

A background image showing the Atlanta skyline with several prominent skyscrapers, including the Georgia State Capitol and the Bank of America Tower, viewed from a distance. The foreground is filled with lush green trees, suggesting a park or natural area. The sky is clear and blue.

Regional Development & Redevelopment Plan

for

Metropolitan Atlanta

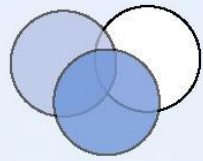
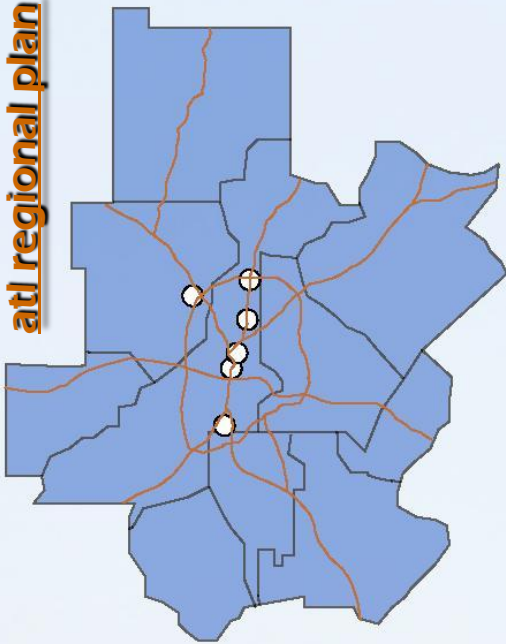
jared yarsevich

behnaz barahimi

christine raj

jessie lawrence

michelle larsen



Atlanta, Georgia

Metro Population: 4,708,290 (ranked 9th in U.S.)

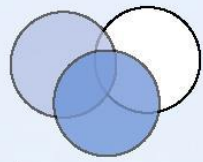
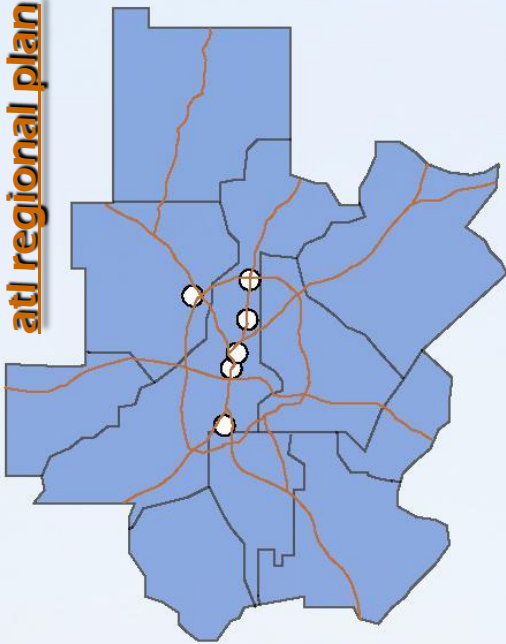
City of Atlanta Population: 483,108

Density: 3,162 persons/sq mi.

Sq. Miles of Sprawl: 701.7 (1st in U.S.)

Projected Population by 2030: **6,000,000+**

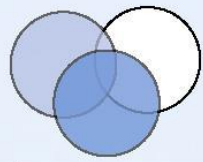
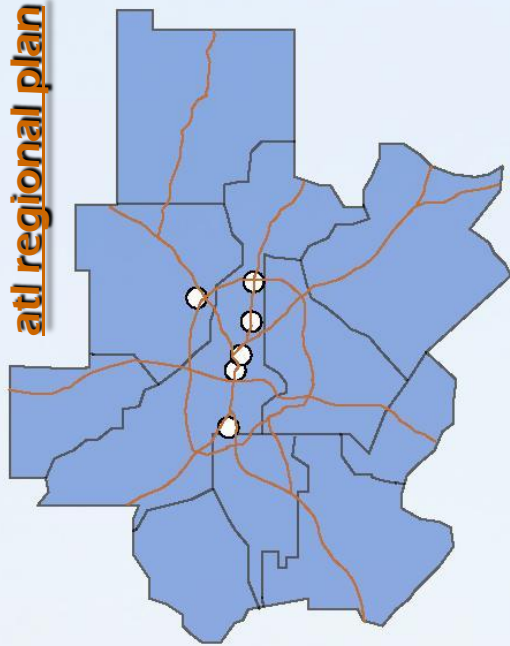




Purpose of Plan



- Integrate regional land use and transportation planning that accommodates the anticipated 6,000,000 by 2030.
- Create a regional growth vision integrating local and regional plans with infrastructure investments facing anticipated growth.



Models: NJ State Plan

Plan Adoption and Revision

Cross-acceptance

Comparison Phase

Counties and municipalities compare their policies and regulations with the Preliminary Plan and identify inconsistencies. Each county issues a report on their findings and recommendations.

Negotiation Phase

The State Planning Commission reviews reports and mapping revisions and negotiates changes to the Preliminary Plan with counties and municipalities at public sessions. An Interim Plan is approved, based on the results of these negotiations.

Impact Assessment

An independent Impact Assessment is conducted on the Interim Plan, to examine the economic, environmental, infrastructure, community life and intergovernmental coordination impacts of the Plan.

Final Review Phase

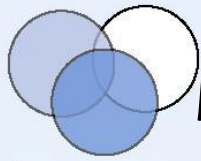
The State Planning Commission conducts 21 public hearings on the Plan, Impact Assessment and other related documents. Thirty days after the last of these hearings, the Cross-acceptance process ends.

Adoption of the Plan

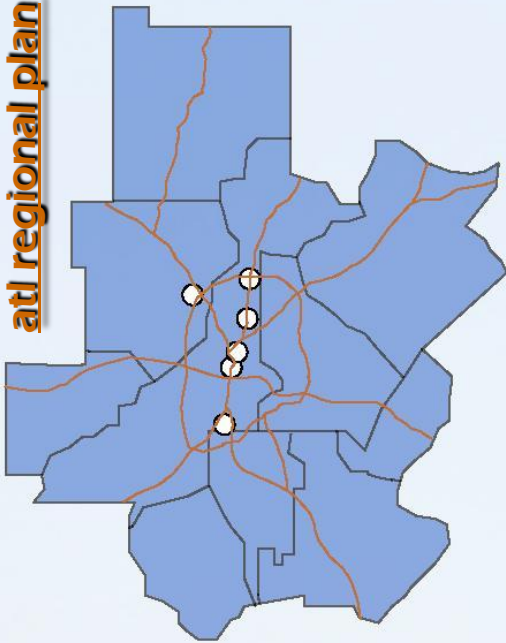
The Commission considers revisions to the Interim Plan and then adopts the new State Development and Redevelopment Plan.



- Smart Growth
- Planning Areas that set Growth Boundaries
 - Metro Area
 - Suburban Area
 - Fringe Area
 - Rural Area
- Government Regulation & Cross Acceptance



Models: Chicago Metropolitan Plan

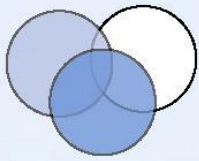


- Investment in "Strong" Regional Centers
- Removal of Restrictive Zoning
- Road Hierarchies
- Better Utilization of Rail Infrastructure
- Pedestrian Friendly Communities
- Protect Regional Resources

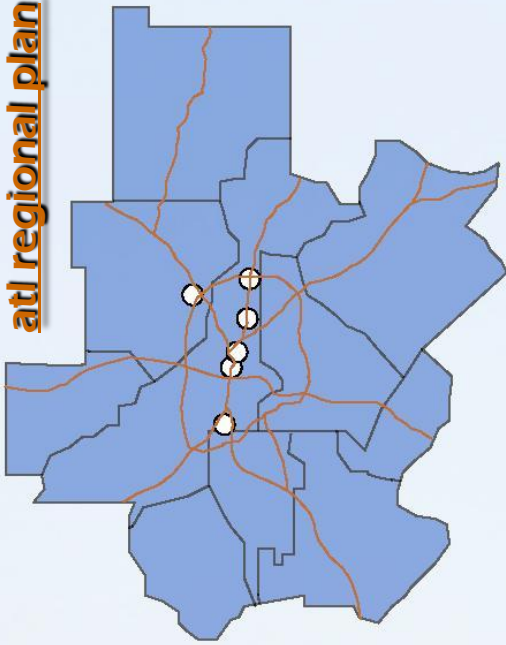
2030 Metropolis Plan Concept Six County Metropolitan Chicago Area



Source: Chicago Metropolis 2020 Technical Report



Applicability to Atlanta



Rural Counties DeKalb, Spalding, Cobb, Clayton, North Henry, & South Cherokee

URBAN

Land Use Issues

SUBURBAN

RURAL

Community Issues & Needs

Community Issues & Needs

Community Issues & Needs

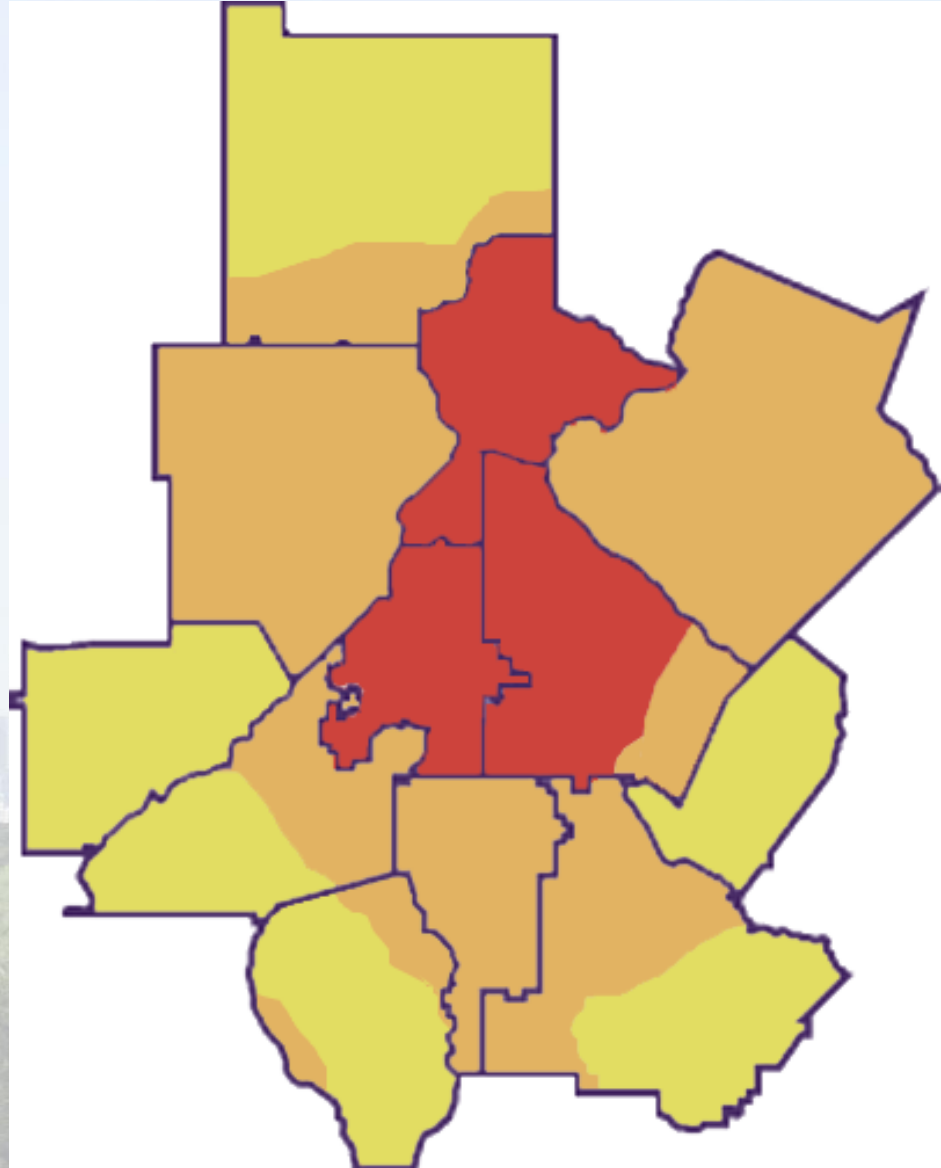
Community Issues & Needs

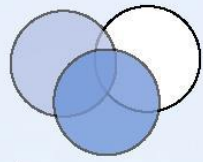
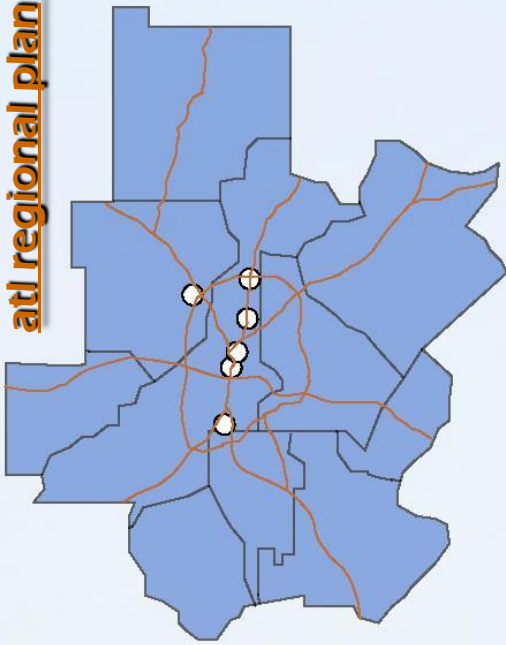
Community Issues & Needs

Community Issues & Needs

Community Issues & Needs

- Market & Regional Population
- = Parks & Recreation
- = Future Growth
- = Environmental Sensitivity
- = Infrastructure
- = Dependent-Ruralizes
- = Centers being MADE
- Affordable Housing & Economic Development
- = Need for additional health & community services
- = Application of South Fulton's TDR ordinance

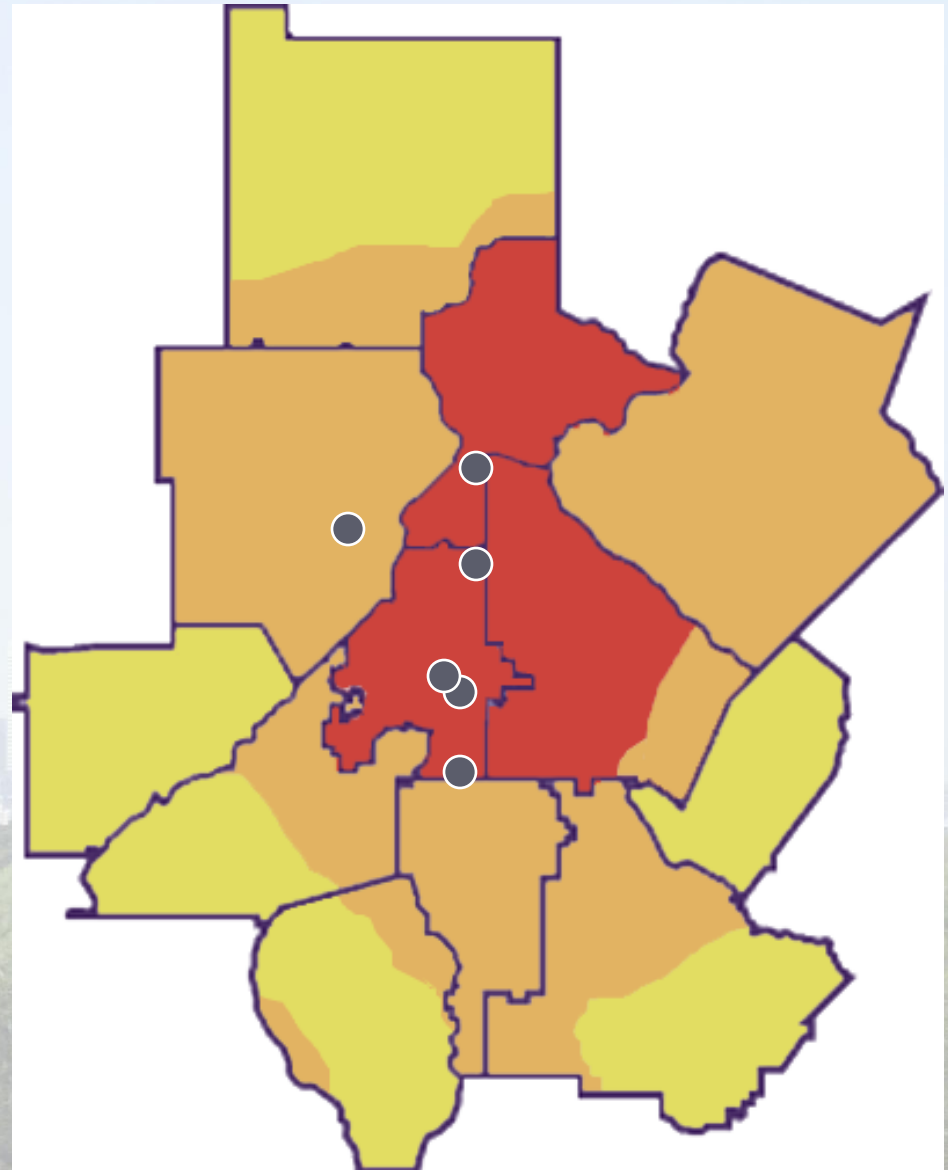


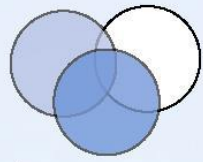
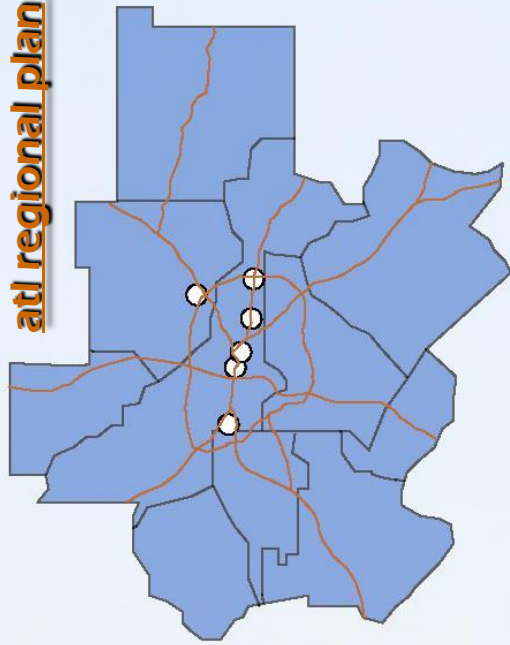


Establishing "Centers"

6 Focus Areas

1. Central Business District
2. Midtown
3. Buckhead
4. Cumberland
5. Perimeter
6. ATL Hartsfield-Jackson Airport

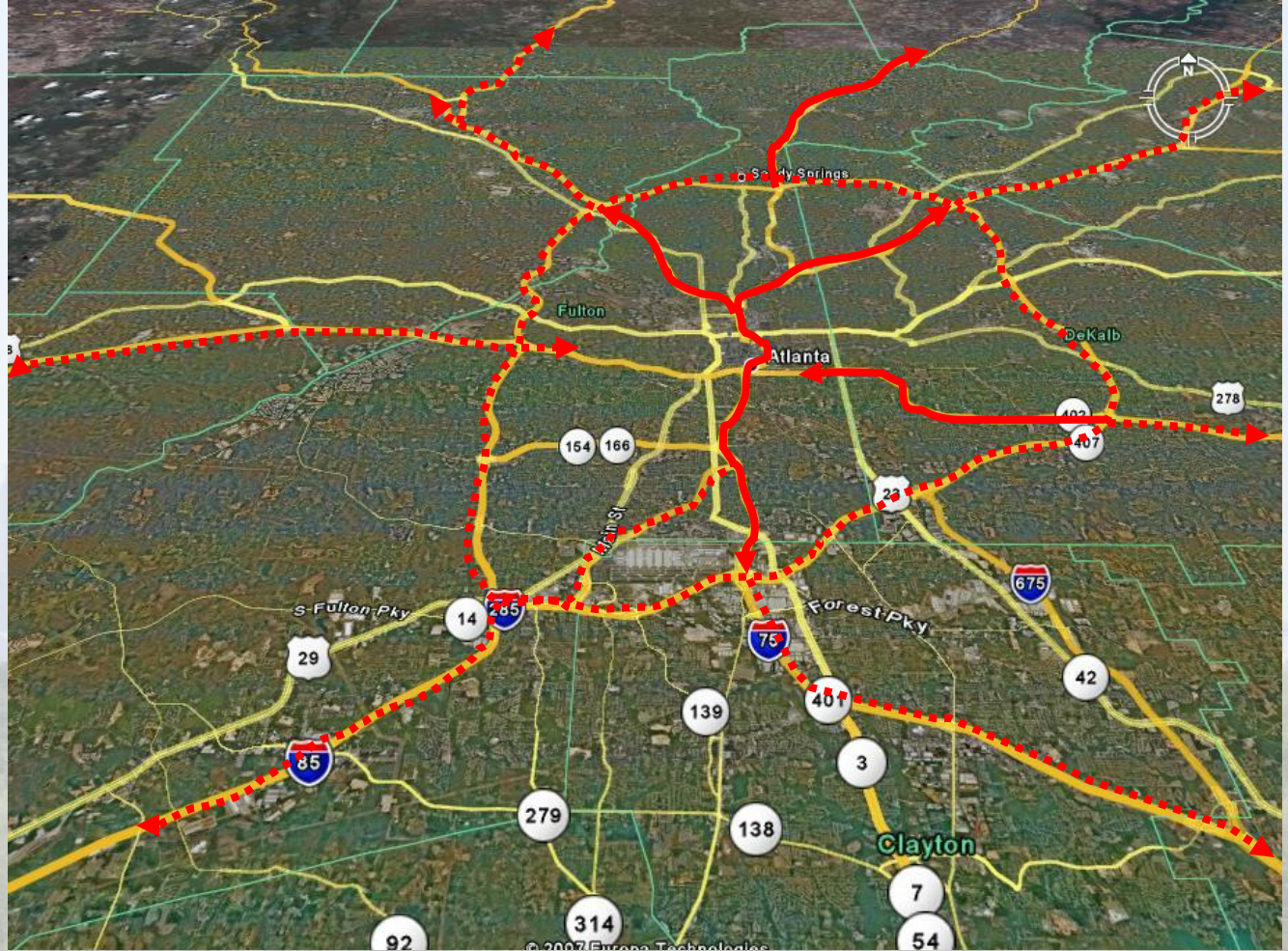


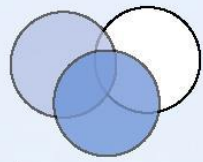
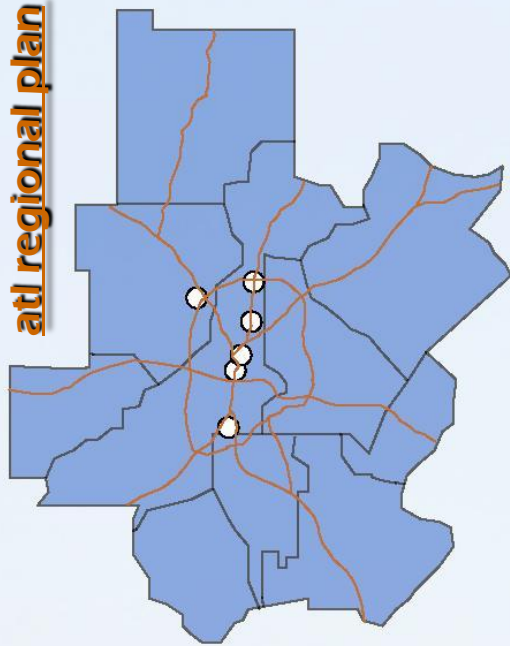


HOV Expansion

Current System

Recommended Expansion



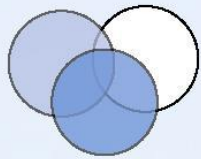
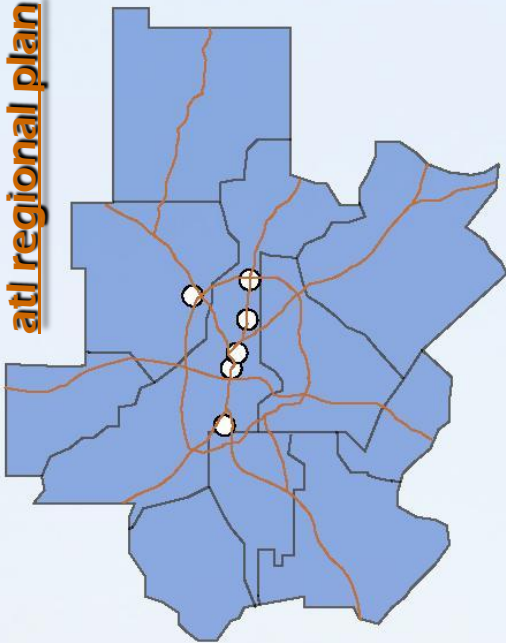


Bike & Pedestrian Paths



- Goal 1: A regional system of safe, convenient and accessible bicycling and pedestrian facilities
- Goal 2: Promote bicycling and pedestrian travel
- Goal 3: Coordinate a continuous bicycle and pedestrian planning and development programs at the regional and local levels.
- Goal 4: Provide adequate funding resources quality regional and local bicycle and pedestrian systems.

atl regional plan



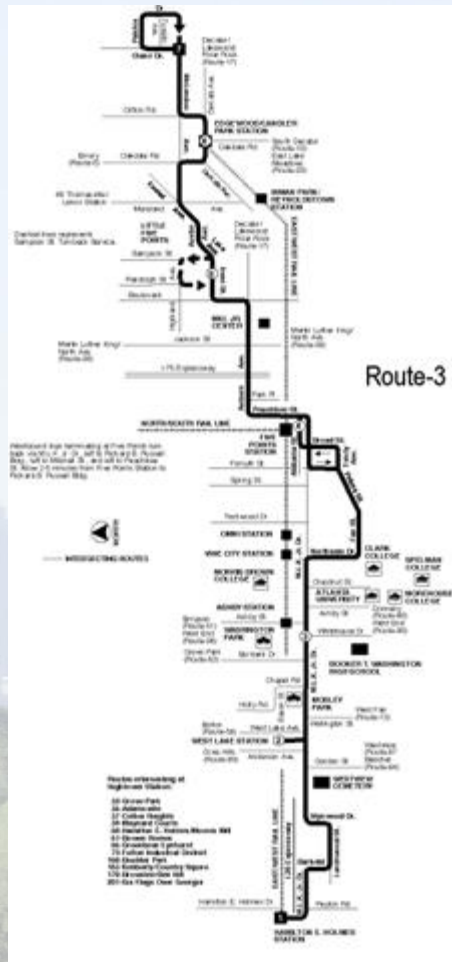
MARTA, System Wide

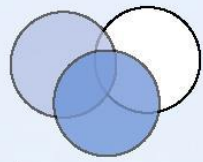
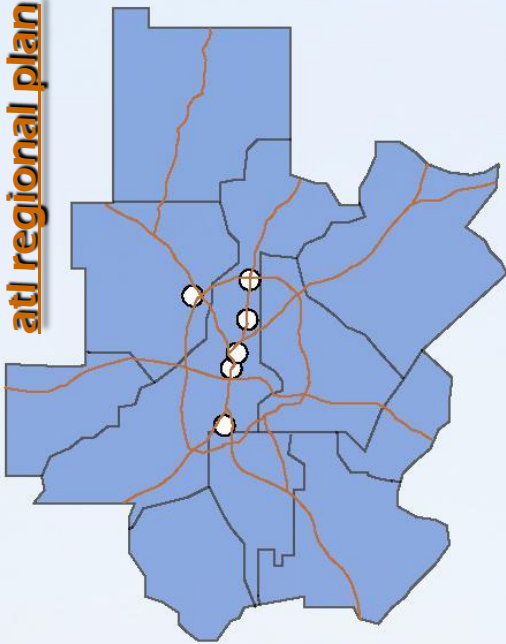
Bus Rapid Transit (BRT)

Light Rail Transit (LRT)



Heavy Rail Transit (HRT)





BRT, LRT and HRT

Bus Rapid Transit (BRT)

Combines the characteristics of rail with the flexibility of buses & eliminates impediments such as on-board fare collection and traffic signal delays in order to increase bus operating speed and reliability.



Light Rail Transit (LRT)

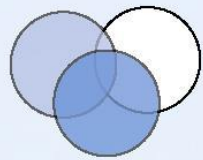
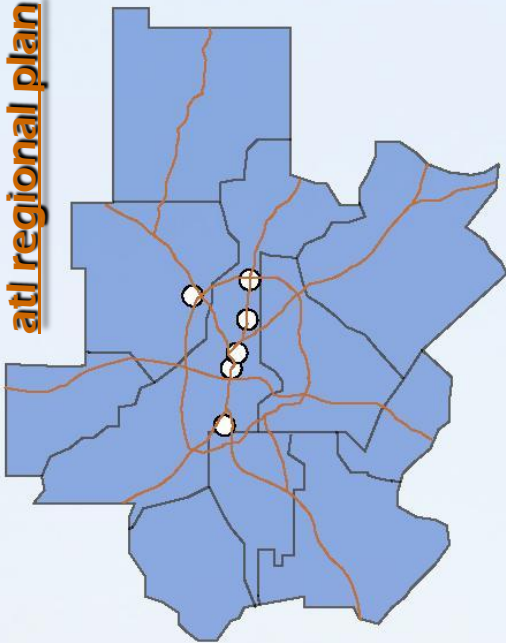
Electric railways with smaller volumes than heavy rail, with average operating speeds generally range from 20-25 miles per hour, depending on location.



Heavy Rail Transit (HRT)

As in MARTA's existing rail system, a high speed, high-capacity system, which operates in an exclusive right-of-way



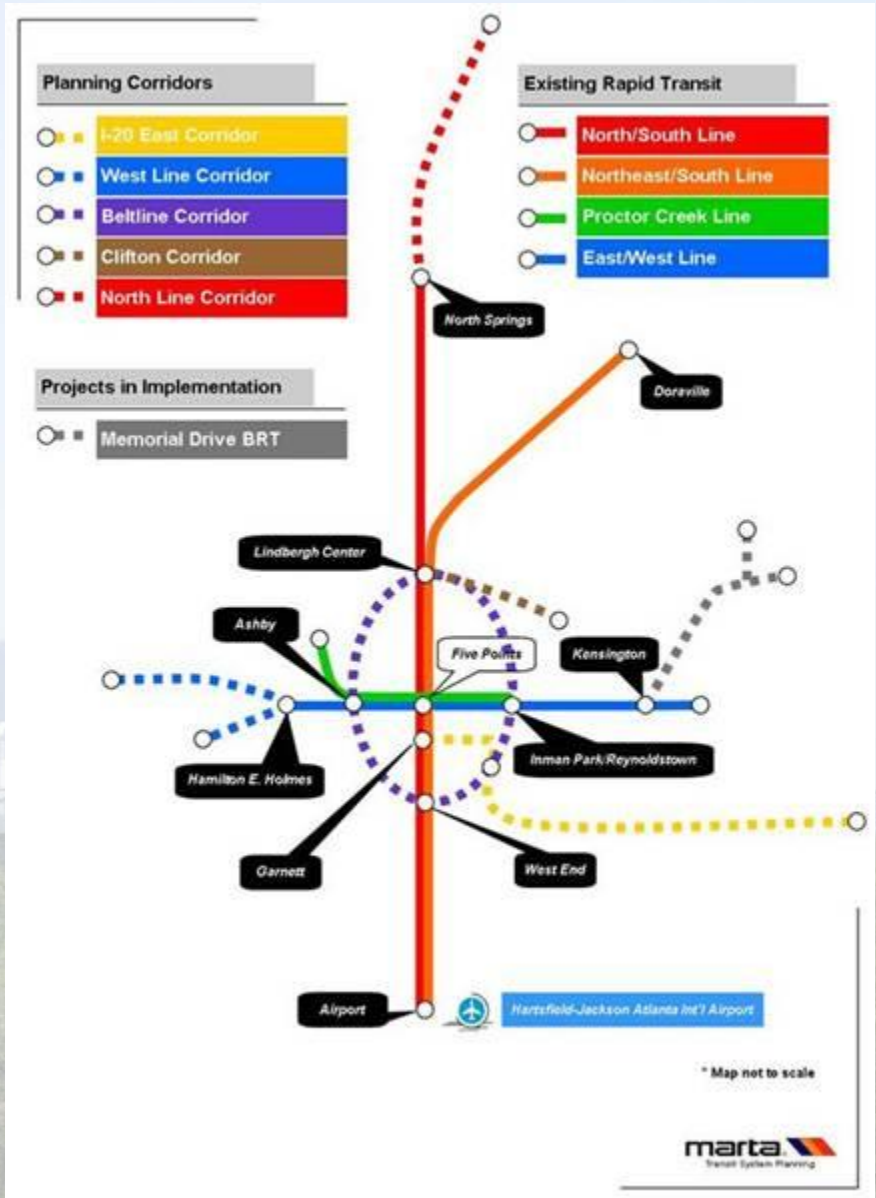


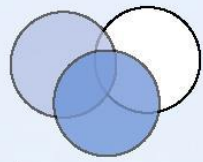
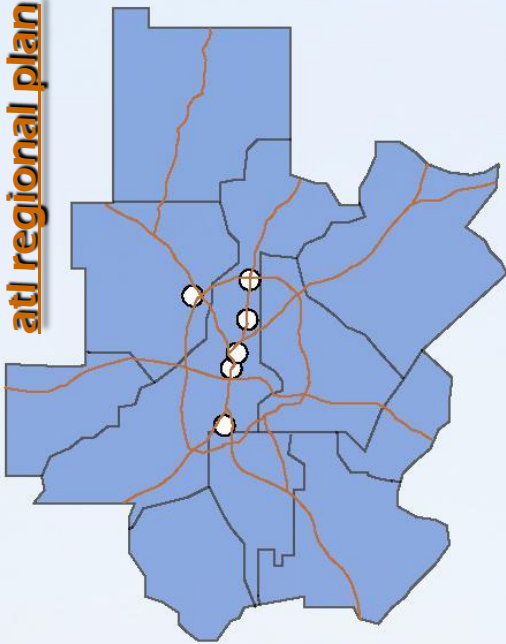
MARTA, West Line Corridor

Goal 1: Improve corridor mobility, reliability, and accessibility to employment centers

Goal 2: Preserve and enhance the environment

Goal 3: Encourage economic development/transit supportive land use

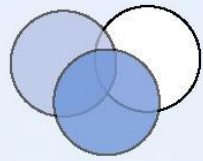
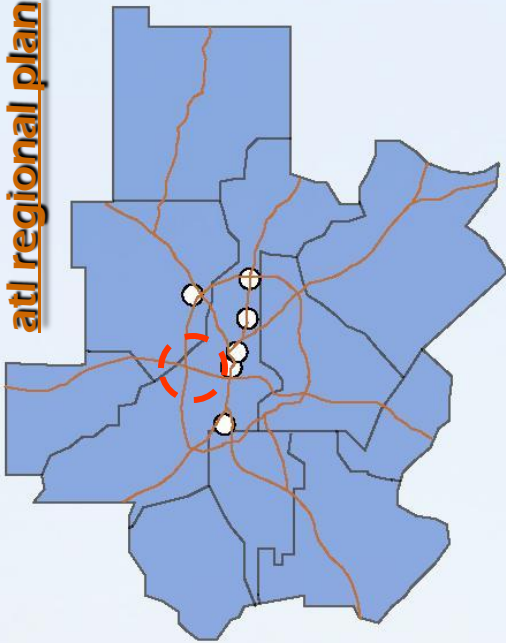




MARTA, West Line Corridor

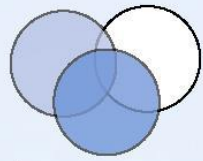
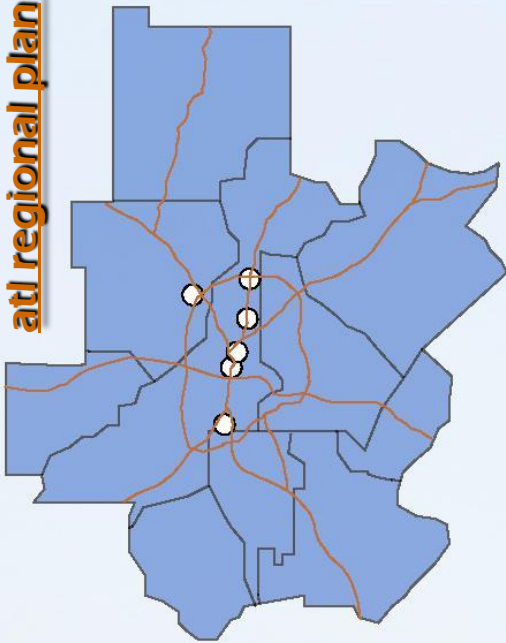


- Northern Corridor: take advantage of the existing GA-400 transportation corridor.
- Central Corridor: generally along MLK Drive
- Southern Corridor: generally along the CSX rail line and Boulder Park Drive



BRT and HRT

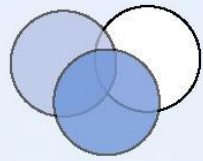
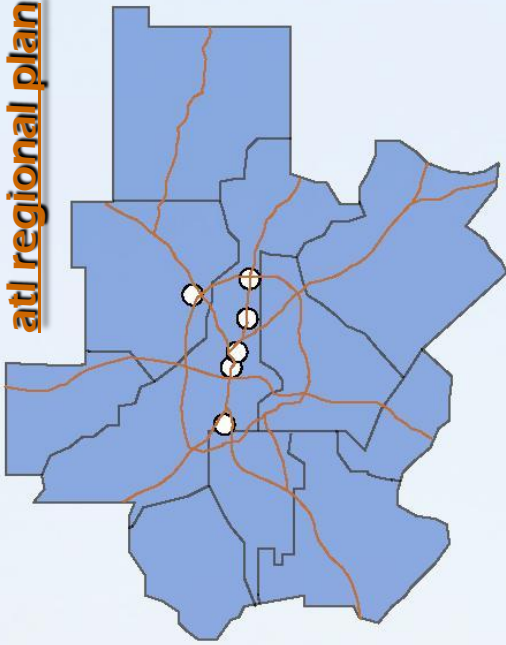
- BRT and HRT alternatives that performed best were BRT 1a and HRT 3.
- **BRT 1a** – includes a bus rapid transit system that uses the I-20 HOV lanes between **the Hamilton E. Holmes station and Fulton Industrial Boulevard**. Bus-only access ramps are assumed at Hamilton E. Holmes Drive as a part of the project. The BRT would also use HOV access ramps (constructed by GDOT) just west of Fulton Industrial Boulevard. The alternative also includes an additional bus-only interchange and proposed BRT station at I-20 and MLK Jr. Drive.
- **HRT 3** –includes a heavy rail extension with an alignment between the CSX railroad and MLK Jr. Drive to I-285, and then generally along the north side of MLK Jr. Dr. to I-20. The alignment then turns west and follows along the south side of I-20 to the end-of-line station west of Fulton Industrial Boulevard. This alternative includes a intermediate station proposed at MLK Jr. Drive/I-285.



BRT and HRT

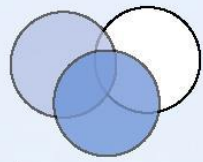
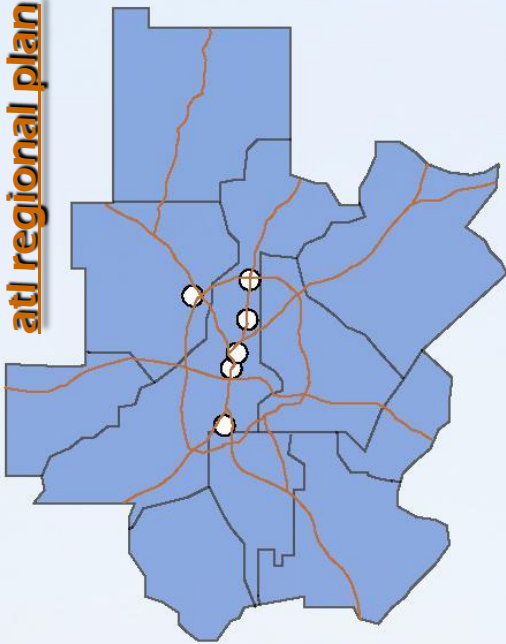
The opportunities that would be provided by these alternatives:

- Travel demand modeling estimates that this alternative will yield 80 to 90% of the ridership expected of the highest performing alternative (Heavy Rail along MLK Jr. Drive from Hamilton E. Holmes Station to Fulton Industrial Boulevard) with approximately 40% of the cost.
- The new alternative avoids potential impacts to community resources and neighborhoods along MLK Jr. Drive around Fairburn Road and south of I-20.
- The alternative does not preclude further extensions of fixed guideway transit or BRT some time in the future.
- The BRT portion of the alternative will reduce travel time for passengers accessing employment along Fulton Industrial Boulevard.
- The BRT will further enhance recently expanded service to the Fulton Industrial Boulevard area.
- The project is likely to be more competitive for federal funding due to better cost effectiveness than other alternatives.



BRT and HRT

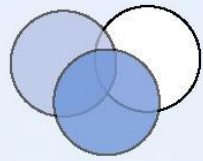
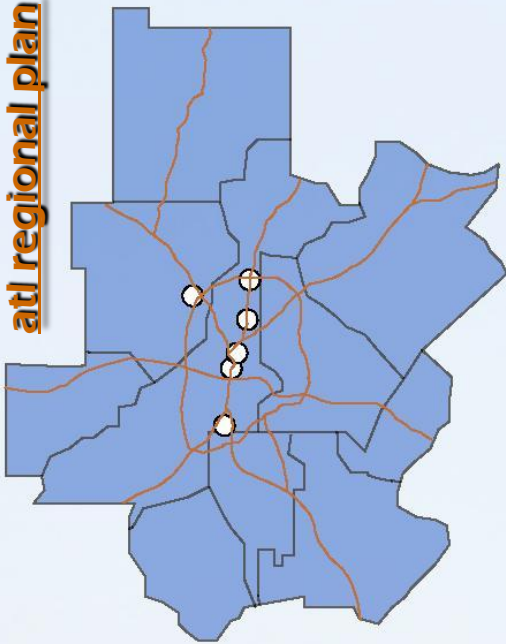
- Drawbacks
- the alternative does not reduce travel time to Fulton Industrial Boulevard as effectively as full heavy rail extensions
- There will be less flexibility for parking lot redevelopment at the Hamilton E. Holmes Station since the station will be a primary park and ride for commutes along I-20.



Georgia Regional Transportation Authority

- State of Georgia authority, formed in 1998, to improve Georgia's mobility, air quality, and land use practices
- GRTA sponsors services that are designed to relieve congestion. These services are operated under contract and consist of express commuter bus service and vanpool services.
- *Xpress*
 - Metro Atlanta's newest public transportation service (2004)
 - Luxury coaches which include plenty of legroom, reclining seats, luggage racks, electrical outlets and reading lamps
 - Funded by rider fares, federal, state and local funds.



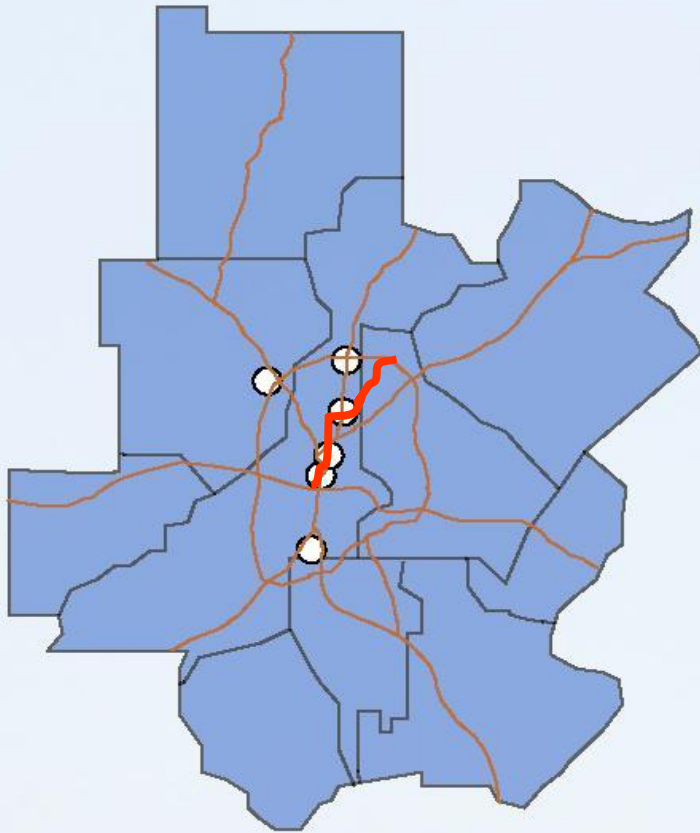


Public Transit Providers

- C-Tran
 - Local bus system for Clayton County formed in 2000, linking bus routes to the MARTA, Hartsfield-Jackson Atlanta International Airport and major commercial and academic centers in the County.
- CCT
 - Operates 19 bus routes, including local and peak-hour express services. It operates a fleet of 66 buses through a private contractor.
- GCT
 - Local bus system for Gwinnett County formed in 2000 and consists of a mix of local (seven routes), express (six routes) and paratransit service.
 - In addition to its own services, GC Transit operates two express bus routes for GRTA. GC Transit's services are operated using a fleet of 60 buses and eight paratransit vehicles. All of GC Transit's services are contracted out to private providers.

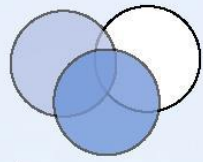
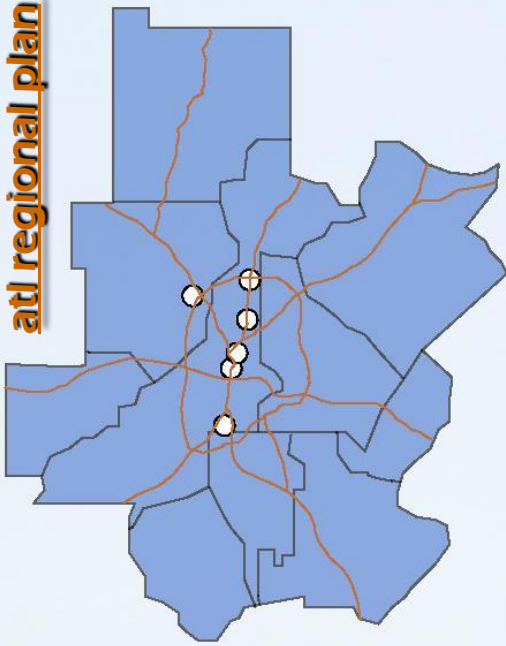


Peachtree Corridor



- 14.5 mile span includes
 - Streetcar line system
 - Renewed patterns for cars, bicycles and pedestrians.
 - Wider sidewalk
 - String of parks and plazas
- Funding - \$1 Billion over 20 years
- Up and running in 2 – 3 years

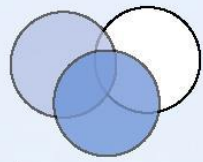
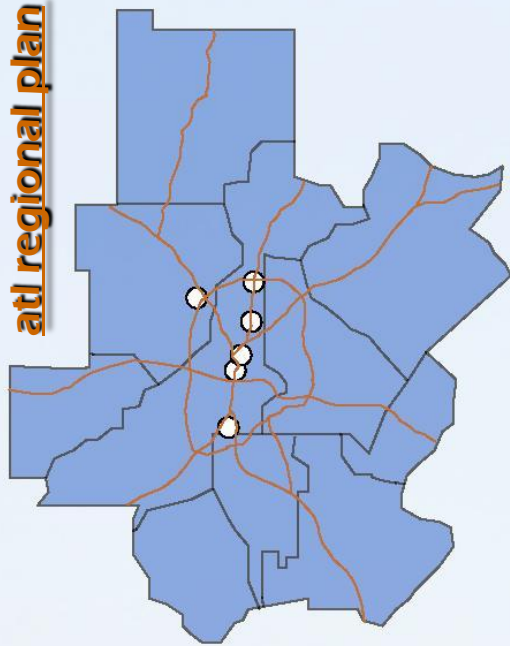




Peachtree Corridor

Future Vision





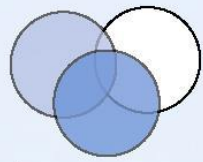
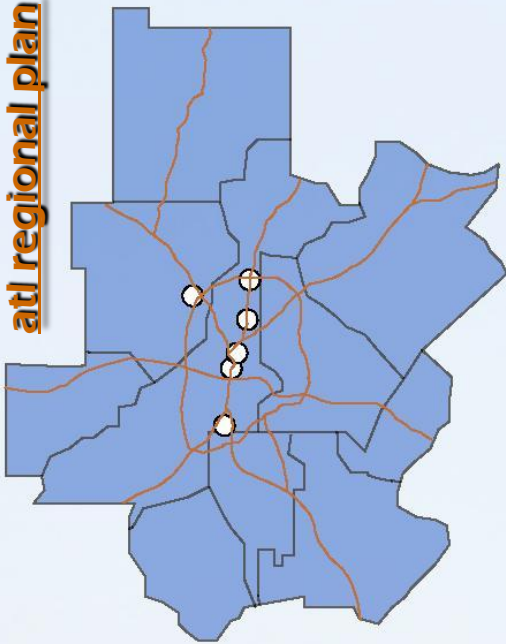
BrainTrain



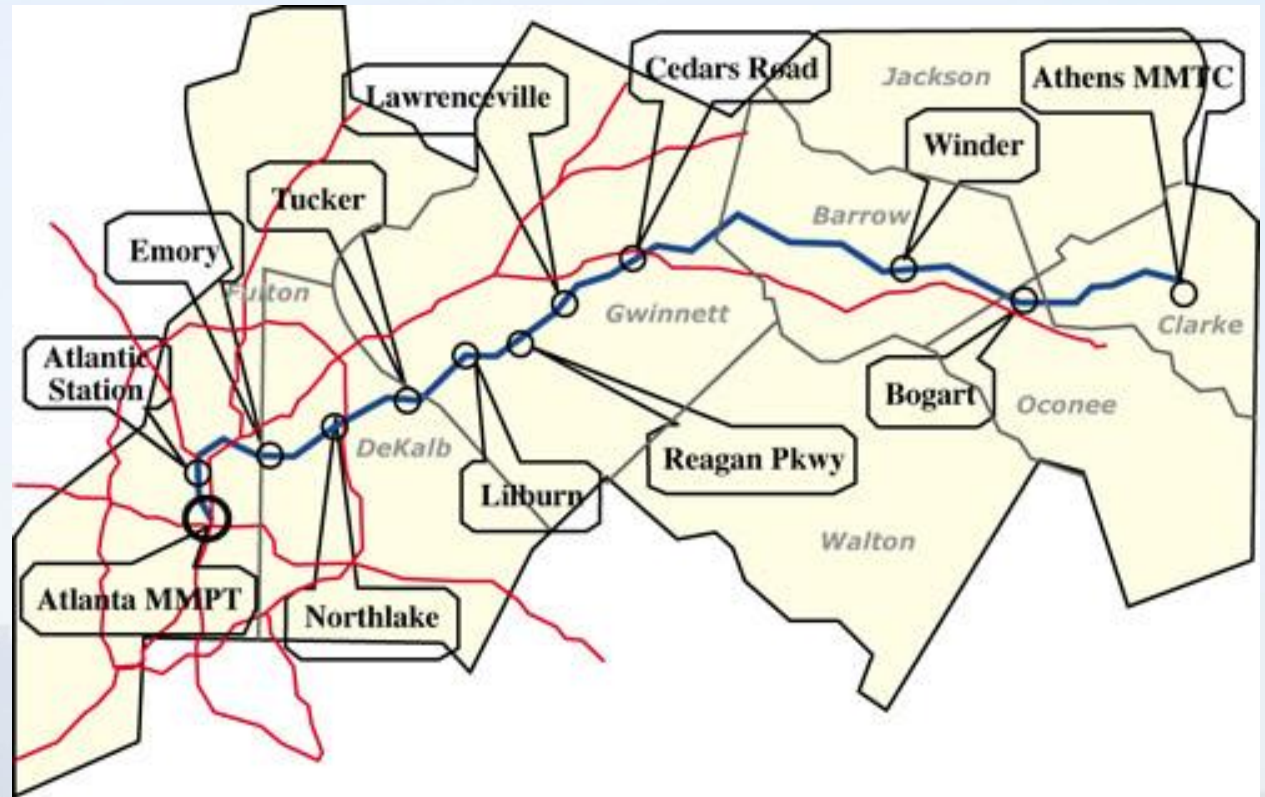
- Stops at 12 locations
- Connects suburban residential areas to large employers and office campuses in Midtown and Downtown.
- Connects Georgia's universities
- Potential to be up and running by 2011



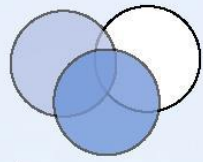
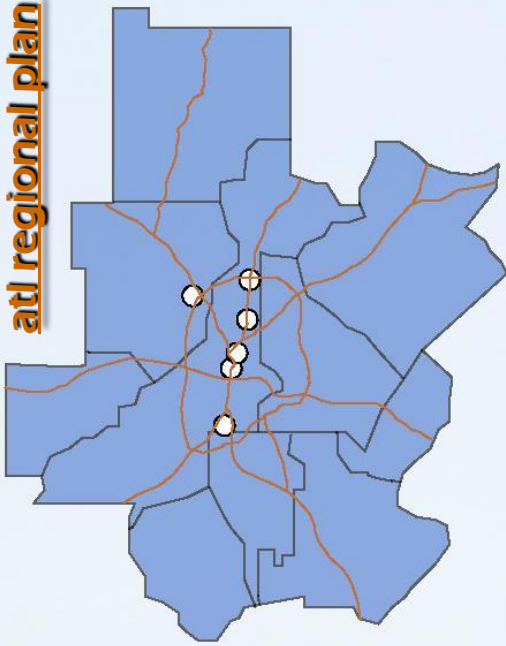
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BrainTrain Proposed Route



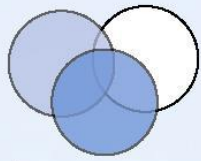
- More than 10,000 individuals would use the system every day.
- Removes as many as 5,300 cars from already congested roadways during peak travel times.
- Would generally run alongside existing track and rights-of-way – no need to build new roads



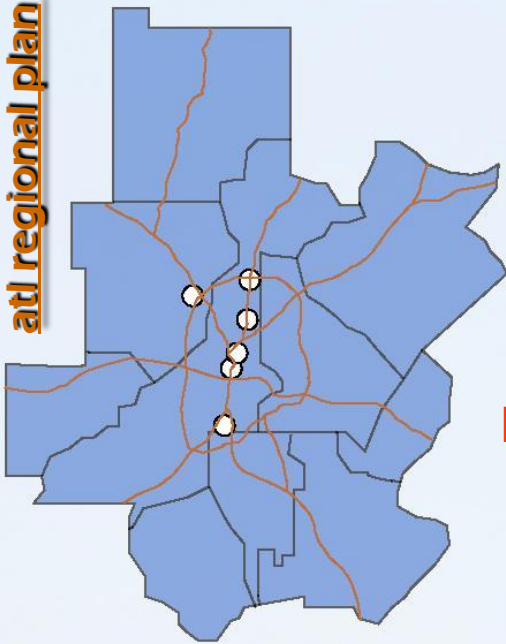
BrainTrain Funding

- Funding would mainly come from the federal government
- Need \$10 Billion from state government to build train stations





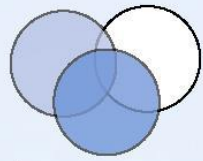
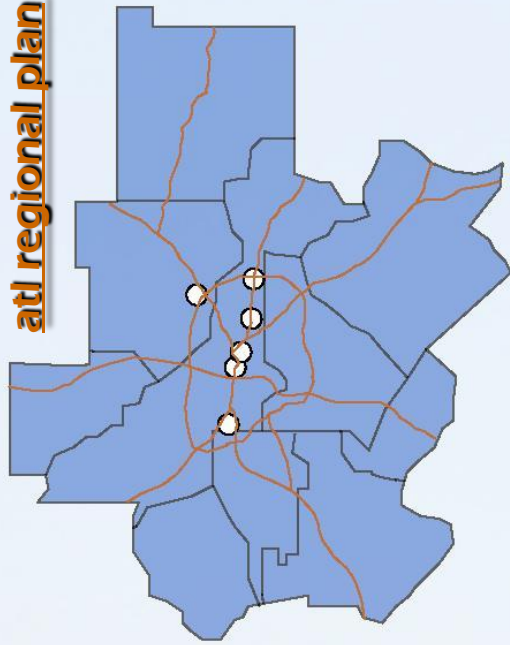
BeltLine Partnership



Proposed Route

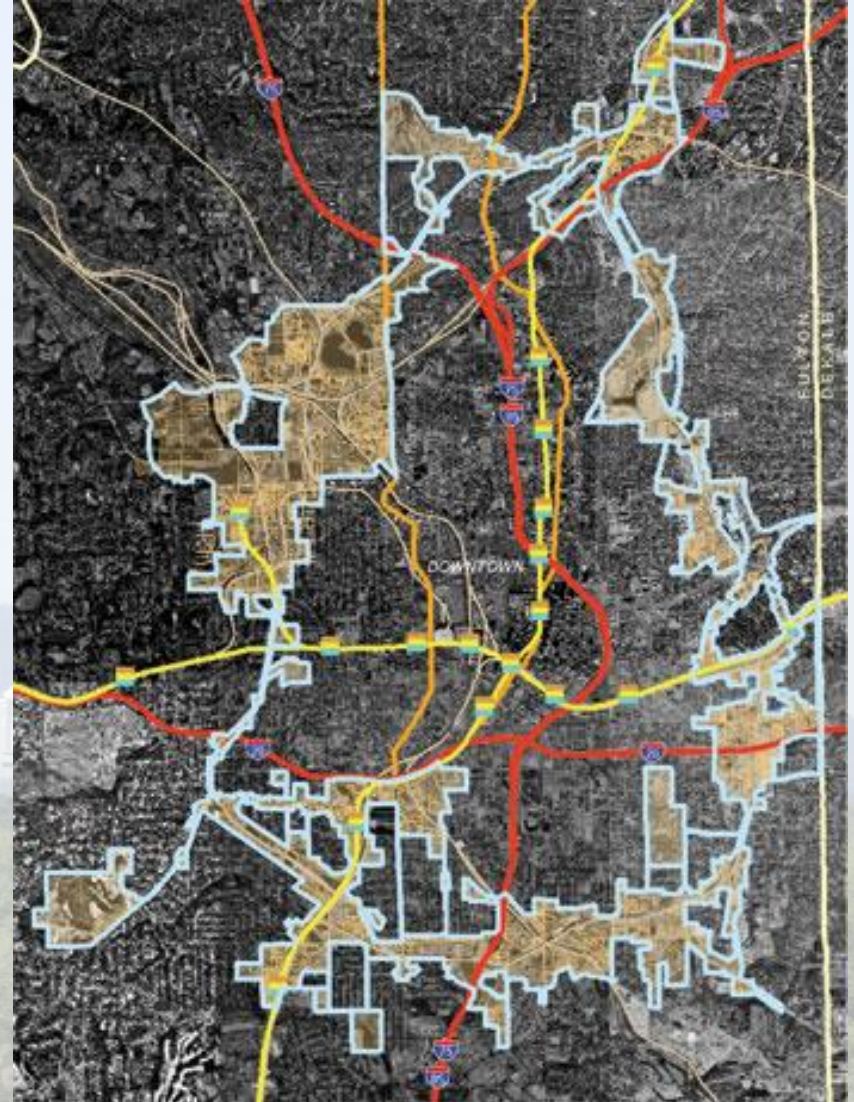


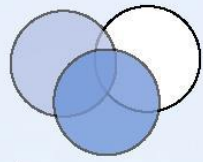
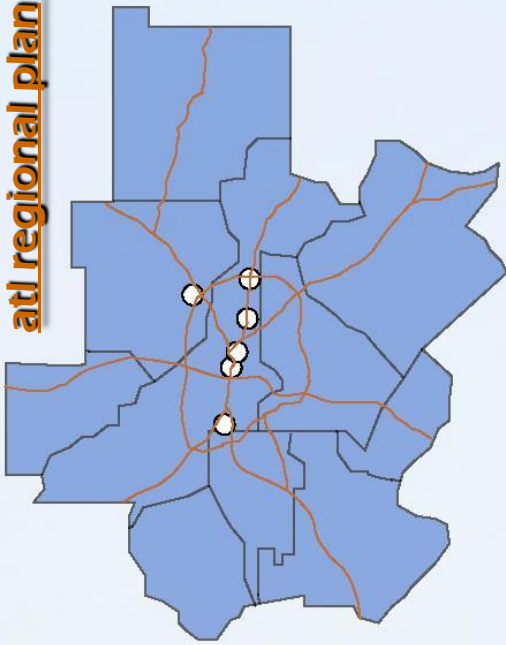
- The BeltLine, a 22-mile loop of historic railroad that encircles downtown and midtown, is a unique opportunity to increase greenspace, improve transit, connect neighborhoods and foster livable communities
 - Greenspace
 - Economic Development
 - Transportation
 - Housing
- Runs through 45 of Atlanta's intown neighborhoods, while also touching areas that are abandoned and underutilized.



BeltLine Funding

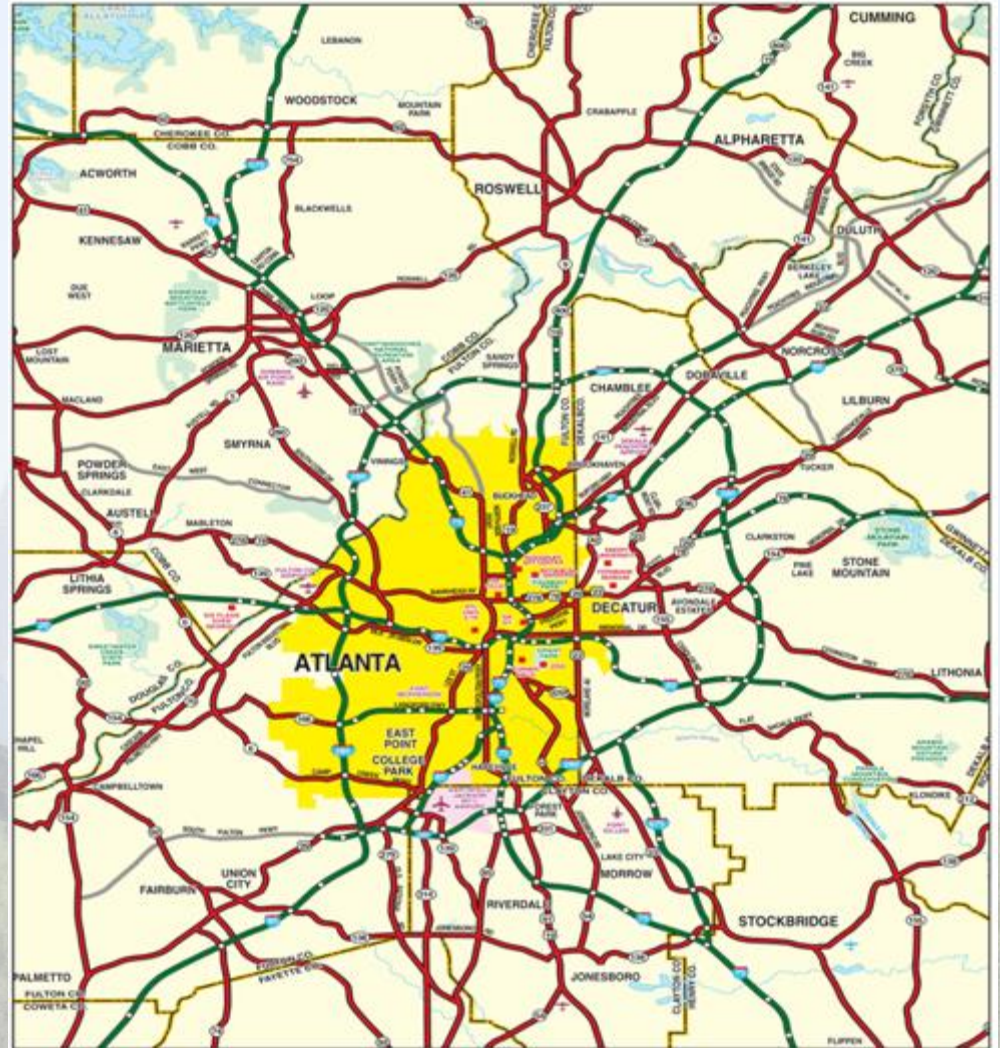
- Tax Allocation District (TAD)
- Trust for Public Land (TPL)
- Private funding
- Federal funding
- State and local funding sources



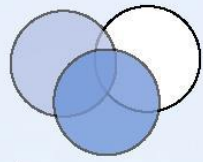
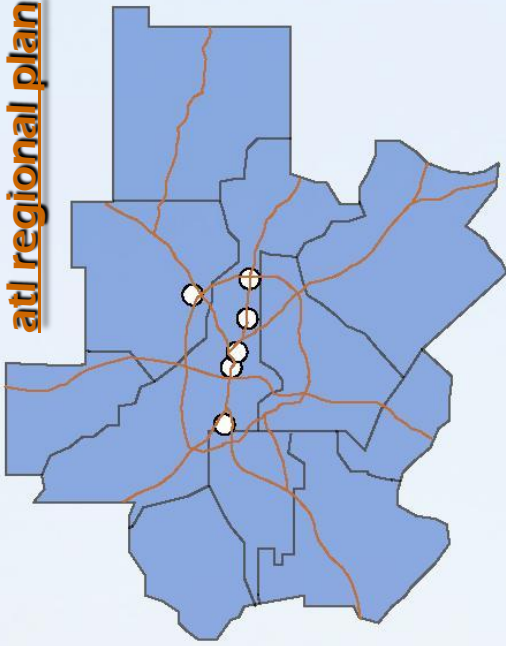


Future of Transportation

- Goal 1 – ARC should take control of all transportation
- Goal 2 - Integrate all rail, buses, trains systems
- Goal 3 – Stronger coordination and connection between all these different transportation modes



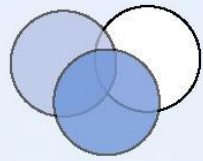
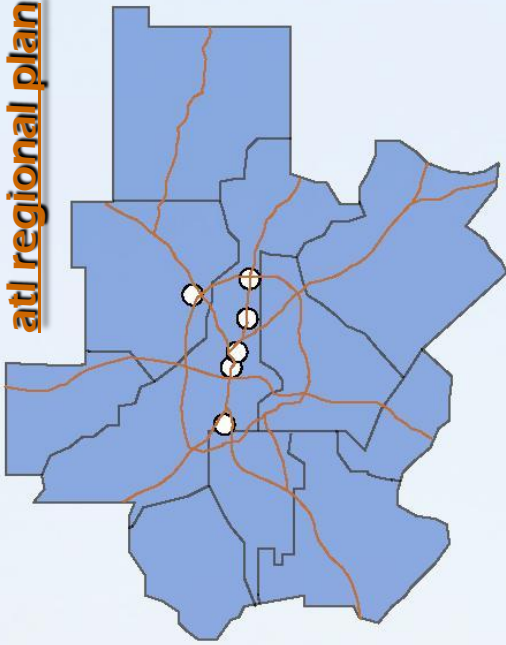
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Environment & Resources

Land, Air and Water Supply

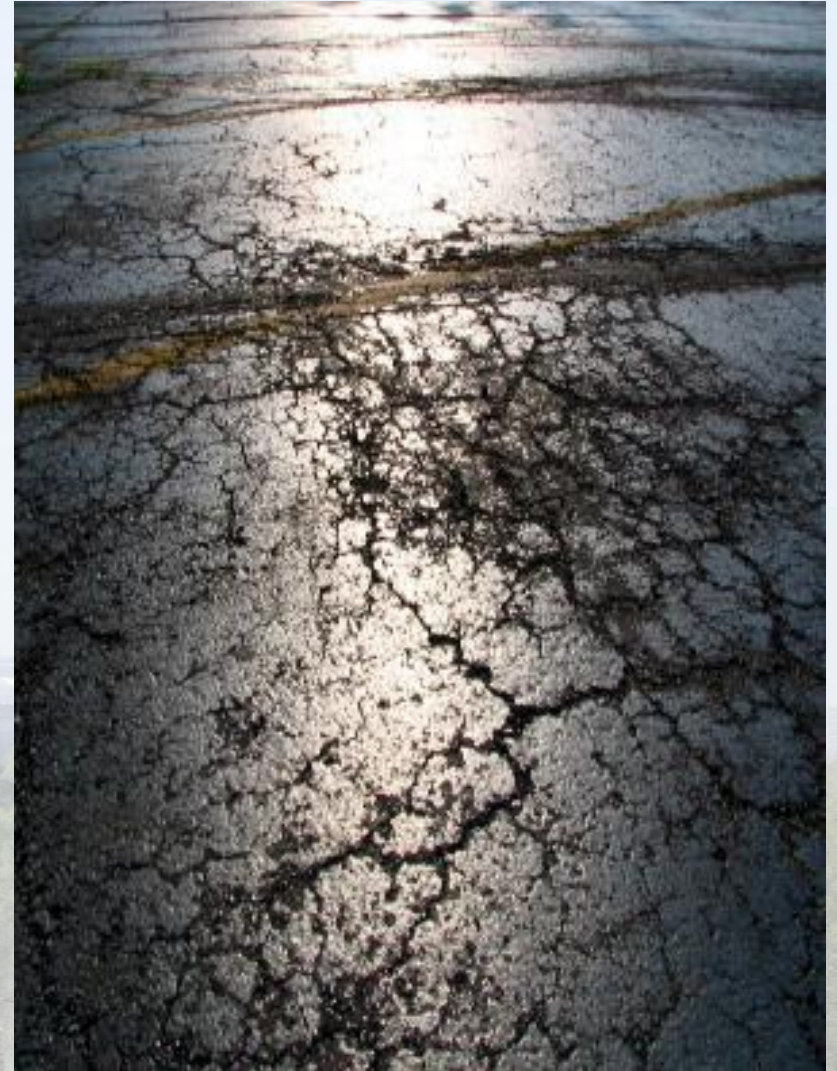


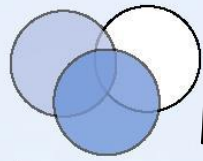
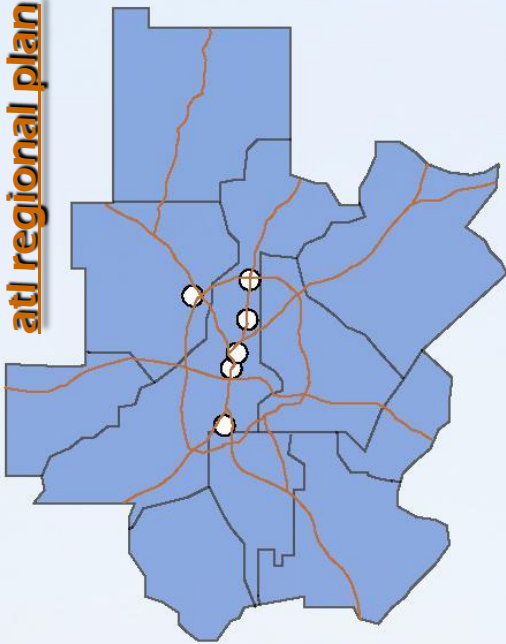


Environment & Greenspace

Current Issues

- Region loses **54 acres** of green space every day
- Accumulates **28 acres** of asphalt every day
- More than **350,000** acres of urban land lost since 1973
- 7.8 acres of park space per 1,000 residents



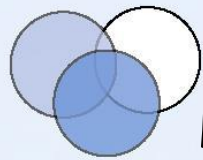
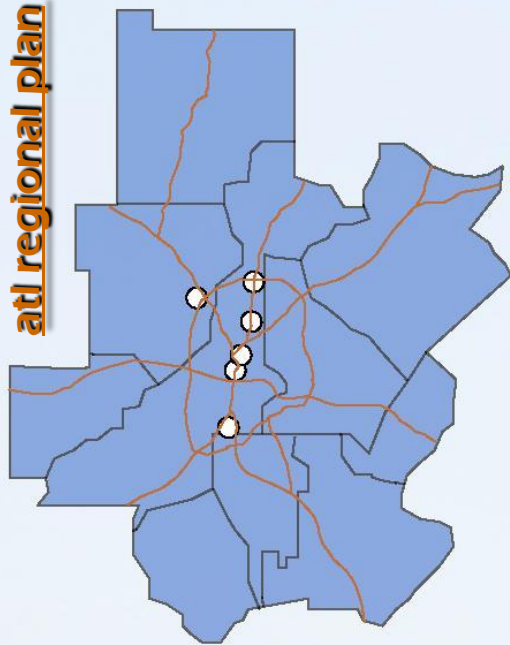


Environmental & Greenspace

Recommended Actions

- Preserve and improve existing green and open space
- Increase accessibility and connectivity of greenspace
- Encourage infill and Brownfield development
- Protect the region's environmentally sensitive floodplains





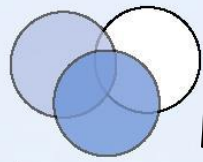
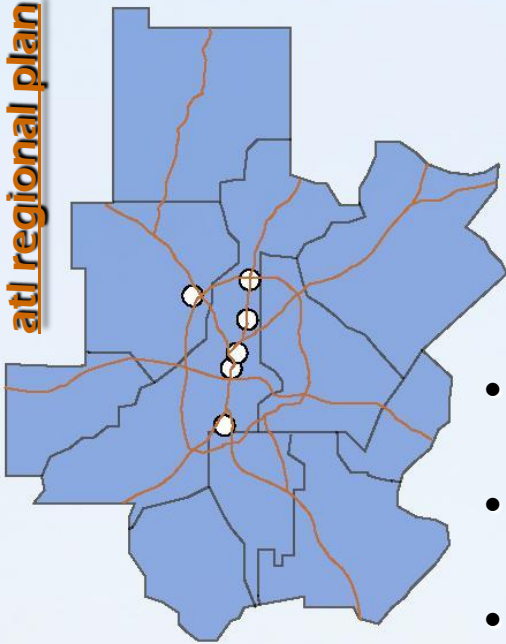
Environmental & Air Quality

- National Ambient Air Quality Standards

1. Ozone
2. Lead
3. Nitrogen Dioxide
4. Particulate Matter
5. Carbon Monoxide
6. Sulfur Dioxide

- Non-attainment Status

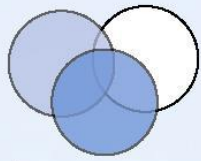




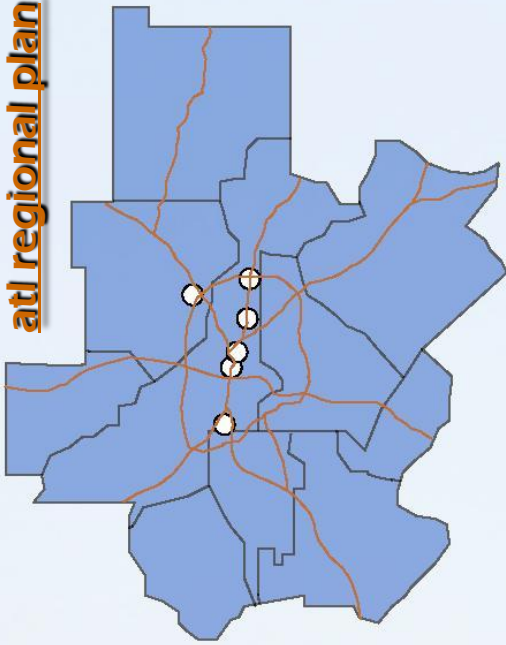
Environment & Air Quality

Recommended Actions

- Decrease public works projects during summer months
- Density bonuses to development linking to bikepaths/rail
- Encourage location-efficient mortgages
- Restrict drive-thru services to vehicles of certain heights
- Provide free public transit services on smog alert days
- Decrease parking space requirements in high traffic areas
- Vehicle registration discounts for low annual mileage
- Extend HOV lane usage to low-emissions vehicles
- Reduce vehicle speed within non-attainment areas



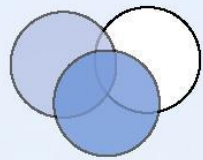
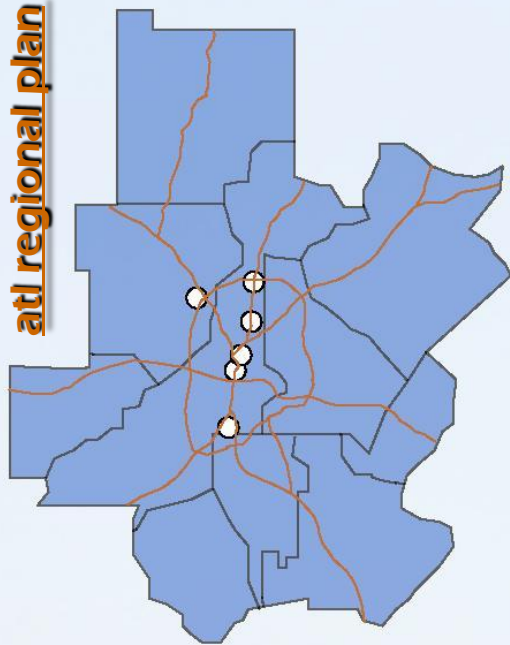
Environment & Water



- **Finite Supply**

- **Key Water Resources**

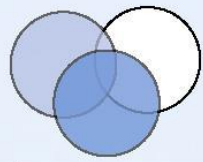
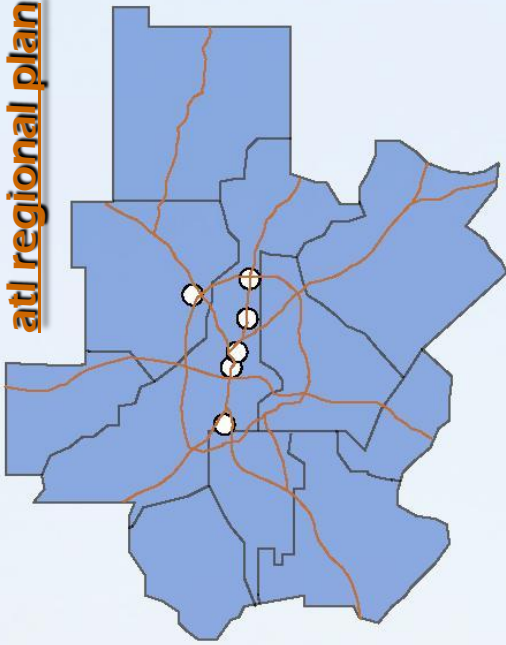
- Chattahoochee River/Lake Lanier 72%
- Etowah River/Lake Allatoona 12%
- Ocmulgee River 10%
- Flint River 3%
- Oconee River 3%



Environment & Water

- Water Usage
 - Residential
 - Toilet flushing
 - Outside
 - Laundry
 - Showers
 - Baths
- Stormwater Runoff
 - Pollution
 - Flooding
 - Streambank Erosion

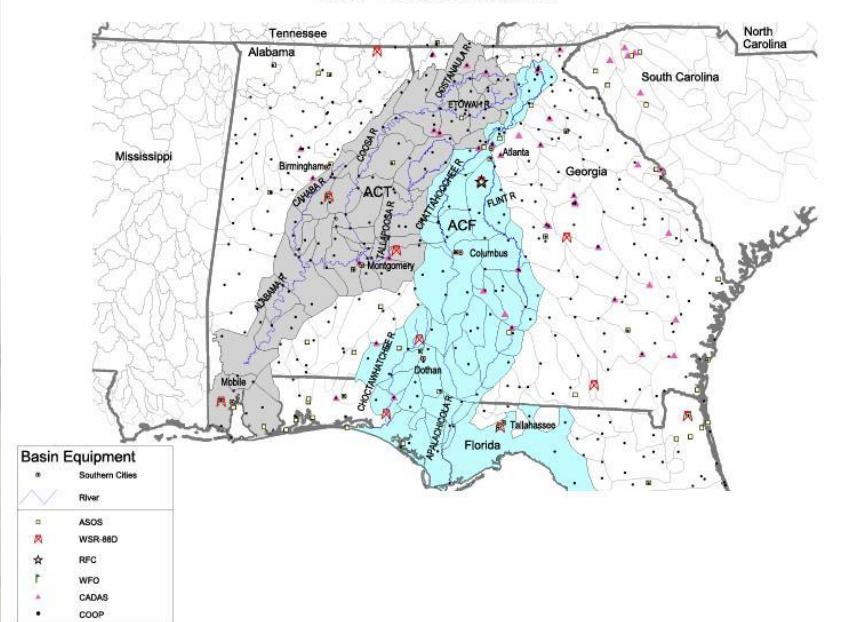


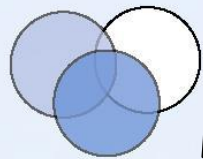
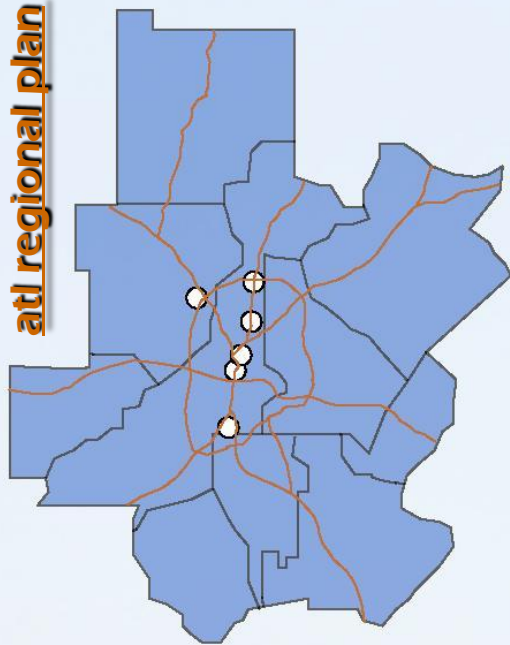


Environment & Water

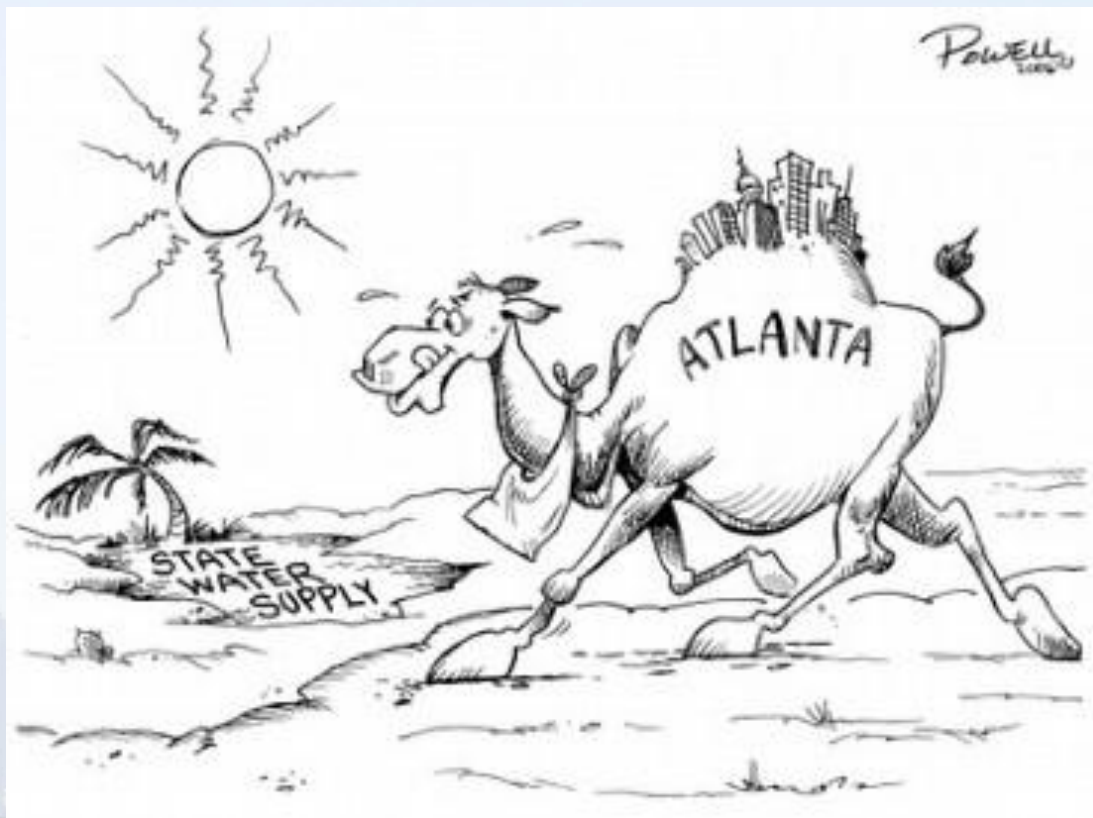
- City of Atlanta's Increasing Water Needs
- Tri-State Water War
- Florida, Georgia and Alabama
 - Apalachicola-Chattahoochee-Flint Rivers Basin (ACF)
- Georgia and Alabama
 - Alabama-Coosa-Tallapoosa Rivers Basin

River Forecast Basins





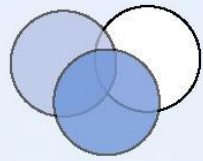
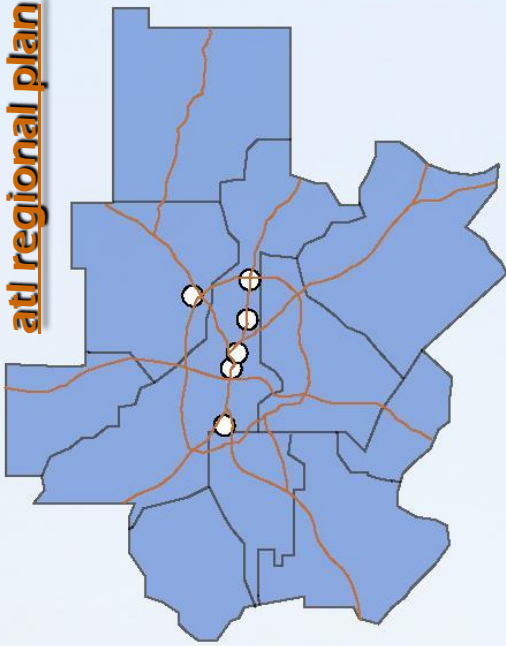
Environment & Water



Recommended Actions

Water Supply

- Increase municipal water fees
- Increase restrictions on outdoor uses
- Continue water conservation campaigns



Environment & Water

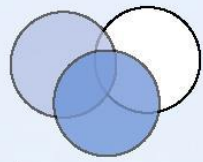
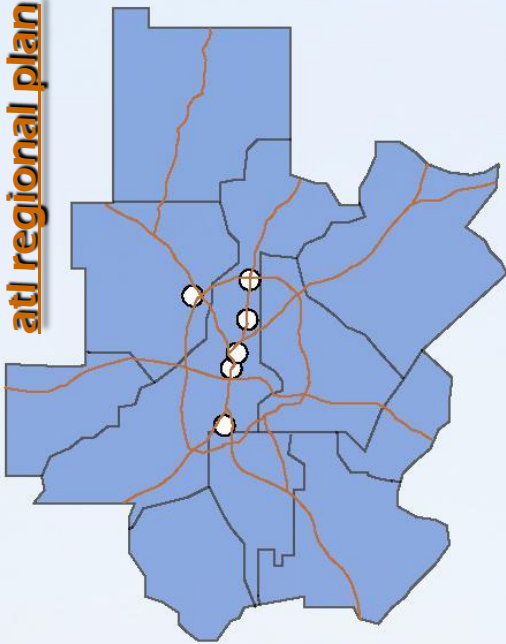
Recommended Actions



Stormwater Runoff

- Increase pet refuse bags/wastebaskets in public spaces
- Increase developer penalties for onsite stormwater runoff issues
- Increase rivers and streambank buffer zones
- Increase open space development





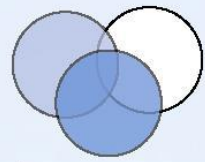
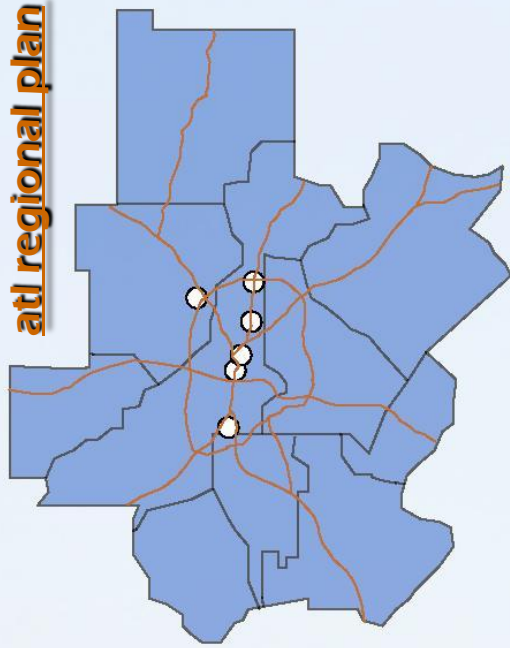
Community Issues

Georgia Department of Community Affairs Standards and Procedures for Regional Planning



Housing Goal: To ensure that all residents of the state have access to adequate and affordable housing.

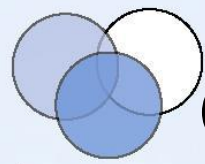
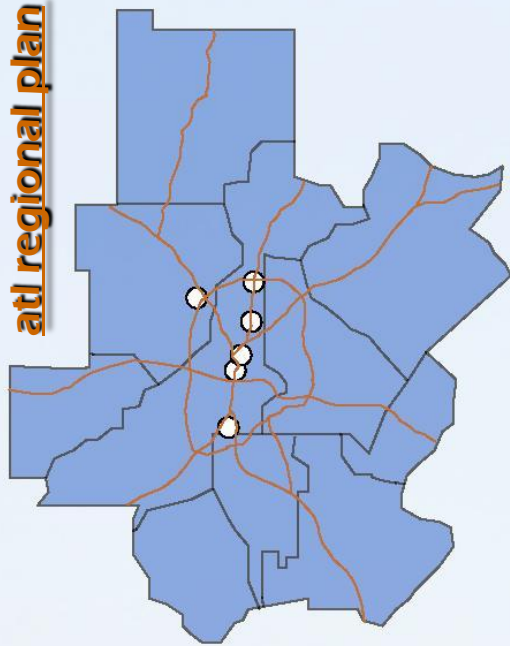
Our proposed solution: ARC's regional plan recommends that each local jurisdiction include a mandatory inclusionary zoning ordinance that provides incentives for private developers to construct affordable housing.



Model: Tallahassee Inclusionary Zoning Ordinance



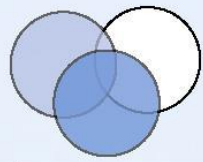
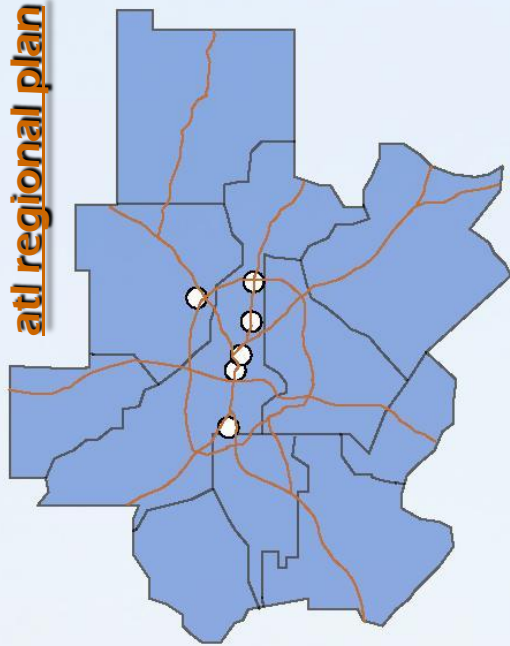
- Applies to all new developments with 50+ residential dwelling units intended for owner occupancy.
- Such developments are eligible for developmental incentives only if they provide at least 10% of units at affordable rates.



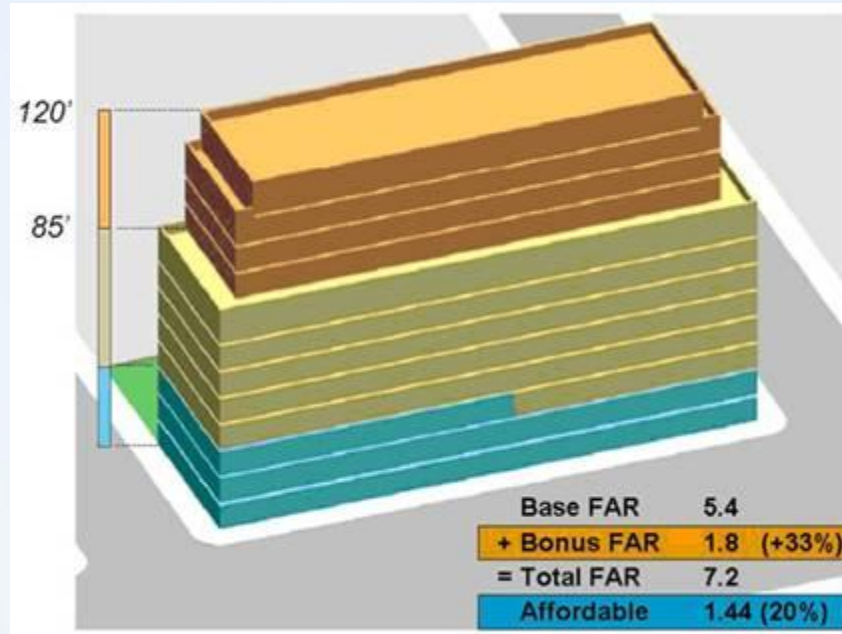
Ordinance Flexibility



- Inclusionary units shall be located within primary development or at an alternative off-site location
- OR fee in-lieu of providing inclusionary units
- OR provide 1.5 multifamily rental units per each owner-occupancy unit not otherwise provided
- OR provide the city with one residential lot

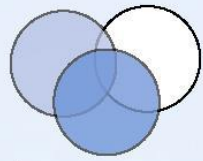
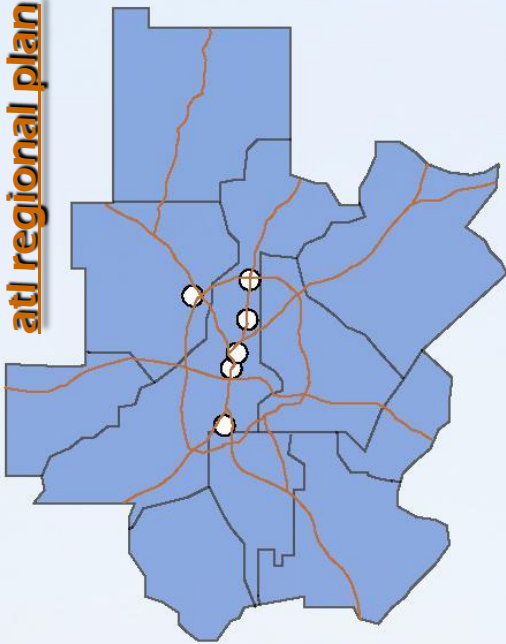


Ordinance Incentives



Developments providing inclusionary units are entitled to receive

- a 25% density bonus
- Design flexibility
- Expedited review (time is money!)



Ordinance Pros & Cons

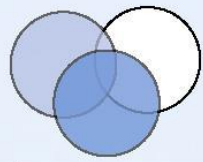
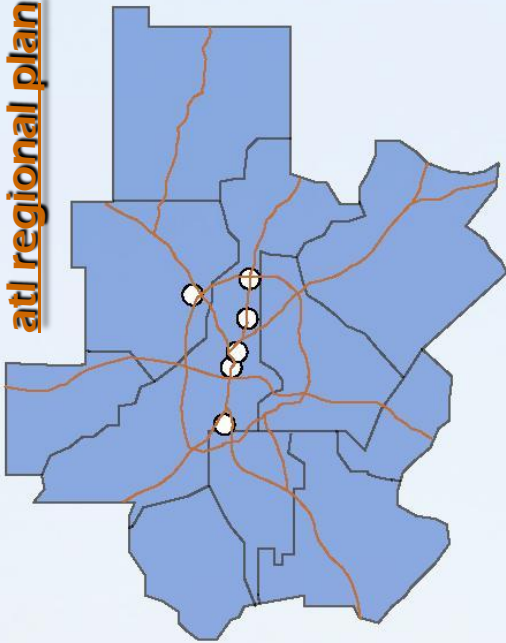
Pros

- IZ seems within GA's local gov'ts general right to zone
- Flexibility and incentives should avoid contention that ordinance is a taking

Cons

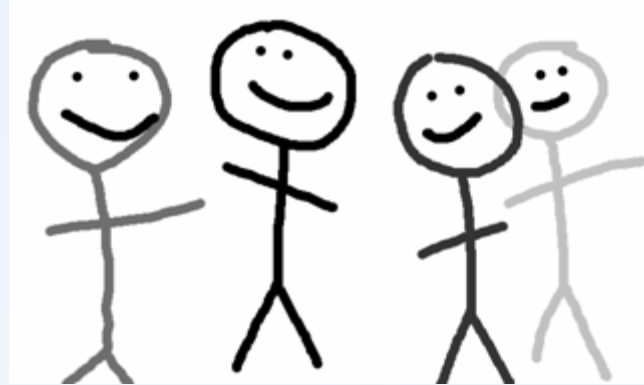
- Off-site alternative subverts purpose of widespread distribution of affordable housing.
- Fails to address method of resale.



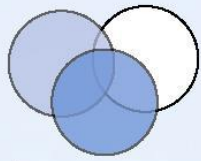


Stakeholder Involvement

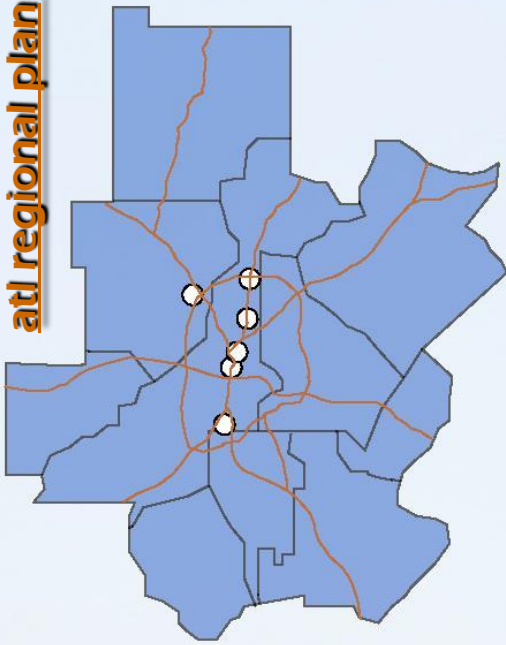
Georgia Department of Community Affairs Standards and Procedures for Regional Planning



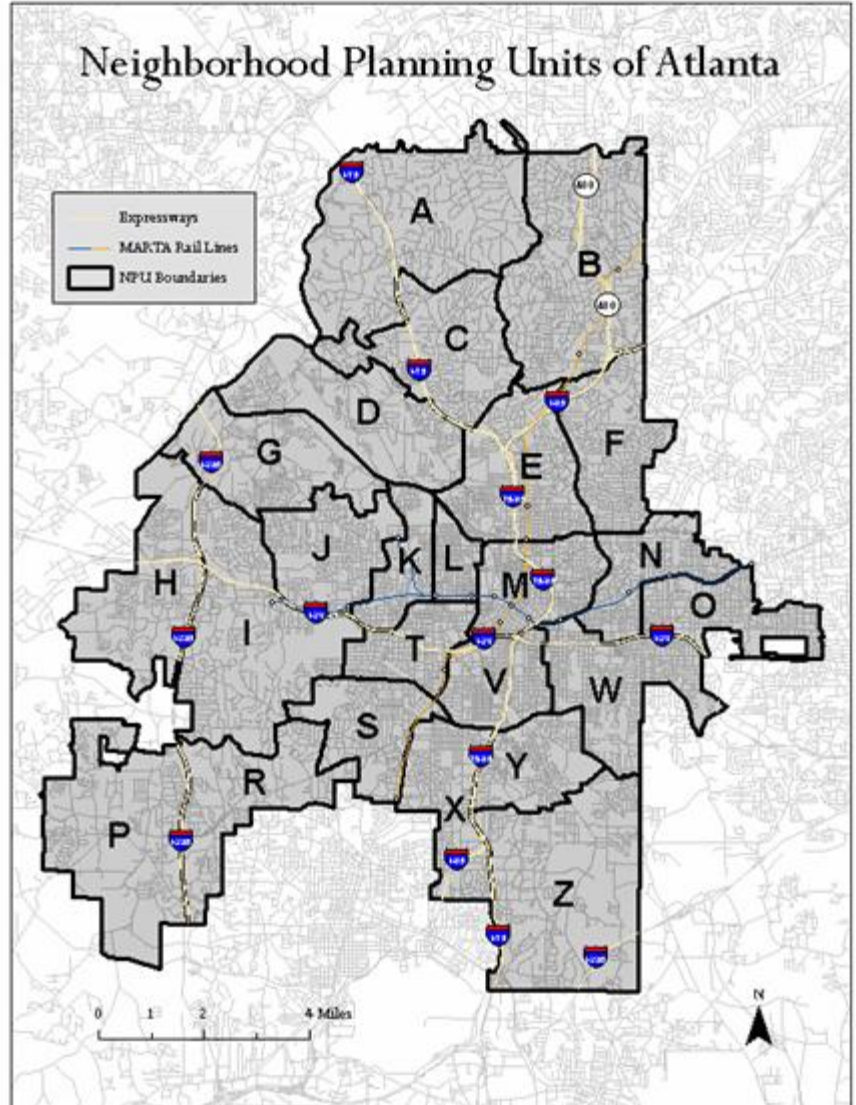
- Stakeholder Involvement Program goal: to ensure that the regional plan reflects the full range of regional values and desires, by involving a diverse spectrum of stakeholders.
- **Our proposed solution:** recommend that all municipalities in metro region adopt a NPU-type citizen participation structure.

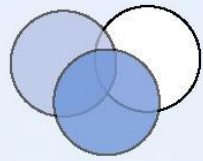
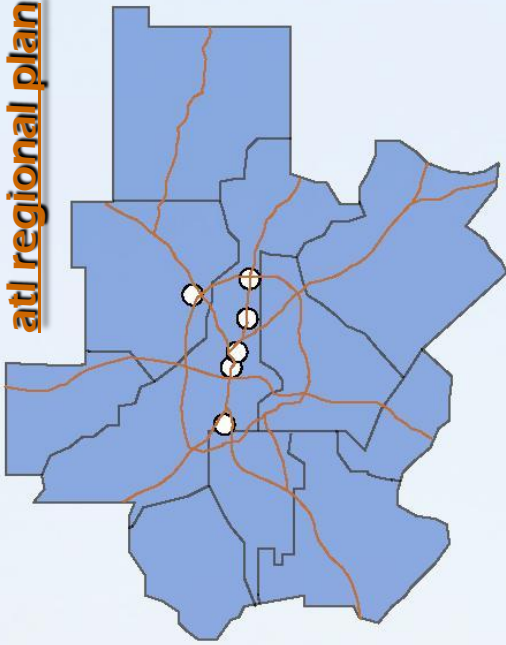


Community Affairs



Atlanta's Neighborhood
Planning Units (NPU)
+
Birmingham type funding
(allocation of CDBG block
grants to neighborhood units)





Implementation: Livable Centers Initiative (LCI)

To be considered for funding:

- local planning public outreach process that promotes involvement of all stakeholders.
- Diversity of mixed-income residential neighborhoods, employment, shopping/recreational choices
- Access to range of travel modes

Questions?

