



Atlanta BeltLine Redevelopment Plan

PREPARED FOR
The Atlanta Development Authority

NOVEMBER 2005

EDAW

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Fulton County

Atlanta Public Schools

Atlanta Planning Advisory Board (APAB)

Neighborhood Planning Units (NPU)

The BeltLine Partnership

The BeltLine Tax Allocation District Steering Committee

The Trust for Public Land

The PATH Foundation

Friends of the BeltLine

MARTA

Atlanta Regional Commission

BeltLine Transit Panel

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Exhibit A: Maps of BeltLine Redevelopment Area/BeltLine Tax Allocation District Boundary.

Exhibit B: List of Tax Parcel ID Numbers Contained in the BeltLine Redevelopment Area/BeltLine Tax Allocation District

Exhibit C: Development Guidelines

Summary

The BeltLine is one of those rare projects that has the extraordinary potential to transform the City of Atlanta.

Over the previous two decades, the metro region has grown as quickly as any major metropolitan area in recent U.S. history. But the region's growth has come primarily in the form of widely spread, disconnected pockets of development. Increasingly, residents and businesses throughout the region experience the negative consequences of such unplanned growth—long commutes, poor air quality, auto dependency, and limited public space. Moreover, this sprawl has led to uneven economic activity. While the region has experienced unprecedented growth and job creation, many areas within the City of Atlanta have suffered from flight and disinvestment.

The BeltLine—by attracting and organizing some of the region's future growth around parks, transit, and trails located in the inner core of Atlanta—will change this pattern of regional sprawl and lead to a vibrant and livable Atlanta with an enhanced quality of life for all City residents.

The BeltLine proposes to combine greenspace, trails, transit, and new development along 22 miles of historic rail segments that encircle the urban core. This revived industrial landscape can become the uniquely Atlanta solution to our scattered pattern of growth by providing:

- A connected network of beautiful parks and greenspaces.
- Trails and pedestrian-friendly streets to link existing neighborhoods previously severed by rail and industry.
- A 22-mile transit loop allowing Atlantans to make fewer auto trips.
- Alternative means of transportation among jobs, residences, and cultural attractions.
- Enhancement of single-family neighborhoods.
- Preservation of historic buildings and structures.

Each of these opportunities realized separately would significantly enhance the overall quality of life for residents. Taken together, they define a framework for a truly sustainable Atlanta.

Features of the plan include:

- Parks—over 1,200 acres of new or expanded parks, as well as improvements to over 700 acres of existing parks.
- Trails—33 miles of continuous trails connecting 40 parks, including 11 miles connecting to parks not contiguous to the BeltLine.
- Transit—22-mile transit system connecting to the larger regional transit network, including MARTA and the proposed Peachtree-Auburn Streetcar.
- Jobs—more than 30,000 permanent jobs and 48,000 year-long construction jobs.

WE CAN DEFINE THE KIND OF COMMUNITY WE WILL BE IN 20-30-40 YEARS...
GREENSPACE, WALKABILITY, TRANSIT, NEW INTOWN DEVELOPMENT. IT WILL, WITH ITS
FULL IMPLEMENTATION, TAKE US TO THE NEXT LEVEL OF GREAT AMERICAN CITIES.

MAYOR SHIRLEY FRANKLIN, JULY 12 2005

- Workforce housing—5,600 new workforce housing units.
- Streets—new and renovated streets and intersections including 31 miles of new streetscapes connecting neighborhoods and parks to the BeltLine.
- Environmental remediation—clean-up of sites with environmental issues.
- 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.

The BeltLine is an opportunity for Atlanta to shape its growth for the next 25 years. The Atlanta Regional Commission forecasts that 150,000 new residents will move into the City of Atlanta between 2005 and 2030. By providing for approximately 50,000 residents around the 22-mile corridor, or one-third of the total expected growth for Atlanta, the BeltLine Redevelopment Plan helps to ensure that this growth is spread equitably across the City.

Atlanta's recent growth has not been balanced throughout the City. For the most part, growth has been heavily concentrated in areas north of downtown. Without the BeltLine that trend would continue. This Redevelopment Plan redirects a significant portion of the growth to the south and west sections of the City.

Most importantly, the BeltLine will provide urban amenities and public spaces accessible to all Atlantans. Approximately 100,000 Atlantans, or 25 percent of the City's total population, live within walking distance of the BeltLine.

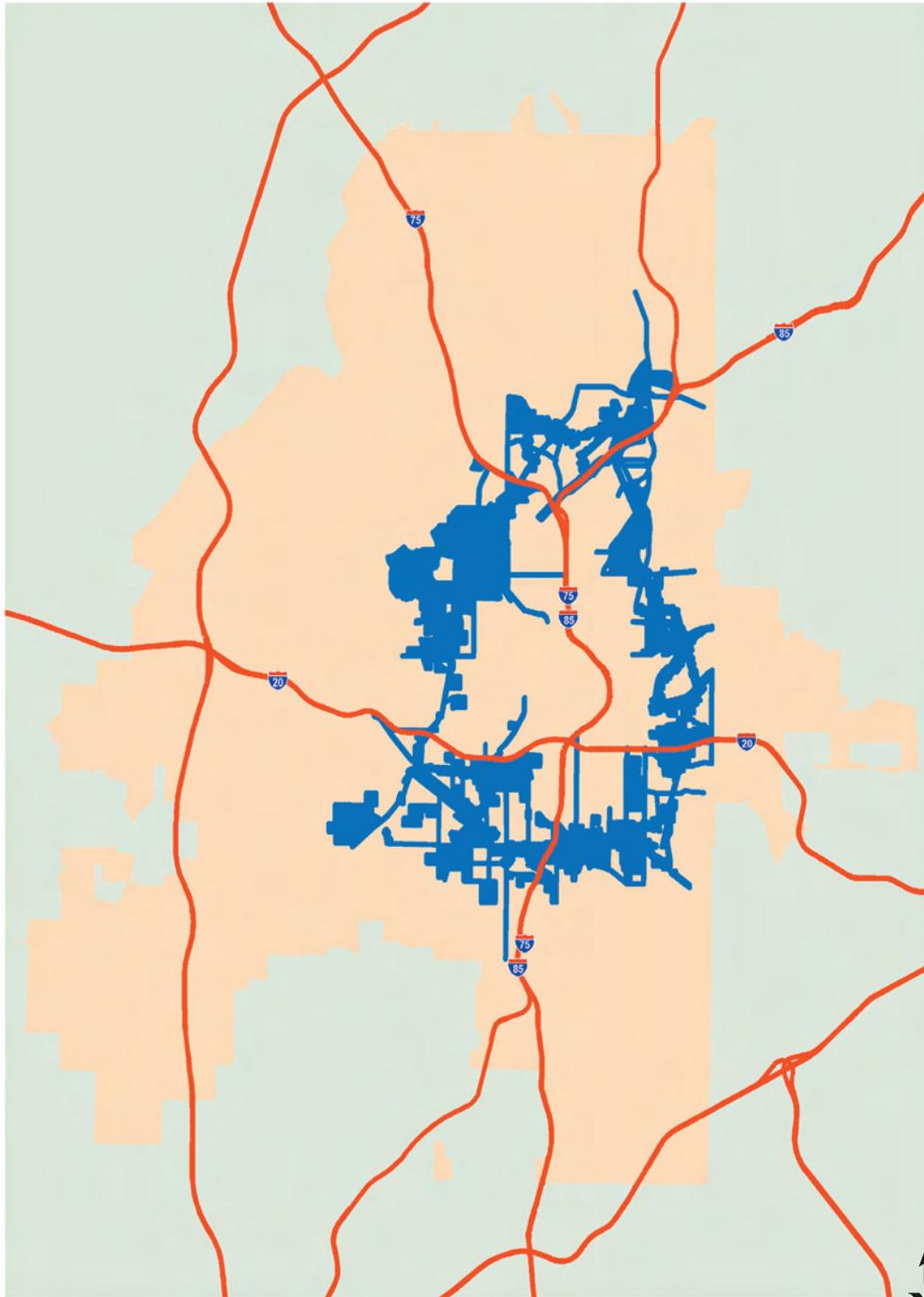
Implementation

This Redevelopment Plan contemplates the creation of a BeltLine Tax Allocation District (TAD) as the primary funding mechanism for the many public investments that embody the BeltLine vision. The City considered many sources of funding to pay for the infrastructure improvements of the BeltLine. After over a year of intense review by the members of the business, neighborhood and political communities throughout Atlanta, the TAD emerged as the only viable local funding source.

The BeltLine TAD funds will be generated by new growth in the tax base within the defined TAD redevelopment area. Based on this growth, as private development begins, bonds will be sold and the proceeds will be used to fund a portion of the total cost for acquiring land and building parks, trails, transit and other government project costs. (The bonds are secured by the anticipated growth of the tax base within the TAD; the taxpayers of the City of Atlanta will not be obligated to repay the bonds.) The remaining portion is expected to be funded through various philanthropic and federal sources.

Already many business and non-profit groups are coming together to begin implementation of the BeltLine. The Trust for Public Land and the PATH Foundation are planning and locating new parks and paths. MARTA is working on the desirable mode for transit. Under the umbrella of the newly formed BeltLine Partnership, the implementation and fundraising are beginning to take shape. The Friends of the Beltline idea of a BeltLine TAD is becoming a reality.

This Redevelopment Plan describes one of the most exciting, but complex projects in Atlanta's history. As the BeltLine will take 25 years to implement fully, it would be naive to think that this Redevelopment Plan sets firmly in stone every aspect of the BeltLine. It is best, then, to think of this Plan as a framework for moving forward. It outlines the major public infrastructure projects that comprise the BeltLine project. It outlines the type and scope of development that is consistent with good planning practices. It demonstrates the feasibility of the TAD to create a majority of the necessary funding (based on the proposed development). But the Plan also anticipates the need for continued public dialogue and decision-making about issues as diverse as the timing of bond issuances; the design and development of parks and trails; the exact route of the public transit system; more detailed land use plans; and a host of other critical issues. It has taken hundreds of meetings and conversations within the Atlanta community to get to this point. There will be many more public meetings and plans over the next 25 years discussing implementation. The Redevelopment Plan is the necessary first step on the long road to making the BeltLine vision a reality.



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



Workforce housing, transit, greenspace, trails and historic preservation are among the many benefits of the BeltLine.

Introduction

2.1 The BeltLine Concept

The BeltLine proposes to convert underused rail corridors around the city core into a continuous system of transit and greenways surrounded by parks and pedestrian-friendly mixed use centers of development. Essential to the concept is that each of the three key elements—transit, greenspace and development—are interrelated and that the resulting network connects seamlessly with MARTA and other transit opportunities, as well as adjacent neighborhoods.

By linking comprehensive land use and transportation decisions, the BeltLine becomes a framework for long-term sustainability that offers:

- a range of convenient mobility choices;
- job creation and economic investment in underserved City neighborhoods;
- better air quality and improved public health;

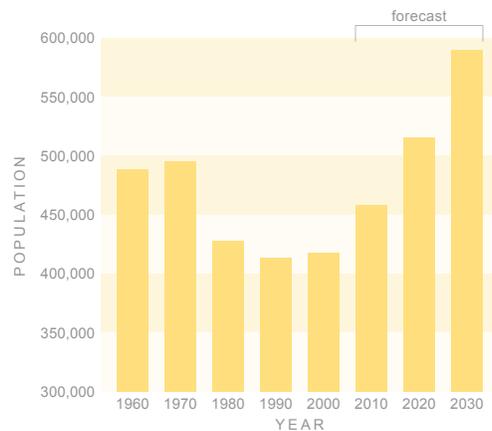


Figure 2.1 City of Atlanta Population, 1960-2030. Source: Atlanta Regional Commission, *The Atlanta Region in 2030: ARC Forecasts for Population and Employment*

- the reuse of brownfields;
- more workforce housing;
- economically and socially vibrant hubs of mixed use activity;
- better access to new and existing recreational and cultural amenities;
- natural resource protection; and
- protection of the unique industrial and rail history of the corridor and its adjacent neighborhoods.

The Development Guidelines (see Exhibit C) more specifically describe the physical and site characteristics of development consistent with the BeltLine vision.

2.2 Growth and Development Context

Current population trends and development patterns in the City demonstrate the importance of making coordinated, long-term decisions about growth. Population within the City is rising after three decades of decline

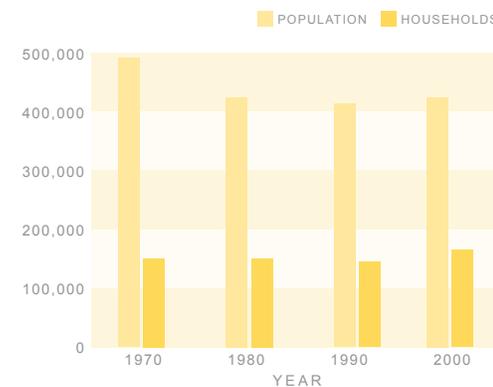


Figure 2.2 City of Atlanta Population and Households. Source: Atlanta Regional Commission (atlantareg.com/communitybuilding)

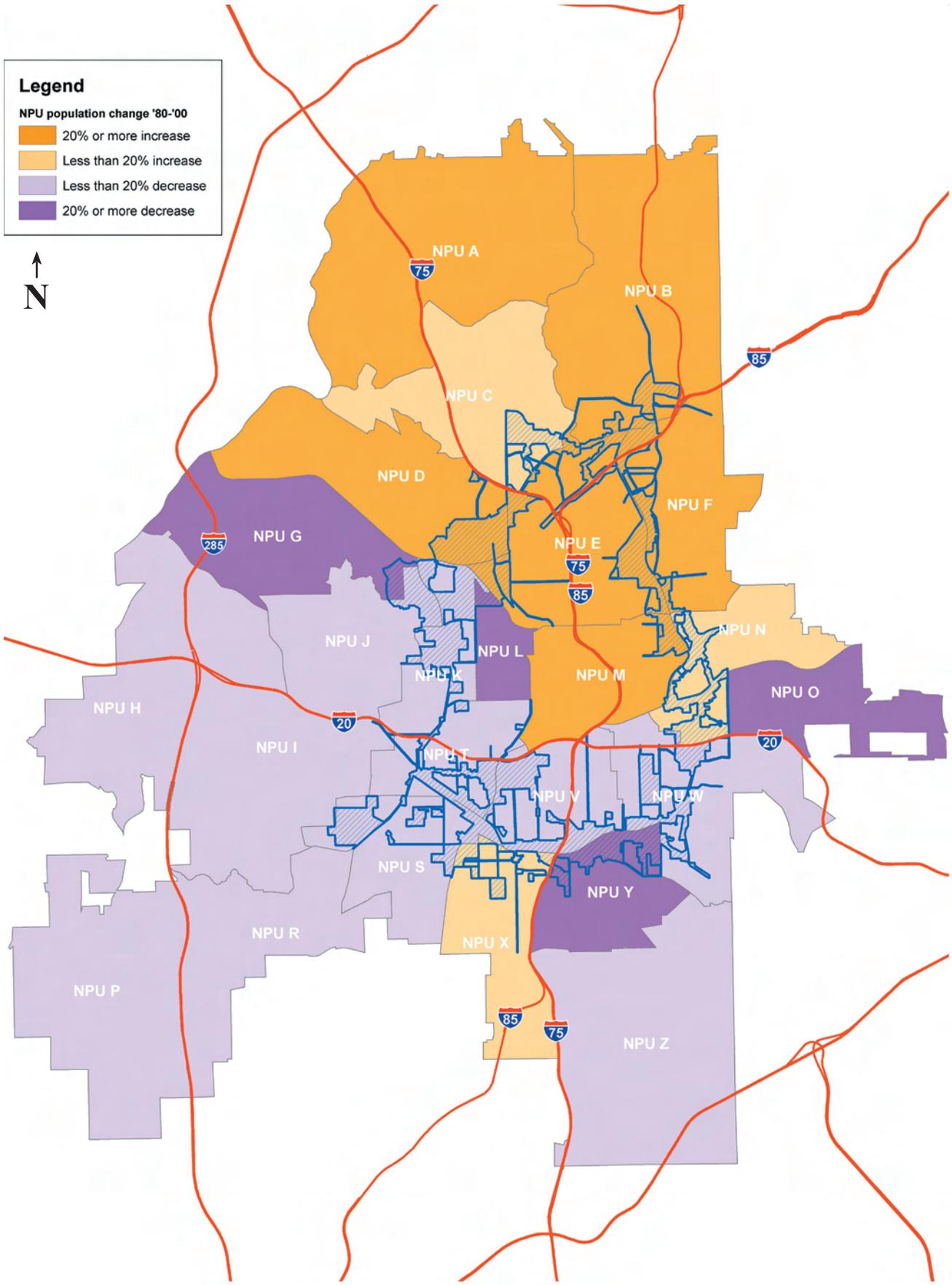


Figure 2.3 Percent Population Change by Atlanta Neighborhood Planning Unit, 1980-2000.

(Figure 2.1). Since 1990 the residential base of the City has increased from 394,000 to 434,900. The Atlanta Regional Commission (ARC) states that Atlanta is the fastest-growing city in the region and forecasts a total of 584,000 residents by 2030. This population forecast suggests that current growth impacts, including traffic congestion, poor air quality, and the lack of greenspace and pedestrian-friendly places will grow more acute.

This Redevelopment Plan is a once in a generation opportunity to make informed and significant planning decisions that will chart the course for Atlanta's future.

The important questions are:

Where will new residents live?

Can the City continue to accommodate growth without comprehensive discussions about where that growth should occur?

Can we afford to grow without taking steps to increase parks, greenspace, trails and workforce housing?

Can we use best planning practices to ensure that future growth will encourage viable transit options (or will we continue to grow in a way that maximizes traffic congestion)?

How does the City change redevelopment patterns in order to balance economic activity throughout the City?

Recent development patterns complicate the answers to these questions. Family size has decreased substantially over the last 35 years, so that even as the population fell, the number of households remained steady. (Figure 2.2) In 1970 the average household size in the City of Atlanta was 2.95 people; there were a total of 162,291 household units in the City. Today, a much smaller City population lives in more household units (168,147 in 2000). Driving this change in development patterns is a declining family size that now averages only 2.3 persons per household. Clearly, the City requires more housing units to accommodate expected growth, which will result in more vehicles on roadways.

Though the BeltLine only represents about seven percent of the City's total land area, the project can play a critical role in Atlanta's

future because of the way in which it can accommodate a significant portion of expected growth. This circular corridor within two to three miles of Atlanta's urban core can link people, jobs, parks, trails and transit in vibrant, pedestrian-based mixed use settings. As a result, the BeltLine will help to enhance mobility for residents.

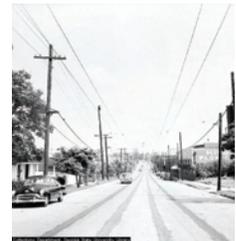
In addition to addressing issues related to the amount of growth, the BeltLine can positively shape the geographic distribution of development in the City. From 1980 to 2000, significant population increases were heavily skewed to the north and northeast of Atlanta's urban core. The neighborhoods to the west and south of downtown experienced either modest growth or population decreases during the same two decade period. Such a physically imbalanced development pattern reduces investment in some sections of the City, shrinks the available retail and employment base for residents in areas with population loss, and strains the infrastructure of rapidly growing neighborhoods. The BeltLine can promote greater physical equity by attracting quality development to all parts of the City.

It will also have a positive economic impact. Over 30,000 new jobs are expected to be created in the BeltLine area in the next 20 to 25 years. The job increase is 50 percent greater than what would be created without the BeltLine. In addition, during the development of the BeltLine, 48,000 one-year construction jobs will be created.

As this Redevelopment Plan will detail, the BeltLine is the best solution for a wide range of critical issues facing the City.

2.3 Historic Development

Atlanta's freight railroads were built after the Civil War to expand the industrial base of the City. These rails for the most part predate the adjacent neighborhoods, weaving through early industrial areas to form a rough loop around the City center. The proposed route of the BeltLine consists of four historic rail segments: the Southern Railway (also known as the Decatur Street Belt), the Atlanta & West Point, the Louisville & Nashville and the Seaboard Air Line.



Railroads shaped the early physical form of Atlanta.

The railroads were the cornerstone of Atlanta's economy from the 1800s and early 19th century through World War II. Various industries housed in simple, utilitarian structures sprung up around the rails, specializing in the production, storage, and transport of goods. By the automobile age of the 1950s, however, industry relied increasingly on truck transport. Many industries along the BeltLine sought out cheaper and more plentiful suburban land, triggering a period of decline and disuse in these previously economically stable areas that continued through the 1970s and 1980s. Only the northwest portion of the BeltLine has maintained a largely intact industrial base.

While some areas along the BeltLine corridor have been revitalized in recent years, the new economic activity reflects an emphasis on adaptive reuse, such as residential loft conversions and boutique retail or infill housing, rather than industry. This shift in economic emphasis has altered patterns of ownership and use along the historic rail segments. In the southeast, most of the former Atlanta and West Point segment remains marginally active, serving a single production facility in the Ormewood area. The Georgia Department of Transportation (GDOT) owns the stretch of rail right-of-way on the northern portion of this area, while CSX owns most of the southern right-of-way. Norfolk Southern recently sold the 4.3 mile rail right-of-way in the northeast to a private development group. Originally part of the Seaboard Lines system, the northwest segment, now owned by CSX, remains the only active rail along the entirety of the BeltLine corridor. The Louisville & Nashville segment in the southwest is currently inactive and under the ownership of GDOT.

Development of the BeltLine Idea

Over the years, various proposals to reuse parts of these historic railroads have emerged. In the early 1990s, the City of Atlanta envisioned a Cultural Loop as tourist-oriented transportation for the 1996 Olympic Games. The route would serve Underground Atlanta and other cultural sites such as the King Center, the Atlanta Botanical Gardens and King Plow Arts Center. The concept also included a bicycle path in some areas.

Ryan Gravel outlined the current Atlanta BeltLine proposal in his 1999 graduate

thesis in Architecture and City Planning at the Georgia Institute of Technology. The concept is based on the premise that public infrastructure spurs and shapes urban growth. Gravel's thesis expanded the Cultural Loop idea, adding mixed use redevelopment of the underused industrial land adjacent to the rail corridor and promoting a transit system that serves tourists and local residents. The transit line would include intown neighborhoods and connect to the MARTA system. Parallel bicycle and walking paths would provide a 22-mile linear park along the corridor.

Beginning in the summer of 2001, with the support of Councilmember and then City Council President Cathy Woolard, a grass-roots campaign launched the BeltLine to the forefront of regional transportation projects. In February 2004, Councilwoman Woolard helped Gravel to establish Friends of the BeltLine, a non-profit group dedicated to the preservation and comprehensive redevelopment of the BeltLine.

2.4 Feasibility Study Findings

In May 2004, Mayor Shirley Franklin identified the BeltLine as a priority of her administration and tasked the City and the Atlanta Development Authority (ADA) with assessing the feasibility of a TAD funding plan. In March of 2005, the 12-member BeltLine Tax Allocation District Steering Committee led by Co-Chairs Barney Simms and Dr. Carl Patton concluded that the TAD was a feasible mechanism for funding a significant portion of the BeltLine project and leveraging additional public and private funding.

The TAD Feasibility Report (available at atlantada.com) identified three major findings:

1. TAD funding is likely to generate approximately \$1.3 to \$1.7 billion in tax-exempt bonds over 25 years. The value of the bonds would cover about 50 to 70 percent of the total estimated cost of the BeltLine.
2. TAD bond funds could pay for capital costs to develop transit, trails and parks along the BeltLine and subsidize other important public policy objectives, including workforce housing, quality development in underserved communities, environmental clean-up, and transportation connectivity (including street, sidewalk and streetscape



March 2005 TAD Feasibility Study

improvements) in neighborhoods close to the BeltLine.

3. Development associated with the BeltLine TAD would generate significant economic benefits as described in the Summary.

2.5 Cooperating Partners

The BeltLine concept has progressed considerably in a short time frame as a result of a strong commitment and coordinated effort by multiple organizations. Several partner interests, in addition to the City of Atlanta and the ADA, are actively involved in planning the various components of development, trails and transit, and greenspace. The BeltLine Partnership, a non-profit organization created by Mayor Shirley Franklin and led by Chair Ray Weeks, will act as the umbrella entity that builds consensus and coordinates actions among these multiple organizations. The BeltLine Partnership's Board is composed of Clara Axaam, Dr. Gerald Durley, Helen Hatch, Richard Holmes, Phil Kent, Chris Sawyer, Tim Tuff, and Mtamanika Youngblood. Friends of the BeltLine is now an active partner within the BeltLine Partnership umbrella.

MARTA is concurrently conducting the Alternatives Analysis as the next phase of its ongoing Inner Core Feasibility Study. The study, scheduled for completion in 2006, will evaluate the original BeltLine route, the C-Loop concept linking Northside Drive, the Clifton Corridor and the South DeKalb area, and other hybrid versions of the BeltLine. Once completed, the Alternatives Analysis will result in a Locally Preferred Alternative for transit in the inner core of Atlanta that is eligible to compete on a regional and national basis for federal New Starts transportation funds.

The Trust for Public Land (TPL) in collaboration with urban planner Alex Garvin completed a 2004 study of greenspace opportunities along the BeltLine. The report, *The Belt Line Emerald Necklace: Atlanta's New Public Realm*, outlines the vision for a network of linear greenspaces and parks totaling about 1,400 acres along the corridor. The study proposes several iconic spaces that could solidify the identity of the BeltLine, including Boulevard Crossing in the southeast, the North Avenue Park in the northeast, the Waterworks Park and Westside Park Project

in the northwest, and Murphy Crossing in the southwest. The TPL has begun raising funds and initiating land acquisition efforts.

The PATH Foundation (PATH) continues to explore opportunities to build demonstration trail projects along the BeltLine and to establish design criteria and standards for the BeltLine trail. PATH has placed emphasis on 11 miles of trail extensions that will link parks and attractions along the 22 mile BeltLine trail corridor. It is anticipated that PATH will play a major role in the implementation of the trails component of the BeltLine.

The BeltLine's success also relies on a combination of public and private resources. Once the TAD is created, the project will attract the private investment that generates economic momentum for continued implementation and leverages additional financial support from government and the philanthropic community.

This Redevelopment Plan reflects the vital role of each of these partners in creating the BeltLine. As noted earlier, stakeholders participated in the development of individual components of the plan and the recommendations of this document reflect the findings of many previous planning studies. The vision and goals that follow are intended as a shared blueprint to direct public and private decisions in the years ahead.

Outline of Redevelopment Plan Requirements

To create a TAD, the Georgia Redevelopment Powers Law, Chapter 44, Title 36 requires preparation of a Redevelopment Plan for any such proposed financing district.

The purpose of the Redevelopment Plan is to:

1. Specify the boundaries of the area proposed for redevelopment.
2. Provide evidence that the area meets the statutory requirements for the creation of a Tax Allocation District.
3. Explain the proposed vision for the area and potential for redevelopment.
4. Establish the area's current tax base and project the increase in the tax base after redevelopment.
5. Define the types of costs that will be covered by TAD funding.
6. Fulfill all technical requirements as outlined by the Redevelopment Powers Law.

From May to October of 2005 the City and its planning team prepared this document based on consultation with various stakeholder interests, including local government officials, residents, non-profit groups, and developers. The team conducted nine public meetings and over 80 coordination meetings attended by more than 1,600 stakeholders, public officials, and residents.

The resulting plan articulates an overall vision for the BeltLine and outlines the public improvements and redevelopment activities that would be eligible for TAD funding within the proposed district.

3.1 Overview of Tax Allocation Districts

The City of Atlanta proposes creation of a TAD within the BeltLine redevelopment area to fund the public improvements that will attract individual private investment and leverage additional government and philanthropic financial support for project implementation.

When a jurisdiction experiences economic development, new projects (whether commercial, residential or retail) add to the overall tax base, and taxing entities (such as the city, county and school district) collect higher tax revenues from these newly developed properties. Under a TAD, these government entities continue to collect tax revenue at a base level in the designated area determined by the tax base at the time the TAD is created. The taxes from new projects (known as "the tax increment"), however, can be used to fund specifically designated redevelopment activities in that district. In the case of the BeltLine TAD, such redevelopment activities will include new parks, trails, transit, environmental clean-up, workforce housing and other such projects.

Funding for these redevelopment projects can be generated over time as incremental taxes are collected or alternatively can be advanced through the sale of bonds. When bonds are sold, the local government can dedicate future tax revenue from the new properties to retire the debt. For the BeltLine, issuance of the bonds is planned to be phased over the life of the TAD based upon the pace of redevelopment activity. As redevelopment projects are realized, the stream of future property tax

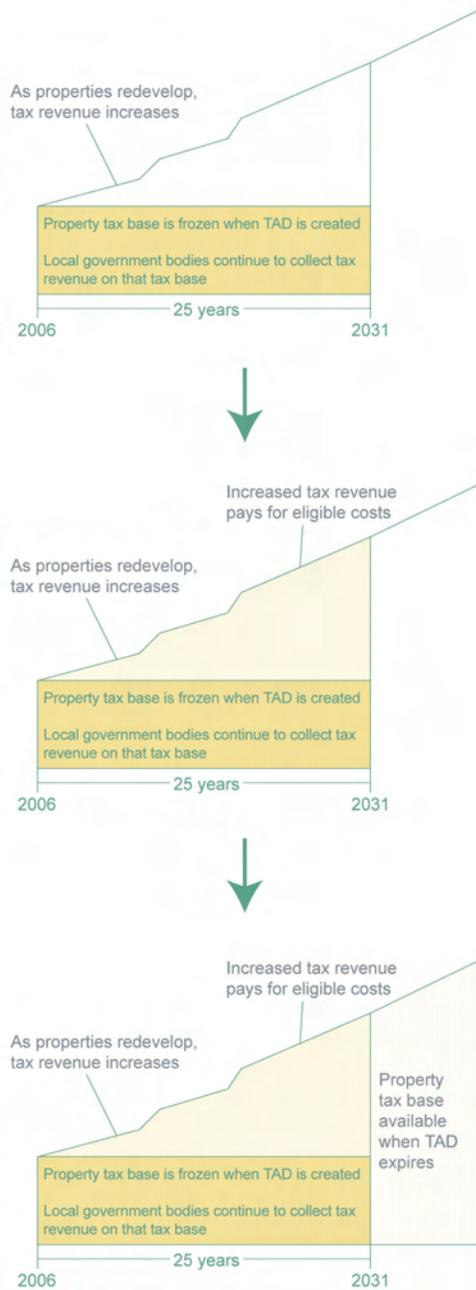


Table 3.1 How TADs Work.

revenue generated is available to support such bonds and the debt is issued.

It is important to note that TAD bonds are not backed by the taxing powers of City government and therefore do not put the City at legal risk. TAD bonds are backed exclusively by the tax increment from new development in the area. For this reason, there are a number of safeguards that help to provide greater assurance to the investors that the bonds will be repaid, including debt service reserves and excess reserve coverage.

The TAD is a very powerful financing tool that can stimulate growth and thus contribute to job creation, housing opportunities, parks, and other broad economic development goals. While most TADs achieve these results through the direct subsidy of private investment in economically distressed areas, the primary purpose of the BeltLine TAD is to create a network of high quality public amenities—parks, trails, transit, streetscapes—that are the driving force to attract development. It is recognized that in some areas of the BeltLine, the public amenities may not be sufficient to encourage private development as envisioned by the plan. In these areas, the general emphasis on public investments may be supplemented by targeted development subsidies to private developers.

3.2 Public Input Process

General Planning Process

This Redevelopment Plan results from a planning process that was public, transparent, and comprehensive.

The public involvement component began in April of 2004 with the creation of the BeltLine Tax Allocation District Steering Committee. The public component continued through the fall of 2005 with the BeltLine TAD redevelopment planning process. That process formally began in May of 2005 with a City-wide kick-off meeting to introduce the BeltLine TAD concept, the project timeline, and upcoming opportunities for citizen participation. In May, June and July, the planning team visited with each of the four NPU clusters to gather their ideas and priorities and to focus on strategic neighborhood issues. This input created a unifying framework for the BeltLine and established a series of recommendations and implementation actions to support a shared vision.

Each NPU cluster participated in a two-part process to help shape eventual Redevelopment Plan concepts. The first working session consisted of a four-hour Saturday workshop where attendees took part in intensive, hands-on exercises. Facilitators assigned participants to small groups that examined various issues and proposed goals, priorities, and concepts in the following areas:

- Issues and Constraints
- Resources to Protect
- Conceptual Land Use
- Open Space Plan
- Circulation
- Major Development Opportunities

The planning team synthesized the resulting public input into a series of draft diagrams and maps that illustrated the general vision of workshop participants, refined by planners' professional views of technical issues, constraints, and sound practices. The team publicly reviewed these draft concepts as part of an evening recap session in each cluster. The purpose of these sessions was to gather additional comments from residents, validate the team's understanding of the concerns and priorities of the neighborhoods, and further refine concepts. The planning team also urged residents to provide ongoing feedback through written comments. The quality and quantity of public input was excellent throughout the process, with over 1,600 participants attending meetings during May through August.

During every stage of the process, the planning team also reviewed workshop results with other public and non-profit stakeholders, including the City's Department of Planning and Community Development, Department of Parks, Recreation, and Cultural Affairs, Department of Public Works, and Department of Watershed Management, as well as MARTA, the Atlanta Regional Commission (ARC), the BeltLine Partnership, the Trust for Public Land (TPL), the PATH Foundation, and Friends of the Beltline.

The BeltLine Partnership formed the Land Use Task Force in August 2005. Its more than twenty-two members representing 16 different organizations brought substantial experience in mixed-use, residential, retail, office and industrial development, workforce housing, planning, design and architecture, market research, greenspace and community improvement. The Task Force was chaired by Dave Stockert, CEO of Post Properties.

The Land Use Task Force identified the following recommendations for development in the BeltLine TAD.

Development Control and Zoning Enforcement

- Establish enforceable and workable land use and urban design guidelines focusing on pedestrian- and transit-oriented mixed use development, potential reuse of historic structures and giving consideration to sustainable building practices.
- Stabilize adjacent neighborhoods through enhanced public safety and existing building code enforcement.

Infrastructure

- Complete key street, intersection, and connectivity improvements simultaneously with the parks and trails development
- Establish engineering guidelines and cross-sections for trail and transit that encourage a pedestrian-friendly environment.
- Prioritize and acquire additional right-of-way where needed for plan implementation.

Connectivity

- Make completion of the entire trail and adjacent green space acquisition a top priority in early phases of development
- Develop a comprehensive transit and pedestrian-bike plan, which achieves connectivity with existing local and area community assets (e.g., Carter Center, Grant Park, MARTA Stations, etc.) even if that means using shared surface streets or additional right-of-way acquisition.

Parks Maintenance and Public Safety

- Develop a plan to maintain the over 1,200 acres of new greenspace and the BeltLine trail.
- Develop a specific public safety plan for newly developed parks and trails.

TAD Analysis

- The financial projections and development assumptions as reviewed and revised by the Task Force for the Redevelopment Plan appear, on balance, to be reasonable.

The public involvement process for the Redevelopment Plan concluded in September and October with a series of orientation tours of the BeltLine, open informational sessions at the ADA, and four Town Hall meetings in the NPU clusters. Additional opportunities for comment will continue through public meetings scheduled as part of the formal adoption



Public involvement included a series of interactive workshops.

process. The supporting documents of this Redevelopment Plan (published separately) contain additional detail on issues, themes and concerns raised in each of the NPU cluster meetings and other community concepts.

Stakeholders Issues and Themes

The public input gathered during the community workshops played a critical role in elaborating on the basic goals established during the TAD feasibility phase. The themes and issues highlighted below guided the development of the recommendations and specific implementation actions proposed in this document.

Representatives from the four NPU clusters expressed themes specific to their neighborhoods, as well as more general principles that overlap with the vision of other BeltLine communities. Together the themes listed below form a comprehensive public blueprint for how the BeltLine should be implemented in the years ahead.

- Connect the neighborhoods to one another and to key attractions
- Make development compatible with surroundings, especially parks and single family neighborhoods
- Protect historic resources and reuse buildings where possible
- Reclaim environmental resources
- Provide a well-connected and continuous system of transportation
- Promote transportation alternatives, including pedestrian access
- Strengthen employment and commercial centers, including viable industry where appropriate
- Provide housing for local artists
- Maintain a variety of residential opportunities, including mixed-income and workforce housing
- Preserve and enhance public access to parks and greenspace
- Create major new open space
- Create neighborhood gateways
- Maintain a high-quality, pedestrian friendly public realm along as much of the BeltLine as possible
- Promote mixed use development that is active at the street level
- Balance development around the BeltLine
- Promote economic development in economically challenged areas

- 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

Description of the Proposed TAD/Geographic Boundaries

The BeltLine redevelopment area and proposed tax allocation district (TAD) includes the property within the boundary as shown on Figure 4.1. The TAD boundary generally follows the 22-mile corridor of abandoned and underused rail right-of-way, but also includes nearby properties that meet the following criteria:

- are generally within walking distance of the rail right-of-way; or
- form a pedestrian or transit link to key destinations near the rail corridor; and
- are likely to redevelop or will warrant physical upgrades to support expected growth in the area.

TAD funding can only be spent within the specified district. For this reason, the boundary, as defined, includes existing parks and the rights-of-way of major corridors to establish eligibility for TAD funding of park, pedestrian and roadway improvements. It should be noted, however, that the TAD excludes existing single-family neighborhoods to protect the integrity of the City's intown residential fabric.

The redevelopment area consists of 6,545 acres or eight percent of the City's total land. As shown in Figures 4.2 and 4.3, the BeltLine affects almost 50 of Atlanta's intown neighborhoods.

The complete TAD redevelopment area is more particularly described in the materials in Exhibits A and B.

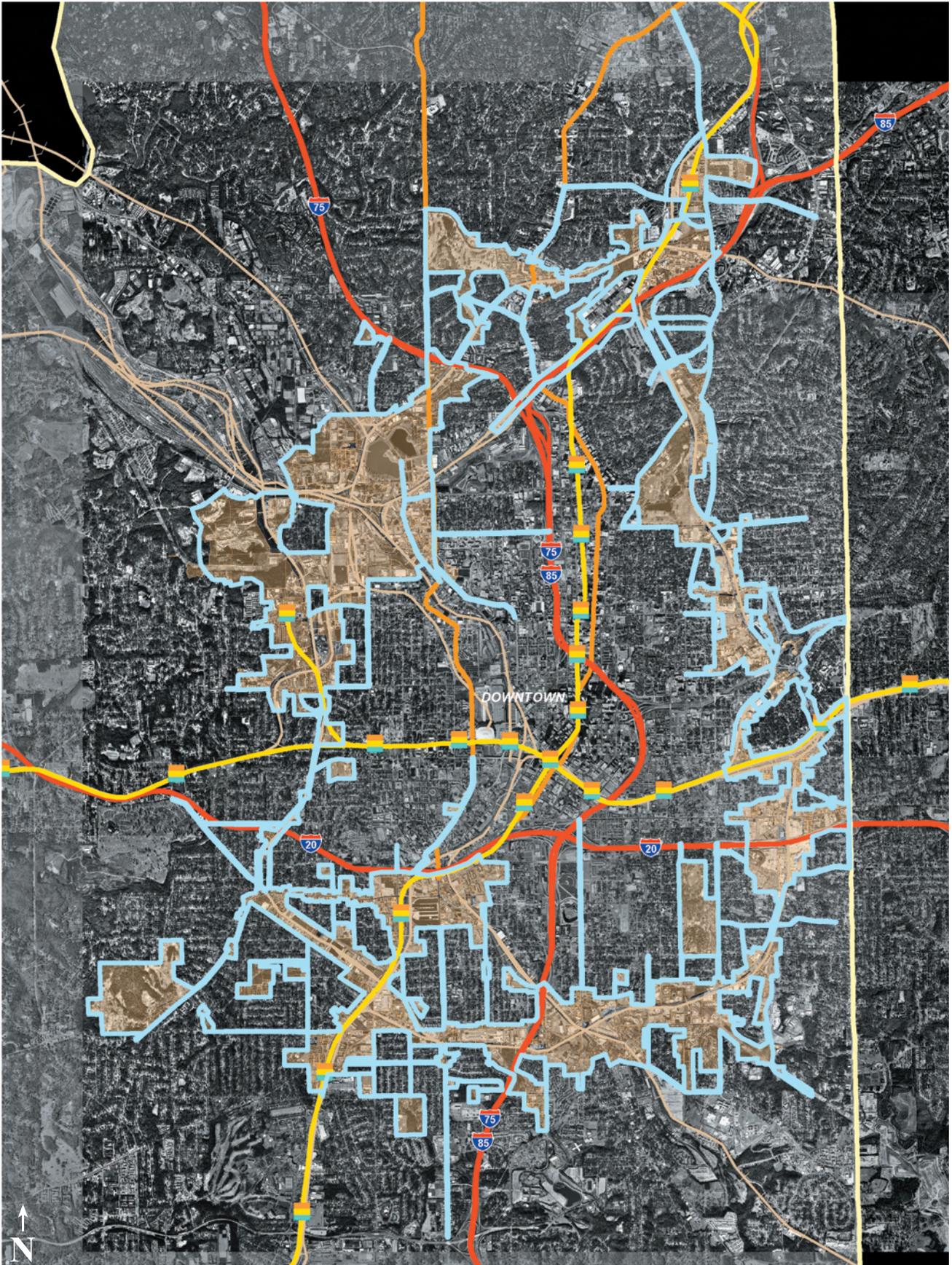


Figure 4.1 Proposed BeltLine TAD Boundary.

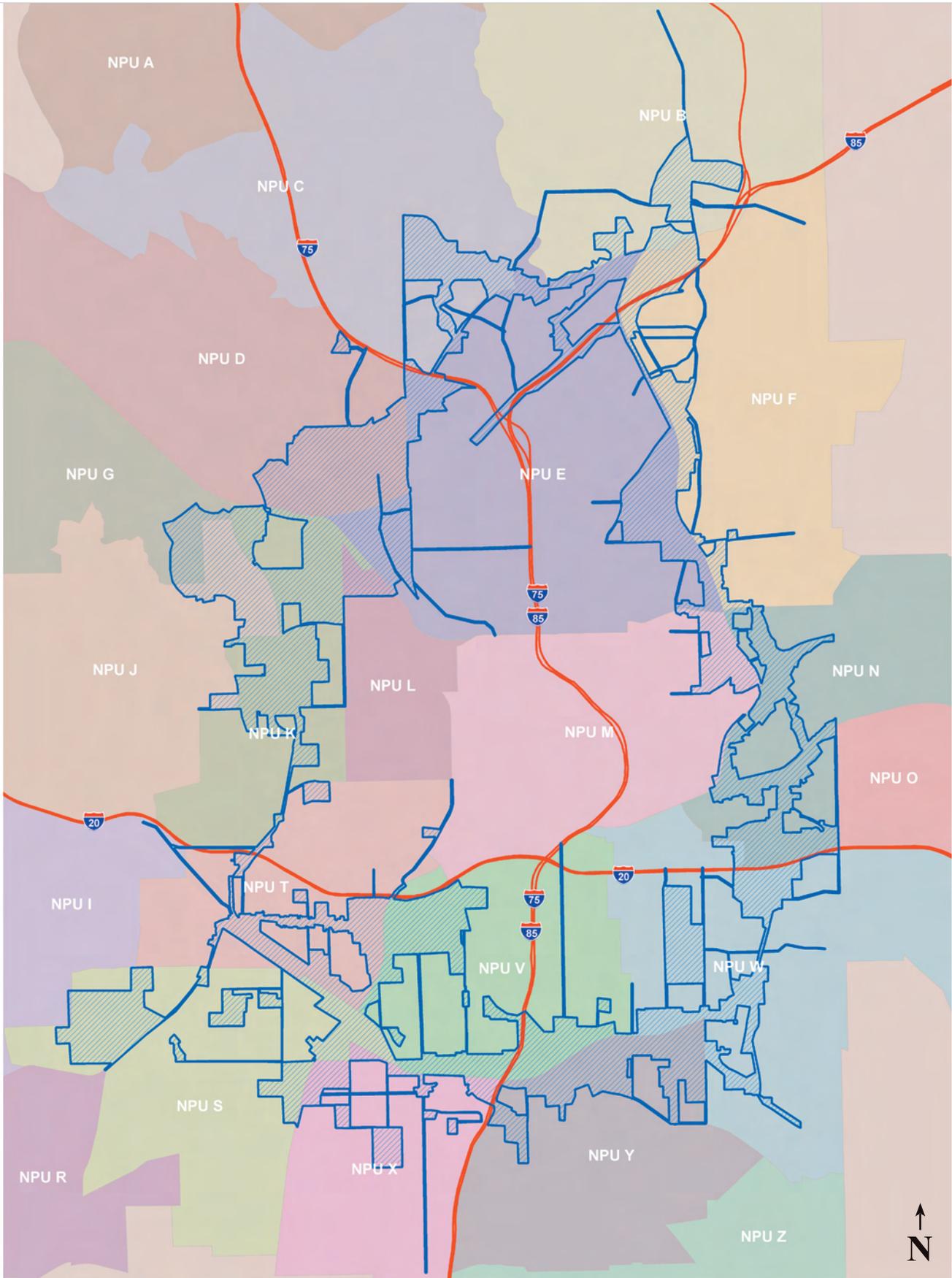


Figure 4.2 TAD Boundary with NPUs.

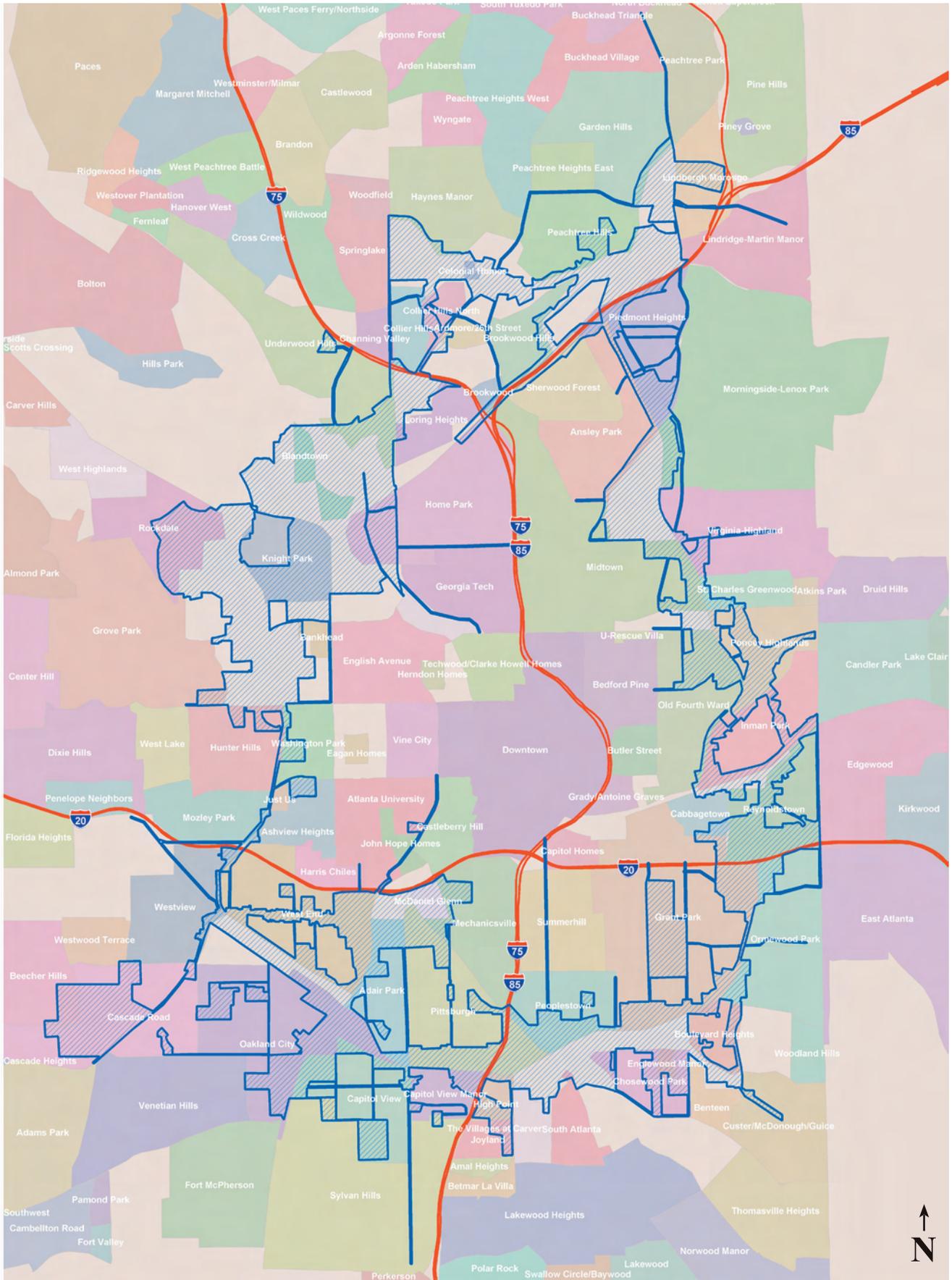


Figure 4.3 TAD Boundary with Neighborhoods.

Why the BeltLine Qualifies as a Redevelopment Area

The State of Georgia “Redevelopment Powers Law,” OCGA 36-44-1 et seq., allows municipalities to undertake specific actions – such as the creation of a tax allocation district – to improve areas within their boundaries found to be “economically and socially depressed” when viewed on the whole. Various specific criteria may be used to satisfy this broad requirement. The Atlanta City Council must officially find an area is qualified based on the presence of one or more of these criteria. The criteria (or “indicators”) may be parcel-specific or may reflect general conditions that affect the function and health of the redevelopment area as a whole, and, alone or in combination, are determined to substantially impair or arrest the community’s growth, retard housing or employment opportunities, or constitute an economic or social liability and a menace to public health, safety, morals, or welfare. These indicators include but are not limited to:

- the presence of a predominant number of substandard, slum, deteriorated, or dilapidated structures;
- the predominance of defective or inadequate street layout;
- inadequate parking, roadways, bridges, or public transportation facilities incapable of handling current traffic volumes or traffic volumes following proposed redevelopment;
- the overall lot layout where size, adequacy or accessibility affects uses;
- open lots or parcels of land or a substantial number of buildings or structures that are more than 40 years old;
- the inadequate provision of open space;
- the current condition of the area as developed is less desirable than the redevelopment of the area for new commercial,

residential, industrial, office, or open space or pedestrian or transit improvements; or

- any geographic area adversely affected by environmental degradation, contamination, or other environmental factors.

The BeltLine Redevelopment Area demonstrates conditions consistent with both parcel-specific and general criteria. A survey of land uses and structural conditions in the BeltLine Redevelopment Area shows that:

- 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
- excluding nearby parks added to the TAD for purposes of maintaining funding eligibility, only about 40 open space parcels, representing 2 percent of total BeltLine land, exist in the area.

In addition to the parcel-specific quantifiable indicators outlined above, the BeltLine Redevelopment Area as a whole also demonstrates general characteristics warranting public redevelopment action:

- The area is significantly handicapped by inadequate street layouts and inaccessibility. The presence of rail and previous industrial uses often housed on large, irregularly shaped lots creates physical barriers between neighborhoods and hampers internal mobility, as well as access between the BeltLine and nearby destinations.
- There are significant land use conflicts between single family residential areas and adjacent industrial properties, which

comprise almost one-quarter of the BeltLine area.

- A preliminary survey has identified a significant number of brownfield parcels, particularly in the northwest and south that require environmental remediation resulting from land uses related to the railroads, as well as industrial activity adjacent to the corridor.
- There are too few transit options within the redevelopment area necessary to accommodate the anticipated growth.

None of the above indicators, when viewed in isolation, may reflect a pervasive physical challenge for the BeltLine area. In the aggregate, however, these conditions constitute an interrelated and comprehensive series of infrastructure, land use, lot and street layout, and environmental issues that constrain the overall redevelopment prospects of the BeltLine Redevelopment Area as a whole.

The discussion in Sections 5.1 and 5.2 more comprehensively describe the manner in which the BeltLine Redevelopment Area qualifies as a Redevelopment Area under state law.

5.1 Issues and Opportunities

The following sections form an overall profile of the built environment within the proposed BeltLine TAD boundary. The BeltLine is an exceptionally diverse geographic area with conditions, including land uses, narrow right-of-way, physical barriers, street layout, and brownfields that create numerous challenges for development and substantially impair the sound growth of the area. Taken together, these challenges form a barrier to the provision of appropriate housing and employment opportunities.

The sections that follow summarize issues for the overall BeltLine Redevelopment Area. The supporting documents provide additional detail for existing land use, historic resources and infrastructure in the four geographic sections that comprise the BeltLine area.

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

CATEGORY	ACREAGE	PERCENT
High Density Commercial (HC)	23	0.4%
High Density Residential (HR)	8	0.1%
Industrial (I)	1,532	23.4%
Low Density Commercial (LC)	813	12.4%
Low Density Residential (LR)	53	.8%
Multi-Family (MF)	6	0.1%
Medium Density Residential (MR)	307	4.7%
Mixed Use (MU)	117	1.8%
Office Institutional (OI)	449	6.9%
Office Institutional Residential (OIR)	66	1.0%
Open Space (OS)	965	14.7%
Parking (PK)	75	1.1%
Right-of-Way (ROW)	1,644	25.1%
Single Family (SF)	105	1.6%
Vacant (V)	382	5.8%
Unknown (UK)	0	0%
TOTAL	6,545	100%

Table 5.1 Summary of Existing Land Use in BeltLine TAD.

CATEGORY	ACREAGE	PERCENT
Standard	2,910	44.5%
Substandard	404	6.2%
Deteriorated	126	1.9%
Dilapidated	35	0.5%
ROW/Other	3,070	46.9%
TOTAL	6,545	100%

Table 5.2 Existing Building Conditions Analysis.

CATEGORY	ACREAGE	PERCENT
Unoccupied	141	2.2%
Partially Occupied	261	4.0%
Occupied	2,930	44.8%
ROW/Other	3,213	49.0%
TOTAL	6,545	100%

Table 5.3 Existing Building Occupancy Analysis.

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

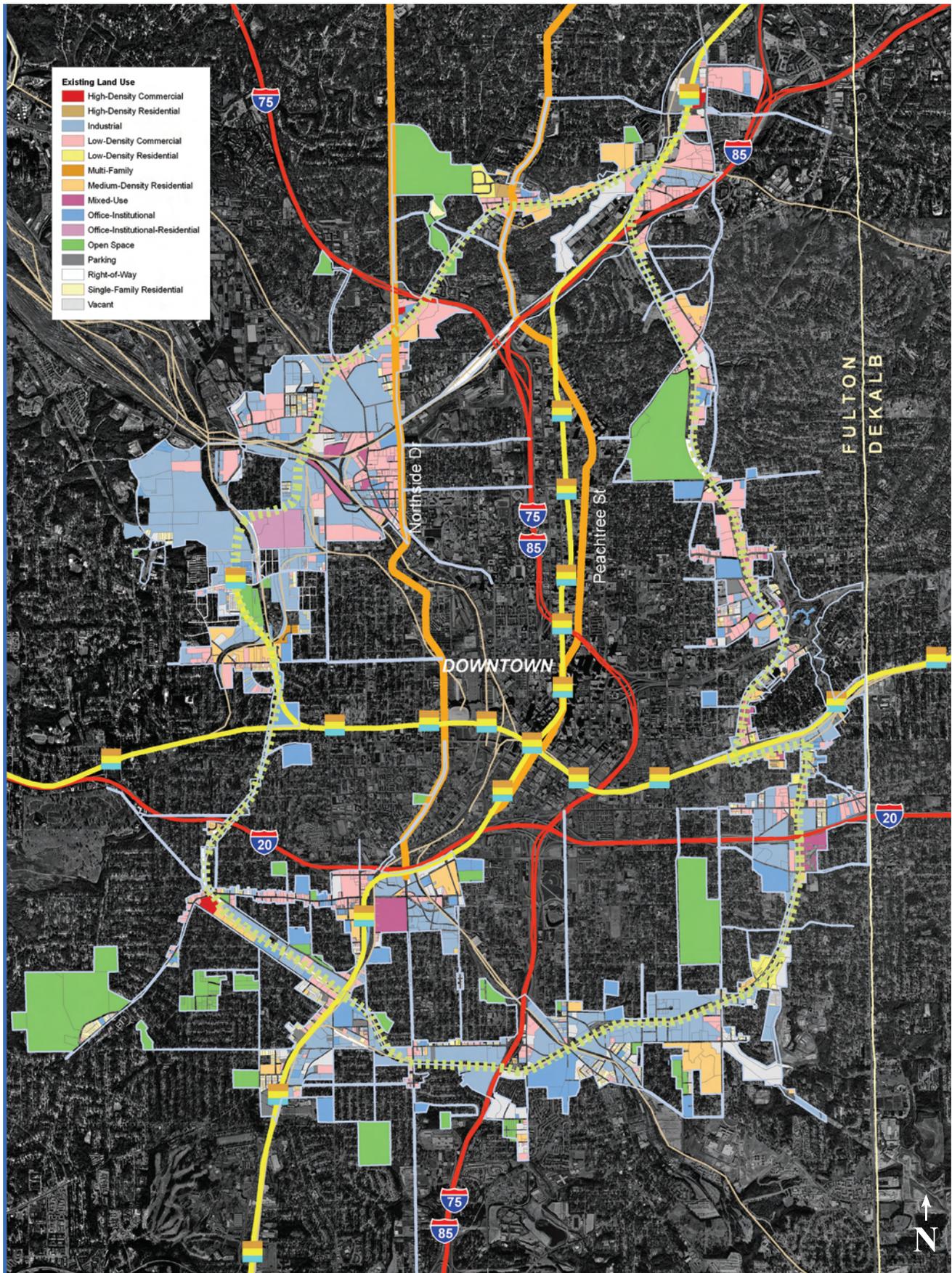


Figure 5.1 Existing Land Use.

Note: See Tables 5.1 through 5.3 for statistical analysis of existing land use, building conditions and building occupancy.

the area (more than 400) are currently partially occupied or unoccupied.

5.1.2 Existing Circulation Framework

The proposed Beltline is unique as a transportation route because it is based on railroad corridors, which pre-date the surrounding neighborhoods. As a result, the BeltLine typically runs between neighborhoods, rather than through them, resulting in a complex set of connectivity issues. With its industrial roots, many parcels along the BeltLine are large and irregularly shaped “super blocks” that further hamper pedestrian access and often create discontinuous streets. The plan must address these issues as the corridor re-orient from freight activity to transit and recreation use.

In addition to the unusual physical configuration of the BeltLine, a technical review of existing traffic volume indicates that vehicular demand exceeds roadway capacity in some parts of the redevelopment area, particularly in the northeast.

The section below summarizes the major transit, roadway, and pedestrian/bicycle issues in the BeltLine TAD.

TRANSIT

As a loop encircling downtown Atlanta, the BeltLine has the potential to interact directly with the transit routes of several transit providers. MARTA, for example, carries an average of 500,000 passengers per day on four heavy-rail transit routes and 125 bus routes. The BeltLine intersects or runs near numerous bus routes, and heavy rail lines in the southeast at the Inman Park/Reynoldstown Station, the northeast at Lindbergh, the northwest at the Bankhead and Ashby Stations, and in the south near Oakland City and West End. Several other transit agencies, including Clayton County Transit (C-Tran), Gwinnett County Transit and Cobb County Transit provide commuter bus service from outlying counties to the midtown and downtown area. Large private developments and institutional uses, such as Atlantic Station, Midtown Transportation Solutions, Crawford Long-Emory and Georgia Tech also operate shuttle services in the urban core. These services along with other transit initiatives create a transportation web with which the BeltLine can interact.

ROADWAYS

Due to its size, configuration and land use history, the BeltLine TAD area includes a full range of roadway types from unpaved roads to interstate highways. Based on criteria, including roadway classification, annual average daily traffic, accident rates, and disability compliance, the planning team designated 31 major road segments in the redevelopment area.

According to the Atlanta Regional Commission’s (ARC) travel demand model, roadway capacity issues exist mainly in the northeast. High volume corridors, including Peachtree Road, Monroe Drive, portions of North Avenue, and northern portions of Boulevard strain to accommodate current demand. Aside from capacity, the previous industrial uses often create discontinuous streets or unusually configured intersections in some areas, particularly the northwest, impairing roadway function and safety.

BICYCLE AND PEDESTRIAN AMENITIES

Given the BeltLine’s industrial roots, most roads in the redevelopment area lack adequate pedestrian and bicycle facilities. Few intersections and roads have Americans with Disabilities Act (ADA) conforming ramps, crosswalks, or bicycle lanes. With the emphasis on mixed use pedestrian environments, sidewalks, streetscapes, pedestrian crossings, bike lanes, and ADA compliant design will be critical infrastructure elements.

5.1.3 Existing Greenspace Framework

Atlanta’s existing park system accounts for approximately four percent of the City’s total land area, or about 3,400 acres. The City continues to lag most other major metropolitan areas in a significant quality of life indicator—park acres per 1,000 residents. As a result, the City has proposed to increase the amount of dedicated parks and greenspace throughout the City by 1,900 acres as part of a broader economic development strategy (New Century Economic Development Plan for the City of Atlanta). The BeltLine TAD Redevelopment Plan is a critical project in achieving this broader City goal.

In general, the shortage of parks is most acute in the northwest where residents consistently asked for large new greenspaces to offset the predominately industrial character of this area. The southwest enjoys a strong network

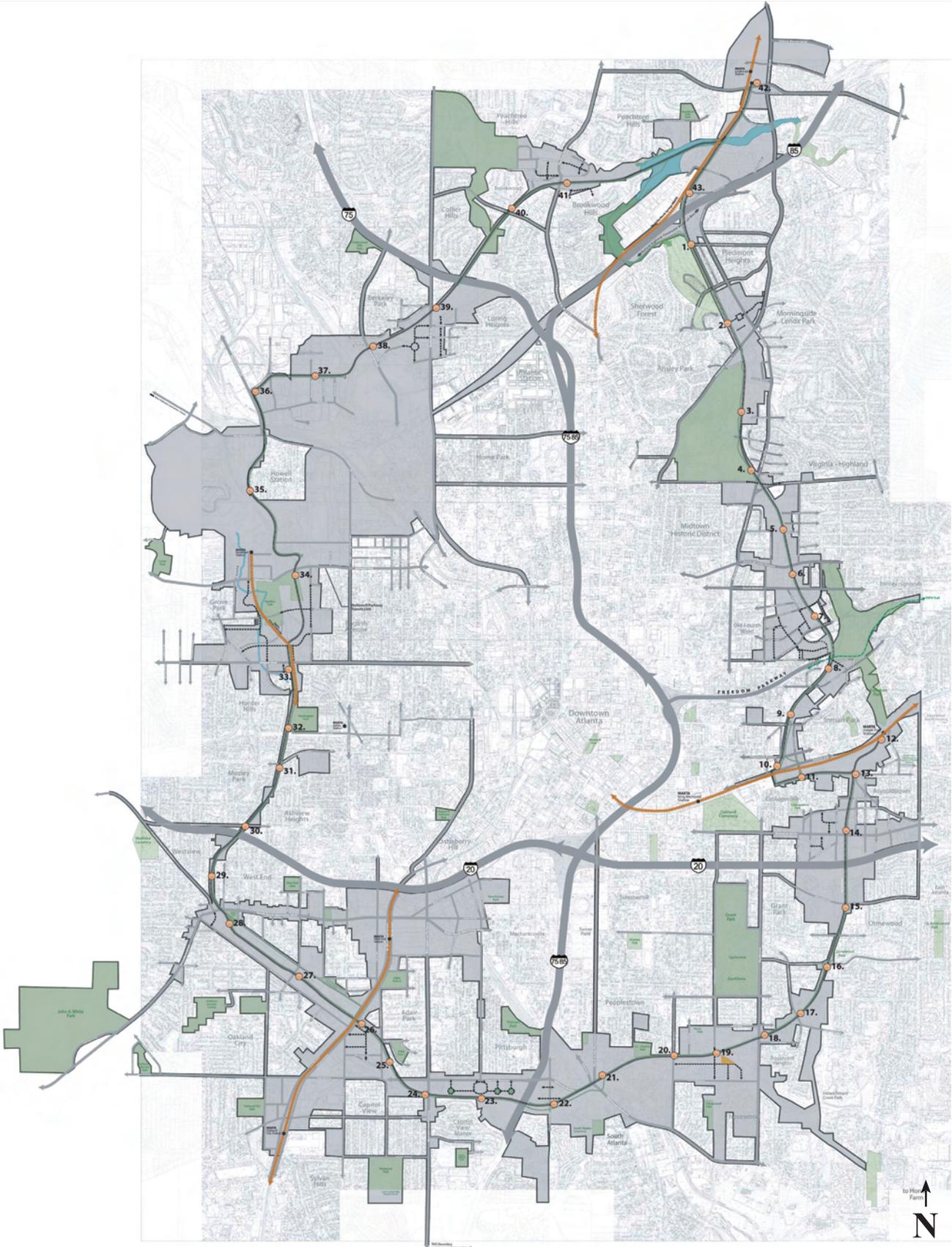


Figure 5.2 Existing Major Greenspaces.



Figure 5.3 Possible Historic Resources.

From preliminary survey conducted by the Atlanta Urban Design Commission

of neighborhood parks, but currently lacks a signature public gathering space. The southeast and northeast have regional amenities, such as Grant Park and Piedmont Park, but they do not have the smaller neighborhood spaces to complement recent and projected strong residential growth. In general, residents in all BeltLine communities identified active recreation facilities as an ongoing need.

5.1.4 Historic Resources

The BeltLine is a remarkable artifact showing the physical origins of Atlanta during the railroad age. It represents the growth of the City and the relationships between industry and housing at the beginning of the period of rapid industrialization after Reconstruction. It also reflects the shifts in land use and building patterns as this industry waned in the inner core. Though the rail right-of-way is three-quarters underused, the BeltLine persists as a physical chronology of the events that propelled Atlanta to its place as the regional capitol of the Southeast. Redevelopment must properly consider sensitive resources along the BeltLine, so that this new chapter in the evolution of the city does not blur its formative roots.

There are many different types of historic assets along the BeltLine, including manufacturing buildings, shipping and transfer warehouses, older residential subdivisions, structures for public utilities, apartment buildings, schools, historic parks, company housing, local commercial districts, and the railroad infrastructure itself. The years represented vary between the turn of the twentieth century and the 1960s. There are individual buildings which are significant for the activities they contained, and buildings that are architecturally valuable. There are buildings which are prized as intact complexes, and buildings that are ordinary individually but exceptional in their geographic concentrations. There are historic districts, and Civil War landscapes. And there are riveted iron bridges and wooden trestles; iconic signals and a hand-hewn granite tunnel. All of this physical diversity in a once thriving employment zone creates a rich and unique character—attributes that can make the BeltLine unlike any other network of urban space in America.

In an effort to protect these rare resources, the Atlanta Urban Design Commission has conducted a field survey of potentially historic

structures, sites, buildings, and neighborhoods within a half mile of the BeltLine corridor. Overall, the survey (see Figure 5.3) classified more than 500 resources near the BeltLine as contributing. Buildings or structures are considered to be “contributing” to the historic character of the district if they are of the same period as the other historic resources in the district, possess a certain degree of integrity (i.e., they have not been substantially and irreversibly altered), and if they are within the designated boundary of the district.

It should be noted that the survey of possible historic resources in and near the redevelopment area is preliminary. These inventories, however, are a critical tool for defining those areas that may require more site-specific analysis and in guiding proposed redevelopment toward the preservation and reuse of Atlanta’s rich historic fabric.

5.1.5 Brownfields

Given the historic presence of active rail and industry, environmental contamination poses a major challenge for the redevelopment of some currently underused BeltLine sites.

The City’s brownfield consultant, MACTEC, has performed a preliminary brownfield assessment of the BeltLine corridor. The survey identifies as brownfields those properties with possible subsurface contamination due to past or current suspect activities on the site that are severe enough to affect redevelopment costs; or properties that are in hydrologic proximity to other sites of environmental concern.

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. The northwest cluster has a particularly distinct concentration of sites with potential contamination issues along the rail right-of-way. Brownfields may also affect the redevelopment prospects of parcels along the extreme southern segment on the BeltLine.

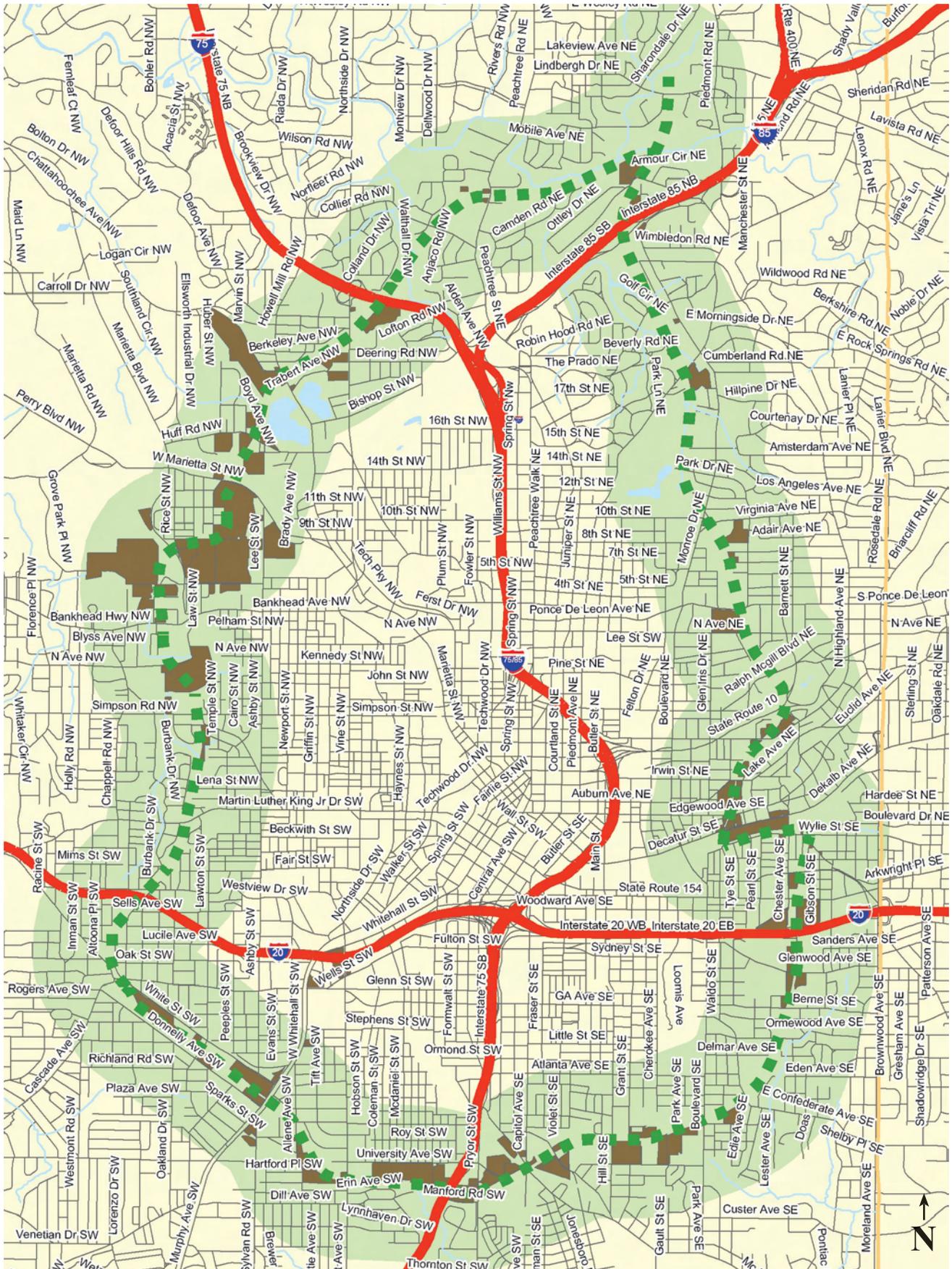


Figure 5.4 Possible Brownfield Sites.

From preliminary brownfield assessment, MACTEC

5.1.6 Wastewater Capacity

To determine any possible capacity limitations, the City's Department of Watershed Management (DWM) compared estimated wastewater flows from proposed redevelopment project sites in the BeltLine redevelopment area to available treatment capacities in the affected watershed units.

According to the Department's analysis:

- Overall, the DWM has or will have short-term sewer capacity to generally support the BeltLine Redevelopment Plan.
- Approximately 94 percent of identified redevelopment project sites in the redevelopment area are either in areas of sufficient capacity or in areas with available credits

5.2 Physical Constraints of the BeltLine

The vision of the BeltLine is to create a linked system of trails, parks, and transit along 22 miles of rail right-of-way. The corridor, however, faces a variety of physical challenges that could interrupt the desired physical continuity of this network. Three major constraints created by large active uses and physical barriers exist at Hulsey Yard in the southeast, Armour Yard in the northeast, and the Marietta Boulevard area of the northwest. Other challenges, including bridges, underpasses/tunnels, at-grade crossings, grade change, narrow sections of right-of-way, and active rail use scatter along the corridor as shown on Figure 5.5.

HULSEY YARD

Hulsey Yard, owned by CSX, is an active intermodal facility that affects the BeltLine transit and trail alignment at a critical seam between the northeast and southeast NPU clusters. Physical barriers include the CSX main line, the elevated east-west MARTA line, and the intermodal facility. Currently, vehicular and pedestrian traffic must pass under the yard through the historic Krog Tunnel. In the short-term, the trail could run under Hulsey Yard along Krog Street and connect to an existing PATH bike route. The transit corridor could cross under the yard in a new tunnel west of Krog. Within the long-term, Hulsey Yard could redevelop as a mixed use site.

ARMOUR YARD

The BeltLine faces major alignment challenges in the northeast due to active railroads, grade constraints, and the I-85 interstate barrier. The Norfolk Southern railroad and the MARTA north-south line run parallel between the Lindbergh MARTA Station and Armour Yard. In addition, an active CSX east-west line, (which could potentially be the alignment for the C-Loop connecting Emory University to Lindbergh area) intersects these lines at Armour Yard.

In addition to constraints on transit line and trail alignment, lack of road connectivity could also hinder potential development the Armour Yard area. Specific constraints result from a complicated access-road at I-85 and Piedmont Avenue and a single two-lane access point to the Armour Circle-Ottley Drive area.

MARIETTA BOULEVARD

Perhaps the most critical gap along the BeltLine results from the presence of active rail lines in the northwest. In this part of the corridor, active rail runs on most of the actual BeltLine right-of-way. Safety requires a wide minimum right-of-way to separate the rail and the BeltLine in these sections. In some areas the BeltLine must defer in alignment to heavily active rail facilities such as CSX's high volume Howell Junction freight facility between Marietta Street and Huff Road.

OTHER CONSTRAINTS

The right of-way in the southeast is generally wide enough to pair transit and a parallel trail with the exception of the tunnel under the complex intersection of Hank Aaron and McDonough and bridges over I-75, Pryor Road, Hill Street, Confederate Avenue, Ormewood Avenue and I-20. Traffic also currently passes under the historic Krog Tunnel to continue past Hulsey Yard. Since the rail is active in the portion between Lee Street and Glenwood Avenue, the line is well-maintained and easy to navigate. The corridor, however, narrows between Glenwood Avenue and Memorial Drive. In this stretch the rail right-of-way dissolves, requiring the transit or trail to travel in the street along Bill Kennedy Way or on adjacent property.

The BeltLine right-of-way remains narrow through the Hulsey Yard area north to Highland Avenue. The northeast has underpasses and tunnels at Edgewood Avenue, Highland Avenue, Virginia, Park Avenue,

Piedmont Road, and Montgomery Ferry. The corridor crosses Ralph McGill, North Avenue, and Ponce de Leon on bridges. As a result of disuse, the rail line is predominantly in a state of disrepair from Hulsey Yard to the Ansley Golf Course. The tracks are discontinuous in sections, covered with kudzu growth, and some of the bridges noted require substantial rehabilitation.

In the northwest, the BeltLine must share the corridor from the area just north of Armour Yard to the Atlanta Waterworks with active rail uses. This section also features underpasses at Peachtree Road, Collier Road, I-75, Howell Mill, Huff Road and Simpson Road; bridges exist at the intersection with Peachtree/Tanyard Creek and Northside Drive.

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.

Vision for the BeltLine

Under state law, a Redevelopment Plan must describe the “redevelopment projects” anticipated within the redevelopment area, as well as the proposed uses of real property after the redevelopment projects have been implemented. This document combines these two considerations within a “framework plan.” The framework plan simply lays out the 25 year plan for greenspaces, trails, transit, workforce housing, environmental clean-up, and the other quality of life enhancements that together comprise the “redevelopment projects.” These redevelopment projects, though, can only be understood in the context of other anticipated development – residential, retail and commercial – within the redevelopment area. Thus, these two aspects intertwine in this “framework” section.

Of course, the many interrelated physical components of the BeltLine will be implemented over time as the partner organizations undertake projects and as the tax increment grows to fund these efforts.

Given the long-term and comprehensive outlook of the BeltLine project, the recommendations identified in the “framework plan” are conceptual. They are intended to express an overall vision for the physical character and economic vitality of the BeltLine and to guide individual implementation actions in the years ahead. This Redevelopment Plan does not supersede existing redevelopment plans in the City’s neighborhoods and, in fact, should be viewed as a starting point for more detailed area-specific studies.

6.1 Overall Framework Plan

The framework plan articulates a broad vision for the BeltLine redevelopment area that integrates proposed land uses, greenspaces, and critical transit and pedestrian links. Overall, the framework reflects consistency with several overarching land use planning principles:

- create an active mix of uses along the corridor;
- put more intense development in strategic spots to support possible transit stops and anchor prominent intersections;
- require the density of proposed redevelopment to decrease away from the corridor to ensure suitable transitions to nearby single family neighborhoods;
- encourage connected greenspaces all around the corridor to capitalize on existing natural amenities and to frame new residential opportunities; and
- enhance access both within the redevelopment area and to nearby destinations and neighborhoods through a series of new streets, trails, and streetscapes.

These fundamental guidelines will shape planning decisions around the entire corridor.

6.2 Redevelopment Projects

6.2.1 Greenspaces

Atlanta remains one of the most forested large cities in America, but the city and region have preserved relatively little of this cherished greenspace for public access. While other major cities—Chicago, Portland, Boston, Minneapolis—use public greenspace as elements to organize their urban forms,

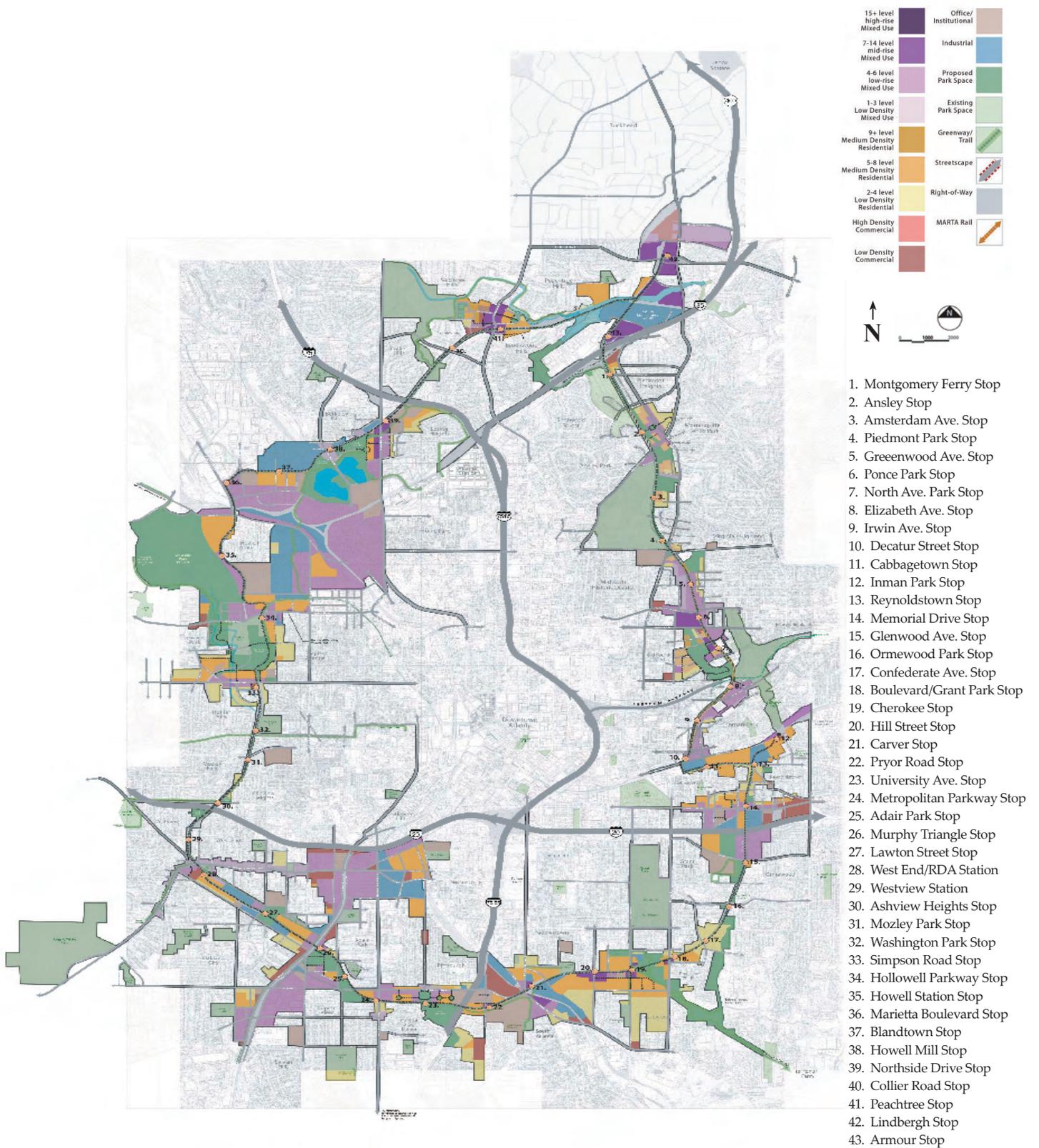
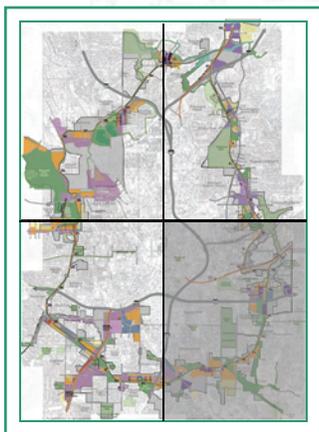
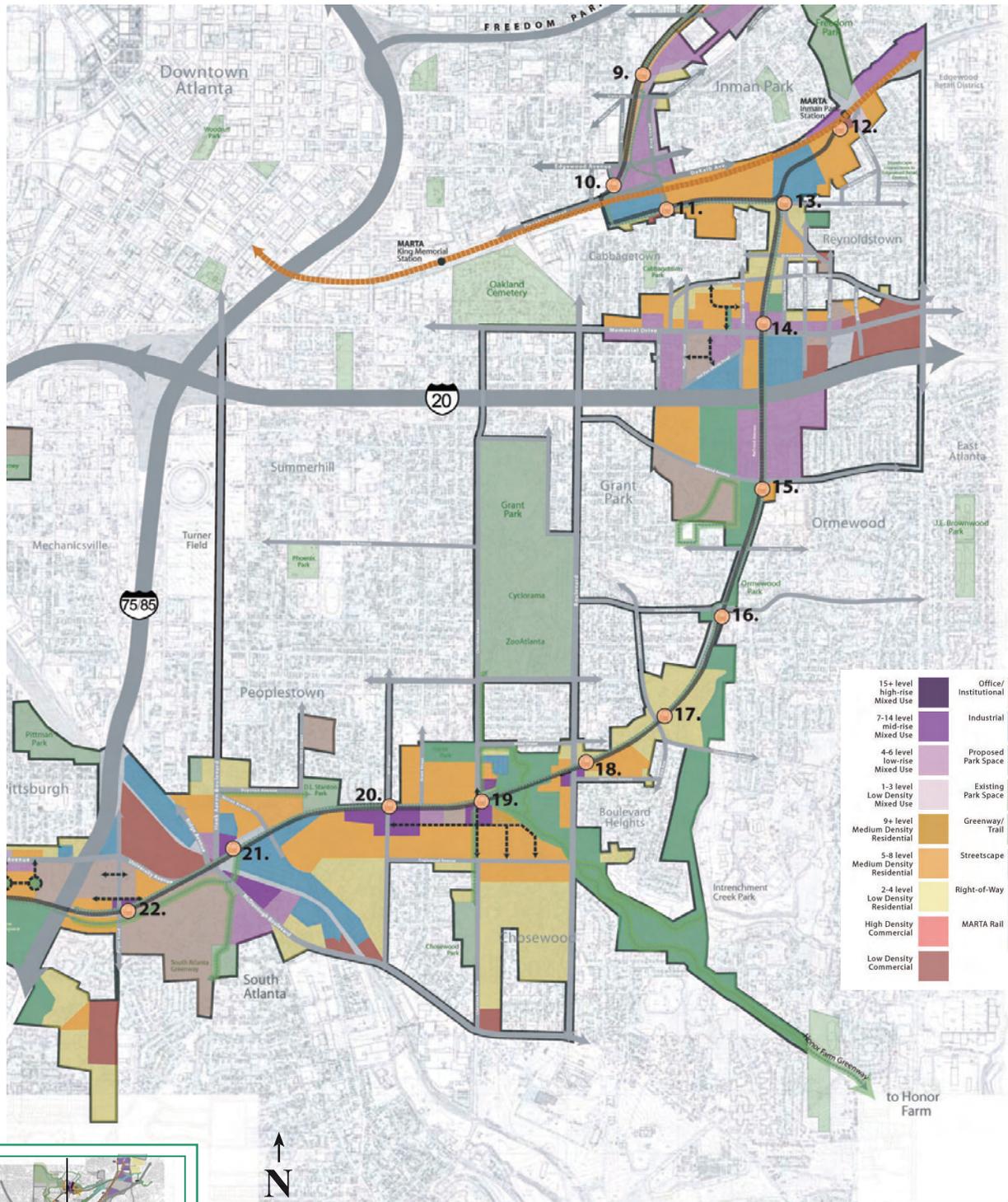
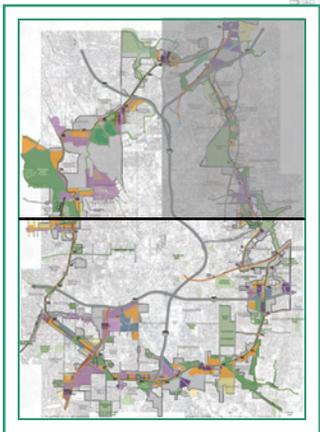
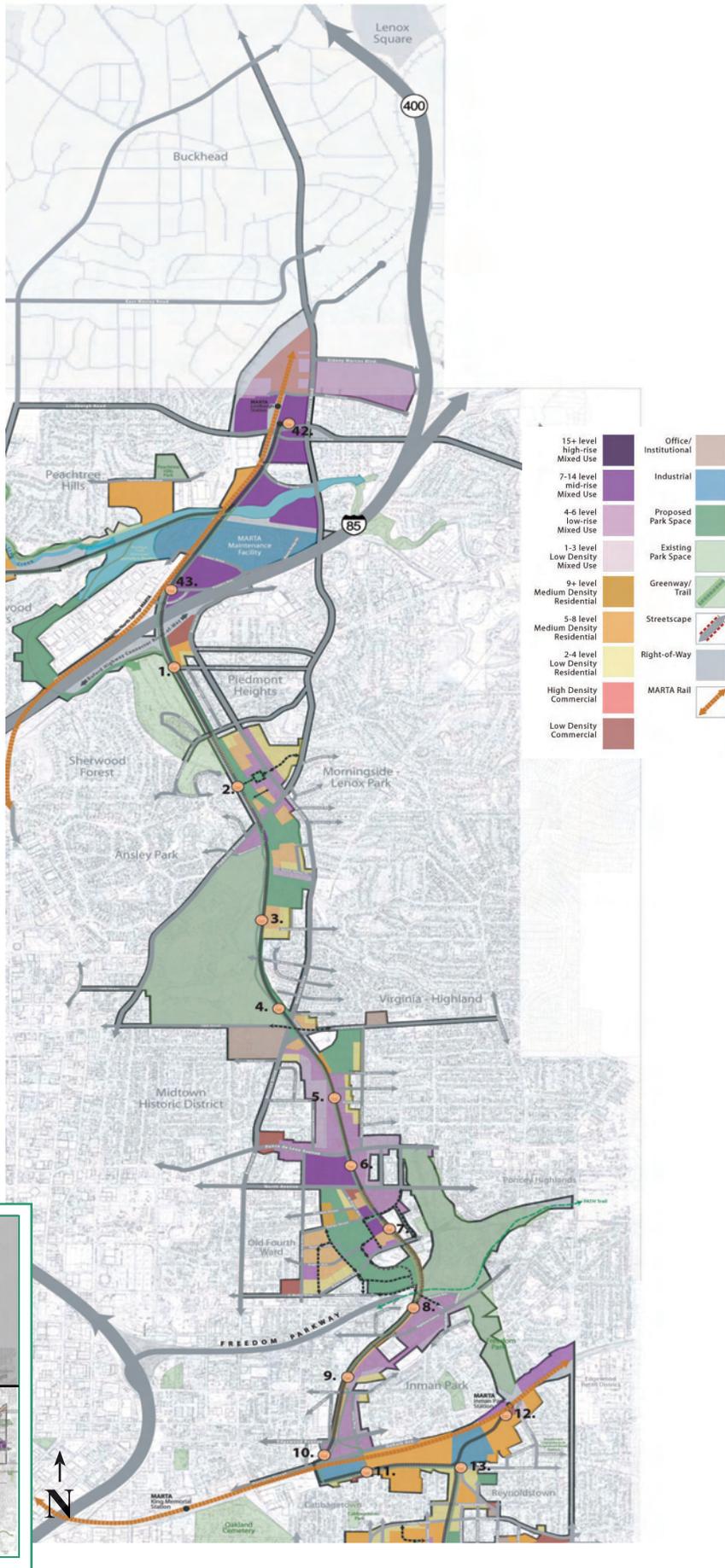
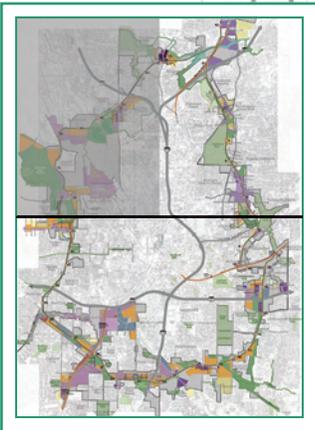
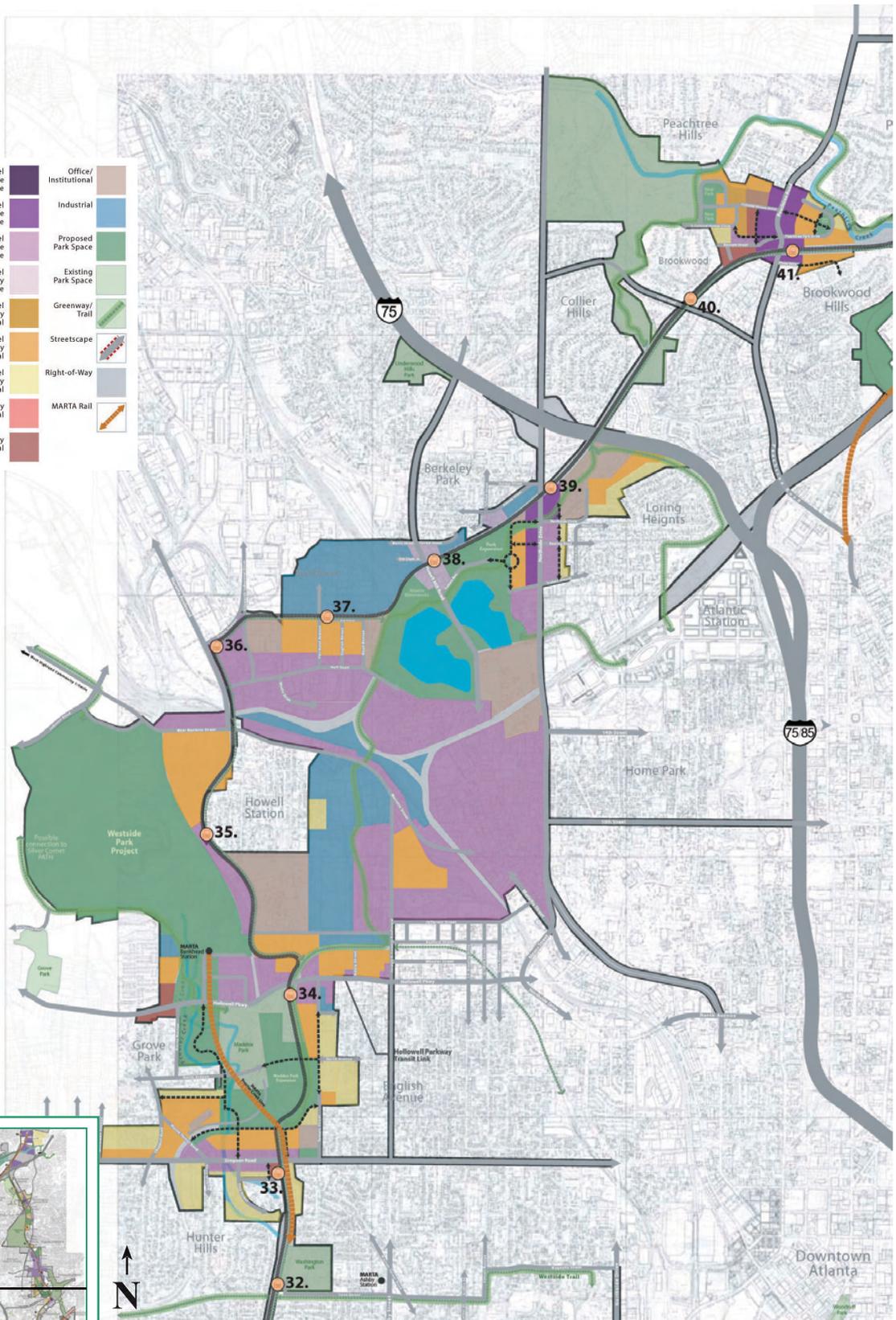


Figure 6.1 Overall Framework Plan.

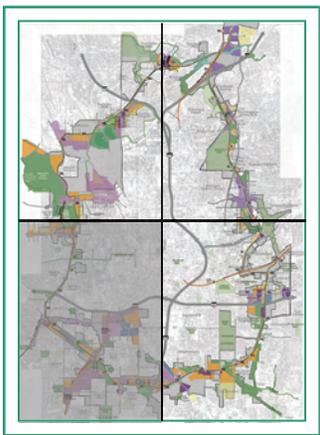
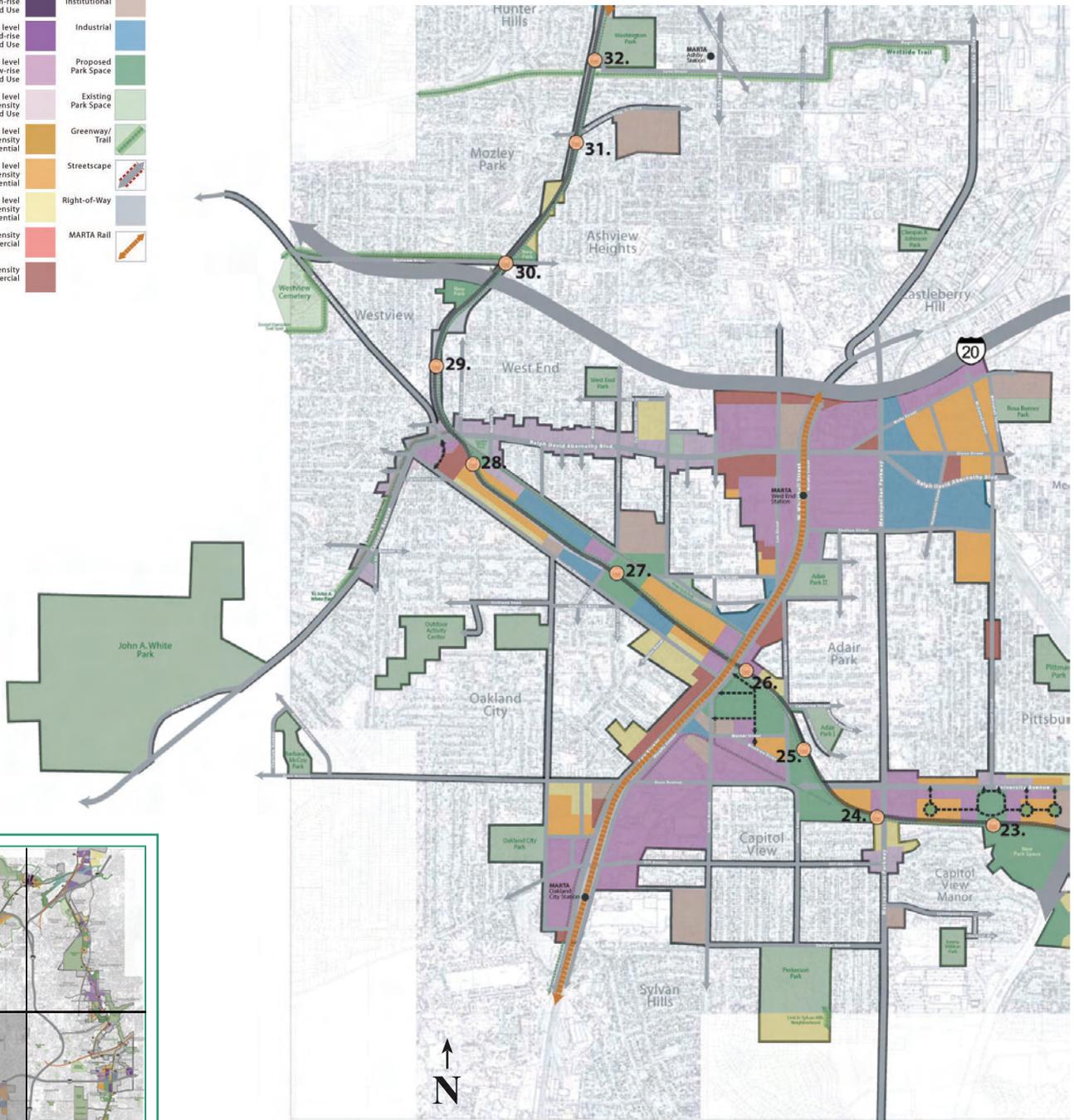




- 15+ level high-rise Mixed Use
- 7-14 level mid-rise Mixed Use
- 4-6 level low-rise Mixed Use
- 1-3 level Low Density Mixed Use
- 9+ level Medium Density Residential
- 5-8 level Medium Density Residential
- 2-4 level Low Density Residential
- High Density Commercial
- Low Density Commercial
- Office/Institutional
- Industrial
- Proposed Park Space
- Existing Park Space
- Greenway/Trail
- Streetscape
- Right-of-Way
- MARTA Rail



- 15+ level high-rise Mixed Use
- 7-14 level mid-rise Mixed Use
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- Low Density Commercial
- Office/Institutional
- Industrial
- Proposed Park Space
- Existing Park Space
- Greenway/Trail
- Streetscape
- Right-of-Way
- MARTA Rail



TAD Boundary continues to intersection of Metropolitan Parkway and Langford Highway

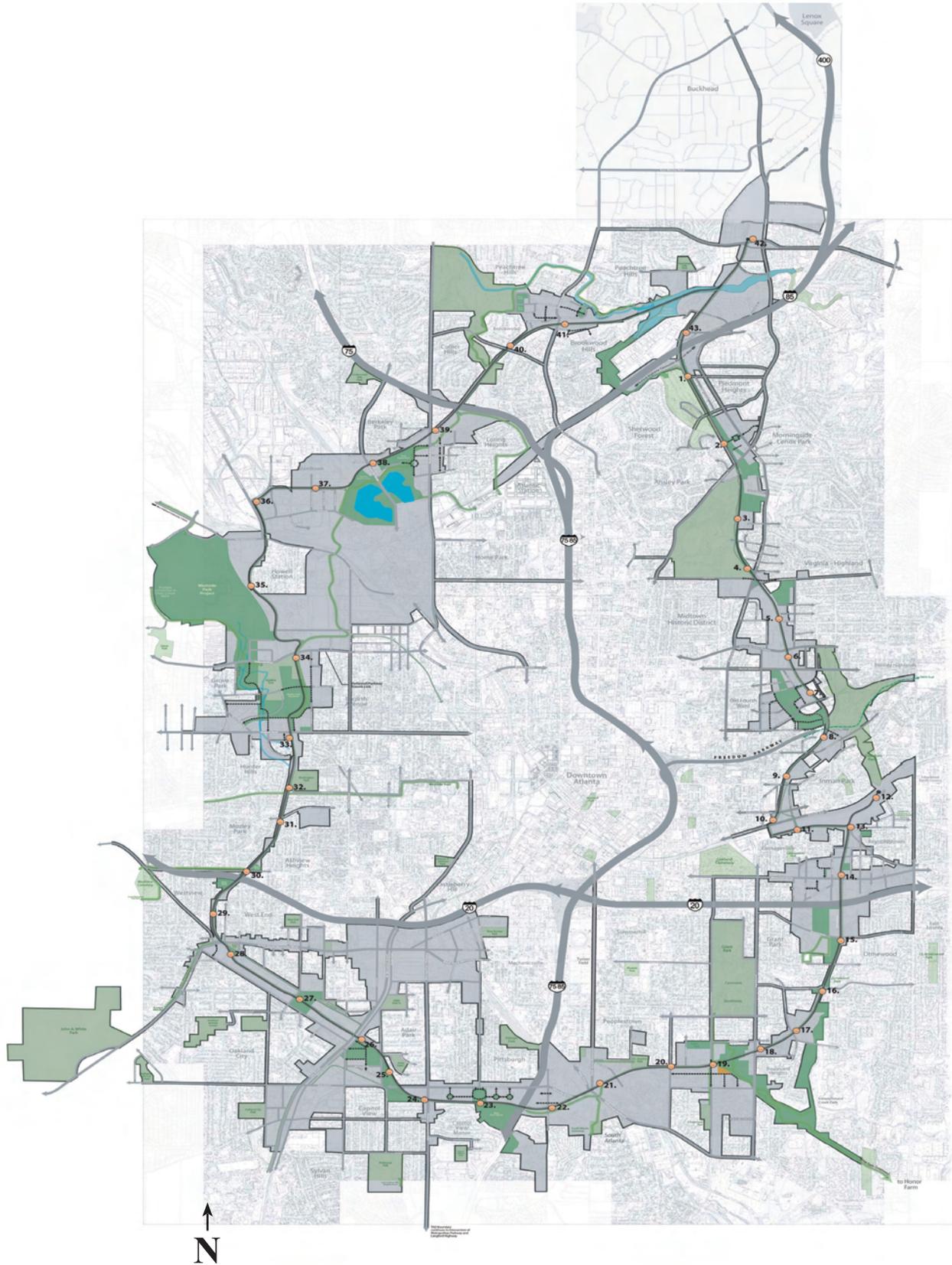


Figure 6.2 Proposed Greenspaces and Greenways.

PROJECT NAME	PROJECT TYPE	LOCATION	SIZE (ACRES)
North Avenue Park	Active/Passive	NE	39
Ansley Square	Plaza	NE	4
Field of Dreams	Active	NE	8
North Woods Park	Active	NE	28
Peachtree Creek Park	Passive	NE	76
Piedmont Park Greenway	Passive	NE	4
Intrenchment Creek Park	Active/Passive	SE	132
Intrenchment Woods	Passive	SE	28
Ormewood Park	Passive	SE	3
Southside High School Park I	Active	SE	11
Glenwood Park West	Active	SE	14
D.H. Stanton Park	Active/Passive	SE	13
Ashview Heights	Active	SW	2
Enota Park	Active	SW	10
Hillside	Active	SW	28
Murphy Triangle	Active/Passive	SW	44
University	Plaza	SW	8
Lawton Street Park	Passive	SW	16
Colonial Park	Active	NW	7
Maddox Park	Active/Passive	NW	67
Simpson Plaza	Plaza	NW	2
Tallulah Park	Active	NW	5
Waterworks Park	Passive/Active	NW	122
Westside Park	Passive/Active	NW	351
Beltline Greenway	Greenway		176
Other Greenways	Greenway		86
TOTAL			1,284

Table 6.1 Proposed Greenspaces.

Atlanta has historically embraced internally-oriented growth.

The goal of the BeltLine greenspace plan is to fill the gaps between Atlanta’s individual greenspaces and create a readily accessible and interconnected network of parks and greenspaces. As part of a ‘necklace,’ each space contributes to the quality of the overall system, responding to the distinctive natural and topographical features of the BeltLine and connecting to adjacent neighborhoods and new development areas.

While adding new greenspace, the BeltLine also seeks to link with existing parks and attractions, making each space more accessible. A variety of extensions from the primary BeltLine greenway reach out to major parks in the City, as well as numerous other historical and cultural sites. Twenty schools adjoin or are in proximity to the proposed BeltLine trail. The vision is to link to the existing recreational facilities on these

sites, increase public access, and invest in the renovation or expansion of current amenities.

In total, the BeltLine proposes over 1,200 acres of new and expanded greenspace, including the primary BeltLine trail. The framework seeks to balance iconic parks and grand gathering areas around the BeltLine and with more intimate and readily accessible spaces that complement residential and transit-oriented development. The plan also promotes active recreation with passive spaces and the preservation of natural areas around the corridor.

The major greenspace opportunities identified below include many of the jewels from the Trust for Public Lands Emerald Necklace study.

- Intrenchment Creek Park at Boulevard Crossing is the greenspace focal point of the southeast that connects with the BeltLine just south of Ormewood Avenue and then follows the floodplain of Intrenchment Creek



Figure 6.3 North Avenue Park Before and After.



Figure 6.4 Ansley Square Before and After.



Figure 6.5 Maddox Park Before and After.



Figure 6.6 White Street Greenway Extension Before and After.



Figure 6.7 Ormewood Park Greenway Extension Before and After.



Figure 6.8 Proposed Westside Park Project Before and After.

- new small passive parks adjacent to the intersection of the BeltLine with Ormewood Avenue
- North Avenue Park would build on the redevelopment of City Hall East to create a series of linked greenspaces through the Old Fourth Ward
- Piedmont Park Conservancy’s master plan envisions significant growth of the park to the northeast and east near Monroe Drive with an emphasis on additional active recreation fields, a skatepark, and community gardens
- a plaza at a redeveloped Ansley Mall, creating an outdoor urban space
- Peachtree Creek Park will surround Peachtree Creek between Brookwood Hills and Armour Yard, creating a passive space and nature preserve in the midst of the City
- passive park space with trails that showcase the stunning views of midtown from the Atlanta Waterworks reservoir
- Westside Park Project, an extraordinary greenspace first advanced by the Trust for Public Land and Alex Garvin, would convert a currently operating quarry into a lake surrounded by multi use trails and preserved vegetated areas
- Westside Park Project would connect to Grove Park and an expanded Maddox Park, creating a continuous but differentiated massive greenspace through the northwest
- signature orientation point and a gathering place for residents at Murphy Triangle adjacent to the BeltLine in the southwest
- large park with both active and passive space along the south side of the BeltLine, just west of the intersection with I-75/85

6.2.2 Trails

Trails are a vital part of the BeltLine greenspace proposal because they transform the individual parks into an interrelated series of open spaces and recreation opportunities. The descriptions below include both the primary BeltLine greenway and secondary or “spur” greenways that connect to other trails, nearby attractions, employment centers, shopping and regional transit. Overall, these greenways will create an expanding network of trails, dramatically increasing the feasibility and convenience of travel by bike or by foot through intown Atlanta.

BELTLINE GREENWAY

The BeltLine greenway runs adjacent to the BeltLine transit line throughout the southeast, though bridges and tunnels could eventually require construction of a parallel trail as transit is introduced (See Figure 6.2). Along the southern portion of the northeast, the trail would likely run along adjacent property due to narrow right-of-way.

In the vicinity of Armour Yard, the greenway would deviate significantly from the BeltLine transit, due to limited right-of-way and a number of active freight rail lines. The BeltLine greenway would follow the northern edge of the Ansley Golf Course and then connect into Peachtree Creek Park, following the creek around to the north and the west.

In the northwest, the BeltLine greenway will generally diverge from the transit right-of-way due to active freight rail lines. The greenway will tend to run parallel to existing creeks, requiring several bridges for safe pedestrian crossings. In the Howell Station/Marietta Street area, the trail can follow two possible routes :

- the trail running parallel to Marietta Boulevard and crossing the Marietta Boulevard bridge; or
- an alternative concept that brings the trail between Lowery and Herndon, crossing a new bridge over the rail lines paralleling Marietta Street

In the southwest, the BeltLine greenway could run both between White and Donnelly Street adjacent to the transit line and along the northern edge of White Street. These complementary concepts allow for an ‘internal’ greenway that sparks the revitalization of former industrial warehouses, as well as an ‘external’ greenway that creates better access to the neighborhood and shopping districts of the West End.

SECONDARY GREENWAYS

In the southeast, the primary BeltLine greenway connects with:

- Intrenchment Creek Park
- Ormewood Park
- DH Stanton Park
- Grant Park along Cherokee
- the proposed South Atlanta greenway near McDonough

PROJECT NAME	LOCATION	FROM	TO	LENGTH (LINEAR FEET)
10th Street	NE	Piedmont Road	Monroe Drive	6,390
Dekalb Avenue	NE	Boulevard	Moreland Avenue	7,570
Edgewood Avenue	NE	Airline Road	Waddell Street	1,290
Lindbergh Drive	NE	Adina Drive	Acorn Avenue	3,970
Monroe Drive	NE	Piedmont Circle	Ponce de Leon	15,840
Montgomery Ferry	NE	Piedmont	Golf Circle	2,930
Morosgo	NE	Piedmont	Adina Drive	1,320
North Avenue	NE	Boulevard	North Highland	5,830
Piedmont Avenue	NE	Prado	Sydney Marcus	13,370
Ponce De Leon	NE	Monroe Drive	Barnett Street	3,780
Rock Springs	NE	Monroe Drive	Piedmont Road	2,200
Sydney Marcus	NE	Piedmont Road	GA 400	2,090
Virginia Avenue	NE	Monroe Drive	Highland Road	4,710
Wimbledon	NE	Monroe Drive	Piedmont Road	2,590
Boulevard	SE	Confederate Avenue	Englewood Avenue	5,010
Confederate Avenue	SE	Boulevard	East Confederate	3,800
Glenwood Avenue	SE	Boulevard	Moreland Avenue	6,190
Hank Aaron	SE	University Avenue	Georgia Avenue	5,590
Memorial Drive	SE	Cherokee Avenue	Moreland Avenue	7,430
Ormewood Avenue	SE	Boulevard	Woodland Avenue	5,240
Pryor Road	SE	Hipp Street	Manford Road	3,170
Wylie Street	SE	Walthall Street	Boulevard	6100
Allene Avenue	SW	Avon	Lillian	2,620
Avon	SW	Oakland Drive	Chatham Avenue	4,810
Cascade	SW	Donnelly Avenue	Kenmore Street	4,820
Deckner Avenue	SW	Metropolitan Parkway	Sylvan Avenue	2,070
Donnelly Avenue	SW	Lee Street	Cascade Avenue	6,640
Lawton Street	SW	White Street	Lucile Avenue	3,220
Lee Street	SW	Langston Avenue	West End Avenue	12,140
McDaniel Street	SW	I-20	University	7,340
Metropolitan Parkway	SW	I-20	Deckner	9,690
Murphy Avenue	SW	Langston Avenue	Ralph David Abernathy	9,800
Oakland Drive	SW	Avon	Donnelley	3,980
Peeples Street	SW	White Street	Oak Street	3,160
Ralph David Abernathy	SW	McDaniel Street	Langhorn Street	9,830
Richland Drive	SW	Oakland Drive	Pinehurst Terrace	1,360
Sylvan Avenue	SW	Murphy Avenue	Deckner Avenue	4,440
University Avenue	SW	Capitol Avenue	Metropolitan Prkwy	3,290
White Street	SW	Langhorn Street	Lee Street	6,150
DL Hollowell Prkwy	NW	Elbridge Drive	Lowery Boulevard	4,720
Howell Mill	NW	Bishop Street	Defoor Avenue	4,060
Marietta Blvd	NW	West Marietta Street	Tacoma Drive	3,210
Northside Drive	NW	I-75	14th Street	5,950
Peachtree Road	NW	Peachtree Hills	Collier Road	4,540
Simpson Road	NW	Chappell Road	Lowery Boulevard	4,730
West Marietta St./Perry Blvd	NW	Herndon Street	Rockdale Street	5,440

Table 6.2 Proposed Pedestrian Improvements.

Other secondary trails in the area include:

- the Intrenchment Creek greenway continues along the creek to the east
- the Honor Farm greenway runs through a Georgia Power right-of-way towards the proposed Honor Farm Park on Moreland Avenue

In the northeast, the BeltLine greenway would link with such major open spaces as:

- Piedmont Park
- Freedom Park
- the proposed North Avenue Park; and
- the proposed Peachtree Creek Park

In this area, a possible new greenway could run east along Peachtree Creek towards Cheshire Bridge and surrounding neighborhoods.

In the northwest part of the corridor, the BeltLine greenway connects to:

- Washington Park
- Maddox Park
- the proposed Westside Park
- the proposed Atlanta Water Works Park
- Tanyard Creek Park
- Bobby Jones Golf Course
- Peachtree Creek Park
- Grove Park

Other major destinations linked to the BeltLine greenway include King Plow Arts Center, Atlantic Station, and the Piedmont Hospital district.

Other greenways that connect with the primary BeltLine trail include:

- a planned greenway connection to the Silver Comet Trail through a utility easement
- greenway along Peachtree Creek through Atlanta Memorial Park; and
- a proposed greenway along Peachtree Creek running east from Peachtree Creek Park

In the southwest, the BeltLine greenway will connect directly to:

- the proposed Capitol View Manor Park
- proposed Murphy Triangle park
- Adair Park

- Enota Park
- proposed Ashview Heights Park
- John A. White Park
- the Lee Street greenway
- Perkerson Park
- West End Park
- Oakland City Park
- Outdoor Activities Center
- Lionel Hampton trail

6.2.3 Pedestrian Improvements

Though roadway improvements are necessary to support proposed development, the primary vision of the BeltLine is to encourage alternative mobility choices. Streetscapes are an essential element in making it safer and easier to get around on foot and increasing the attractiveness of the pedestrian environment around the BeltLine. Quality streetscapes, including wide sidewalks, lighting, shade trees, and seating, promote walking and reinforce the viability of transit and mixed use development.

The proposed streetscapes as shown on Figures 6.9 - 6.12 emphasize major corridors, particularly in proximity of proposed transit stops. Also, critical to pedestrian connectivity will be the addition of sidewalks and pedestrian crossings on secondary streets that link to the BeltLine corridor.

6.2.4 Strategic Transit Integration

While land use and greenspace are inseparable components of the BeltLine concept, transportation is at the concept's core. The BeltLine represents a fundamental new approach to mobility around the central core. The BeltLine is uniquely situated to link currently disparate modes and promote new means of transportation as yet unseen in Atlanta. To be fully effective, BeltLine transit and pathways must be integrated into the city's and the metropolitan region's transportation future.

The development and construction of an appropriate transit system within the right of way of the primary BeltLine corridor is a fundamental redevelopment project of this Plan. The specific alignment of that transit system, as well as the mode of transit, is still under study by MARTA and others. Nonetheless, it is understood that the funding generated by the BeltLine TAD will be invested in planning and constructing the

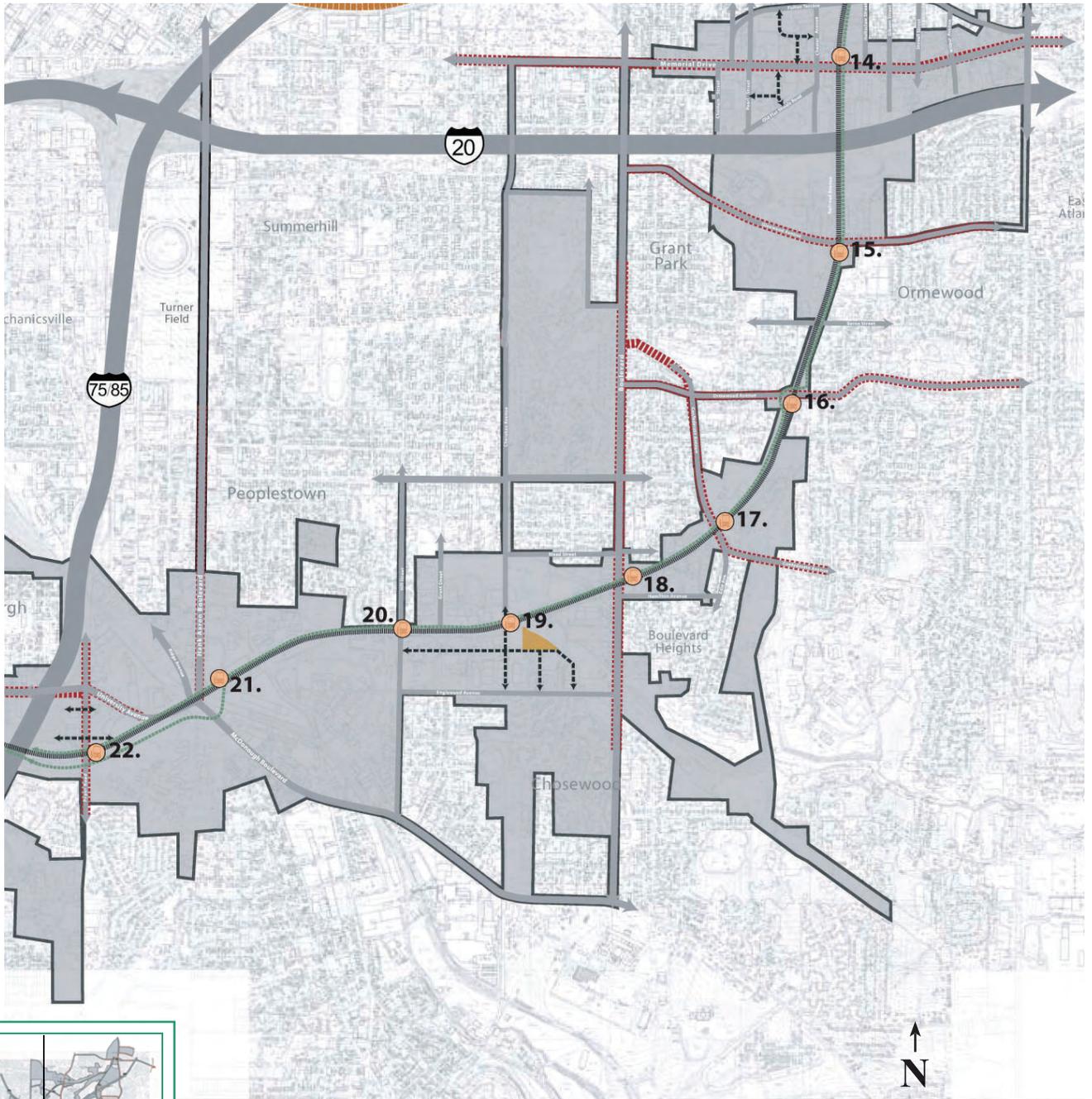


Figure 6.9 Proposed Streetscapes, Southeast.

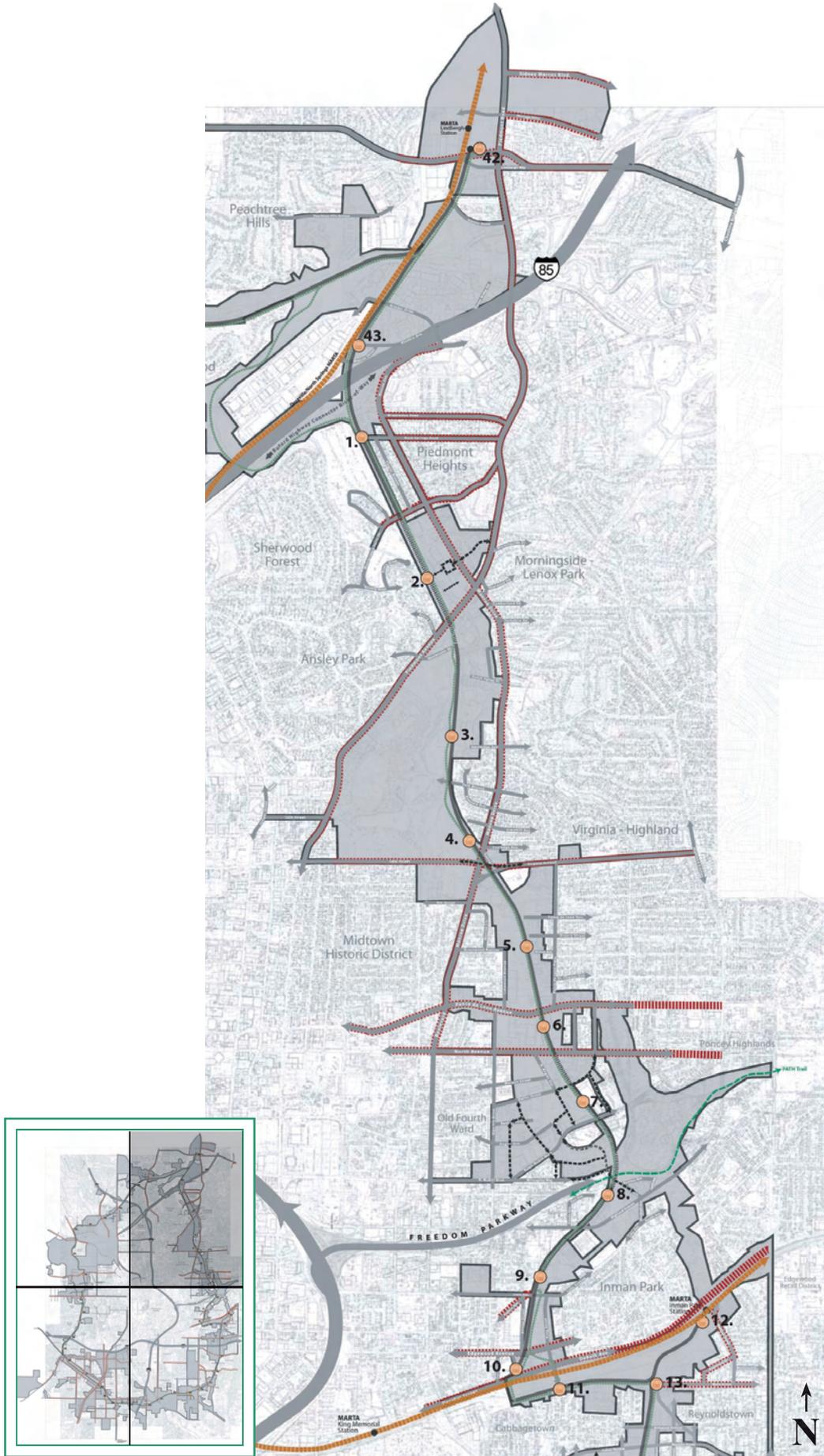


Figure 6.10 Proposed Streetscapes, Northeast.

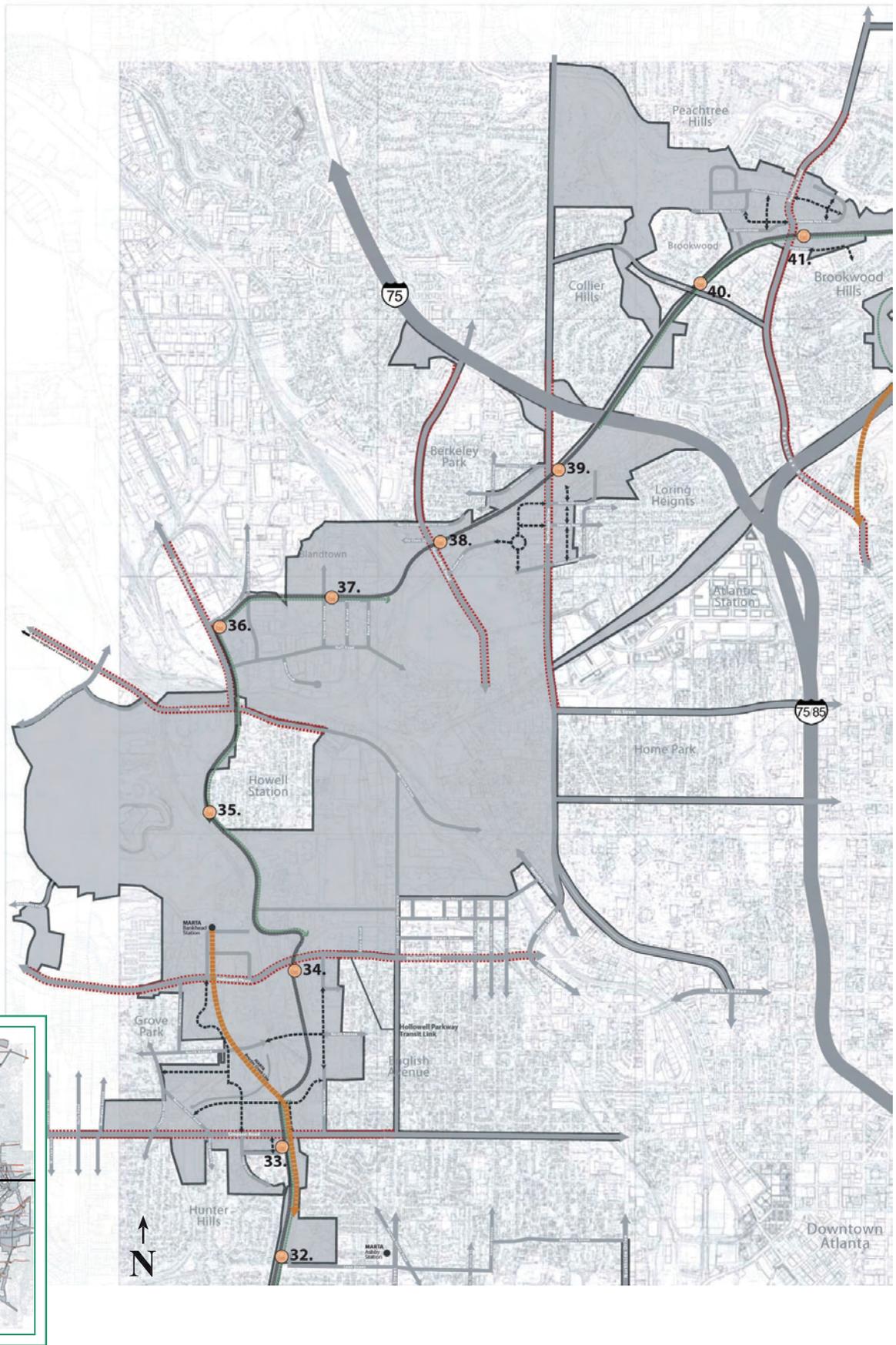


Figure 6.11 Proposed Streetscapes, Northwest.

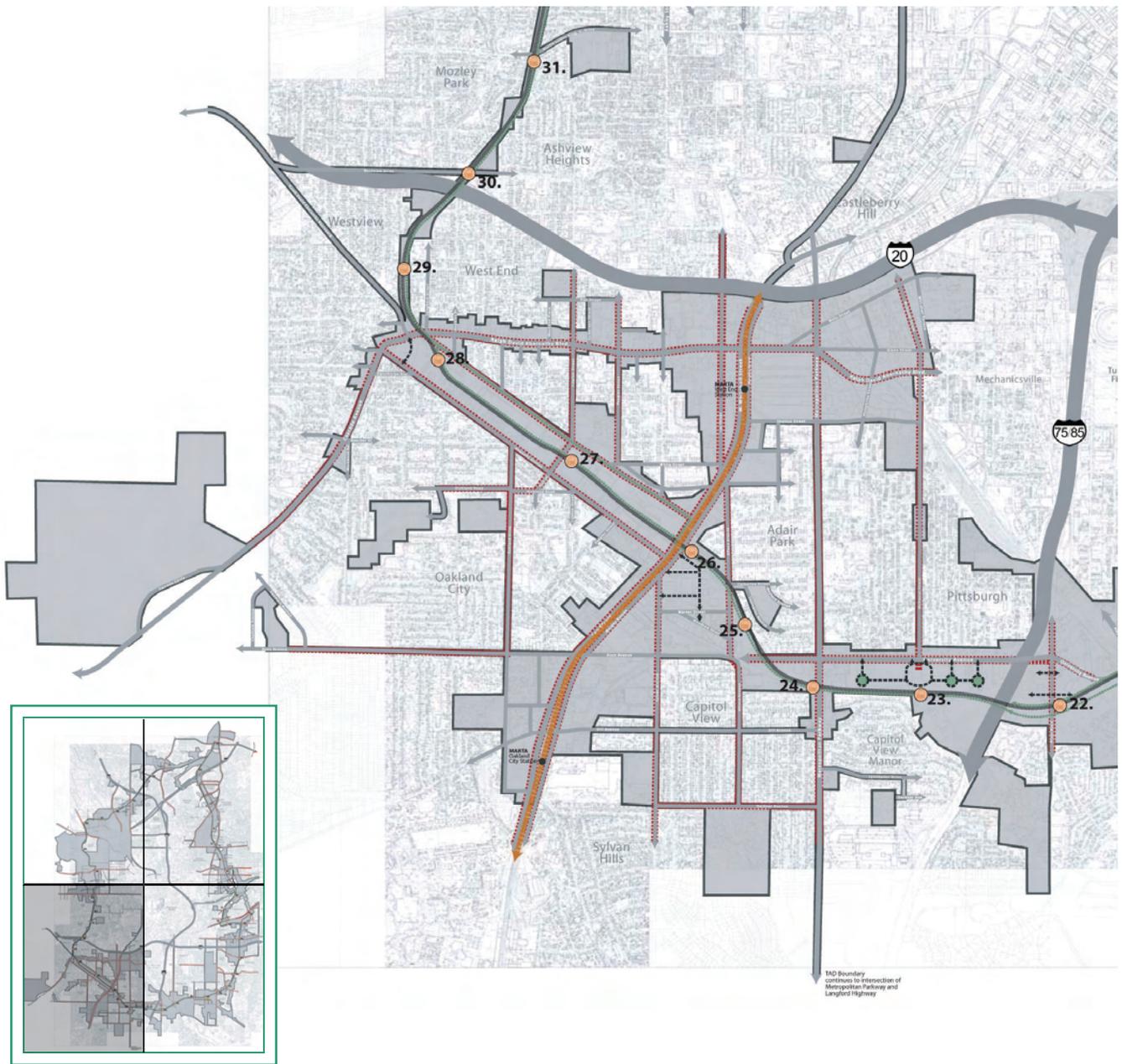


Figure 6.12 Proposed Streetscapes, Southwest.

appropriate transit system that emerges from this formal public consideration process. From a broader viewpoint, there are a variety of innovative transportation initiatives that, over time, could supplement the City's current core network of MARTA rail and bus routes, including:

- the Peachtree streetcar;
- the downtown circulator;
- the C-Loop, the Northside Drive transit line;
- the GRTA express buses; and
- quasi-public and private networks like the Georgia Tech 'Stinger,' the Georgia World Congress Center shuttles, corporate vanpools

The BeltLine's great strength is that it has the potential to rationalize and integrate these multiple systems into one vast and expandable structure, radiating from a band of new housing and commercial sites weaving through established neighborhoods. The BeltLine reorganizes transit logic by acting

as a continuous trunk line (or a center 'point' containing thirty-nine square miles) with countless opportunities for connections both inward and out.

Critical connections that could form the nucleus of transit-oriented districts around the BeltLine include:

- opportunity to connect to MARTA either at Inman Park MARTA Station or King Memorial MARTA Station
- possible link to planned rail or BRT (bus rapid transit) connection on the I-20 East corridor
- links with planned transit along Ponce de Leon, where a streetcar connecting to midtown/downtown has been proposed; as well as a connection to a possible streetcar on Auburn Avenue
- possible link or shuttle access to Lindbergh MARTA Station
- connection with the planned C-loop in the Lindbergh area

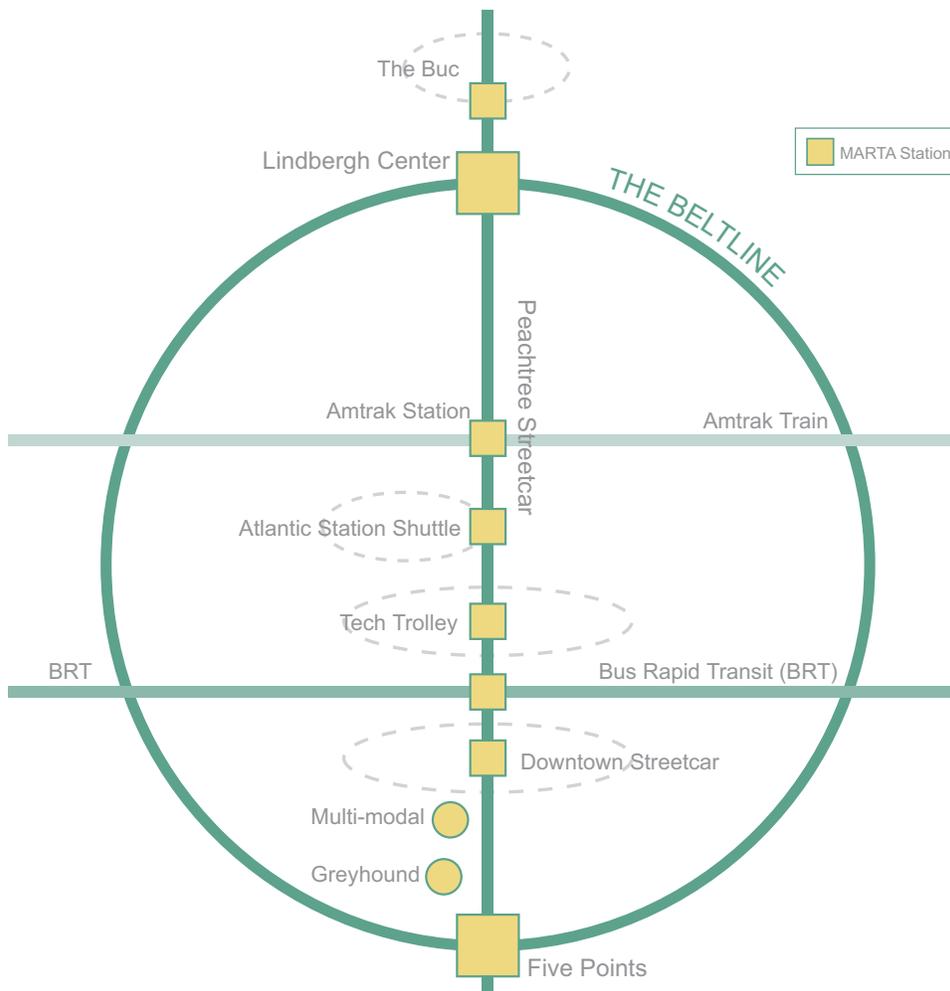


Figure 6.13 Opportunities for Regional Connectivity.
 Source: Peachtree Corridor Feasibility Study, 2005

- the Peachtree Streetcar could ideally connect the northern and southern extremities of the BeltLine, and continue south to serve a repositioned Fort McPherson
- links to crucial transportation/transit corridors, such as Marietta Boulevard and Marietta Street, Hollowell Parkway and Northside Drive
- possible interchanges with the BeltLine, Cobb County transit and Amtrak at Atlantic Station
- recommended new interchange station at Simpson Road where MARTA rail runs adjacent
- recommended extension of the Peachtree Streetcar alignment to link with the West End and Oakland City MARTA stations

6.2.5 Traffic Impact and Roadway Improvement Assessment

The planning team conducted an extensive analysis of the BeltLine area, consisting of field visits, technical analysis and traffic impact analysis, to assess the potential traffic impacts of the BeltLine project, and to develop a list of potential improvements to meet operational efficiency, land use and urban design goals. (A summary of the results of this analysis, entitled “Traffic Impact and Roadway Improvement Assessment,” is included in the supporting documents) This list of potential transportation improvements will provide decision-makers with a clearer idea of the scale, scope, and potential costs involved in the successful implementation of the BeltLine project.

This Redevelopment Plan specifically includes “roadway improvements” as a category of redevelopment projects within the redevelopment area. The list of proposed roadway improvements discussed herein (and more specifically described in the supporting documents) is not intended to be exhaustive, however. These recommendations recognize that further development of the BeltLine may demonstrate the need for funding of roadway improvements not currently known or contemplated. Thus, the attached list should be viewed as a starting estimate of this category of redevelopment projects.

Where possible, the analysis provides cost estimates for potential improvements based on broad engineering estimates for similar projects conducted recently within the Atlanta Metropolitan area. The cost estimates

consider construction costs and preliminary engineering only. They do not include the acquisition of additional right-of-way.

The study team developed a list of 166 potential improvement projects to mitigate adverse impacts of the BeltLine, improve safety and operational efficiency of the corridor and address the land-use and urban design goals of the BeltLine project. Projects were identified based on numerous criteria including, but not limited to: existing conditions, projected 2030 conditions, projected BeltLine impact, safety, urban design concepts, and operational considerations.

The analysis indicates a clear need to address safety issues and projected congestion both with and without the implementation of the BeltLine. The analysis identifies the corridors most likely to be affected, and can guide implementation strategies. Along the majority of BeltLine corridors, there is sufficient unused capacity to easily absorb the additional traffic impacts generated by BeltLine related development. Along other corridors, low-impact techniques can mitigate adverse impacts by increasing operational efficiency. Projections also demonstrate that some corridors will be sufficiently congested by 2030 that major mitigation strategies or improvement projects will be necessary regardless of whether the BeltLine is implemented. These might be capacity improvements, new roads and connections, or strategies to reduce the demand for vehicular travel.

6.2.6 Workforce Housing

Workforce housing is an important priority for public funds generated by the BeltLine TAD. Consequently, the Redevelopment Plan establishes the creation of workforce housing as an appropriate redevelopment project. More specifically, this Plan recommends the creation of a Workforce Housing Fund to be funded by proceeds of TAD bond issuances. The Workforce Housing Fund should be sufficient to ensure that a minimum of 20 percent of new residential units within the BeltLine TAD boundaries are affordable.

With respect to for-sale residential units, units qualify as affordable provided they are sold to families or individuals earning up to (but no more than) 100 percent of area median income. With respect to rental units, units qualify as affordable provided they are rented

to families or individuals earning up to (but no more than) 60 percent of area median income. The Workforce Housing Fund should be administered in a way so as to ensure that the affordable units are spread equitably among all segments of the BeltLine.

Major partners in these efforts will likely include the Atlanta Neighborhood Development Partnership (ANDP), the City of Atlanta, local community development corporations (CDCs), the Enterprise Foundation, the Atlanta Renewal Community CoRA, Inc., and other housing providers.

6.2.7 Environmental Clean-Up

The clean-up and reuse of sites with contamination due to previous industrial activity is a major priority of the Redevelopment Plan and qualifies as a redevelopment project under this Plan. TAD funding may be used to assist private developers in the remediation of sites with environmental contamination severe enough to affect redevelopment costs.

6.3 Future Private Development – the Activity Centers

In addition to detailing the major public investments (parks, trails, transit, transportation improvements, etc.) that will be made in the BeltLine redevelopment area with proceeds from TAD funding, it is important that this Redevelopment Plan also outline the anticipated nature and scope of likely private development that will occur within this area. This is important from two perspectives. First, it is critical to demonstrate that sufficient private investment is likely to occur and thus to create the necessary tax increments, which form the funding basis for public infrastructure projects. Second, it is important at the outset to establish guidelines for the anticipated private development to ensure that it is consistent with neighborhood goals and objectives, as well as good urban planning principles.

Accordingly, this section of the Redevelopment Plan details the City's philosophical approach to development within the BeltLine redevelopment area. The Development Guidelines (Exhibit C) illustrate these desired building and site characteristics. It is not a formal land use plan, nor is it a zoning plan. It is intended, however, to

offer guidance to the City should it proceed to consider – through its formal and regular processes – the adoption of a land use plan or zoning overlay district for the BeltLine.

Further, this part of the Redevelopment Plan specifically does not supplant any existing neighborhood redevelopment plan, nor is it intended to take precedence over any future neighborhood redevelopment plan that touches upon the BeltLine area. It is hoped, however, that any future planning processes will look to this document for guidance as more specific and detailed plans are developed for BeltLine-related areas.

A guiding principle of the BeltLine vision is the balance of development and greenspace opportunities along the corridor. This section focuses on the 12 primary activity centers spread throughout the TAD area. The planning team identified these centers based on an analysis of access, visibility, strategic location, current uses and overall opportunity for physical redevelopment.

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.

It should be noted that the primary activity centers represent about 40 percent of the total redevelopment potential throughout the TAD area. As shown on the overall framework plan, redevelopment sites and key greenspace opportunities exist between the activity centers, creating a continuous network of new public amenities and quality development.

As a whole, the 12 principal BeltLine activity centers and the many additional redevelopment areas constitute a total of approximately 2,500 acres of developable land, exclusive of the BeltLine greenspace system. The redevelopment area could absorb 50,000 new housing units. With almost 5 million square feet of

new retail, almost 7 million square feet of new office, and more than 1 million square feet of new light industrial, the future development profile of the BeltLine is envisioned to be a balanced and sustainable environment that stresses quality of life.

While the planning team identified these nodes, the concepts for general land use, greenspace, character and connectivity draw from resident input gathered during the interactive workshop exercises.

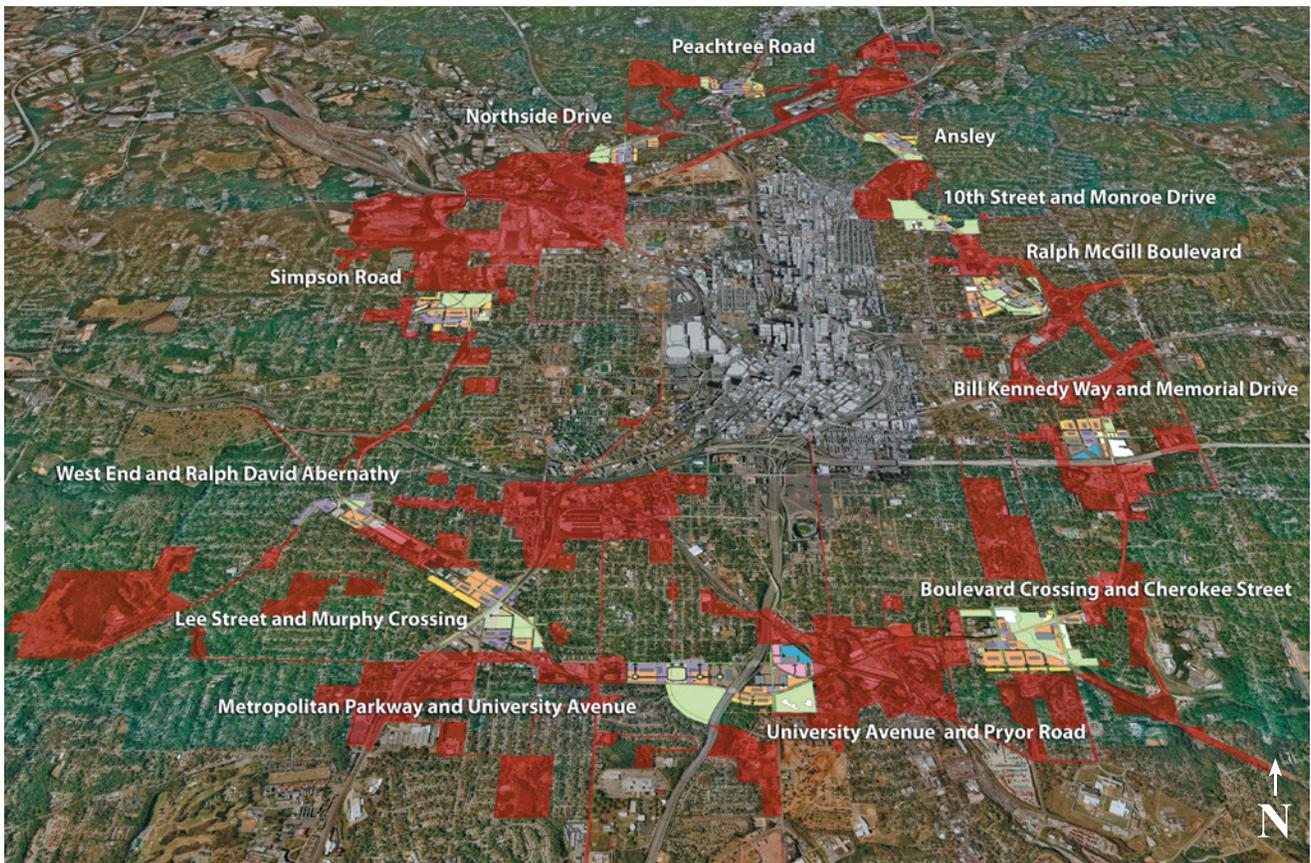


Figure 6.14 Aerial with TAD Boundary and Activity Centers.



SOUTHEAST - PRYOR AND UNIVERSITY

Concept Vision

Pryor Road and University Avenue are two primary surface arteries within Atlanta, but are remarkably underdeveloped for their capacity. Intersecting just north of the BeltLine crossing at Pryor, the University/Pryor activity center offers a high density redevelopment opportunity. The bulk of this opportunity occurs along Pryor, encompassing a large block to the north and east of University, both sides of Pryor between University and the BeltLine, and on the west side of Pryor just south of the rail right-of-way. Existing development is primarily older and poorly maintained light industry and commercial. Topography is rolling, with Pryor dipping below the BeltLine and the general grade ascending east and west. The most notable features are I-75/85, which is elevated less than a block to the west, and Carver High School, currently under renovation in the southeast corner of the node. These features, combined with active rail to the northeast and new single-family housing to the south, mark the only physical constraints on this otherwise growth-oriented site.

In general, public attitude favored new and higher density uses here, especially given the ease of interstate access. Residents expressed a desire for retail and commercial, possibly of a regional scale, and an employment center, perhaps in the form of mid-rise office. Creating a new employment center is a challenging task, but over the long-term, this center should become a dense and active core anchoring a wide array of uses.

Major land use, greenspace and circulation elements of this center are:

- a one- to four-story commercial center sited at the northeast corner of the Pryor/ University intersection
- five- to eight-story office development on either side of Pryor, south of University
- medium-density residential on both sides of the BeltLine (with mixed-use development at the Pryor Road crossing); and low-density residential near single family neighborhoods.
- nearby Carver High could function as a shared park amenity and gateway



Figure 6.15 University and Pryor Diagram.

- a 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



Figure 6.16 Pryor Street Aerial Perspective. View looking Northwest

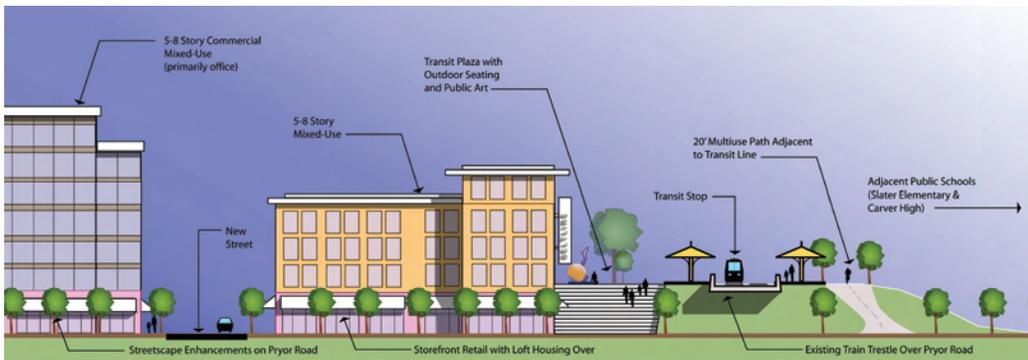


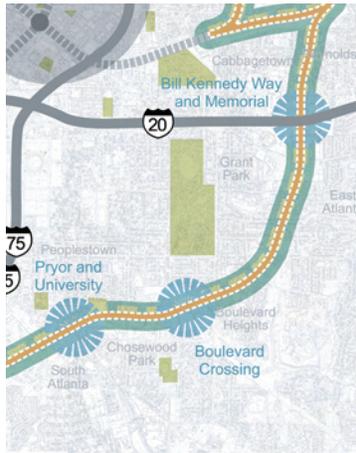
Figure 6.17 Pryor Road Stop Section.



Figure 6.18 Pryor Street Before.



Figure 6.19 Pryor Street After.



SOUTHEAST - BOULEVARD CROSSING

Concept Vision

Of any area within the southeast, the Boulevard Crossing activity center has the largest amount of potential greenspace. At the suggestion of the Trust for Public Land (TPL), a large utility easement, combined with a nearby substation, and a creek setback could provide a swath of land that is ideal for a park. Beyond greenspace, the center offers great potential for redevelopment, especially to the south. This area is bounded on the east by Boulevard Avenue and on the west by a proposed extension of Cherokee Avenue. The site extends roughly a block north of the BeltLine right-of-way, and Englewood forms its southern edge.

The character of the node is as varied as its boundaries. To the north and east, the Grant Park neighborhood offers distinct housing, as well as a premier park amenity and zoo. To the west are existing Public Works facilities and some active light industry. To the south, more light industrial uses buffer some older single-family and multi-family housing. The topography is extremely varied, with the

land on either side of the line rising or falling dramatically. Some of the higher points offer excellent views of the downtown Atlanta skyline.

The public input reflected interest in a development shift from light industrial use to mixed-use and higher density residential along the rail line, with single-family neighborhood preservation.

At the heart of the center, where utility and creek easements preclude built development, the vision includes park land. Along the streets that line the site (Boulevard, Englewood and Cherokee) five- to eight-story residential buildings transition to three- to four-story housing away from the BeltLine.

There is an existing subsidized-housing project, Englewood Manor, along the southern edge. Participants viewed the site as a strong redevelopment candidate, but also stressed a need to maintain workforce housing. Finally, mixed-use nodes are shown at key intersections, primarily at Boulevard and the BeltLine, and at Cherokee and the BeltLine.



Figure 6.20 Boulevard Crossing Diagram.

Major land use, greenspace and circulation elements of this activity center are:

- at the crossing at Boulevard, primarily mixed-use development, ranging from five- to eight-stories immediately adjacent to the line and decreasing to two- to four-stories between residential areas
- loft conversion of a low-density light industrial use on the northwest corner
- five- to eight-story residential adjacent to the proposed new park
- five- to eight-story development on the north side of Englewood, with three- to four-story residential on the south side
- centerpiece park with active park space and substantial tree preservation areas that begins in the northwest corner and continues southeast along Intrenchment Creek
- greenway link from the BeltLine along Cherokee Avenue to Grant Park
- reconnecting Cherokee Avenue underneath the BeltLine and south to Englewood
- additional streets between the new park and Englewood



Figure 6.21 Boulevard Crossing Aerial Perspective. View looking West



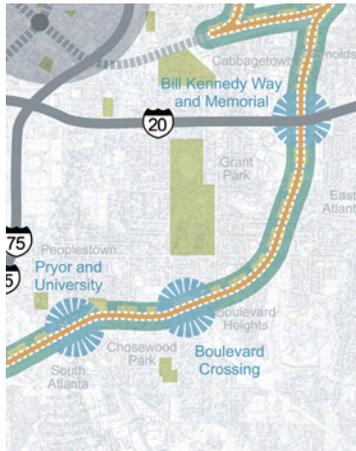
Figure 6.22 Boulevard Crossing Section.



Figure 6.23 Boulevard Crossing Before.



Figure 6.24 Boulevard Crossing After.



SOUTHEAST - MEMORIAL / BILL KENNEDY WAY

Concept Vision

The activity center at Memorial/Bill Kennedy Way has a high concentration of active development. The existing momentum in the immediate area offers a strong redevelopment base from which to build. Centered on Memorial Drive, the area stretches east to Gibson Street, west to Pearl Street, north to Fulton Terrace, and south to I-20.

The general character of the area is industrial, with a number of old brick and concrete-frame warehouses lining Memorial and active light industrial occupying most of the western half of this node. This area is also marked by excellent views of downtown Atlanta, and a clear vista down Memorial Drive.

The central intersection has already undergone almost complete redevelopment, with new three-story condo buildings taking over all but the southeast corner. The two western corners consist of industrial buildings renovated into lofts, while the northeast corner has new buildings with an 'industrial' aesthetic.

The southeast corner has an existing, and recently upgraded, light industrial tenant. At the proposed transit stop in the center, a historic depot building awaits renovation, and could create an excellent landmark and visual terminus at the end of Bill Kennedy Way.

As an area in the midst of aggressive redevelopment, a pattern of density has already been set. This currently light industrial corridor can accommodate a mixed-use and residential program in the five- to eight-story range, as recommended by participants at the workshop. Similarly, there is land available between the corridor and the neighborhoods to allow for the scaling down of buildings near the single-family housing to the north. To the south, proximity to I-20 and active light industrial allows a similar level of density without residential compatibility issues.

Major land use, greenspace and circulation elements of this activity center are:

- five- to eight-story mixed-use/residential along the Memorial Drive corridor



Figure 6.25 Bill Kennedy Way and Memorial Diagram.

- two- to four-story residential near Reynoldstown and Cabbagetown neighborhoods
- one- to two-story light industrial use adjacent to I-20 in the south
- medium density residential (five- to eight-stories) along the west side of Bill Kennedy Way to I-20
- transit stop and plaza with existing historic depot at the end of Bill Kennedy Way forms focal point of node
- new roadways that refine oversized blocks



Figure 6.26 Memorial Drive Aerial Perspective. View looking Northwest



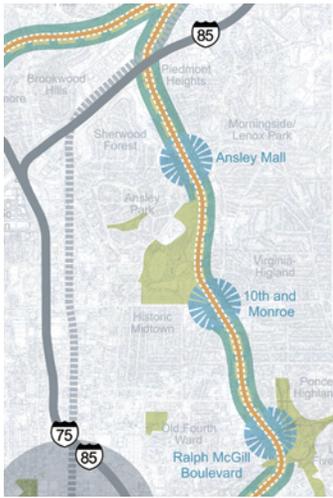
Figure 6.27 Memorial Stop Section.



Figure 6.28 Memorial Drive Before.



Figure 6.29 Memorial Drive After.



NORTHEAST - RALPH MCGILL

Concept Vision

In the Old Fourth Ward neighborhood, this activity center has significant vacant land, surface parking lots, unoccupied buildings, and underused properties. The area is bordered by Glen Iris Avenue to the west, the BeltLine to the east, North Avenue to the north and Freedom Parkway to the south. It consists mainly older warehouse properties, some deteriorated single family houses and recent new and rehabilitation projects. In fact, nearby reuse projects such as the Telephone Factory Lofts, Southern Dairies mixed-use building and NuGrape Lofts have become templates for loft conversions in the City. New developments such as Block Lofts and Copenhill Lofts have also maintained the high quality and distinctive character appropriate for this area. A major project currently underway is the City Hall East redevelopment at the northern edge of the center, a mixed-use project incorporating a central green space.

Even with this development momentum, this area has many challenges, such as a disconnected local road system, steep grades and

potential brownfields. Assets include historic resources such as the Excelsior Mill and other older warehouse facilities that offer conversion opportunities. Numerous additional historic resources such as the loading docks behind NuGrape Lofts, railroad crossing signs and signals at Irwin Street will contribute significantly to the BeltLine experience.

Community participants at the northeast workshop were supportive of higher density development within this node, which is also consistent with the Old Fourth Ward neighborhood's Redevelopment Plan. The TPL study conducted in 2004 identified this area for a large-scale urban park, which was reaffirmed by workshop participants. The vision is mainly for residential around the park and mixed use strategically set at and around the transit stop at Dallas Street. The overall concept would blend seamlessly with the redevelopment of City Hall East.

Major land use, greenspace and circulation elements of this activity center are:

- eight-twelve story buildings along the BeltLine edge



Figure 6.30 Ralph McGill Boulevard Diagram.

- development adjacent to the park varies from eight–ten stories
- development along Glen Iris Drive, on the node’s western edge that steps down to four–six stories, creating a transition to the single-family neighborhood
- potential reuse projects that include the brick warehouse on Ralph McGill Boulevard and the Aramark Service Center on Glen Iris Drive
- a new destination park of 40 acres, which stretches from Morgan Street to Freedom Parkway
- an additional trail, which connects Ponce Park to Freedom Parkway through the new park
- alternative bicycle and pedestrian access to the Carter Center
- new internal roads: connecting Angier Springs Road to Dallas Street; extending North Angier Springs Road to Ralph McGill Boulevard; and extending Angier Avenue east to intersect the North Angier Springs extension
- Realignment of Ensley Street to Ashley Avenue
- extension of Willoughby Lane through the new park that creates a new connection between Ralph McGill Boulevard and the BeltLine
- a new alley/street bisecting the block east of Glen Iris Drive
- intersection improvements focused primarily on the intersection along Ralph McGill Boulevard and the crossing at BeltLine and Dallas Street



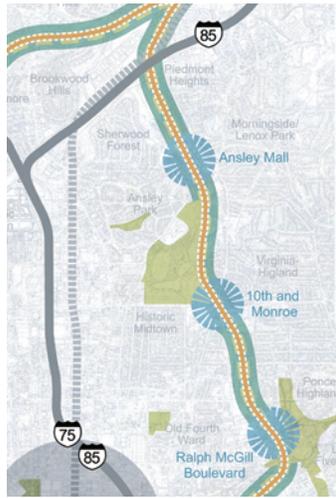
Figure 6.31 Ralph McGill Boulevard Aerial Perspective. *View looking Northwest*



Figure 6.32 Ralph McGill Boulevard Before.



Figure 6.33 Ralph McGill Boulevard After.



NORTHEAST - 10TH & MONROE

Concept Vision

The 10th Street/Monroe Drive activity center includes parcels along the eastern edge of Piedmont Park (in the BeltLine right-of-way), the Midtown Promenade retail center, some parcels along Virginia Avenue and the Georgia Power site west of Ponce de Leon Place. With primary access from 10th Street, Monroe Drive and Virginia Avenue, this area faces traffic congestion, complicated by a difficult road and intersection system.

Even with these traffic challenges, proximity to midtown and numerous underused parcels make this area a redevelopment opportunity. The community's consideration of this site during the northeast workshop concluded with a majority of participants favoring the retention of this site as greenspace linking the 10th Street transit stop and plaza with Piedmont Park. Other residents favored the development of low-density residential use supported by neighborhood retail.

There was general community consensus on other key sites within this area with mixed-use

development on a portion of the Midtown Promenade site and some higher density residential uses along the BeltLine south of Virginia Avenue. Participants at the workshop expressed concern about traffic and circulation impacts. The vision for redevelopment was to create a predominately residential node with retail located at strategic, high-traffic junctions. The new development would be compatible in height and density with surrounding development and transition toward single-family neighborhoods.

Major land use, greenspace and circulation elements of this activity center are:

- medium density mixed-use development with heights ranging from five–eight stories at the Midtown Promenade Shopping Center
- expansion and rehabilitation of the Midtown Arts Cinema as an entertainment venue
- additional pedestrian connections to the Midtown Shopping Plaza (where Home Depot is located)
- higher density development along the BeltLine south of Virginia Avenue



Figure 6.34 10th and Monroe Diagram.

- medium density residential at the storage facility and adjacent sites north of Virginia Avenue with development stepping down to a maximum of four stories on the eastern edge
- BeltLine stop at the intersection of the Park and Monroe Drive, with a path connection extending to the 10th Street and Virginia Avenue intersection
- greenspace for the BeltLine right-of-way at Piedmont Park
- expanded neighborhood open space at the eight-acre Georgia Power Site east of the BeltLine and south of Virginia Avenue
- numerous park improvements to the Piedmont Park meadows area
- realignment of 10th Street to curve along the northeastern edge of Grady High School's recreation area, and connect to Virginia Avenue through the island between Monroe Drive and Virginia Avenue
- extension of Cooledge Avenue west of Monroe Drive with a signalized intersection
- extension of Virginia Circle to connect west of Ponce de Leon Place



Figure 6.35 10th and Monroe Aerial Perspective. View looking Southeast

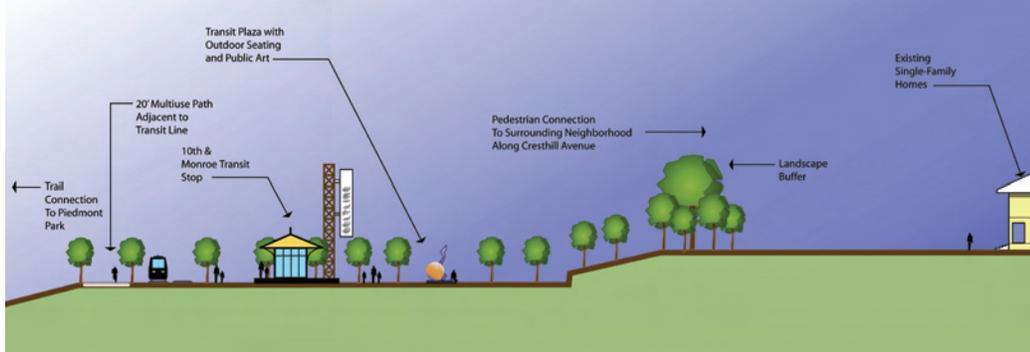


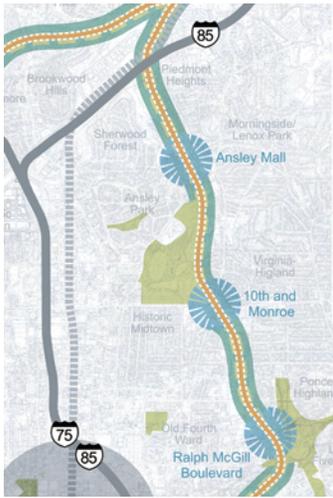
Figure 6.36 10th and Monroe Section.



Figure 6.37 10th and Monroe Before.



Figure 6.38 10th and Monroe After.



NORTHEAST - ANSLEY MALL

Concept Vision

Located around Ansley Mall, this activity center is currently a flourishing retail area set within stable single-family neighborhoods, such as Ansley Park, Morningside and Piedmont Heights. The area boundaries include Piedmont Avenue to the east, the BeltLine to the west, the northern edge of Ansley Mall to the north and the Piedmont Park Northwoods west expansion site to the south. In addition to Ansley Mall, the area includes multiple commercial strip centers, such as the Creek Crossing shopping center south of Piedmont Avenue, out-parcel retail along Monroe Drive, and some apartments east of Monroe Drive.

Though Ansley Mall and this surrounding retail provide much-needed neighborhood retail amenities to the area, the low density character limits its potential as a vibrant and unique retail district. While the planning team and the workshop participants recognized that any development at Ansley Mall will be a long-term opportunity, there was general consensus that future development should

be higher density, incorporating the current retail uses into a mixed-use environment. The overall vision created by the community included a thriving district fronting the Piedmont Park expansion, and a development that was urban, but at the same time sensitive to the surrounding residential community. The workshop participants identified traffic congestion as a key deterrent that must be addressed to support any new development around Ansley Mall.

Major land use, greenspace and circulation elements of this activity center are:

- focal point is a central plaza that forms a gateway to the BeltLine stop on the western edge of the development node
- residential with ground level retail in six-eight stories buildings front the central plaza and Monroe Drive, creating an urban edge
- two-four story residential structures toward the western edge of Ansley Mall, which create a buffer for the Ansley Park neighborhood from the taller buildings around the central plaza



Figure 6.39 Ansley Mall Diagram.

- predominately two-four story residential development east of Monroe Drive
- redevelopment of the Clear Creek shopping complex with low density mixed-use along Monroe Drive and six-eight story residential on the park frontage
- ten-acre northeast expansion of Piedmont Park as currently planned
- access to unique natural features, such as the pristine Northwoods area, granite outcroppings and Clear Creek
- new east-west connection between Piedmont Avenue and Monroe Drive gives additional access to Ansley Mall and the BeltLine stop
- realignment and improvements to the Morningside Drive and Piedmont Avenue intersection
- streetscape and improvements for pedestrian safety along Piedmont Avenue and Monroe Drive
- streetscape and improvements for pedestrian safety along Piedmont Avenue and Monroe Drive



Figure 6.40 Ansley Mall Aerial Perspective. View looking Southwest



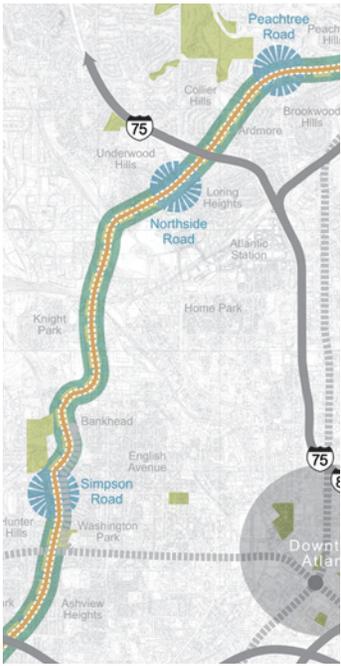
Figure 6.41 Ansley Mall Section.



Figure 6.42 Ansley Mall Before.



Figure 6.43 Ansley Mall After.



NORTHWEST - PEACHTREE ROAD

Concept Vision

Peachtree Road is the figurative ‘spine’ of Atlanta, and has the highest existing density development arrayed along its length. At the crossing of the CSX/BeltLine right-of-way, Peachtree has comparatively low density development, but is distinguished by the popular Bennett Street antiques and gallery district and the Piedmont Hospital/Shepherd Center medical complexes. Most of the Peachtree Road redevelopment potential lies to the north of the BeltLine, extending all the way to Biscayne Drive. Peachtree’s origin is a native american ridge line trail, and the ridge is prominent along this portion with the topography falling to either side. Strong landscape features occupy the low ground on either side, with Bobby Jones Golf Club on the west and Peachtree Creek on the east. Most of the activity center features well-maintained, relatively new development, with only a few small vacant buildings or underused sites to the northeast. There are also few significant historic resources in the area, with the exceptions of the Bennett Street district and the 1940s ‘garden city’ apartment complex of Colonial Homes. The center is surrounded by

fine homes in the historic neighborhoods of Collier Hills, Peachtree Hill and Brookwood Hills.

Congestion on Peachtree and Collier Road, as well as the topography and potential flooding along Peachtree Creek constrain development in the activity center. A large electric utility substation and east-west high-tension line intrude on the urban context. Still, the Peachtree location and the powerful market overcome many of the area’s physical limitations; and Bobby Jones Golf Course and Peachtree Creek are clear quality-of-life assets.

Public attitude toward Peachtree favored continuing the trend of high-density development, but with transitions to a lower scale near neighborhoods. Workshop participants also envisioned a major plaza at the Peachtree/ BeltLine intersection, surrounded by high-density development. The public confirmed the appeal of the Bennett Street district, but acknowledged that the location may dictate long-term redevelopment at a higher density. The distinct vision for the future of the area is a high density center characteristic of other sections of Peachtree, with the BeltLine transit

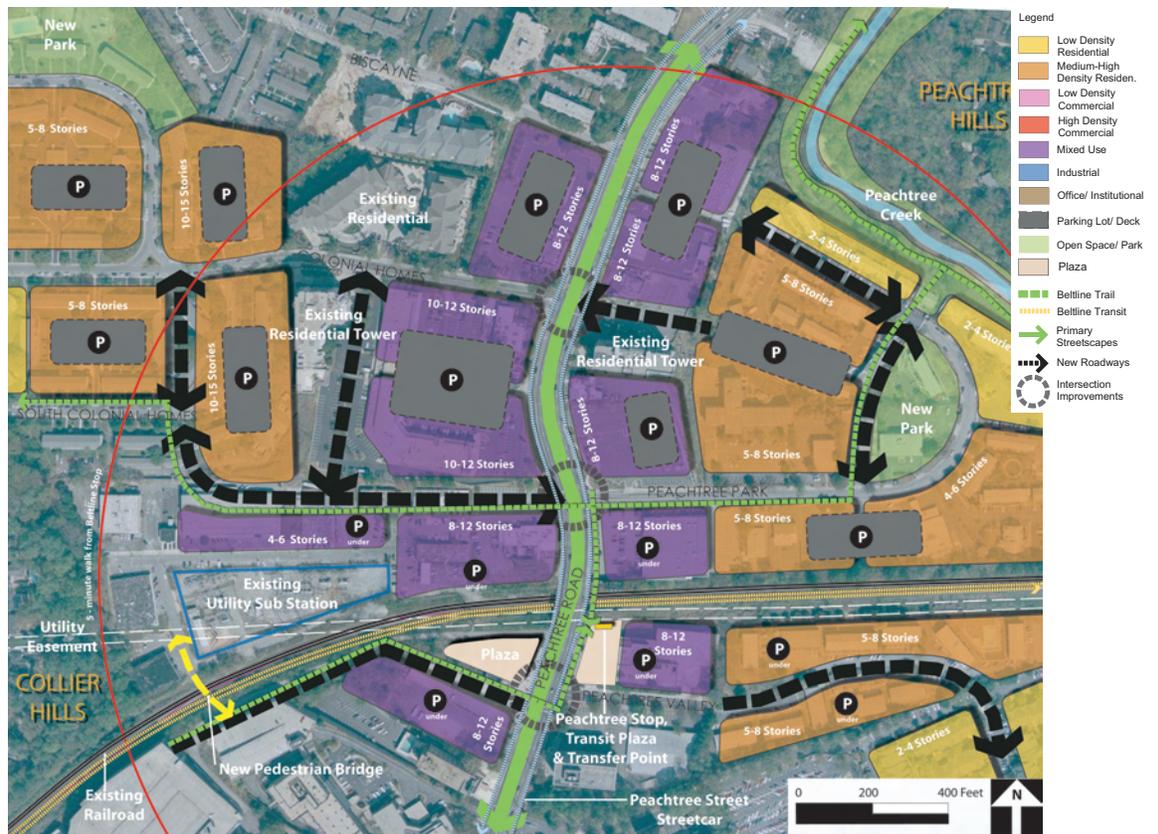


Figure 6.44 Peachtree Road Diagram.

plaza resembling the plaza areas at Colony Square (Peachtree and 14th Street).

Major land use, greenspace and circulation elements of this activity center are:

- buildings between eight and twelve stories in height compatible with urban context
- five- to eight-story buildings adjacent to the mixed-use
- slightly lower buildings along the active CSX rail line, to low-density along the creek across from Peachtree Hills
- residential area that would continue east along the peninsula formed by Peachtree Creek, Clear Creek, and the CSX line
- residential uses in five-eight story and ten- to fifteen-story buildings at the western edge of the node
- at the BeltLine, an elevated transit plaza and station that would contain the necessary vertical circulation to bridge the difference in level between the rails and the street
- BeltLine trail links to PATH's Northside Drive trail
- focal point or 'town green' for proposed redevelopment of Peachtree Park Apartments, opening on to the forested corridor of Peachtree Creek
- second multiuse trail that would split off the Peachtree Creek path at this point and, crossing this town green, run west along Peachtree Park Drive and a realigned Bennett Street to reconnect with the northern branch at Bobby Jones
- most proposed streets shorten connections between existing streets and reduce block sizes to more 'walkable' dimensions
- realignment of Bennett Street that would join Peachtree Park Drive at the signalized intersection at Peachtree
- new road that would connect the rear of the Piedmont Hospital parking deck with



Figure 6.45 Peachtree Road Aerial Perspective. View looking West

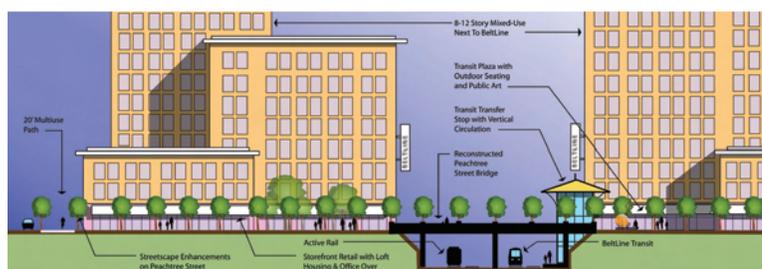


Figure 6.46 Peachtree Road Section.

Peachtree at the signalized intersection with Peachtree Valley Drive

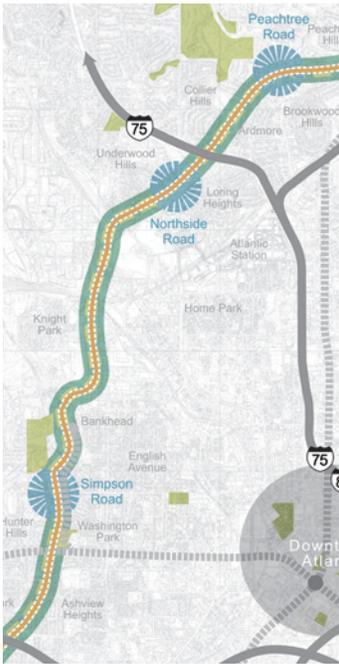
- Peachtree Valley extension connects to new low-density development adjoining the Brookwood Hills neighborhood
- intersection improvements at these points, as well as at Colonial Homes Drive
- BeltLine transit and the Peachtree Streetcar could interchange at the transit plaza, making the Peachtree Street node a vital connection point in a citywide transit strategy



Figure 6.47 Peachtree East Before.



Figure 6.48 Peachtree East After.



NORTHWEST - NORTHSIDE DRIVE

Concept Vision

Strategically positioned between I-75 and Atlantic Station, Northside Drive has the benefit of an established office market and adjacency to the Waterworks. The activity center is bounded on the north by the BeltLine, with little redevelopment opportunity in the existing Northside 75 office complex and the historic neighborhood of Berkeley Park. The redevelopment area is essentially divided between the Northside Drive frontage and the apartment and office-warehouse complexes stretching to I-75. While these existing developments are sound, they could be intensified considering the superb interstate access and location at the BeltLine (and possibly a Northside Drive transit route to Cobb County). The same holds true for the existing development along Northside, primarily office-warehouse buildings from the 1940s to the 1960s. Generally property is in good repair, with some exceptions of vacant or deteriorated buildings at the southern end.

The major distinguishing features of the center are the steep topography, with rock outcrops

visible from Northside Drive; a small tributary of Tanyard Creek dividing the office-warehouse (Northside Circle) and apartment complexes on the north; the city sanitation facility at the Deering Road intersection; and the heavily wooded areas along the eastern edge of the Waterworks. Several of the older office-warehouses clustering near Northside and Deering could be considered historic resources, with the sanitation facility and its glazed shed warehouse being the most notable; other resources include the neighborhoods of Berkeley Park and Loring Heights, and the Waterworks lodge and pavilion.

Major constraints are the heavy active rail along the BeltLine, and the poor pedestrian environment, including steep slopes, lack of sidewalks and traffic speed and volume. Additional assets are the proximity to Atlantic Station and the proposed Waterworks Park. The public was ambivalent toward future development west of Northside Drive, with some advocating for new parkland and some for medium-density residential; east of Northside, consensus for new residential and office was strong. Workshop participants also strongly agreed on single-family neighborhood preservation and the maintenance of

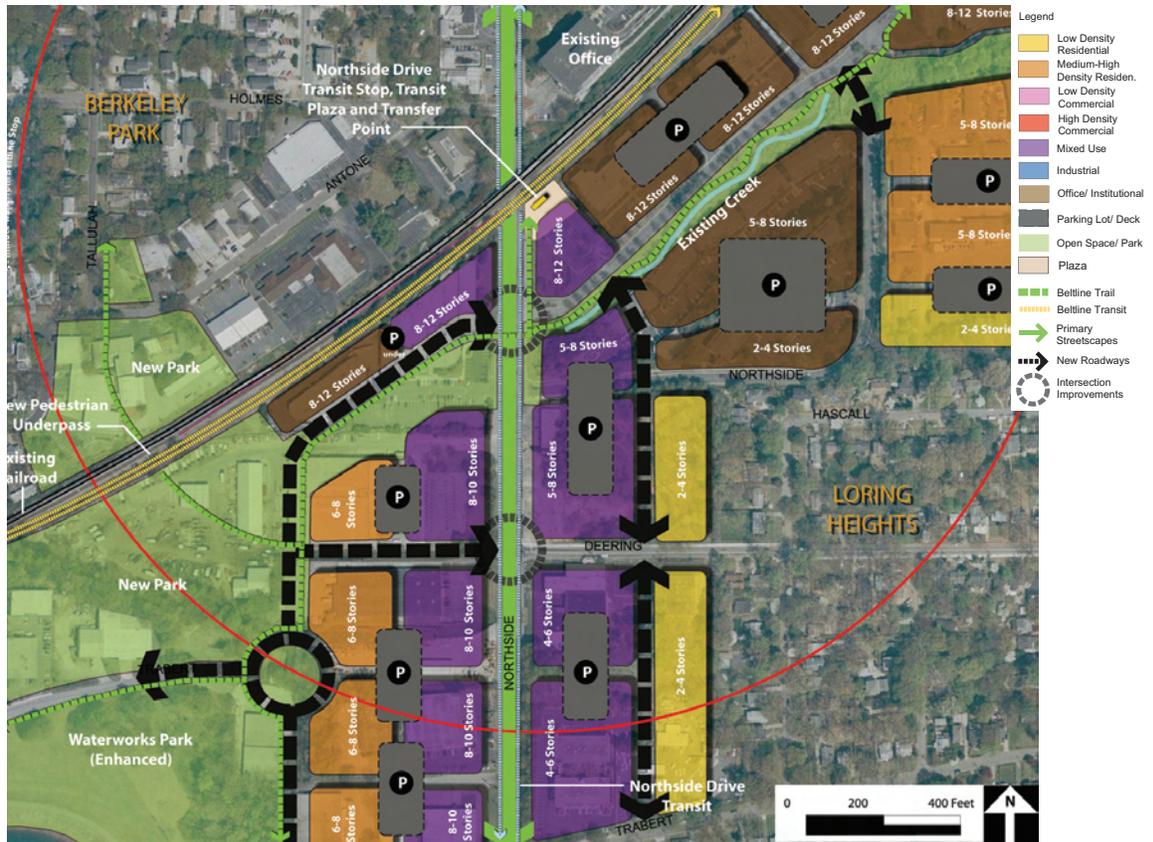


Figure 6.49 Northside Drive Diagram.

land use patterns in the area immediately north of the active CSX line. The distinct vision for this area capitalizes on its excellent access by proposing an employment center and transit interchange with a new residential neighborhood framing Waterworks Park.

Major land use, greenspace and circulation elements of this activity center are:

- ten story mixed-use development along Northside and office at the railroad
- medium density mixed-use in four- to eight-story buildings across Northside to the east
- residential uses that are concentrated behind the mixed-use, in low-scale buildings on the east as a buffer to Loring Heights, and in taller buildings on the west framing the edge of Waterworks Park
- proposed transit station at Northside Drive and the BeltLine, providing the interchange between transit routes and modes
- extension of Waterworks Park north to the CSX embankment, out to Northside Drive and into the Berkeley Park neighborhood with a new pedestrian underpass
- park extension that would continue to the northeast as a greenway along the Tanyard Creek tributary
- extension of Trabert to Northside Drive



Figure 6.50 Northside Drive Aerial Perspective. View looking Southwest

- at the eastern edge of Waterworks Park, a new road is proposed that would continue the short segment installed between Green and Henry streets north to intersect Trabert at a grand circle
- extension of Deering Road west of Northside Drive to connect to the park
- additional new roads that would separate the mixed-use and residential blocks east of Northside, and continue Northside Circle Drive across the creek and greenway

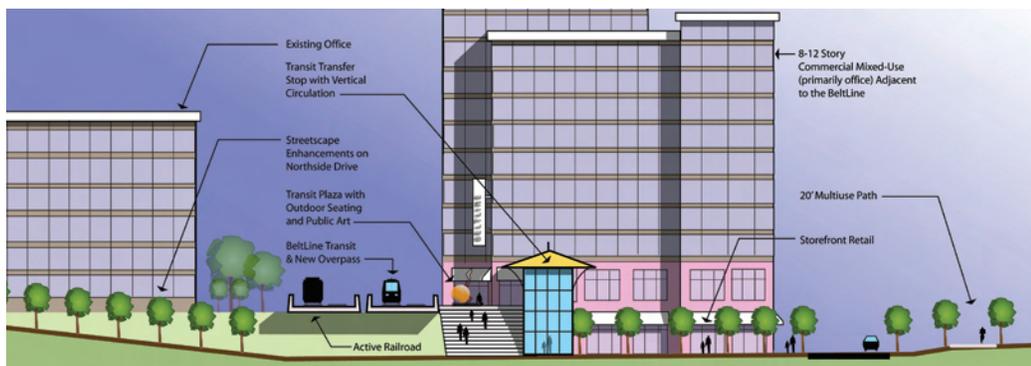


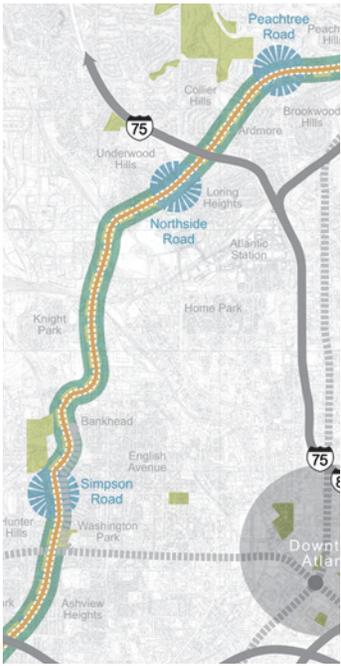
Figure 6.51 Northside Drive Section.



Figure 6.52 Northside Drive Before.



Figure 6.53 Northside Drive After.



NORTHWEST - SIMPSON ROAD

Concept Vision

Redevelopment of the Simpson Road activity center could generate significant positive physical and economic impacts on its surroundings. Essentially situated on both sides of Simpson Road from Temple Street to Mayson Turner, the area is bounded on the north by the elevated grade of the old Atlanta, Birmingham & Coast railroad. Additional redevelopment areas are found north along Mayson Turner and west to Childs Drive. Most of the built environment is represented by garden-style apartment complexes about forty years old, some of which have been recently renovated, but many remain in deteriorated condition. There are also some local-serving small businesses, single-family homes, and a few rail-based warehouses. The major distinguishing features of the center are Herndon Elementary School on the east, the angled intersection with Mayson Turner on the west, and the bed of Proctor Creek and the MARTA Proctor Creek (Bankhead) line straddling the center. Notable historic resources are concentrated along Mayson Turner, with

a few older houses and a warehouse transfer facility lining the east side.

The biggest constraint to future development is the perception of blight and abandonment; other concerns are the active freight rail line skirting the node to the west, and the channelized bed of Proctor Creek, which is prone to flooding. However, the activity center has major assets, including the presence of MARTA rail, the proximity of Maddox Park, and the stable and historic neighborhoods of Hunter Hills and Washington Park.

The public attitude toward future development in the area was in favor of aggressive but balanced growth, with medium-density residential concentrated in the area between Simpson Road and the AB&C rail bed, and mixed-use lining Simpson. Workshop participants also envisioned a new MARTA station serving the Proctor Creek line and the BeltLine; small courtyards internal to the residential areas; environmental reclamation of Proctor Creek; and adaptive reuse of the historic transfer warehouse as a community/entertainment center. The distinct vision for the future of the activity center – with



Figure 6.54 Simpson Road Diagram.

its transit interchange, major park, elementary school, and 'main street' spine – is the development of an intense, transit-oriented downtown for the west side neighborhoods.

Major land use, greenspace and circulation elements of this activity center are:

- medium-density residential uses, in buildings sized from five to eight stories immediately adjacent to the Maddox Park expansion
- low-density residential in two- to four-story buildings at the neighborhood edges
- 'main street' character that is reinforced by mixed-use development at four to six stories along Simpson Road
- the transit warehouse on Mayson Turner Road immediately north of the active rail line is targeted for adaptive reuse as a community center
- new transit plaza and MARTA station between Simpson and Mobile Street, with future low-density commercial uses in a one- to two-story building providing additional neighborhood retail and restaurant space
- proximity to Westside Park Project (Bellwood Quarry), totaling around 600 acres
- new road framing the south edge of the park, connecting Neal Street to Mayson Turner



Figure 6.55 Simpson Road Aerial Perspective. View looking Northwest

- a second street frames the west edge of the park, extending Troy Street north along the bed of Proctor Creek
- street proposed for the east edge of the park, connecting Temple Street with North Avenue
- additional streets link these park drives back to Simpson along the BeltLine, or to Mayson Turner north of the community facility

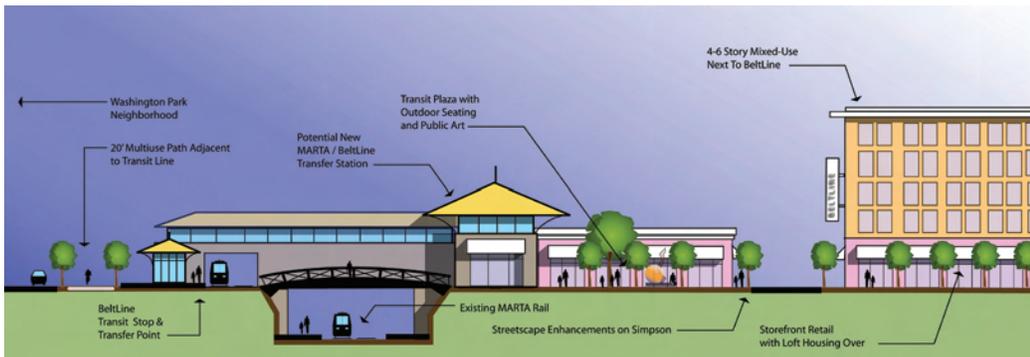


Figure 6.56 Simpson Road Section.



Figure 6.57 Simpson Road Before.



Figure 6.58 Simpson Road After.



SOUTHWEST - WEST END/RALPH DAVID ABERNATHY

Concept Vision

The West End/Ralph David Abernathy activity center consists of the Kroger Citi-Center property and underused retail structures within a quarter mile of the Ralph David Abernathy Boulevard (RDA) and Cascade Avenue intersection from Atwood to the east and Oglethorpe to the west.

Historically, RDA was a vibrant economic “main street” for the southside that contained shops, services, small businesses and entertainment that were patronized by the Atlanta African-American community. Several of these structures are located in this area, but are currently underused, unoccupied or in dilapidated condition. While this area has seen a resurgence of activity and an economic boost with the development of the Kroger Citi-Center and new residential development farther south along Cascade Avenue, inactive warehouse and industrial properties remain along White Street and Donnelly Avenue. An abandoned below-grade rail line straddles the center of the node and is flanked by ware-

houses and industrial properties. The major physical constraints to future development in this activity center are the poorly constructed and signalized intersection of RDA and Cascade and the below-grade rail line that tunnels under RDA.

Despite these physical constraints, this area has numerous assets for future redevelopment, including access to I-20 from Langhorn and the Gordon White Park at the southwest corner of White Street and RDA. The historic and architecturally significant retail structures along RDA also contribute to the historic “main street” character of this node. The public consensus for the West End and Ralph David Abernathy activity center promotes higher density residential, retail and office uses. Workshop participants also envisioned adaptive reuse of abandoned warehouses for future office/technology development, infill residential above retail along RDA, construction of a transit stop, improvements to an existing City park and plazas integrated with new development sites.

Major land use, greenspace and circulation elements of this activity center are:

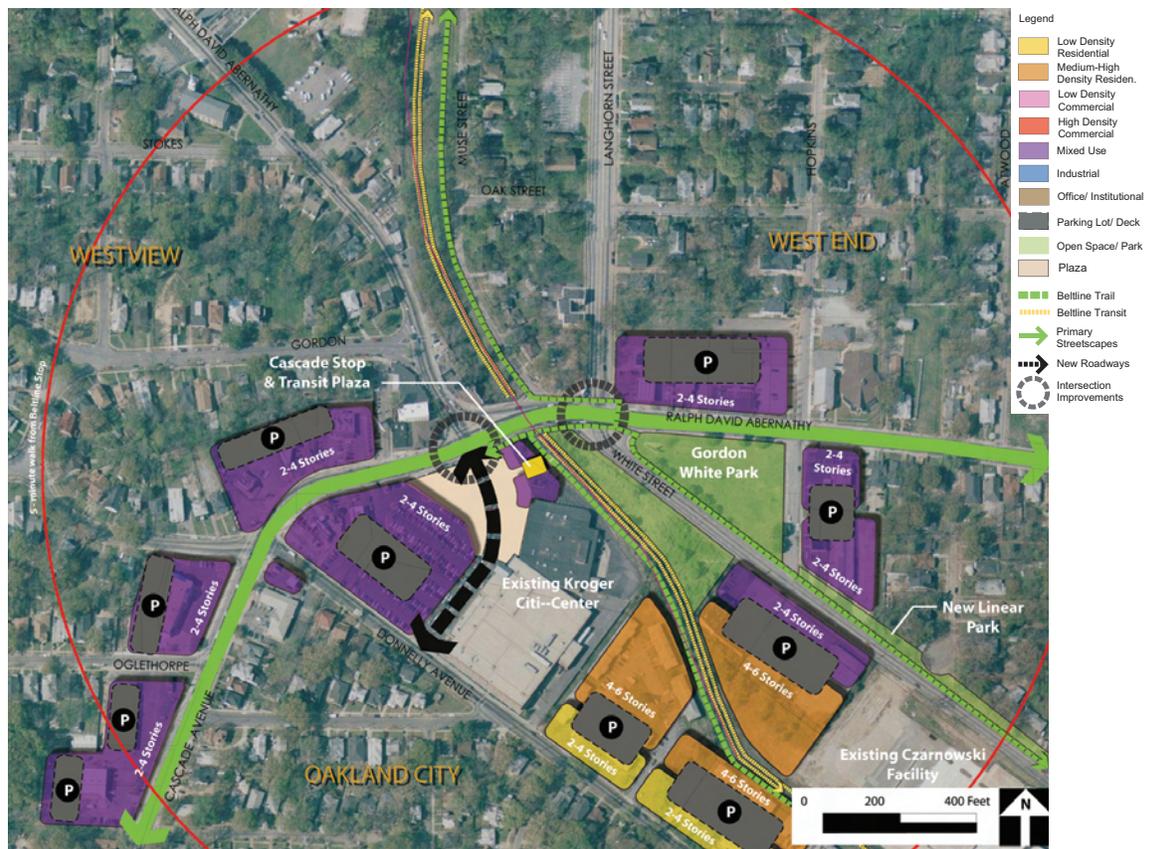


Figure 6.59 West End and Ralph David Abernathy Diagram.

- four to six story buildings containing mixed-use retail on the ground floor and residential above with a main street character in the existing surface parking lot at the Kroger Citi-Center
- higher density retail with housing units above on underused retail properties along Cascade Avenue and RDA to the north of this site
- series of medium density residential buildings with an urban four to six story character and internal parking along White Street and Donnelly Avenue
- enhancements to the existing Gordon White Park at the intersection of White Street and RDA and a proposed new park immediately to the south
- dynamic “community plaza” positioned at the entrance of the Kroger Citi-Center on RDA
- new West End/RDA transit stop ringed by housing above active retail and local serving office uses
- greenway spur along White Street
- new street at the Kroger Citi-Center to improve the intersection of RDA and Cascade Avenue
- enhance safety at the “Y” intersection of Langhorn Street, White Street and RDA and the “Y” intersection of RDA and Cascade



Figure 6.60 West End and Ralph David Abernathy Aerial Perspective.
View looking Southeast



Figure 6.61 West End Section.



Figure 6.62 Kroger Citi-Center Before.



Figure 6.63 Kroger Citi-Center After.



SOUTHWEST - MURPHY TRIANGLE

Concept Vision

The Murphy Triangle activity center is essentially Murphy Avenue and Lee Street from White Street to the north and White Oak Avenue to the south and Allene to the west. The existing fabric of this area consists of a once active industrial area comprised of one to two story warehouses and distribution centers, some of which have been adaptively reused for artist lofts and offices. Many structures, however, are unoccupied and in dilapidated condition. There are small local serving retail buildings along Lee Street that possess a historic architectural character valued by the surrounding neighborhoods of Oakland City and Adair Park.

Distinguishing features within this center include the State of Georgia surplus storage facility along Sylvan Road, abandoned warehouses and industrial facilities north of Warner and an active rail line to the north. The biggest constraint for future development in this area is the environmental contamination of various sites along Murphy Avenue and Sylvan Road. Other concerns include

abandonment and the perception and prevalence of crime due to the abundance of unoccupied structures along Murphy, Sylvan and Warner. Despite these constraints, the historic single-family neighborhoods of Oakland City and Adair Park offer a sense of stability and activity in the area. The presence of the elevated MARTA rail line and the West End and Oakland MARTA Stations immediately to the north and south of the center are major assets as well.

Building on the momentum generated by the rebirth of industrial districts throughout the City, the workshop vision suggests redeveloping underused properties and vacant lots within the activity center into a new mixed-use community that combines adaptive reuse projects, new multi-family, office, and an artist district.

Major land use, greenspace and circulation elements of this activity center are:

- retention of the true historic industrial character of this area through the development of new mixed-use and residential uses in conjunction with the rehabilitation of several structures where applicable



Figure 6.64 Murphy Triangle Diagram.

- four to six story mixed-use and residential buildings with interior shared parking west of Lee Street between White and Donnelly
- reuse of existing historically significant buildings and new development ranging from four to eight stories and interior parking, plazas and courtyards for light industrial operations, small scale office, retail services, restaurants and residential in the area bounded by Allene, Warner and Murphy
- State of Georgia Surplus facility is targeted for adaptive reuse as potential artist studios
- major park and two smaller supporting open spaces flanking the BeltLine at Allene Avenue
- 23 acre park bound by Sylvan Road, the BeltLine and Allene Avenue
- internal street grid at the development site west of Murphy Avenue
- signalized grade crossing at Lee/Murphy and Sylvan in addition to improvements at the crossing at Allene and Catherine
- transit stop at Murphy Triangle that also serves as a transfer point for a possible expansion of the Peachtree Streetcar that connects to the West End and Oakland City MARTA Stations



Figure 6.65 Murphy Triangle Aerial Perspective. View looking Southeast

- BeltLine greenway connects to the White Street greenway spur to the west and the Lee Street greenway

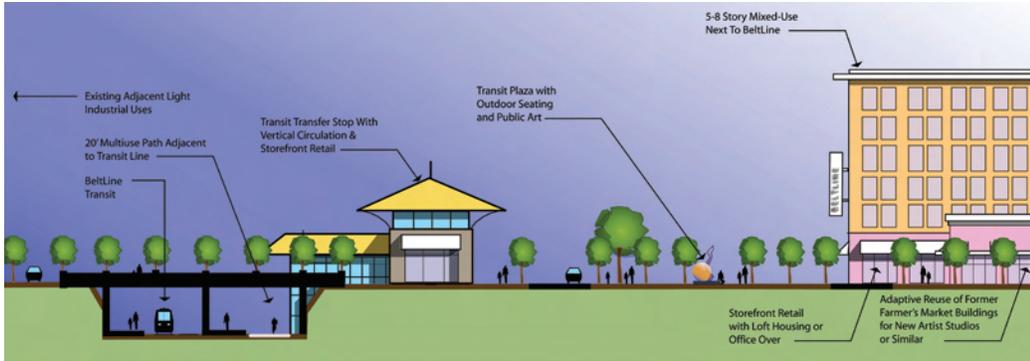


Figure 6.66 Murphy Triangle Section.



Figure 6.67 Sylvan at Warner Before.



Figure 6.68 Sylvan at Warner After.



**SOUTHWEST - METROPOLITAN/
UNIVERSITY**

Concept Vision

The Metropolitan/University activity center is essentially the frontage of University Avenue from Metropolitan to I-75/85 and the industrial properties to the south of University. This area is characterized by the underused industrial distribution and warehousing facilities adjacent to the active rail line on the immediate south. The Pittsburgh neighborhood is the northern edge of this development area, which has recently seen a resurgence of investment and energy upon the completion of its Community Redevelopment Plan in 2001. South of the rail line is the stable Capitol View neighborhood and several acres of vacant land adjacent to the interstate.

The biggest asset for this development area is easy accessibility to I-75/85, and the University and Metropolitan Parkway corridors. In general, grade variations, undevelopable land and contamination pose challenges for future development in this area. The City of Atlanta Department of Watershed Management has plans for the next several years to repair sewers and install new sewers on-site, as

mandated under the federal consent decree, and use the site as a major staging area for the combined sewer overflow (CSO) work in the central city. The long-term vision as expressed during the public workshops suggests reinvigorating this industrial area as a new mixed-use community. New residential units, retail, community and regional services, office development and open space can serve existing residents as well as attract new visitors, thus improving the economic base for the area.

Major land use, greenspace and circulation elements of this activity center are:

- a long-term strategy for this development area that builds on the accessibility to the interstate, Metropolitan Parkway and University Avenue by redeveloping the industrial sites and breaking up the “super blocks” with a new street network and centralized parking and courtyards
- four to six story mixed-use development buildings fronting University Avenue
- a series of residential buildings ranging from four to eight stories on the southern portion of the site

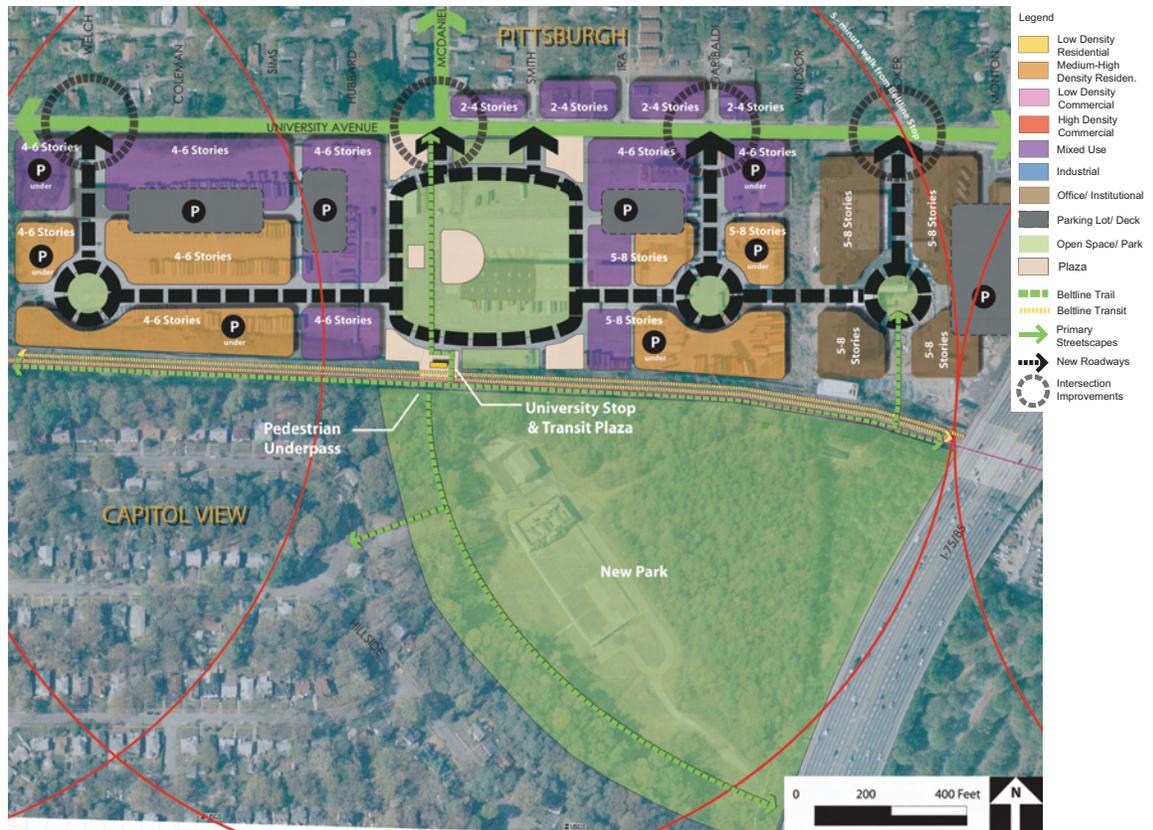


Figure 6.69 Metropolitan/University Diagram.

- a major employment generator with five to eight story office buildings at the eastern edge of the development site
- open space in a series of centralized plazas
- transit stop and main plaza at the McDaniel extension
- a large open space opportunity south of the rail line west of the interstate along the CSO trunk line
- extensions of Welch, McDaniel, Garibaldi and Booker south and terminating at centralized courtyards and plazas
- interchange improvements in addition to widening University Avenue from I-75/85 to Metropolitan Parkway
- streetscape improvements along University, McDaniel and Metropolitan



Figure 6.70 University Aerial Perspective. View looking Southeast

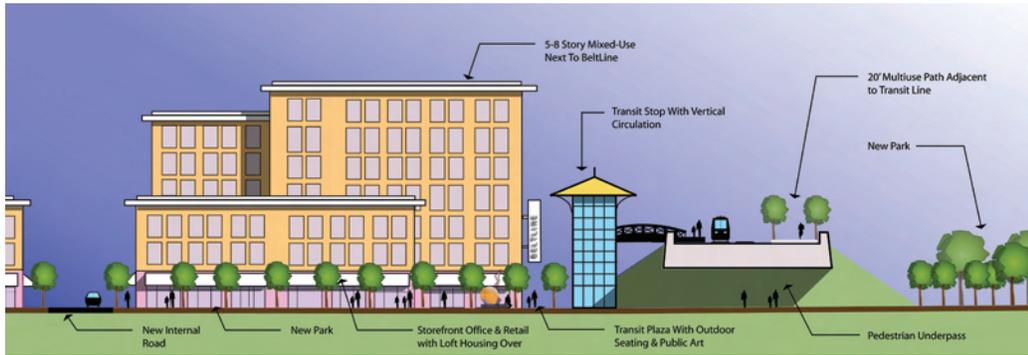


Figure 6.71 University Section.



Figure 6.72 University Before.



Figure 6.73 University After.



Figure 6.74 Metropolitan Before.



Figure 6.75 Metropolitan After.

Types of Costs Covered by TAD Funding and Estimated TAD Bond Issuances

The TAD increment proceeds are expected to be used for a variety of redevelopment projects as described earlier in this Plan. In summary, those projects include:

- The acquisition of land for transit, trails and parks
- The planning, development and construction of transit, trails and parks
- The provision of workforce housing
- Transportation and other infrastructure improvements to increase access to the BeltLine
- Atlanta Public Schools projects
- Brownfield remediation
- Incentives for development in areas where market forces alone are not expected to generate desired development patterns

- Administration of the TAD
- Expenses for relocation of businesses, if necessary.

Table 7.1 outlines the expected uses of TAD funds and estimates the amount of funding that will be allocated to each category. Given the early stage of project planning, it is recognized that these costs are estimates that will be refined as the various partners prepare more specific designs for BeltLine elements. While the costs outlined below represent the current best estimate of BeltLine-related costs, nothing in this section is intended to prevent TAD funds from being expended upon any other eligible cost as defined by state law and as necessary to carry out the full vision of the BeltLine.

ACTIVITY	UNITS	TOTAL COST	TAD FUNDS	OTHER FUNDS	COMMENTS
		amount in millions	amount in millions	amount in millions	
Workforce Housing	5600 units	\$220 - \$260	\$240		
Land Acquisition	1280 acres	\$480 - \$570	\$426	\$54 - \$144	2006, 2008 TIP funds may be used for BeltLine right-of-way acquisition
Greenway Design & Construction					
<i>BeltLine Greenway</i>	22 miles	\$50 - \$60	\$34	\$16 - \$26	\$4M in 2008, 2010 TIP
<i>Connecting Greenways</i>	11 miles	\$25 - \$30	\$19	\$6 - \$11	
Park Design & Construction	1794 acres	\$200 - \$250	\$120	\$80 - \$130	1022 new acres; 772 existing acres
Transit Construction	22 miles	\$700 - \$1,000	\$530	\$170 - \$470	Match for federal funds
Transportation Improvements					
<i>Pedestrian Improvements</i>		\$235 - \$270	\$90	\$145 - \$180	70/30 federal transport. programs
<i>Roadway Improvements</i>		\$70 - \$105	\$30	\$40 - \$75	60/40 federal transport. programs
Atlanta Public Schools Projects	5.5%	\$80 - \$95	\$88		school capital investment and activities
Incentives		\$100	\$100		
Administration and Project Management	2.0%	\$32	\$32		
TOTAL COSTS		\$2,192 - \$2,772	\$1,709	\$511 - \$1,036	

Table 7.1 Eligible Activities.

Workforce Housing

This category of cost is detailed earlier in this Redevelopment Plan.

Land Acquisition – Right-of-Way, Greenspace

One of the most significant costs associated with the BeltLine is acquisition of the lands necessary to create a continuous greenway and transit corridor as well as the park system adjacent to the greenway and transit corridor. Based on a general cross-section of landscape buffer, 15-foot greenway, and transit right-of-way, a 75-foot cross-section will best ensure flexibility for the transit and trail network. It is recommended that all greenway and transit corridors be acquired by 2010. The Trust for Public Land (TPL) will play a major role in land acquisition. It is estimated that land acquisition for the BeltLine will be approximately \$480 to \$570 million, a portion of which will be raised through private efforts, including foundations and public/private partnerships.

Greenway Design and Construction

This Redevelopment Plan assumes that construction of the entire BeltLine trail system will be complete by 2015. Costs to design and construct all features of the greenways along the BeltLine and to connect to other parks are estimated at approximately \$75 to \$90 million, including trail construction, landscaping, and lighting. To accomplish this ambitious goal, local partners, including the PATH Foundation, will play a major role, including assistance in the land acquisition, conceptual design work, and leveraging federal transportation dollars and other outside funding for the greenway's construction and construction oversight. The greenway should be pursued as part of a local/federal funding strategy, ideally leveraging public funds at a 4 to 1 ratio.

Park Design and Construction

TPL has outlined the opportunity to add to Atlanta's limited park system through acquisition and development of the Emerald Necklace and its associated "jewels." This study has assumed a phased strategy for parks development, concentrating on immediate opportunities during the initial five years of the program. Given the scarcity of public funds for park development, it is important that Atlanta's foundations and private sector support this new green space network, which

is estimated to cost approximately \$200 to \$250 million to develop. Major non-profit partners include the Trust for Public Land, the PATH Foundation, Park Pride, and others.

Transit Design and Construction

Alternatives being analyzed by MARTA in its Inner-Core Feasibility Study include provision of a transit system along the BeltLine corridor. Light rail, streetcar and bus rapid transit (BRT) are all under consideration. The uncertainty over mode and final alignment creates a wide range of estimated potential costs for transit, ranging from \$700 million to \$1 billion. TAD funds would be used to cover the 50 percent local match in order to participate in the federal transportation New Starts program. The U.S. DOT allocates New Starts funding in a national competitive process.

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.

Roadway Improvements

In addition to the BeltLine transit component, investment in other transportation improvements will be necessary to ensure the capacity, safety, and operational efficiency for existing and planned development. It is anticipated that transportation and access improvements will cost approximately \$70 to \$105 million, 70 percent of which could be covered by a combination of federal and local transportation programs. Major categories of improvements include at-grade crossings, intersection improvements, and new roads, linking surrounding neighborhoods and destinations to the BeltLine.

School Improvements

The Atlanta Public Schools (APS) is a major partner in the creation of a BeltLine TAD with more than 20 schools and 21 percent of the student enrollment within a half mile of the redevelopment area. It is recommended that projects to improve schools in areas adjacent to and affected by the BeltLine be identified in

collaboration with APS, including improvements to existing school facilities and grounds and, if appropriate, the purchase of land for future schools.

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. The study team recommends that project-based infrastructure assistance be limited to areas of unusual physical challenge and market distress, including portions of the southeast, southwest and northwest areas.

Table 7.2 shows the proposed schedule of TAD bond issuances. This table is based on estimates of the anticipated private development activity within the BeltLine TAD as estimated in the BeltLine TAD Feasibility Study in the supporting documents. The supporting documents specify the term and assumed rate of interest applicable to such bond issuances. Moreover, please see the supporting documents for a full discussion of all key assumptions related to TAD bond issues, as well as the model used in calculating the feasibility that the BeltLine TAD will generate the predicted and necessary revenues to pay for redevelopment projects.

Based on the schedule of TAD bond issuances listed in Table 7.2, TAD expenditures are likely to exceed TAD revenues during the early years of the program. TAD revenues are expected to accelerate as development occurs over time. TAD expenditures, however, are expected to be larger in the early years of the TAD, especially land acquisition expenses and trail and park development. Those years when cumulative expenditures are higher than cumulative revenues represent a potential gap that should be filled through partnerships, philanthropy, grants, and sound land acquisition strategies. 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.

YEAR OF ISSUE	AMOUNT OF ISSUE	CUMULATIVE BONDS
2006	\$111,906,093	\$111,906,093
2010	243,757,462	355,663,555
2014	357,475,614	713,139,169
2018	398,967,417	1,112,106,586
2022	373,024,995	1,485,131,581
2026	207,504,631	1,692,636,212
2030	16,496,344	1,709,132,556
TOTAL	\$1,709,132,556	

Table 7.2 Projected Timing and Range of Amounts of Bonds.

Matters Related to the Current Tax Base and Tax Increments

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.

Redevelopment Powers Law

The Georgia Redevelopment Powers Law, §§ O.C.G.A. 36-44-1 et seq., requires the Redevelopment Plan to contain specific elements. The following list identifies those elements required by law to be part of the Redevelopment Plan and directs the reader to the section of the Redevelopment Plan containing such required elements.

1. Boundaries of the proposed Redevelopment Area.

The boundaries of the proposed Redevelopment Area are illustrated in Exhibit “A”, and the specific parcels included within the boundary enumerated as part of Exhibit “B.”

2. Explanation of the grounds for a finding by the Atlanta City Council that the Redevelopment Area as a whole has not been subject to growth and development through private enterprise and would not reasonably be expected to develop without the approval of the Redevelopment Plan. (See Section 5.0)

3. Proposed uses of property after redevelopment (See Section 6.1)

4. Redevelopment projects proposed to be authorized by the Redevelopment Plan, the estimated cost of such projects, and the proposed financing method (See Section 7.0)

5. Description of any contracts or agreements creating an obligation for more than one year which are proposed to be entered into by the City of Atlanta or Atlanta Development Authority in order to implement the Redevelopment Plan.

While the precise nature of all contracts is unclear at this time, it is anticipated that the City (either directly or through the Atlanta Development Authority), will enter into

a variety of contracts authorized by the Redevelopment Powers Law in order to implement this Redevelopment Plan. Such contractual arrangements could be with qualified vendors to provide professional services associated with qualifying and issuing bonds, refining design work begun in this Redevelopment Plan, carrying out detailed feasibility studies, or providing project management, legal, engineering, and other services supporting the implementation of the Redevelopment Plan. Other contractual arrangements could include, but may not be limited to, financial agreements for specific projects, public-private ventures, predevelopment activities, marketing, and other tasks in support of the Redevelopment Plan’s implementation.

6. Description of the type of relocation payments proposed to be authorized by the Redevelopment Plan.

Relocation of residences is not anticipated within the Beltline Redevelopment Area. In keeping with the goals of the Redevelopment Plan, single-family areas are not included in the TAD. Similarly, relocation of businesses is not anticipated. If there is relocation of business, relocation expenses may be provided under all applicable federal, state and local guidelines if public funds are used for property acquisition and such sources of funds require relocation benefits to be offered to tenants.

7. A statement that the proposed redevelopment plan conforms to the City of Atlanta’s CDP, the Zoning Ordinance, and building codes, or explains exceptions thereto.

The Redevelopment Plan has been developed in consultation with the City of Atlanta and

with extensive public involvement. The Comprehensive Development Plan (“CDP”) is the City’s land use policy document, and the Zoning Ordinance (“ZO”) legally governs land use in the City. To the extent the CDP and ZO are inconsistent with the Redevelopment Plan, and to the extent the City decides to amend them to incorporate the concepts in the Redevelopment Plan, the City will follow its customary processes for CDP and ZO amendments required under State law and City ordinances, with their attendant public notice and hearing requirements.

8. Estimated redevelopment costs to be incurred or made during the implementation of the Redevelopment Plan (See Section 7.0)

9. A recitation of the last known assessed valuation of the Redevelopment Area and the estimated assessed value following redevelopment (See Section 8.0)

10. Provisions stating that historic properties will not be substantially altered in any way inconsistent with standards for rehabilitation, or will not be demolished unless the feasibility for reuse has been evaluated using the same technical standards as those utilized by the State Historic Preservation Officer.

Section 5.1.4 summarizes the historic resources within the Redevelopment Area boundary, and additional information is provided in the supporting documentation. The plan proposes that historic properties not be substantially altered in any way inconsistent with standards for rehabilitation, and that historic structures not be demolished unless the feasibility for reuse has been evaluated using the technical standards of the state historic preservation officer.

11. The proposed date for creating the TAD and its proposed termination date

It is proposed that the BeltLine TAD be created effective December 31, 2005. The Redevelopment Powers Law provides that the district will exist until all redevelopment costs, include debt service, are paid in full. The TAD is anticipated to expire in 25 years, at the end of 2030.

12. Map specifying the boundaries of the proposed TAD with existing uses and condition of property within the proposed TAD.

A detailed map specifying the TAD boundary is included in Exhibit A. See Section 5.0 for a more general map of the uses and a descrip-

tion of the condition of the property within the boundary.

13. An estimate of the tax allocation increment base of the proposed TAD (See Section 8.0)

14. The amount of property taxes for computing tax allocation increments

Section 8.0 specifies the property taxes for computing tax allocation increments. This computation is contingent upon the Fulton County Board of Commissioners and Atlanta Board of Education consenting to the inclusion of their respective ad valorem property taxes in the computation of the tax allocation increment.

15. The amount of the proposed tax allocation bond issue(s) and the term and assumed rate of interest for such issue(s) (See Section 7.0)

16. An estimate of the positive tax allocation increments for the period covered by the term of the proposed tax allocation bonds (See Section 8.0)

17. Identification of the property proposed to be pledged for payment or security for payment of the tax allocation bonds.

It is anticipated the bonds will be secured by the positive tax allocation increment from eligible ad valorem taxes levied by the City of Atlanta and Fulton County, including the amount levied by the City for the Atlanta Public Schools. Inclusion of ad valorem taxes levied by Fulton County and the Atlanta Public Schools in the computation of the tax allocation increment is contingent upon receiving the consent of those bodies.

18. Any other information that may be required by resolution of the City of Atlanta.

No other required information is known at this time.

As summarized above and demonstrated more fully by the referenced sections, this Redevelopment Plan includes all elements required by Georgia law.

