



Atlanta BeltLine Partnership

MOVING FORWARD



possibilities

FRESH AIR
WALKING TRAILS
NEW PARKS
SHORTENED COMMUTES
AFFORDABLE HOUSING
PUBLIC ART
MORE TREES
BIKE PATHS
MASS TRANSIT
NEW JOBS

Capital Campaign

All over the city, the Atlanta BeltLine is beginning to take shape. In the West End, a multi-use trail is complete. Work is underway on a walking and biking path on Atlanta's east side. And in the Old Fourth Ward, in the heart of the city, a signature park is emerging.

It's hard to believe that only a few years ago, the Atlanta BeltLine was little more than a grand vision. But the Atlanta BeltLine wouldn't be this far along if it weren't for one significant factor: private donations.

Private funds make up only a fraction of the Atlanta BeltLine's \$2.8 billion budget, but the money raised thus far has had an outsized impact. Critically, the funds helped kick-start the construction of parks and trails that would have remained on the drawing board while the Atlanta BeltLine went through a challenging start-up period that included lengthy legal obstacles. This enabled the Atlanta BeltLine to maintain momentum and popular support during the project's early days.

The Atlanta BeltLine Partnership's capital campaign aims to raise \$60 million. Since 2007, \$35.7 million has been raised from more than 100 donors, including some of the Atlanta's largest corporations and philanthropic foundations. According to Nancy Rigby, an executive with Coxe Curry & Associates (the fundraising firm working on the Atlanta BeltLine Partnership capital campaign), the Atlanta BeltLine has proved popular with donors because they believe in its vision. "People are interested in the Atlanta BeltLine because they understand that it will transform Atlanta, and they are interested in that vision," Rigby said. In the Atlanta BeltLine's early days, the Partnership sold donors on the idea of the Atlanta BeltLine. Now, fundraisers can point to actual projects coming to fruition.

Indeed, the private sector funds are already making a difference. Consider Historic Fourth Ward Park in northeast Atlanta, behind the former City Hall East. The City announced plans to build a storm water retention pond on the property, and more than \$15 million in Atlanta BeltLine donations helped transform that project into one of the Atlanta BeltLine's premier parks, featuring a skate park, amphitheater and splash pad.

"Many of the Atlanta BeltLine's early, tangible successes can be traced directly to the infusion of private donations," said Valarie Wilson, executive director of the Atlanta BeltLine Partnership.

The Partnership supports the Atlanta BeltLine's overall vision, lending a helping hand to the work being done by Atlanta BeltLine, Inc., the entity charged with planning and building the Atlanta BeltLine. A critical part of this support involves raising money.

Having such a division of duties is crucial. Private donors look to the Atlanta BeltLine Partnership to serve as steward of their investment in the Atlanta BeltLine, ensuring that their dollars are most effectively leveraged. And fundraising on such a large scale requires a tremendous investment in time and resources. By taking the lead, the Atlanta BeltLine Partnership frees Atlanta BeltLine, Inc. to concentrate on the difficult task of building the project.

But according to Nancy Rigby, private donors are bringing much more to the table than merely their financial resources. They also bring a wealth of business savvy and creative thinking that will only aid the Atlanta BeltLine over time.

"It is critical that there be a role for private sector involvement," Rigby said. "They bring expertise to the table that the public sector doesn't have on its own. Because of this public-private partnership, we'll have a better Atlanta BeltLine."

The Atlanta BeltLine Partnership's fundraising effort has been led by four of the city's most prominent businessmen: Jim Kennedy, chairman of Cox Enterprises, Inc.; Phil Kent, chairman and CEO of Turner Broadcasting System, Inc.; Herman Russell, chairman of H.J. Russell and Company; and Ray Weeks, chairman of Weeks Robinson Properties.

Working with support from the Atlanta BeltLine Partnership staff and the experts at Coxe Curry, these individuals have formed the backbone of a formidable fundraising team. The Atlanta BeltLine Partnership is already more than halfway towards reaching its fundraising goal, but much work remains to be done.

Momentum is building. There are already six miles of multi-use concrete trails that have been fully or partially funded with private dollars. In June 2010, Sarah and Jim Kennedy/PATH Foundation and Kaiser Permanente each donated \$2.5 million to the capital campaign to support the construction of the Eastside Trail, which will open to walkers and cyclists in the summer of 2011.

These latest gifts follow the course charted by early donors, including the Robert W. Woodruff Foundation's support of Historic Fourth Ward Park, the Coca Cola Company's support of the West End Trail, and support from the Arthur M. Blank Family Foundation, the James M. Cox Foundation, the Home Depot Foundation, Mr. John C. Portman, Jr., the SunTrust Foundation, Turner Broadcasting, Inc., the Weeks Family Foundation, and Wells Fargo. (A complete list of Atlanta BeltLine Partnership capital campaign donors to date is at the end of this report.)

EVERY FRIDAY AND SATURDAY MORNING, A 30-SEAT BUS LEAVES THE INMAN PARK-REYNOLDSTOWN MARTA STATION FOR A THREE-HOUR, 34-MILE GUIDED TOUR OF THE ATLANTA BELTLINE. IN LESS THAN FOUR YEARS, MORE THAN 9,000 PEOPLE HAVE TAKEN THE TOUR. DEMAND REMAINS STRONG, WITH MOST SEATS BOOKED LONG IN ADVANCE.



Tours

When planning for the Atlanta BeltLine began, the Atlanta BeltLine Partnership faced a daunting challenge: How do you raise awareness and support for a project that defies easy explanation? After all, the Atlanta BeltLine boasts dozens of miles of biking and walking trails, acres of leafy parks, a sparkling new transit system and even an infusion of affordable housing stock. It can be challenging to grasp how all these parts fit together.

But even this lengthy list of features fails to fully capture what makes the Atlanta BeltLine so special, and why it's such an historic opportunity to transform the city of Atlanta.

As the Atlanta BeltLine winds through the city, it becomes far more than a path, rail line or green space. It promises to fundamentally remake the urban landscape, connecting neighborhoods in a way that the local road system never has. Places that feel distant in a car are suddenly brought close together. Even longtime Atlantans begin to discover parts of town they have never visited.

Brochures, Power Point presentations, speeches... none of these traditional methods does the Atlanta BeltLine proper justice. The best way to expose people to the project, Atlanta BeltLine Partnership officials decided, is to show them the Atlanta BeltLine up close.

So they did—by the busload. Every Friday and Saturday morning, a 30-seat bus leaves the Inman Park-Reynoldstown MARTA station for a three-hour, 34-mile guided tour of the Atlanta BeltLine.

"Because the Atlanta BeltLine is so comprehensive and at such a large scale—it's the largest urban redevelopment project in the country—the tour is the best way to get your head around the project," said Rob Brawner, program director with the Atlanta BeltLine Partnership. "More than anything else we do, the tours help make the Atlanta BeltLine real."

The numbers are eye-popping: In less than four years, more than 9,000 people have taken the tour. Demand remains strong, with most seats booked far in advance.

Heather Hussey Coker has led many of the tours, amassing knowledge of the Atlanta BeltLine that is second to none. The response from those who hop aboard is overwhelmingly positive, she said, with some people even asking to donate money on the spot after seeing the Atlanta BeltLine first-hand. The most common reaction, she said, is, "Wow, the Atlanta BeltLine project is much more than I thought it was!"

In Hussey Coker's experience, many people embark on the tour with preconceived notions. Rail advocates view the Atlanta BeltLine as a transit project, while park lovers see it as a green space initiative. But the tour makes it clear that the Atlanta BeltLine is much more than merely the sum of its parts. "What we show on the tour is how connected the city can become," she said. "The biggest thing people take away from it is a better understanding of our city."

The tour shows off many of the Atlanta BeltLine's most important landmarks, including the future Westside Park at the Bellwood Quarry, the Historic Fourth Ward Park (which is under construction) and the completed West End trail. The tour shows both what the Atlanta BeltLine already is and what it can become.

"One of the things we've had to overcome is skepticism that it's really going to happen," said

Brawner. "Most people say it's a great idea, but now we can show them parts that are open and others that are under construction. That's important to maintain the base of support."

Brawner credits the tours with helping cultivate critical grassroots support. He notes that the referendum on a constitutional amendment to change the financing method for projects like the Atlanta BeltLine passed with more than 60 percent of the vote in Atlanta, adding that it's no coincidence all of the candidates for the office of Atlanta's mayor in 2009 supported the Atlanta BeltLine.

"When people take an Atlanta BeltLine tour, they are hooked," Brawner said. "They become very excited about the Atlanta BeltLine and want to see it happen."



VISITS TO BELTLINE.ORG, THE PROJECT'S OFFICIAL WEBSITE, ARE UP THREE-FOLD IN THE LAST YEAR, TO AN AVERAGE OF MORE THAN 14,000 VISITS PER MONTH, SURPASSING 175,000 TOTAL VISITORS IN 2010. MORE THAN 10,000 PEOPLE NOW RECEIVE THE ATLANTA BELTLINE'S REGULAR EMAIL NEWSLETTER, WHILE MORE THAN 5,500 PEOPLE HAVE JOINED THE ATLANTA BELTLINE'S FACEBOOK PAGE.



Engagement

In Atlanta these days, it's hard to miss the Atlanta BeltLine (and that's not just a reference to the 22-mile route that courses through the city).

Atlanta BeltLine information booths are now fixtures at neighborhood festivals. Email newsletters about the project reach more than 10,000 people's inboxes each week, and Atlanta BeltLine supporters have ordered more than 20,000 free informational flyers to learn more about the project and help spread the message.

Bus tours roll along the Atlanta BeltLine route each Friday and Saturday. More than 4,000 individuals have attended Atlanta BeltLine 101 presentations, which are delivered by trained volunteers in living rooms, businesses, and community meeting halls.

A dedicated photographer has catalogued nearly every aspect of the Atlanta BeltLine, reflecting progress, community involvement and activism, entertainment, leisure, leadership and more. A dedicated videographer has captured milestone events and key players. Tens of thousands of images populate the Atlanta BeltLine website, Facebook page, YouTube channel, printed materials, presentations and beyond, all telling the story of how the Atlanta BeltLine is transforming Atlanta.

These activities are part of a comprehensive, carefully coordinated public engagement campaign from the Atlanta BeltLine Partnership that is helping to build awareness of—and support for—the Atlanta BeltLine.

Consider the fact that, just five years ago, few people had even heard of the Atlanta BeltLine. Now, it's a widely popular project that many Atlantans feel will help shape the city's future. About 75 percent of Atlanta residents say they are familiar with the Atlanta BeltLine, according to a 2010 survey conducted by Atlanta Mayor Kasim Reed's office. Three years ago, the figure stood at 53 percent.

Visits to BeltLine.org, the project's official website, are up three-fold in the last year, to an average of more than 14,000 visits a month, with more than 175,000 total visitors in 2010. The WSB-TV Atlanta BeltLine Special in August gave BeltLine.org record daily traffic—more than doubling any previous records—resulting in 3,338 visitors in one day and

26,000 visits for that month. More than 10,000 people now receive the Atlanta BeltLine's email newsletter, while another 5,500+ people have joined the Atlanta BeltLine's Facebook page.

Residents and our non-profit partners regularly engage in activities around the Atlanta BeltLine. Thousands of volunteers have beautified the Atlanta BeltLine through events like the Annual Earth Day Atlanta BeltLine Clean-Up (initiated by Keep Atlanta Beautiful) and Atlanta BeltLine Arboretum plantings led by Trees Atlanta, while businesses and community organizations are flocking to the Adopt-the-Atlanta BeltLine program launched in October 2010 with Park Pride.

Special events such as the Atlanta BeltLine Running Series, the annual Atlanta BeltLine Bike Tour (led by the Atlanta Bicycle Coalition), the annual Atlanta BeltLine Night at the Braves, and groundbreaking and openings for parks and trails each attract hundreds of participants. And passionate volunteers are raising awareness throughout the city through a variety of Atlanta BeltLine Partnership programs. This groundswell of support has already paid big dividends.

For one, it has protected the project politically. Support for the Atlanta BeltLine continues to grow among elected leaders at all levels of government—from city officials and state legislators to members of the state's congressional delegation—all of whom understand the vision for long-term economic development and quality of life outcomes, which will dramatically enhance the communities and neighborhoods that they represent.

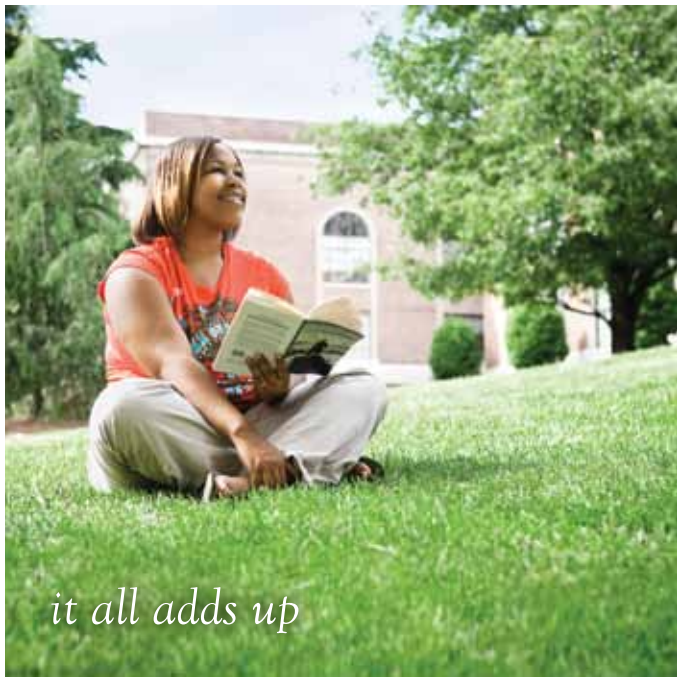
The Atlanta BeltLine Partnership has played a vital role building community support to successfully stem off external threats, petition for support of Atlanta BeltLine funding opportunities and influencing government policies to protect and promote the Atlanta BeltLine.

Indeed, engaging the public means more than merely educating and building support. It means driving people to attend Atlanta BeltLine planning meetings, where they are able to have a say in how the Atlanta BeltLine evolves from concept into reality.

The work is paying off.



↗ possibilities



it all adds up

MORE THAN

1000

VOLUNTEERS

have signed up to participate

In less than four years,

MORE THAN

9000

PEOPLE HAVE
TAKEN THE ATLANTA
BELTLINE TOUR



There are already

**SIX
MILES**

of multi-use concrete trails
that have been fully or partially
funded with *private dollars*

MORE THAN

10000

people now receive the Atlanta BeltLine's regular email *newsletter*

MORE THAN

5500

people have joined the Atlanta BeltLine's *Facebook* page

THE
ATLANTA
BELTLINE
PARTNERSHIP'S
CAPITAL
CAMPAIGN
aims to raise

\$60
MILLION

Since 2007,

\$35.7 million

has been raised from more than

100 DONORS

including some of Atlanta's
largest corporations and
philanthropic foundations

visits to **belpline.org**

14000 VISITS PER MONTH

MORE THAN
175000

TOTAL VISITORS IN 2010



RECOGNITION OF THE
ATLANTA BELTLINE
BY **ATLANTA RESIDENTS**
HAS GROWN FROM

53%

TO

75%

IN THE LAST THREE YEARS

More than

4000

individuals have attended

Atlanta BeltLine 101

presentations, which are
delivered by trained volunteers
in living rooms, businesses,
and community meeting halls



PLAYED SUCH A CRITICAL ROLE IN REAL
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THE ATLANTA LAND TRUST COLLABORATIVE—AN EFFORT OF MORE THAN 30 PUBLIC, PRIVATE, NON-PROFIT AND COMMUNITY ORGANIZATIONS LED BY THE ATLANTA BELTLINE PARTNERSHIP—IS DEDICATED TO MAINTAINING AFFORDABILITY IN NEIGHBORHOODS AT RISK OF GENTRIFICATION OR DISPLACEMENT ALONG THE ATLANTA BELTLINE ROUTE AND ELSEWHERE IN THE CITY.



Tony Pickett, Executive Director, Atlanta Land Trust Collaborative

Community Land Trusts

The Atlanta BeltLine promises to transform Atlanta with an infusion of new parks, transit and trails connecting dozens of neighborhoods. But when officials began talking to residents about the project, some voiced concerns that the Atlanta BeltLine might be too much of a good thing. They worried that, amidst all the changes to come, they'd be squeezed out by new development or forced to move if property values rose too high.

It was easy to understand their fears, because a familiar pattern had emerged as Atlanta boomed in the 1990s and early 2000s. As a neighborhood gentrified and property taxes increased proportionally, long-time residents invariably departed. But Atlanta BeltLine leaders are determined that this project will be different. After all, the Atlanta BeltLine is designed to build up, not uproot, communities.

"It's not enough to just physically construct the Atlanta BeltLine," says Valarie Wilson, executive director of the Atlanta BeltLine Partnership. "You must deal with all the issues of how it impacts communities around it."

Many organizations have been working on affordable housing issues, but the Atlanta BeltLine Partnership realized there was an opportunity to bring them together to tackle the problem in a new way—a Community Land Trust, or CLT. Through CLTs (which have been successful across the country in helping to create a stable supply of affordable housing), homeowners pay only for the structure, because the underlying property is owned by the trust and leased to the homeowner. Affordability controls built into the lease enable residents to build equity while keeping prices in check for future low- and moderate-income residents.

Led by the Atlanta BeltLine Partnership with the Atlanta Housing Association of Neighborhood-based Developers and the Annie E. Casey Foundation, more than 30 public, private, non-profit and community organizations worked together to create the Atlanta Land Trust Collaborative. This organization is dedicated to advancing CLTs to maintain permanent affordability in neighborhoods at risk of gentrification or displacement along the Atlanta BeltLine and elsewhere in the city.

The first area targeted by the Atlanta Land Trust Collaborative is the Pittsburgh community, which is located along the Atlanta BeltLine's southern section.

It's unlikely that this collaborative solution—which is viewed nationally as a best practice—would have happened without the Atlanta BeltLine Partnership's leadership. Because of the Atlanta BeltLine's impact on the city and the Partnership's ability to connect with and earn the trust of other organizations, the Partnership is uniquely positioned to bring disparate

groups together (even those who may not normally sit at the same table) and advance coordinated efforts to address community concerns.

The addition of Executive Director Tony Pickett in November 2010 brings yet another skilled resource to this ambitious undertaking. With more than 20 years of experience in the planning, design and construction of large scale urban redevelopment projects (including his participation in early strategic planning work for the creation of the Beltline Tax Allocation District during his previous employment as the Atlanta Housing Authority Director of Real Estate Strategy and Development), Pickett is well suited to lead the ALTC's mission to spearhead the creation of CLTs.

Other issues are sure to crop up as planning and construction of the Atlanta BeltLine continues. But when they do, the Atlanta BeltLine Partnership will be ready to act.

"It's important to have an organization in place that is trusted and able to respond to the issues, and there will be myriad issues," said Mtamanika Youngblood, president and CEO of Sustainable Development Strategies, Inc. and a member of the Atlanta BeltLine Partnership's Board of Directors. "We have 20-plus years to go. It's important to keep the promises and ensure that the problems that do bubble up are addressed fairly and collaboratively."

In fact, another pressing issue has already been identified: the need for jobs. The Atlanta BeltLine Partnership plans to once again play the role of community facilitator, bringing together private employers, workforce development organizations, technical colleges and others in order to make it easier for residents living in communities around the Atlanta BeltLine to connect with employment opportunities in proximity.

"The Atlanta BeltLine Partnership is integral to the development of the Atlanta BeltLine," Youngblood says. "In some ways, it's as important as the actual path, the actual parks and the actual transit. We're not just trying to transform the physical environment; we're also trying to transform the human element."

Beyond affordable housing and employment, the Atlanta BeltLine Partnership is also focused on another issue on the horizon—the dawning recognition of the connection between health and the built environment. The Atlanta Beltline was actually at the forefront of this issue with the Georgia Institute of Technology's Center for Quality Growth and Regional Development's 2007 Health Impact Assessment. With health and the Atlanta BeltLine, the Atlanta BeltLine Partnership will work with Georgia Tech and other stakeholders to advance the implementation of the recommendations in the Health Impact Assessment.



FEDERAL OFFICIALS WANT TO KNOW THAT THE LOCAL COMMUNITY IS FIRMLY BEHIND A PROJECT BEFORE THEY COMMIT GOVERNMENT FUNDS.



Government Affairs

The Atlanta BeltLine has been blessed with tremendous support from the philanthropic community as well as dedicated funding streams from local governments. Because of the project's massive scope, the Atlanta BeltLine's long-term funding plans have always included a sizable pool of federal dollars. That's why the Atlanta BeltLine is going to Washington.

The Atlanta BeltLine Partnership has enlisted a team of consultants and lobbyists whose mission is to raise the project's profile in D.C., with the ultimate goal of bringing home the funds necessary to complete the Atlanta BeltLine vision.

"The Atlanta BeltLine needs to be in the hearts and minds of political leaders in Washington," says Valarie Wilson, executive director of the Atlanta BeltLine Partnership.

The new team is also keeping close watch on important political developments closer to home, monitoring any state legislation that might impact the Atlanta BeltLine and working to ensure a close relationship with Atlanta Mayor Kasim Reed.

The Atlanta BeltLine Partnership's government affairs efforts are benefiting from the counsel of Loretta Lepore, a former spokeswoman for Georgia Governor Sonny Perdue who now runs her own consulting company. Lepore says the Atlanta BeltLine has a compelling storyline that will resonate with the lawmakers and government officials who make critical funding decisions.

For example, the Atlanta BeltLine dovetails with President Obama's "livability and sustainable communities" initiative, which aims to fund projects across the country that improve transportation options, offer better access to affordable housing and revitalize existing communities. (Doesn't that sound like the Atlanta BeltLine in a nutshell?)

One of the most important elements of the Atlanta BeltLine project is local financial support. Federal officials want to know that the local community is firmly behind a project before they commit government funds. In this way, money donated to the Atlanta BeltLine locally can be leveraged many times over in Washington. The Atlanta BeltLine's current \$60 million capital campaign is just the "tip of the iceberg," according to Wilson, as these donations stand to help bring in hundreds of millions in federal funds.

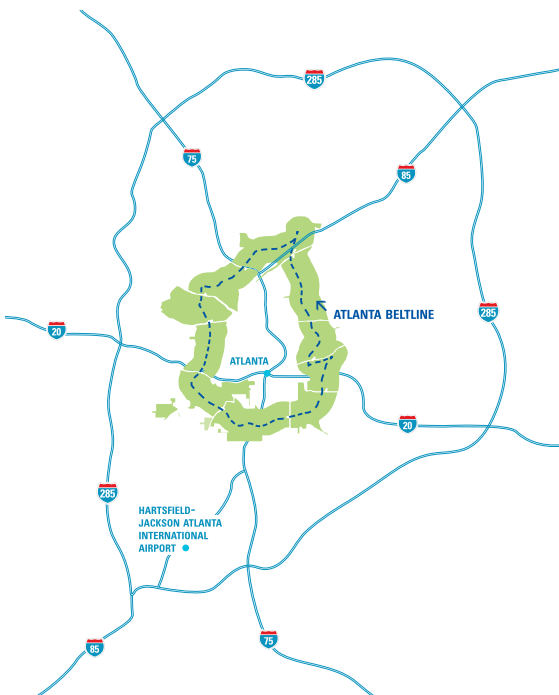
Lepore and her colleagues have developed a sophisticated lobbying strategy focused on four federal agencies that are charged with disbursing money from the White House's livability initiative—the U.S. Department of Housing and Urban Development, the Federal Transit Administration, the Environmental Protection Agency and the Department of Transportation.

They are also engaging Georgia's Congressional delegation in an effort to secure funding through the annual appropriations budgeting process. The Atlanta BeltLine has asked for funds to help pay for brownfield remediation, the construction of multi-use trails, and the second phase of an environmental impact study for transit.

The government affairs team is working hard to raise the Atlanta BeltLine's profile in Washington. For example, they held a briefing on Capitol Hill about the Atlanta BeltLine that was attended by about 40 key Congressional staff members.

Lepore is confident the efforts will pay off. "The Atlanta BeltLine is very well positioned to receive funding because it fits so well with the White House's livability initiative," she says. "On top of that, there aren't many programs across the nation that can match the Atlanta BeltLine's level of local and private-sector funding."





The Atlanta BeltLine is a \$2.8 billion redevelopment project that will provide a network of public parks, multi-use trails and transit along an historic 22-mile railroad corridor circling downtown and connecting many neighborhoods directly to each other. The Atlanta BeltLine is the most comprehensive economic development effort ever undertaken in the City of Atlanta, and ranks among the largest, most wide-ranging urban redevelopment projects currently underway in the United States.

The Atlanta BeltLine Partnership (ABLP) is a non-profit organization committed to raising funds from private and philanthropic sources to support the Atlanta BeltLine, working with the community and partners to raise general awareness and support, and serving as a catalyst to mobilize resources to address social concerns.

For more information on the Atlanta BeltLine, please visit www.BeltLine.org.

THE ATLANTA BELTLINE PARTNERS WITH PATH TO ASSIST IN THE PLANNING AND CONSTRUCTION OF ATLANTA BELTLINE TRAILS. PATH HAS BUILT MORE THAN 160 MILES OF MULTI-USE TRAILS IN ATLANTA AND GEORGIA. THESE TRAILS PLAY A CRITICAL ROLE IN PROVIDING OPPORTUNITIES FOR ATLANTA RESIDENTS TO ENGAGE IN PHYSICAL ACTIVITY AND TO TRAVEL TO AND FROM WORK/PLAY BY FOOT OR BICYCLE INSTEAD OF BY CAR. MILLIONS OF PEOPLE USE THE TRAILS ANNUALLY.

THE TRUST FOR PUBLIC LAND (TPL) ACQUIRED DOZENS OF KEY PARCELS OF LAND ALONG THE 22-MILE ATLANTA BELTLINE CORRIDOR, PROVIDING A CRITICAL STEP IN CREATING A CONTINUOUS ATLANTA BELTLINE GREENWAY AND NEW PARK SPACE THROUGHOUT ATLANTA.

Partners

Key Atlanta BeltLine Partners:

Atlanta BeltLine, Inc.
Atlanta Bicycle Coalition
Atlanta Botanical Garden
Atlanta City Council
Atlanta Committee for Progress
Atlanta Community Tool Bank
The Atlanta Development Authority
Atlanta Housing Association of
Neighborhood-Based Developers (AHAND)
Atlanta Planning Advisory Board
Atlanta Public Schools
Atlanta Regional Commission
Atlanta Streetcar
BeltLine Affordable Housing
Advisory Board
BeltLine Network
The Arthur M. Blank Family Foundation
Burlington Associates
Annie E. Casey Foundation—Atlanta Civic Site
The Center for Working Families
City of Atlanta
Parks, Recreation & Cultural Affairs
Watershed Management
Public Works
Planning & Community Development
Law
The Coca-Cola Company
Concerned Black Clergy
Connect Atlanta Plan
Cox Enterprises, Inc.
Emory University
Enterprise Community Partners
Equity Atlanta
Fine Productions
Fulton County
Fulton County/City of Atlanta
Land Bank Authority
Georgia Department of Natural Resources,
Historic Preservation Division
Georgia Department of Transportation
Georgia Institute of Technology
Georgia Conservancy
Georgia Power Company
Georgia Stand-Up
Georgia State University
Governor's Council on
Developmental Disabilities
Greenberg Traurig, LLP
Greenjar
The Home Depot Foundation
The Integral Group
Kaiser Permanente
Keep Atlanta Beautiful
Kudzu Studios
Livable Centers Initiative
MARTA
Morehouse College
National CLT Network
Neighborhood Planning Units
Park Pride
PATH Foundation
Piedmont Park Conservancy

Pittsburgh Community
Improvement Association
Mr. John C. Portman, Jr.
Resources for Residents and Communities
Sierra Club
Soloflight
SunTrust Foundation and SunTrust Bank
Trusteed Foundations
Sustainable Neighborhood Development
Strategies, Inc. (SNDSI)
Tax Allocation District Advisory Committee
Transit Planning Board
Trees Atlanta
Trust for Public Land
Turner Broadcasting System, Inc.
United Way of Metropolitan Atlanta
University of Georgia
Cooperative Extension
Weeks Family Foundation
Wells Fargo
Robert W. Woodruff Foundation

Atlanta BeltLine Partnership Board:

John Somerhalder, AGL Resources,
ABLP Chairman
Phil Rubin, rDialogue, ABLP Vice Chair
Charlie Shufeldt, Brown Brothers
Harriman & Co., ABLP Vice Chair
Mtamanika Youngblood, Sustainable
Neighborhood Development Strategies,
Inc, ABLP Vice Chair
Clara Axam, Clarification and Mediation, Inc
Gerald L. Durley, Providence Missionary
Baptist Church
Ralph Edwards, Jr., EBS Real
Estate Investments
William Fowler, PATH Foundation
Harvey Hill, Alston & Bird LLP
Curley Dossman Jr., Georgia-Pacific
Foundation
Helen Hatch, Thompson, Ventulett,
Stainback & Associates, Inc.
Ryan Gravel, Perkins + Will
Richard Holmes, Georgia Power Company
David Hooker, DIALAWG Resolution &
Management Solutions
Phil Kent, Turner Broadcasting System, Inc.
Jim Morgens, Morgens Property and
Investment Co.
Merrick Olives, Mosaic Business
Alternative Solutions

Atlanta BeltLine Partnership Capital

Campaign Co-chairs and Committee:
Mayor Kasim Reed, ABLP Capital
Campaign Honorary Chair
James C. Kennedy, Cox Enterprises, Inc.,
ABLP Capital Campaign Co-Chair
Phil Kent, Turner Broadcasting System, Inc.,
ABLP Capital Campaign Co-Chair
Herman Russell, H. J. Russell & Company,
ABLP Capital Campaign Co-Chair
A. Ray Weeks, Weeks Robinson Properties,
ABLP Capital Campaign Co-Chair

Claire Arnold, Leapfrog Services
Arthur Blank, The Arthur M. Blank
Family Foundation
Stephanie Blank, Community Volunteer
James Borders, Novare Group
Jerome Byers II, Wells Fargo Bank
Bickerton Cardwell, Jr., Colliers
Spectrum Cauble
Curley Dossman, Jr., Georgia-Pacific
Foundation
Ralph Edwards, Jr., EBS Real
Estate Investments
William Fowler, PATH Foundation
Henry Gregory, Jr., IDI
Harvey Hill, Alston & Bird LLP
Phil Jacobs, AT&T Southeast
Ingrid Saunders Jones, The
Coca-Cola Company
Larry Kelly, Pope & Land Enterprises, Inc.
Mark Lazarus, Comcast
Brian Leary, Atlanta BeltLine, Inc.
Walter E. Massey, Morehouse College
Penelope McPhee, The Arthur M. Blank
Family Foundation
Jim Morgens, Morgens Property &
Investment Co.
Laura Turner Seydel, Community Volunteer
Charlie Shufeldt, Brown Brothers
Harriman & Co.
John Somerhalder, AGL Resources
Geri Thomas, Bank of America
Andy Young, GoodWorks International, LLC

Atlanta BeltLine Partnership Capital

Campaign Lead Donors:

Robert W. Woodruff Foundation
The Arthur M. Blank Family Foundation
Cox Enterprises, Inc.
Kaiser Permanente
PATH Foundation/Sarah and Jim Kennedy
The Home Depot Foundation
The Coca-Cola Company
Turner Broadcasting System, Inc.
Mr. John C. Portman, Jr.
SunTrust Foundation Atlanta and Suntrust
Bank Trusteed Foundations
Wells Fargo
Ray and Helen Weeks
Georgia Power Company
Tull Charitable Foundation
The UPS Foundation
Fuqua Family Foundations
Georgia-Pacific LLC
AGL Resources
Holder Construction Company
IDI
Mr. James Morgens,
Morgens West foundation
Norfolk Southern Foundation
Herman J. Russell Foundation
The David, Helen and Marian
Woodward Fund
Mr. Ralph G. Edwards

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