

# BeltLine Milestones

- Mid 20th C.** “Belt Line” coined for a loop of railroad tracks that encircle Atlanta.
- 1999** Georgia Tech graduate student Ryan Gravel proposes lining multiple city neighborhoods with a new transit system along the BeltLine.
- 2002** Under the leadership of Ryan Gravel and Cathy Woolard, Friends of the BeltLine begins to build grassroots support.
- 2004** The Trust for Public Land’s Emerald Necklace Study by Alexander Garvin outlines an achievable, connected park, trail and transit system along the BeltLine.
- 2005** A study determines the financial feasibility of the project, finding that revenue generated by creating a Tax Allocation District (TAD) surrounding the BeltLine right-of-way would provide the primary local funding source, estimated at 60 percent of estimated project costs, without requiring a tax increase.
- Atlanta Mayor Shirley Franklin creates the BeltLine Partnership to galvanize private sector and citizen support for the Atlanta Development Authority’s BeltLine efforts.
- The BeltLine Redevelopment Plan and the BeltLine TAD are approved by the Atlanta City Council, Fulton County Board of Commissioners, and the Atlanta Public School Board of Education following a 6-month process of community input.
- The Trust for Public Land begins purchasing land that will make up the core of future BeltLine parks.
- 2006** A BeltLine Work Plan outlining priorities, goals, organizational structure, and a \$427 million budget for the first five years of the BeltLine project is approved by Atlanta City Council following considerable community input including feedback from more than 10,000 surveys.
- The 138-acre Bellwood Quarry is acquired to become a drinking water reservoir and centerpiece of what will be one of the largest parks in Atlanta.
- To oversee implementation of the BeltLine, including coordination with City of Atlanta departments and ongoing community engagement, Atlanta BeltLine, Inc. is created.
- The BeltLine Partnership begins its focus on securing private funding for the BeltLine, raising general awareness and broad-based support for the project, and mobilizing resources to address social concerns raised by new development.
- BeltLine Transit is awarded \$1 million in Federal Transit Authority funding to support initial design and engineering.
- Additional BeltLine park land is acquired to expand Peoplestown Park and the future Westside Park at Bellwood Quarry.
- The BeltLine Network, an alliance of organizations with an interest in the planning, development and maintenance of the BeltLine, is formed.

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**2007**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) approves the 22-mile loop of the BeltLine and a light rail mode of transit as its Locally Preferred Alternative, a critical early step in securing federal funding.

Master planning and community engagement commence, consistent with the Citizen Participation Framework adopted by City Council.

BeltLine Transit is awarded \$300K in Federal Transit Authority funding to support initial design and engineering.

The northeast corridor becomes the first segment of the BeltLine transit corridor to be acquired by Atlanta BeltLine, Inc.

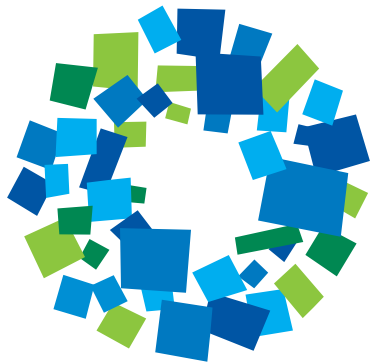
Twenty-one acres is assembled in Southeast Atlanta for development of a new BeltLine park located at Boulevard Crossing.

**2008**

Led by the PATH Foundation, the first segment of BeltLine trail, in the West End, opens – enhanced by the first segment of BeltLine arboretum, led by Trees Atlanta.

Ground is broken for the first BeltLine park, Historic Fourth Ward Park.

Including gifts from many of Atlanta's leading corporations and foundations, The BeltLine Partnership's \$60M capital campaign is 50 percent complete.



**BeltLine**  
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[beltline.org](http://beltline.org)