

The Atlanta BeltLine

**Presentation to the Georgia State
Transportation Board, Intermodal Committee**

February 18, 2009



INTRODUCTION



The BeltLine is the most comprehensive economic development effort ever undertaken in the City of Atlanta and among the nation's largest, wide-ranging urban redevelopments. The project has garnered national visibility as a result of its bold, innovative approach to:

- Urban transportation and connectivity
- Environmental sustainability
- Efficiency of public investment
- Public/private partnership
- Civic involvement

KEY ELEMENTS



Parks
~ 1300 new acres



Trails
33 miles



Transit
22-miles



Jobs & Economic Development
20 areas, 30k jobs



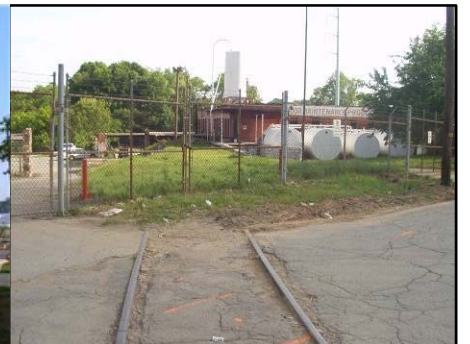
Affordable Housing
Up to 5,600 units



Historic Preservation



Streetscapes & Public Art



Environmental Clean-up

BELTLINE VISION



Combines transit, greenspace, economic development
in a pedestrian-friendly public realm



Examples from Bilbao, Spain

EXISTING FUNDING SOURCES



- Projected budget - \$2.8 billion
- Tax Allocation District approved in 2005
- BeltLine Partnership’s capital campaign has raised over \$30 million to date
- Federal trail and transit funding
- City of Atlanta has contributed through
 - Park Opportunity Bonds
 - Department of Watershed Management Bonds

PROGRESS TO DATE



- First 5-Year Work Plan approved in 2006
- Over \$295 million in projects underway
- Over 300 acres of new property acquired
- Over 150 public meetings conducted
- Master Planning nearly 60% complete
- EIS scheduled for completion in Spring 2010
- Consistently validated in region through
 - ARC's Envision6 Plan
 - TPB's Concept 3
 - Atlanta's Connect Atlanta Plan

DECATUR BELT - CURRENT & ANTICIPATED REDEVELOPMENT



- Old Fourth Ward neighborhood
- Inman Park Village
- Poncey Highland neighborhood
- Edgewood Avenue corridor
- Ansley Mall (anticipated)
- Amsterdam Walk (anticipated)
- 10th and Monroe (anticipated)
- Angier Springs Road corridor (anticipated)

IMPORTANCE OF THE DECATUR BELT CORRIDOR



- Identified as one of first ROW segments to be purchased in 5-Year Work Plan
- Purchased in 2007 to promote redevelopment and increase federal funding options
- Galvanized partnerships with Piedmont Park Conservancy, Atlanta Botanical Garden and others
- Has served as a catalyst for redevelopment along the entire corridor

OPPORTUNITIES OF THE DECATUR BELT CORRIDOR



- Opportunity to create unique public realm not seen in the United States
- Promotes City and State Economic Redevelopment Plans
- Bolsters TAD increment funding for future BeltLine projects
- Connects neighborhoods, schools, employment centers and parks with a pedestrian friendly route

FEATURES OF THE DECATUR BELT CORRIDOR



- Limited ROW – varies 200' to 40' – cannot cost-effectively accommodate contiguous BeltLine and commuter rail in the existing corridor
- Entire rail infrastructure needs to be replaced
- Many over/underpasses require replacement
- Six at-grade street crossings
- Two stream crossings
- Topographic challenges along corridor
- No direct connectivity on the southern end
- Public safety concerns

CURRENT STATUS & NEXT STEPS



BeltLine
Atlanta Connected

- Norfolk Southern filed for Abandonment; GDOT and Amtrak intervened
- Parties agreed to take 30 days to review the viability of existing routing alternatives for Amtrak and commuter rail
- Technical Review Committee reviewing logistical and operational feasibility of alternative alignments: GDOT, ABI, COA, MARTA, CSX, Norfolk Southern, Amtrak, TIB, ARC
- Executive Review Committee evaluating recommendations from the Technical Review Committee
- By March 6, the BeltLine team will respond jointly with others or independently to the federal STB.