

ATLANTA BELTLINE PROJECT

Plan of Work for 2006-2010 Budget

Draft for Public Review

May 31, 2006



Purpose

Context

“5-year Detailed Vision” and Work Plan

Next Steps and “How To Contribute Your Input”

Appendix



The purpose of this document is to share with the public:

- **Key components of the BeltLine that will be financed within the first five years**
- **Rationale for decision-making**
- **Relationship among components that lead to an optimal 5-year plan**
- **Proposed budgets for the first five year period with initial “best estimate” allocations by year (e.g., dependent on when land is available)**

Due to confidentiality in negotiating land acquisitions, specific parcels can not be addressed at this time; however, before properties are actually acquired, they will be presented and discussed following the standard city land acquisition process

Input to the draft budgetary work plan is welcome and can be submitted as outlined at the end of this document

City Ordinance 05-O-1733 Nov 7, 2005 Section 14: The Redevelopment Agent shall develop a work plan for implementing the BeltLine project with proposed budgets for the initial one, three and five year time periods of the TAD. Among other things, the work plan shall explain how components of the BeltLine project work together and reinforce each other in an optimal manner. At least 60 days prior to the first bond issuance, the work plan shall be presented to City Council for review and adoption.



Enabling legislation requires City Council adoption of a work plan prior to issuance of the first Tax Allocation District (TAD) Bonds

A budgetary plan is a practical necessity to prioritize projects, allocate funds, and manage spending and projects

- **The 5-year budget represents only 15% of the total 25-year funding, so priorities had to be established**
- **Projects selected to create an integrated strategy that reinforces momentum of the BeltLine and ensures future funding**

Important to establish clear guidelines and direction to “jump-start” BeltLine Inc as a start-up entity

- **Fundamental principles created to guide decision-making**
- **Projects identified for implementation in first five years**

Funding and cost data presented in this document are based on the most recent estimates available:

- **Plan is based on limited and conceptual engineering studies. Budgets may be adjusted to accommodate for increases or decreases to construction costs based on further studies**
- **Purchase prices are based on best available information, but prices are subject to fluctuations**
- **Critical opportunities or circumstances may arise that are a one-time opportunity for the 25-year BeltLine Vision that may require immediate non-TAD funding**



Purpose

Context

- **History and 25-year Vision of the BeltLine**
- **Prioritization process for five year budget**
- **Sources of funds in first five years**
- **Input from technical experts and the community**

“5-year Detailed Vision” and Work Plan

Next Steps and “How To Contribute Your Input”

Appendix



Opportunity

The BeltLine is one of those rare projects that has the extraordinary potential of...

- **Transforming Atlanta via visionary use of our rail legacy**
- **Improving quality of life for all residents**
- **Connecting neighborhoods with parks, trails, transit and transportation**
- **Ensuring growth across livable neighborhoods**
- **Engaging the community in shaping Atlanta's future**

Vision

Since conception, much work has contributed to defining the Vision of the BeltLine

- **Masters thesis by Ryan Gravel first proposed the project**
- **Emerald Necklace study by Trust for Public Land added new elements to the BeltLine**
- **TAD Feasibility Study, Bond Finance Projections and Fiscal Impacts Analysis validated economics**
- **Redevelopment Plan presented the comprehensive view of the BeltLine**

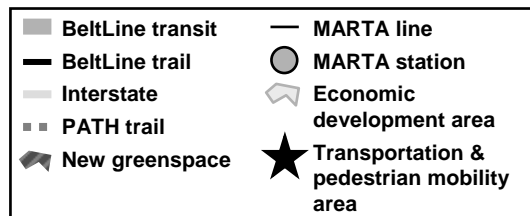
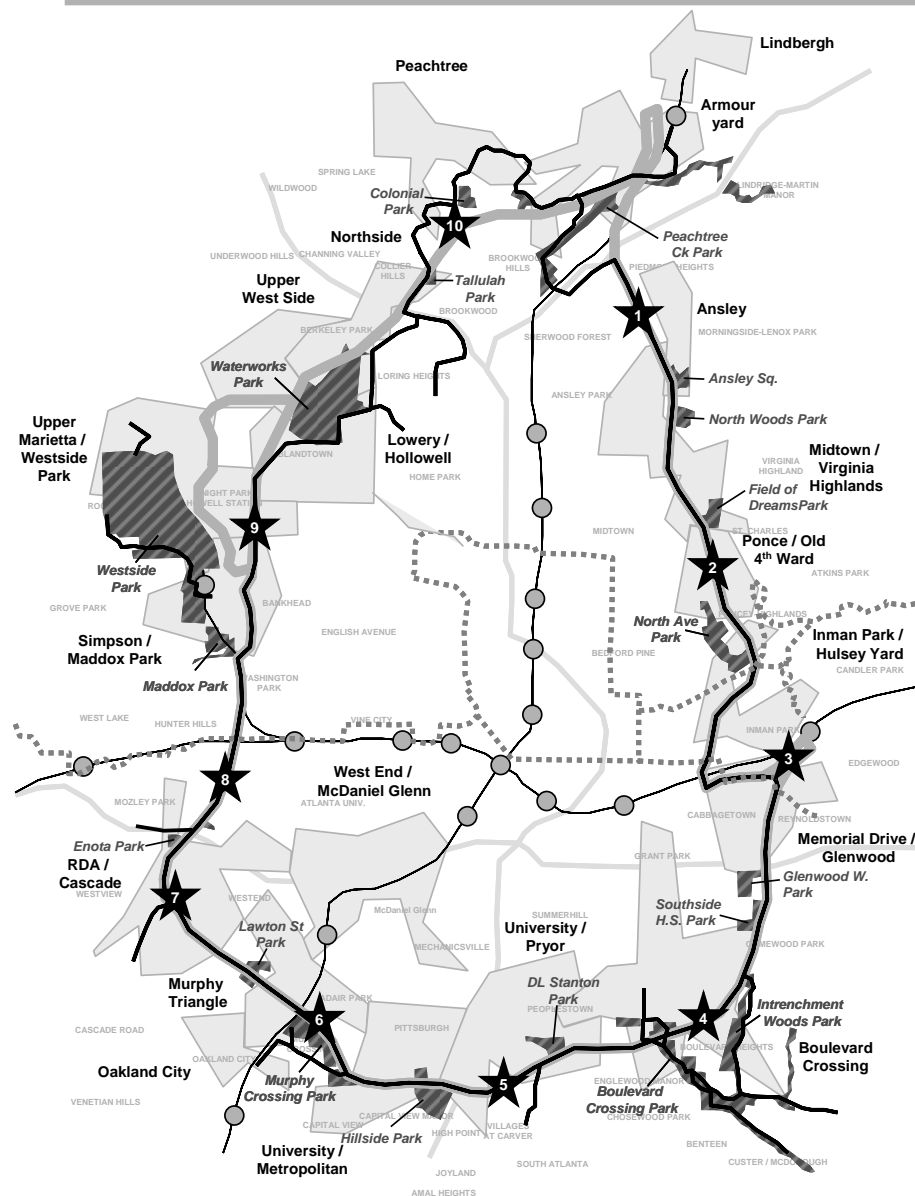
Achievements

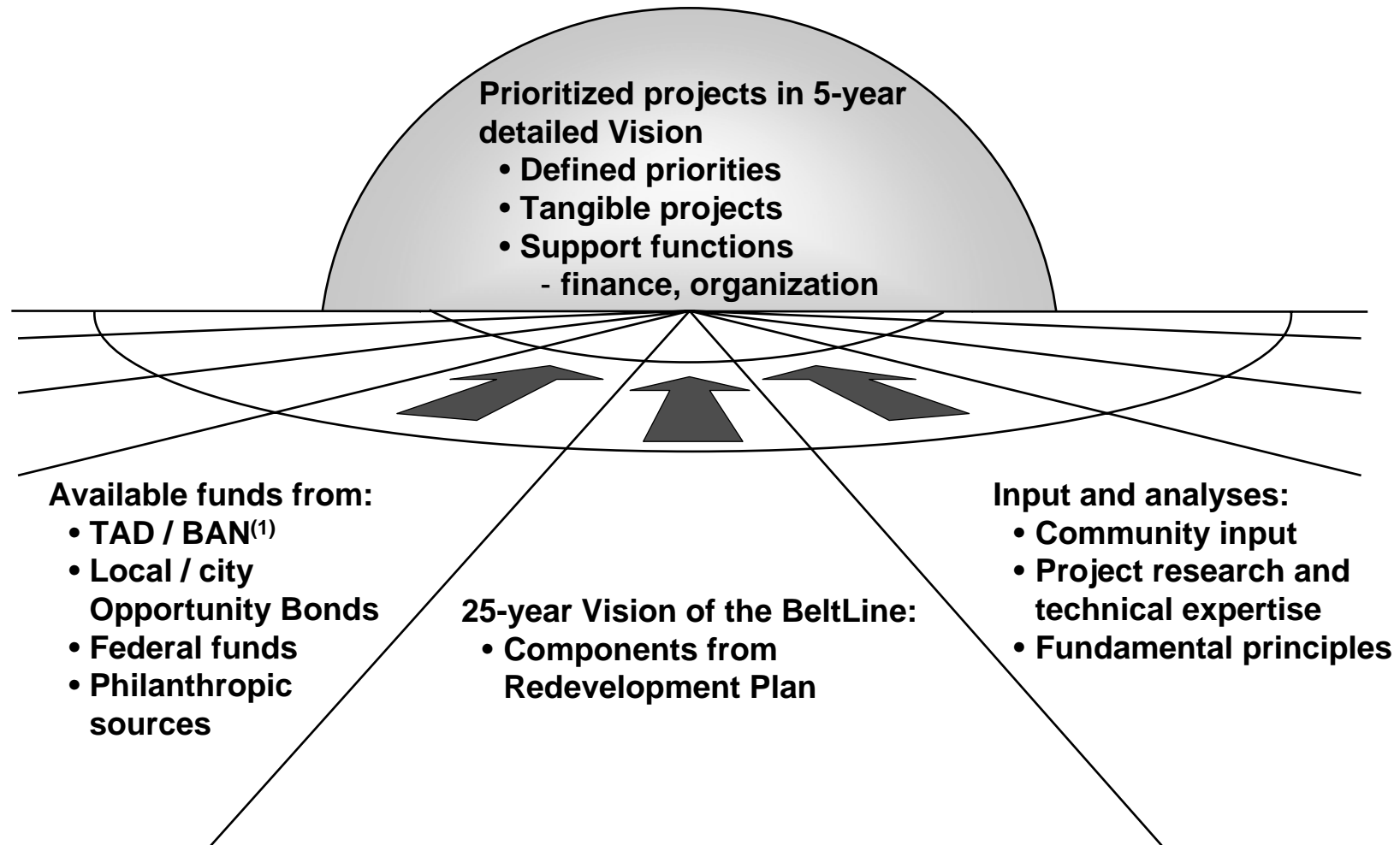
BeltLine has recently gained momentum

- **TAD approved by City Council (12-3), Fulton County (5-1) and Atlanta Public Schools (7-0)**
- **Greenspace Opportunity Bonds approved which include funds for parks along the BeltLine**
- **Bellwood Quarry secured for Westside Park, the "Jewel" of the BeltLine**
- **Extensive community engagement initiated**

Key attributes of the BeltLine

- Nearly 1,300 acres of new greenspace
- 33 miles of trails
- A 22-mile loop of transit
- ~30,000 new jobs in 20 economic development areas
- 5,600+ affordable workforce housing units
- Touches and connects 45 neighborhoods
- Investments in transportation / pedestrian mobility and streetscapes, public art, historic preservation and environmental clean-up

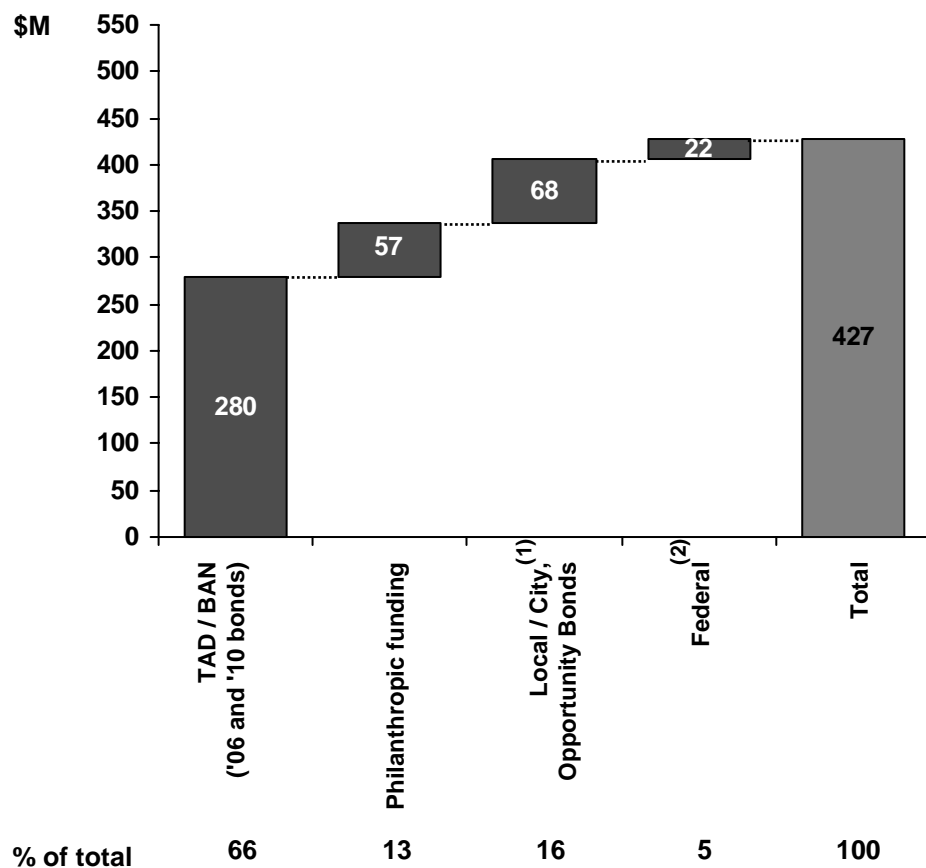




(1) BAN- Bond Anticipated Note, a cash flow mechanism, that is issued prior to TAD issuance and is repaid by the subsequent TAD bond



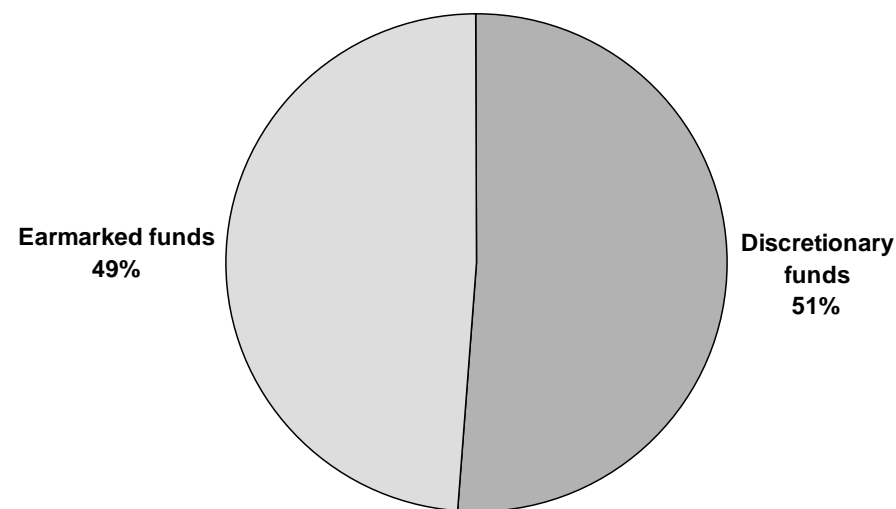
Funding for BeltLine, 2006-2010 projected to total \$427M...



(1) Includes Department of Watershed Management funds
Source: BeltLine Partnership / ADA

(2) Includes Atlanta Regional Commission Transportation Improvement Program (TIP) funds for corridor

...but much of the funding is earmarked



Earmarked funding includes:

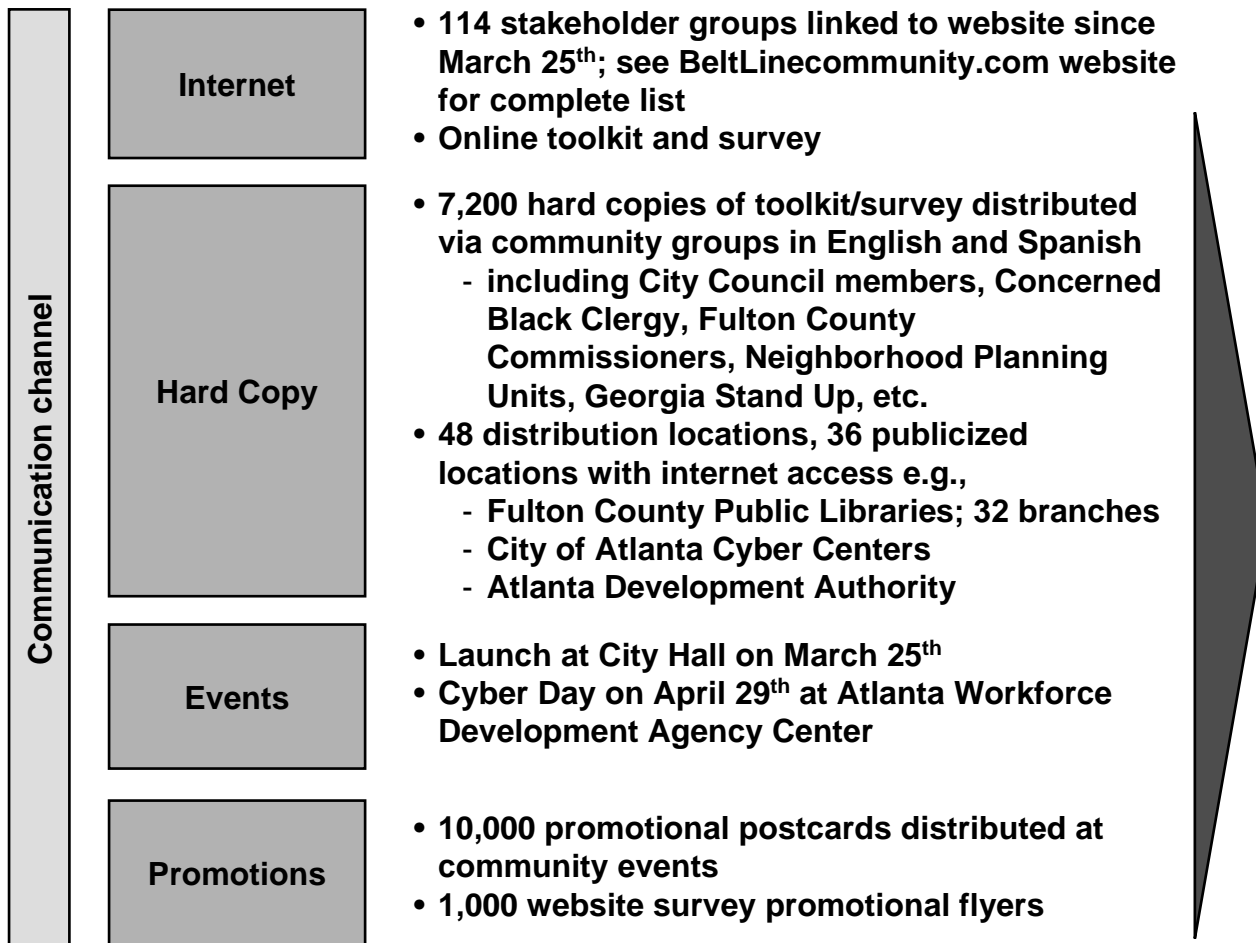
- TAD obligations
 - Affordable Workforce Housing
 - Financing costs
- Philanthropic support
 - Parks and trails
- Quarry acquisition
- City Greenspace Opportunity Bonds
- Federal sources



Element	Key components of Redevelopment Plan	Requirements	Activities to determine priorities and sequencing
Greenspace: Parks and Trails	<ul style="list-style-type: none"> • Construct 1,277 acres of new greenspace in 25 parks • Build 33 miles of multi-use trails connecting parks 	<ul style="list-style-type: none"> • Estimate acquisition and construction costs • Determine available parcels of land 	<ul style="list-style-type: none"> • Costing and engineering studies; Emerald Necklace Study
Transit	<ul style="list-style-type: none"> • Plan and construct 22-mile loop of passenger transit • Determine funding sources for transit system 	<ul style="list-style-type: none"> • Ascertain topographical and alignment issues • Investigate technology and connectivity options 	<ul style="list-style-type: none"> • MARTA Beltline Alternatives Analysis; Peachtree Streetcar Feasibility Study; National research and benchmarking
Planning and Economic Development	<ul style="list-style-type: none"> • Conduct road and streetscape improvement projects in 10 sections of the BeltLine • Plan economic development around development sub-areas • Create 5,600+ units of affordable housing • Determine usage of incentives funds to attract investors 	<ul style="list-style-type: none"> • Align design and engineering with transportation and pedestrian needs <ul style="list-style-type: none"> - especially in high density areas • Determine environmental and economic needs within development areas • Research analogous city projects for potential incentive programs 	<ul style="list-style-type: none"> • Transportation studies; Geographic Information Systems database construction; Atlanta Urban Design Commission Historic Resource Survey; City managed brownfield inventory; identification of potential redevelopment areas; existing Neighborhood Redevelopment Plans

Outreach efforts

Community response



- 10,000+ surveys⁽¹⁾ completed with broad geographic participation⁽²⁾
- 45,000 hits⁽³⁾ to the website
- Community Conversations hosted by
 - Georgia Stand Up
 - Piedmont Park Conservancy
 - Georgia Tech Students for Progressive Transit
 - Sierra Club & others
- 250 community representatives, City Council members and others attended rollout meeting
- Community organized events; Sierra Club Earth Day canvas, BeltLine Partnership information booths at multiple festivals and events

(1) As of May 19th 2006

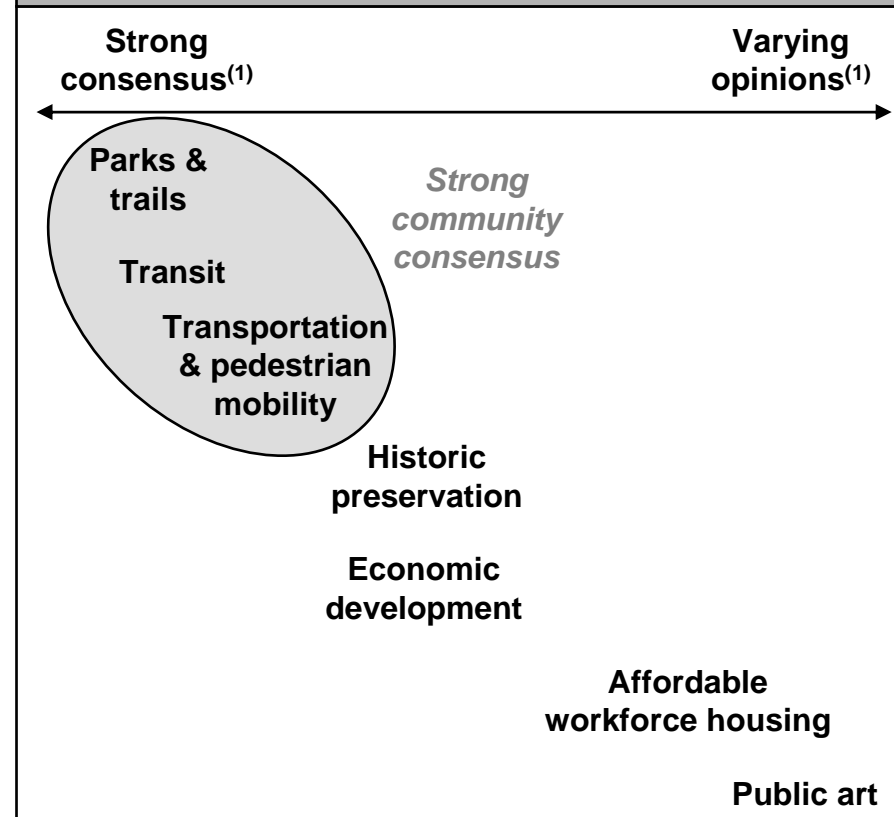
(2) BeltLine population and participation percentages were calculated on the basis of City of Atlanta zip codes. % of respondents / % of population: NW – 36% / 30%, NE – 34% / 27%; SE – 16% / 22%; SW – 14% / 21%. Excludes 1,375 surveys received from respondents outside of BeltLine identified zip codes.

(3) As of May 1st 2006

Three themes emerged⁽²⁾

	Key themes / values	% Agree ⁽¹⁾
1	Building for the future	
	- “Buying as much of the land as possible, immediately”	97%
	- “Purchase as much ROW as possible, as quickly as possible”	84%
	- “Land to be used for sidewalks & road improvements should be purchased when available”	83%
2	Realizing economic benefits	
	- “Increasing number of jobs and businesses”	95%
	- “Increasing the tax base as quickly as possible”	60%
3	Maintaining geographic balance	
	- “Community consensus on where projects are located”	91%
	- “Balancing projects across quadrants”	75%

Community Priorities in the short-term⁽³⁾



(1) Top 2 boxes: Percent of respondents who rated the element as important or very important.

(2) Question: Please rate the values you consider most important in developing the BeltLine work plan for the first five years.

(3) Question: Please rank the importance of the following components of the BeltLine projects.

Source: BeltLine Community Engagement Survey, (March 25th – May 19th 2006)



Purpose

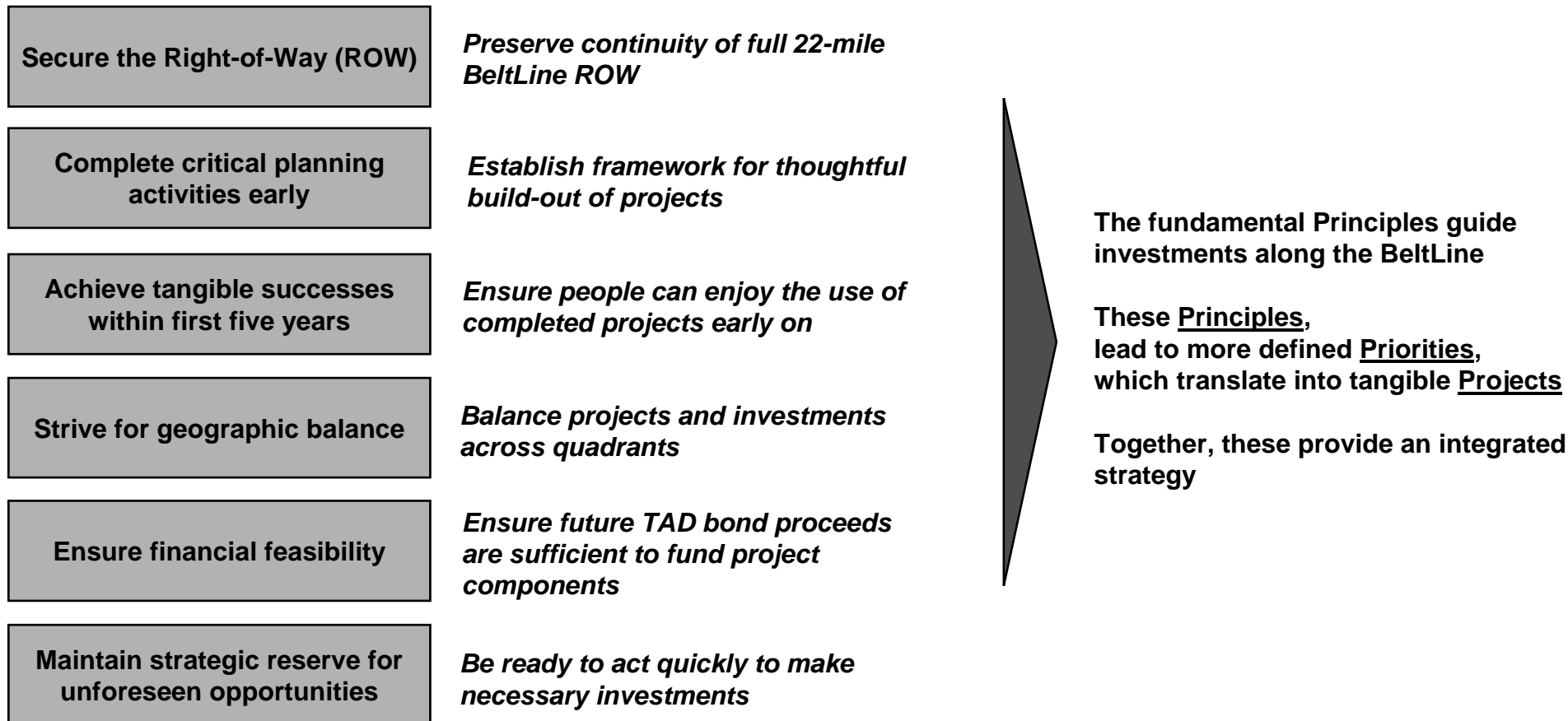
Context

“5-year Detailed Vision” and Work Plan

- Principles, priorities and projects
- Detailed work plans by element

Next Steps and “How To Contribute Your Input”

Appendix



Each principle is critical to success

PRINCIPLES LEAD TO PRIORITIES FOR FIRST 5 YEARS

“Stakes in the Ground”



*Growing greenspace
with parks and trails*



- Acquire and develop significant portions of Westside Park
- Fully develop 2-3 parks
- Complete at least two sections of trails and prepare three spur trails fully
- Dedicate remaining funds for new park and trail land across quadrants
- Maximize strategic reserves for unforeseen opportunities

Transforming transit



- Secure and develop as much Right-of-Way as possible
- Do everything possible to ensure transit at earliest opportunity
 - Complete the MARTA Alternatives Analysis Study
 - Complete Draft Environmental Impact Study (DEIS) and preliminary engineering work
 - Complete Northwest alignment assessment
- Prepare Right-of-Way for trails and transit
- Pursue federal/state funding and establish contingency if funds not available
- Maximize strategic reserves for unknown opportunities

*Ensuring livable
communities and
attractive business
climate*

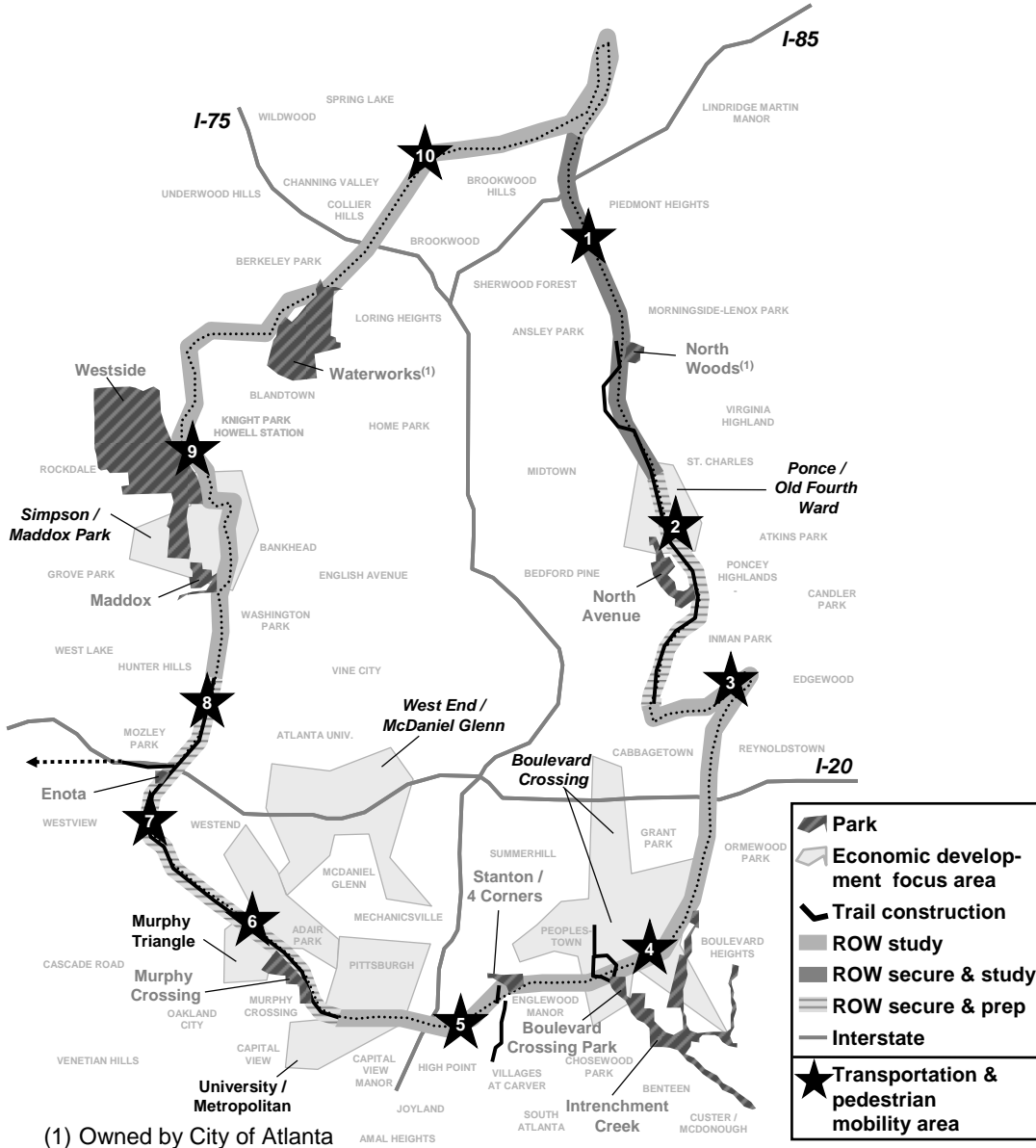


- Complete basic planning studies (in first 18-24 months) related to street grid, connectivity, land-use, zoning, and master plans (Open Space, Transportation, Public art and 20 Sub-areas) to establish community-based framework for future economic development
- Invest in development incentives, affordable workforce housing, preservation (historic and environmental), public art and transportation improvement to drive economic development

The priorities reflect our fundamental principles and are critical to the integrated strategy

OVERVIEW OF PROJECTS IN THE 5-YEAR DETAILED VISION

Projects in first five years

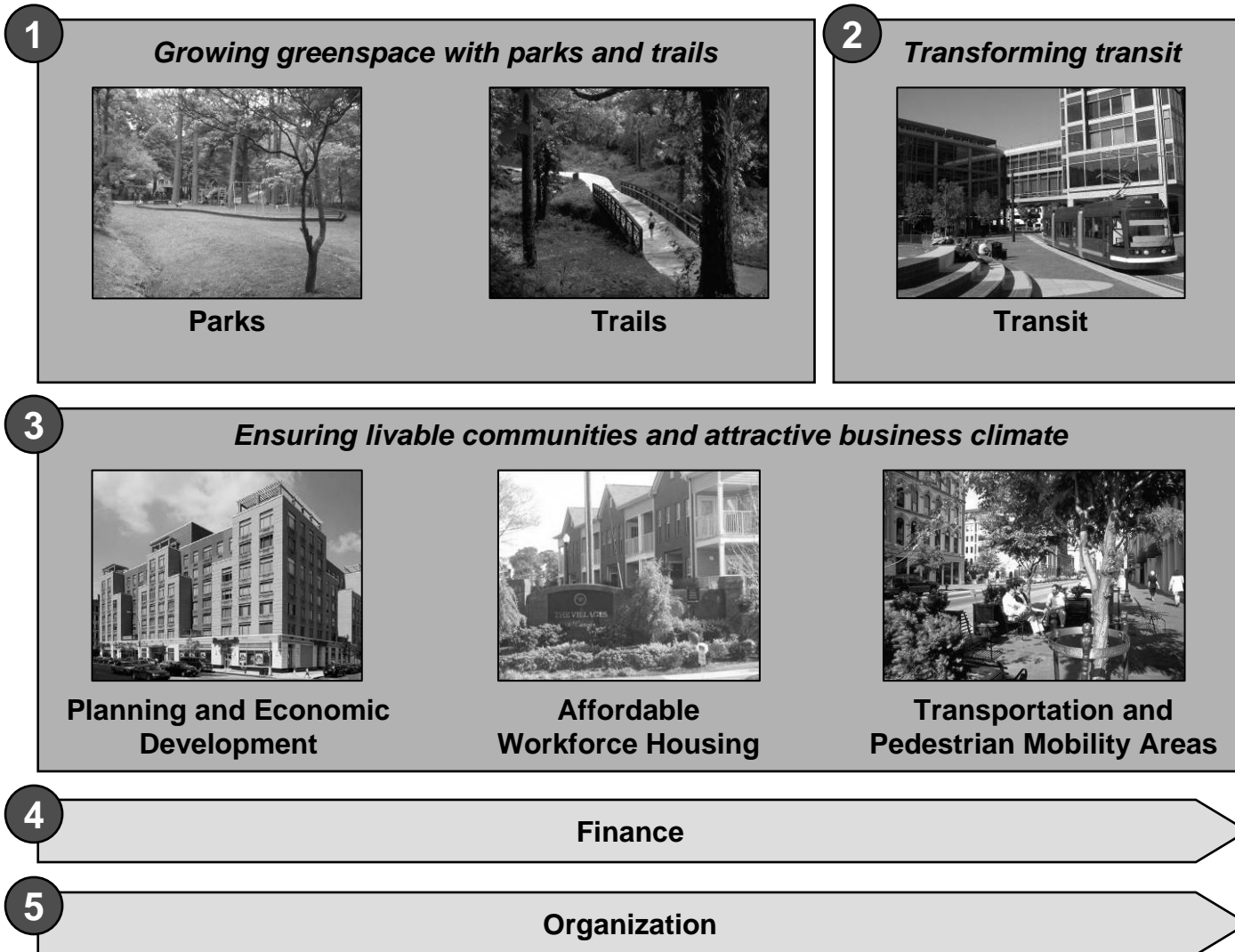


- 1 Growing greenspace with parks and trails**

 - 575-600 acres of greenspace acquired with 250-275 acres developed
 - 480-490 acres of parks acquired with 155-165 acres developed
 - 5-7 miles/90-100 acres of trails and 1-3 miles/ 5-10 acres of spurs acquired and developed
- 2 Transforming transit**

 - Complete all studies required to begin transit construction
 - Secure available Right-of-Way
 - Prepare 5-7 miles of Right-of-Way for transit
- 3 Ensuring livable communities and attractive business climate**

 - ~\$42M invested in new affordable workforce housing units
 - Targeted economic development spending in 6 focus areas
 - Road and streetscape investment for transportation and pedestrian mobility areas
 - Complete street grid, land-use plan, zoning, master planning and connectivity studies
 - Complete environmental and historic assessments
 - Incorporate public art



Parks



Trails



Transit



**Planning and Economic
Development**



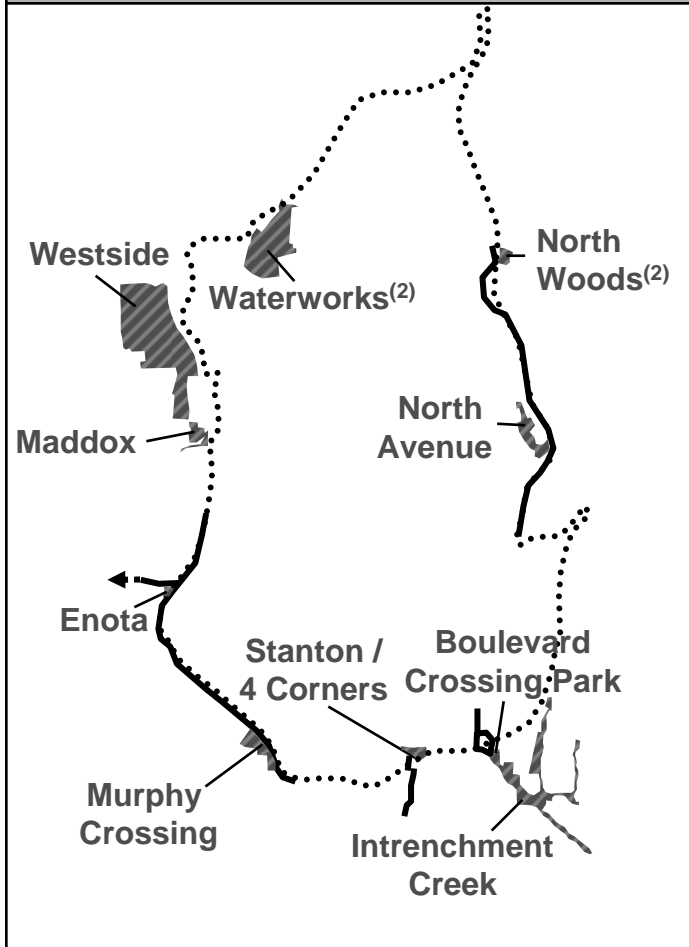
**Affordable
Workforce Housing**



**Transportation and
Pedestrian Mobility Areas**



Parks and trails in 5 year budget



Trail construction
 Park (acquire & develop 1st 5 yrs.)

Parks and trails overview

Priorities:

- Acquire and develop areas with available Opportunity Bonds funds
- Purchase key properties
- Leverage opportunities for park development

Parks

Acquire 480-490 acres of land for 10 new parks⁽¹⁾ and develop 155-165 acres

- Complete development of 2 parks (Enota Park & Boulevard Crossing)
- Partial development of 4 additional parks (Westside; Murphy Crossing/ Lawton; Stanton/ 4 Corners; North Woods-Piedmont Park expansion)

Invest \$1.7M in Public art for parks, trails and development areas

Trails

Secure and prepare 5-7 miles/ 90-100 acres of trails

- NE: 3-4 miles/ 47-52 acres connecting from Piedmont Ave. to Edgewood Ave.
- SW: 2-3 miles/ 43-48 acres connecting Allene Ave. to Lena St.
- NW: Conduct engineering study necessary for trail development

Contingent upon securing of Right-of-Way and completion of studies

Spurs

Secure & prepare 1-3 miles/ 5-10 acres of spur trails out of total 11 miles in the Redevelopment plan

- SE: 1-3 miles/ 5-10 acres of spurs connecting Grant Park to Chosewood Park and Stanton / 4 Corners to Pryor Street
- SW: Lionel Hampton Trail connecting to Enota and John A. White parks, length TBD

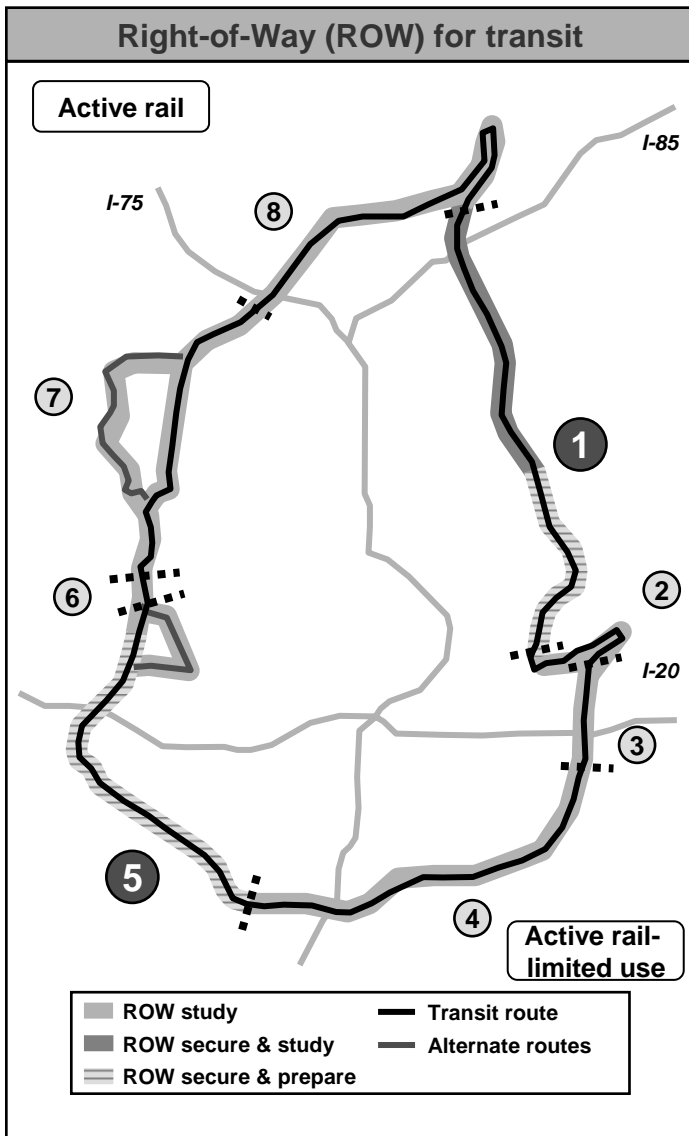
Funding sources

- Greenspace Opportunity Bonds
- Philanthropic and private funds
- Trust for Public Land's revolving credit line
- BeltLine TAD/BAN funds; Federal funds

Budget:
\$ 180M

(1) 24 parks identified in Redevelopment Plan, 25 parks result of splitting Boulevard Crossing into 2 parks- Boulevard Crossing & Intrenchment Creek parks

(2) Acreage already owned by city: North Woods- all; Waterworks-110 acres



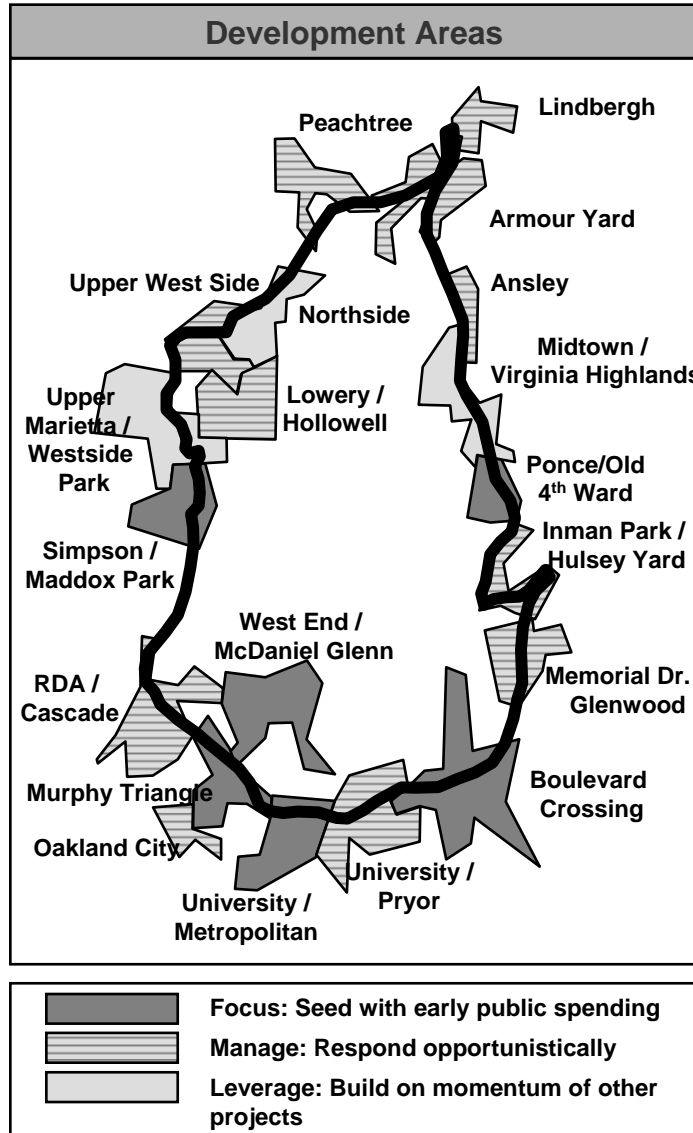
Transit overview

<p>Priorities:</p>	<ul style="list-style-type: none"> • Take all steps necessary to ensure the creation of a transit system • Budget and prepare for the creation of a usable transit system as quickly as possible; finalize connectivity 	
<p>Right of Way (ROW)</p> <p><u>Ownership and active rail ROW currently owned by different parties with NW and SE in active use:</u></p> <ul style="list-style-type: none"> ① NE Atlanta BeltLine Group ② ④ ⑧ CSX ③ ⑤ Georgia Dept. of Transportation ⑥ MARTA ⑦ Private/CSX <p><u>First five years</u> ① ⑤</p> <p>Since NW and SE in active use, focus will be to secure and prepare portion of NE and SW</p>	<p>Construction</p> <p><u>Prepare for construction</u></p> <p>Complete engineering, MARTA Alternatives Analysis, Draft Environmental Impact and final design studies to determine transit routes, stations, modes, costs and operating model</p> <ul style="list-style-type: none"> • Conduct commuter / freight studies as needed • Investigate potential interim transit option <p><u>Construction</u></p> <p>Start construction of trails and transit Right-of-Way</p> <ul style="list-style-type: none"> • e.g., demolition, earthwork, retaining walls, landscaping, etc. 	<p>Financing</p> <p>Pursue creative financing strategies to:</p> <ul style="list-style-type: none"> • Augment TAD bond allocations for transit • Expedite process for completion of first segment • Create contingency pool using local funds
<p>Funding sources</p>	<ul style="list-style-type: none"> • Beltline TAD/BAN funds; creative local arrangements • Federal government's "New Starts" Program • Transportation Improvement Program (TIP) funds • Federal Transit Administration/ Federal Highway Administration programs 	<p>Budget: \$78M⁽¹⁾</p>

(1) Includes Right-of-Way acquisition, preparation and engineering; NW connectivity study

ENSURING LIVABLE COMMUNITIES & ATTRACTIVE BUSINESS CLIMATE (I)

Planning, Development and Workforce Housing



Development overview

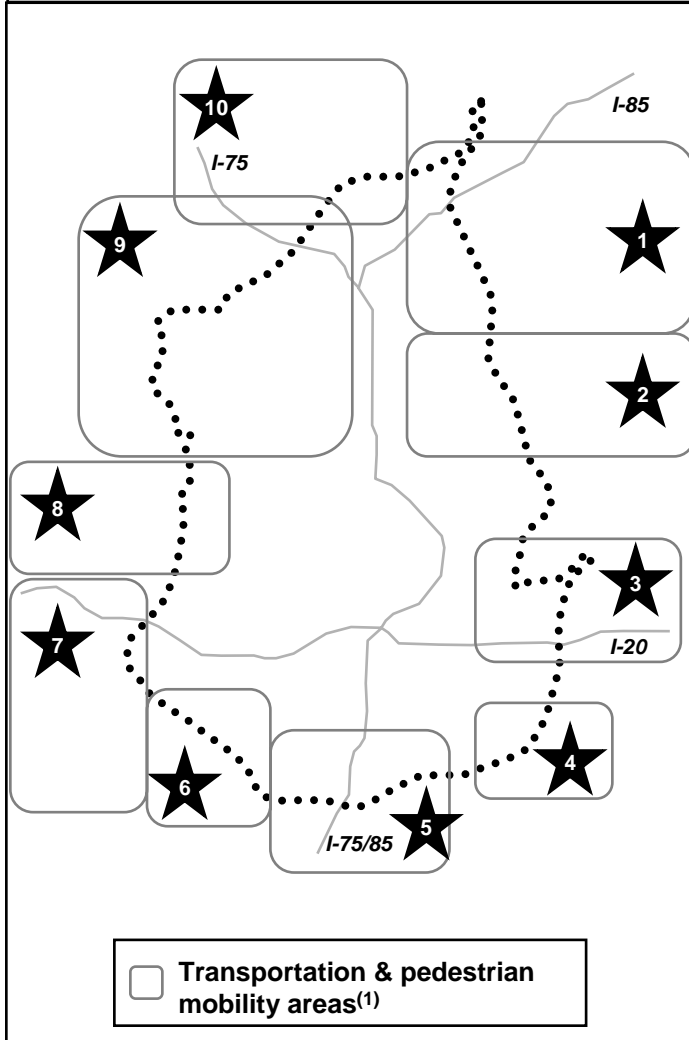
Priorities:	<ul style="list-style-type: none"> • Seed private investment with targeted economic incentives fund • Pursue city-wide workforce housing goals • Preserve the historic aspects and improve the environmental quality of BeltLine neighborhoods 		
Planning	Economic Development	Workforce Housing	
<p>Basic planning activities:</p> <ul style="list-style-type: none"> • Land-use plan • Master plan • Zoning <p>Historic Preservation</p> <ul style="list-style-type: none"> • Support Atlanta Urban Design Commission designation efforts <p>Environment (\$8M)</p> <ul style="list-style-type: none"> • Conduct brownfield testing/remediation for key sites in target areas to facilitate private development 	<p>\$19M in incentives, ~75% targeting key focus areas⁽¹⁾:</p> <ul style="list-style-type: none"> • Murphy Triangle • Boulevard Crossing • Simpson/Maddox • West End/McDaniel Glenn • University/Metropolitan 	<p>\$42M from TAD issuance to be spread across the BeltLine</p> <p>Creation of BeltLine Affordable Workforce Housing Advisory Group and BeltLine Trust Fund</p>	
Funding sources	<ul style="list-style-type: none"> • BeltLine TAD/BAN Funds • Federal matches • State and federal environmental clean-up program grants 		Budget: \$69M

(1) Economic development spending in Ponce/Old Fourth Ward is limited to infrastructure projects

ENSURING LIVABLE COMMUNITIES & ATTRACTIVE BUSINESS CLIMATE (II)

Transportation and Pedestrian Mobility Area

Key areas for studies / improvements



Transportation and pedestrian mobility area overview

Priorities:	<ul style="list-style-type: none"> Oversee planning and execution of transportation and pedestrian/bike projects Conduct studies for future design and engineering
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Planning
<p>Conduct 10 connectivity studies to:</p> <ul style="list-style-type: none"> Identify roadway and pedestrian/ bike projects to address this impact <p>Complete street grid and sub-area master plans</p> <p>Complete Transportation Master Plan</p>

Existing projects
<p>Collaborate with City on implementation of approximately \$49M already approved/ funded projects:</p> <ul style="list-style-type: none"> In or near the BeltLine TAD Of strategic importance to the BeltLine

New projects
<p>Allocate funds to new projects based on studies and community input</p> <p>Prioritize projects that:</p> <ul style="list-style-type: none"> Reduce traffic congestion Improve pedestrian / bike mobility Are of strategic importance for economic development and connectivity

Funding sources	<ul style="list-style-type: none"> BeltLine TAD/BAN Funds Federal or private matches
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Budget: \$23M

(1) Transportation and pedestrian mobility areas determined from transportation studies of Redevelopment Plan

Northwest

\$152M⁽¹⁾

Focus on Westside Park while investigating ROW alignment

- Invest significantly in new park acquisition and development
- Conduct studies necessary to resolve ROW alignment barriers
- Spur economic development around Westside & Waterworks park development
- Preserve local historic sites
- Drive affordable workforce housing/remediation/public art
- Study transportation & pedestrian mobility areas

\$88M

Northeast

Develop trails and foundation for transit, while building on current momentum in the area

- Secure and prepare ROW for trail to Piedmont Park and transit
- Build initial trail segment
- Support transit-oriented development at City Hall East with North Avenue Park
- Support expansion of North Woods
- Preserve local historic sites
- Drive affordable workforce housing/remediation/public art
- Study transportation & pedestrian mobility areas

Southwest

\$99M

Develop trails, lay foundation for transit, and spark economic development

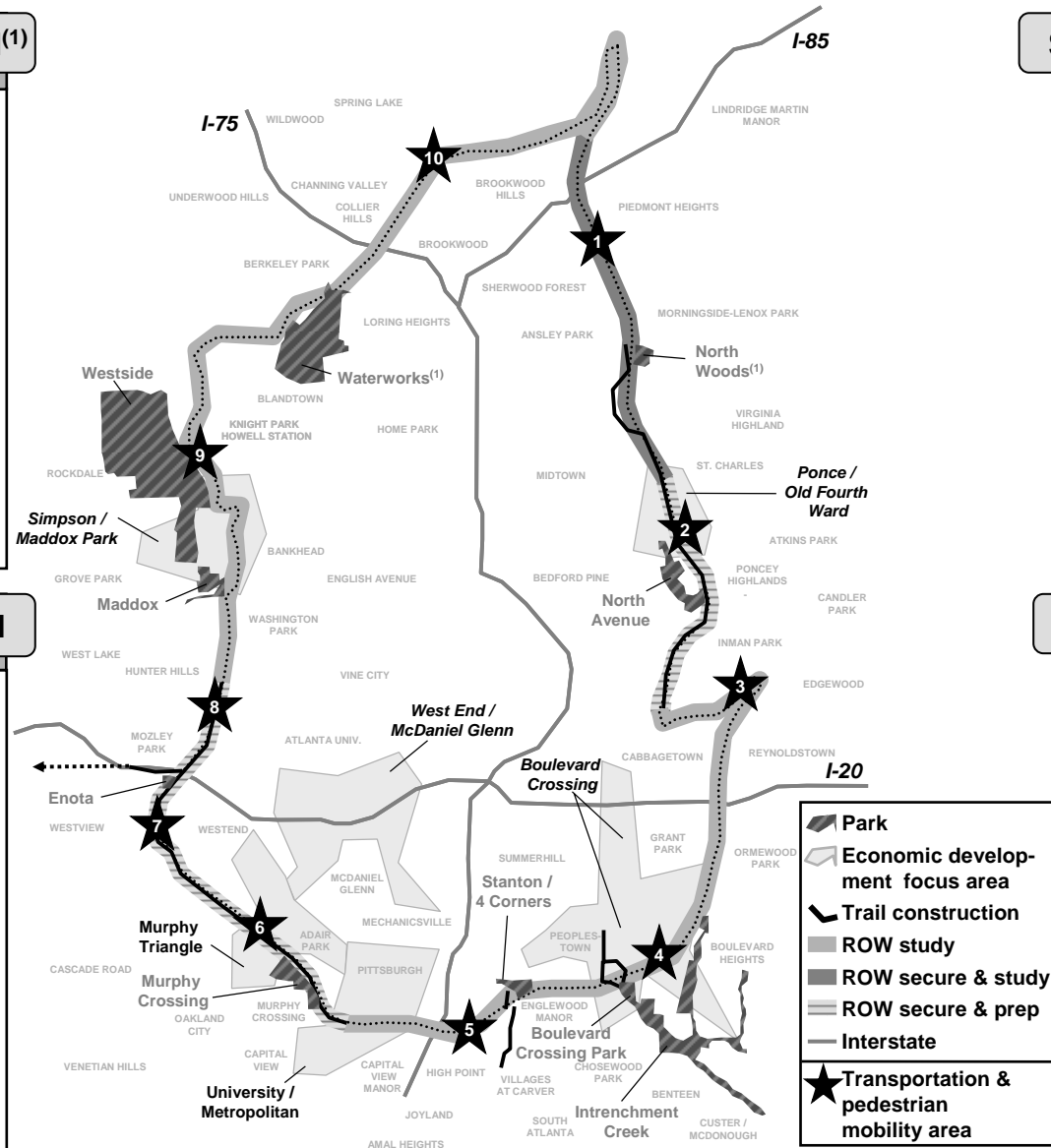
- Secure and prepare the ROW for trails & transit
- Build spur connecting to John A White park and initial trail
- Expand new usable park land connected with spur trail
- Provide economic development incentives
- Preserve local historic sites
- Drive affordable workforce housing/remediation/public art
- Study transportation & pedestrian mobility areas

\$88M

Southeast

Jump-start private investment with park development and economic incentives

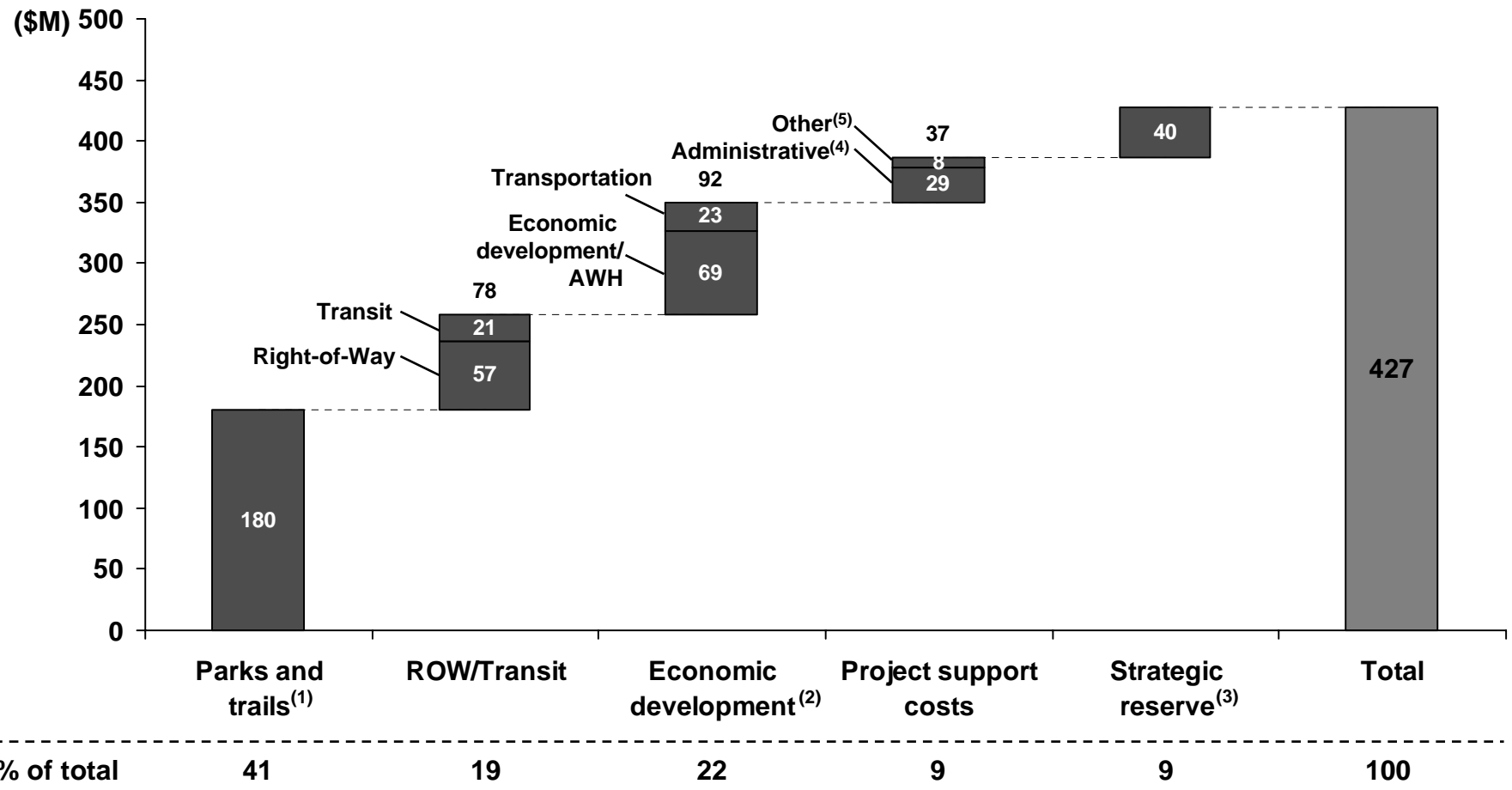
- Create new usable park land
- Connect existing and new parks with spur trails
- Encourage economic development with typical economic incentives
- Preserve local historic sites
- Drive affordable workforce housing/remediation/public art
- Study transportation & pedestrian mobility areas



	Park
	Economic development focus area
	Trail construction
	ROW study
	ROW secure & study
	ROW secure & prep
	Interstate
	Transportation & pedestrian mobility area

(1) \$97M of funding for Westside Park development

Estimated expenditure budget for BeltLine, 2006-2010



(1) Includes \$1.7M public art (2) Includes affordable workforce housing (AWH), transportation & pedestrian mobility and economic incentives fund plus other costs such as brownfield testing, connectivity studies (3) \$40M strategic and tactical reserve (4) Administrative and communications costs, 2006-2010 (5) Includes bond financing costs
 Source: BeltLine Partnership / ADA

USES AND SOURCES OF FUNDS BY YEAR

Use / source	(\$M)						Total	Notes
	2006	2007	2008	2009	2010	Subtotal		
• Parks and Trails							180	
- Acquisition	40	20	22	21	16	119		<ul style="list-style-type: none"> • Quarry in process; earmarked Opportunity Bonds • Earmarked Opportunity Bonds & federal funds
- Development	-	10	14	11	24	59		
- Public art	-	-	1	1	-	2		
• Right-Of-Way/Transit							78	
- Right-of-Way/ Transit acquisition, preparation, & engineering	1	27	20	9	21	78		<ul style="list-style-type: none"> • Earmarked federal funds and local match
• Development							92	
- Workforce housing	2	7	8	8	17	42		<ul style="list-style-type: none"> • Requirement in legislation- geographic discretion
- Development incentives	1	5	4	4	5	19		
- Brownfield testing/ remediation	-	2	2	2	2	8		
- Transportation & Pedestrian Mobility	1	2	2	5	13	23		
• Project support costs							37	
- Administration, communication & finance	1	5	5	5	21 ⁽¹⁾	37		
• Contingency							40	
- Strategic reserve	-	20	-	-	20	40		<ul style="list-style-type: none"> • Recommended for unforeseen opportunities
• Grand Total	46	98	78	66	139	427	427	
• TAD / BAN	140	-	25	-	115	280		<ul style="list-style-type: none"> • Required spending on Parks / Trails • Estimated for Quarry • Funding for Right-of-Way, studies, trail development
• Philanthropic funding	28	20	9	-	-	57		
• Opportunity Bonds	54	-	-	-	-	54		
• Dept. of Watershed Management	14	-	-	-	-	14		
• Federal funding	3	7	4	4	4	22		
• Grand Total	239	27	38	4	119	427	427	

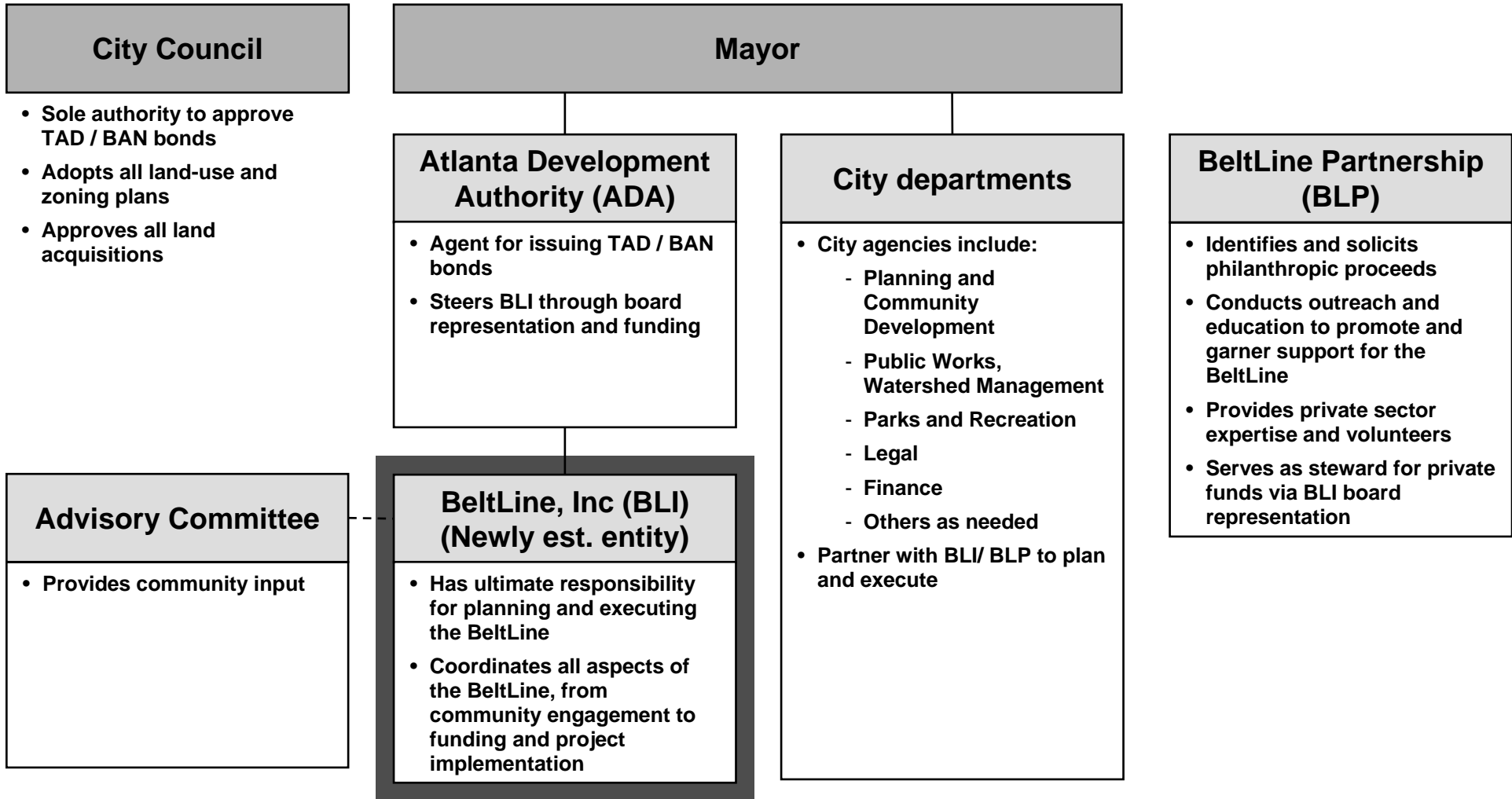
Uses

Sources⁽²⁾

(1) Includes \$2.3M contractual obligation reserve and administration/communication costs through 2013

(2) Revenue sources include \$0.2M Environmental Protection Agency grant and \$0.3M Quality of Life funding for park improvements

Source: Atlanta Development Authority / BeltLine Partnership estimates



ROLES AND RESPONSIBILITIES WITHIN BELTLINE FUNCTIONS



Core Function	Atlanta Development Authority	BeltLine, Inc	BeltLine Partnership	City departments
Strategy development planning	<ul style="list-style-type: none"> Represents TAD/BAN interests to guide the strategy/planning process 	<ul style="list-style-type: none"> Defines strategy/plan for BeltLine 	<ul style="list-style-type: none"> Represents private interests to guide the strategy/planning process 	<ul style="list-style-type: none"> Supports the strategy/planning process
Fundraising	<ul style="list-style-type: none"> City agent for issuing bonds/BANs for TAD financing 	<ul style="list-style-type: none"> Drives efforts to secure other federal, state, local and private funding 	<ul style="list-style-type: none"> Drives philanthropic funding in conjunction with Trust for Public Land and PATH Foundation Supports other private financing initiatives 	<ul style="list-style-type: none"> Assists with city/local bonds Issues bonds
Communication	<ul style="list-style-type: none"> Assists in official communications as needed 	<ul style="list-style-type: none"> Drives community engagement process Responsible for official communications Maintains BL community website 	<ul style="list-style-type: none"> Fosters advocacy and develops coordinated marketing communications Helps heighten awareness and educates community on the BeltLine 	<ul style="list-style-type: none"> Provides content Helps educate community on the BeltLine Conducts community input efforts related to specific activities (e.g., parks master planning)
Execution		<ul style="list-style-type: none"> Serves as project management office Drives execution of BeltLine plan Manages relationships/contracts, etc. 	<ul style="list-style-type: none"> Supports BLI with volunteer efforts Coordinates private sector involvement and “special interest” constituencies 	<ul style="list-style-type: none"> Executes key elements of the BeltLine
Oversight	<ul style="list-style-type: none"> Represents TAD/BAN interests to ensure funds are used as intended 	<ul style="list-style-type: none"> Tracks and reports progress to City Council/ Atlanta Public Schools/ Fulton County/ Atlanta Development Authority/ BeltLine Partnership 	<ul style="list-style-type: none"> “Steward:” ensures private funds are used as intended 	<ul style="list-style-type: none"> BeltLine Sub-Cabinet drives information-sharing and coordinates decision-making across departments



■ Primary work phase ▨ Ongoing activities

Event		Year	2006	2007	2008	2009	2010
Parks & trails	Initiate and complete park land acquisition & negotiations		[Primary work phase bar from 2006 to mid-2009]				
	Conduct master planning and conceptual design of new parks		[Primary work phase bar from 2006 to mid-2007]				
	Design and engineer trails, spurs		[Primary work phase bar from 2007 to mid-2008] ▨ [Ongoing activities bar from mid-2008 to 2009]				
	Construct trails and parks		[Primary work phase bar from 2007 to 2010]				
Transit	Acquire Right-of-Way for trails & transit		[Primary work phase bar from 2006 to mid-2007] ▨ [Ongoing activities bar from mid-2007 to 2010]				
	Complete Draft Environmental Impact Study, preliminary engineering		[Primary work phase bar from 2007 to 2010]				
	Determine transit and trail alignment, particularly in NW		[Primary work phase bar from 2006 to mid-2007]				
	Determine governance and operating model for transit		[Primary work phase bar from 2006 to mid-2007]				
Planning and Development	Conduct planning activities (master plans, street grid, public art, etc.)		[Primary work phase bar from 2006 to mid-2008] ▨ [Ongoing activities bar from mid-2008 to 2010]				
	Secure federal/ developer match dollars for transportation		[Primary work phase bar from 2007 to mid-2008] ▨ [Ongoing activities bar from mid-2008 to 2009]				
	Designate historic structures; develop brownfield remediation plans		[Primary work phase bar from 2007 to mid-2008] ▨ [Ongoing activities bar from mid-2008 to 2010]				
	Promote projects in economic development focus areas		[Primary work phase bar from 2006 to mid-2009] ▨ [Ongoing activities bar from mid-2009 to 2010]				
Support	Apply Community Engagement Framework across all activities		[Primary work phase bar from 2006 to 2010]				
	Prepare annual budget			▲	▲	▲	▲
	Begin philanthropic fundraising		▲				
	Issue TAD/BAN		▲		▲		▲



Key challenges

Actions to address near-term

Contingency plans

- Ability to secure Right-of-Way

- Initiate conversations with key owners and stakeholders of Right-of-Way
- Establish team to:
 - investigate alternative options for Right-of-Way
 - develop solutions for all parties involved

- Be prepared to act quickly with contingency fund or other funds if special opportunity arises
- Investigate alternate Right-of-Ways

- Ability to purchase parcels around key parks

- Work to secure properties as soon as possible

- Pursue other parks if 10 parks in work plan are not available in short-term

- Ability to secure non-TAD funding sources (e.g., federal / state resources) in the first five years for the 25-year plan

- Develop federal funding strategy
- Explore all state funding options
- Outline innovative municipal financing opportunities
- Pursue philanthropic funds aggressively
- Pursue public/private funding opportunities

- Pursue alternative funding strategies



Purpose

Context

“5-year Detailed Vision” and Work Plan

Next Steps and “How To Contribute Your Input”

Appendix



- **Document BeltLine Citizen Participation Framework**
- **Finalize BeltLine Advisory Committee**
- **Hire CEO of BeltLine Inc.**
- **Create Trust Fund for Affordable Workforce Housing monies**
- **Establish BeltLine Affordable Workforce Housing Advisory Board**
- **Issue TAD bonds**
- **Build organizational infrastructure to support execution**
- **Review MARTA Alternatives Analysis results**
- **Initiate studies (e.g., master planning for 20 sub-areas, land-use, connectivity, Draft Environmental Impact Study, etc.)**
- **Amend city's Comprehensive Development Plan to lay groundwork for future BeltLine development**



1. Get a copy!

- **BeltLine Work Plan & Community Input Response will be released June 3rd and will be available at the ADA (www.atlantada.com) and www.BeltLineCommunity.com websites as well as the reference area of all public libraries in the city of Atlanta**
- **E-mail links to the documents will be sent to stakeholder organizations**

2. Attend the "rollout" meeting of the Work Plan on Saturday, June 3rd 2006 at Atlanta City Hall

3. Attend an outreach meeting in your neighborhood

- **Meetings will be held in the four main segments of the BeltLine the week of June 12th, specific times and locations will be posted on ADA's website, www.atlantada.com and www.BeltLineCommunity.com**

4. Visit Atlanta Development Authority (ADA)

- **ADA will schedule office hours for stakeholder groups to ask questions and make comments during the weeks of June 12th and 19th 2006. See schedule at www.atlantada.com. Call Brandy Crawford at (404) 446-4408 to schedule a time.**

5. Send an e-mail by June 22nd 2006

- **BeltLineCommunity.com will feature an on-line form for submitting your comments on the Work Plan beginning June 3rd.**

6. Send a letter by June 22nd 2006

- **Write a letter to ADA and send it to:**

**Work Plan Feedback, c/o Atlanta Development Authority
86 Pryor Street
Atlanta, GA, 30303**



Purpose

Context

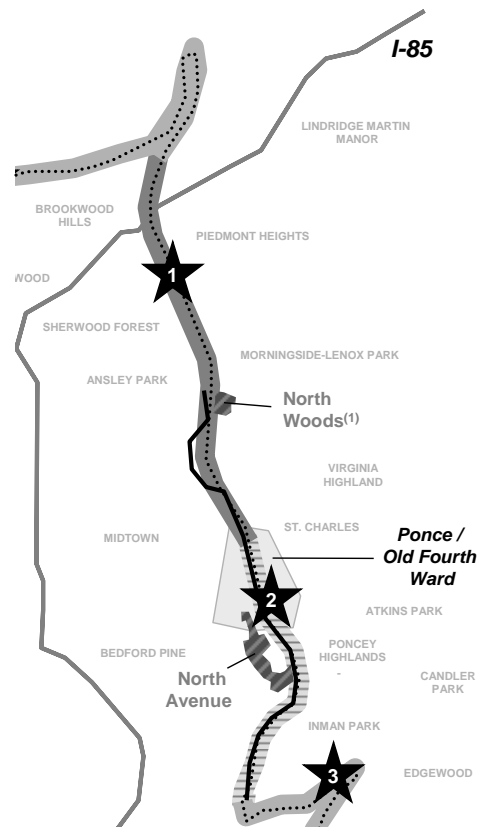
“5-year Detailed Vision” and Work Plan

Next Steps and “How To Contribute Your Input”

Appendix

- **Quadrant view of the BeltLine**
- **Community Engagement and Communication Plan**

Northeast



- Park
- Economic development focus area
- Trail construction
- Transportation and pedestrian mobility area
- ROW study
- ROW secure & study
- ROW secure & prepare
- Interstate

Summary

Build on momentum of private market and current greenspace

- Expand on transit-oriented development at City Hall East with North Avenue Park and affordable workforce housing initiatives
- Study mobility/infrastructure challenges
- Develop trail through Piedmont Park from North Woods to Edgewood Avenue
- Build on expansion of North Woods
- Preserve local historic sites and drive environmental clean-up

Key facts

Parks and Trails

- Park acres acquired 60-62
- Park acres developed 8-10
- Trail miles / acres 3-4 / 47-52
- Spur miles / acres 0

Transit

- Miles studied or secured 6

Transportation and Pedestrian Mobility

- Study Areas (number of) 3

Development

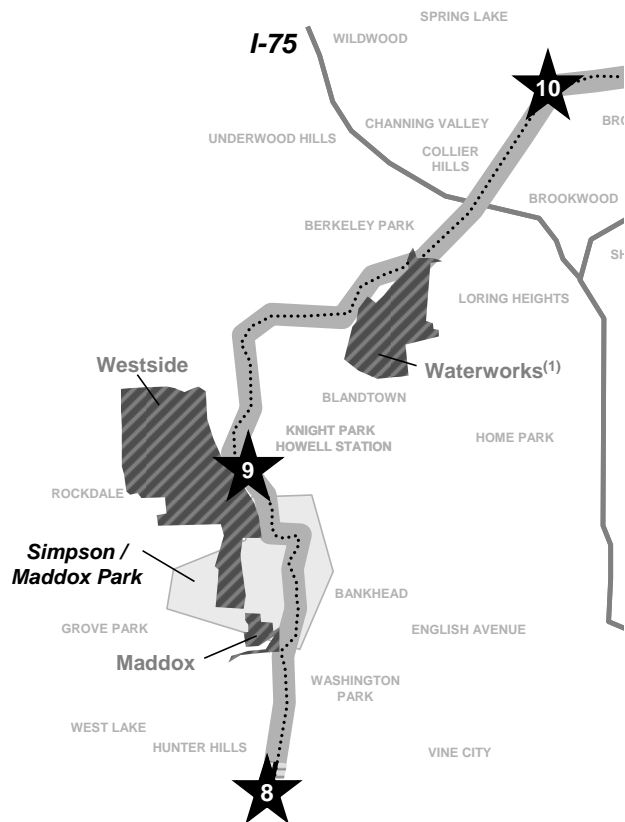
- Economic development focus areas 1
- Historic preservation candidates⁽²⁾ 10

(1) North Woods acreage already owned by city of Atlanta

(2) Current list of individually eligible candidates to the National Registry; discussion and evaluation by Atlanta Urban Design Commission staff

Source: Atlanta Urban Design Commission, study of BeltLine historic resources

Northwest



Summary

Build on success of Bellwood Quarry acquisition with development of Westside Park

- Invest in new Westside Park and Waterworks Park development
- Pursue opportunities for public/private facilities in Westside park
- Spur private development with economic incentives
- Preserve local historic sites, drive affordable workforce housing & brownfield remediation

Current active rail segment and alignment pose structural barriers

- Conduct studies necessary to resolve alignment issues

Key facts

Parks and Trails

• Park acres acquired	355-358
• Park acres developed	100-103
• Trail miles / acres	0
• Spur miles / acres	0

Transit

• Miles studied or secured	7
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Transportation and Pedestrian Mobility

• Study areas (number of)	3
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Development

• Economic development focus areas	1
• Historic preservation candidates ⁽²⁾	27

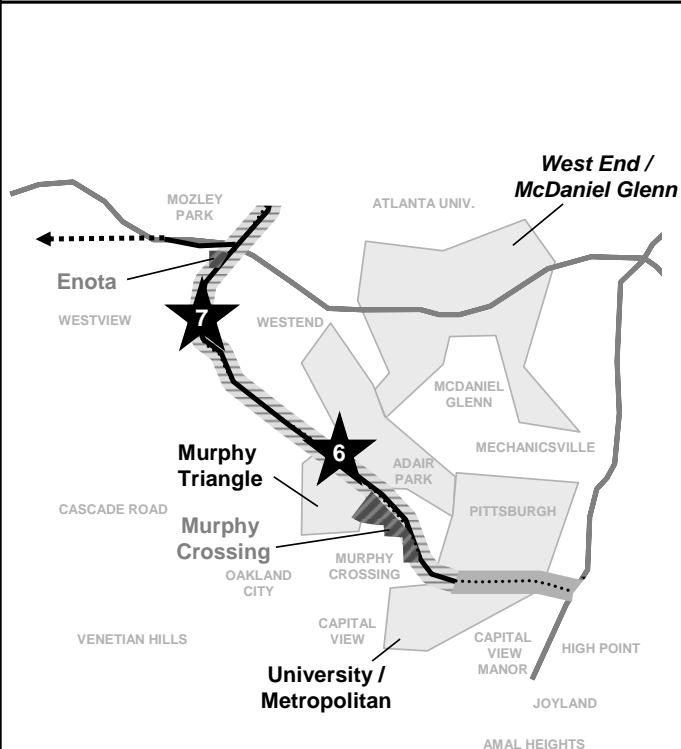
- Park
- Economic development focus area
- Trail construction
- Transportation and pedestrian mobility area
- ROW study
- ROW secure & study
- ROW secure & prepare
- Interstate

(1) Waterworks- 110 acres owned by city of Atlanta

(2) Current list of individually eligible candidates to the National Registry; discussion and evaluation by Atlanta Urban Design Commission staff

Source: Atlanta Urban Design Commission, study of BeltLine historic resources

Southwest



Summary

Spur economic development and prepare for transit while developing new parks and trails

- Secure and prepare the Right-of-Way for trails and transit
- Create new usable park connected with trail and spur trail
- Develop trail segment from Allene Avenue to Lena Street and Lionel Hampton spur trail connecting to John A. White Park
- Encourage economic development with infrastructure projects and economic incentives; drive environmental clean-up
- Preserve local historic sites, create affordable workforce housing

Key facts

Parks and Trails

- Park acres acquired **15-17**
- Park acres developed **15-17**
- Trail miles / acres **2-3 / 43-48**
- Spur miles / acres **TBD**

Transit

- Miles studied or secured **4**

Transportation and Pedestrian Mobility

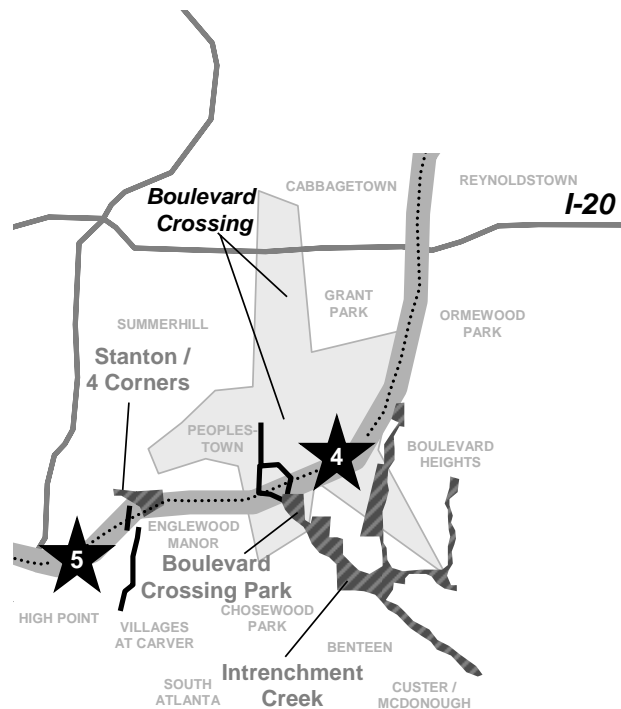
- Study areas (number of) **2**

Development

- Economic development focus areas **3**
- Historic preservation candidates⁽¹⁾ **8**

(1) Current list of individually eligible candidates to the National Registry; discussion and evaluation by Atlanta Urban Design Commission staff
Source: Atlanta Urban Design Commission, study of BeltLine historic resources

Southeast



Summary

Leverage Opportunity Bonds to expand greenspace, connect neighborhoods with new trails and attract private investment with economic incentives

- Create new usable park land
- Connect existing parks with spur trails
- Preserve local historic sites, create affordable workforce housing & drive environmental clean-up
- Promote economic development in focus area

Key facts

Parks and Trails

- Park acres acquired **50-53**
- Park acres developed **32-35**
- Trail miles / acres **0**
- Spur miles / acres **1-3 / 5-10**

Transit

- Miles studied or secured **5**

Transportation and Pedestrian Mobility

- Study areas (number of) **2**

Development

- Economic development focus areas **1**
- Historic preservation candidates⁽¹⁾ **6**

(1) Current list of individually eligible candidates to the National Registry; discussion and evaluation by Atlanta Urban Design Commission staff
Source: Atlanta Urban Design Commission, study of BeltLine historic resources

COMMUNICATION OF WORK PLAN PROGRESS AIMS TO REACH MULTIPLE AUDIENCES

