LIVABLE CENTERS INITIATIVE
THE ATLANTA EXPERIENCE
Livable Centers Initiative (LCI)

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
LCI Application Process

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

![LCI 2013 New Study Application Evaluation Evaluation Sheet](image)
LCI Studies

- Typical awards:
  - $120K for initial LCI Study
  - $25K - $80K for follow-up Supplement Studies
- 80% federal and 20% local match
- Current funding source STP Urban
- Study Components:
  - Mix of land uses & market analysis
  - Multiple transportation modes & increased street connectivity
  - Robust stakeholder involvement
- 5-YR Implementation Action Plan
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
Emory Village in DeKalb County
Metro Atlanta
5.27 million pop.
7th major metro
System founded 1971
MARTA Station in Decatur
MARTA Station in Decatur
Redevelopment Opportunities Along the Atlanta Streetcar

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

Map Current as of 9 June 2013

Regional impact + local relevance

Atlanta Regional Commission
LCI EVALUATION

- Implementation Report
- Breaking Ground Report
- Indicators and Benefits Study
- Equitable Target Areas
Livable Centers Initiative (LCI) Projects in Equitable Target Areas (ETA)
## LCI Evaluation

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

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

**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
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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