Control and/or ownership of railroad corridor (25% is currently active rail)
- Federal funding uncertainties – competition with other local and national transit projects
- Long-term operating plan for **parks**
- Long-term operating plan for **transit**

The BeltLine - Future

