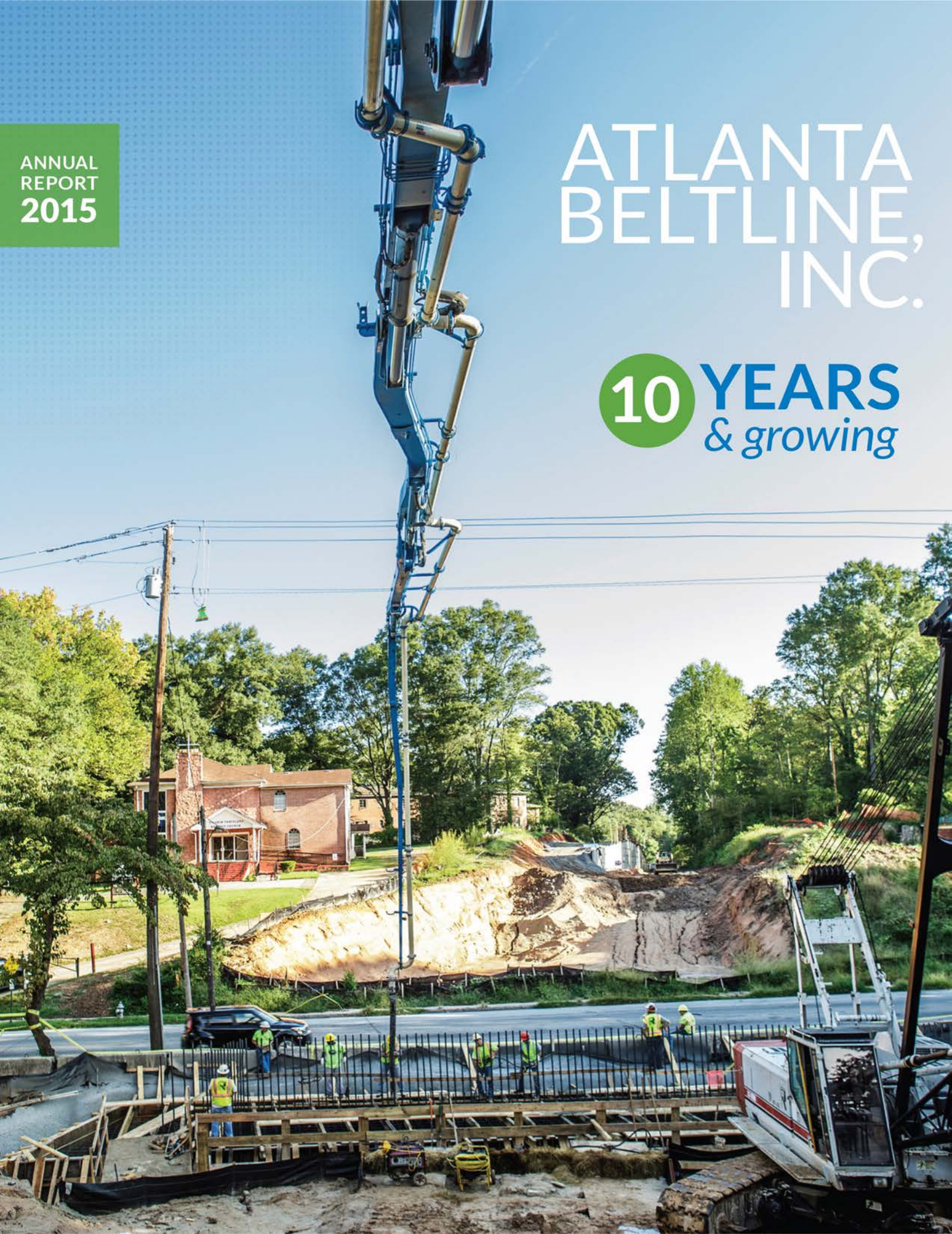


ANNUAL
REPORT
2015

ATLANTA BELTLINE, INC.

10 YEARS
& growing





An autumn day on the Eastside Trail.
Photo: Perkins+Will

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LETTER FROM MAYOR REED



^ Pictured Above: The Honorable Kasim Reed, City of Atlanta Mayor and Atlanta BeltLine, Inc. Board member.
Photo: Christopher T. Martin

< Pictured Left: Mayor Kasim Reed with First Lady Sarah-Elizabeth Reed at the grand opening of the Arthur Langford, Jr. Skatepark in December 2015. Photo: City of Atlanta

2015 WAS A BANNER YEAR FOR THE CITY OF ATLANTA AND THE ATLANTA BELTLINE.

The Atlanta BeltLine has always progressed in the spirit of collaboration, and this year was no different. Westside Trail construction continues, spurred by the Department of Transportation's TIGER V grant awarded to Atlanta in 2013. This corridor was once an abandoned brownfield that divided the historic neighborhoods of southwest Atlanta. The City of Atlanta's Brownfields program has contributed nearly \$200,000 for remediation of the Westside Trail, giving us the opportunity to leverage federal TIGER grant funds into more than \$10 million of philanthropy for this corridor.

The pace of development has sped up tremendously in Atlanta, and more than ever, we are seeing private dollars turn into investments in the city's infrastructure, housing, and job centers. More and more national companies are choosing to move their headquarters or make major corporate expansions here, bringing more jobs and boosting an economy on the upswing. To remain competitive in economic growth and development,

I worked with the Atlanta City Council to make the single-largest investment to improve the City's infrastructure in modern times. The \$250 million Renew Atlanta Infrastructure Bond Program will complete more than 200 projects in every part in the city, including within the Atlanta BeltLine planning area.

Sustainability has also been a key component of my administration and those efforts extend to the Atlanta BeltLine. In 2015, the City entered into a groundbreaking agreement with the U.S. Army Corps of Engineers for a three-year environmental study of the Proctor Creek watershed in order to determine the best methods of cleaning and restoring the creek. The City will also continue its efforts towards transforming Bellwood Quarry into Atlanta's biggest park and a new site for storing clean drinking water.

With the assistance of the Atlanta BeltLine, the City's Parks and Recreation Department received the National Partnership Award from the National Recreation and Park Association. The partnership with Parks and Recreation also led to the groundbreaking of our second skate park, the Arthur Langford Jr. Skate Park, located in the Joyland Community.

One of the hallmarks of the Atlanta BeltLine is that it is bicycle-friendly, and an important part of the City's work to grow its bicycle infrastructure. The City hired its first Chief Bicycle Officer, Becky Katz, who will focus on expanding cycling for commuting, fitness and recreation.

We've accomplished so much together, but there is still more work to be done. Building the Atlanta BeltLine is vital to ensuring the City of Atlanta is first to the future.

Sincerely,

Mayor Kasim Reed
City of Atlanta



LETTER FROM THE CHAIRMAN



^ Pictured Above: John W. Somerhalder, II

I am proud to have served another year as Chairman of the Board of Directors of Atlanta BeltLine, Inc. Together we've surpassed major milestones and overcome many obstacles to make the journey to where we are today. There will still be many more challenges ahead of us in the next ten years, but we have positioned ourselves to meet these challenges head-on for another decade of success.

My role as the Chairman of the ABI Board, and a member of the Atlanta BeltLine Partnership's Board of Directors, gives me a unique perspective of the partnership efforts it takes to pull off a project of this magnitude. It has required the skillful leadership of both organizations to attract and retain some of the most talented individuals involved in the day-to-day operations of ABI and ABP. Though the two organizations have separate and different mandates, at the end of the day, it is the shared vision and mission of the collective Atlanta BeltLine team to realize the ultimate goal of seeing all components of the Atlanta BeltLine built.

The hard work and dedication of the Atlanta BeltLine team has not gone unnoticed. The Eastside Trail and Historic Fourth Ward Park have received international accolades from the Phoenix Institute, the International Real Estate Federation, and the International Economic Development Council. Most importantly, your support and advocacy as a stakeholder is the validation and affirmation we need to keep this ambitious project going far into the future.

The first ten years have been exciting to be a part of, and we look forward to working with our many partners, key stakeholders, and the community when we open new program components over the next ten.

Kind Regards,

John W. Somerhalder, II
Chairman, Board of Directors
Atlanta BeltLine, Inc.

“Your support and advocacy as a stakeholder is the validation and affirmation we need to keep this ambitious project going far into the future.”

John W. Somerhalder, II // Atlanta BeltLine, Inc.

LETTER FROM THE PRESIDENT AND CEO



^ Pictured Above: Paul F. Morris

The past ten years tell quite the story about the progress of the Atlanta BeltLine. From a graduate thesis to a grassroots movement, from plans on paper to pavement on the ground, the past decade has ushered in a transformation of the city that is only just beginning. Each year brings us closer to an interconnected Atlanta, with 50 miles of new streetcar service, and 45 neighborhoods connected by the Atlanta BeltLine's loop around the city.

On behalf of Atlanta BeltLine, Inc., I am grateful for the leadership of Mayor Kasim Reed, the Atlanta City Council, the Atlanta Public Schools Board of Education, the Fulton County Board of Commissioners, the Atlanta BeltLine Board of Directors, the Atlanta BeltLine Partnership, and all of our other supporters. Without each entity's contribution, the Atlanta BeltLine would not exist, nor would it continue to thrive as it has over the last ten years. It has taken an unprecedented collaboration between these entities and departments at the local, state, and federal level to keep the wheels turning and the project moving forward.

We hit some major milestones this year, and the numbers truly speak for themselves. In 2015, we reached \$3.1 billion in new private redevelopment, 1.3 million visitors to the Eastside Trail, and more than 66,000 participants in the Art on the Atlanta BeltLine Lantern Parade, just to name a few. The continued construction of the Westside Trail, the City Council's adoption of the Streetcar System Plan, the opening of the new Arthur Langford, Jr. Skatepark, and the introduction of the Housing and Economic Development Integrated Action Plan are additional successes we've counted in 2015.

This annual report provides a great look at how far we've come and where we are today. We make a personal daily commitment to each and every person who has invested their passion into this project —whether it was their time, influence, advocacy, or financial support. Our team will

continue to work tirelessly to build on the progress we've made together over the last decade, and keep the momentum going until the loop is closed and the program of projects is complete.

Respectfully,

Paul F. Morris, FASLA
President and Chief Executive Officer
Atlanta BeltLine, Inc.

THE ATLANTA BELTLINE HAS
A 7-TO-1 ROI.

MSN Money dubbed Atlanta
one of the hottest cities for 2015.

*Source: MSN Money Business Insider 11/21/14



ATLANTA BELTLINE, INC. BOARD OF DIRECTORS

The Atlanta BeltLine, Inc. staff is an experienced and determined team tasked with the implementation of the Atlanta BeltLine vision. Working closely with the Board of Directors, the Atlanta BeltLine Partnership,

the City of Atlanta, and Partner organizations, the staff at ABI oversees all aspects of planning, developing, and execution of the Atlanta BeltLine project.



THE HONORABLE KASIM REED,
Mayor,
City of Atlanta



THE HONORABLE CYNTHIA BRISCOE BROWN,
Atlanta Board of Education,
District 8
At Large



THE HONORABLE JOAN GARNER,
Fulton County Board of Commissioners,
District 4



JOHN W. SOMERHALDER, II,
Chairman;
Former President and CEO, AGL Resources



THE HONORABLE ANDRE DICKENS,
Atlanta City Councilmember,
Post 3 at Large



MIKE DONNELLY,
Atlanta BeltLine Partnership Appointee



ELIZABETH B. CHANDLER,
Vice Chair;
Vice President & General Counsel,
Rollins, Inc.



ERNESTINE GAREY,
Executive Vice President & Chief Operating Officer,
Invest Atlanta



R. CHARLES SHUFELDT,
Senior Advisor,
Brown Brothers Harriman



CATHY WOOLARD,
Community Representative

// Thank you
to our Board
Members
who completed
their service
in 2015.

ORGANIZATIONAL STRUCTURE



// ABI's 2015-2016 class of Fellows includes:

Arlaysia Bell
Justin Brightharp
Carter Coleman
Tracie Cabler
Bakari Height
Hunter Marks
Danny Le
Ian Michael Rogers
Rhonda White
Matthew Wirth

THE POWER OF PARTNERSHIP

Our Partners



The work we do at Atlanta BeltLine, Inc. would not be possible without our partners. The team at Atlanta BeltLine Partnership (ABP) works tirelessly to raise support and execute programming for the Atlanta BeltLine. In 2015, ABP completed its \$12.5 million capital campaign to support the Westside Trail.

Additionally, the Arthur M. Blank Family Foundation awarded a grant to the Atlanta BeltLine Partnership to support a new public sector grant writing position for Atlanta BeltLine, Inc.

More than 4,000 people experienced the Atlanta BeltLine bus tour in 2015. Participation in the Free Fitness Series topped 5,000 last year, while the Run. Walk.Go! Race Series attracted 2,300 participants. Volunteers logged 5,400 hours through the Adopt-the-Atlanta BeltLine program, and Park Pride managed volunteer service days for groups via an expanded partnership agreement.

The first-ever Old Fourth Ward Fall Festival – put on in conjunction with Rival Entertainment – celebrated the 2015 Lantern Parade with a two-day family-friendly festival with food, entertainment, and lantern-making workshops. More than 15 corporate sponsors supported the inaugural Atlanta BeltLine Jamboree in historic Washington Park, which had more than 1,000 attendees.

ABP formed new relationships to connect with Atlanta BeltLine users in 2015. The Atlanta Humane Society and Merial sponsored the Atlanta BeltLine spokespet, Belle, and an agreement was made with Hands on Atlanta to handle volunteer recruitment and management for ABP.

After a catalytic effort that garnered national attention, the Atlanta BeltLine Workforce Partnership was handed off to our partners at Atlanta CareerRise, New Hope Enterprises, and the Center for Working Families for day-to-day management. More than 10 residents of the west side were hired through the Westside Works program to construct the Westside Trail.

The Atlanta Land Trust Collaborative (ALTC) is developing permanently affordable housing on property that is located in the Atlanta BeltLine Planning Area. Co-chairs Portia Wills Lee and John Berry also launched the Atlanta BeltLine Faith Based Partnership to reach out to faith-based organizations and houses of worship.

Other strategic partners make projects and programming possible and were of particular value in 2015:

PATH Foundation

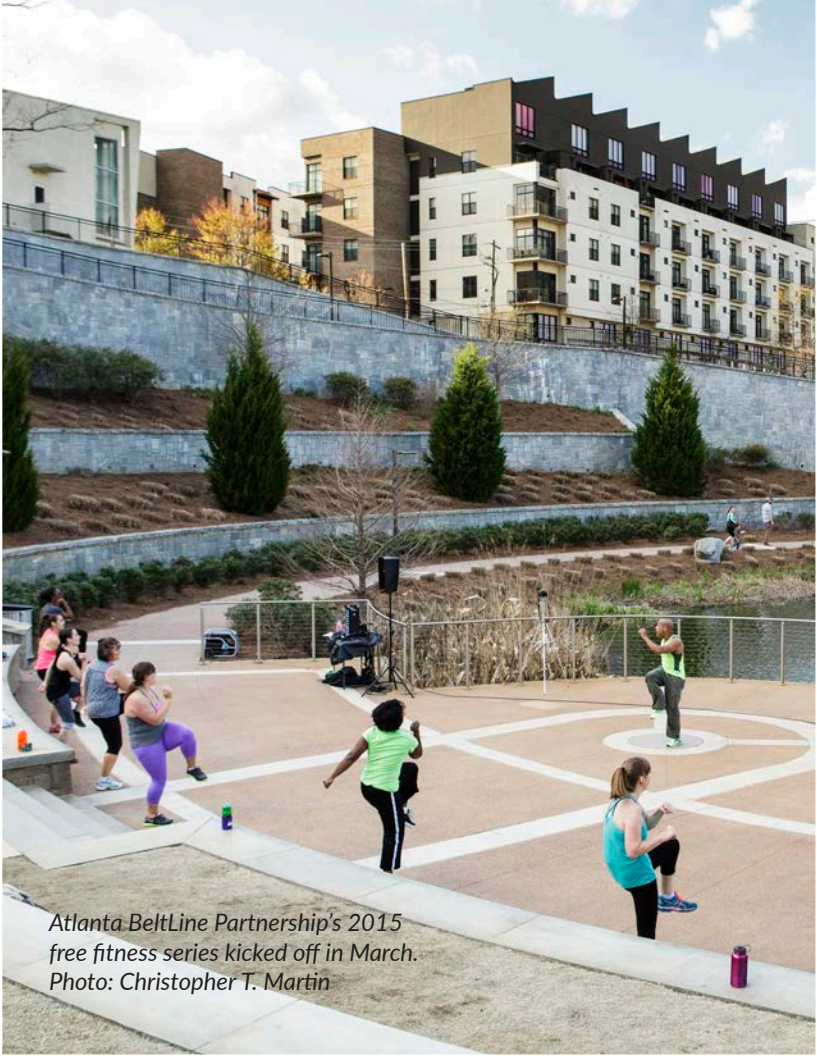
As a key partner from the earliest days of the project, the PATH Foundation works with ABI and ABP to develop the Atlanta BeltLine's 33-mile trail network, including securing private funding.



Trees Atlanta



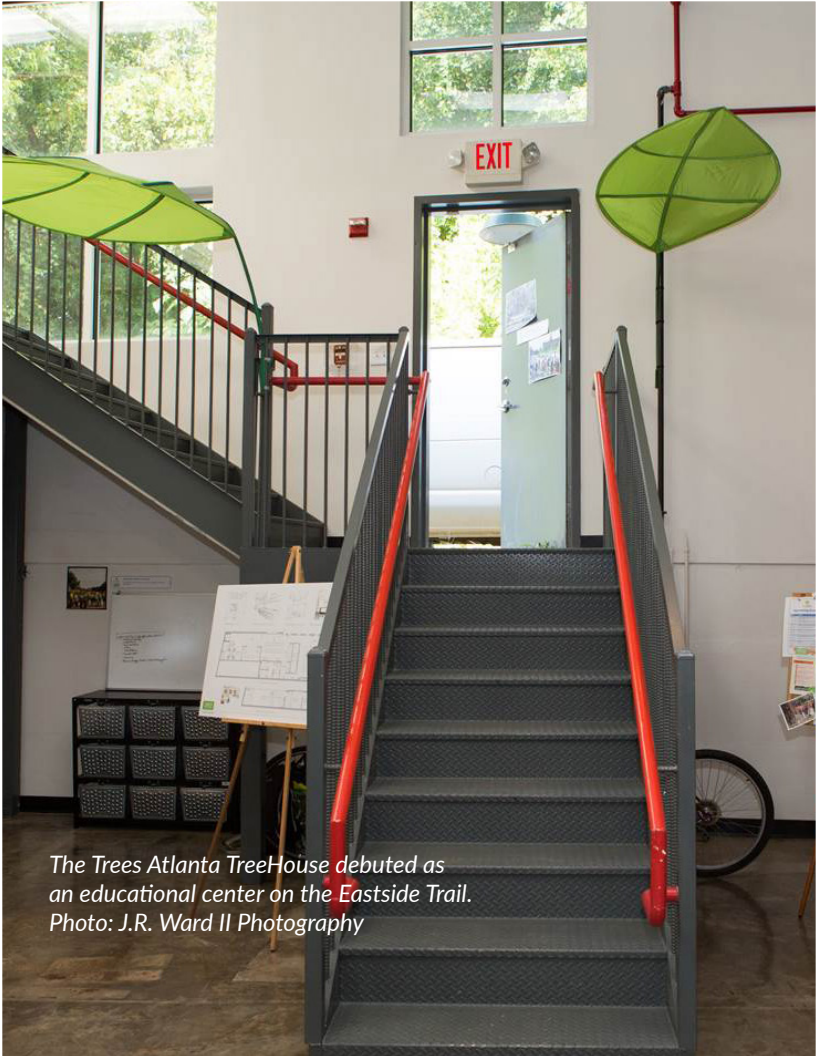
As part of making the Atlanta BeltLine a truly green project, Trees Atlanta works with ABI to create the Atlanta BeltLine Arboretum, providing funding and expertise to plant thousands of new trees and remove invasive species so as to restore the natural landscape.



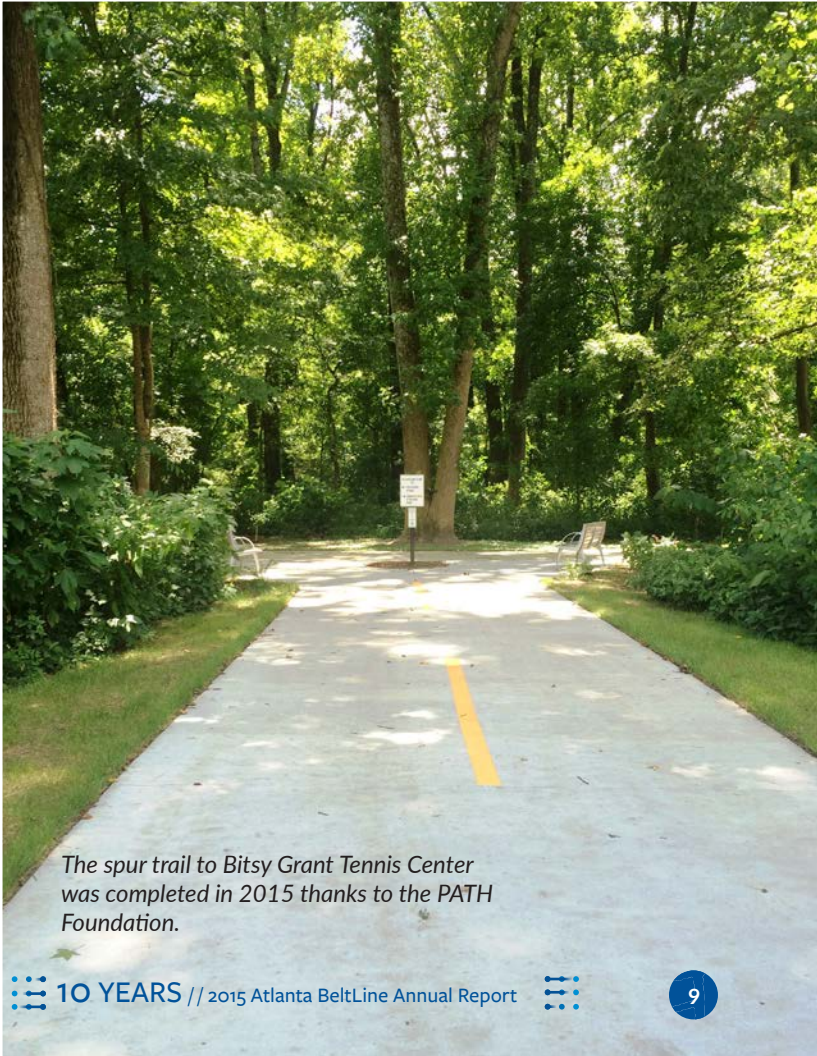
Atlanta BeltLine Partnership's 2015 free fitness series kicked off in March. Photo: Christopher T. Martin



Atlanta BeltLine Partnership hosted more than 4,000 people on tours in 2015. Photo: Christopher T. Martin



The Trees Atlanta TreeHouse debuted as an educational center on the Eastside Trail. Photo: J.R. Ward II Photography



The spur trail to Bitsy Grant Tennis Center was completed in 2015 thanks to the PATH Foundation.



A DECADE OF PROGRESS

The Atlanta BeltLine's roots go all the way back to 1999, when a Georgia Tech graduate student envisioned a way to transform 22 miles of rail-road corridor around the city into transit, trails, and greenspace. The Atlanta BeltLine Partnership was formed in 2005 to raise funds and engage grassroots support for the project. In 2006, Atlanta BeltLine, Inc. was formed by Invest Atlanta to implement the vision. Now, ten years later, we celebrate a decade of progress on the ground and behind the scenes.

Since the project's inception, nearly \$3.1 billion in private economic development around the corridor has benefitted the 45 neighborhoods connected by the Atlanta BeltLine, providing jobs, spurring housing

developments, and making access to transit a reality for the growing number of residents living in the city.

In addition, the program includes public art, streetscapes, historic preservation, and brownfield cleanup as core components of the overall vision. Sustainability is a thread that runs throughout all Atlanta BeltLine projects and programs, guiding internal and external business practices, and raising the standard for infrastructure projects across the world.

In this annual report, we will take a look back at the ten years leading up to now, celebrating this milestone and many milestones along the way.

// Since incorporating one decade ago, Atlanta BeltLine, Inc. has revolutionized the way Atlantans perceive our city – and the ways we can move through our neighborhoods – today, and into the future. >>

Pictured Left: Photos show the transformation of Historic Fourth Ward Park over a decade.

< Bottom Photo: Christopher T. Martin





YEAR 1: GROWING AN IDEA

The initial stages of the Atlanta BeltLine involved a lot of grassroots efforts and organizing from our earliest champions. The thesis that was created in 1999 by Ryan Gravel became more than just an idea when studies were commissioned to determine the feasibility of an Atlanta BeltLine Tax Allocation District (TAD). In 2005, the first advancements on the Atlanta BeltLine Redevelopment Plan were made and approved by the Atlanta City Council, while the TAD also received approval from City Council, the Fulton County Board of Commissioners, and the Atlanta Public Schools Board of Education. Our first federal partners came on board in 2005; the Environmental Protection Agency, by way of the City of Atlanta's Brownfields Program, identified 120 potential brownfield locations along the corridor. This was also the year that the Brownfields Program initiated funding for remediation of Historic Fourth Ward Park and the site of the future Urban Farm. The Trust for Public Land made the earliest land acquisitions for the Atlanta BeltLine, making these first steps possible.

In 2005, the Atlanta BeltLine Partnership (ABP) was formed to engage the grassroots effort and provide funding support to the Atlanta BeltLine initiative of Invest Atlanta. Atlanta BeltLine Partnership also played a key role in creating the Five Year Work Plan, which was approved in 2006. The plan, created with input from dozens of community meetings, outlined the first five years of the Atlanta BeltLine project. The growing complexity of the Atlanta BeltLine program prompted Invest Atlanta, with coordination from the City, to create Atlanta BeltLine, Inc. (ABI) to lead implementation of the project. With the launch of ABP's capital campaign and the establishment of the Tax Allocation District Advisory Committee (TADAC), the Atlanta BeltLine was officially moving forward!

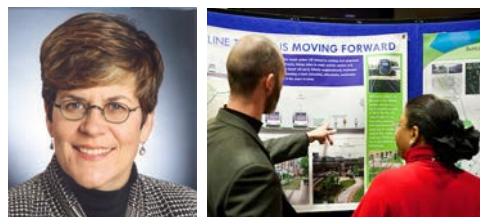


// The man behind the vision

Ryan Gravel was a graduate student at Georgia Tech in 1999 when he published his thesis on the transformation of rail corridor around the city into transit, trails, and greenspace. This thesis would spark the movement that would become the Atlanta BeltLine program.

Photo: Christopher T. Martin

2005-6



// Community input

From the very beginning, the community played a vital role in supporting and providing feedback in the Atlanta BeltLine's earliest planning stages. One of the earliest champions of the Atlanta BeltLine vision was former City Council President Cathy Woolard.

Photo: Christopher T. Martin



// Growing from grassroots

Before the Atlanta BeltLine gained steam in the political sphere, it was grassroots efforts that kept the dream alive.

Photo: Christopher T. Martin



// Acquiring the quarry

The City of Atlanta acquired the Bellwood Quarry in 2006 under Mayor Shirley Franklin.

Photo: Christopher T. Martin

YEAR 2: BUILDING MOMENTUM

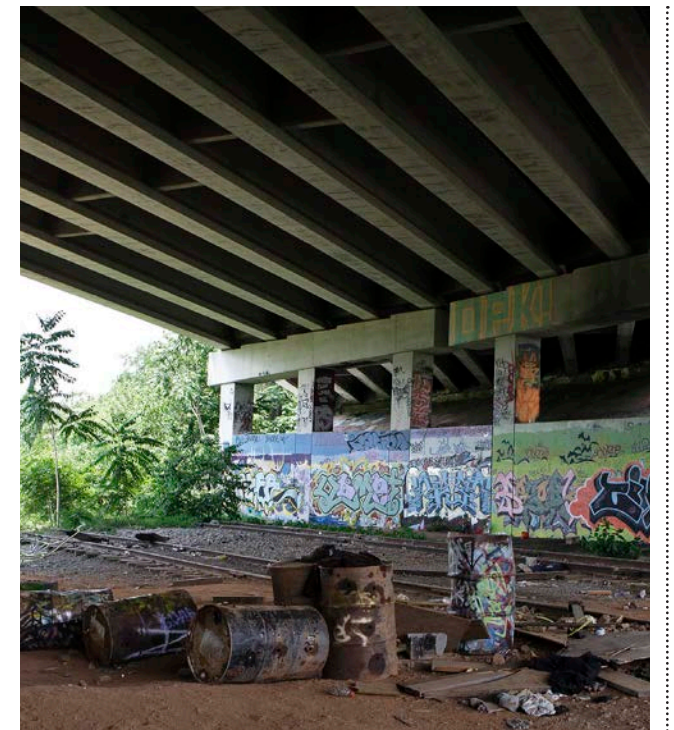
Securing federal funding was, and continues to be, critical to the advancement of the Atlanta BeltLine. In 2007, the Atlanta BeltLine was approved as a Locally Preferred Alternative by Federal Transit Administration, opening up new opportunities for funding the design and planning of streetcar transportation on the 22-mile loop. The FTA awarded \$300,000 to the Atlanta BeltLine for early stages of design and engineering. Twenty-one acres were assembled in southeast Atlanta for development of a new Atlanta BeltLine park located at Boulevard Crossing. This was also the year that the first segment of the Atlanta BeltLine corridor – the Decatur Belt – was acquired, opening the way for the preparation of this segment as a hiking trail.



// Planting the first seeds of parkspace

Boulevard Crossing Park added five acres of much needed greenspace to southeast Atlanta, but before the present-day athletic fields could be built, more than 20 acres had to be acquired by the Atlanta BeltLine adjacent to the Southside Trail.

Photo: Christopher T. Martin



// Paving the first path to trails

The 22-mile corridor that loops around the city is the crux of the Atlanta BeltLine. In 2007, the corridor for the future Eastside Trail was acquired from Montgomery Ferry to Dekalb Avenue.

Photo: Christopher T. Martin

2007



// Federal funding opportunities

FTA's approval of the Atlanta BeltLine as a Locally Preferred Alternative was a critical early step that paved the way for future funding from the Federal Transit Administration, including a \$300,000 grant for design and engineering awarded in 2007.



// Building something for everyone

The northeast corridor and future Eastside Trail is also the site of the city of Atlanta's first official skatepark, once the neglected stretch of concrete pictured here.

Photo: Christopher T. Martin



YEAR 3: HITTING THE PAVEMENT

Led by the PATH Foundation, the first segment of the Atlanta BeltLine West End Trail opened in 2008 and became the site of Atlanta BeltLine Partnership's first 5k. MARTA and the Federal Transit Administration, in partnership with ABI, commenced the Environmental Impact Statement, a critical federal study to determine the final alignment of transit and trails, assess impacts on the environment, and make the project eligible for

future federal funding. In 2008, the first Atlanta BeltLine TAD Bonds were issued, totaling \$64.5 million, with \$8.8 million of bond proceeds capitalized to the Atlanta BeltLine Affordable Housing Trust Fund. This was also the year that ground was broken on Historic Fourth Ward Park, one of the Atlanta BeltLine's most iconic public spaces.



// The first trail opens

Phase 1 of the West End Trail opened in 2008, becoming the first Atlanta BeltLine trail on the ground. This phase of the trail, which was designed and constructed by the PATH Foundation, included the construction of Gordon White Park.

Photo: Christopher T. Martin



// Housing gets a boost

The Atlanta BeltLine Housing program will create 28,000 units of housing by 2030, of which 5,600 will be affordable workforce housing. In 2008, \$8.8 million of TAD bonds were capitalized to the Affordable Housing Trust Fund. This provides dollars to homebuyers through down payment assistance, and incentives to developers to build affordable housing.

2008



// Historic Fourth Ward Park breaks ground

The 17-acre Historic Fourth Ward Park features a 2-acre lake that acts as stormwater retention, modern playgrounds, splash pads, open fields, and an outdoor theater that plays host to dozens of events every year.

Photo: Christopher T. Martin

YEAR 4: CREATING A PLAN

Divided into ten subareas, the master plans were created, with input from community members, to address future development of Atlanta BeltLine-area neighborhoods. In the fourth year of the program, the Atlanta City Council adopted Subarea Master Plans 2, 3, 5, 7, and 9. Master planning for the Atlanta BeltLine began in 2007 to address land use, transportation, and greenspace within a half-mile on either side of the corridor.

This was also the year in which ABI and TADAC developed and adopted an Equitable Development Plan, as directed by the City Council, in preparation for the next Atlanta BeltLine TAD bond issuance and work plan. ABI entered an option agreement and a lease with GDOT for 3.5 miles of the Atlanta BeltLine corridor in the southwest and Reynoldstown. Construction began on Historic Fourth Ward Park Phase 2.



// The power of partnerships

Construction progressed on Historic Fourth Ward Park, thanks to years of work between the community, area business and property owners, local elected officials, city departments, and the Atlanta BeltLine.

Photo: Christopher T. Martin



// Trekking new ground

The Atlanta BeltLine leased the Westside Trail from GDOT in 2009, opening the way for the corridor to become an interim hiking trail and host to the Run.Walk.Go! Race Series 5k.

Photo: Christopher T. Martin

2009



// The first master plans are adopted

The master plans, divided into ten subareas, provide a guideline for land use within the Atlanta BeltLine Planning Area. In 2009, the first group of these subarea plans were adopted.



// Extending the reach

The southern section of the Eastside Trail through Reynoldstown was opened as an interim hiking trail, opening up more space for public art and activities on the Atlanta BeltLine.

Photo: Christopher T. Martin



YEAR 5: FULL STEAM AHEAD

The Northside Trail, running along Tanyard Creek, opened in 2010 with the help of PATH Foundation, as did the second phase of the West End Trail. With this phase completed, the Atlanta BeltLine Partnership hosted its first Southwest 5K on the interim hiking trail and the West End Trail. Corridor Design began in 2010, and would inform high-level design on the 22-mile Atlanta BeltLine corridor. To encourage people to walk the newly-opened hiking trail on the east and west sides, Art

on the Atlanta BeltLine began with visual and performing art installations, and hosted the first two Atlanta BeltLine Lantern Parades in one year. In the fall of 2010, the Atlanta BeltLine broke ground on the Eastside Trail, the very first trail to be built in the old rail corridor. Additionally, construction began on D.H. Stanton Park renovation, Boulevard Crossing Park, and the second phase of Historic Fourth Ward Park, marking a year of beginnings for the Atlanta BeltLine.



// Brand new traditions

The very first Art on the Atlanta BeltLine in 2010 started a tradition of temporary visual and performing art on the Atlanta BeltLine each fall. The two inaugural lantern parades drew crowds of several hundred people to the yet-to-be-paved Eastside Trail.

Photo: Christopher T. Martin

YEAR 6: EMERALDS ON THE LINE

The four parks under construction in 2010 opened to the public: D.H. Stanton re-opened as an 8-acre, energy cost-neutral park. Historic Fourth Ward Park was officially dedicated with the completion of Phase II, and the ribbon was cut on Historic Fourth Ward Skatepark, with help from a grant from the Tony Hawk Foundation. Boulevard Crossing's athletic fields opened to the public, and quickly became a popular destination for area soccer leagues.

The Atlanta BeltLine helped create more than 40 affordable homes around the corridor in 2011, including 28 units at the Lofts at Reynoldstown Crossing. The lofts, once a distressed property, were fully renovated and sold to buyers making less than the threshold of \$68,000. The Lofts at Reynoldstown Crossing further the Atlanta BeltLine's goal of spurring the creation of 28,000 units of housing, with 5,600 units of affordable workforce housing.



// A place for all skill levels

Historic Fourth Ward Skatepark became an immediate hit with the skateboard circuit. A grand opening celebration included an appearance by legendary skateboarder Tony Hawk, whose foundation contributed \$25,000 towards the construction of the new facility.

Photo: Christopher T. Martin



// Advancing housing goals

The formerly distressed property in Reynoldstown was fully renovated and all 28 units were sold to 28 qualified buyers as part of the first-ever affordable housing drawing in City of Atlanta history.

2010



// Working with PATH Foundation

The Northside Trail, a mile-long trail winding through Tanyard Creek Park in northwest Atlanta, is one of the most scenic stretches of the Atlanta BeltLine. The trail was built by the PATH Foundation.

Photo: Van Hall



// Breaking new ground

Ground was broken on the Eastside Trail in October of 2010. The trail would be the first completed trail in the old rail corridor, and a milestone for the Atlanta BeltLine.

Photo: Christopher T. Martin

2011



// Sustainability in action

A fully renovated and expanded City of Atlanta park, D.H. Stanton Park opened in 2011 as the first energy cost-neutral park in the city, and among the first in the country. This was achieved through the use of photovoltaic solar panels that act as a shade structure at one of the park's entrances.

Photo: Christopher T. Martin



// Form meets function

Historic Fourth Ward Park's centerpiece is a 2-acre lake that doubles as stormwater retention. This sustainable solution saved the City \$15 million over a traditional underground system, thanks to a partnership with the Department of Watershed Management.

Photo: John Becker



YEAR 7: BRIDGING THE DIVIDE

The hallmark of 2012 was the opening of the Eastside Trail in October. The Eastside Trail is the Atlanta BeltLine's first in-corridor trail. At 2 miles in length, and with 30 acres of landscaped corridor, the Eastside Trail has become a destination unto itself, as well as a transportation corridor. In 2015, more than 1.3 million people visited the Eastside Trail. Biking, walking, rollerblading, exercising, commuting, dining out – whatever the purpose for using the Eastside Trail – it is representative of the effect the Atlanta BeltLine can have on the city's connectivity and community. The trail's construction has contributed to the \$3.1 billion in economic development that has occurred around the corridor since 2005.

In 2012, master planning concluded when the last subarea was adopted by the Atlanta City Council. Among many other things,

the master plans allow for opportunities to improve amenities in parks such as Perkerson Park, which opened a brand new splashpad in 2012. Other 2012 milestones included the first-ever Business Opportunity Forum, which provided information about the projects and procurement process for Transportation Referendum initiatives for firms in the region. Significant developments in the Tier 1 Federal Environmental Impact Study approved by the Federal Transit Administration allowed ABI to make key planning decisions, including the determination of preferred alignment of transit & trails in northwest Atlanta. This is the study that also identified modern streetcar as the technology of choice – the same technology as the current downtown Atlanta Streetcar.



// Opportunities arise

The first Business Opportunity Forum was held in 2012 for design and construction professionals, serving as a networking event for small and minority firms to form relationships with larger firms.



// Making a splash

Perkerson Park's new splashpad opened in the summer of 2012, thanks to joint efforts from Councilmember Joyce Sheperd and the City's Department of Parks and Recreation.



// Modern streetcar

FTA-approved Tier 1 Federal Environmental Impact Study identified modern streetcar as the technology that would define transit on the 22-mile Atlanta BeltLine loop.



// A lasting impact

Since the Eastside Trail's opening in 2012, nearly \$860 million in private economic development has occurred within a half-mile of the eastside corridor. Nearly 1.3 million people visited the trail in 2015.

Photo: Christopher T. Martin

2012



// Eastside Trail construction continues

With the home stretch in sight, concrete pouring and construction continued on the Eastside Trail throughout 2012. The unpaved corridor was already becoming a popular way to walk from neighborhood to neighborhood on the east side of Atlanta.

Construction of the trail included a significant amount of excavation, and new infrastructure such as drainage systems, a utility duct bank, and beautiful granite-clad retaining walls to preserve the full width of the corridor and accommodate greenspace, trail, and future transit operations.

Photo: Christopher T. Martin

// Invaluable leadership

In 2012, the ABI Board of Directors elected John W. Somerhalder II as Chairman. Mr. Somerhalder has served as a member of the Board since 2009 and is still the current Chair.



// A grand event

The Eastside Trail officially opened in October of 2012, in a ceremony led by Mayor Kasim Reed.

Photo: Christopher T. Martin



YEAR 8: GATHERING COMMUNITY SPIRIT

The reality of the Atlanta BeltLine as a transformational force for the city of Atlanta really picked up momentum in 2013, the year after the Eastside Trail officially opened. Recognizing the Atlanta BeltLine as a project with the potential to set an example internationally, in late 2013 the US Department of Transportation awarded the City of Atlanta an \$18 million TIGER grant to help fund construction of the Westside Trail. The grant significantly expedited construction of the \$43 million project, which also received \$10 million from private donors and major public funds from the Georgia Department of Transportation and other public and private sources.

Long-term planning and funding was mapped out with the Strategic Implementation Plan (SIP) in late 2013. The SIP establishes a priority timeline for projects through 2030, as well as a model for cost and funding for future development.

Phase I of the Southwest Connector Spur Trail, a trail designed and constructed by the PATH Foundation, opened in August of 2013. The spur trail connects the neighborhoods of Westview, Westwood Terrace, and Beecher Hills, and links to the existing Lionel Hampton Trail. Spur trails, as well as in-corridor trails, are an important component to the 33-mile trail network to be built around the Atlanta BeltLine.



// Connecting southwest Atlanta

The Southwest Connector Spur Trail broke ground in early 2013 as the first phase in a trail that will eventually span 4.5 miles.

Photo: Christopher T. Martin



// Welcoming the Path Force

The Atlanta BeltLine received its own police unit made up of fifteen officers patrolling the parks and trails, thanks to a COPS grant received by the Atlanta Police Department from the US Department of Justice.

In 2013, Art on the Atlanta BeltLine grew to an unprecedented size of more than 70 works of art. The Lantern Parade, which kicks off the exhibition every year, blew apart expectations with a crowd of 10,000 participants and spectators.

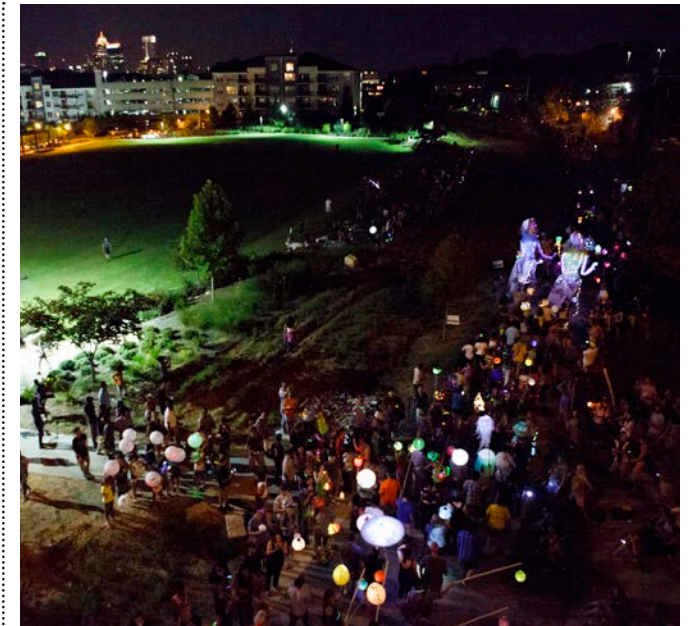
Public safety on the Atlanta BeltLine was boosted by the introduction of the Path Force, a 15-member unit of the Atlanta Police Department. The Path Force patrols the parks, trails, and neighborhoods around the Atlanta BeltLine corridor. The Path Force is headquartered on the ground floor of the Lofts at Reynoldstown Crossing.



// Spurring new pathways

The first phase of the Southwest Connector Spur Trail opened in summer of 2013, winding through a serene stretch of woods, originating at the existing Lionel Hampton Trail, passing by Beecher Hills Elementary School, and emerging onto Westwood Avenue.

Photo: Attaboy Photography



// A parade of thousands

Art on the Atlanta BeltLine kicked off with the first Lantern Parade to take place on the paved Eastside Trail, drawing 10,000 participants and onlookers, and establishing the event as one of Atlanta's favorite new traditions.

The Lantern Parade takes place every year on the Saturday after Labor Day.

Photo: Christopher T. Martin

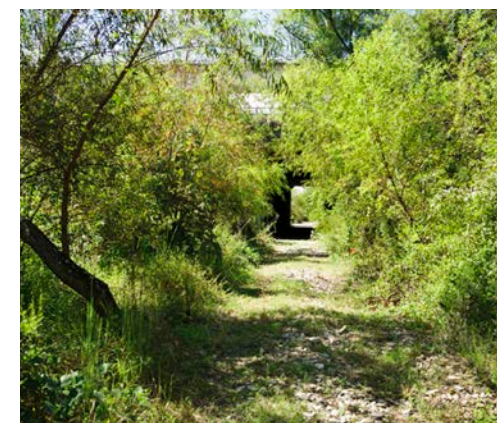
2013



// New President and CEO

In 2013, Paul Morris was appointed President and CEO of Atlanta BeltLine, Inc. by the Board of Directors. Paul's leadership was critical in completing the Strategic Implementation Plan at the end of 2013, and instrumental in securing the US DOT TIGER V grant for the Westside Trail.

Photo: Attaboy Photography



// Funding the future

The City of Atlanta was awarded an \$18 million Transportation Investment Generating Economic Recovery (TIGER) grant from the US Department of Transportation to build the Westside Trail.

Photo: Christopher T. Martin



// The Path Force gets a precinct

The Atlanta BeltLine Path Force moved into the new precinct on the ground floor of Reynoldstown Crossing, adjacent to the southern extension of the Eastside Trail.

Photo: Ronald Angelo Thomas



YEAR 9: MOVING TO THE WEST

On the heels of the US Department of Transportation TIGER grant awarded for Westside Trail construction in 2013, ground was broken on this corridor in late 2014. The 3-mile trail represents the most significant infrastructure investment in southwest Atlanta in decades. In addition to the 14-foot wide multi-use trail, the Westside Trail is being constructed with 14 access points, lighting, cameras, signage and wayfinding, and preparation for future transit. The trail will connect four schools and four parks, as well as ten neighborhoods in southwest Atlanta. Trees Atlanta will expand the Atlanta BeltLine Arboretum to the tune of 30 more acres of native trees and new greenspace.

In 2014, construction was started and completed on the Eastside Trail Gateway. The Gateway connects the 2-mile Eastside Trail to the 17-acre Historic Fourth Ward Park, bringing together two independently popular destinations for the northeast section of the city. With more

than 1 million users on the Eastside Trail in 2014, the Gateway was prioritized and delivered under budget and ahead of schedule.

The high traffic on the Eastside Trail calls attention to the emerging cycling and pedestrian culture in Atlanta. ABL introduced its first etiquette campaign in 2014 to help spread awareness of the basics of etiquette on a multi-use trail. Volunteers held signs and shared simple, friendly messages with Atlanta BeltLine users.

Streetscape improvements and pedestrian connectivity enjoyed a big year in 2014. Thanks to a partnership with the Department of Public Works, the Edgewood Avenue Bridge reopened, in April 2014. The old bridge was in disrepair and, to accommodate the trail and transit corridor, was rebuilt brand new.



//Groundbreaking beginnings

The Eastside Trail Gateway broke ground in January 2014, drawing a crowd for the eagerly anticipated connection between the Eastside Trail and Historic Fourth Ward Park.

Photo: Attaboy Photography



//Edgewood Avenue bridge

The Edgewood Avenue bridge reopened in 2014 as part of the Atlanta BeltLine's streetscapes program.

Photo: Christopher T. Martin



The Westside Trail groundbreaking in November 2014 was celebrated with this commemorative lapel pin.
Photo: Christopher T. Martin



// Vertical connections

Ramps and stairs were built on the Edgewood Avenue Bridge for access to the future extension of the Eastside Trail below. These vertical connections are an important part of allowing access to the Atlanta BeltLine.



// Taking transit to the future

The Atlanta Streetcar debuted in December 2014, with the first 2.7 mile loop of rail connecting downtown and the King Historic District. The Atlanta Streetcar will one day expand into the Atlanta BeltLine and connect the city with 50 miles of crosstown routes.

Photo: Atlanta Streetcar

2014

// International recognition

The Atlanta BeltLine won its first international award, with the Eastside Trail and Historic Fourth Ward Park named the "Best Rehabilitation Project in the World" by the International Federation of Real Estate.



// Bringing on the charm

The Southern Charm etiquette campaign was first introduced to bring awareness to the etiquette rules on the trails.



// Eastside Trail Gateway

The Gateway connecting Historic Fourth Ward Park with the Eastside Trail was completed, bringing together two enormously popular amenities, and creating a gentle slope over the steep grade between the park and the trail.

Photos above and right: Van Hall



// The Westside Trail breaks ground

The \$43 million Westside Trail in southwest Atlanta broke ground near the end of 2014.

YEAR 10: A DECADE OF PROGRESS

Much has happened in the ten years since Atlanta BeltLine, Inc. was formed, but 2015 proved to be an exceptionally busy year. Developments were made on all fronts of the Atlanta BeltLine program, from parks and trails to affordable housing and transit. On page 27, we present you with the performance dashboard, updated for 2015, benchmarking our progress in all areas of the program.



// Making housing possible

Boynton Village reopened as Stanton Oaks, a fully-renovated affordable housing development in south Atlanta. The first families took the keys in early 2015.

Photo: Christopher T. Martin



// Westside Trail progress

The bridge over Martin Luther King, Jr. Drive was removed and will be replaced with the construction of the Westside Trail.

Photo: Christopher T. Martin

2015

// Affordable senior housing

In a partnership with Mercy Housing, ground was broken on Reynoldstown Senior, an affordable-living development for senior citizens.

Photo: Christopher T. Martin



// New ways to partner

Atlanta BeltLine, Inc. began a partnership with the Federal Home Loan Bank of Atlanta, financing downpayment assistance and rehabs for low-income buyers/owners. Thanks to this partnership, seventeen homes were closed in the first year and the first rehab dollars were committed.

“A more life-affirming approach to infrastructure considers everyone and every aspect of our lives. We can design a physical structure that cultivates suitable conditions to create a business or raise a family in the way that meets our highest expectations. In the process, we make valuable cultural, social, and economic contributions to the broader community.”

Ryan Gravel // Atlanta BeltLine Visionary, Sixpitch Founder



Progress continued on the Westside Trail in 2015.
Photo: Christopher T. Martin

YEAR 10: STATUS/DASHBOARD

The Strategic Implementation Plan (SIP), approved by the Atlanta BeltLine, Inc. Board of Directors in 2013, provides a timeline and project priority list for the completion of the entire Atlanta BeltLine program. This dashboard measures our progress against those benchmarks, and presents a snapshot of the status of the Atlanta BeltLine at the end of 2015. Presently, we are in the second year of Period 1 (2014–2018).

By the end of 2030, the Atlanta BeltLine program is expected to generate \$10 billion in private investment. At the end of 2015, economic development around the corridor totaled **\$3.1 billion**.



// Meet Eddy Cat

In fall of 2015, the Atlanta BeltLine got a new etiquette ambassador: Eddy Cat. His job is to remind everyone of the rules of etiquette on the trails. He's on Facebook and Twitter @beltlineeddycat, so be sure to say hello!

Illustration: Alston Jones

With an investment-to-date of \$449 million, this number represents a nearly 7:1 return. More than 6,000 permanent jobs and nearly 23,000 construction jobs have been created since 2006. Housing development tops 15,400 new units for the planning area, with a targeted 28,000 (5,600 affordable workforce) units by 2030.

With more than 7 miles of trail completed and 200 acres of parkspace added to the city, the Atlanta BeltLine is moving toward its goal of a 33 mile trail network and 1,300 acres of new and 700 acres of renewed greenspace in Atlanta.



// More skatepark options

Arthur Langford, Jr. Skatepark opened in December of 2015. The second official skatepark in the City of Atlanta (both on the Atlanta BeltLine), this skatepark accomodates beginning skill-level skaters.

Photo: City of Atlanta

2015



// Sustainability in Action

In a continuous effort to be as sustainable a program as possible, Atlanta BeltLine, Inc. recently moved into a new and improved office space that maximizes efficiency in a manner that makes economic sense. Atlanta BeltLine projects are built with sustainability in mind, and the new ABI office space promotes sustainable habits within the workplace – we are not just talking the talk, we are walking the walk!

The office space, designed to LEED standards, promotes natural lighting, efficient energy usage, and incorporated sustainability in all aspects of construction, right down to the recycled hardwood floors! Located right on a MARTA line and at an Atlanta Streetcar station, ABI staff is encouraged to use alternative transportation to get to work, and the space was built with plenty of bike racks to promote cycling.

PERFORMANCE DASHBOARD	2015	CHANGE
2030 Benchmark (Target: 25-year/20-year reset) time elapsed	40% / 25%	
Total Investment (Target: \$2.8 to 4.8 billion)	\$449 million	● \$49 million
Transit Corridor Control (Target: 22 miles)	57%	● 0.18 miles
Trail Corridor Control (Target: 33 miles)	74%	● 0.55 miles
Park Land Control (Target: 1,300 acres)	63%	● 79 acres
Brownfield Remediation (Target: 1,100 acres)	25%	● none
Transit Projects (Target: 22 miles) Designed/Delivered	20% / 0%	● ● none
Trail Projects (Target: 33 miles) Designed/Delivered	35% / 18%	● ● none
Park Projects (Target: 1,300 acres) Designed/Delivered	20% / 20%	● ● 2 acres
Streetscape Projects (Target: 46 miles) Designed/Delivered	9% / 5%	● ● none
Permanent Jobs (Target: 30,000)	6,100	● 32%
Construction Jobs (Target: 48,000)	22,490	● 8%
Economic Development (Target: \$10 billion w/ ROI of 3.5 to 1)	\$3.1 billion w/ 7 to 1	● \$600 million
Housing Development (Target 28,000)	15,483	● 16%
ABI / IA Supported Affordable Housing (Target 5,600 – 20%)	1,025	● ● 4%
All Affordable Housing Development (5,600 – 20%)	2,279	● ● 2%

● = On Schedule

● = Near Schedule

● = Behind Schedule



// The Atlanta BeltLine Like You've Never Seen It

In August 2015, The Atlanta Journal-Constitution released its monthly *Living Intown* magazine with a special twist: an exclusive look at every aspect of the Atlanta BeltLine. Touted as the “guide to spectacular sights and secret finds,” this 164-page collector’s edition magazine is worthy of gracing the coffee table of any Atlanta BeltLine fan.

You can pick up a copy for yourself (and your friends and family!) by ordering online at shop.beltline.org. Proceeds from magazine purchases go to benefit the Atlanta BeltLine Partnership!

A SHARED COMMITMENT TO FULFILLING THE VISION

External Affairs

The Atlanta BeltLine began as a grassroots initiative and has grown into a project fueled by engagement and activism. Our partners in the community are the driving force behind the program's continued progress, and demand accountability for the Atlanta BeltLine's dedication to the shared vision.

Public Meetings

Community engagement is a key part of planning for Atlanta BeltLine projects, and in 2015, ABI hosted 29 public meetings with more than 1,100 attendees total. Our community planning and engagement staff also presented at 18 meetings and events for external community groups.

Design Review Committee

In March of 2015, the City of Atlanta established the Atlanta BeltLine Design Review Committee (DRC). The purpose of the DRC is to achieve the highest design standards for all projects in the Atlanta BeltLine Planning Area by providing recommendations from an ABI-led committee to the City of Atlanta Office of Planning for projects in the Atlanta BeltLine Planning Area. The DRC's mission is to ensure compliance with the Atlanta BeltLine Overlay and the Subarea Master Plan goals. Members of the DRC were confirmed by the Atlanta City Council, and held their first meeting in September 2015.

The committee is composed of:

- Fred Yalouris, Design Director at ABI
- Lee Harrop, Program Director at ABI
- Beth McMillan, Community Planning and Engagement Director at ABI
- Charletta Wilson Jacks, the City of Atlanta Director of the Office of Planning
- David M. Hamilton, AIA, a licensed and independent architect
- Jeffery Robinson, AIA, a licensed and independent architect
- Julie McQueen Price, AICP, an independent city planning professional
- Johanna McCrehan, an urban design professional



^ Pictured left to right: Mayor Reed, Ryan Gravel, Mtamanika Youngblood, and Paul Morris sit on a panel for the fourth Quarterly Briefing of 2015. Photo: Christopher T. Martin

Fourth Quarterly Briefing Panel

More than 200 guests attended the fourth Quarterly Briefing of 2015, held on November 3rd at Atlanta Technical College. The meeting featured a special panel discussion focused on the first ten years of the project, as well as current and future developments. Featured panelists included Mayor Kasim Reed, Ryan Gravel, community activist Mtamanika Youngblood, and CEO Paul Morris. Bill Nigut, Senior Executive Producer for Georgia Public Broadcasting, moderated the discussion.

Media & Social Media

In 2015, the Atlanta BeltLine was featured in several high-profile national and regional publications, and local coverage continued to grow. Some of these high-profile publications included *Rails to Trails Magazine*, *Runner's World*, *The Journal of the American Institute of Architects*, *Rolling Out*, *BBC*, *National Journal*, *Fox News*, *New York Times*, *Architect's Newspaper*, *Huffington Post*, *Forbes*, and *The Wall Street Journal*.

Total Facebook fans at the end of 2015 increased to **59,924**, while total Twitter followers have increased to **56,112**.

Legislation

In May 2015, Governor Nathan Deal signed into law Senate Bill 4 (SB 4) to enable public/private partnerships (P3s) as financing for Atlanta BeltLine transit, trails, parks, and streetscapes. Across the nation, the cost of providing public infrastructure continues to rise, while the amount of public funding available is becoming less certain. Georgia state law will now permit a framework in which a public entity (such as Atlanta BeltLine, Inc. and the City of Atlanta) can partner with the private sector to fund capital projects.

In a public/private partnership, the private entity typically covers many of the upfront capital costs for the project, assuming most of the risk and receiving payments from the public partner over time, allowing the public entity to benefit from the expertise and efficiencies of the private sector. P3s are one of many financing and funding tools that will be required to complete the Atlanta BeltLine between now and 2030. Additional funding comes from tax allocation districts, private dollars, other City of Atlanta capital funding, and federal funds.

The effort to pass SB 4 was led by Senator Steve Gooch (R-Dahlonega), and the legislation received overwhelming bipartisan support from the General Assembly. The bill opens up new possibilities for funding the Atlanta BeltLine and building projects faster and more efficiently.

SB 4 allows for P3s to be used for transportation projects, which are broadly defined as transit, trails, greenspace, and other key projects.

The General Assembly also passed major transportation funding legislation that will generate over \$900 million in new annual revenue for transportation infrastructure. While most of these funds will go toward maintenance and improvements on roads and bridges, lawmakers took the first step to fund local transit projects by including language that allows counties and regions to introduce ballot referenda for sales tax up to 1 cent. The penny sales tax referendum could go before voters in the City of Atlanta and Fulton County as early as November 2016.



Governor Nathan Deal signing Senate Bill 4 to pave the way for public/private partnerships to fund Atlanta BeltLine projects.



AN APPRECIATION OF ACCOLADES

The Atlanta BeltLine was honored with several prestigious awards in 2015. Among those were two awards from the International Economic Development Council: the Gold Award for Excellence in Economic Development in the Neighborhood Development category, and the Silver Award for Excellence in Economic Development in the Annual Report category. The award-winning 2014 Atlanta BeltLine, Inc. annual report is available at beltline.org/annual-reports.

The Atlanta BeltLine also received the following awards in 2015:

Atlanta Urban Design Commission Award of Excellence
Art on the Atlanta BeltLine

National Recreation and Park Association National Partnership Award
for partnership between Atlanta BeltLine, Inc. and the City of Atlanta Office of Parks and Recreation

Atlanta District of Urban Land Institute Building Healthy Places Award
for the Eastside Trail & Historic Fourth Ward Park

Environmental Protection Agency Region 4 Phoenix Award for Excellence in Brownfield Redevelopment
for the Eastside Trail & Historic Fourth Ward Park

InterBike's Places for Bikes Award
for the Atlanta BeltLine

Additionally, *Creative Loafing* readers voted the Atlanta BeltLine as the "Best free thing to do," "Best jogging path," "Best new thing about Atlanta," and "Best place to ride your bike."

Atlanta BeltLine, Inc. is pleased to have received the following grants in 2015:

City of Atlanta Mayor's Office of Cultural Affairs
Art on the Atlanta BeltLine—\$50,000

National Endowment of the Arts Our Town grant
Arts and Culture Implementation Plan—\$50,000

Federal Transit Administration Pilot Program for Transit-Oriented Development
Atlanta BeltLine Transit Supportive Land Use—\$500,000

Economic Development Agency Local Technical Assistance Program
Murphy Crossing Economic Development Analysis—\$50,000



The Eastside Trail sees over 20,000 visitors on an average week, making it one of the premier tourist attractions in Atlanta.

Photo: Jenni Girtman / Atlanta Event Photography



“[The Westside Trail] will demonstrate the City of Atlanta’s commitment to build the BeltLine in every part of the city—from the Northside to the Southside, and from the Eastside to the Westside. This multi-purpose trail will serve as a new foundation for connectivity and economic development in southwest Atlanta, while preserving the uniqueness of these historic communities.”

Kasin Reed // Mayor of Atlanta // Westside Trail Groundbreaking Ceremony



PUSHING FORWARD WITH A NEW BEGINNING

Construction Progress

At just a little more than a year after the groundbreaking of the Westside Trail on November 12, 2014, we have made huge strides on the \$43 million project. The three-mile multi-use trail is being built with 14 ADA-accessible access points, lighting, cameras, signage and way-finding, mile-markers, utility infrastructure, stormwater retention capacity, and preparation for future transit.

When complete, the trail will connect four parks and four schools, and link some of southwest Atlanta’s most historic neighborhoods. The corridor will be lined with more than 30 acres of greenspace as part of the Atlanta BeltLine Arboretum, and will provide space for the Atlanta Streetcar to run in-corridor, with connections to new and existing transit stations.

Construction of the project is being led by ABI and Astra, with design of the trail completed by Kimley-Horn. Funding for the Westside Trail came from public and private sources, including the US Department of Transportation, the Georgia Department of Transportation, and lead donors James M. Cox Foundation/PATH Foundation, Kaiser Permanente, and Susan and Richard Anderson. A combination of grants and loans through the City’s Brownfields Programs have funded remediation projects on the Westside Trail.

Westside Trail Pavilion

When funding is available for construction, a new performance pavilion will be located at the trailhead near Allene Avenue in the Adair Park neighborhood. The American Institute of Architects (AIA) Atlanta, in partnership with Atlanta BeltLine, Inc. and the City of Atlanta Mayor’s Office of Cultural Affairs, sponsored a competition to see what the design potential was for the site. The winning team was awarded \$10,000. The winners, Harry Ross, AIA, Sylvan Miles, AIA, and Tim Bragan, were announced in October by AIA Atlanta, at the organization’s “Build Something Great” celebration. When constructed, the site will act as a performance space and landmark for the neighborhood, activating and energizing the area as a cultural destination.

Adair Park Urban Farm

The Atlanta BeltLine’s first Urban Farm is now up and running, and in 2015, two farmers were hired to manage the site. Andy Friedberg and Andrea Ness have partnered to run the farm located near the border between the Oakland City and Adair Park neighborhoods on the Westside Trail. The Urban Farm was once a contaminated site plagued by erosion. The land was remediated thanks to funding from the City’s Brownfield Program, and a cover crop was established to encourage regeneration of nutrients in the soil. Now, our farmers can bring the site up to its full potential as a living, breathing part of southwest Atlanta. The Adair Park Urban Farm, which is being managed as a private entity, will be a pilot site for other urban agriculture sites around the Atlanta BeltLine.



^ Pictured Above:
Andrea Ness and Andy Friedberg have partnered to run the first urban agriculture site on the Atlanta BeltLine.

< Pictured Opposite:
Construction on the 3-mile Westside Trail is underway.
Photo: American Drone Industries.

MOVING IN NEW DIRECTIONS

Eastside Trail Extension

In 2015, a Request for Proposals was released for a contractor to construct the Eastside Trail extension. Permitting was finalized in 2015, allowing for a spring 2016 groundbreaking.

Southside Trail Design

Last fall, a request for proposals for design development and construction of the Southside Trail was released by Atlanta BeltLine, Inc. The Southside Trail is a five mile corridor segment between University Avenue and Memorial Drive, linking the Eastside southern extension and Westside Trails. Proposals were due in late 2015 and negotiations are currently underway. The selected contractor will design the corridor transit-ready, with multi-use trail, lighting, retaining walls, vertical connections, stormwater infrastructure, bridges, signage and wayfinding, and landscaping.

Northside Spur Trail

Our partners at the PATH Foundation completed construction on the Northside Spur Trail in 2015. This spur trail splits off from the Atlanta BeltLine Northside Trail just north of Collier Road, adding a third of a mile to the Northside Trail, connecting it to the Bitsy Grant Tennis Center and Northside Drive.

This spur trail is Phase I of a longer connector trail that will link Peachtree Battle Road to the Northside Trail. Phase II will run parallel to Northside Drive, and Phase III, over Peachtree Creek, will be incorporated into the new Northside Drive Bridge being planned by the Georgia Department of Transportation.

Pictured Right>

The Trees Atlanta TreeHouse serves as an educational center on the Atlanta BeltLine. Photo: J.R. Ward II Photography.

The Atlanta BeltLine Arboretum in fall colors on the Eastside Trail. Photo: Perkins+Will



Etiquette Campaign

In late summer 2015, the Atlanta BeltLine rolled out the second round of the trail etiquette campaign. The etiquette campaign offers light-hearted, friendly reminders of proper trail etiquette when using the Atlanta BeltLine, so that everyone can enjoy a friendly environment. For this round of the campaign, the Atlanta BeltLine got a new spokesman—Eddy Cat. Eddy Cat is helping to bring the southern charm to the Atlanta BeltLine with a series of shareable images.

Eddy Cat maintains a presence on social media and on the Atlanta BeltLine, reminding users to follow rules of etiquette, such as staying to the right on the trail, cleaning up after pets, and cyclists slowing down for pedestrians, among other messages that will encourage positive and healthy interactions in our shared space.

The Eddy Cat character was illustrated by local artist and animator Alston Jones. Messaging was a collaborative effort by ABI and Dad's Garage Theater Company. Eddy Cat can be reached via eddy.cat@atlbeltline.org or on Twitter @beltlineeddycat, and will respond to trail etiquette inquiries via the new "Ask Eddy Cat" column on the Atlanta BeltLine blog.

Trees Atlanta Art

Our friends at Trees Atlanta contributed brand new art sculptures to the Eastside Trail in 2015 that pay homage to the Atlanta BeltLine Arboretum program. The installation, "33 Oaks," is a collection of stainless steel leaf sculptures representing 33 species of oaks native to Georgia. The sculptures were created by artist David Landis, who also crafted the rhino, "Northern White," at the Freedom Park spur trail, and the sculpture "Cycles" at Rose Circle Park.

Trees Atlanta's programming also includes walking tours of the Atlanta BeltLine Arboretum guided by a knowledgeable docent. Programs such as the Youth Tree Team and Junior TreeKeepers engage all ages in volunteer work, exploration, and education. More information is available at treesatlanta.org.

<Pictured Left

"33 Oaks" by David Landis, commissioned art by Trees Atlanta for the Atlanta BeltLine Arboretum. Photo: Christopher T. Martin

Eddy Cat, the new etiquette ambassador for the Atlanta BeltLine. Illustration: Alston Jones.

The new PATH Foundation spur trail connects the Northside Trail to Bitsy Grant Tennis Center.



SHINING JEWELS OF A SPARKLING LEGACY

Parks are the gems on the emerald necklace that outlines the Atlanta BeltLine. With more than 1,300 acres of greenspace planned by 2030, the Atlanta BeltLine will help to deliver healthier, greener amenities equitably in neighborhoods around the 22-mile loop. More than 200 acres of park space are currently open on the Atlanta BeltLine, with more on the way in the first period of the Strategic Implementation Plan.

Arthur Langford, Jr. Park

On December 11, 2015, the City of Atlanta hosted a grand opening for the Arthur Langford, Jr. Skatepark. The park honors the late civil rights icon, Arthur Langford, Jr., and father of First Lady Sarah-Elizabeth Reed.

The park is the second official skatepark in the City of Atlanta, after the Historic Fourth Ward Skatepark. Both are located on the Atlanta BeltLine. The Arthur Langford, Jr. Skatepark was built with funding from the Coca-Cola Foundation, and will feature a brand new mural by a local artist.

< Pictured Opposite: The lush landscaping and rippling lake in Historic Fourth Ward Park play host to a variety of events year-round.
Photo: John Becker.

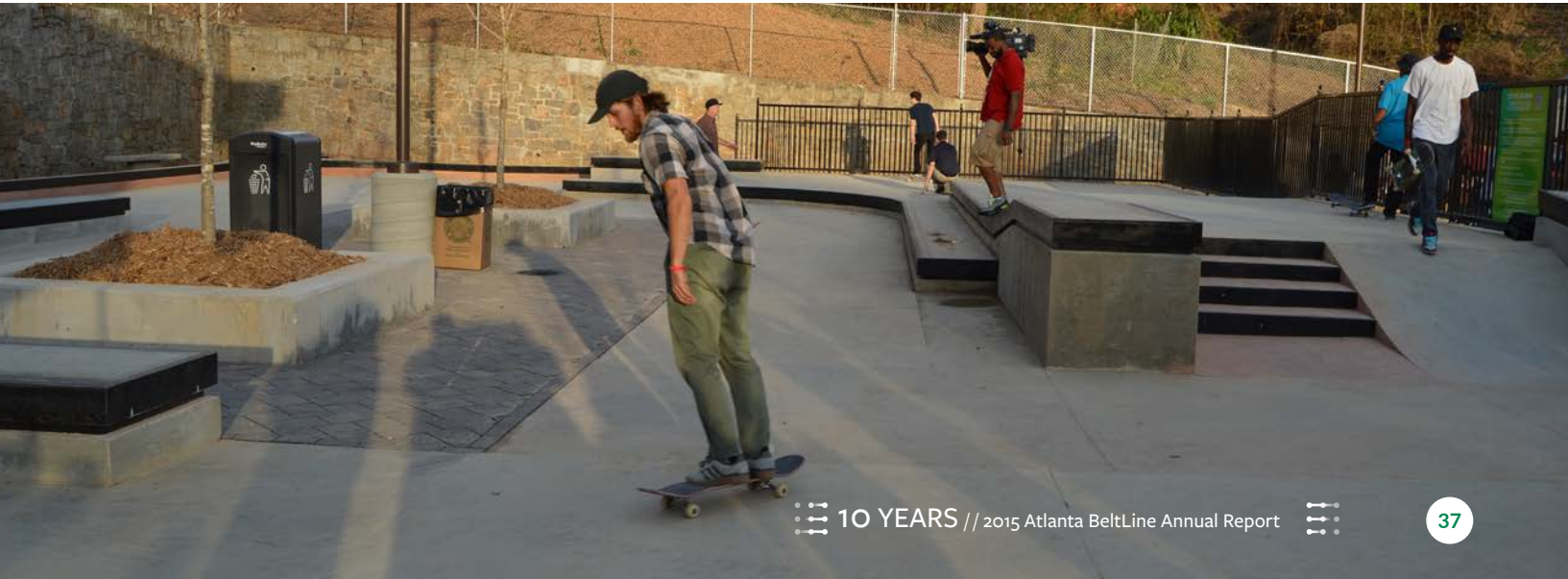
Below: The skatepark at Arthur Langford, Jr. Park became the second skatepark on the Atlanta BeltLine in 2015.
Photo: City of Atlanta

Shade at Historic Fourth Ward Park

A new shade structure opened in Historic Fourth Ward Park in 2015, thanks to the Historic Fourth Ward Park Conservancy and Park Pride, who provided a \$16,000 grant for the structure. Historic Fourth Ward Park has been a favorite destination for Atlanta families since opening in 2011, and the structure provides shelter from the sun while the young shade trees planted at the park grow to maturity.

Park of the Month

The Atlanta BeltLine is so much more than just trails, and our “Park of the Month” series got a closer look at greenspaces on the Atlanta BeltLine. From groundbreaking to ribbon-cutting and beyond, each park has a unique character, and amenities that add to the neighborhood in different ways. Our parks are more than just grass – they host concerts, festivals, and fitness activities, and provide opportunities for engagement and education. Look for another round of our “Park of the Month” series next summer to see what’s happening in Atlanta’s greenspaces!





BETTER WAYS TO CONNECT

Atlanta BeltLine / Atlanta Streetcar System Plan

The Atlanta BeltLine/Atlanta Streetcar System Plan (SSP) is an integrated network of streetcar lines that go around the Atlanta BeltLine and across the city of Atlanta. Atlanta BeltLine, Inc. has worked together with teams from the City and from the Atlanta Streetcar to establish this high-level priority network that focuses on 53 miles of streetcar routes. In addition, a network of connected transit includes 18 miles of new or enhanced transit service that interfaces with the streetcar system, placing emphasis on streetcar corridors and operable routes.

The SSP integrates multiple crosstown streetcar routes with service along the Atlanta BeltLine corridor, connecting communities, key destinations, and employment centers. The plan promotes last-mile connectivity to transit and fewer transfers. The SSP was adopted by the City Council on December 7, 2015.

Environmental Assessments

While the SSP is a high-level overview of a comprehensive streetcar system, several routes are presently being studied by ABI on the Atlanta BeltLine East, Atlanta BeltLine West, and Crosstown corridors. These studies, called environmental assessments, are necessary for securing federal funding. Significant progress was made on these studies in 2015, moving ABI closer to selecting a Locally-Preferred Alternative (LPA) for Atlanta BeltLine East.

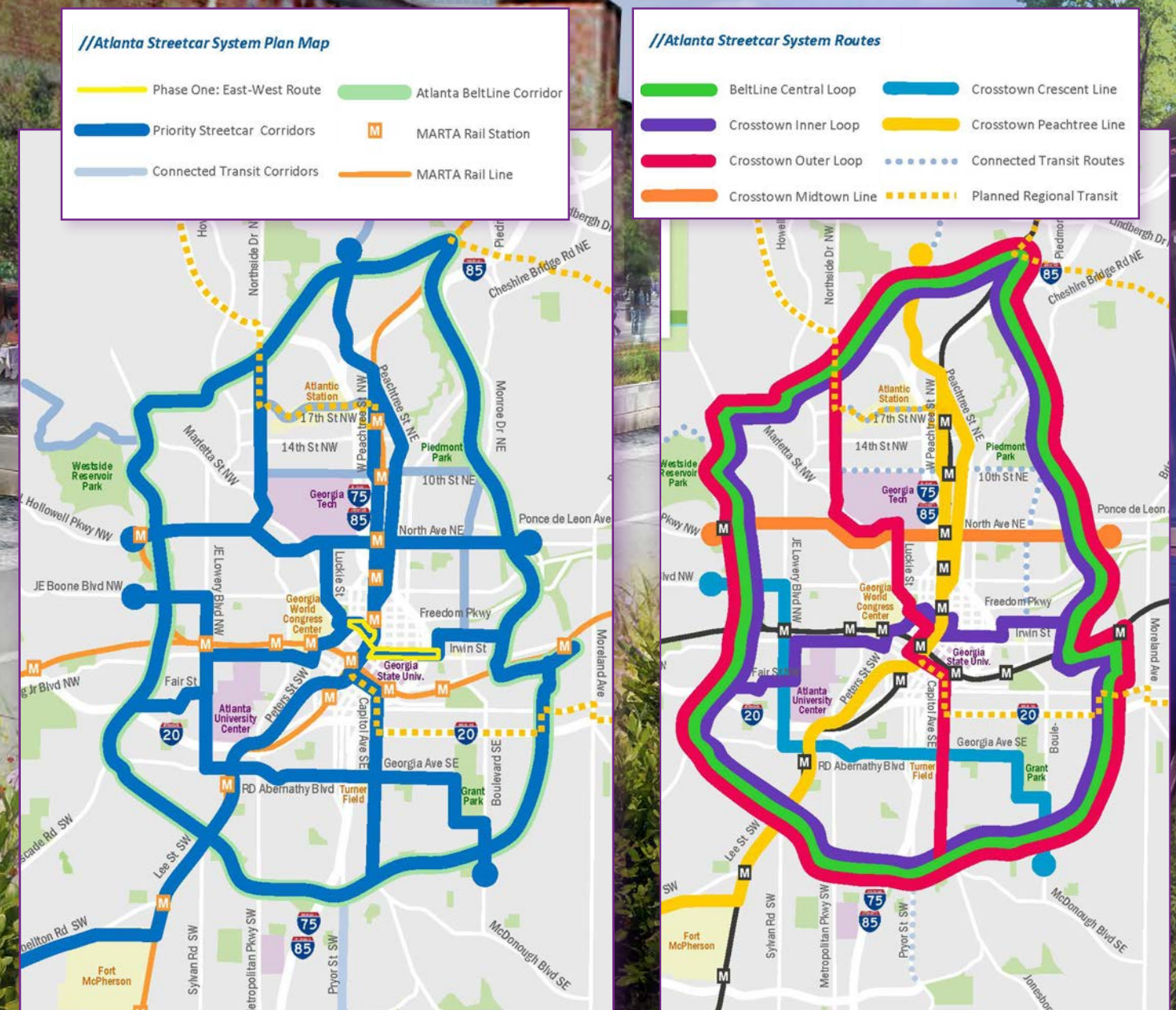
Atlanta BeltLine East encompasses the corridor from Montgomery Ferry to Glenwood Avenue. Particular areas of study include navigation around Hulseley Yard, connectivity to MARTA, and connection to the Atlanta Streetcar. Atlanta BeltLine East will connect with the Downtown Atlanta Streetcar at Edgewood Avenue, likely using Randolph and Auburn Avenue to meet the corridor at Irwin Street.

Atlanta BeltLine West encompasses the corridor from University Avenue to Donald Lee Hollowell Parkway. The environmental assessment will define streetcar connectivity with MARTA, as well as the trail and streetcar alignment north of Joseph E. Boone Boulevard. On the northern end of this corridor, potential MARTA connectivity options include Bankhead station, a new MARTA station at Joseph E. Boone Boulevard, or a spur connection to the Ashby station. On the southern end of this corridor, potential MARTA connectivity options include West End and Oakland City stations.

The North Avenue/Luckie Street line connects Atlanta BeltLine East and Atlanta BeltLine West across town. Currently under study is the connection from Luckie Street to the Bankhead MARTA station.

If Atlanta wants to continue to grow, Atlanta will have to make a major investment in mass transit.

Keith Parker // GM/CEO of MARTA // "Redefining Public Transit Benefits for Future Generations: The CEO's Vision for the Future"





EASIER ACCESS TO BELTLINE AMENITIES

The North Avenue Plaza/PCM connection

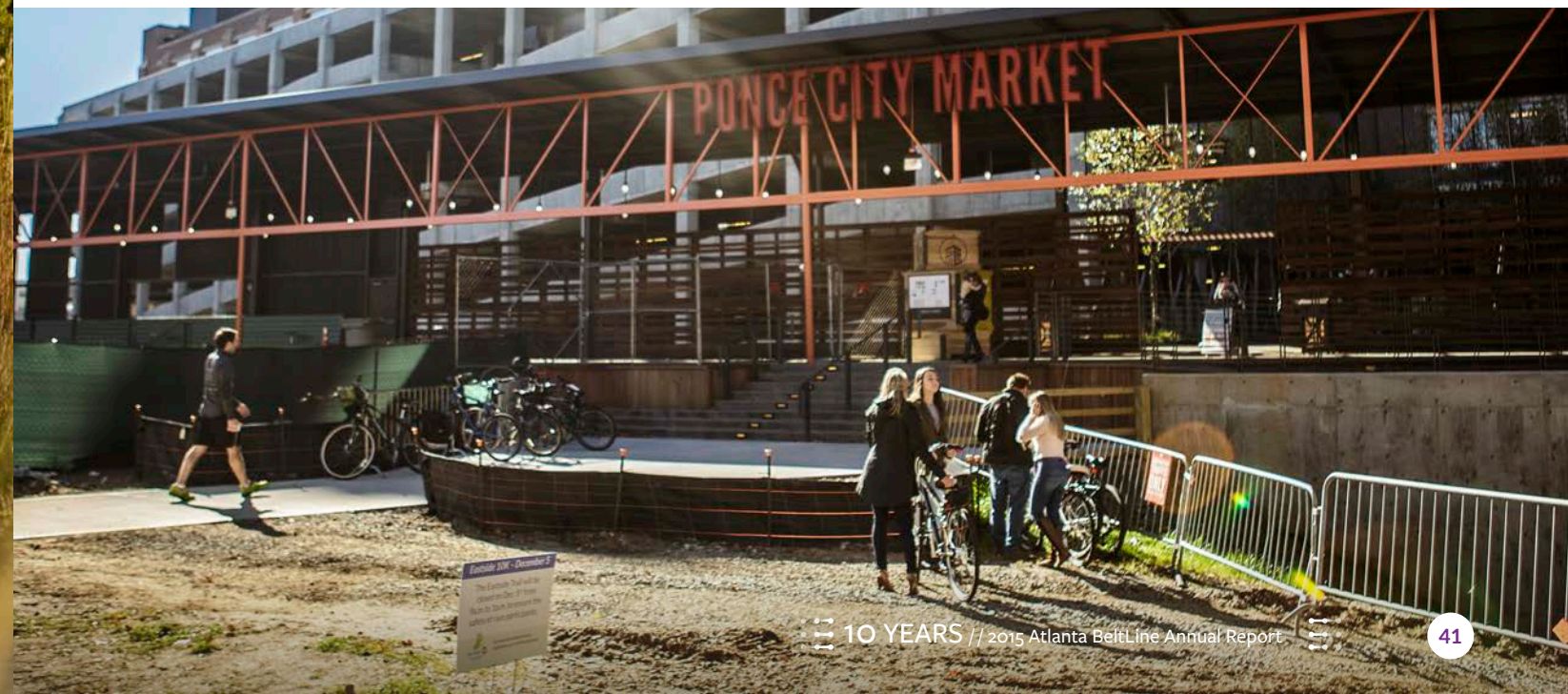
The grand opening of Ponce City Market in 2015 marked one of the most anticipated development openings on the Atlanta BeltLine. Ponce City Market, along with Krog Street Market, represent the historic rehabilitation and mixed used potential of former industrial sites along the corridor. Jamestown Properties invested \$350 million to bring Ponce City Market to life, in part due to the stormwater detention project at Historic Fourth Ward Park alleviating flooding issues for the historic building.

In 2015, the much-anticipated connection between Ponce City Market and the Eastside Trail was completed. Atlanta BeltLine, Inc. worked with Jamestown to allow pedestrian access between the corridor and the development. Another phase of construction is now underway that will create vertical connections to North Avenue, the first public plaza on the Atlanta BeltLine, and another connection with Ponce City Market. A heavily planted bio-retention area and native grass meadow will separate the plaza from the trail. The plaza area will have granite pavers and a bioswale with a variety of trees planted throughout the plaza. The project will be complete in spring 2016.

FIRST PUBLIC PLAZA
ON THE LOOP.

In 2011, ABI and Jamestown Properties jointly applied for and were awarded a Livable Centers Initiative grant to build the plaza.

Pictured Below: The pedestrian connection between the Eastside Trail and Ponce City Market. Photo: Christopher T. Martin





TURNING PLANS INTO ACTION

Integrated Action Plan

ABI completed an Integrated Action Plan (IAP) in 2015 to determine how to achieve the 2005 Redevelopment Plan's ambitious economic development and housing goals.

The core elements of these goals are the following:

- 30,000 new permanent jobs;
- 48,000 one-year construction jobs; and
- 28,000 new housing units with 5,600 affordable workforce units.

The approach of the IAP is practical and action-oriented. It concentrates on fiscal years 2016 to 2020, while also establishing a longer term general framework through 2030. Additionally, real estate acquisition is emphasized in this effort as a critical tool to achieve these goals and more effectively manage development outcomes.

Progress to date is demonstrated in tangible projects which were directly supported by ABI and/or Invest Atlanta incentives, involvement, and development. Sample projects include Ponce City Market, Lofts at Reynoldstown Crossing, Stanton Oaks in Peoplestown, Krog Street Market, AMLI Ponce Park, Reynoldstown Senior, Sky Lofts, and over 100 units purchased with downpayment assistance in complexes around the Atlanta BeltLine.

ABI's foundational strategic approach in fiscal year 2016 to 2020 will be raising financial resources and controlling land to advance programmatic goals. The approach acknowledges that controlling land early in the development process, while it entails more risk, is more effective and targeted than providing incentive financing at the back end of the development process.

ABI identified priority projects for the upcoming five-year period. The first two projects focus on fundraising, and are necessary to implement the remainder of the projects:



- Develop new and maximize existing sources of revenue;
- Establish and capitalize the acquisition fund;
- Advance the Murphy Crossing site;
- Drive the completion of Lofts at Reynoldstown Crossing Phase II buildout;
- Lead planning efforts in the Boulevard Crossing node with surrounding property owners;
- Activate new commercial activity at the beginning, middle, and end of the Westside Trail to enhance the user's experience;
- Implement and scale the Federal Home Loan Bank Structured Partnership, offering owner occupied rehabilitation and downpayment assistance; and
- Directly support the creation of three major projects with affordable workforce housing.

The IAP outlines an aggressive approach to the Redevelopment Plan goals. Implementation will require significant scale and focus within ABI and from an ever expanding list of external partners. It will also require new and increased funding sources from the Atlanta community and beyond. ABI is confident that investing in these initiatives in a coordinated and comprehensive manner will help create an economically stronger and more impactful Atlanta BeltLine community, city, and region.

< Pictured Left: A rendering of transit near the future Atlanta BeltLine Southside Trail.



LAYING A FOUNDATION OF OPPORTUNITY

Housing

The Atlanta BeltLine Affordable Housing Trust Fund invested \$800,000 in the gut rehabilitation of Stanton Oaks, formerly Boynton Village. In 2015, construction was completed and the 43 units of housing were occupied by low-income residents of the Peoplestown neighborhood. The development includes LEED certification, a new mini police precinct, and 1, 2, 3 and 4 bedroom apartments. The Trust Fund also invested \$1.5 million on the development of Reynoldstown Senior, which is currently under construction. These 70-units are designed for low-income seniors in the Atlanta BeltLine-adjacent Reynoldstown neighborhood, and construction is expected to be completed in 2016.



^ The rehabilitation of Stanton Oaks. Photo: Christopher T. Martin



The member banks participating in the first year pilot program were:

- Ameris Bank
- BankSouth
- Fidelity Bank Mortgage
- Georgia Banking Company
- RBC Bank
- Synovus Mortgage Corporation

// Structured Partnership Program

The Atlanta BeltLine housing program established a new partnership in 2015 with the Federal Home Loan Bank of Atlanta (FHLBank Atlanta), offering a cumulative \$600,000 in grant funding for the purchase of new homes, or rehabilitation of existing homes, along the Atlanta BeltLine corridor. More than \$1.9 million in funding was leveraged by \$400,000 of Atlanta BeltLine Affordable Housing Trust Funds. The funding was made available exclusively to FHLBank Atlanta member financial institutions and their eligible customers earning 80 percent or less than the area median income. By the end of 2015, a total of 17 conditional commitments had closed for the Down Payment Assistance portion of the program, which offers funding to eligible homebuyers looking to purchase in the Atlanta BeltLine Planning Area. Construction was also completed on one of six owner-occupied rehab applications to fund necessary improvements on Westside Trail homes.



Development Activation

The Atlanta BeltLine's economic goals are intricately tied to strategic development activities around the corridor. In 2015, Atlanta BeltLine, Inc. engaged with a consultant to determine specific economic development strategies. Focusing on specific nodes for potential development, the consultants helped ABI identify opportunities representative for the larger Atlanta BeltLine strategy. Part of the work included short- and long-term recommendations identifying ways to include and/or preserve affordable workforce housing in each node, and how ABI can best stimulate appropriate development. In late 2015, ABI issued a request for proposals for the Murphy Crossing Economic Development plan, funded by a grant from the US Economic Development Administration. This site, on the southern portion of the Westside Trail, represents sixteen acres of prime redevelopment potential for southwest Atlanta. With the help of consultants, ABI will complete an analysis and craft a set of recommendations focused on activating this node through appropriate developments.

Real Estate Activation

ABI works strategically to sell land not needed for implementation of trail, transit, or greenspace in the Atlanta BeltLine corridor with a focus on balancing programmatic goals such as transit-oriented development, appropriate density, and neighborhood context. With these principles in mind, ABI worked with the City's Office of Planning and Southeast Capital, the developers of 695 North Avenue, to submit a Special Administrative Permit that meets the criteria for appropriate development and historic rehabilitation. The development, sited at the corner of North Avenue and N. Angier across from Historic Fourth Ward Park, will include 228 housing units accommodating mixed-use restaurant and retail, while rehabbing the historic Excelsior Mill Building that has stood at the location since 1901. ABI issues other similar RFPs for development on property around the Atlanta BeltLine corridor as deemed appropriate by our goals.

Pictured This Page (Top to Bottom):

A current photo of Murphy Crossing. Photo: Christopher T. Martin

A rendering of future development on Murphy Crossing.

A rendering of development of the historic Excelsior Mill at 695 North Avenue. Image: Smith Dalia Architects

'LEED' BY EXAMPLE

Sustainability

Atlanta BeltLine, Inc. pursues sustainable outcomes via its people and workplace, internal processes, program of projects and external partnerships. Sustainability for ABI means identifying and implementing solutions to Atlanta's environmental, economic, and social challenges. In 2015, ABI staff, with guidance from KKH Consulting and Southface, developed a Sustainability Action Plan (SAP) to provide a framework of sustainability for the Atlanta BeltLine, both internally and externally. The SAP outlines five business imperatives advanced by the SAP to establish accountability to our stakeholders within a context of economic efficiency and sustainability:

- Improve efficiency and reduce costs
- Increase revenues
- Engage employees
- Reduce and manage risks
- Strengthen brand and thought leadership

The SAP will help guide, track and communicate progress toward sustainability, both within the ABI organization and in the Atlanta BeltLine program of projects. This plan outlines a total of eight sustainability initiatives, representing a balance between internally and externally-focused activities.



Sustainability Action Plan

- 1 REDUCE OFFICE ENVIRONMENTAL FOOTPRINT**

Our new office space maximizes efficiency and promotes sustainable habits within the workplace. We are presently implementing policies that promote IT efficiency and facilitate a paperless office.
- 2 MANAGE ABI RESOURCES: ASSETS, FACILITIES, EQUIPMENT**

We are creating an environmentally preferable purchasing (EPP) policy to guide purchasing decisions toward sustainability.
- 3 REDUCE ENERGY USE AND EMISSIONS FROM STAFF COMMUTING & TRAVEL**

Policies are being developed to encourage alternative commuting and options for vehicle use for offsite travel for employees that use MARTA, bike, or use other forms of transportation.
- 4 ENGAGE, SUPPORT AND CONNECT EMPLOYEES**

We are committed to training employees in sustainability topics to ensure adherence to policies and encourage participating in sustainable activities.
- 5 CREATE ABI PROJECT SUSTAINABILITY GUIDELINES**

We are designing benchmarks to track progress through established criteria and guidelines for existing typologies.
- 6 PROVIDE INCENTIVES FOR SUSTAINABLE PROJECT OUTCOMES**

We are formulating new ways to incentivize sustainable development along the Atlanta BeltLine.
- 7 COMMUNICATE ABI'S SUSTAINABILITY GOALS & ACHIEVEMENTS**

We will communicate and highlight our sustainability efforts in a way that uses tangible metrics to report on our progress.
- 8 ESTABLISH STRATEGIC PARTNERSHIPS**

We are reaching out to and establishing relationships with partners that are on the forefront of innovation in sustainable practices.

Completed
 In-progress
 Future task

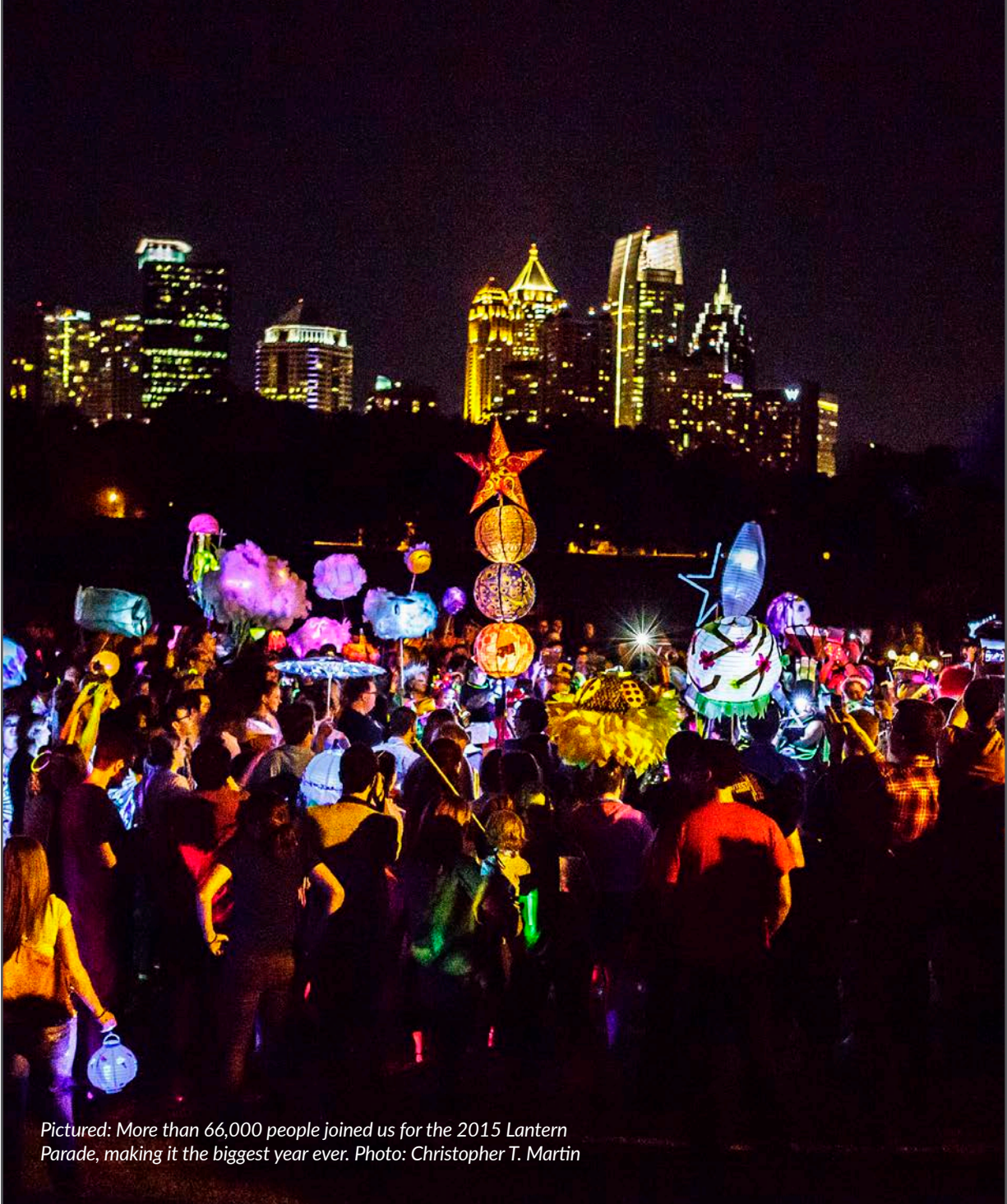
CULTURE MEETS COMMUNITY

The sixth year of *Art on the Atlanta BeltLine* was larger than ever with more than 60 visual works and 50+ performances. The 2015 exhibition brought more than 100 projects out to the Eastside Trail, Historic Fourth Ward Park, Gordon White Park, Reynoldstown, and the Northeast Hiking Trail, with six performance dates featuring hours of free entertainment, dazzling all from September through November.

The Lantern Parade, created and hosted by Chantelle Rytter and the Krewe of the Grateful Gluttons, smashed all expectations by bringing more than 66,000 participants and spectators to the trail to kickoff the largest temporary public art exhibit in the south.

The continuing exhibition grew in 2015, with murals, large-scale sculpture, photo exhibits, and more staying on to increase the portfolio of year-round public art. Public art is an integral component of the Atlanta BeltLine, and both the temporary and continuing exhibition make a cultural impact, helping grow the careers of artists, and furthering the diversity of the arts for the surrounding Atlanta BeltLine neighborhoods.

Art on the Atlanta BeltLine is made possible by the Mayor's Office of Cultural Affairs, the Atlanta BeltLine Partnership, the Atlanta City Council, 10th and Monroe, LLC, the Atlanta Medical Center, the Sarah Giles Moore Foundation, the Atlanta Community ToolBank, Google, Mailchimp, Sunbelt Rentals, *Living InTown*, AM1690, the Masquerade, Kroger, Park Tavern, and many more. It is produced with the help of an all-volunteer steering committee – a working group of more than a dozen committed volunteers from Atlanta BeltLine neighborhoods, and organizations such as WonderRoot, Eyedrum, Atlanta BeltLine, Inc., and the Mayor's Office of Cultural Affairs.



Pictured: More than 66,000 people joined us for the 2015 Lantern Parade, making it the biggest year ever. Photo: Christopher T. Martin



Do Not Feed the Wildlife by Kaylin Broussard & Chris Bartlett. Photo: Christopher T. Martin



Mausiki Scales and the Common Ground Collective return to perform at Historic Fourth Ward Park. Photo: Christopher T. Martin



Avatar by Addison Karl and Jarus. Photo: Christopher T. Martin



INDEPENDENT AUDITOR'S REPORT

The Board of Directors of the Atlanta BeltLine, Inc. // Atlanta, Georgia

Report on the Financial Statements

We have audited the accompanying financial statements of the business-type activities, the aggregate discretely presented component units, and the major fund of the Atlanta BeltLine, Inc. ("ABI"), a component unit of The Atlanta Development Authority, d/b/a Invest Atlanta, as of and for the year ended June 30, 2015, and the related notes to the financial statements, which collectively comprise ABI's basic financial statements, as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities, the aggregate discretely presented component units, and the major fund of the Atlanta BeltLine, Inc. as of June 30, 2015, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis on pages 3 through 7 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 11, 2015 on our consideration of ABI's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering ABI's internal control over financial reporting and compliance.

At nearly 300 acres, the future Westside Reservoir Park will surpass Piedmont Park as Atlanta's largest greenspace.
Photo: Jenni Girtman / Atlanta Event Photography

STATEMENT OF NET POSITION

Fiscal Year Ended June 30, 2015

Assets	Business-type Activities	Component Unit: Chester Avenue Lofts, LLC	Green Miles Investment, LLC
Current Assets			
Cash and cash equivalents	\$2,114,405	-	\$60,046
Restricted cash and cash equivalents	\$864,225	\$114,611	\$4,091
Accounts receivable	\$907,208	\$215,041	
Due from other governments	\$348,122	-	
Due from the Atlanta BeltLine Partnership	\$634,593	-	
Due from the City of Atlanta	\$1,581,410	-	
Due from the BeltLine Tax Allocation District	\$1,025,671	-	
Due from the Eastside Tax Allocation District	\$70,979	-	
Due from the Westside Tax Allocation District	\$125,777	-	
Due from component unit	\$62,224	-	
Prepaid items	\$157,708	-	
Total current assets	\$7,892,322	\$329,652	\$64,137
Noncurrent Assets			
Capital assets, nondepreciable	\$75,663,805	\$716,731	\$88,022
Capital assets, net of depreciation	\$484,352	-	-
Total noncurrent assets	\$76,148,157	\$716,731	\$88,022
Total assets	\$84,040,479	\$1,046,383	\$152,159
Liabilities	Business-type Activities	Component Unit: Chester Avenue Lofts, LLC	Green Miles Investment, LLC
Current Liabilities			
Accounts payable	\$5,316,409	-	
Accrued expenses	\$707,054	-	
Notes payable, current portion	\$2,151,479	-	
Unearned revenue	\$153,646	-	
Due to primary government	-	\$1,186	\$61,038
Due to the BeltLine Tax Allocation District	-	\$858,825	-
Total current liabilities	\$8,328,588	\$860,011	\$61,038
Noncurrent Liabilities			
Due to the City of Atlanta	\$24,000,000	-	
Notes payable	\$19,528,665	-	
Total noncurrent liabilities	\$43,528,665	-	
Total liabilities	\$51,857,253	\$860,011	\$61,038
Net Position	Business-type Activities	Component Unit: Chester Avenue Lofts, LLC	Green Miles Investment, LLC
Net investment in capital assets	\$31,332,238	\$716,731	\$88,022
Unrestricted	\$850,988	(\$530,359)	\$3,099
Total net position (deficit)	\$32,183,226	\$ 186,372	\$91,121

STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN FUND NET POSITION

Propriety Fund // Fiscal Year Ended June 30, 2015

Operating Revenues	Business-type Activities: Enterprise/Administrative Fund
Intergovernmental funding	\$23,126,052
Private grants and contributions	\$2,461,881
Other income	\$921,390
Total operating revenues	\$26,509,323
Operating Expenses	Business-type Activities: Enterprise/Administrative Fund
General and administrative	\$7,485,698
Depreciation expense	\$129,639
Other expenses	\$3,980
Total operating expenses	\$7,619,317
Operating income	\$18,890,006
Non-Operating Revenue (Expense)	Business-type Activities: Enterprise/Administrative Fund
Interest expense	(\$240,666)
Interest income	\$12
Loss on sale of capital assets	(\$236,425)
Change in net position	\$18,412,927
Net position at beginning of year	\$13,770,299
Net position at end of year	\$32,183,226

STATEMENT OF CASH FLOWS

Propriety Fund // Fiscal Year Ended June 30, 2015

Cash Flows from operating activities	Business-type Activities: Enterprise/Administrative Fund
Receipts from grantors and others	\$18,978,633
Payments to suppliers, vendors, and other governments	(\$2,044,033)
Payments to employees for salaries and related benefits	(\$4,716,639)
Net cash provided by operating activities	\$12,217,961
Cash Flows from capital financing activities	Business-type Activities: Enterprise/Administrative Fund
Acquisition and construction of capital assets	(\$8,772,867)
Principal payments on notes payable	(\$2,020,168)
Payments for interest	(\$240,666)
Net cash used by capital financing activities	(\$11,033,701)
Cash Flows from investing activities	Business-type Activities: Enterprise/Administrative Fund
Interest on investments	\$12
Net cash provided by investing activities	\$12
Net increase in cash and cash equivalents	\$1,184,272
Cash and cash equivalents at beginning of fiscal year	\$1,794,358
Cash and cash equivalents at end of fiscal year	\$2,978,630
Reconciliation of Cash and Cash Equivalents To Statement of Net Position	Business-type Activities: Enterprise/Administrative Fund
Cash and equivalents	\$2,114,405
Restricted cash and equivalents	\$864,225
	\$2,978,630
Reconciliation of operating income to net cash provided by operating activities	Business-type Activities: Enterprise/Administrative Fund
Operating income	\$18,890,006
Adjustment to reconcile operating income to net cash provided by operating activities:	
Depreciation expense	\$129,639
Loss on sale of capital asset	(\$236,425)
Capital donation included in operating income	(\$7,814,000)
Change in assets and liabilities:	
(Increase) decrease in:	
Accounts receivable	(\$851,720)
Due from the Atlanta BeltLine Partnership	(\$41,276)
Due from the City of Atlanta	(\$1,239,217)
Due from the Tax Allocation Districts	\$179,090
Due from other governments	\$2,303,009
Due from component unit	(\$62,134)
Prepaid items and other assets	\$92,295
Increase (decrease) in:	
Accounts payable and accrued expenses	\$2,042,874
Unearned revenue	\$11,597
Due to the BeltLine Tax Allocation District	(\$1,169,738)
Due to Invest Atlanta	(\$16,039)
Net cash provided by operating activities	\$12,217,961
Non-cash items from capital financing activities	
Donated capital assets—land	\$7,814,000



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