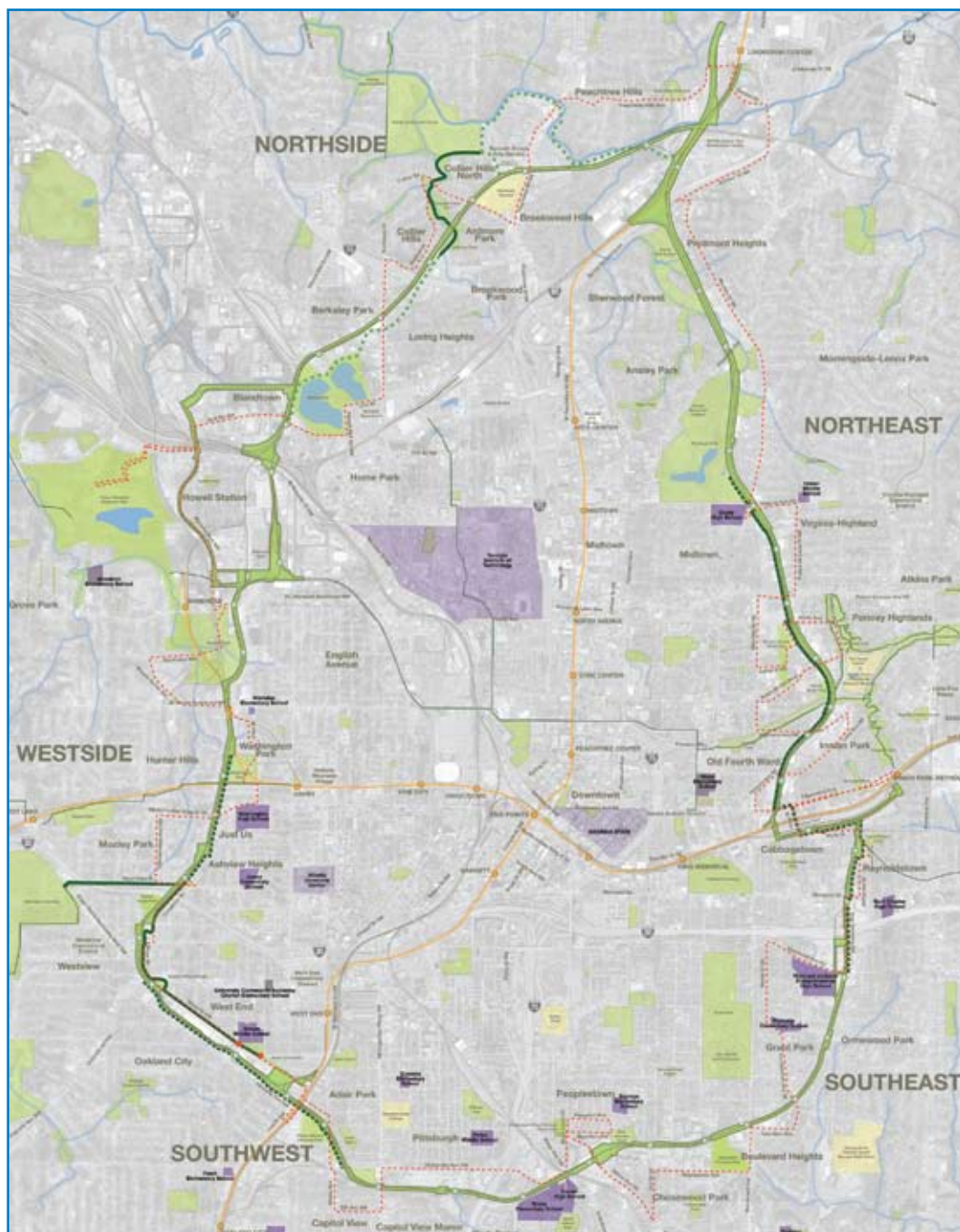


The Atlanta BeltLine

Project Overview Map

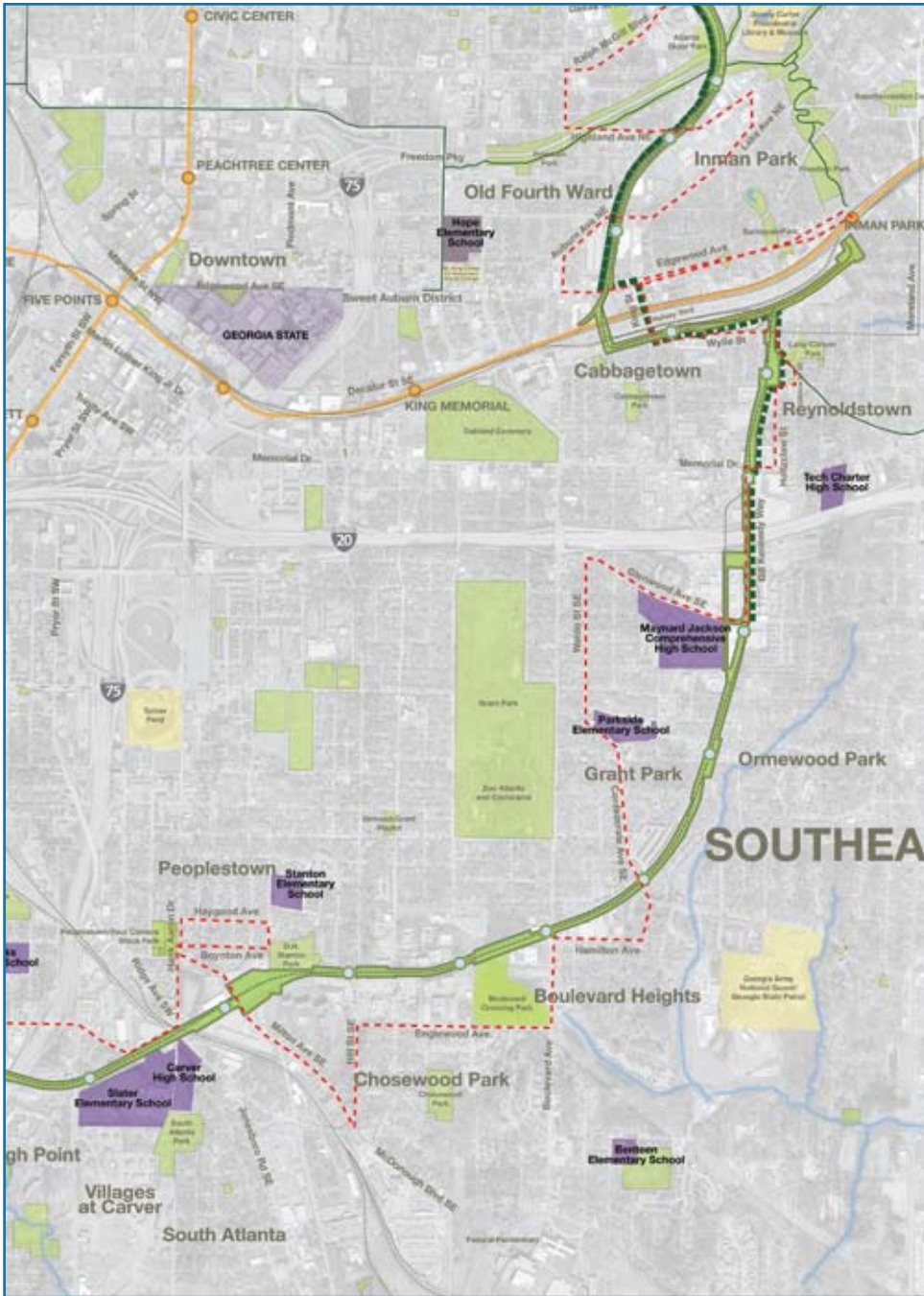


The Atlanta BeltLine is a dynamic and transformative project for Atlanta. Through the development of a new transit system, multi-use trails, greenspace, and affordable housing along a 22-mile loop of historic rail lines that encircle the urban core, the Atlanta BeltLine will better connect our neighborhoods, improve our travel and mobility, spur economic development, and elevate the overall quality of life in the city.

- Atlanta BeltLine Corridor
- PATH Trails (existing + proposed)
- Built BeltLine Trails (or under construction)
- Interim Hiking Trails
- Alternate BeltLine Trail Alignment
- Tour Route
- Parks + Greenspaces (existing + proposed)
- Universities
- Schools
- Waterways
- MARTA Rail System
- BeltLine Public Art
- Points of Interest
- Transit Stations (proposed)

Map 1 – Southeast

Inman Park/Reynoldstown Marta Station to I-75/85



The vibrant character of Southeast Atlanta continues to grow as new houses and lofts, mixed-use developments, and refurbished properties sprout up in older neighborhoods and alongside established homes. Spur trails will provide easier access to more places, including Grant Park and Zoo Atlanta.

Key Points of Interest:

Maynard Jackson High School and the **New Schools of Carver** are 2 of 20 public schools within 1/2-mile of the Atlanta BeltLine that will benefit from additional travel options for students and staff.

The connectivity and aesthetic qualities of the historic bridge crossing Ormewood Avenue and the tunnel below Hank Aaron Drive and McDonough Boulevard will be preserved.

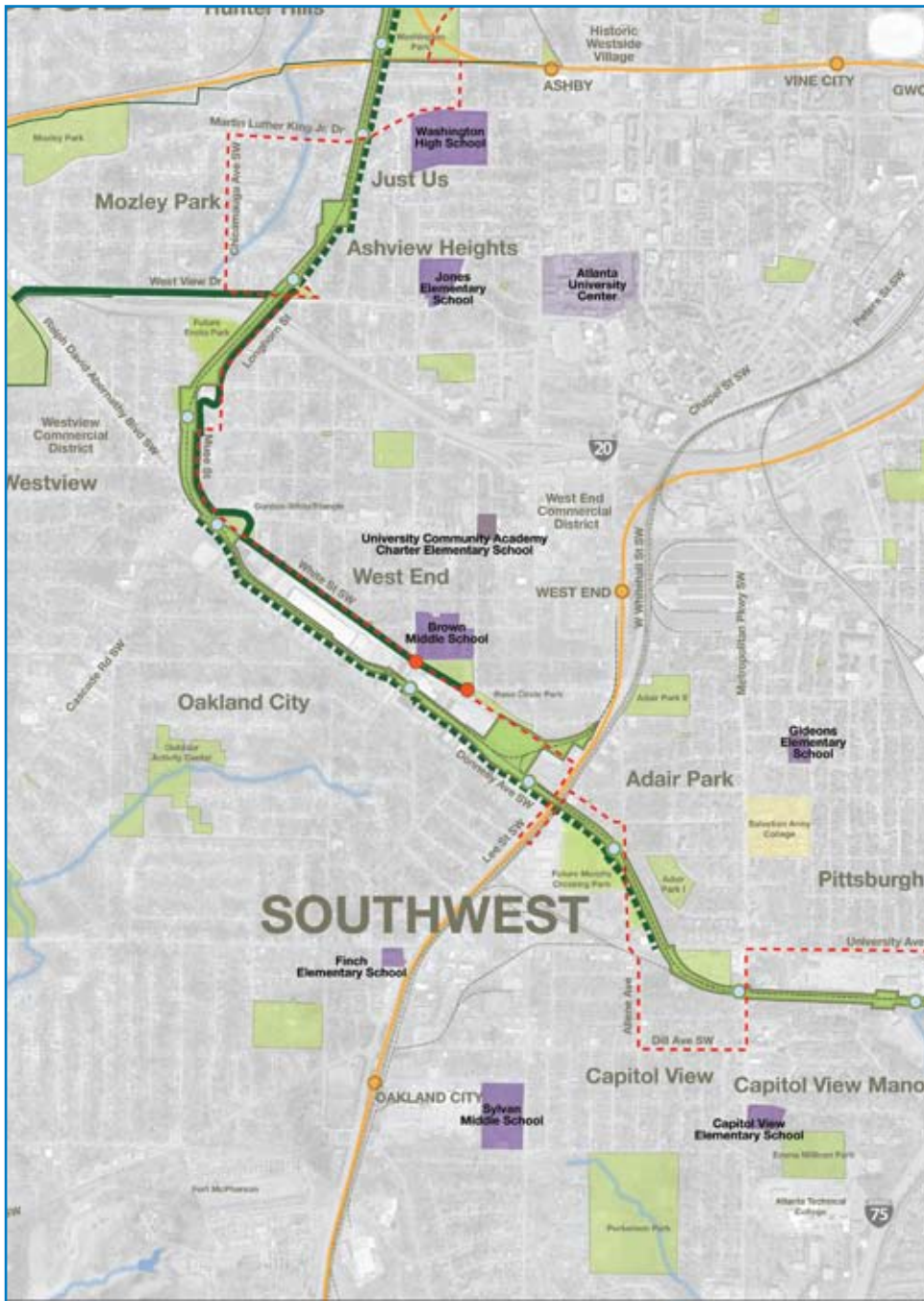
Two new soccer fields have been completed as the first phase of the 21-acre **Boulevard Crossing Park**, which will enhance the vitality of the adjacent Chosewood Park and Boulevard Heights neighborhoods.

Less than a mile from Turner Field in Peoplestown, **Stanton Park's** solar panels provide energy to light its splash pad, baseball field, and play spaces at no cost to the City of Atlanta.

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|---|-----------------------------|
| Atlanta BeltLine Corridor | Universities |
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| Alternate BeltLine Trail Alignment | BeltLine Public Art |
| Tour Route | Points of Interest |
| Parks + Greenspaces (existing + proposed) | Transit Stations (proposed) |

Map 2 – Southwest

I-75/85 to I-20



The rail corridor that runs through many of the neighborhoods in the Southwest section is no longer active, making it an attractive option for early Atlanta BeltLine transit. Speckled throughout are many historical industrial sites that present promising opportunities for redevelopment.

Key Points of Interest:

Just south of University Avenue, the Atlanta BeltLine runs on the embankment of the 31-acre property of the **Annie E. Casey Foundation**, which will customize development for residents in the surrounding communities.

Long-abandoned sites like the **Exide Battery Plant** and the old **Georgia State Farmer's Market** present excellent opportunities for new residential and/or commercial development adjacent to the corridor.

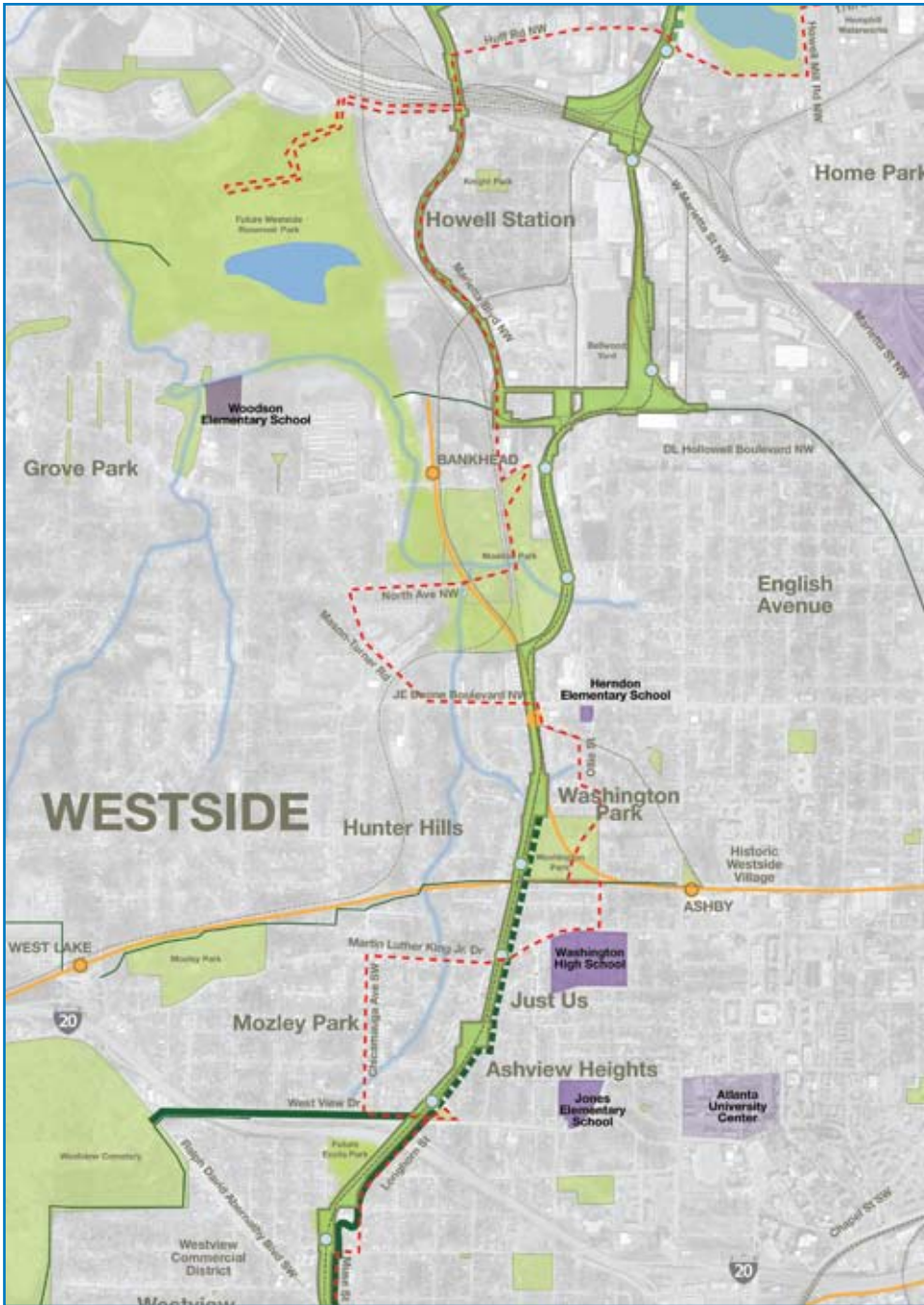
Near **Murphy Crossing**, plans call for Atlanta BeltLine transit to connect with MARTA and the eventual southern end of the proposed Peachtree Streetcar.

Over 2.3 miles, the **trail through West End and Westview** connects three parks and offers direct access to Brown Middle School, KIPP Strive, Westview Cemetery and Kroger Village Shopping Center.

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| Atlanta BeltLine Corridor | Universities |
| PATH Trails (existing + proposed) | Schools |
| Built BeltLine Trails (or under construction) | Waterways |
| Interim Hiking Trails | MARTA Rail System |
| Alternate BeltLine Trail Alignment | BeltLine Public Art |
| Tour Route | Points of Interest |
| Parks + Greenspaces (existing + proposed) | Transit Stations (proposed) |

Map 3 – Westside

I-20 to W. Marietta Street



After running through predominantly residential neighborhoods to the west of the Atlanta University Center, the Atlanta BeltLine corridor is heavily influenced by active railway and disjointed landscape patterns in the top end of this section. As a result, several options are being considered for the Atlanta BeltLine's route.

Key Points of Interest:

Residents in nearby communities will gain greater access to the many amenities of **Washington Park**, where the Atlanta BeltLine forms the western boundary.

A potential combined Atlanta BeltLine/MARTA station on the Proctor Creek line at **Joseph E. Boone Boulevard** (formerly Simpson Road) would increase travel options for area commuters and help to boost economic development efforts in the area.

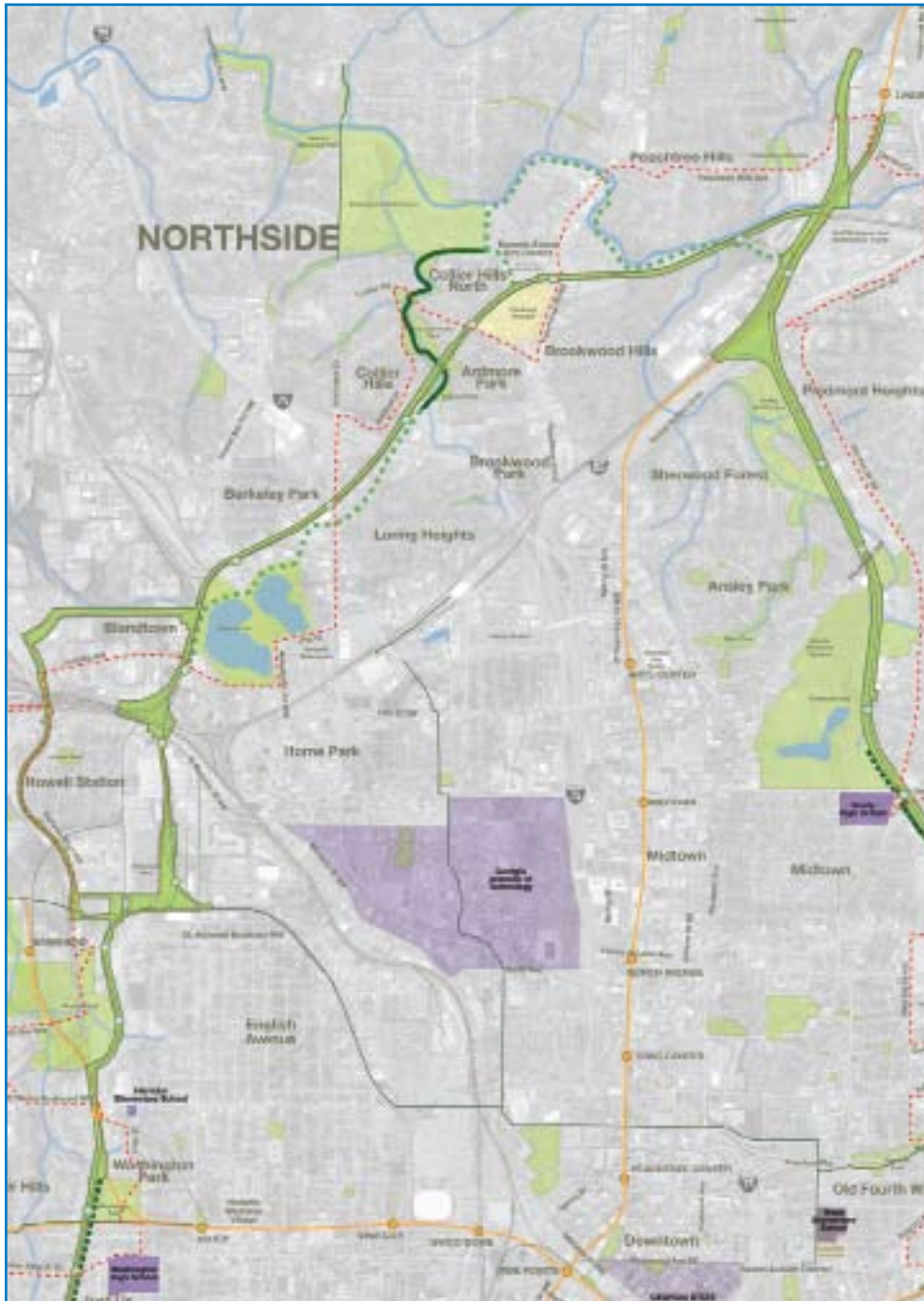
Project plans call for the City's facilities to move out of **Maddox Park**, opening up and revitalizing more greenspace for leisure use.

Just west of Marietta Boulevard, the old Bellwood Quarry and surrounding property are being transformed into **Westside Reservoir Park**. The park will be Atlanta's largest, and the new reservoir will hold approximately 2 billion gallons of water.

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| Atlanta BeltLine Corridor | Universities |
| PATH Trails (existing + proposed) | Schools |
| Built BeltLine Trails (or under construction) | Waterways |
| Interim Hiking Trails | MARTA Rail System |
| Alternate BeltLine Trail Alignment | BeltLine Public Art |
| Tour Route | Points of Interest |
| Parks + Greenspaces (existing - proposed) | Transit Stations (proposed) |

Map 4 – Northside

W. Marietta Street to I-85/Monroe Drive



Similar to the Westside section, freight rails in this corridor are still very active. Thus, much of the Atlanta BeltLine trail will run separately from the transit route and flow directly through many residential neighborhoods. At its furthest northern point, the corridor connects into the Lindbergh MARTA station providing many commuters with additional travel options.

Key Points of Interest:

The **Huff Road Corridor** is bustling with new residential developments like Huff Heights and nearby restaurants, retail, and galleries.

After connecting into **Tanyard Creek Park** and **Bobby Jones Golf Course**, the trail will wind through Peachtree Hills and Brookwood Hills.

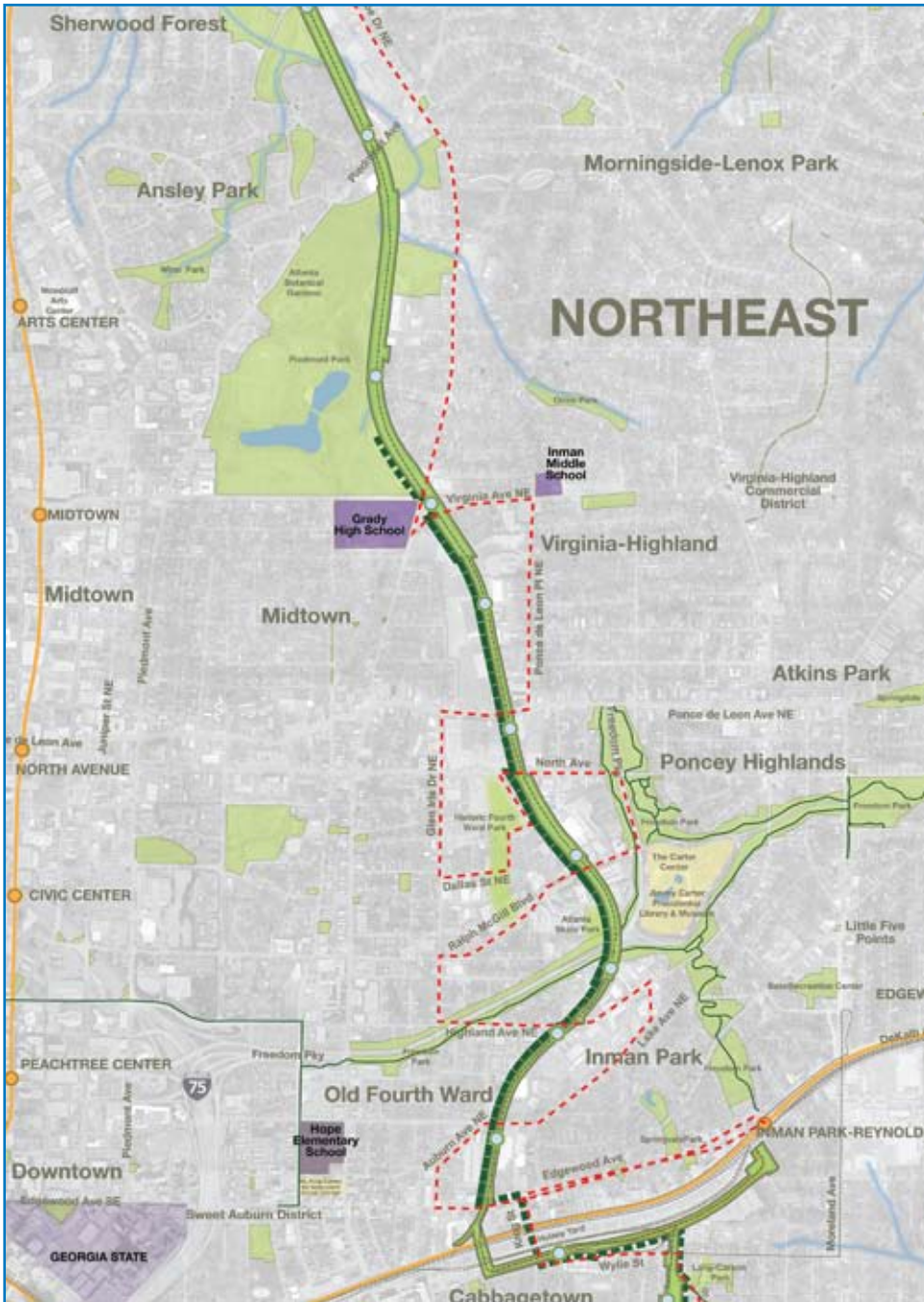
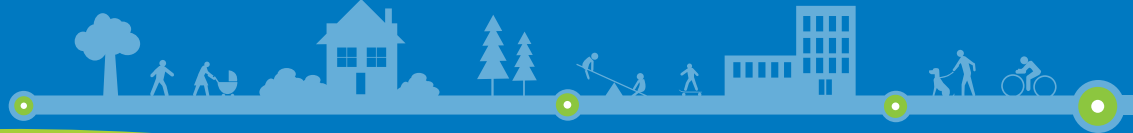
A transit stop behind **Piedmont Hospital**, the largest employer along the corridor, could help to ease traffic congestion in the Collier Hills community.

Crossing under **Peachtree Street** near Bennett Street, the Atlanta BeltLine will offer convenient access to the shops and residences along Peachtree Street, as well as a connection to the northern end of the proposed Peachtree Streetcar.

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| Atlanta BeltLine Corridor | Universities |
| PATH Trails (existing + proposed) | Schools |
| Built BeltLine Trails (or under construction) | Waterways |
| Interim Hiking Trails | MARTA Rail System |
| Alternate BeltLine Trail Alignment | BeltLine Public Art |
| Tour Route | Points of Interest |
| Parks + Greenspaces (existing + proposed) | Transit Stations proposed |

Map 5 – Northeast

I-85/Monroe Dr to Inman Park/Reynoldstown Marta Station



The Northeast corridor flows through one of the most commercially active parts of Atlanta. This 4.5 mile stretch is owned by the Atlanta Development Authority and presents a unique platform to customize development and complement on-going growth in the area.

Key Points of Interest:

Ansley Mall backs right up to the corridor, which will give more people convenient access to this eclectic mix of shops and cafes.

The Atlanta BeltLine runs along the eastern boundary of **Piedmont Park** and will flow right through the park's newly expanded space on its northern end.

Redevelopment plans for **City Hall East** will bring more, diverse groups to this area. The corridor connects directly into the east side of the facility.

Historic Fourth Ward Park has spurred new economic development and includes an aesthetic water amenity that offsets storm runoff challenges in the area. Its southern portion contains the City of Atlanta's first public skatepark.

Recent mixed-use development in **Inman Park Village** demonstrates how denser residential and commercial centers can successfully transition into existing single family neighborhoods.

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