Transit + Placemaking
moderator:

Tom Hester
Regional PlaceMaking Manager
Parsons Brinckerhoff
Tempe
Albert Caproni III
Partner
Cohen & Caproni, LLC
Atlanta
What is The Atlanta BeltLine: Key Elements

- Parks and Arboretum
- Trails
- Transit & Transportation Infrastructure
- Jobs & Economic Development
- Affordable Workforce Housing
- Streetscapes & Public Art
- Historic Preservation
- Environmental Clean-up
The Atlanta Beltline will:

• **Improve Quality of Life** by adding:
  - Parks
  - Trails
  - Public Art
  - Enhanced Mobility
  - Walkable Communities

• **Revitalize Neighborhoods** that have not seen investment

• **Create a Healthier City**
  - Cleaner Land
  - More Opportunities to Exercise
  - More Alternatives to Driving

• **Drive Economic Growth**
  - Create Jobs
  - Encourage Development

• **Connect Atlanta’s** people, places and communities
What is The Atlanta BeltLine: Transit

- **In-town circulator**: 22-mile loop; 2-3 miles from downtown; connects 45 neighborhoods
- **Modern Streetcar**: Neighborhood friendly, can be crossed on foot
- **Uses existing rail corridor**: preserves existing neighborhoods
- **Part of an integrated transit system**:
  - 5 potential connections with MARTA
  - Connects with Atlanta Streetcar and proposed Streetcar System
  - First transit leg could be constructed within the next 10 years.
Progress Update:  
The Atlanta BeltLine is Here

TRANSIT:
• Nearly 50% of right-of-way has been secured (NE, SW, Reynoldstown)

• Foundational transit work to be completed in 2012:
  • Environmental Impact Study (EIS) – determines transit/trail alignment, stop locations, train type, as well as environmental impacts

  • Transit Implementation Strategy – identifies costs and timelines, prioritizes projects for transit.
Agreement covers Atlanta BeltLine transit and all of the associated transit segments incorporated in the Transit Implementation Strategy

City of Atlanta
• Owns the system
• Policy making body
• Funder
• Regional and federal advocacy and coordination

ABI
• Securing additional funding with City and other partners
• Manages planning and environmental review
• Manages design and engineering
• Manages construction

ADA
• Acts as City’s redevelopment agent for Atlanta BeltLine and other TADs
• TAD funding

MARTA
– Manages operations and maintenance
Atlanta BeltLine Tax Allocation District

- Adopted in 2005 by City of Atlanta, Fulton County and Atlanta Public Schools
- 6,500 acre redevelopment area (8% of City’s land area, <3% of City’s tax digest when adopted)
- More than $20 billion of new economic development expected over 25 years
- Incremental tax revenues generated by new development help pay for the Atlanta BeltLine
- Expected to fund $1.7 billion of $2.8 billion cost
How Does The Atlanta BeltLine Happen: Public Private Partnership

- **Public side**
  - Formed by Invest Atlanta
  - Planning, design, implementation and engaging residents in these processes

- **Private side**
  - Awareness and education
  - Raises private funding
  - Social Impacts

- **PATH Foundation**
- **Trust for Public Land**
- **Trees Atlanta**
- **MARTA**
- **Piedmont Park Conservancy**
- **Many others**

- **City of Atlanta’s Economic Development Arm**
- **Manages affordable housing programs**
- **$1.7 billion in local bond financing**

- **Public input**
- **Grass roots support**
- **Volunteering**

- **Parks, Recreation and Cultural Affairs**
- **Planning and Community Development**
- **Public Works**
- **Watershed Management**

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Projected cost: $2.8 billion

Public and private funding sources:

- **Tax Allocation District bonds**
- **City of Atlanta**
  - Park Improvement Bonds,
  - Public Works,
  - Watershed Management
- **Capital Campaign**
- **Federal funding**

Approximately $345 million committed to date to implementation
Prema Katari Gupta
Director of Planning and Economic Development
University City District
Philadelphia
A brief history of how The Porch came to be south of University City and Center City, between right at the front door to the city spotted an opportunity.

University City District

[PennDOT's rehabilitation of six bridges adjacent to the station]

So PennDOT laid the foundation [55' x 500'] and UCD layered on top, creating massive improvements with modest investments [$275k].

Inventing a public space, incrementally.
serving

17,000 employees within a 5 minute walk

and

850 - 2,500 pedestrians per hour

EMPLOYMENT BY BLOCK

1/4 mile
plus future populations...

7.67 million square feet proposed by Drexel University & Brandywine Realty
thank you!

The Porch at 30th Street Station
F. Javier Torres
Senior Program Officer
The Boston Foundation
Questions ?

Answers !