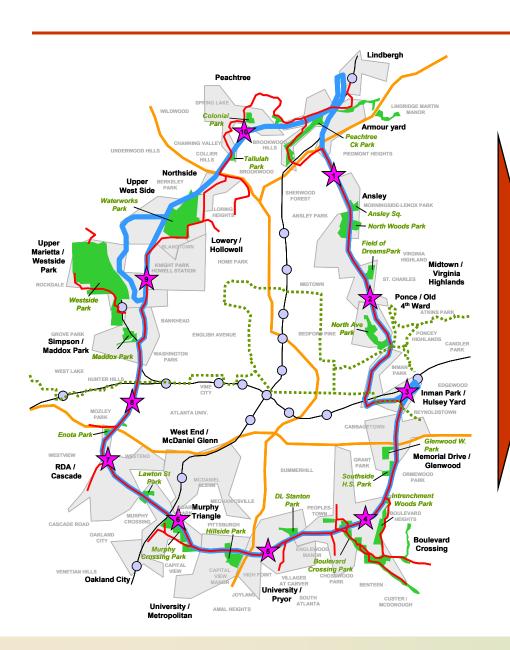
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ATLANTA BELTLINE PROJECT

Brownfield Redevelopment

25-YEAR BELTLINE OVERVIEW

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Key attributes of the BeltLine

Nearly 1,300 acres of new greenspace

33 miles of trails

A 22-mile loop of transit

~30,000 new jobs in 20 economic development areas

5,600+ affordable workforce housing units

Investments in transportation / pedestrian access and streetscapes, public art, historic preservation and environmental clean-up

SUSTAINABLE DEVELOPMENT

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Massive Urban Recycling Project

- Underutilized Industrial Property
- Brownfield Remediation
- Unused and Underused Railroad Right of Way
- Historic Structures
- Quarry Reclamation

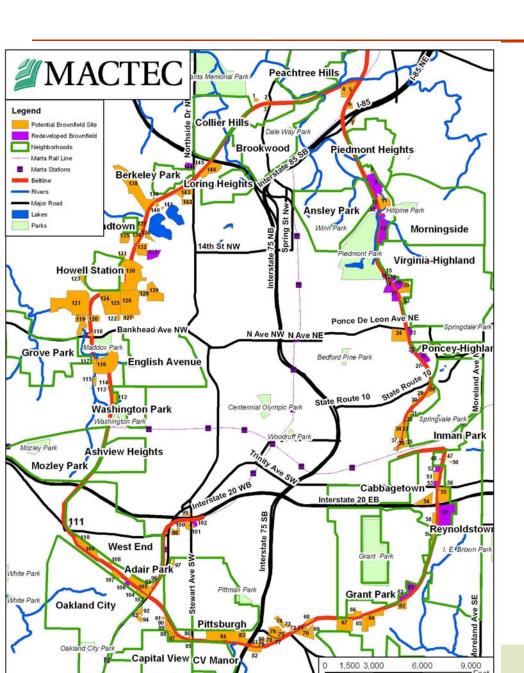
Transportation alternatives

Transit Oriented Development

Green building standards

Initial Brownfield Study

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In January 2005 MACTEC completed a preliminary environmental evaluation of the BeltLine corridor.

The purpose was to evaluate potential environmental issues and sites.

The study identified 146 properties having potential environmental impact.

Brownfield Initiative Focus Areas

Identify additional potential brownfield sites

Perform Phase I and Phase II assessments on particular sites

Recommend remediation strategies

Lay groundwork for BeltLine Brownfield Program to leverage additional funding from EPA and other sources for future work

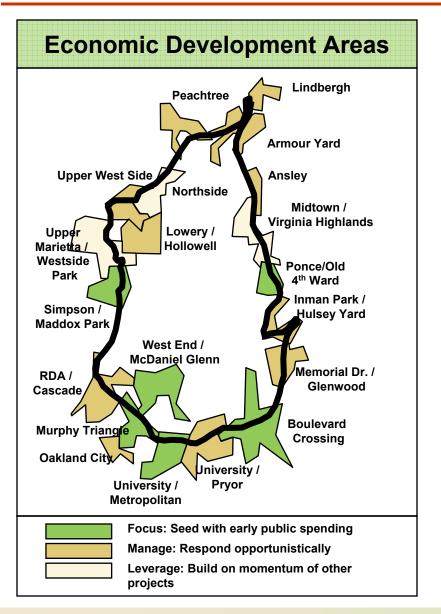
Land Reuse Planning and Strategy

GIS Mapping and Data Management

ENSURING LIVABLE COMMUNITIES & ATTRACTIVE BUSINESS CLIMATE (I)

Planning, Development and Workforce Housing

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Overall

• \$69 million

Planning

- Funding for basic planning activities:
 - Street grid
 - Land use
 - Master plans
- Historic preservation designation study
- Brownfield study

Economic Development

• \$19 million in incentives targeting five key focus areas

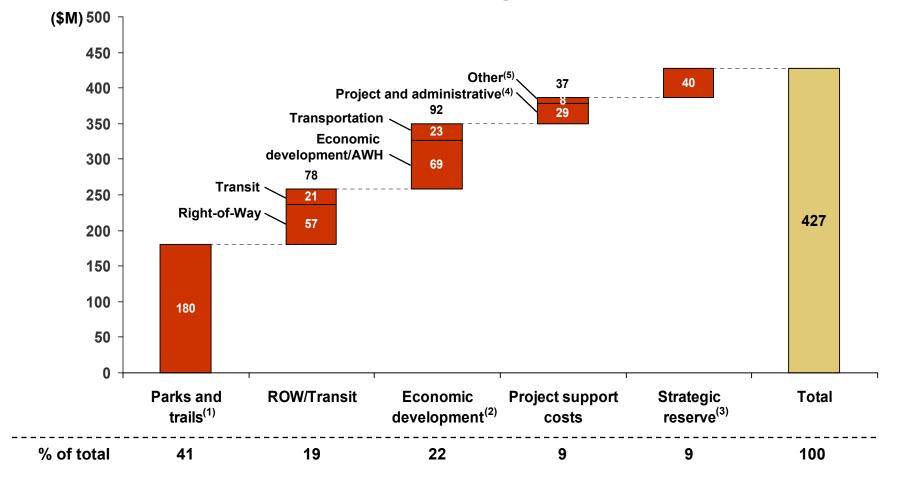
Affordable Workforce Housing

• \$42 million to be invested across the BeltLine

USES OF FUNDS: PROJECT COSTS TOTAL \$427 M

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Estimated expenditure budget for BeltLine, 2006-2010



⁽¹⁾ Includes \$1.7M public art (2) Includes affordable workforce housing (AWH), transportation & pedestrian access and economic incentives plus other costs such as brownfield testing and connectivity studies

^{(3) \$40}M strategic and tactical reserve (4) Administrative, project, and communications costs, 2006-2013 (5) Includes bond financing costs Source: BeltLine Partnership / ADA

CITY BELTLINE TEAM RESPONSIBLE FOR PLANNING AND IMPLEMENTATION

ATLANTA BELTLINE, INC.

City Council

- Sole authority to approve TAD BAN / bonds
- Adopts all land-use and zoning plans
- Approves all land acquisitions

Advisory Committees/Boards

 Provide community input for overall project

Study Groups

 Provides community input for specific geographic areas of Beltline

Mayor

City BeltLine Team

Atlanta BeltLine, Inc (ABI)

- Has ultimate responsibility for planning and executing the BeltLine
- Coordinates all aspects of the BeltLine, from community engagement to funding and project implementation

City departments

- · City agencies include:
 - Planning and Community Development
 - Public Works
 - Watershed Management
 - Parks and Recreation
 - Legal
 - Finance
 - Others as needed
- City agency department heads along with BLP / ABI representation form subcabinet to plan and execute

BeltLine Partnership (BLP)

- Identifies and solicits philanthropic proceeds
- Conducts outreach and education to promote and garner support for the BeltLine
- Provides private sector expertise and volunteers
- Serves as steward for private funds via ABI board representation

ONGOING COMMUNITY INPUT

CITIZEN PARTICIPATION FRAMEWORK

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Comprehensive engagement efforts continue including:

BeltLine Study Groups

BeltLine TAD Advisory Committee

Community Representative on ABI Board of Directors

- Liz Coyle, City Council appointment

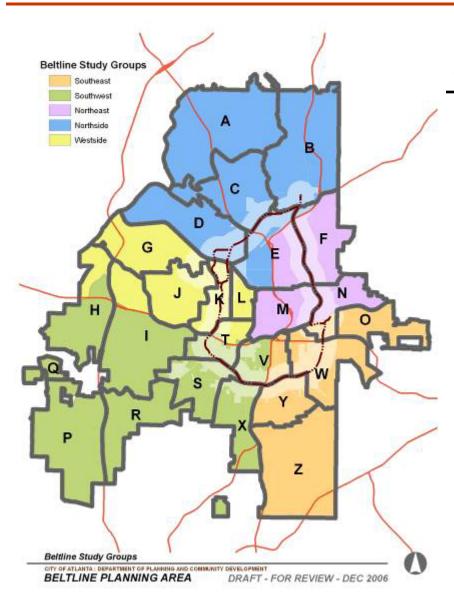
Citizen Participation Advocate

- Recruitment underway

Quarterly City-wide Briefings

- April 13
- August 9
- October 11

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Study Groups Provide NPUs Chance for Comprehensive Input

Participation from broad range of stakeholder groups and community organizations for full representation

Create a vision statement for the BeltLine area that it represents

Provide input into a range of topics regarding the BeltLine, such as master planning, and affordable housing and transportation

Open to all members of the community

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Vulcan Materials operations include asphalt and concrete aggregate, base material and recycled concrete.

Westside Park After

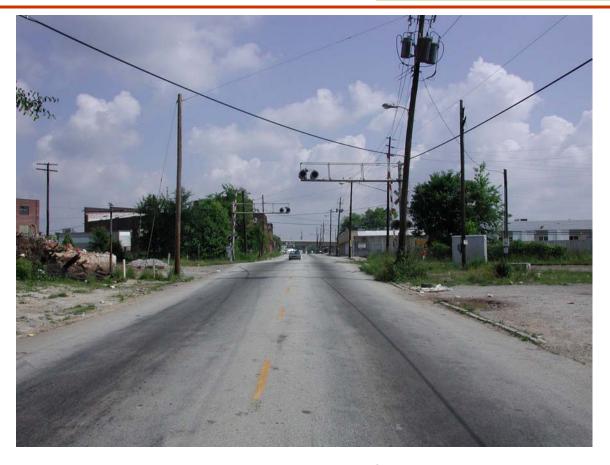
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The quarry in combination with adjacent parcels will transform into a new regional 350-acre park for the City with a 40-50 acre water reservoir.

Murphy Triangle Before

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Murphy Triangle, a historically significant railroad and industrial center, is in the southwest portion of the BeltLine. The area has metalworking and machine shops with supporting industries such as oil and scrap iron that have contributed to environmental problems.

Murphy Triangle After

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Underutilized properties and vacant lots along Murphy Ave. and Sylvan St. present a tremendous opportunity for adaptive reuse. Redevelopment will include:

- -new mixed use neighborhood.
- -with light industrial operations
- -small-scale office space.
- -retail services, restaurants and loft housing.
- -development of a community park bound by Sylvan Road and the BeltLine.

Maddox Park Before

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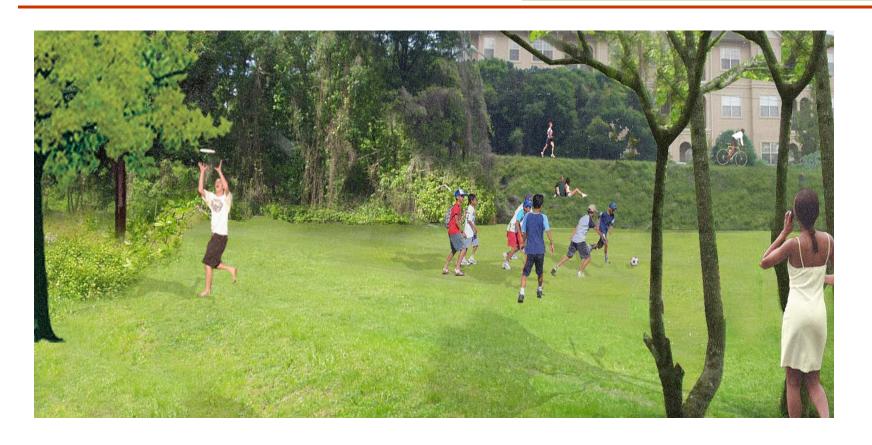
Maddox Park, a 51.5 acre park located on Atlanta's west side.

Several environmental challenges:

-Bisected by an active, atgrade rail.

-Southeast portion of the site is utilized by City operational facilities for a solid waste substation and truck maintenance facility.

-Privately owned asphalt plant is located on property adjacent to the park.



Maddox Park will be expanded by 10 acres and include both the City facilities, the asphalt plant, and adjoining floodplain and stream buffer. Maddox Park will connect to Grove Park and Westside Park through a greenway/trail.

Boulevard Crossing Before

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The Boulevard Crossing area, located south of Grant Park, has a number of environmental challenges:

- -Abandoned closed landfill reported to contain approximately 30 feet of construction debris, household garbage and yard waste.
- -Former auto repair facility/junkyard.
- -Former laundry/dry cleaning facility.

Boulevard Crossing After

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Boulevard Crossing will be redeveloped into a new 20-acre park, in combination with medium density mixed-use development that includes housing, office and commercial uses.