

**Atlanta BeltLine Redevelopment Plan  
Summary of Text Revisions as reflected in the October 24, 2005 document**

New text is indicated in yellow highlight.

**Text Revision #1 (Page 2)**

- Neighborhood preservation—preservation of existing single-family neighborhoods **by providing** appropriate transitions to higher-density uses.
- Tax base—an estimated \$20 billion increase in tax base over 25 years.
- **Industrial base—preservation of viable light industry.**

**Text Revision #2 (Page 3)**

Caption under Figure

**The BeltLine TAD is about 8% of the City's total land area.**

**Text Revision #3 (Page 14)**

- Increase east-west transportation connections
- Balance industrial activity and new development
- **Maintain light industry and promote the creation of jobs for neighborhood residents that pay a "living wage"**
- **Mitigate the impacts of gentrification**

**Text Revision #4 (Page 17)**

**The redevelopment area consists of 6,545 acres or eight percent of the City's total land.**

**Text Revision #5 (Page 23)**

- more than **400 parcels** are either unoccupied or merely partially occupied (**6 percent** of the land area in the TAD);
- more than **560 parcels** are in substandard, deteriorated or dilapidated condition (**9 percent** of land in the TAD); and

**Text Revision #6 (Page 24)**

**5.1.1 Existing Land Use and Building Conditions**

As shown in tables 5.1 through 5.3, the BeltLine's history as the industrial and rail hub of Atlanta and the area's economic decline as industry waned in the 60s, 70s, and 80s continue to influence its overall **existing** land use and structural patterns.

More than **23 percent** of the BeltLine's total land area remains in industrial use. More than **560 parcels** in the area (**9 percent**) contain structures that are in less than standard condition. Overall the BeltLine should also be more intensively used given its excellent proximity to the urban core. **Six percent** of the parcels in the area (more than 400) are currently partially occupied or unoccupied.

***Text Revision #7 (Page 29)***

As shown in **Figure 5.4**, a survey of potential brownfield sites identifies parcels scattered along the corridor with the exception of long established residential areas, such as Grant Park and Ormewood Park in the southeast, portions of the Old Fourth Ward, Virginia-Highland and Piedmont Heights in the northeast, and Hunter Hills, Washington Park, Mozley Park, Ashview Heights, West View and West End in the southwest.

***Text Revision #8 (Page 33)***

In the southwest, the BeltLine right-of-way is in various states of activity and decay. The portion south of Washington Park to Lee Street is abandoned, severely overgrown and prone to flooding due to its below grade elevation along most of the alignment. The BeltLine from Lee Street to I-75/85 is an active rail line; alignment and accessibility challenges include narrow right-of-way dimensions particularly in the industrial/warehouse area between White and Donnelley Street and underpasses at Lucile Street, RDA, and Lawton Street. **The BeltLine crosses over both MLK Drive and Metropolitan Parkway on bridges.**

***Text Revision #9 (Page 54)***

These centers are the critical anchor points of the BeltLine that can stimulate economic activity and structure future growth. Five of these areas form major employment centers spread across all NPU clusters—**Memorial Drive with over 800,000 square feet of retail, office, and industry; University/Pryor with 1.4 million square feet of retail, office, and industry; Metropolitan/University with over 900,000 square feet of retail, office, and industry; Northside Drive with 1.5 million square feet of office; and additions to Lindbergh offering 900,000 square feet of office.**

***Text Revision #10 (Page 57)***

- small transit plaza that surrounds the BeltLine stop
- focus on intersection improvements, particularly along University at both Pryor and the interstate on-ramps
- significant improvements to the pedestrian amenities
- **light industry and retail northeast of University along the active rail**

***Text Revision #11 (Page 82)***

**Pedestrian Improvements**

The BeltLine envisions a pedestrian-friendly environment with expanded mobility options, as well as better access to nearby activities and destinations. To support the goal of pedestrian safety and convenience, categories of improvements may include physical projects, such as neighborhood traffic calming and streetscapes and studies of pedestrian needs throughout the area. It is anticipated that pedestrian-oriented improvements will cost approximately \$235 to \$270 million.

***Text Revision #12 (Page 83)***

**Incentives**

This category of eligible activity is traditional assistance offered to private developers within the TAD. Project-based funds could be used for brownfield study, environmental remediation, infrastructure construction, **and historic preservation** associated with specific development proposals submitted on a case-by-case basis as determined by the Redevelopment Agent.

Throughout the project development period, a wide variety of public and private revenue sources will be leveraged from the anticipated **\$1.7 billion** TAD funding to achieve all components of the BeltLine project.

***Text Revision #13 (Page 85)***

The latest known assessed valuation of the Redevelopment Area (based on 2005 Tax Digest data provided by the Fulton County Tax Assessor's Office) is \$546,630,280.

The increase in the market value of property within the BeltLine TAD is estimated at \$20,204,091,379 over a 25-year period, resulting in an estimated increase of total positive tax allocation increment of \$8,081,636,552 (40% of the market value). The estimated assessed value of the BeltLine TAD after redevelopment is \$8,628,266,832 (the 2005 existing base assessed value plus the 25-year increase).

The amount of the City's eligible tax base included within the BeltLine Redevelopment Area is 2.698%.

The current value of the City's five existing TADs comprises 5.628% of the City's eligible tax base. Accordingly, adoption of the BeltLine TAD falls within the 10% limitation imposed by state law and leaves approximately 1.674%--over \$339,000,000 based on the 2005 tax digest-- remaining for the creation of future TADs.