The Vision Sharpens for a PROJECT WITH PURPOSE

VISION
To be the catalyst for making Atlanta a global beacon for equitable, inclusive, and sustainable city life.

MISSION
We are delivering transformative public infrastructure that enhances mobility, fosters culture, and improves connections to opportunity. We are building a more socially and economically resilient Atlanta with our partner organizations and host communities through job creation, inclusive transportation systems, affordable housing, and public spaces for all.
Greetings:

Last year was truly a banner year for the Atlanta BeltLine and the City of Atlanta as we opened the new Westside Trail and the Eastside Trail extension. As the BeltLine continues to progress around the City, its potential for breaking down barriers, connecting our communities and uniting Atlanta becomes more exciting every day.

The BeltLine offers a unique opportunity to build economic development across our City. It will provide multiple transportation options that allow our residents equal access to their jobs, their schools, healthy leisure activities and world-class greenspace.

As Mayor, I pledge to work to increase our inventory of affordable housing around the BeltLine, to encourage the preservation and development of mixed-income neighborhoods, which are the heart of vibrant international cities everywhere.

The Atlanta BeltLine is an inspirational project that mirrors our unprecedented momentum and success. I congratulate the BeltLine team on its vision and effort, and I look forward to the amazing possibilities this catalytic project will continue to present in the years ahead.

Sincerely,

Keisha Lance Bottoms
Mayor, City of Atlanta
THE ORGANIZATION // From Our Leadership

The Atlanta BeltLine has seen its share of successes and challenges over the years. As Chairman of the Board, I am excited to welcome Brian McGowan’s leadership to lead ABI through the next phase of its life.

As I have heard him say many times, this is the Atlanta BeltLine’s opportunity to reset and refocus, preparing for the next half of the project timeline and picking up speed along the way.

As a Board, we are keenly aware that with success comes responsibility. We love the Atlanta BeltLine and the project’s potential to have a lasting impact on Atlanta. But, it is with tough love that we must look at our decisions as a Board and keep the best interests of the city at heart. In this phase of growth, the Atlanta BeltLine must reach its full potential as not just a transportation and infrastructure project, but a development tool to boost Atlanta’s economy and bring our city’s residents along with it. There are no half-measures in what we are doing, and each day is an opportunity to learn from the past and make sure we are on the correct course.

The year ahead will no doubt be filled with more challenges and many causes for celebration. As we continue to expand the Atlanta BeltLine—pushing the future of transit forward, finishing the Eastside Trail extension, and progressing design on the Northeast and Southside Trails—the Board will continue to make difficult but necessary decisions.

ABI is accountable to the Board and we are committed to being accountable to the public. We take on this commitment because we want to see the Atlanta BeltLine and our city succeed. We hope you’ll help us create a bright future for both.

Kind Regards,

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

Delivering the Promise of CATALYTIC GROWTH

Brian P. McGowan, President and CEO, Atlanta BeltLine, Inc.

Let me begin by saying again how thrilled I am to be in the role of CEO of the Atlanta BeltLine. In my first few months on the job, I’ve met so many of our passionate supporters and critical stakeholders, and I have gotten to know the talented team at Atlanta BeltLine, Inc. There is great desire in the city to see the Atlanta BeltLine succeed, not only in building transit and trails, but in building a project that promotes equity so that every Atlantan benefits, in every corner of the city.

Along with this tremendous support comes tremendous accountability, and as CEO I am committed to making sure that the Atlanta BeltLine is a project that is about people, the way it was always meant to be.

To that end, we have introduced a new vision for the Atlanta BeltLine: To be the catalyst for making Atlanta a global beacon for equitable, inclusive, and sustainable city life. What does this mean, exactly? It means centering around people again by engaging with the community and listening to our constituency. It means prioritizing the partnerships and collaborative efforts that support affordable housing creation and preservation. It means building infrastructure equitably, emphasizing accessibility and opportunity for Atlanta’s most disadvantaged residents.

It means doing all of this on a global platform, creating a project that cities around the world can look to for guidance as they implement redevelopment projects that address income inequality while creating world-class infrastructure. This is a huge task, but it’s one that starts on a micro level, in our communities, at our public meetings, in the parks and on the trails. It starts with you; advocating for a project that was always meant to be grassroots, holding us accountable every step of the way.

I am excited to steer this project in the right direction and hope you’ll help us navigate the way. The Atlanta BeltLine can be a project that changes Atlanta’s future—let’s make sure that it’s a bright future for everyone in the city.

Respectfully,

Brian P. McGowan
President and Chief Executive Officer
Atlanta BeltLine, Inc.

There is great desire in the city to see the Atlanta BeltLine succeed, not only in building transit and trails, but in building a project that promotes equity so that every Atlantan benefits.
The involvement and cooperation of leaders from across the City is vital to the implementation of the Atlanta BeltLine, and the guidance and commitment from our Board of Directors is especially crucial to its continued success.

There are no half-measures in what we are doing, and each day is an opportunity to learn from the past and make sure we are on the correct course.

John W. Somerhalder, II // Chairman, ABI Board of Directors

Thank you to former board members, The Honorable Mayor Kasim Reed and Elizabeth B. Chandler, who completed their service in 2017.

We would also like to remember Fulton County Commissioner Joan P. Garner, who passed away during her term on the Atlanta BeltLine, Inc. Board in 2017. The 2017 Art on the Atlanta BeltLine exhibition was dedicated in her honor.

1. The Honorable Keisha Lance Bottoms
   Mayor, City of Atlanta

2. John W. Somerhalder, II
   Chairman, Former President and CEO, AGL Resources

3. The Honorable Natalyn Archibong
   Vice Chair, Atlanta City Councilmember, District 5

4. Ayana Gabriel
   Secretary, Community Representative, Program Officer, The Arthur M. Blank Family Foundation

5. Dallas Clement
   Treasurer, Atlanta BeltLine Partnership Appointee, Executive Vice President and Chief Financial Officer, Cox Enterprises

6. Michelle E. Nelson
   Invest Atlanta Appointee, Executive Talent Engagement and Operations Leader, Ernst & Young

7. Ernestine Garey
   Invest Atlanta Appointee, Senior Advisor to the CEO, Atlanta Housing Authority

8. The Honorable Cynthia Briscoe Brown
   Atlanta Board of Education, Seat 8 At-Large

9. The Honorable Lee Morris
   Fulton County Commissioner District 3
THE VISION

"To be the catalyst for making Atlanta a global beacon for equitable, inclusive, and sustainable city life."

The opening sentence of the original Atlanta BeltLine Redevelopment Plan published in 2005 said "The BeltLine is one of those rare projects that has the extraordinary potential to transform the City of Atlanta." Now, more than a decade later, that transformation potential is becoming a reality right in front of our eyes.

For many of us, we see the Atlanta BeltLine project as an infrastructure project – a way to retrofit the city for mobility and expand our capacity to grow toward a sustainable future. For others, it’s about economic development: transit and accessibility as a means to jobs, housing, entertainment, and culture. Still others look at the Atlanta BeltLine and see its true potential – a project that, at its core, is meant to prioritize and lift up Atlanta’s most important assets: its people.

By the end of 2030, the Atlanta BeltLine will have built 33 miles of trails, 22 miles of transit, and more than 1,000 acres of parks and greenspace. But if Atlanta’s infrastructure is built without people in mind, it will fail, regardless of how many miles of track or concrete are laid. The Atlanta BeltLine’s ultimate goals are equity, inclusivity, and sustainability – infrastructure is merely the vehicle for achieving those goals.

The Atlanta BeltLine relies on the notion that transit is equity. The idea behind revitalizing old rail corridor and encircling our sprawling city with transit options can be boiled down to one simple concept: connecting people to the resources they need, be it jobs, fresh food, healthy recreation, or a means of transportation itself.

THE MISSION

"We are delivering transformative public infrastructure that enhances mobility, fosters culture, and improves connections to opportunity. We are building a more socially and economically resilient Atlanta with our partner organizations and host communities through job creation, inclusive transportation systems, affordable housing, and public spaces for all."

How will the Atlanta BeltLine positively impact the city? By creating the infrastructure to enhance mobility, the Atlanta BeltLine improves connections to economic opportunity for all Atlantans. As of the end of 2017, $500 million has been invested in the public infrastructure to create the Atlanta BeltLine. The result is 11 miles of completed trail and 300 acres of new or improved parkspace. $4.1 billion in economic development has occurred in the Atlanta BeltLine Planning Area, creating 11,200 permanent jobs and nearly 30,000 construction jobs. More than 14,000 new housing units have been built on the Atlanta BeltLine, including more than 2,500 affordable housing units within walking distance of the Atlanta BeltLine.

A snapshot of our concrete progress at the end of the year is captured within each annual report, but the real story is within the pages of this report.

The Atlanta BeltLine is part of a city with a booming film and music industry, a thriving bike culture, and a growing appetite for the kind of transit and transportation system to tie it all together.

A CENTERPIECE OF CONNECTIVITY

We are creating opportunities to bring Atlanta’s citizens together through improved infrastructure, better accessibility, new development, housing equity, and social services and programs.
COMMUNITY ENGAGEMENT
From Quarterly Briefings with hundreds of attendees to the coffee shops around the corner from you, our community engagement team is hard at work to meet you where you are and bring you all the latest Atlanta BeltLine updates. In 2017, the community engagement team also doubled its bandwidth, hiring a second Community Engagement Manager to increase and diversify engagement with new outreach methods, including more directed updates to Neighborhood Planning Units (NPUs). Also in 2017, ABI’s Community Engagement team held 33 meetings with 1,293 attendees. The Community Engagement rolled out a new tool in 2017 – coffee shop conversations with the Atlanta BeltLine, Inc. President and CEO Brian McGowan. Billed as “Ask Me Anything” events, the conversations were indeed an opportunity to ask Brian about anything related to the Atlanta BeltLine and the city’s development generally. Four intimate sessions were held, giving community members the opportunity to ask Brian their pressing questions.

PLANNING
ABI is underway on a Transit-Oriented Development (TOD) Framework Plan for the Chosewood Park community in Subarea 3, which will address connectivity, land use, infrastructure, stormwater management, greenspace, transportation, and affordable housing needs within the TOD District. ABI is planning in partnership with the Atlanta Housing Authority (AHA) as AHA initiates their redevelopment of the former Englewood Manor site in the Chosewood Park community. This extensive and collaborative planning process – which includes the City of Atlanta, Invest Atlanta, AHA, Chosewood Park neighbors, and other development stakeholders – will serve as a catalyst for neighborhood revitalization and the creation of a new Chosewood Park TOD District. Community engagement will take place in the first quarter of 2018.

COMMUNICATIONS + MEDIA RELATIONS
Along with their regular activities, the communications and media relations department participated in two major grand openings in 2017 – the Westside Trail and the Eastside Trail’s southern extension. The Westside Trail’s grand opening included a community celebration, and both events were attended by hundreds of members of the community. As usual, communications & media relations also worked with various outlets on stories about the Atlanta BeltLine, including Delta Sky Magazine, Atlanta Magazine, the Atlanta Journal-Constitution, the Atlanta Business Chronicle, WABE, Atlanta INtown, WSB-TV, CBS-46, 11 Alive, and many other publications online, in print, and on the air. In total, nearly 5,000 publications mentioned the “Atlanta BeltLine” in 2017, with an audience reach of more than 2.6 billion. BeltLine.org continues to be a vital outlet for disseminating information, and in 2017, the team released information through 101 blog posts, including press releases, project updates, meeting recaps, community stories, and many more. BeltLine.org received nearly 1.9 million page views in 2017, with maps and trail pages as popular destinations for visitors.

The team also handles social media on a daily basis, using Facebook, Twitter, Instagram, and LinkedIn platforms, sharing a variety of information from the Atlanta BeltLine blog, press releases, multimedia, news articles, and other sources.

COMMUNITY + SOCIAL ENGAGEMENT STATS
- 81,533 Facebook Fans
- 19 Facebook Live videos with views totaling 47,903
- 308,583 Twitter Followers
- 76,467 Instagram Followers
- 317 Public Meetings held
- 12,240 Public Meeting Attendees to date

Photo Right: At the Westside Trail ribbon cutting, staff engaged with community leaders, elected officials, and neighborhood residents. Photo by: The Sintoses.
Helping Secure FUTURE DEVELOPMENT

The Atlanta BeltLine continues to receive generous support from leaders committed to helping deliver the project and ensure a brighter future for the City of Atlanta and the region.

TSPLOST

On November 8, 2016, City of Atlanta voters passed historic funding that will redefine our city’s future. The Transportation-Special Purpose Local Option Sales Tax (or TSPLOST) will fund significant improvements to mobility across the City of Atlanta. This opportunity was made possible through the visionary leadership of Mayor Kasim Reed and through your belief that Atlanta’s mobility plays an essential role in ensuring that our residents have full access to economic opportunities and that everyone can share in our city’s prosperity.

An additional 4/10 penny in sales tax revenue will raise approximately $300 million over the five-year collection period. TSPLOST projects will directly serve 94 percent of Atlanta residents and 98 percent of the city’s jobs. At the Eastside Trail extension ceremony in November, Mayor Reed announced the City’s commitment to give ABI $60 million to fund the purchase of the remaining railroad corridor on the 22-mile Atlanta BeltLine loop, as well as additional trail lighting.

CITY COUNCIL ACTIONS

In 2017, Atlanta City Council passed the first Inclusionary Zoning requirement in the City of Atlanta’s history. The legislation requires developers of multifamily units to set aside a number of those units as affordable. Read more about Inclusionary Zoning on page 19. Also in 2017, City Council passed legislation to prohibit self-storage facilities within 500 feet of the Atlanta BeltLine corridor. This action encourages active-use development on the corridor, promoting highest and best use.

ORLP PROGRAM

In 2017, the U.S. Department of the Interior and the National Park Service announced that 22 cities, including the City of Atlanta, received grants under the Outdoor Recreation Legacy Partnership Program (ORLP). The City of Atlanta and ABI partnered to request $600,000 in construction funding for the active recreation area in Enota Park near the Westside Trail.

PATH FORCE UNIT

ABI staff worked closely with the Atlanta Police Department and City of Atlanta staff to submit a request to the Department of Justice Community Oriented Policing Services (COPS) Hiring Program. Atlanta was among the recipients for a $1.875 million award, which will fund 15 additional Path Force officers over three years. The Path Force is a dedicated unit of the Atlanta Police Department that patrols the Atlanta BeltLine’s trails, as well as adjacent parks and neighborhoods. The Unit has patrolled the Atlanta BeltLine since 2013, when a $1.8 million COPS grant was announced to fund the unit’s launch.

The Path Force Unit has played an integral role in public safety and community engagement since the 2013 launch of the unit. Traffic on the Atlanta BeltLine’s Eastside Trail regularly exceeds 20,000 pedestrians and cyclists per week, with single events such as the Lantern Parade drawing crowds of more than 70,000. The Path Force Unit officers interact with and ensure the safety of residents along these trails and all of the open trails and parks.

NEA GRANT

2017 marked the first year that Art on the Atlanta BeltLine was supported in part by an award from the National Endowment for the Arts (NEA). The NEA award leveraged the long-term major support provided by both the City of Atlanta Mayor’s Office of Cultural Affairs and the Fulton County Board of Commissioners.
Working Together for ACCESS AND OPPORTUNITY

Affordability is a challenge facing Atlanta and the entire country, as movement trends toward city centers and development makes once neglected areas more desirable.

A CITYWIDE CHALLENGE

The challenge of affordability is one that involves not just affordable housing, but wage increases, access to transportation, cost of living, and food security.

Tackling the challenge involves creating affordable housing along with sustainable jobs, low-cost transportation options (which include reduced commute times), and access to food, healthcare, and other basic needs.

At its heart, the Atlanta BeltLine is a transportation infrastructure project, but the visionaries who put the project in motion were not blind to the effects of development. That’s why ABI’s goals have always included the creation of 30,000 permanent jobs, 48,000 construction jobs, and 5,600 affordable units as legislatively mandated in the Tax Allocation District (TAD). The Atlanta BeltLine is not a jogging trail. It is not a sidewalk. It is a comprehensive transportation and redevelopment project that can improve mobility and access to opportunity citywide.

INCLUSIONARY ZONING

In November 2017, the Atlanta City Council unanimously passed legislation sponsored by Councilmember Andre Dickens to require developers to set aside units for affordable housing.

The legislation specifies that developers building ten or more new residential rental units within the Atlanta BeltLine Overlay District must set aside at least 10 percent of units for households earning 60 percent area median income (AMI) or less, or 15 percent of units for households earning 80 percent AMI or less. This legislation is one way to help ensure that areas around the Atlanta BeltLine remain affordable and accessible to all of Atlanta’s residents.

ABP HOMEOWNER EMPOWERMENT

The Atlanta BeltLine Partnership (ABP), Home Place Consulting, and Citizens Trust Bank in 2017 partnered to provide a series of free homeowner empowerment workshops for residents.

Led by Tia McCoy, a homeownership trainer and consultant, these free, 2-hour community workshops help homeowners learn about:

- Resources available to help homeowners stay in their homes
- Homeowner occupied rehab programs
- Property taxes and tax exemptions
- Homeowners insurance and code enforcement
- How to calculate the value of your home
- What investors do with homes they purchase
- How to get a fair price if you sell
- How to be engaged in your community

AFFORDABLE HOUSING DEVELOPMENT SINCE 2006

Refer to the map on page 18 to see the Atlanta BeltLine Tax Allocation District and the Atlanta BeltLine Planning Area.

Affordable Units in TAD Supported by Invest Atlanta & Atlanta BeltLine, Inc. (of 5,600 goal)
822

Affordable Units in TAD and Planning Area Supported by Invest Atlanta & Atlanta BeltLine, Inc.
1,311

Affordable Units in TAD Supported by Invest Atlanta, Atlanta BeltLine, Inc., Atlanta Housing Authority, & Department of Community Affairs
1,521

Affordable Units in TAD & Planning Area Supported by Invest Atlanta, Atlanta BeltLine, Inc., Atlanta Housing Authority, & Department of Community Affairs
2,565
PARTNERSHIP WITH AHA

In 2017, ABI partnered with the Atlanta Housing Authority (AHA) to advance common affordable housing goals. Through this partnership, AHA and ABI can collaborate on developing affordable housing development Trust Fund includes funds for affordable housing developer incentives and land acquisition for future affordable housing development. These funds can be combined with other affordable housing programs and city incentives and leveraged with private dollars to construct or renovate affordable housing units in the city. The goal of the trust fund is to create a balanced mix of rental and owner-occupied housing units and to encourage the distribution of affordable housing around the Atlanta BeltLine.

Our Initiatives

ATLANTA BELTLINE AFFORDABLE HOUSING TRUST FUND

Through the end of 2017, $12.5 million has been invested in providing downpayment assistance for homebuyers, land acquisition for future affordable housing, and developer incentives to build affordable housing. In 2016, ABI committed an additional $15 million of Tax Allocation District revenue and bond proceeds to affordable housing over the next three years. The BeltLine Affordable Housing Trust Fund includes funds for affordable housing developer incentives and land acquisition for future affordable housing development.

Partner Developments in the TAD

EDGE

On March 7, 2017, ABI and North American Properties completed a sale of nearly two acres on the Eastside Trail at 670 and 690 DeKalb Avenue. ABI, with assistance from The Conservation Fund (The Fund) and the Atlanta BeltLine Partnership, purchased the land adjacent to the railroad corridor in 2015 in the interest of protecting the alignment of the Atlanta BeltLine, remediating a brownfield site, and constructing a mixed-use development with affordable workforce housing.

PHOENIX HOUSE

An affordable housing development has received a much-needed boost in southwest Atlanta, with help from Invest Atlanta and the Department of Community Affairs. Phoenix House is a 69-unit affordable housing development in the Capitol View Neighborhood of southwest Atlanta, located near the Westside Trail and the Oakland City MARTA station, and within the Atlanta BeltLine Tax Allocation District (TAD). The supportive-living environment provides long-term housing for those who are formerly homeless and have mental illnesses. The redevelopment is funded through Low Income Housing Tax Credits from the Georgia Department of Community Affairs, philanthropic donations and grants, and Housing Opportunity Bond dollars from Invest Atlanta. The project is a joint venture between Tapestry Redevelopment Group, 3Keys (formerly Project Interconnections) and National Housing Trust/Enterprise Preservation Corp.

In 2017, ABI and Invest Atlanta committed $500,000 to the developer of Adair Court, supporting 91 units of affordable housing of which 77 are to be affordable. Construction is expected to begin in 2018.

GATEWAY CAPITOL VIEW

Construction is complete on a new affordable housing complex for seniors in the Capitol View neighborhood in southwest Atlanta. The project, led by The Prestwick Companies, will provide 160 homes just three-quarters of a mile from the Westside Trail and the future Murphy Crossing development. Invest Atlanta has supported the effort through a $14.5 million tax-exempt loan.

Inclusionary Zoning is one way to help ensure that areas around the Atlanta BeltLine — like the Westside Trail — remain affordable and accessible to all of Atlanta’s residents. Photo by: The Sintoses.

In 2017, ABI partnered with the Atlanta Housing Authority (AHA) to advance common affordable housing goals. Through this partnership, AHA and ABI can collaborate on long-term affordability for Atlanta’s working families.

These funds can be combined with other affordable housing programs and city incentives and leveraged with private dollars to construct or renovate affordable housing units in the city. The goal of the trust fund is to create a balanced mix of rental and owner-occupied housing units and to encourage the distribution of affordable housing around the Atlanta BeltLine.

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Putting Together the FOUNDATIONS FOR PROGRESS

Economic development – an essential component of the Atlanta BeltLine – is intrinsically linked with affordability, as it has a direct impact on wages, accessibility, and availability of resources.

THE INTERSECTION OF DEVELOPMENT AND AFFORDABILITY

Economic development is an essential and tangible part of the Atlanta BeltLine program. An increase in grocery stores, urban farms, and restaurants are all ways to make fresh food available in neighborhoods that were identified as food deserts. Similarly, shops, offices, and other service operations create jobs that are easily accessible, provided they have proximity to a robust, efficient transportation system, like the Atlanta BeltLine or MARTA. Transportation depends on density, density depends on development, and good development, in this context, supports community growth, prosperity, and inclusion.

The intersection of development and affordability was addressed in ABI’s 2014 Integrated Action Plan, with a foundational strategic approach to achieving our ambitious goals. The approach relies on controlling land early in the development process to more effectively manage outcomes.

Murphy Crossing has the potential to become a mixed-use job-creating hub, with improvements that increase auto, bicycle, and pedestrian access to the site. Through this type of development, southwest Atlanta has the opportunity to create a catalyst for far-reaching revitalization. As of the end of 2017, ABI is in the process of advancing a strategic direction that activates this site in the near future.
Over the past three years, our neighbors in southwest Atlanta showed a lot of patience with construction progress on the Westside Trail. On Friday, September 29, 2017 we came together to celebrate the culmination of that progress as the ribbon was cut near the White Street trailhead, just across from Gordon White Park.

Construction began in November 2014 to complete this 3-mile trail, which now connects hundreds of thousands of Atlanta residents to transit and transportation alternatives. Running from University Avenue, between the Oakland City and West End MARTA rail stations, up to Washington Park, near the Ashby MARTA rail station, the trail is one more step toward the Atlanta BeltLine’s promise to create a more connected Atlanta for all.

The ribbon-cutting was followed by a community celebration, where local groups were invited to come engage with the community and promote their small businesses or organizations. Kaiser Permanente sponsored free health and wellness activities as part of the celebration. Celebrators were also treated to free pizza, donuts, and popsicles donated by Dunkin Donuts and King of Pops. Leading an inaugural march down the Westside Trail, Kebbi Williams and Wolf Pack ATL walked from KIPP Strive Academy to Gordon White Park, bringing music to the party along the way.

The opening of the Westside Trail is an achievement the staff at Atlanta BeltLine, Inc. and Atlanta BeltLine Partnership have been working toward for many years, and we are proud that this new 3-mile trail segment is now available for everyone to enjoy. Our deepest heartfelt gratitude, though, goes out to the Atlanta community, particularly our neighbors in Adair Park, Pittsburgh, Capitol View, Oakland City, Mozely Park, West End, Hunter Hills, Vine City, Ashview Heights, Washington Park, and Westview.

Without grassroots support, the Atlanta BeltLine would still be just an idea rather than a growing, evolving project. At its heart, the Atlanta BeltLine is a transportation and redevelopment initiative, but it is one that is first and foremost for the people and must be championed by those people. We are determined to never lose sight of that ultimate priority. The Atlanta BeltLine, when implemented with thoughtfulness and care, will help create infrastructure that promotes equity, affordability, and access to jobs. The opening of the Westside Trail is one more step in that direction.
Before + After

ON THE WESTSIDE TRAIL

1. Martin Luther King Jr. Drive - After

The Westside Trail bridge over Martin Luther King Jr. Drive was replaced along with trail construction. As part of this work, the bridge abutments were moved and the sidewalks on the street were improved to enhance pedestrian safety. The bridge was also raised for the safer passage of vehicles.

2. Ralph David Abernathy Boulevard - After

The Westside Trail passes beneath Ralph David Abernathy Boulevard. Connections were built from the trail to the road above, allowing direct ADA access from the Westside Trail to the Kroger Shopping Center on Cascade Avenue.

3. Murphy Crossing - After

Murphy Crossing represents an opportunity for development for its proximity to transit, the Atlanta University Center, the Allene Avenue Urban Farm site, and the historical southwest Atlanta neighborhoods.
On Friday, November 3, 2017, the Atlanta BeltLine held its “Marking a Mile” ceremony, opening up a new mile on the Eastside Trail.

The Eastside Trail, which opened in 2012 as the first official multi-use, transit-ready segment to be built within the former railroad corridor, originally extended from Monroe Drive to Irwin Street.

With each mile we get closer to connecting more than 45 communities and creating a more equitable and inclusive Atlanta. Construction of the Eastside Trail extension included new pavers, lighting, and handrails in the Krog Tunnel, streetscape improvements on Wylie Street, and a pedestrian scramble at Krog Street and DeKalb Avenue.

The second extension of the Eastside Trail extension from Kirkwood Avenue to Memorial Drive will go into construction in 2018.

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TRANSIT / Transportation

Capital transit projects that seek federal funding assistance require compliance with the National Environmental Policy Act (NEPA). Currently, four streetcar transit corridors adding up to more than 16 miles are under study:

- Atlanta BeltLine East: The study area for Atlanta BeltLine East encompasses the corridor from Irwin Street to Piedmont Avenue. The study also includes a connection to the existing A-line streetcar via Auburn Avenue, Randolph Street and Edgewood Avenue.

- Atlanta BeltLine West: Atlanta BeltLine West encompasses the corridor from University Avenue to Donald Lee Hollowell Parkway, near Maddox Park. The study also includes a connection to the Oakland City MARTA rail station at Arden Avenue.

- Crosstown Midtown: The Crosstown Midtown line spans Donald Lee Hollowell/North Avenue corridor across Atlanta, connecting the northern terminus of Atlanta BeltLine West and Atlanta BeltLine East through several neighborhoods, including Midtown. This route also connects Midtown to Downtown by way of Luckie Street, linking to the existing A-Line streetcar in Downtown. New connections to MARTA heavy rail stations along this line include Bankhead and North Avenue.

- Crosstown Downtown: The Crosstown Downtown line completes the connection of Atlanta BeltLine East to the midpoint of Atlanta BeltLine West via the existing A-Line streetcar. This corridor will provide connectivity to and from Atlanta University Center (AUC), serving employees at Clark Atlanta University, Morehouse College, and Spelman College, along with the communities of southwest Atlanta.

Creating Access to BETTER CONNECTIONS

When implemented, transit will provide a framework for smart growth in Atlanta.

NEPA DOCUMENTATION

The City of Atlanta and MARTA signed an Inter-Governmental Agreement (IGA) for implementation of the Atlanta Light Rail Program (which includes the Atlanta BeltLine Transit and much of the Atlanta Streetcar System Plan) as part of the City of Atlanta Transit Sales Tax Program. ABI is a member of the More MARTA Project Prioritization Working Group and the Technical Advisory Committee, both established by the IGA, to deliberate on project feasibility and prioritization. These projects will be funded through the half-penny sales tax. Meetings of both bodies will be ongoing in 2018.

CITY OF ATLANTA TRANSIT SALES TAX

The City of Atlanta and MARTA signed an Inter-Governmental Agreement (IGA) for implementation of the Atlanta Light Rail Program (which includes the Atlanta BeltLine Transit and much of the Atlanta Streetcar System Plan) as part of the City of Atlanta Transit Sales Tax Program. ABI is a member of the More MARTA Project Prioritization Working Group and the Technical Advisory Committee, both established by the IGA, to deliberate on project feasibility and prioritization. These projects will be funded through the half-penny sales tax. Meetings of both bodies will be ongoing in 2018.

Part of the Atlanta BeltLine construction includes streetscapes, which include crosswalks, sidewalks improvements, signage, and other safety features for smooth interaction between pedestrians, cyclists, and motor vehicles. Photo by: John Becker.
RALPH DAVID ABERNATHY (RDA) COMPLETE STREETS PROJECT
This project will design and construct street modifications from Cascade Avenue to Martin Luther King, Jr. Drive. Through community engagement, priorities for the project were established, and by the end of 2017, ABI entered detailed engineering design of a new streetscape at Westview Village (RDA Boulevard at Lucile Avenue). This follows the recent lane reconfiguration of RDA Boulevard by the Georgia Department of Transportation, which provided bike lanes and some on-street parking along the corridor.

PONCE DE LEON STREETSCAPE IMPROVEMENTS
With design almost complete, ABI has spent the last year acquiring the necessary rights-of-way and easements to construct the project, as well as finalizing utility coordination. Construction on this project is anticipated to begin in summer 2018.

UNIVERSITY AVENUE SCOPING STUDY
This scoping study seeks to define the future configuration of the Avon Avenue/University Avenue corridor. The consultant team is developing the project database, conducting traffic counts, and completing the environmental resources documentation.

TRANSIT SUPPORTIVE LAND USE IMPLEMENTATION PLAN
The Transit Supportive Land Use Implementation Plan will look at short- and long-term transit supportive land use policies and actions to be implemented by the City of Atlanta Planning Department and ABI, along the Atlanta BeltLine and Atlanta Streetcar corridors. It will recommend mechanisms to further incentivize and encourage TOD and affordable housing creation and preservation in the study area. A preliminary analysis of current land use policies was submitted in August 2017 and ABI is working to develop and coordinate study recommendations with the City and other stakeholders.
Prepar ing for CONTINUE D DEVELOPMENT

Even with the excitement over the opening of new trails in 2017, we continue to push forward with important next steps to bring more trails and connectivity to other areas of the corridor.

SOUTHSIDE TRAIL DESIGN

The Southside Trail will be the longest trail segment along the Atlanta BeltLine corridor.

When opened, this 4-mile connection between the Eastside Trail and Westside Trail will be the longest trail on the Atlanta BeltLine to date, running through neighborhoods on the south side of Atlanta. Final design is underway for the Southside Trail. By the end of the year, 60% design plans were in review with the Georgia Department of Transportation, and final design is expected to commence with community feedback in 2018.

NORTHEAST TRAIL

The Northeast Trail stretches from Monroe Drive all the way to Lindbergh MARTA.

Termed “the wye” due to its Y-shape, the part of Atlanta BeltLine’s Northeast Trail between Rock Spring Roads and Mayson Street crosses over the Buford Spring Connector and under I-85 before connecting with Mayson Street. The land, previously owned by Norfolk Southern, was the last remaining portion of corridor needed to complete the multi-use trail between Eastside Trail and the Armour-Otley area.

Design for the Northeast Trail between Westminster Drive and Mayson Street is being coordinated with ongoing work by Georgia Power. Completion of the design will be aided by a $4 million grant from the Atlanta Regional Commission (ARC). A design firm will be selected in 2018 for the trail segments outside the boundaries of Georgia Power’s work. Construction of the paved Atlanta BeltLine trail in this area will commence when design is complete and construction funds are secured. The segment between Westminster Drive and Mayson Street will remain closed to the public until further notice.

EASTSIDE TRAIL EXTENSION PHASE II

The second phase of the Eastside Trail extension will begin construction in 2018.

As of the printing of this report, procurement for a contractor is in process and will be announced in early 2018. The project will include a ramp and stair connection at Mauldin Street. The project will also include pedestrian intersection improvements at Kirkwood Avenue, Memorial Drive and Bill Kennedy Way.

ENOTA PARK

In 2017, a request for qualifications and technical proposals was released seeking design services for Enota Park.

Pond Engineering is leading the team to design Enota Park, and community engagement is scheduled for the first quarter of 2018. The current park — the Enota Place Playlot — is located on Enota Place and is approximately 1/3 of an acre. The expanded park will be over 8 acres bounded by Interstate 20 to the north, the Westside Trail to the east, Lucile Avenue to the south, and Enota Place to the west. The project is being developed through collaboration between ABI and the City of Atlanta.

FARM SHED

Work on the Farm Shed is close to completion.

In 2017, the Georgia Environmental Finance Authority (GEFA) granted the City of Atlanta a $50,000 rebate on solar panels for Aluma Farm’s shed, which will be used in farm operations. The panels will generate 2.8 kilowatts of solar energy using photovoltaic technology, allowing Aluma Farm to operate “off-grid.” The farm shed is under construction and, as of March 2018, is nearly completed.
Stirring the SOUL OF THE CITY

2017 brought hundreds of visual installations and performances to the Atlanta BeltLine’s parks and trails, including the return of exhibits along the Westside Trail, which had been closed for construction since 2014.

The 2017 lantern parade kicked off the eighth annual Art on the Atlanta BeltLine exhibition.

The Lantern Parade on Saturday, September 9 was a beautiful homage to art in Atlanta. The parade kicked off the eighth annual Art on the Atlanta BeltLine exhibition, which brings dozens of installations to the Eastside and Westside Trails of the Atlanta BeltLine, along with two performance weekends in September and October.

The Lantern Parade, which was created by Chantelle Rytter and the Krewe of the Grateful Gluttons, has brought a colorful sea of homemade lanterns to the Eastside Trail on the first Saturday after Labor Day over the last eight years. This year, the parade was presented by Cox Enterprises, WellStar Atlanta Medical Center, and Target. Additional support was provided by Ponce City Market.

On the evening of the parade, people from all walks of life lined up with their lanterns along Irwin Street and onto the Eastside Trail’s newest extension south toward Edgewood Avenue. Five of Atlanta’s best marching bands accompanied the parade, along with the Atlanta Rollergirls. The bands included: Black Sheep Ensemble, Common Ground Collective, Atlanta Freedom Band, Seed & Feed Marching Abominables, and Wasted Potential Brass Band.

Photo Left: David Fratu’s Eye of Choice mural stands at the access point of the Westside Trail’s trailhead at White Street. Photo Above: The Lantern Parade has become one of Atlanta’s most beloved traditions. Photos by: The Sintoses.
ART ON THE ATLANTA BELTLINE

The 2017 exhibition brought hundreds of visual installations and performances to the Atlanta BeltLine’s parks and trails. The Westside Trail, which closed for construction after Art on the Atlanta BeltLine 2014, featured brand new murals, sculptures, and additions to the continuing collection. On the other side of town, we packed in dozens of sculptures and murals along the Eastside Trail between Midtown and Inman Park/Old Fourth Ward, as well as the interim Northeast Trail alongside Piedmont Park. This year also welcomed art to the new mile-long Eastside Trail southern extension that brought the path down to Kirkwood Avenue in Reynoldstown.

Performances took place in Gordon White Park and Historic Fourth Ward Park, plus a handful of stand-alone experiences on the Eastside and Westside Trails.

This year’s Art on the Atlanta BeltLine exhibition was presented by Ponce City Market, 10th & Monroe, and Northside Hospital. Additional sponsors were Cox Enterprises, MailChimp, Park Tavern, Sunbelt Rentals, AJC/Living Intown, Kroger, Inman Park Neighborhood Association and Flashpoint Artists Initiative. The Lantern Parade presenting sponsors were Cox Enterprises, Target and WellStar Atlanta Medical Center, with additional support from Ponce City Market.

Major support for this project is provided by the City of Atlanta Mayor’s Office of Cultural Affairs. Major funding for this organization is provided by the Fulton County Board of Commissioners. This project is also supported in part by an award from the National Endowment for the Arts. To find out more about how National Endowment for the Arts grants impact individuals and communities, visit www.arts.gov.

CHANGES TO AOAB

At nine years old, Art on the Atlanta BeltLine has grown up a lot since its days as an under-the-radar exhibition meant to entice people into a then-unpaved Atlanta BeltLine corridor. Part of growing up has meant growing pains for the program, as it has, at times, for the Atlanta BeltLine as a whole. With new leadership for Atlanta BeltLine, Inc. and a new program manager spearheading the art exhibition, we’ve taken the opportunity to refocus on the most important piece of any Atlanta BeltLine project or program — the people.

In fall and winter of 2017, we held a series of listening sessions in response to community feedback for Art on the Atlanta BeltLine. These sessions helped to inform the Art on the Atlanta BeltLine policy document, which was introduced to the public in a meeting on January 25, 2018. The document is the first-ever comprehensive cultural plan for Atlanta BeltLine, Inc. and is intended to serve as a roadmap to a more inclusive, equitable, and resilient cultural ecosystem. Its strategies support arts and culture around the corridor and delineate roles for Atlanta BeltLine stakeholders at all levels. Changes to Art on the Atlanta BeltLine’s program structure can be found at art.beltline.org and are derived from a fundamental shift in program principles to include equity, access, inclusion, interconnection, and growth & leadership.

The Citywide Conversation at which this document was presented served as its introduction to the public, as well as the planning kick-off for the Art & Culture Strategic Implementation Plan (SIP). The SIP moves beyond the Art on the Atlanta BeltLine exhibition to support strong, livable communities and increased creative activities along the Atlanta BeltLine. Planning for this SIP will continue into 2018.
Art on the Atlanta BeltLine and the National Black Arts Festival (NBAF) are launching a new collaboration to enhance Art on the Atlanta BeltLine in Atlanta BeltLine neighborhoods.

Working together, the two organizations will reach more communities and more artists, share resources and knowledge, and support and promote artists to continually push for a positive, diverse public art experience in Atlanta.

Results of the Art on the Atlanta BeltLine community engagement process highlighted an opportunity for greater outreach and connection to a more diverse group of artists, from the juried selection through the final visual and performance works. ABI and NBAF will work to accomplish these goals by bringing together world-class art professionals, enriching artistic programming, and greater diversity in planning and implementation. This new partnership is the first step in a series of new collaborations that will reshape how Art on the Atlanta BeltLine connects with the broader community.

Thriving cultural activity can serve as a foundation for healthy communities by strengthening community identity, promoting diversity and inclusion, improving literacy and educational outcomes, supporting social justice and neighborhood cohesion, creating opportunities to instill a commitment to civic participation, and increasing safety and public health. The Atlanta BeltLine corridor is connecting 45 neighborhoods, and it is a core tenet of the project to encourage them all to thrive.

### REYNOLDSTOWN STAGE

Designed by local sculptor Tristan al-Haddad with funding from the National Endowment for the Arts, the Reynoldstown stage will provide a permanent space for performances and events on the Eastside Trail.

The Reynoldstown Stage will be a performance area on the second phase of the Eastside Trail’s southern extension that north of Memorial Drive. The area, which is currently an unpaved interim hiking trail in Reynoldstown, hosts Art on the Atlanta BeltLine performances each fall.

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**TIM FRANK, UNTITLED**

Funded by a grant from the Schrager Family Foundation, the columns in Tim Frank’s sculpture are designed to cool in the summer with shade and intensified breezes from the west, while warming during the winter months when it collects solar heat from the south. The pattern created by the column field constantly reinvents itself, acknowledging the significance of those who frequent the path.

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**PHIL PROCTOR, SOLAR WIND**

Phil Proctor’s Solar Wind is a dual axis wind powered kinetic composition that represents an orbit-like relationship between the sun and earth with gestures of chaos in delicate balance.

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**STEAM ENGINE AT EXCELSIOR MILL**

Over the years, the Atlanta BeltLine has brought in many artists and sculptors to preserve and create new art from old railroad artifacts. The steam engine, salvaged from historic Excelsior Mill (former home of the Masquerade on North Avenue), joins those pieces as a part of the continuing Art on the Atlanta BeltLine’s collection near its original home in Historic Fourth Ward Park.
Making Strategic Choices for MAXIMIZING PROJECT FUNDS
The nature of Atlanta BeltLine funding requires ABI to be careful stewards of how dollars are spent.

ABI’S FUNDING STRUCTURE COMES FROM SEVERAL DIFFERENT SOURCES. A MAJOR SOURCE IS THE TAX ALLOCATION DISTRICT OR TAD.

In 2005, the Fulton County Board of Commissioners and the Atlanta Public Schools voted to participate in the TAD with the City of Atlanta, assuming the risks and rewards of Atlanta BeltLine development. The TAD pays for ABI operations. Funding for operations or capital projects may come directly from the City of Atlanta or other partners. These funding partners have included organizations such as the Federal Highway Administration, the Environmental Protection Agency, the National Endowment for the Arts, the Georgia Department of Transportation, Invest Atlanta, and many, many others. Finally, the Atlanta BeltLine Partnership (ABP) contributes funding to capital projects. As of the end of 2017, ABI has spent $500 million building the Atlanta BeltLine. Below is a snapshot of the results of that funding.

At the Atlanta BeltLine’s projected completion in 2030, we expect the total project costs to be $4.4 billion. Of that figure, we anticipate that approximately $2.3 billion will be spent on transit, $553 million on parks, $246 million on trails, and $1.3 billion on other projects and expenses such as affordable housing, streetscapes, and debt service payments.

### Performance Dashboard

<table>
<thead>
<tr>
<th>Category</th>
<th>2030 Benchmark</th>
<th>Target</th>
<th>Target Year</th>
<th>Time elapsed</th>
<th>% of Goal</th>
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</thead>
<tbody>
<tr>
<td><strong>Total Investment</strong></td>
<td>$500M</td>
<td>10.4%</td>
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<tr>
<td><strong>Transit Corridor Control</strong></td>
<td>15.8 mi</td>
<td>72%</td>
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<td><strong>Trail Corridor Control</strong></td>
<td>31 mi</td>
<td>94%</td>
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<td><strong>Park Land Control</strong></td>
<td>709 ac</td>
<td>55%</td>
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<tr>
<td><strong>Brownfield Remediation</strong></td>
<td>396 ac</td>
<td>36%</td>
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<tr>
<td><strong>Transit Projects</strong></td>
<td>5.15 / 0 mi</td>
<td>23% / 0%</td>
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<tr>
<td><strong>Trail Projects</strong></td>
<td>16.1 / 11 mi</td>
<td>49% / 33%</td>
<td></td>
<td></td>
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<tr>
<td><strong>New Parks</strong></td>
<td>307 / 307 ac</td>
<td>24% / 24%</td>
<td></td>
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<tr>
<td><strong>Streetscape Projects</strong></td>
<td>4.1 / 2.3 mi</td>
<td>9% / 5%</td>
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<tr>
<td><strong>Permanent Jobs</strong></td>
<td>11,200</td>
<td>37%</td>
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<td><strong>Construction Jobs</strong></td>
<td>29,500</td>
<td>61%</td>
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<tr>
<td><strong>Economic Development</strong></td>
<td>4.1B (8:1)</td>
<td>37%</td>
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<td><strong>Housing Development in TAD</strong></td>
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<td>52%</td>
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<td><strong>Affordable Units in TAD</strong></td>
<td>822</td>
<td>15%</td>
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<tr>
<td><strong>Affordable Units in Planning Area</strong></td>
<td>1,311</td>
<td>N/A</td>
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</tr>
</tbody>
</table>

*Affordable units include units completed or under construction in 2017 and supported by Atlanta BeltLine, Inc. or Invest Atlanta.
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, 2017, 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.

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, 2017, 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 November 28, 2017 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 solely 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 the effectiveness of ABI’s 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.

Mauldin & Jenkins LLC
Atlanta, Georgia
November 28, 2017

The Atlanta BeltLine is one of Atlanta’s most far-reaching economic development and urban revitalization projects ever that will continue to shape our city’s growth. The project requires a high level of fiscal responsibility and transparency, which ABI has demonstrated through five straight years of clean audits. We look forward to continued partnership with ABI in building sustainable transportation, greenspace, and housing for the city.

Dr. Eloisa Klementich, CEcD // President & CEO, Invest Atlanta

Photo Left: KOLOSSOS brought paraders and performers to the Eastside Trail & Historic Fourth Ward Park for Art on the Atlanta BeltLine. Photo by: The Sintoses.
## STATEMENT OF NET POSITION

**Fiscal Year Ended 6.30.17**

### Business-type Activities

<table>
<thead>
<tr>
<th>Assets</th>
<th>Chester Avenue Lofts, LLC</th>
<th>Green Miles Investments, LLC</th>
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</thead>
<tbody>
<tr>
<td><strong>Current Assets</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cash and cash equivalents</td>
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<td>$136,778</td>
</tr>
<tr>
<td>Restricted cash and cash equivalents</td>
<td>$864,225</td>
<td>-</td>
</tr>
<tr>
<td>Accounts receivable</td>
<td>$112,204</td>
<td>-</td>
</tr>
<tr>
<td>Due from other governments</td>
<td>$8,109,355</td>
<td>-</td>
</tr>
<tr>
<td>Due from Invest Atlanta</td>
<td>$14,377</td>
<td>-</td>
</tr>
<tr>
<td>Due from the Atlanta BeltLine Partnership</td>
<td>$3,385,690</td>
<td>$139</td>
</tr>
<tr>
<td>Due from the City of Atlanta</td>
<td>$2,870,775</td>
<td>-</td>
</tr>
<tr>
<td>Due from the BeltLine Tax Allocation District</td>
<td>$2,621,772</td>
<td>$194,998</td>
</tr>
<tr>
<td>Due from the Eastside Tax Allocation District</td>
<td>$20,533</td>
<td>-</td>
</tr>
<tr>
<td>Due from the Westside Tax Allocation District</td>
<td>$326,180</td>
<td>-</td>
</tr>
<tr>
<td>Due from component unit</td>
<td>$82,224</td>
<td>-</td>
</tr>
<tr>
<td>Prepaid items</td>
<td>$144,774</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total current assets</strong></td>
<td>$13,415,371</td>
<td>$331,376</td>
</tr>
<tr>
<td><strong>Noncurrent Assets</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Capital assets, nondepreciable</td>
<td>$120,782,847</td>
<td>$727,670</td>
</tr>
<tr>
<td>Capital assets, net of depreciation</td>
<td>$1,565,428</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total noncurrent assets</strong></td>
<td>$122,348,275</td>
<td>$727,670</td>
</tr>
<tr>
<td><strong>Total assets</strong></td>
<td>$135,763,646</td>
<td>$1,058,946</td>
</tr>
</tbody>
</table>

### Liabilities

<table>
<thead>
<tr>
<th>Liabilities</th>
<th>Chester Avenue Lofts, LLC</th>
<th>Green Miles Investment, LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Current Liabilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accounts payable</td>
<td>$6,827,406</td>
<td>$142</td>
</tr>
<tr>
<td>Accrued expenses</td>
<td>$334,105</td>
<td>-</td>
</tr>
<tr>
<td>Line of credit payable</td>
<td>$5,383,178</td>
<td>-</td>
</tr>
<tr>
<td>Notes payable, current portion</td>
<td>$2,540,261</td>
<td>-</td>
</tr>
<tr>
<td>Capital lease obligation, current portion</td>
<td>$34,194</td>
<td>-</td>
</tr>
<tr>
<td>Unearned revenue</td>
<td>$303,232</td>
<td>-</td>
</tr>
<tr>
<td>Due to primary government</td>
<td>-</td>
<td>$1,196</td>
</tr>
<tr>
<td>Due to the BeltLine Tax Allocation District</td>
<td>$150,000</td>
<td>$558,625</td>
</tr>
<tr>
<td>Other Liabilities</td>
<td>$2,500</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total current liabilities</strong></td>
<td>$13,774,416</td>
<td>$600,153</td>
</tr>
<tr>
<td><strong>Noncurrent Liabilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Due to the City of Atlanta</td>
<td>$24,000,000</td>
<td>-</td>
</tr>
<tr>
<td>Capital lease obligation</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Accrued rent</td>
<td>$1,136,054</td>
<td>-</td>
</tr>
<tr>
<td>Notes payable</td>
<td>$15,001,079</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total noncurrent liabilities</strong></td>
<td>$46,165,923</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total liabilities</strong></td>
<td>$50,939,361</td>
<td>$600,153</td>
</tr>
</tbody>
</table>

### Net Position (deficit)

<table>
<thead>
<tr>
<th>Net Position (deficit)</th>
<th>Chester Avenue Lofts, LLC</th>
<th>Green Miles Investment, LLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net investment in capital assets</td>
<td>$78,313,788</td>
<td>$727,670</td>
</tr>
<tr>
<td>Unrestricted</td>
<td>$3,494,109</td>
<td>($523,777)</td>
</tr>
<tr>
<td><strong>Total net position (deficit)</strong></td>
<td>$81,807,897</td>
<td>$1,187,993</td>
</tr>
</tbody>
</table>

### Changes in Fund Net Position

**Proprietary Fund // Fiscal Year Ended 6.30.17**

<table>
<thead>
<tr>
<th>Operating Revenues</th>
<th>Administrative Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intergovernmental funding</td>
<td>$31,681,278</td>
</tr>
<tr>
<td>Private grants and contributions</td>
<td>$5,823,440</td>
</tr>
<tr>
<td>Other income</td>
<td>$1,128,487</td>
</tr>
<tr>
<td><strong>Total operating revenues</strong></td>
<td>$38,633,175</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Operating Expenses</th>
<th>Administrative Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td>General and administrative</td>
<td>$8,977,658</td>
</tr>
<tr>
<td>Depreciation expense</td>
<td>$262,521</td>
</tr>
<tr>
<td>Other expenses</td>
<td>$2,197</td>
</tr>
<tr>
<td><strong>Total operating expenses</strong></td>
<td>$9,262,376</td>
</tr>
<tr>
<td><strong>Operating income</strong></td>
<td>$29,370,800</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Non-Operating Revenue (Expense)</th>
<th>Administrative Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interest expense</td>
<td>($303,690)</td>
</tr>
<tr>
<td>Interest income</td>
<td>$290</td>
</tr>
<tr>
<td>Gain on sale of capital assets</td>
<td>$116,001</td>
</tr>
<tr>
<td><strong>Total non-operating revenue (expense)</strong></td>
<td>($187,460)</td>
</tr>
<tr>
<td>Change in net position</td>
<td>$29,503,039</td>
</tr>
<tr>
<td>Net position at beginning of year</td>
<td>$52,304,858</td>
</tr>
<tr>
<td>Net position at end of year</td>
<td>$81,807,897</td>
</tr>
</tbody>
</table>

### Component Units

- **Chester Avenue Lofts, LLC**
- **Green Miles Investments, LLC**
# Statement of Cash Flows

## PROPRIETY FUND

**Fiscal Year Ended 6.30.17**

<table>
<thead>
<tr>
<th>Financial Activity</th>
<th>Enterprise/Administrative Fund</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cash Flows from operating activities</strong></td>
<td></td>
</tr>
<tr>
<td>Receipts from grantors and others</td>
<td>$34,638,321</td>
</tr>
<tr>
<td>Payments to suppliers, vendors, and other governments</td>
<td>($2,349,888)</td>
</tr>
<tr>
<td>Payments to employees for salaries and related benefits</td>
<td>($5,464,726)</td>
</tr>
<tr>
<td>Net cash provided by operating activities</td>
<td>$26,823,707</td>
</tr>
<tr>
<td><strong>Cash Flows from capital financing activities</strong></td>
<td></td>
</tr>
<tr>
<td>Proceeds from the sale of capital assets</td>
<td>$6,753,216</td>
</tr>
<tr>
<td>Proceeds from notes payable</td>
<td>$234,000</td>
</tr>
<tr>
<td>Principal payments on notes payable</td>
<td>($474,132)</td>
</tr>
<tr>
<td>Drawdown on line of credit</td>
<td>$15,942,053</td>
</tr>
<tr>
<td>Repayments of notes payable</td>
<td>($14,479,973)</td>
</tr>
<tr>
<td>Net cash used by capital financing activities</td>
<td>($28,329,500)</td>
</tr>
<tr>
<td><strong>Cash Flows from investing activities</strong></td>
<td></td>
</tr>
<tr>
<td>Net cash provided by investing activities</td>
<td>$29</td>
</tr>
<tr>
<td><strong>Net decrease in cash and cash equivalents</strong></td>
<td>($1,505,764)</td>
</tr>
<tr>
<td>Cash and cash equivalents at beginning of fiscal year</td>
<td>$2,690,282</td>
</tr>
<tr>
<td>Cash and cash equivalents at end of fiscal year</td>
<td>$1,184,518</td>
</tr>
<tr>
<td><strong>Reconciliation of operating income to net cash provided by operating activities</strong></td>
<td></td>
</tr>
<tr>
<td>Operating income</td>
<td>$29,690,499</td>
</tr>
<tr>
<td>Adjustment to reconcile operating income to net cash provided by operating activities:</td>
<td></td>
</tr>
<tr>
<td>Depreciation expense</td>
<td>$262,521</td>
</tr>
<tr>
<td>Change in assets and liabilities:</td>
<td></td>
</tr>
<tr>
<td>(Increase) decrease in:</td>
<td></td>
</tr>
<tr>
<td>Accounts receivable</td>
<td>($108,942)</td>
</tr>
<tr>
<td>Due from the Atlanta BeltLine Partnership</td>
<td>($0)</td>
</tr>
<tr>
<td>Due from the City of Atlanta</td>
<td>($2,049,852)</td>
</tr>
<tr>
<td>Due from the Tax Allocation Districts</td>
<td>($14,377)</td>
</tr>
<tr>
<td>Due from other governments</td>
<td>($14,377)</td>
</tr>
<tr>
<td>Prepaid items and other assets</td>
<td>$49,746</td>
</tr>
<tr>
<td>Increase (decrease) in:</td>
<td></td>
</tr>
<tr>
<td>Accounts payable and accrued expenses</td>
<td>$1,253,155</td>
</tr>
<tr>
<td>Accrued rent</td>
<td>($77,000)</td>
</tr>
<tr>
<td>Unearned revenue</td>
<td>($136,074)</td>
</tr>
<tr>
<td>Due to the BeltLine Tax Allocation District</td>
<td>($319,000)</td>
</tr>
<tr>
<td>Other liabilities</td>
<td>($0)</td>
</tr>
<tr>
<td>Net cash provided by operating activities</td>
<td>$26,823,707</td>
</tr>
</tbody>
</table>