

TAD Tax Allocation District

What – A Tax Allocation District is not a tax increase and will not shift the tax burden to the existing taxpayers.

As new development occurs in Atlanta, the city's tax base increases. A TAD freezes existing property tax revenue income for the City, County and School systems within the TAD boundary. All new property tax revenues above the established baseline will be used to repay TAD bonds that fund capital investments in the BeltLine.

During the 25-year lifespan of the TAD, the City of Atlanta, Atlanta Public Schools and Fulton County will continue to receive the original baseline tax. Once the BeltLine bonds are paid off, they will collect the full value of the TAD – the original baseline tax revenue, plus the incremental value tax revenue.

How – The majority of the BeltLine TAD funds will be used to invest in right-of-way acquisition, multi-use trails, greenspace, transit, workforce housing and Atlanta Public Schools projects. Some BeltLine TAD funds will be used for developer infrastructure, primarily for environmental brownfield cleanup, or to jump-start development in historically under-developed areas.

Why Now – Passage of the BeltLine TAD is vital to the BeltLine's future. A TAD is the only funding source that can be implemented in the near term and generate enough capital to adequately fund the project.

The BeltLine TAD legislation will be proposed to the Atlanta City Council, the Atlanta Public School Board of Education and the Fulton County Commission. Each of these three bodies must approve the TAD before the BeltLine can move forward.

MAP



BOARD Meet the board members

Launched by Atlanta Mayor Shirley Franklin, the BeltLine Partnership is a collaboration of leaders from government, civic, community, neighborhood and business associations. Mayor Franklin charged the BeltLine Partnership to engage Atlanta's citizens and help make the BeltLine vision a reality.

Meet the board:

A. Ray Weeks, Jr., *Chairman*, BeltLine Partnership; *CEO*, Weeks Properties Group.

Clara Hayley Axam, *Project Director*, The Enterprise Foundation.
Dr. Gerald Durley, *Senior Pastor*, Providence Missionary Baptist Church of Atlanta.

Helen Davis Hatch, *Principal and Vice President of Client Relations*, Thompson, Ventulett, Stainback & Associates, Inc.

Richard L. Holmes, *Senior Vice President*, Metro Atlanta Region and Diversity and Corporate Relations, Georgia Power.

Philip I. Kent, *Chairman and CEO*, Turner Broadcasting System, Inc.

Christopher Glenn Sawyer, *Partner*, Alston & Bird.

Timothy C. Tuff, *Chairman, President and CEO*, John H. Harland Company.

Mtamanika Youngblood, *President and CEO*, Center for Working Families, Inc.



Metropolitan Parkway before the BeltLine.

Proposed vision of Metropolitan Parkway after the BeltLine.



Maddox Park before the BeltLine.



Proposed vision of Maddox Park after the BeltLine.

NEXT steps for the BeltLine

TAD

For the BeltLine to become a reality, the BeltLine Tax Allocation District, must be passed by the Atlanta City Council, the Atlanta Public School Board of Education and the Fulton County Commission.

Greenspace

After passage of the TAD, it is important to immediately begin to secure the parcels of land needed to complete the proposed greenspace projects. Once the required land parcels have been assembled, planning will begin to lay out a vision for the amenities, design and access features for the parks.

Transportation

For both multi-use trails and transit, the most important first step involves securing the railroad right-of-way that will be used for most of the BeltLine loop. Engineers and planners will then refine the transit and trails routes through the right-of-way. MARTA and The PATH Foundation will both play important roles in the transportation planning process.



Economic Development

The BeltLine will promote job growth all around Atlanta, but particularly in areas that historically have not been as economically active. Funding is already set aside for development infrastructure and brownfield and environmental cleanup. The BeltLine will begin to revitalize underdeveloped areas throughout the city and will create 5,600 new units of workforce housing.

TAKE action

Atlanta's involvement in the BeltLine has been an important piece of BeltLine planning to date, and the project will continue to rely on public input. Throughout the process, Atlantans will be asked to contribute to the more detailed planning and design phases of each component of the BeltLine. Share your support of the BeltLine with your friends, family, neighbors and elected officials.

Sign up at www.beltlinepartnership.org to receive regular news updates and learn more about how you can help.

FACTS

The BeltLine is Atlanta's chance to improve quality of life for present and future generations. With the BeltLine, Atlanta can:

- Redevelop and revitalize a 22-mile loop of historic railroad around Atlanta, connecting 45 in-town neighborhoods, many of which have long been divided from each other by railroad tracks.
- Shape the future of Atlanta's urban core, ensuring future growth occurs in an attractive and equitable manner.
- Address Atlanta's lack of greenspace, creating a linear park that connects 40 of Atlanta's parks, including the creation of over 1,200 acres of new greenspace and improvements to approximately 700 acres of existing parkland.
- Enhance mobility with connections to existing and future transit and activity centers.
- Offer more than 33 miles of multi-use trails close to Atlanta's center, creating a true live-work-play community unlike any other in the country.
- Create more than 30,000 permanent jobs in the next 20-25 years, a job increase 50 percent greater than estimated to occur without the BeltLine, and 48,000 one-year construction jobs in the BeltLine area.

Atlanta Mayor Shirley Franklin identified the BeltLine as a priority of her administration and assembled the BeltLine Partnership to help make the BeltLine a reality. Chaired by Ray Weeks, the BeltLine Partnership is a diverse coalition of government, civic, community and business leaders committed to bringing the BeltLine dream to fruition for the benefit of Atlanta and its citizens.

Graphic design courtesy of TVS.

For more information, contact the BeltLine Partnership at:

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www.beltlinepartnership.org

WHAT is the BeltLine?

The BeltLine, a 22-mile loop of historic railroad that encircles downtown and midtown, is Atlanta's once-in-a-lifetime opportunity to increase greenspace, enhance transit and foster economic development. The BeltLine can help make Atlanta a model city of the 21st Century.

Greenspace

The BeltLine will add new greenspace, mixed-use developments and neighborhood connectivity to Atlanta. The BeltLine will connect 40 of Atlanta's parks in a linear park, including the creation of over 1,200 acres of new greenspace and improvements to approximately 700 acres of existing greenspace.

Transportation

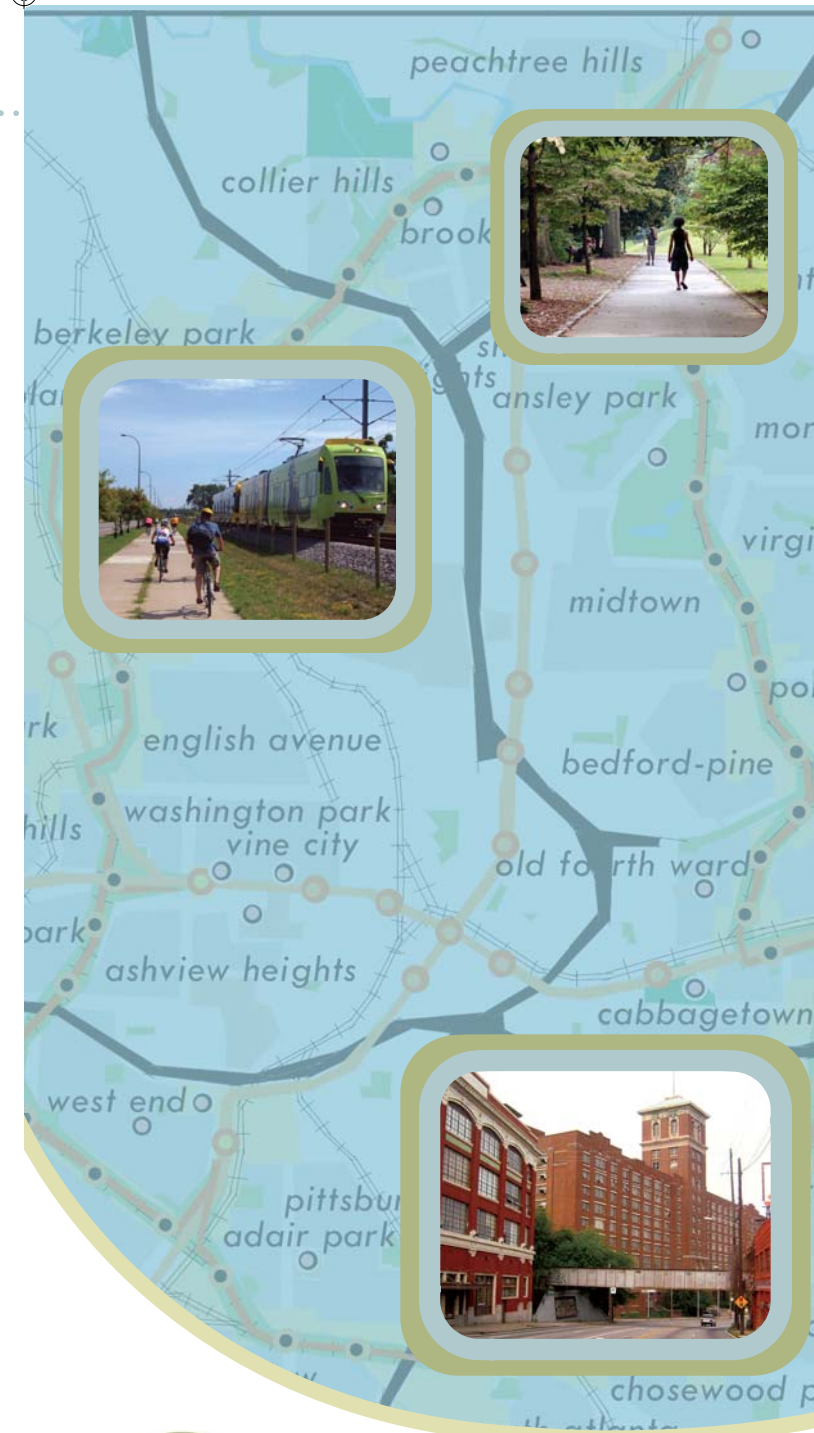
With systems of multi-use trails and transit, the BeltLine will connect Atlanta's neighborhoods, activity centers and attractions. People living near any portion of the BeltLine will have easy access to other venues along the corridor and to MARTA rail stations.

Economic Development

With nearly 3,000 acres of underutilized properties along the BeltLine, significant redevelopment will generate growth and create jobs. The BeltLine is expected to create more than 30,000 permanent jobs in the next 20-25 years, a job increase that is 50 percent greater than what would be created without the BeltLine. The BeltLine will also generate 48,000 one-year construction jobs in the area.

Additional Benefits

The beauty of the BeltLine is that it provides something for everyone, including: 5,600 new workforce housing units, historical preservation, environmental remediation, neighborhood connections, raised awareness of park maintenance, enhancement of MARTA, development incentives in slower growing parts of the city, and health benefits for Atlantans.



www.beltlinepartnership.org