



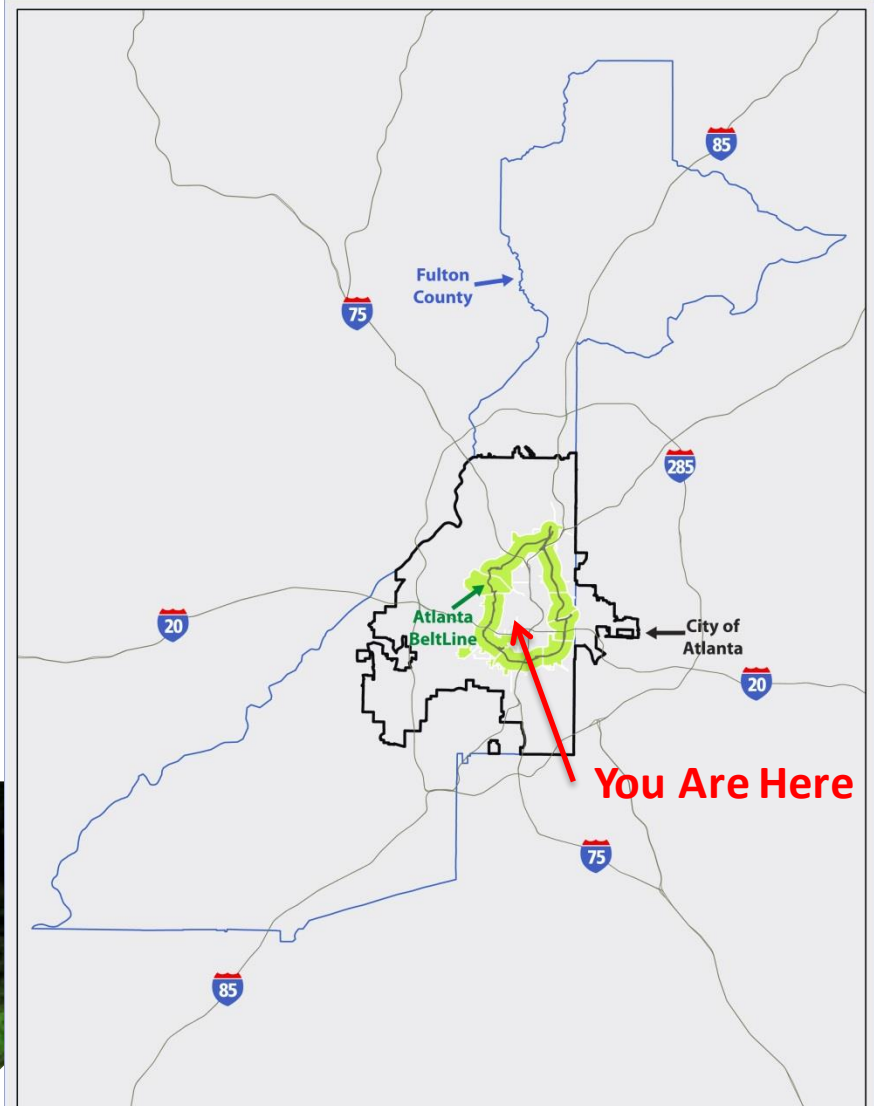
// Atlanta BeltLine Quarterly Briefing

Second Quarter // June 22, 2015

// Where is the Atlanta BeltLine?



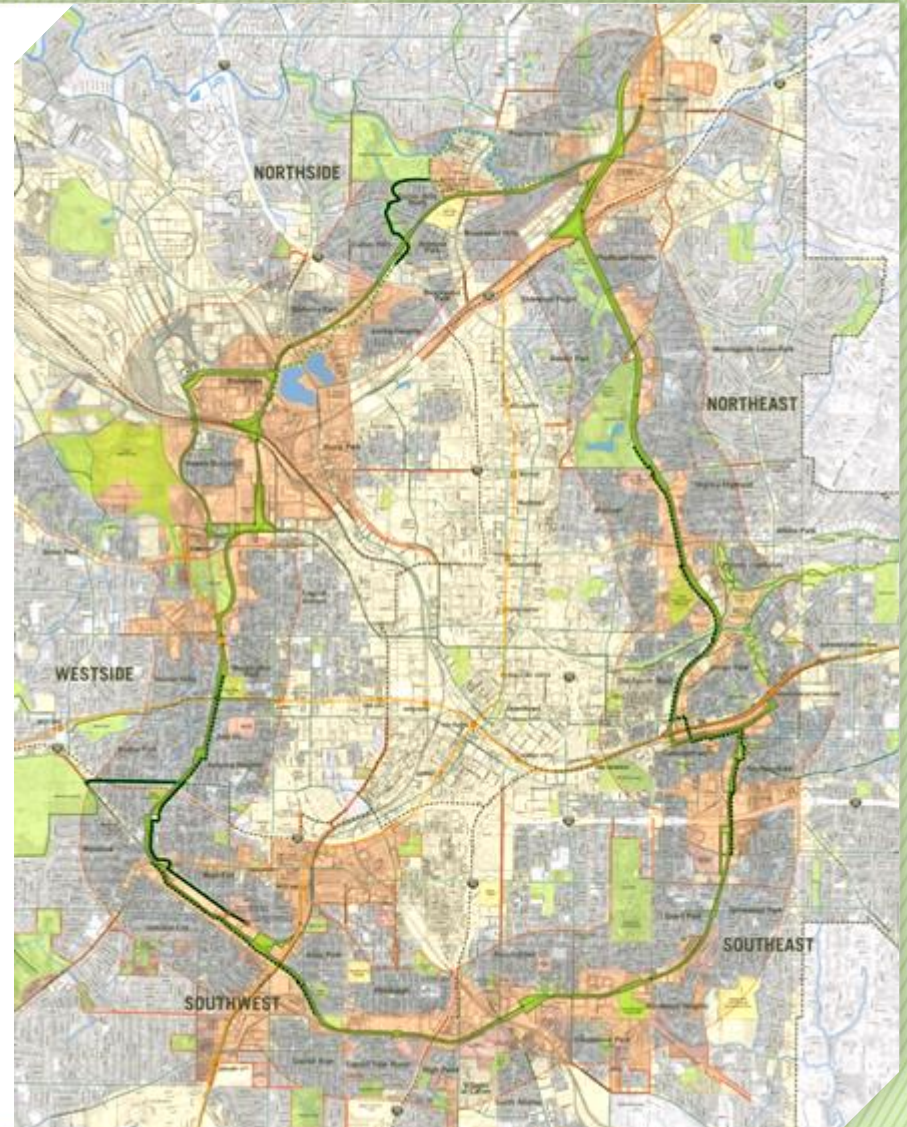
- In the heart of the Atlanta region
- Connects many of Atlanta's cultural landmarks and institutional destinations
- Connects four historic abandoned freight rail rights of way encircling the center of town



// What is the Atlanta BeltLine?



- Unites 45 neighborhoods
- 22% of the City of Atlanta population lives in the Planning Area
- 19% of the City's land mass is inside the mile-wide 15,000 acre planning area
- 6,500 acre TAD



// The Atlanta BeltLine: Key Elements



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1,300 ACRES
of New
Greenspace
(+700 ADDITIONAL
ACRES REBUILT)



22 MILES
of Transit &
Transportation
Infrastructure



33 MILES
of Urban Trails



46 MILES
Streetscapes &
Complete Streets



5,600 UNITS
of Affordable
Workforce
Housing
(AS PART OF 28,000
TOTAL UNITS)



**30,000 JOBS &
\$10-20B**
Economic
Development



Corridor-wide
Historic
Preservation,
Public Art and
Arboretum



> 1,100 ACRES
of Environmental
Clean-up



// Atlanta BeltLine, Inc. Update

*Paul Morris
President and CEO*

// Trails: Westside Trail



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- Westside Trail construction is fully funded and underway
- 3-mile trail will connect 4 schools and 4 parks
- 14 access points
- Vertical connections
- Preparation for future transit
- Construction includes replacement of bridge over MLK Drive
- Construction expected to take 2 years





- 100% Design. Acquiring necessary easements and putting funding in place.



// North Avenue Plaza



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- Construction to begin in 2015



- Reynoldstown Senior:
 - 70 units for senior citizens
 - Currently under construction
 - Funders include Mercy Housing, Invest Atlanta, ABI
 - Received over \$1.5M in Atlanta BeltLine Affordable Housing Trust Fund and other incentive funding
 - Helps ensure affordable housing opportunities on Eastside Trail
 - Complete within 12 months



- Stanton Oaks

- Formerly Boynton Village Apartments
- Rehab apartments shown to first families on Feb. 27
- Complete this Fall



- Structured Partnership Program (set-aside)
- Major Components (all homeownership)
 - Downpayment Assistance – Accepting applications
 - Owner Occupied Rehabilitation – Applications closed
 - Acquisition Rehabilitation or Redevelopment
- Funding
 - 2:1 ABI to FHLB commitment
 - Min. of \$400K from ABI in year 1. Up to \$1M from FHLB in year 1.
 - Anticipate multi-year partnership
- Income Limits
 - 80% of Area Median Income. \$38K for family of 1.
 - Represents families who would not be able to purchase a home in the City without this assistance
- Geography
 - Anywhere within Atlanta BeltLine Planning Area
- Anticipated Outcomes
 - 25 closings or more in year one. Growth in subsequent years



- \$2.4 Billion in New Private Investment Since 2006 in the Plan Area
- 1,960,000 Million New Commercial Sq. Ft.
- \$868 Million in TAD Development
- \$760 Million in Eastside Trail Development
- Further consideration stage of Economic Development Administration grant process
- Final Stage of establishing a 5 year work plan for Economic Development



// Art on the Atlanta BeltLine



- More than 300 proposals received
- Announcement of selected artists this month
- Exhibit runs September through November
- Largest public art display in the South
- Hundreds of artists including muralists, sculptors, painters, mosaic artists, performers and musicians
- Since inception, the project has grown more than 40%
- September 2014: Atlanta BeltLine Lantern Parade kicked off the exhibition with more than 23,000 participants





// Atlanta BeltLine Partnership Update

Rob Brawner
Program Director

- Enable the project
- Engage the users
- Empower the residents





Free Fitness Classes

- Yoga
- Aerobics
- Self-defense
- Bike-riding
- And many more



Inaugural Jamboree

- May 16, 2015
- Approximately 1,000 attendees

- Run/Walk Events:
 - Northside 5K – April 25
 - Community Builders
- Upcoming
 - Southwest 5k – July 11
 - *Team Challenge*
 - *1K Youth Fun Run*
 - Southeast 8K – Sept. 26
 - Eastside 10K – Dec. 5



Run. Walk. Go!
THE ATLANTA BELTLINE
RACE SERIES
5TH YEAR

beltline.org/races

// Atlanta BeltLine Tours



TREES
ATLANTA

Beltline.org/tours

// Volunteer Opportunities



- Festivals
 - Share information and enjoy regional festivals.
- Ambassadors
 - Spread the word about the Atlanta BeltLine in communities.
- Speakers Bureau
 - Present the Atlanta BeltLine 101
- Group service projects
 - Be a team lead
- Run.Walk.GO! Series
 - Pre-race and race-day opportunities.
 - Southwest 5K: July 11
- Volunteer Training
 - 2nd Wednesday at 5:30 p.m. and 3rd Friday at noon

Visit beltline.org/volunteer or contact Sharron@atlbeltlinepartnership.org



- 3rd Cohort in Healthcare
 - 390 applicants
 - 39 invited to join STRIVE's 4-week training program
 - 23 are from Atlanta BeltLine neighborhoods



Healthcare

Construction



ATLANTA TECHNICAL COLLEGE



- Atlanta BeltLine Partnership Plan for the Westside Trail Corridor

- Collect existing information/data/plans for the neighborhoods in the corridor
- Identify existing assets and resources
- Figure out who's missing and invite them to engage



- Exciting Membership Benefits
 - Join today at beltline.org/member for as low as \$35
- Other Ways You Can Support the Atlanta BeltLine
 - Get Your Atlanta BeltLine Gear at Shop.BeltLine.org





Atlanta Streetcar/ Atlanta BeltLine

Atlanta Streetcar System Plan

Marcus Arnold, Senior Transit Project Manager

// Atlanta Streetcar System Plan



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- A supplement to the Connect Atlanta Plan and the Strategic Implementation Plan
- Multi-year effort to develop a vision for implementation of transit throughout the City of Atlanta
- Provides policy framework for expansion of the Atlanta Streetcar currently in operations
- Next step: Finalize the plan and coordinate with other Connect Atlanta Plan amendments for City Council approval



// Purpose of Plan Refinement



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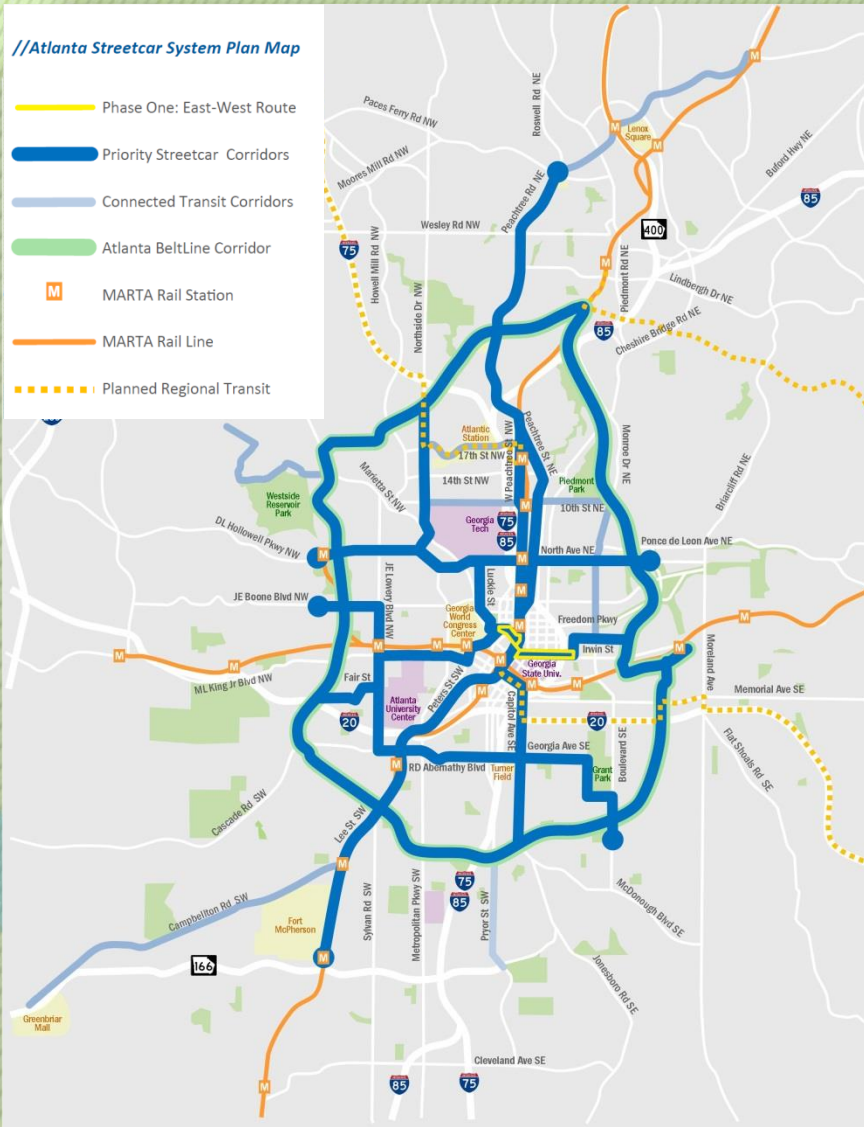
- Integrate modern streetcar with MARTA and regional transit system by connecting neighborhoods with key destinations and activity centers
- Address need for greater connectivity of the Atlanta Streetcar and Atlanta BeltLine
- Develop an operating strategy of integrated crosstown routes for buildout of the streetcar system
- Establish criteria for advancing streetcar corridors with transit connections



// Proposed System Plan



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- **Priority Streetcar Network**
 - 50 miles of streetcar routes
- **Connected Transit Network**
 - 18 miles of new/enhanced transit service interfacing with streetcar system

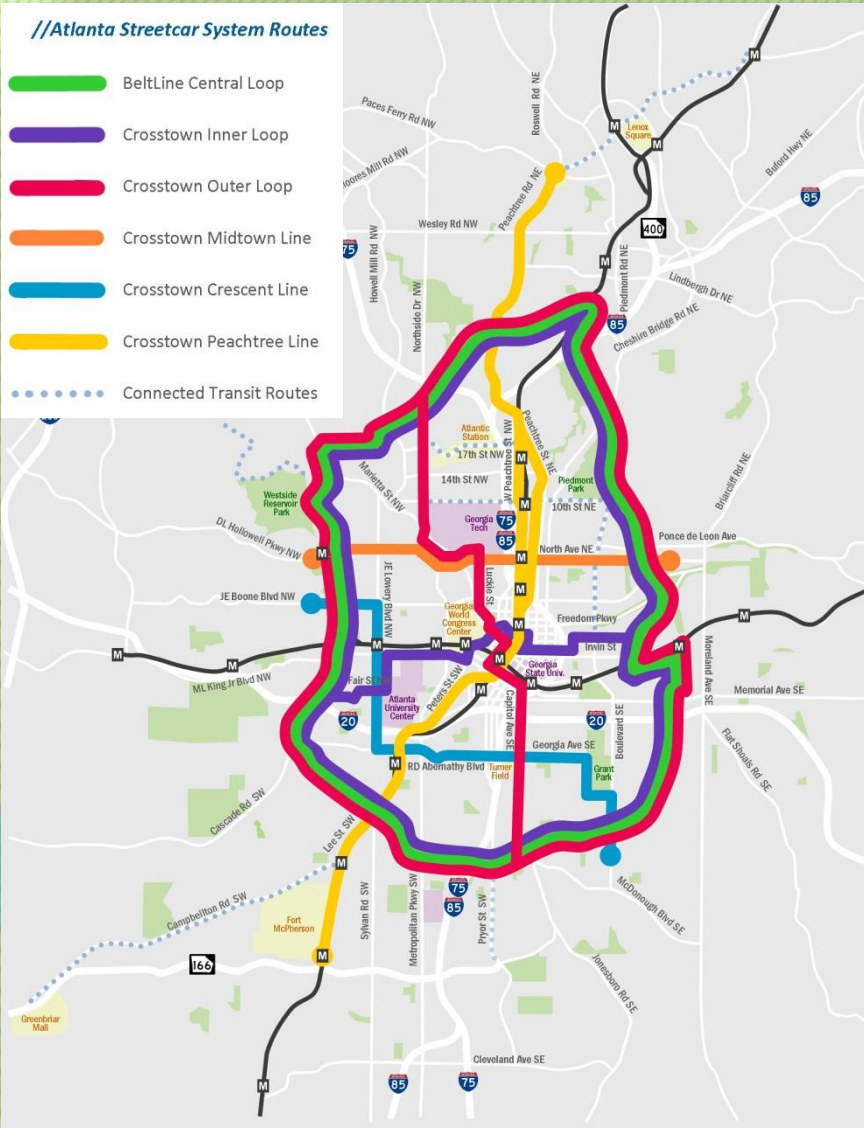
// Conceptual Operating Plan



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//Atlanta Streetcar System Routes

-  BeltLine Central Loop
-  Crosstown Inner Loop
-  Crosstown Outer Loop
-  Crosstown Midtown Line
-  Crosstown Crescent Line
-  Crosstown Peachtree Line
-  Connected Transit Routes



• Proposed streetcar routing promotes:

- More one-seat rides
- Seamless connections to MARTA and regional services
- Serves existing riders and attracts new transit ridership
- Supports efficient and cost-effective operations

// Ongoing Activities/Next Steps



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- Utilize the 5 guiding principles to develop criteria for future expansion:
 - Project Readiness
 - Practicality/Ridership
 - Equity
 - Financial Leverage
 - Development Impact
- Continue advancement of corridors through project development
- Conduct on-going system plan updates every 4 to 5 years



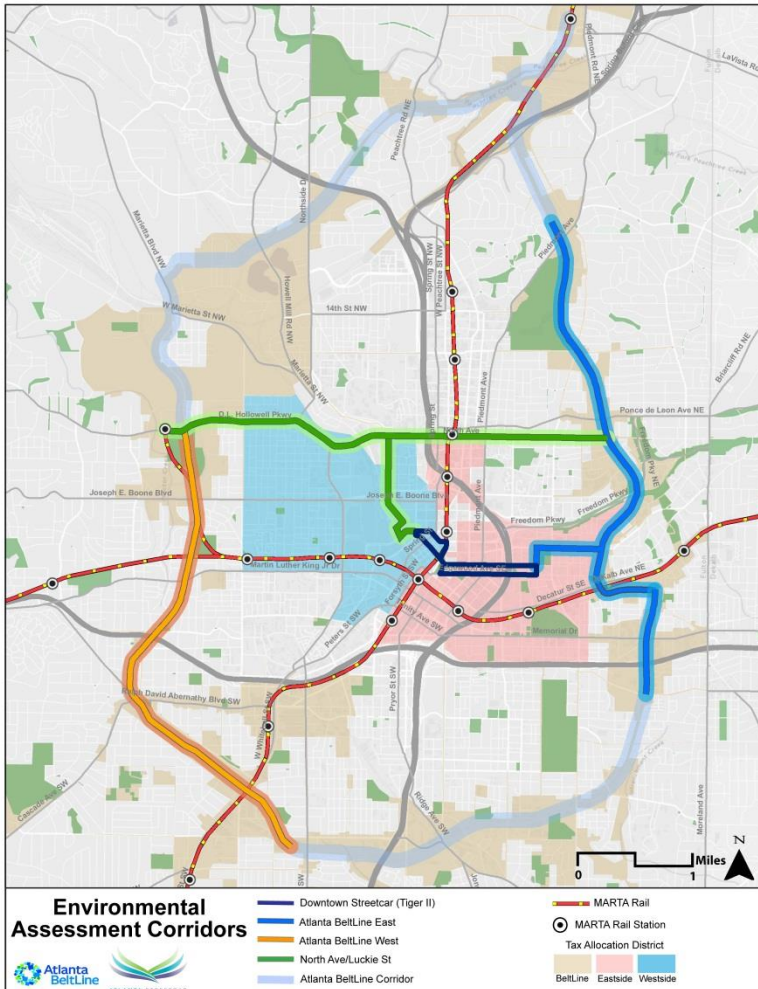


Atlanta Streetcar/ Atlanta BeltLine

Environmental Assessment Process
Shaun Green, Senior Transportation Engineer

// Environmental Review

Which corridors are involved?



- Atlanta Streetcar connection to Atlanta BeltLine East
- North Avenue/Luckie Street
- Atlanta BeltLine West
- Atlanta Streetcar*
- MARTA Lines *

* Shown for Reference

// Environmental Review Schedule of Milestones



**Atlanta
BeltLine**

We are here

**Transit Routing
Options/MARTA
Connectivity
Assessments
(Screen 1)**

**Technical
Studies and
Evaluation
(Screen 2)**

**Complete Draft
Environmental
Assessment
(EA)**

**Public/Agency
Review and
Public Hearing**

**Finding of No
Significant
Impact (FONSI)**

// Environmental Review Screening Process



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Five Guiding Principles

- Project Readiness
- Practicality/ Ridership
- Equity
- Financial Options/ Opportunities
- Development Impacts

Screen 1
Analysis

Screen 2 Analysis

NEPA
Alternatives
Considered

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COMPLETE

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Continuous Community Engagement Process

Screen 1 Evaluation measures are:

- High level
- Based on general review of geographic focus areas

Screen 2 Evaluation measures are:

- Narrowly defined
- Quantitative measures
- Based on review of current right-of-way needs as rendered in conceptual design drawings

// Screen 2 Evaluation Measures and Criteria



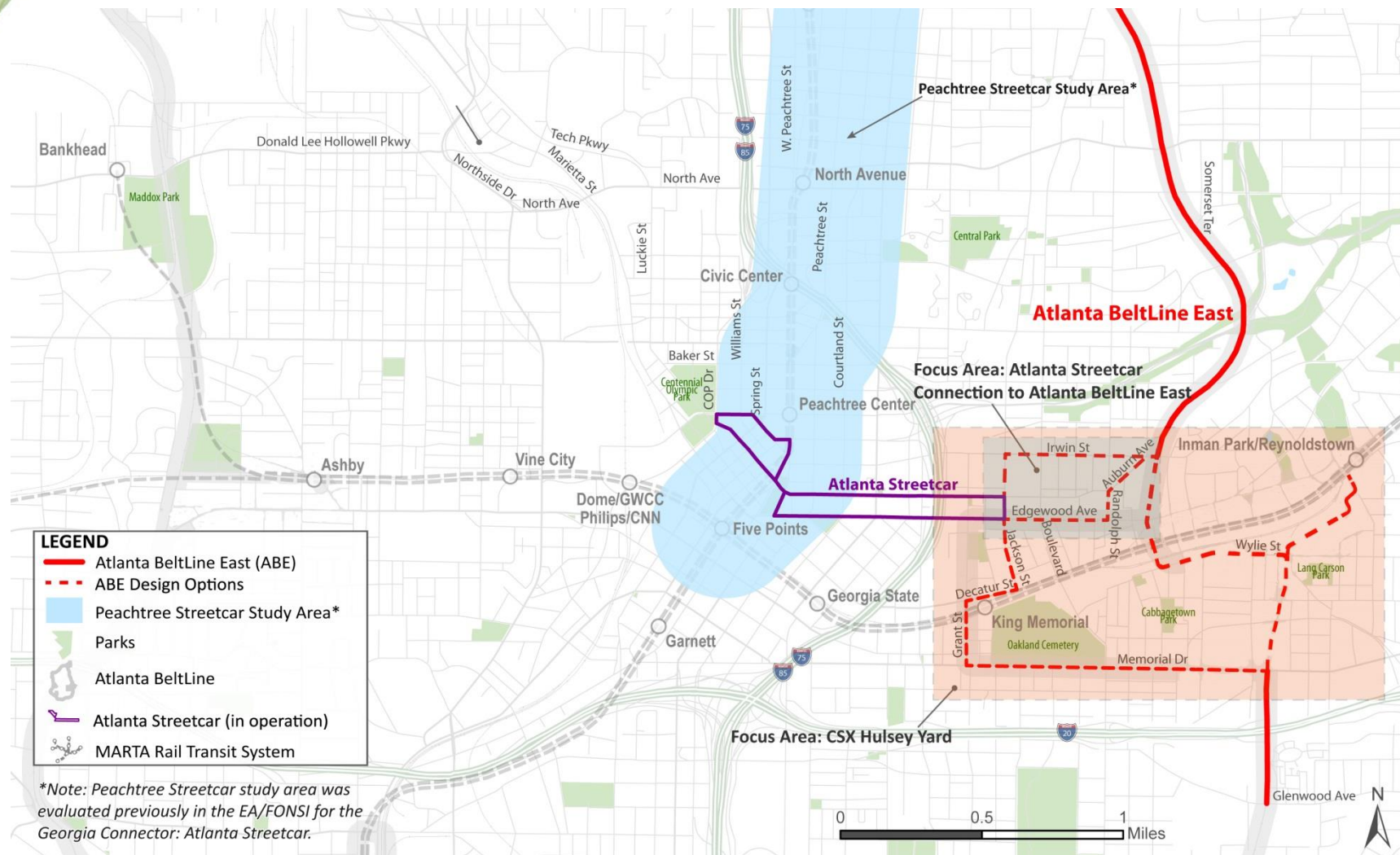
**Atlanta
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Five Guiding Principles	Screen 2 Evaluation Measures
Project Readiness	Requires additional rights-of-way, intersection modifications, bridge or tunnel modifications or new construction
	Potential removal of on-street parking (in linear feet)
	Potential effects to historic resources
	Potential effects to public parks and recreation areas
Practicality/Ridership	Connects to key transit nodes
Equity	Serves potential economically disadvantaged populations
Financial Options / Opportunities	Maximizes existing tax allocation districts (TAD)
Development Impacts	Maximizes redevelopment opportunities
	Enhances short-term opportunities
	Provides transit service to transit-supportive land uses

// Design Options: Two geographic focus areas



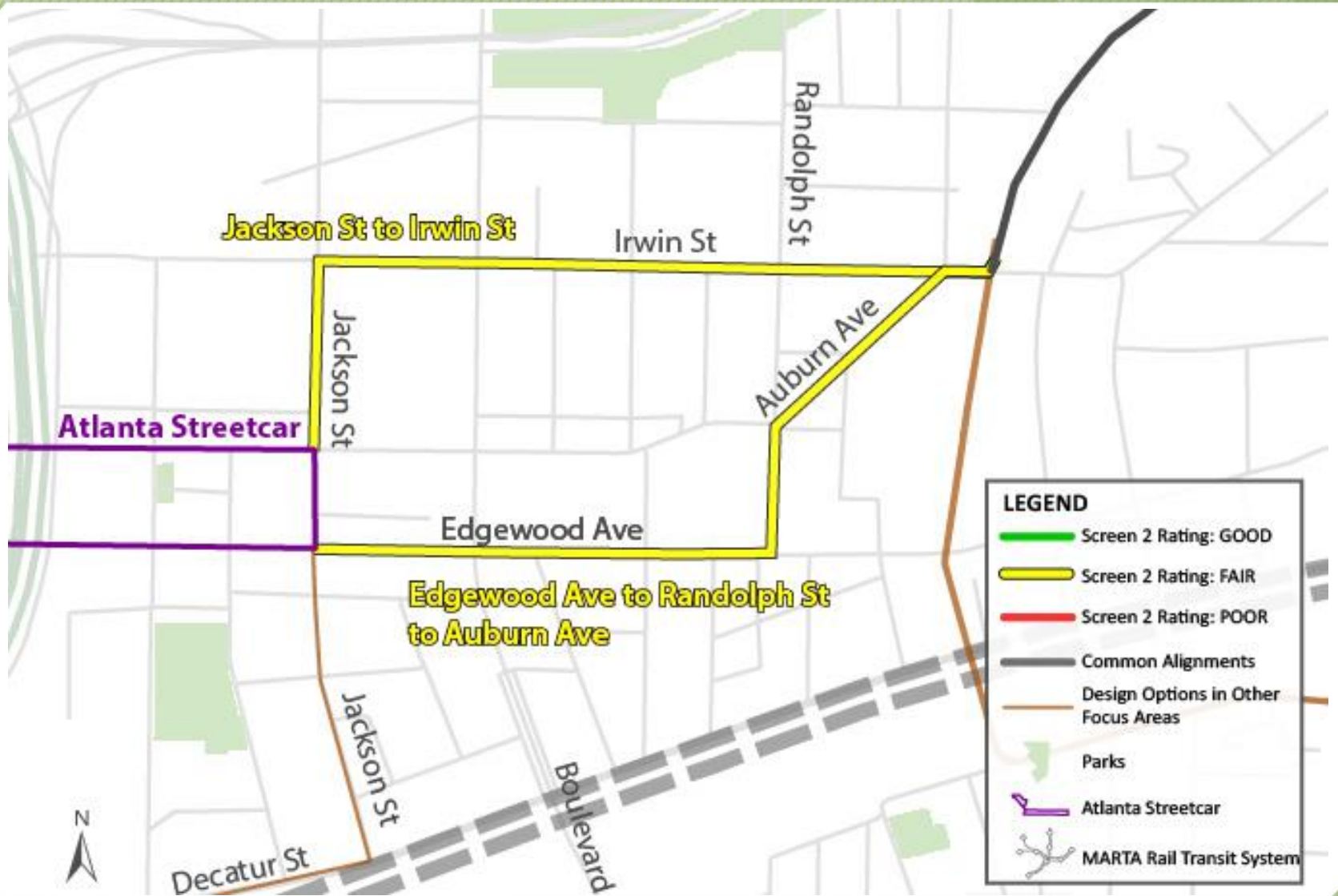
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// Design Options: Atlanta Streetcar connection to Atlanta BeltLine East



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// Screen 2 Results: Jackson Street to Irwin Street



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Five Guiding Principles	Evaluation Measures	Evaluation Results	Overall Rating FAIR
Project Readiness	Requires additional rights-of-way, intersection modifications, bridge or tunnel modifications or new construction	Intersection modifications and some ROW needed at Jackson Street/Irwin Street	F
	Potential effects to on-street parking (in linear feet)	Approx. 1,930 linear feet	P
	Potential effects to historic resources	No ROW needed from historic properties	G
	Potential effects to public parks and recreation areas	No ROW needed from parks or recreation areas	G
Practicality/ Ridership	Connects to key transit nodes	Serves areas with high population density but no direct connection to MARTA rail	F
Equity	Serves potential economically disadvantaged populations	Approx. 24% of adjacent population below poverty level	P
Financial Options/ Opportunities	Maximizes development in existing tax allocation districts (TAD)	Approx. 52% of TAD parcels are vacant or underutilized	G
Development Impacts	Maximizes redevelopment opportunities	Approx. 52% of adjacent parcels are vacant or underutilized	G
	Enhances short-term opportunities	Approx. 21% is within economic incentive areas	P
	Provides transit service to transit-supportive land uses	Approx. 26% is adjacent to transit-supportive land uses	P

// Screen 2 Results: Edgewood Avenue to Randolph Street to Auburn Avenue



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BeltLine**

Five Guiding Principles	Evaluation Measures	Evaluation Results		Overall Rating FAIR
Project Readiness	Requires additional rights-of-way, intersection modifications, bridge or tunnel modifications or new construction	Intersection modifications and some ROW needed at Edgewood Avenue/Randolph Street	F	FAIR
	Potential effects to on-street parking (in linear feet)	Approx. 2,560 linear feet	P	
	Potential effects to historic resources	No ROW needed from historic properties	G	
	Potential effects to public parks and recreation areas	No ROW needed from parks or recreation areas	G	
Practicality/ Ridership	Connects to key transit nodes	Serves areas with high population density but no direct connection to MARTA rail	F	FAIR
Equity	Serves potential economically disadvantaged populations	Approx. 20% of adjacent population below poverty level	P	POOR
Financial Options/ Opportunities	Maximizes development in existing tax allocation districts (TAD)	Approx. 56% of TAD parcels are vacant or underutilized	G	GOOD
Development Impacts	Maximizes redevelopment opportunities	Approx. 56% of adjacent parcels are vacant or underutilized	G	FAIR
	Enhances short-term opportunities	Approx. 0% is within economic incentive areas	P	
	Provides transit service to transit-supportive land uses	Approx. 21% is adjacent to transit-supportive land uses	P	

// Preliminary Findings: Atlanta Streetcar connection to Atlanta BeltLine East



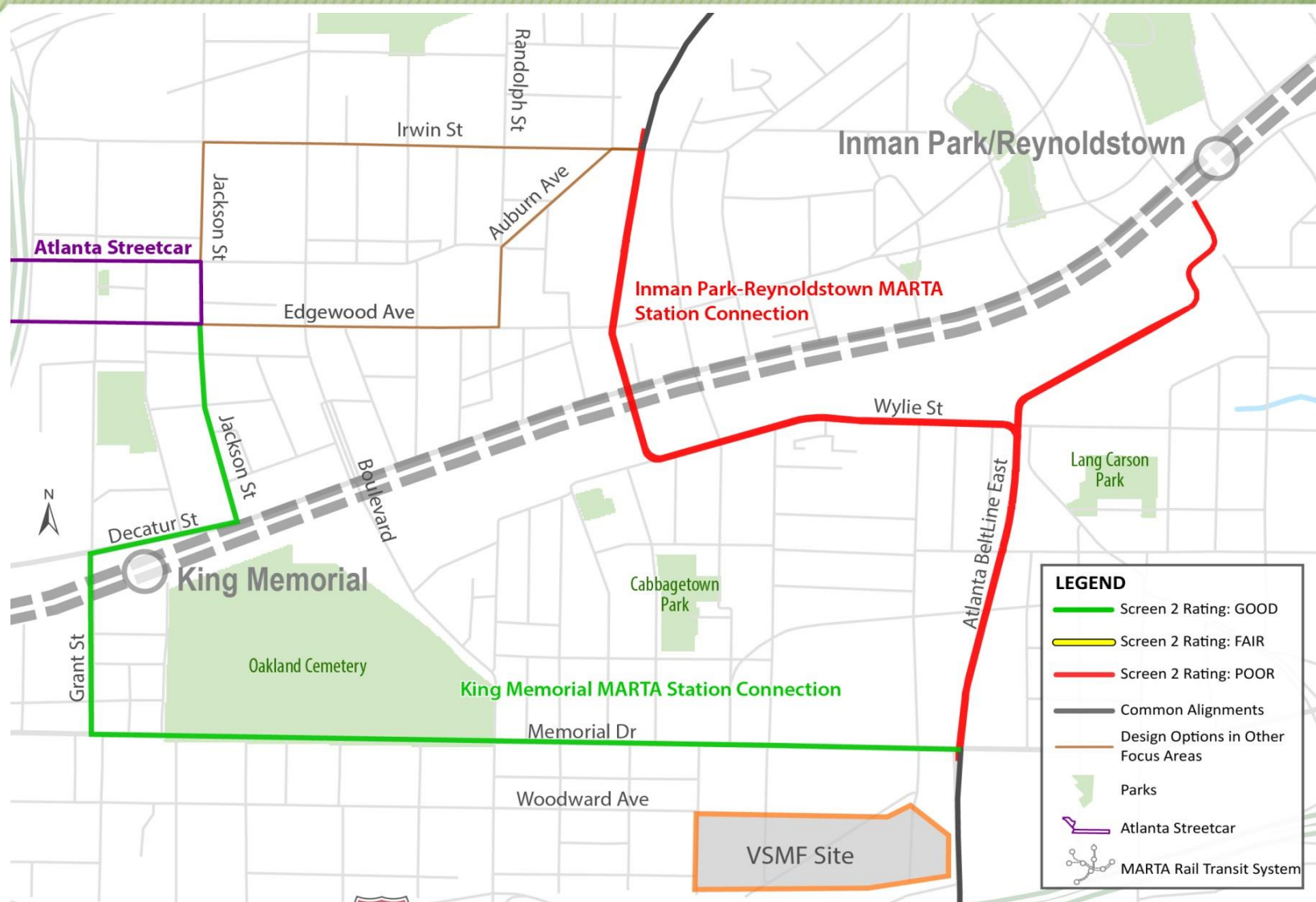
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	Jackson Street to Irwin Street	Edgewood Avenue to Randolph Street to Auburn Avenue
Pros	Directly adjacent to Martin Luther King Jr Historic Center	Continuation of existing streetcar along Edgewood Avenue
	High potential TAD contributions	Strong public support
		Access through emerging entertainment district
		High potential TAD contributions
Cons	Loss of on-street parking in residential areas	Loss of on-street parking in commercial areas
	Would not serve high concentrations of economically disadvantaged populations	Would not serve high concentrations of economically disadvantaged populations
	Would not run through local economic incentive areas	Would not run through local economic incentive areas
	Single-family residential development along most of the route	

// Design Options CSX Hulsey Yard



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// Screen 2 Results: King Memorial MARTA Station



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BeltLine

Five Guiding Principles	Evaluation Measures	Evaluation Results	Overall Rating
Project Readiness	Requires additional rights-of-way, intersection modifications, bridge or tunnel modifications or new construction	Intersection modifications and some ROW needed at Jackson Street/Decatur Street, Grant Street/Memorial Drive, and Memorial Drive/Bill Kennedy Way	F
	Potential effects to on-street parking (in linear feet)	Approx. 2,380 linear feet	P
	Potential effects to historic resources	No ROW needed from historic properties	G
	Potential effects to public parks and recreation areas	No ROW needed from parks or recreation areas	G
Practicality/ Ridership	Connects to key transit nodes	Connects to King Memorial MARTA Station and emerging entertainment district along Memorial Drive	G
Equity	Serves potential economically disadvantaged populations	Approx. 20% of adjacent population below poverty level	P
Financial Options/ Opportunities	Maximizes development in existing tax allocation districts (TAD)	Approx. 75% of TAD parcels are vacant or underutilized	G
Development Impacts	Maximizes redevelopment opportunities	Approx. 75% of adjacent parcels are vacant or underutilized	G
	Enhances short-term opportunities	Approx. 76% is within economic incentive areas	G
	Provides transit service to transit-supportive land uses	Approx. 81% is adjacent to transit-supportive land uses	G

// Screen 2 Results: Inman Park-Reynoldstown MARTA Station



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BeltLine

Five Guiding Principles	Evaluation Measures	Evaluation Results		Overall Rating POOR
Project Readiness	Requires additional rights-of-way, intersection modifications, bridge or tunnel modifications or new construction	New tunnel under Hulsey Yard and intersection modifications	P	POOR
	Potential effects to on-street parking (in linear feet)	Approx. 2,770 linear feet	P	
	Potential effects to historic resources	Adjacent to historic properties, some ROW needed	F	
	Potential effects to public parks and recreation areas	No parks or recreation areas	G	
Practicality/ Ridership	Connects to key transit nodes	Connects to Inman Park-Reynoldstown MARTA Station and Edgewood Retail district	G	GOOD
Equity	Serves potential economically disadvantaged populations	Approx. 15% of adjacent population below poverty level	P	POOR
Financial Options/ Opportunities	Maximizes development in existing tax allocation districts (TAD)	Approx. 19% of TAD parcels are vacant or underutilized	P	POOR
Development Impacts	Maximizes redevelopment opportunities	Approx. 20% of adjacent parcels are vacant or underutilized	P	POOR
	Enhances short-term opportunities	Approx. 48% is within economic incentive areas	F	
	Provides transit service to transit-supportive land uses	Approx. 33% is adjacent to transit-supportive land uses	P	

// Preliminary Findings: CSX Hulsey Yard



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	King Memorial MARTA Station	Inman Park-Reynoldstown MARTA Station
Pros	Significant redevelopment opportunities	Direct route along Atlanta BeltLine corridor
	Direct connection to MARTA rail station	Connection to Inman Park/Reynoldstown MARTA station
	Future land use designations are transit-supportive	
	High potential for TAD contributions	
Cons	Indirect route, deviates from Atlanta BeltLine corridor	Limited redevelopment opportunities
	Loss of on-street parking	MARTA rail connection would require a spur off the main route
	Would not serve high concentrations of economically disadvantaged populations	Future land use designations are less transit-supportive
		Low potential for TAD contributions
		Would not serve high concentrations of economically disadvantaged populations
		Major infrastructure and right-of-way acquisition required

// Next Steps



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- Early Summer 2015
 - Hold additional community engagement meetings for Locally Preferred Alternatives
- Late Summer 2015
 - Submit Environmental Assessment to FTA
 - *FTA reviews Environmental Assessment*
 - *Public and agency review period*
 - *Address public and agency comments*
- Fall 2015
 - FTA issues Finding of No Significant Impact concluding environmental review process

