

1. Rather than building so much, How is the BeltLine prepare to work to rehab old homes and help long time homeowners? Do you have partnerships like with Habitat or small investors?

Invest Atlanta has an owner-occupied rehab program for legacy residents. Info about this program can be found at <https://www.investatlanta.com/homebuyers/owner-occupied-rehab>. Atlanta BeltLine, Inc. is not allowed to spend money outside of the TAD and there are very few single family homes in the TAD. We are actively looking for ways to partner with other organizations to offer programs.

2. What is the 12 million truly going to be used for? How can the BeltLine secure more money?

In May of this year, it was announced that the Atlanta BeltLine, Inc. has allocated its largest affordable housing budget in a single fiscal year. For the Fiscal year of 2020, the Atlanta BeltLine will have a budget of \$11.9 million for Housing. Of the \$11.9 million commitment, nearly \$9 million will be slated for pre-development and land acquisition, allowing ABI to influence outcomes for affordability on a larger scale. Money is secured for the Affordable Housing Trust Fund primarily two ways - Bond Proceeds and the TAD Increment.

We set aside 15% of net bond proceeds from each TAD bond issuance in a separate fund called "the BeltLine Affordable Housing Trust Fund." (Side note, since the BeltLine was created in 2005 we have only issued two bonds; once in 2009 and again in 2016. Additionally, any money generated above and beyond the expected revenue for the TAD is capture for affordable housing. So the more development occurs, the better the TAD performs and the more money we have for housing.

For more information, visit: <https://beltline.org/about/the-atlanta-beltline-project/funding/>

3. It's great to see in your video the idea of rail transit, Is there a more detailed plan an idea of what and when it (rail transit)will happen as currently envisioned?

Yes. Rail transit on the Atlanta BeltLine will build upon the existing Atlanta Streetcar to bring transit to the 22-mile loop with crosstown connections to ultimately create a 50-mile network integrated with MARTA. Two major efforts are underway to advance transit on the Atlanta BeltLine: the More MARTA program and federal NEPA(National Environmental Policy Act) studies. These support the Atlanta Streetcar System Plan (SSP) which focuses on connecting neighborhoods to key destinations and activity centers. The SSP is a supplement to the City's Connect Atlanta Plan and works in tandem with Atlanta BeltLine, Inc.'s Strategic Implementation Plan (SIP).

For more information Please visit beltline.org/transit.

4. What is the BeltLine's relationship with the streetcar? What is the future plan to get people to it? Do you have a transit plan that is working with this initiative?

As you may be aware the City reached an agreement with MARTA in 2017 for MARTA to operate and maintain the streetcar. So as ABI continues to work collaboratively with the City and MARTA on the build out of the integrated BeltLine/Streetcar system, MARTA will continue to operate it.

Please see beltline.org/transit for more details.

5. **On the Enota Pl Street and Greenwich, will they make a path to enter the BeltLine? Each year there have been goats to clear the area.**

This connection will be part of the construction of Enota Park. While design is now complete, we are waiting to raise the necessary funding to start construction.

6. **What incentives are being given to homeowners purchasing along the BeltLine? What are the requirements and where can I go for more information?**

One of our strategic partners or you may even say sister organization, Invest Atlanta (IA). Invest Atlanta offers down payment assistance to buy homes along the Atlanta BeltLine. More info can be found at <https://www.investatlanta.com/homebuyers/homebuyer-programs-downpayment-assistance>.

7. **When will the path be completed that is behind Kroger/West End which goes all the way to Lee Street?**

If this is about the section behind the large warehouses, that section was not part of the Westside Trail construction as there is insufficient land in that segment to build the trail where it needs to be to allow for transit. That portion of the trail will be constructed along with transit in the future.

8. **Is there a plan to maintain landscaping on the trail? The bushes are wild and would be so much more beautiful if manicured.**

Any shrubs we do plant are native and selected for specifics that include height and width. We do not plant any shrubs that require extra maintenance as part of normal care. We work with Trees Atlanta on the Westside Trail for tree, grass, and shrub maintenance. The Eastside Trail to Irwin Street is maintained by both Parks and Trees Atlanta. The Eastside Trail Extension to Memorial is maintained under a private contract for the next few years while the warranty period is still in place. We are having ongoing discussions with the City and Trees Atlanta about more lasting Landscape Maintenance.

9. **Do you have studies that discuss the maximum number of users who can be on a section of the BeltLine at one time? It gets so crowded and it feels unsafe to have bikes and people at the same time and then in the future transit. How can this be controlled?**

Although we have not formally studied current usage patterns at length, we have access to data on usage patterns on the Eastside and Westside Trail segments of the Atlanta BeltLine that we can use to inform future decision making. In particular, trail counter technology installed at key points along the Eastside and Westside Trails allows ABI to track user volume in real time and identify trends in peak and off-peak usage. As far as the crowding goes, we continue to explore a number of strategies regarding safety and etiquette. One of those strategies may involve limiting the number of dockless devices that can be placed out on the trail by operators. We will also be out on the trail this June 21st for an "Awareness Day" where ABI, APD and City of Atlanta's Department of City Planning will be holding etiquette signs with simple reminders encouraging people to slow down and exhibit positive behaviours that make the trail safe for everyone.

10. **How is the BeltLine truly working with Marta, ARC, City of Atlanta and the state of GA on its transportation plan?**

The City of Atlanta, MARTA and the ARC are ALL Strategic Partners of the Atlanta BeltLine Inc. Although, it is hard to provide a comprehensive list of all of the work that is taking place

collaboratively, all three entities are essential partners in the different tasks that ABI must undertake. ARC is the Metropolitan Planning Organization for the Atlanta region, so ABI works (through the City) with them to ensure all BeltLine projects are properly included in the regional plans. ABI is an agent of the City, so we work with the City to be sure our plans are aligned with the City's priorities. To do this we must work closely with different City departments. The Georgia Department of Transportation, and the Georgia Department of Community Affairs are two examples of the state departments where ABI continues to collaborate on funding and partnership on different ABI projects. GDOT is ultimately the state agency that approves all BeltLine trail projects.

11. How does the new “The ATL” play a part if any in the BeltLine and its transportation plan?

The ATL is a state policy making body for the Atlanta region. ABI relationship with ATL is similar to our relationship with ARC. Both are planning and policy making entities, so ABI works through the City of Atlanta to ensure BeltLine projects are included in the regional plans of both entities.

12. What is the BeltLine Doing to help with food deserts? While all this development happens, it ignores this overall idea of people being able to get access to it.

While solving the issue of food deserts is not a direct focus of the BeltLine project, the City of Atlanta Mayor's Office of Resilience has a dedicated initiative to serve the urban agriculture community in Atlanta. This year, the Atlanta BeltLine partnered with the City of Atlanta, Invest Atlanta and the Metro Chamber to pilot agricultural technology in shipping containers along the Atlanta BeltLine; one of those will also be on Allene Ave. in southwest Atlanta. The purpose of this pilot will be to find new innovative ways to grow food products in areas with inadequate food supply. Additionally, the Atlanta BeltLine has made land available for the Aluma Farm to grow produce and make available for sale in southwest Atlanta. Lastly, we continue to meet with national grocers to encourage their presence in areas of the Atlanta BeltLine with challenges to food security.

13. What trees are planted on the BeltLine? Can we have more community gardens and projects like the shipping containers that are there now?

We are partnering with Trees Atlanta on the installation of its Linear Arboretum plan. To date, we have planted over 2,000 trees within our corridor and hundreds more in our parks. In regards to the former, we can work with Trees Atlanta to see if they can post a map online to show all the trees that we have installed. We are prohibited from planting community gardens on the trail/transit corridor but work with Parks and Park Pride to add them into Park designs when feasible and when funding and support is available through Park Pride.

14. How is crime being handled on the BeltLine?

The Atlanta BeltLine is patrolled by the Path Force Unit - a team of Atlanta Police Department officers dedicated to ensuring safety on the trails and in the parks.

15. Can the community get more loan companies on the list?

If this is in reference to the number of lenders available for home purchases through the Atlanta Land Trust, then they would be the better ones to answer that question.

16. What is the timing on the following:

- a. Pryor Rd Bridge area
 - The Pryor bridge is part of the Southside BeltLine Corridor which is currently under design for trail and conceptual transit. The timing for completing the trail design is not definite but we are working with our federal partners on it. The Southside BeltLine Corridor was also allocated partial local funding for transit in the More MARTA program. ABI will be working with its partners for the full funding needed to advance transit on this part of the BeltLine.
- b. Donald Lee Howell Area
 - Donald Lee Hollowell is on the BeltLine West Corridor. Though ABI conducted NEPA(National Environmental Policy Act) documentation for transit in this corridor it is the other part of the BeltLine corridor that received partial local funding in the More MARTA program. So, similarly, ABI will be working to get full funding for transit here.
 - Additionally, The Westside Trail Corridor Extension RFQ will be posted this summer. After we choose a Consultant design will commence on this section from Washington Park to D L Hollowell will begin.

17. What will be done to dry up the park that is located across from Kroger/West End? As weather continues to happen, the threat of mosquitoes in that area is great.

The storm pond is designed to infiltrate water below the pond. When we get extended periods of heavy rain, that infiltration rate can be reduced. However, we have not seen to date any evidence of mosquitos in any of our storm ponds and expect that swallows and dragonflies are keeping populations in check as we have seen at Historic Fourth Ward Park since 2011.