

LIVABLE CENTERS INITIATIVE

THE ATLANTA EXPERIENCE

Amy Goodwin
Alabama Planning Association Conference
May 2, 2013

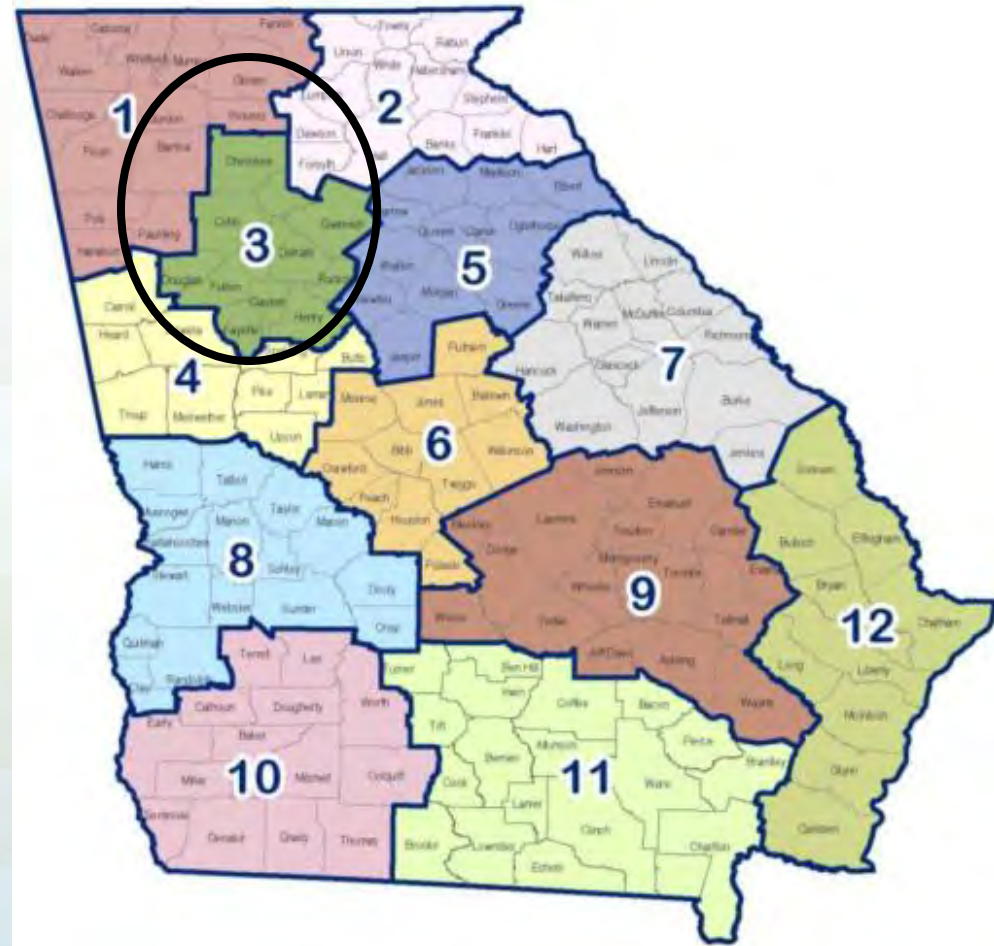


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Atlanta Regional Commission

ARC is a multi-disciplinary regional planning agency with wide-ranging authority

- Metropolitan Area Planning and Development Commission
- Regional Planning Commission
- Metropolitan Planning Organization
- Area Agency on Aging
- Workforce Development Board
- North Georgia Water Planning District



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Livable Centers Initiative (LCI)



LCI created by ARC Board in 1999.

Awards grants to local governments for plans and projects that aim to:

- Create compact, mixed-use, walkable, communities
- Reduce VMT & congestion
- Take advantage of transit and road network capacity & underutilized infrastructure

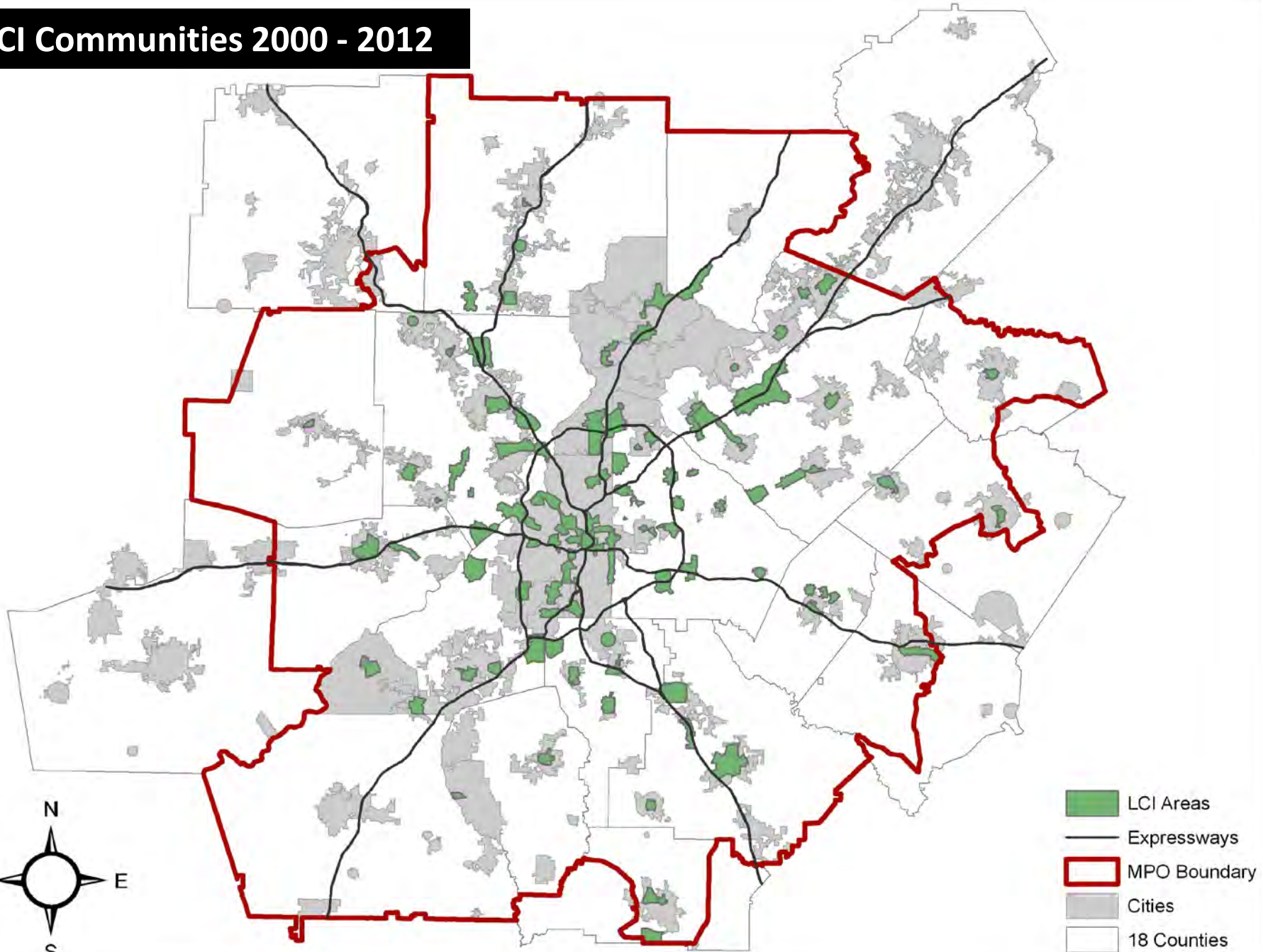


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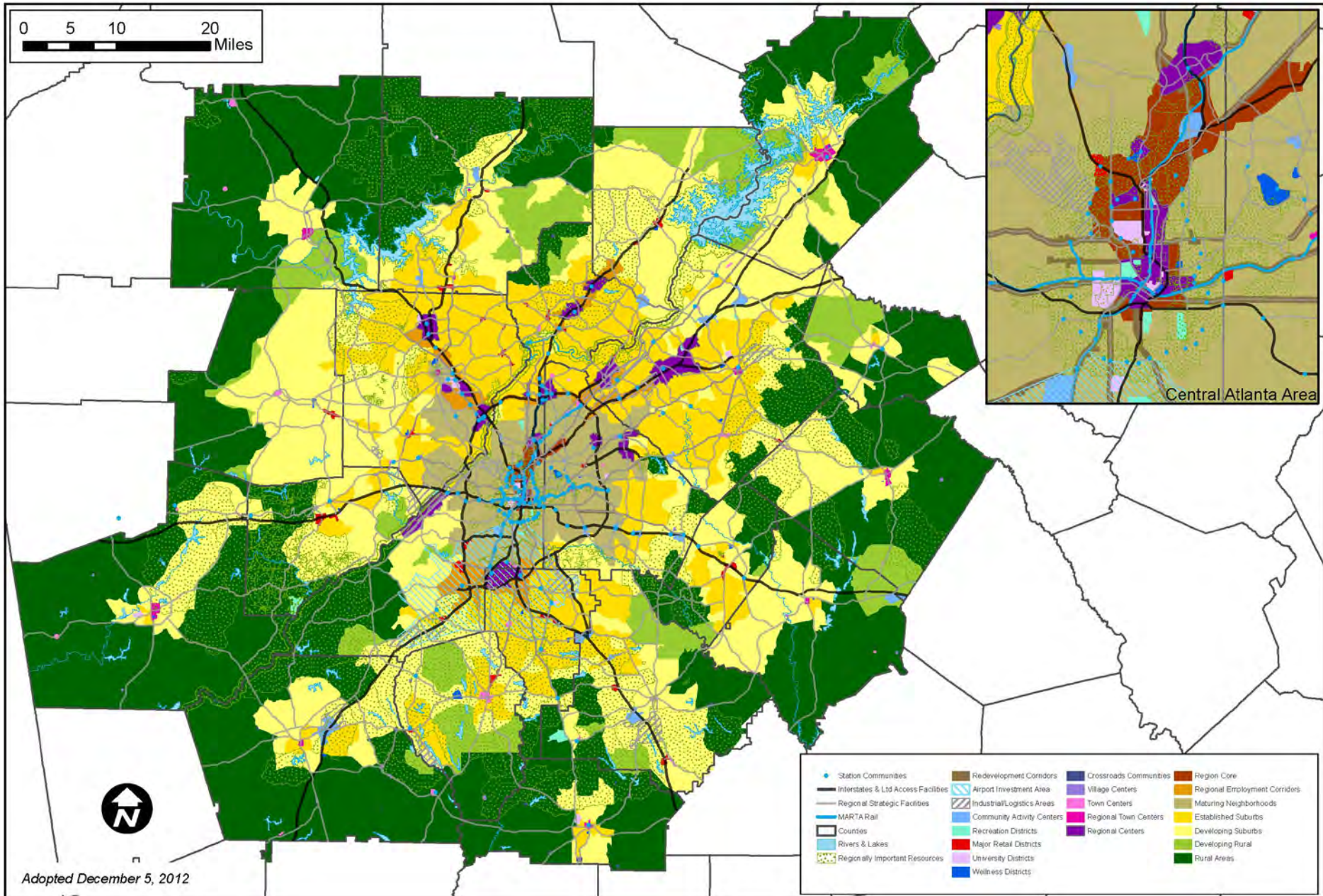


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LCI Communities 2000 - 2012



PLAN 2040 Unified Growth Policy Map



LCI Authorization and Funding

- Funding provided in Regional Transportation Plan (RTP) and programmed in Transportation Improvement Program (TIP)
- Fund Source: Surface Transportation Program sub-allocation to MPOs with population >200,000 (**STP-Urban**) and Congestion Mitigation Air Quality funds (**CMAQ**)

STUDIES: \$1 Million annually

PROJECTS: \$500 million committed through 2040

\$20 Million/year (approx.) in current TIP



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LCI Application Process

LCI 2013 NEW STUDY APPLICATION EVALUATION SHEET

PROJECT NAME: _____

Reviewed By: _____

Study Need (15 max) _____ Commitment (20 max) _____

PLAN 2040 Goals (20 max) _____ Priority Areas (10 max) _____

LCI Program Goals (25 max) _____ Discretionary Points (10 max) _____

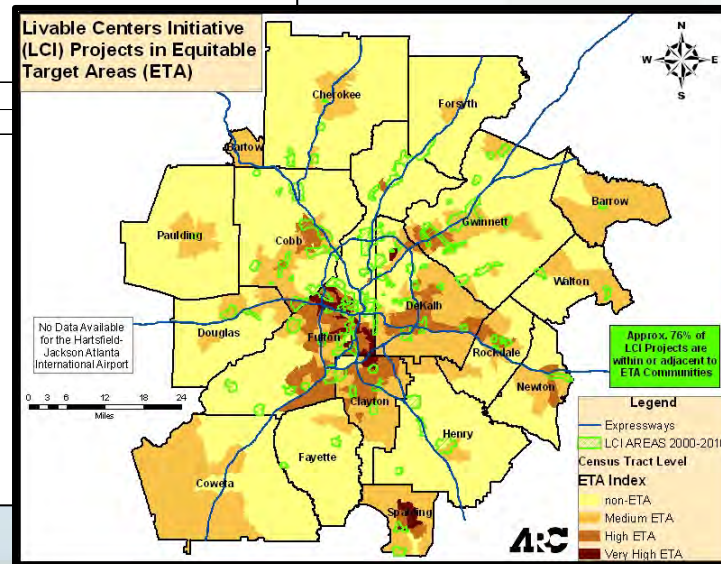
Total Points this Application: _____

LETTER GRADE (A, B, C, D, F) _____

PRE-EVALUATION

	Yes	NO
Qualified Local Government		
Eligible Location		
Eligible Category		
For Corridor Studies, connects two LCI centers or Places identified on UGPM		
20% Match Resolution		
Jurisdiction Support (if non-gov't applicant). Write n/a is not applicable		
Complete Application:		
a) Study Area Defined		
b) Issue Statement		
c) Commitment		
d) Scope of Work		
e) List of Stakeholders		
f) Itemized Budget		
g) Schedule		

List UGPM Location:
List Study Area Type:



- Competitive Process
- Internal & External Review Committees
- Ranking system (100-point scale)



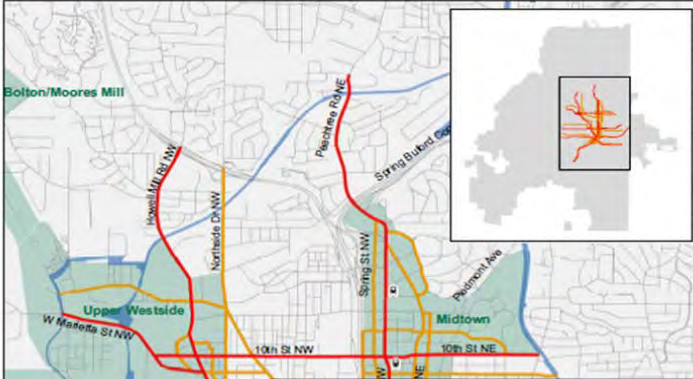
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Cycle Atlanta: Phase 1.0
A Supplement to the Connect Atlanta Plan



Town Center LCI
The City of Monroe, Georgia

*Tunnell-Spangler-Walsh and Associates
Keek & Wood, Inc.
Arnett Muldrow & Associates
January 2008*

LCI Studies

- Typical awards:
 - \$120K for initial LCI Study
 - \$25K - \$80K for follow-up Supplement Studies
- 80% federal and 20% local match
- Study Components:
 - Mix of land uses & market analysis
 - Multiple transportation modes & increased street connectivity
 - Robust stakeholder involvement
 - 5-YR Implementation Action Plan



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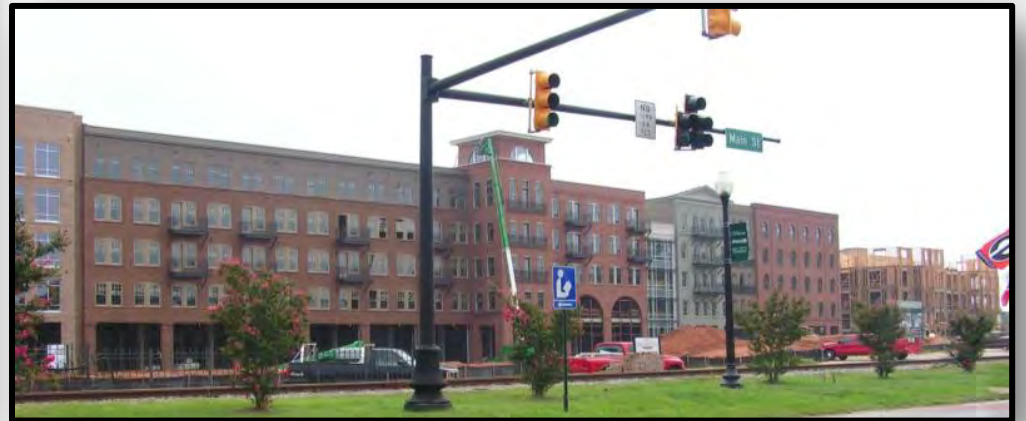
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Woodstock LCI Plan



Woodstock LCI Plan – As Built



Woodstock – LCI Plan Implementation



Smyrna



Duluth Town Center



Hapeville

Other Examples of LCI Plan Implementation

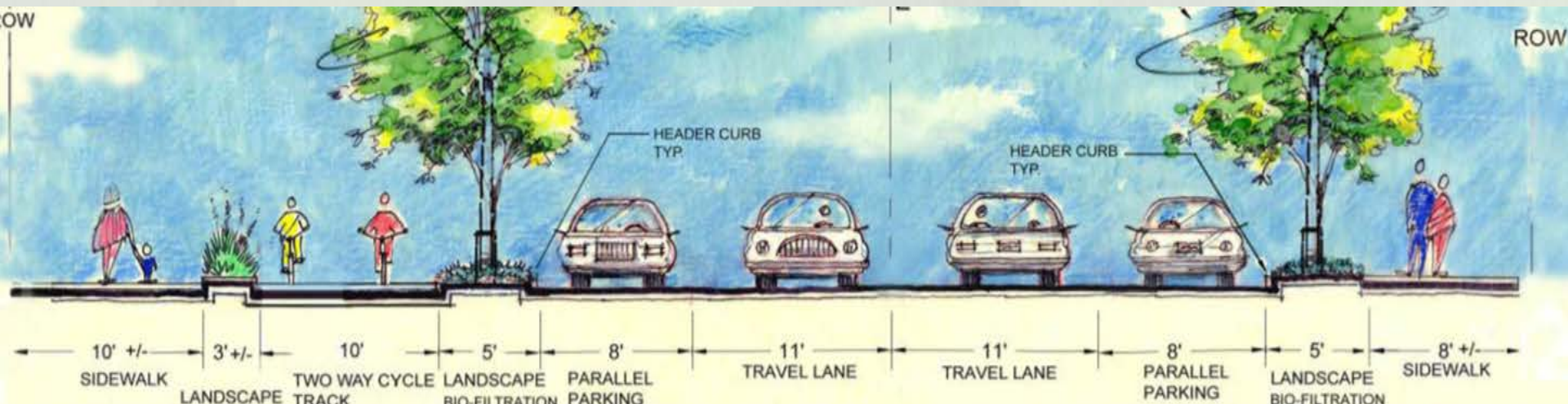
LCI Transportation Projects

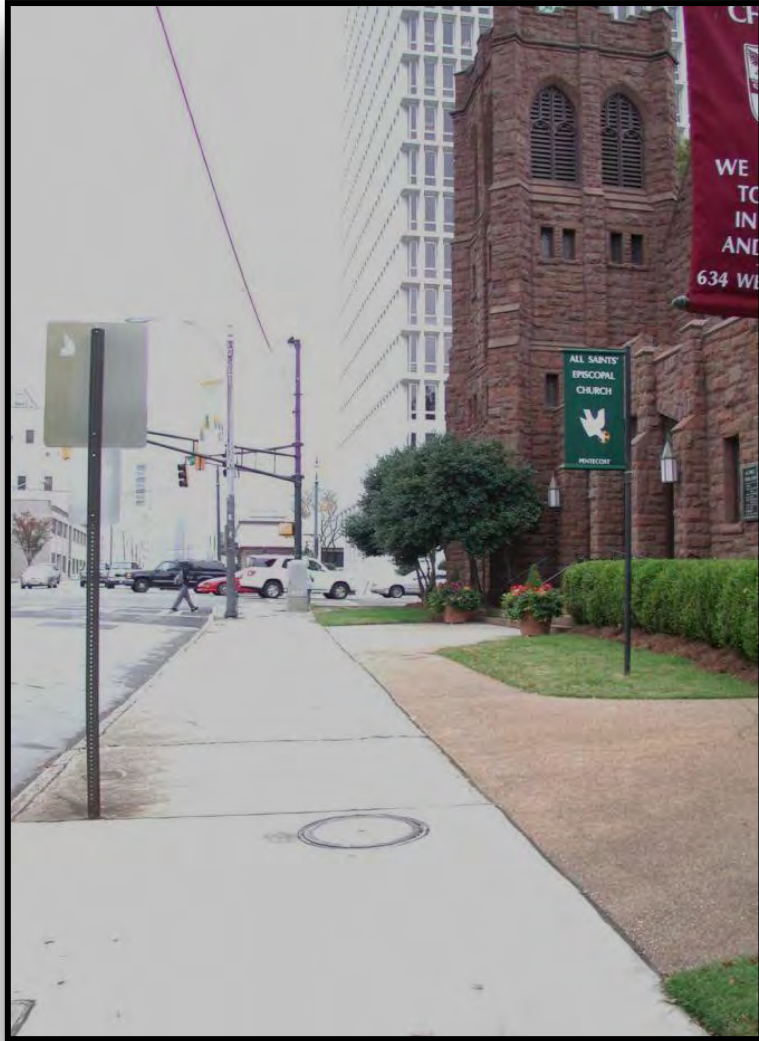
Competitive application process:

- Must be an LCI “in good standing”
- **MUST DEMONSTRATE LCI PLAN IMPLEMENTATION** (e.g. adoption of overlay district zoning, design guidelines, etc)
- Must comply with Complete Streets policies and principles
- TOD priority
- Innovative and transformative scopes – cycle tracks, roundabouts, etc.

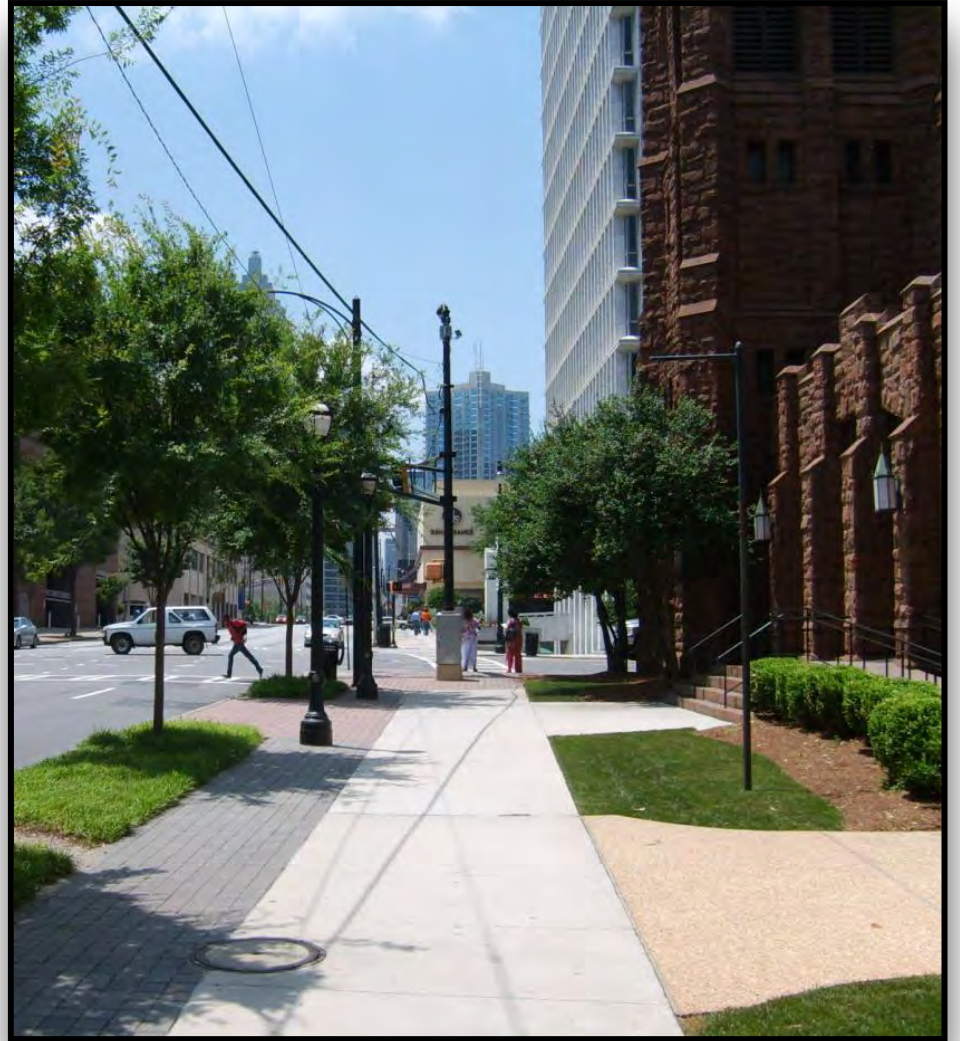
LCI Transportation Funding:

- \$500 Million in RTP
- \$217 Million allocated for 106 projects in 55 LCI communities to date
- Up to \$4 Million grants
- Combination of STP-Urban and CMAQ funds





BEFORE



AFTER

Peachtree Street in Midtown Atlanta

BEFORE



Emory Village in DeKalb County

AFTER



Emory Village in DeKalb County

BEFORE



MARTA Station in Decatur

AFTER







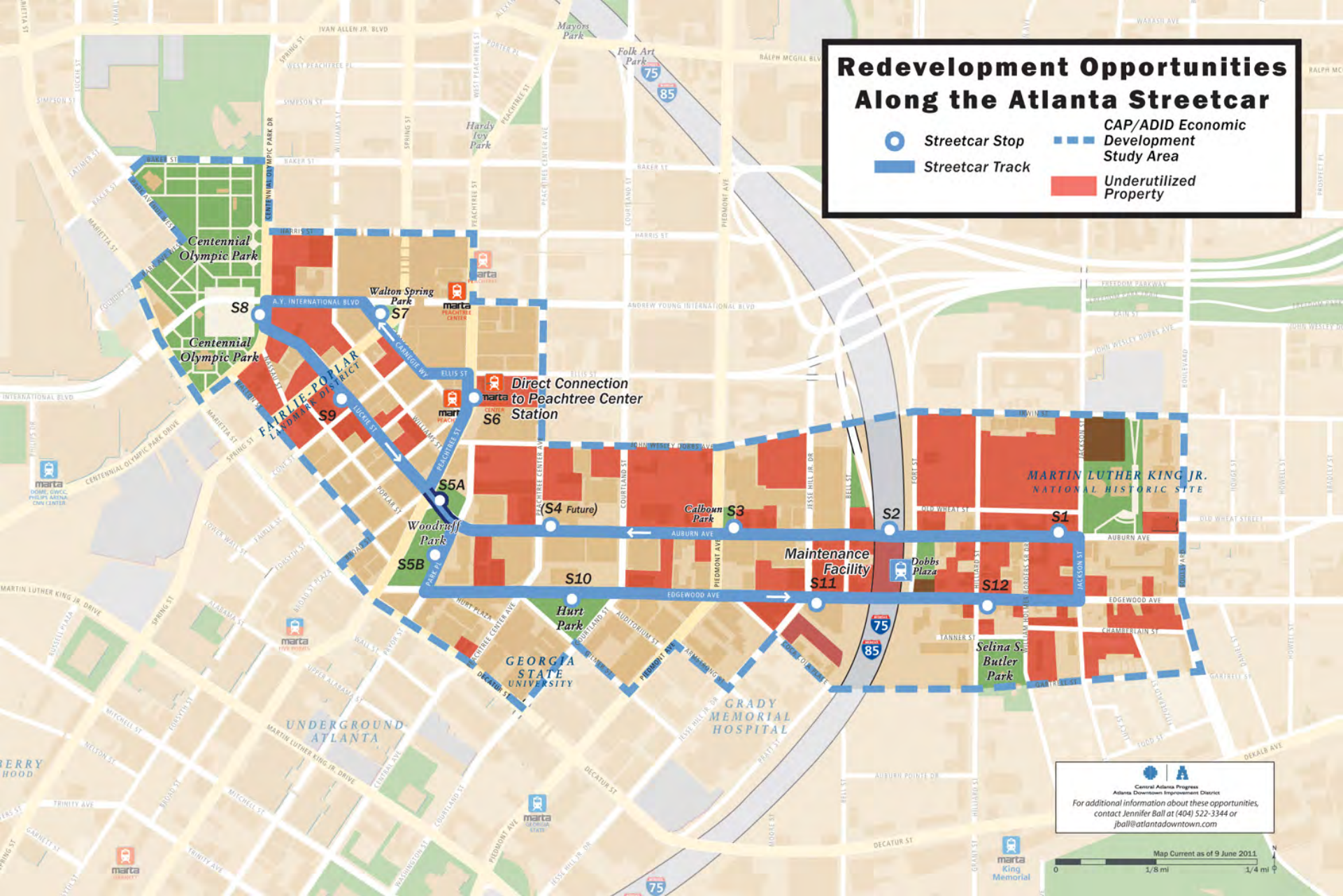
MARTA Station in Decatur





Streetcar in Downtown Atlanta

Redevelopment Opportunities Along the Atlanta Streetcar

-  Streetcar Stop
-  CAP/ADID Economic Development Study Area
-  Streetcar Track
-  Underutilized Property





 Central Atlanta Progress
 Atlanta Downtown Improvement District
 For additional information about these opportunities,
 contact Jennifer Ball at (404) 522-3344 or
jbball@atlantadowntown.com

Map Current as of 9 June 2011.
 0 1/8 mi 1/4 mi

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LCI & Lifelong Communities (LLC)

- Mableton Town Center LCI & Lifelong Mableton
- Perimeter Center Lifelong Community Study
- Avondale Estates LCI & Lifelong Communities Project
- Tucker Town Center LCI & Tucker Lifelong Community



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LCI & LLC Collaboration

- Walkability audits and “100 Day” Action Plans
- Community gardens & farmers’ markets
- Code Audits
- Transportation and housing policy recommendations




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LCI Evaluation

- Implementation Report
- Breaking Ground Report
- Indicators and Benefits Study
- Equitable Target Areas



2013 Livable Centers Initiative
IMPLEMENTATION REPORT
EXECUTIVE SUMMARY

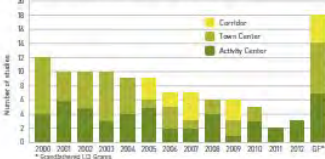
The Atlanta region is a collection of great neighborhoods and places that people and businesses want to call home. Over the last decade, many of these attractive communities have come about, in part, because of the Livable Centers Initiative (LCI).

LCI was created by the Atlanta Regional Commission in 1999 to reduce vehicle emissions and help the region meet stringent federal air quality standards by providing travel options other than driving. Through grants, LCI encourages local jurisdictions to implement development strategies that link residents to shopping, dining and other activities via sidewalks and bike trails, rather than strictly by roads. The program has become popular and, during the last 14 years, has grown to include 109 communities.

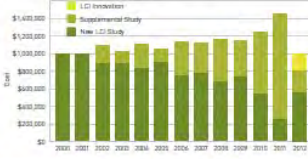
LCI communities receive an initial grant to study and plan their town center, activity center or corridor. Once their plan is complete and adopted, the area is eligible for additional money that enables them to conduct supplemental studies of specific issues or to design and build transportation projects identified in their LCI study.

Every two years, ARC conducts a survey of all active LCI communities in an attempt to measure the success and effectiveness of the program. This document is a summary of the 2012 survey results. The full report can be found at www.atlantaregional.com/lci.

Number and Types of Funded Studies per Year



Planning Funds Awarded per Year



Goals of LCI Program
Local governments and non-profit organizations are eligible for LCI grants. The program has three primary goals for its funding:

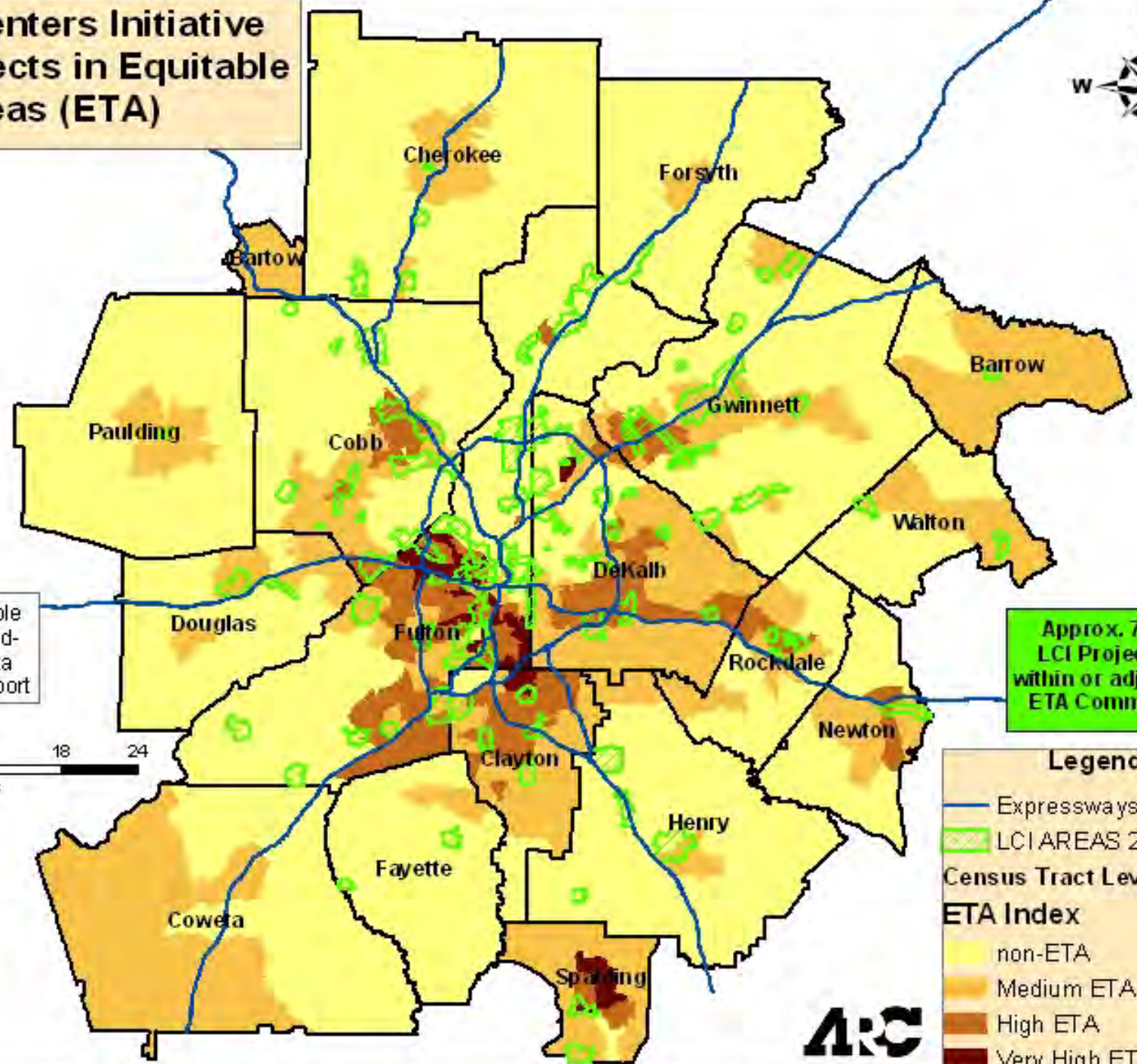
- Encourage a diversity of mixed-income residential neighborhoods, employment, shopping and recreation choices in activity centers, town centers and corridors.
- Provide access to a range of travel modes including transit, roadways, walking and biking to enable access to all uses within the study area.
- Develop an outreach process that promotes the involvement of all stakeholders.





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Livable Centers Initiative (LCI) Projects in Equitable Target Areas (ETA)



No Data Available for the Hartsfield-Jackson Atlanta International Airport

Approx. 76% of LCI Projects are within or adjacent to ETA Communities

Legend

- Expressways
- LCI AREAS 2000-2010

Census Tract Level ETA Index

- non-ETA
- Medium ETA
- High ETA
- Very High ETA



LCI Evaluation

Comparison of Development in LCI Acres and the Region (2000-2012)

	LCI Communities	13-County Region	LCI Share
Land Area	113,104 Acres	2,451,000 Acres	4.6%
Office Development	18.8 Million sq ft	45.7 Million sq ft	41.2%
Commercial Development	12.4 Million sq ft	59.8 Million sq ft	20.7%
Residential Development	31,400 Units	390,500 Units	8.0%

Of 86 respondents to 2012 LCI Survey:

- 66% adopted special LCI zoning districts
- 56% adopted policies that focus on building more senior, workforce, or special needs housing
- 83% adopted development and streetscape design guidelines

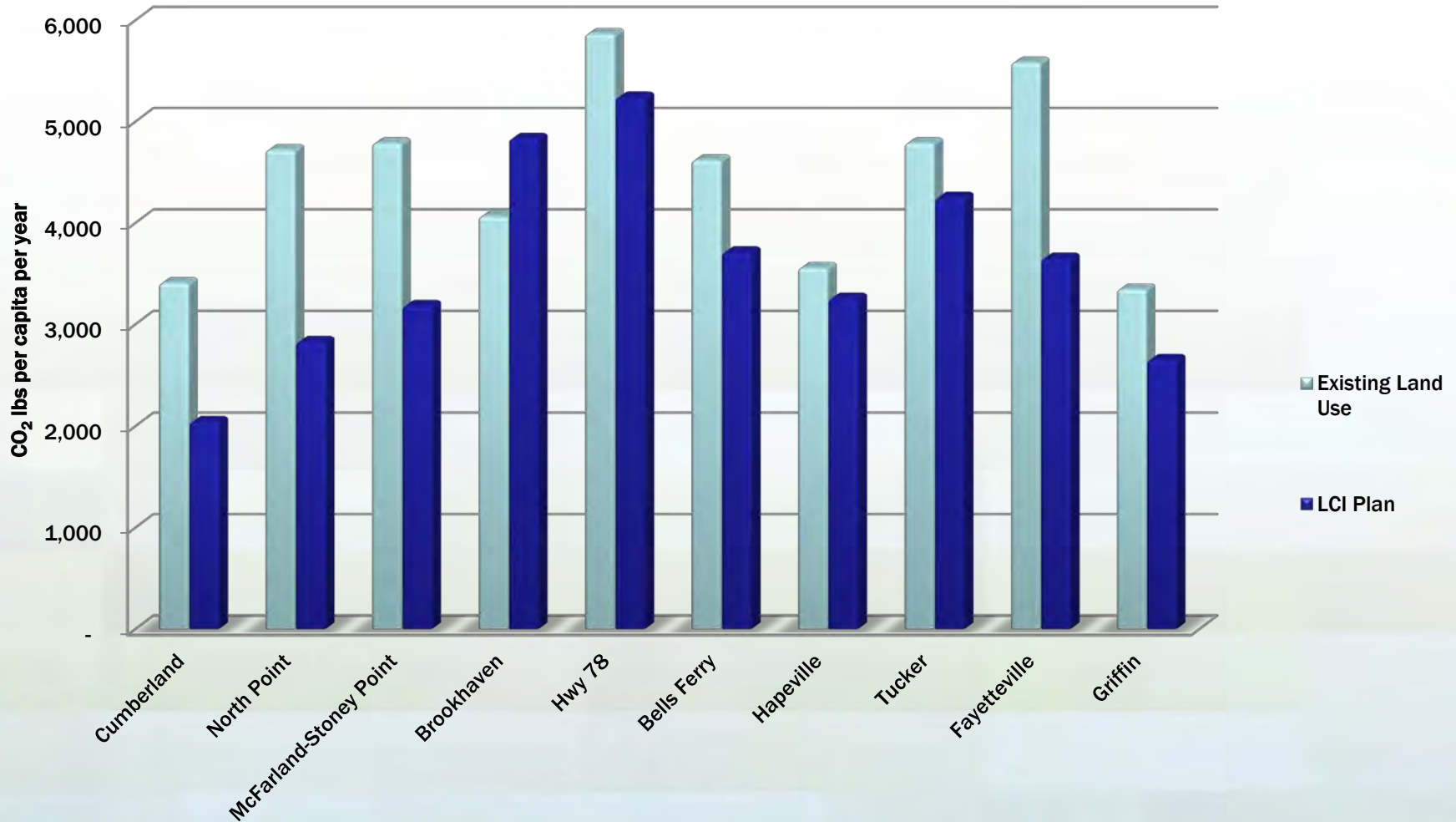


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LCI Evaluation: Emissions from VMT



Source: LCI Indicators and Benefits Study, 2009, ARC

Lessons Learned

- Adopting land use and development regulations are equally or even more effective than multi-million dollar transportation projects in creating truly walkable communities with viable transportation alternatives.
- Federal transportation funds offer flexibility to create LCI-type programs that incorporate land use and transportation
- The “process” can sometimes be more important the project -- builds lasting partnerships, political and public will, and private developer interest which will keep implementation going long after you’ve cut the ribbon on a new sidewalk.
- Don’t underestimate the seemingly small, regionally insignificant projects -- they are often the most popular, transformative and high-impact projects in your TIP.



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www.atlantaregional.com/land-use/livable-centers-initiative



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