WHERE WE WANT TO LIVE
Alexandria, Louisiana

Geraldine Keller Gravel with daughter Gerry, 1940s (Gravel family collection)
WHERE WE WANT TO LIVE

RECLAIMING INFRASTRUCTURE
FOR A NEW GENERATION OF CITIES

@ryangravel ryan@sixpitch.com www.ryangravel.com
win brother and I spent the latter half of the 1980s at the range of the neighborhood.

Suburban American life revolved around this winters, springtime pollen, homegrown tomato
s and high school football games every autumn. Anything wrong with the place of my child-
construction of my neighborhood played a that undermined urban communities. I sprawl were different, or that “sprawl” even positions about life in sprawl, I don’t have traffic, or of my friends having asthma, will commutes to downtown. In an initially realized that my own family’s sprawl.

Their mother, Geraldine, as a “feisty tiny hometown of Palmetto to attend business school. She met Samuel Gravel, while wait-
Catholic Gravels of central Catholic girl from the country who inner.” They married, tenant with my aunt, the

As wartime innovation shifted to the private sector, a mechanized economy emerged that, aided by the G.I. Bill and other federal policies, would enable many Americans to leave behind the tragedy of the Great Depression and, along with it, the soory, crowded conditions and social complexity of cities. Countless soldiers who had fought for freedom abroad sought the promise of economic growth to support their family's return to the rural life, with the promise of a better future for their children.
Together and I spent the latter half of the 1980s as one of the neighborhood.

Urban American life revolved around this era, springtime pollen, homegrown tomato high school football games every autumn. I was wrong with the place of my childhood. The destruction of my neighborhood played a undermined urban communities. I was different, or that “sprawl” even as about life in sprawl, I don’t have or of my friends having asthma, minutes to downtown. In an internalized that my own family’s

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As wartime innoc- omy emerged that, allow enable many American it, the sooty, crowded
Change.

Atlanta Beltline.

Catalyst Infrastructure.

8 Lessons

Why It Matters.
Atlanta Beltline (Ryan Gravel, 2006)
CHANGE.
Infra-culture

CHANGE.

37 Rue Traversière, Paris (Ryan Gravel, 1994)
Infra-culture

Baron Haussmann; les Grands Boulevards, Paris
Baron Haussmann; demolition for construction of the Avenue de l’Opera, Paris
Infra-culture

Baron Haussmann; Boulevard Richard Lenoir, Paris
Infra-culture

Paris (Ryan Gravel, 2010)
Avenue de l’Opera: *Morning Sunshine*, Camille Pissaro, 1898
IT WAS MORE THAN INFRASTRUCTURE.
IT WAS A NEW WAY OF LIFE.
Infra-culture

Louisville & Nashville Railroad

Virginia Tennessee and Georgia Air Line
Infra-culture
Infra-culture

streetcars built streetcar suburbs (Special Collections Department, Pullen Library, Georgia State University)
Woodward Avenue, Detroit, circa 1917 (Detroit Publishing Company)
Detroit Superior Bridge (built 1914–1918; source: Library of Congress/courtesy of Turner Publishing)
IT WAS MORE THAN INFRASTRUCTURE. IT WAS A WAY OF LIFE.
Cuyahoga River on Fire! (1952, Cleveland State University Library; at least one of ten such fires 1868-1969)
Infra-culture

Tenement Life in New York City (1916)
The Stahl House, Los Angeles (Nicolas de Camaret, 2012)
Infra-culture

Astronaut Buzz Aldrin on the moon (Neil Armstrong, 1969)
The Assassination of Martin Luther King, Jr., Lorraine Motel, Memphis, 1968
Robert Moses vs. Jane Jacobs in the fight for cities
Infra-culture

3889 Admiral Drive, Chamblee, Georgia (Ryan Gravel, 2012)
Prevalence of Obesity among adults 18 years and older (data source: CDC)
Environmental Costs

Proctor Creek, Atlanta (Ryan Gravel, 2013)
Economic Costs
Economic Costs

Chamblee Plaza (Ryan Gravel, 2012)
Infra-culture

Lawrenceville, Georgia (Ryan Gravel, 2011)
IT IS MORE THAN INFRASTRUCTURE.
IT'S OUR WAY OF LIFE.
ATLANTA BELTLINE.
ATLANTA BELTLINE.
Developing new solutions to the problems created by a sprawl-dominated landscape will require a new thinking, and ultimately, a new kind of city. The Beltline will change the way we think about Atlanta.
22 MILES LONG (35 km)

2-4 MILES FROM DOWNTOWN (3-5 km)

45 NEIGHBORHOODS

100k PEOPLE WITHIN WALKING DISTANCE

4-6k ACRES FOR REDEVELOPMENT (2k ha)
Atlanta Beltline
Atlanta Beltline
VISION
FUNDING
POLITICS
FEASIBILITY
GROWTH
GRASSROOTS
LEADERSHIP
physician
neighbor
cyclist
preservationist
elected official
developer
transit rider
environmentalist
community organizer
housing advocate
student
TRANSPORTATION

ECONOMIC DEVELOPMENT

GREENSPACE
A typical Atlanta Beltline neighborhood (Ryan Gravel, 2004)
Atlanta Beltline corridor (red) + obsolete industrial and commercial properties (yellow) (Ryan Gravel, 2004)
Atlanta Beltline corridor (red) + obsolete industrial and commercial properties (yellow) (Perkins+Will, 2009)
Atlanta Beltline

The transit and trail (Perkins+Will, 2009)
Atlanta Beltline

New parks on city-owned land and greenways along other rail corridors (Perkins+Will, 2009)
Atlanta Beltline

Infill development on vacant lots (Perkins+Will, 2009)
Atlanta Beltline

Extension of streets to access the corridor and to create walkable urban blocks (Perkins+Will, 2009)
New public spaces as a part of that new configuration (Perkins+Will, 2009)
Redevelopment to support transit ridership, land values, and existing communities (Perkins+Will, 2009)
It takes a Partnership
Corridor Acquisition and Interim Trails

Murphy Crossing (2009)
Permanent Trails

Atlanta Beltline (Valdis Zusmanis, 2014)
New Parks

Historic Fourth Ward Park (Ryan Gravel, 2014)
New Parks

Atlanta Skate Park (Ryan Gravel, 2011)
Expanded and Renovated Parks

DL Stanton Park (Ryan Gravel, 2011)
Transit

Atlanta Streetcar (Ryan Gravel, 2015)
Project Development: Fiscal Year Forecast

Source: Atlanta BeltLine, Inc. (2013)
Trail Implementation

- Built Trail
- Designed Trail
- Next Trails for Construction
“Sorry Naysayers, It’s Working”

$3.1\text{ BILLION}

PRIVATE DEVELOPMENT

HOUSING
SHOPPING
BUSINESS
HOSPITALITY
ENTERTAINMENT

Ponce City Market (Ryan Gravel 2015)
“Sorry Naysayers, It’s Working”
IT IS MORE THAN INFRASTRUCTURE. IT’S OUR WAY OF LIFE.
CATALYST INFRASTRUCTURE.
CATALYST INFRASTRUCTURE.
Promenade Plantée/Viaduc des Arts
Promenade Plantée/Viaduc des Arts

Paris, Rue Daumesnil (RG, 2010)
Promenade Plantée/Viaduc des Arts

Paris (RG, 2010)
Rail Park

Philadelphia (Ryan Gravel, 2012)
Rail Corridor

Singapore (Ryan Gravel, 2015)
Katy Trail

Dallas (RG, 2014)
Arbutus Corridor

Vancouver (Ryan Gravel, 2013)
Lafitte Greenway

New Orleans (Ryan Gravel, 2014)
Midtown Greenway

Minneapolis (Ryan Gravel, 2009)
Dequindre Cut Greenway

Detroit (Ryan Gravel, 2012)
S-Line

Salt Lake City (Ryan Gravel, 2014)
Buffalo Bayou

Houston (Ryan Gravel, 2012)
East River Blueway

New York City (Ryan Gravel, 2013)
Cultural Trail

Indianapolis (Ryan Gravel, 2014)
IT’S MORE THAN INFRASTRUCTURE.
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WHY IT MATTERS.
WHY IT MATTERS.
Now Atlanta Is Turning Old Tracks Green

Bonjovi the dog got a concert and a ride on the Eastside Trail one Saturday last month. The BeltLine project links 45 neighborhoods.

By ROBBIE BROWN
Published: February 14, 2013

ATLANTA — Until last year, the old railroad tracks that snaked through east Atlanta were derelict. Kudzu, broken bottles and plastic bags would ensnare bicycle riders and joggers. All that is changing. More than a mile of the overgrown trail has been cleared, with more to come. This year, it will be a continuous path from east Atlanta to downtown. It's part of a national trend that is transforming cities into green corridors for recreation and transportation.
Infra-Culture

Morning Commute.

Jackson's Last Walk.
Infra-Culture

Spring Meadow.

Winter Sledding.
Infra-Culture

Winter weekend afternoon (Ryan Gravel, 2014)
“I can write all the prescriptions in the world for high blood pressure and weight loss and I’d never do as much good as the Beltline has done or can do for Atlanta.”

Dr. Richard Jackson, professor and chair of environmental health sciences at UCLA & former director of CDC’s National Center for Environmental Health
Infra-Culture

Ivy Knight (Ryan Gravel, 2014)
“a ladder of opportunity”
“a game-changer.”

Anthony Foxx, Secretary, US DOT
$18.5 Million TIGER V Grant for 3 miles of the Atlanta Beltline Westside Trail.
“What were once a deserted industrial landscape and an unused, overgrown, and debris-filled rail corridor are now thriving, active neighborhood assets.”

Gwen Keyes Fleming, Chief of Staff, US EPA
“2013 Smart Growth Project of the Year.”
Infra-Culture

Atlanta Beltline (collage, Perkins+Will, 2009)
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