// Where is the Atlanta BeltLine?

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

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

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

33 MILES of Urban Trails

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

Corridor-wide Historic Preservation, Public Art and Arboretum

22 MILES of Transit & Transportation Infrastructure

46 MILES Streetscapes & Complete Streets

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

> 1,100 ACRES of Environmental Clean-up
Atlanta BeltLine, Inc. Update

Paul Morris
President and CEO
• Westside Trail construction is fully funded and underway
• 3-mile trail will connect 4 schools and 4 parks
• 14 access points
• Vertical connections
• Preparation for future transit
• Construction includes replacement of bridge over MLK Drive
• Construction expected to take 2 years
• 100% Design. Acquiring necessary easements and putting funding in place.
• Construction to begin in 2015
Affordable Workforce Housing

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

- Stanton Oaks
  - Formerly Boynton Village Apartments
  - Rehab apartments shown to first families on Feb. 27
  - Complete this Fall
• Structured Partnership Program (set-aside)

• Major Components (all homeownership)
  ▪ Downpayment Assistance – Accepting applications
  ▪ Owner Occupied Rehabilitation – Applications closed
  ▪ Acquisition Rehabilitation or Redevelopment

• Funding
  ▪ 2:1 ABI to FHLB commitment
  ▪ Min. of $400K from ABI in year 1. Up to $1M from FHLB in year 1.
  ▪ Anticipate multi-year partnership

• Income Limits
  ▪ 80% of Area Median Income. $38K for family of 1.
  ▪ Represents families who would not be able to purchase a home in the City without this assistance

• Geography
  ▪ Anywhere within Atlanta BeltLine Planning Area

• Anticipated Outcomes
  ▪ 25 closings or more in year one. Growth in subsequent years
• $2.4 Billion in New Private Investment Since 2006 in the Plan Area
• 1,960,000 Million New Commercial Sq. Ft.
• $868 Million in TAD Development
• $760 Million in Eastside Trail Development
• Further consideration stage of Economic Development Administration grant process
• Final Stage of establishing a 5 year work plan for Economic Development
More than 300 proposals received
Announcement of selected artists this month
Exhibit runs September through November
Largest public art display in the South
Hundreds of artists including muralists, sculptors, painters, mosaic artists, performers and musicians
Since inception, the project has grown more than 40%
September 2014: Atlanta BeltLine Lantern Parade kicked off the exhibition with more than 23,000 participants
// Atlanta BeltLine Partnership Update

Rob Brawner
Program Director
• Enable the project
• Engage the users
• Empower the residents
// Capital Campaign
Free Fitness Classes

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

Inaugural Jamboree

- May 16, 2015
- Approximately 1,000 attendees
• Run/Walk Events:
  ▪ Northside 5K – April 25
  ▪ Community Builders

• Upcoming
  ▪ Southwest 5k – July 11
    • Team Challenge
    • 1K Youth Fun Run
  ▪ Southeast 8K – Sept. 26
  ▪ Eastside 10K – Dec. 5

beltline.org/races
// Atlanta BeltLine Tours
Volunteer Opportunities

• Festivals
  ▪ Share information and enjoy regional festivals.

• Ambassadors
  ▪ Spread the word about the Atlanta BeltLine in communities.

• Speakers Bureau
  ▪ Present the Atlanta BeltLine 101

• Group service projects
  ▪ Be a team lead

• Run.Walk.GO! Series
  ▪ Pre-race and race-day opportunities.
    ▪ Southwest 5K: July 11

• Volunteer Training
  ▪ 2nd Wednesday at 5:30 p.m. and 3rd Friday at noon

Visit beltline.org/volunteer or contact Sharron@atlbeltlinepartnership.org
3rd Cohort in Healthcare
- 390 applicants
- 39 invited to join STRIVE’s 4-week training program
- 23 are from Atlanta BeltLine neighborhoods

Healthcare

Construction
Atlanta BeltLine Partnership Plan for the Westside Trail Corridor

- Collect existing information/data/plans for the neighborhoods in the corridor
- Identify existing assets and resources
- Figure out who’s missing and invite them to engage
• **Exciting Membership Benefits**
  - Join today at beltline.org/member for as low as $35

• **Other Ways You Can Support the Atlanta BeltLine**
  - Get Your Atlanta BeltLine Gear at Shop.BeltLine.org
• A supplement to the Connect Atlanta Plan and the Strategic Implementation Plan

• Multi-year effort to develop a vision for implementation of transit throughout the City of Atlanta

• Provides policy framework for expansion of the Atlanta Streetcar currently in operations

• Next step: Finalize the plan and coordinate with other Connect Atlanta Plan amendments for City Council approval
Purpose of Plan Refinement

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

• **Connected Transit Network**
  - 18 miles of new/enhanced transit service interfacing with streetcar system
Proposed streetcar routing promotes:

- More one-seat rides
- Seamless connections to MARTA and regional services
- Serves existing riders and attracts new transit ridership
- Supports efficient and cost-effective operations
Utilize the 5 guiding principles to develop criteria for future expansion:

- Project Readiness
- Practicality/Ridership
- Equity
- Financial Leverage
- Development Impact

Continue advancement of corridors through project development

Conduct on-going system plan updates every 4 to 5 years
Atlanta Streetcar/
Atlanta BeltLine

Environmental Assessment Process

Shaun Green, Senior Transportation Engineer
Environmental Review
Which corridors are involved?

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

* Shown for Reference
Environmental Review Schedule of Milestones

- Transit Routing Options/MARTA Connectivity Assessments (Screen 1)
- Technical Studies and Evaluation (Screen 2)
- Complete Draft Environmental Assessment (EA)
- Public/Agency Review and Public Hearing
- Finding of No Significant Impact (FONSI)

We are here
Screen 1 Evaluation measures are:
• High level
• Based on general review of geographic focus areas

Screen 2 Evaluation measures are:
• Narrowly defined
• Quantitative measures
• Based on review of current right-of-way needs as rendered in conceptual design drawings
## Screen 2 Evaluation Measures and Criteria

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

*Note: Peachtree Streetcar study area was evaluated previously in the EA/FONSI for the Georgia Connector: Atlanta Streetcar.
// Design Options: Atlanta Streetcar connection to Atlanta BeltLine East

[Map showing the Atlanta Streetcar connection to Atlanta BeltLine East with various streets and areas labeled.]
## Five Guiding Principles

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

### Project Readiness

- Requires additional rights-of-way, intersection modifications, bridge or tunnel modifications or new construction
  - Intersection modifications and some ROW needed at Jackson Street/Irwin Street

### Practicality/Ridership

- Connects to key transit nodes
  - Serves areas with high population density but no direct connection to MARTA rail

### Equity

- Serves potential economically disadvantaged populations
  - Approx. 24% of adjacent population below poverty level

### Financial Options/Opportunities

- Maximizes development in existing tax allocation districts (TAD)
  - Approx. 52% of TAD parcels are vacant or underutilized

### Development Impacts

- Maximizes redevelopment opportunities
  - Approx. 52% of adjacent parcels are vacant or underutilized

- Enhances short-term opportunities
  - Approx. 21% is within economic incentive areas

- Provides transit service to transit-supportive land uses
  - Approx. 26% is adjacent to transit-supportive land uses

---

// Screen 2 Results: Jackson Street to Irwin Street
## Five Guiding Principles

### Evaluation Measures

<table>
<thead>
<tr>
<th>Project Readiness</th>
<th>Evaluation Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>Requires additional rights-of-way, intersection modifications, bridge or tunnel modifications or new construction</td>
<td>Intersection modifications and some ROW needed at Edgewood Avenue/Randolph Street</td>
</tr>
<tr>
<td>Potential effects to on-street parking (in linear feet)</td>
<td>Approx. 2,560 linear feet</td>
</tr>
<tr>
<td>Potential effects to historic resources</td>
<td>No ROW needed from historic properties</td>
</tr>
<tr>
<td>Potential effects to public parks and recreation areas</td>
<td>No ROW needed from parks or recreation areas</td>
</tr>
</tbody>
</table>

### Practicality/Ridership

Connects to key transit nodes

Serves areas with high population density but no direct connection to MARTA rail

### Equity

Serves potential economically disadvantaged populations

Approx. 20% of adjacent population below poverty level

### Financial Options/Opportunities

Maximizes development in existing tax allocation districts (TAD)

Approx. 56% of TAD parcels are vacant or underutilized

### Development Impacts

Maximizes redevelopment opportunities

Approx. 56% of adjacent parcels are vacant or underutilized

Enhances short-term opportunities

Approx. 0% is within economic incentive areas

Provides transit service to transit-supportive land uses

Approx. 21% is adjacent to transit-supportive land uses

### Overall Rating

- **Project Readiness**: FAIR
- **Practicality/Ridership**: FAIR
- **Equity**: POOR
- **Financial Options/Opportunities**: GOOD
- **Development Impacts**: FAIR
# Preliminary Findings: Atlanta Streetcar connection to Atlanta BeltLine East

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Jackson Street to Irwin Street</strong></td>
<td><strong>Edgewood Avenue to Randolph Street to Auburn Avenue</strong></td>
</tr>
<tr>
<td>Directly adjacent to Martin Luther King Jr Historic Center</td>
<td>Continuation of existing streetcar along Edgewood Avenue</td>
</tr>
<tr>
<td>High potential TAD contributions</td>
<td>Strong public support</td>
</tr>
<tr>
<td></td>
<td>Access through emerging entertainment district</td>
</tr>
<tr>
<td></td>
<td>High potential TAD contributions</td>
</tr>
<tr>
<td><strong>Cons</strong></td>
<td></td>
</tr>
<tr>
<td>Loss of on-street parking in residential areas</td>
<td>Loss of on-street parking in commercial areas</td>
</tr>
<tr>
<td>Would not serve high concentrations of economically disadvantaged populations</td>
<td>Would not serve high concentrations of economically disadvantaged populations</td>
</tr>
<tr>
<td>Would not run through local economic incentive areas</td>
<td>Would not run through local economic incentive areas</td>
</tr>
<tr>
<td>Single-family residential development along most of the route</td>
<td></td>
</tr>
</tbody>
</table>
### Screen 2 Results: King Memorial MARTA Station

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

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

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

- **Early Summer 2015**
  - Hold additional community engagement meetings for Locally Preferred Alternatives

- **Late Summer 2015**
  - Submit Environmental Assessment to FTA
    - FTA reviews Environmental Assessment
    - Public and agency review period
    - Address public and agency comments

- **Fall 2015**
  - FTA issues Finding of No Significant Impact concluding environmental review process