

Without Parks Atlanta's Children Face a Crisis ...



- Public health benefits:
- No parks = physical inactivity
 - Children suffer more from chronic obesity, diabetes, asthma, anxiety, depression
 - Children have no safe place to play

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Especially in today's "video-game" world



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This Is Solvable ... Even With One Park ...



Dear TPL,
Thank you for the new structure. Thank you for the trees. I am excited about our new yard. We found clay in the ground when we planted the tree. We made trees with it and took them home. I am glad you gave us the playground, bench, street, and the fire hydrant.
Sincerely,
T FPL

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The Atlanta BeltLine - Recent History

- Pre-1999: Investigation of rails-to-trails in city
- 1999: Graduate student thesis proposed light-rail transit loop
- 2001-03: TPL launched Atlanta Parks for People program; investigated BeltLine as greenway
- 2004: TPL defined a new park model for Atlanta
 - Created connected greenspace model
 - Convened BeltLine Greenspace Steering Committee
 - Hired Garvin & Assoc. to study new park opportunities
 - Coordinated with ADA, EDAW, FOB, Path, ARC, MARTA, Park Pride and others

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The Atlanta BeltLine - Recent History

- 2005 - Implementing the vision
 - TPL released Garvin study
 - TPL began identification of key parcels of land and began purchasing land with own funds
 - Mayor designated BeltLine team with TPL in key role
 - City, County and School Board passed TAD legislation
- 2006 – City plans how to spend TAD funds
 - Creates BeltLine “work plan” for City Council approval
 - Organizes efforts of public and private partners
 - Lays out budget for first 5 years - \$480 million

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The Atlanta BeltLine: Where is it?

The map displays the Atlanta BeltLine route, a circular path connecting various parts of the city and surrounding areas. It passes through or near several counties: Cobb, DeKalb, Douglas, Fulton, and Henry. Key locations marked include Atlanta, Marietta, Roswell, Decatur, and Stone Mountain. A legend identifies regional transportation features: Metro (light rail), Highway (interstates and state routes), and MARTA (mass transit). A key also distinguishes between the BeltLine (solid line) and Railroads (dashed line).

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The Atlanta BeltLine: What is it? THE TRUST OF PUBLIC LAND
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- 22 miles of railway corridors – some abandoned
- Circles the city of Atlanta
- 100,000 people live within ½ mile of the BeltLine
- Touches:
 - 47 neighborhoods
 - 11 of 12 City Council Districts
 - Several existing parks
- “A politician’s dream....”
– Mayor Shirley Franklin

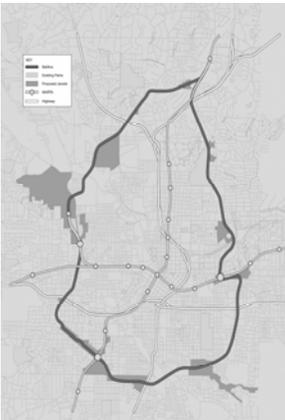
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Key Elements of the BeltLine



BeltLine Greenspace Goals

- 1,401 ac. of New Greenspace
- 613 ac. of Existing Greenspace
- 3 New MARTA Stations
- 4 New Parks
- 4 Expanded Parks
- 5 Mixed-Use Areas with Greenspace
- A connected system of Greenspace



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**47 Historic
Neighborhoods
Reconnected**

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**One Jewel on the BeltLine
The Waterworks**

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**And another,
Atlanta's Next Great Park and Water Reservoir**

The Bellwood Quarry linked with Maddox Park

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And after the BeltLine... A new park ethic in the City and the State

Creating more livable communities

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Key Partners and Roles

Atl. Devel. Authority

- Manage Redevelopment Plan
- Manage Economic Impact Study
- Manage Transit Panel
- Present TAD to City Council, APS Board, Fulton Co Commission

Trust for Public Land

- Raise capital for parkland/right of way acquisition
- Acquire property to sell to city when TAD funds available
- Advocate for parks component

Friends of the Beltline

- Lead community outreach / grassroots efforts

Park Pride

- Advocate for parks and adequate park maintenance funding

Atl. Committee for Progress

- Provide general business community support
- Assist with community bond fundraising
- Provide business support for TAD

PATH

- Raise capital for building trails
- Assist in design of trail studs.
- Assist in leveraging federal \$ for trails and managing trail development
- Advocate for trails component

MARTA

- Complete Alternatives Analysis/EIS to select locally preferred transit route
- Advocate for transit component

BELTLINE PARTNERSHIP

BELTLINE IMPLEMENTATION COSTS

• Total Estimated Cost will be approximately \$2.1 - \$2.6 billion
 • TAD bonds will likely fund \$1.6 billion (~60% of total cost)
 • Rest will come from private foundations, federal matching funds, etc.
 • TAD is centerpiece of finance plan – all other sources depend on TAD



The BeltLine Tax Allocation District

- \$1.6 Billion bond capacity over 20 years
- Provides \$110 million in Year 1
- Provides \$200 million in Year 5
- Allows “bond advance notes” - BAN
- Does not allow use of funds for
 - park maintenance, or
 - transit operations

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The BeltLine TAD – How did we pass it?

- Mayor Shirley Franklin created BeltLine Partnership
- Atlanta Development Authority (ADA) created redevelopment plan
- ADA, TPL and others held community meetings with 10,000 citizens
- City Council held multiple hearings
- Mayor (with 85% approval rating) twisted arms in an election year – helped council members with their campaigns

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