



**BeltLine**

**BELTLINE CORRIDOR ENVIRONMENTAL STUDY**

**EXISTING CONDITIONS REPORT**

**Prepared for:**

**Metropolitan Atlanta Rapid Transit Authority  
and  
Atlanta BeltLine Inc.**

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## **S.0 SUMMARY**

### **S.1 Introduction**

As one of the most comprehensive economic development efforts ever undertaken in the City of Atlanta and the largest, most wide-ranging urban redevelopment projects currently underway in the US, the BeltLine will combine greenspace, trails, transit and new commercial, residential and mixed-use development along 22 miles of historic rail corridors that encircle the urban core. Over the past 20 years, much of metro Atlanta's growth occurred in widely dispersed and disconnected pockets of developments, which have strained the region's quality of life and economic growth. By attracting and organizing some of the future growth around parks, transit and trails, the BeltLine will help change the pattern of regional growth in the coming decades and lead to a more vibrant and livable Atlanta with an enhanced, more sustainable quality of life.

The Existing Conditions Report provides important data in support of the upcoming Tier 1 NEPA EIS development process. The Federal Transit Administration (FTA), in cooperation with MARTA and Atlanta BeltLine Inc. (ABI), is preparing a Tier 1 Environmental Impact Statement (EIS), in accordance with the National Environmental Policy Act (NEPA), for the entire 22-mile BeltLine project. The Tier 1 analysis will serve as a basis for establishing right-of-way (ROW) needs and the alignment of the transit and multi-use trails corridor. Conceptual locations of stations, trails connections and other facilities will be determined, as will the choice of transit technology.

The Existing Conditions Report is one in a series of reports to be included as part of the BeltLine Corridor Environmental Study. Information documented herein describes current socio-economic, natural environment and transportation conditions within the BeltLine Project Study Area (study area). The report is a resource document that the Environmental Study will use to further refine the project purpose and need, support development of the project alternatives, complete the assessment of environmental impacts, and provide background information pertaining to known features, trends, opportunities and constraints that may warrant further analysis as the project advances. This may require collecting additional data to support the environmental impact study in the future.

### **S.2 Project Overview**

The BeltLine consists of a continuous 22-mile corridor that generally encircles the Atlanta urban core, including Midtown and Downtown Atlanta central business districts. It is primarily within, or adjacent to, existing inactive and active freight rail corridors. The project would include both new light rail or streetcar transit service and new multi-use trails. The rail transit element of the BeltLine would include new tracks, transit stations and supporting facilities to accommodate the fixed guideway transit service. Design criteria at the Tier 1 level of analysis will accommodate a range of transit vehicle types including larger capacity light rail vehicles and smaller streetcar type vehicles. Preservation of potential transit station locations would occur along the alignment as needed and would include platforms to accommodate waiting passengers and pedestrian access to the stations from the surrounding neighborhoods and activity centers. Both the transit alignment and station locations took into consideration the results of the *BeltLine Detailed Screening Analysis* completed in 2007.

The BeltLine project also includes multi-use trails and associated linear greenspace along the alignment. The transit and trails elements relate to one another and are best designed via concurrent analyses. Typically, the multi-use trails will be parallel and directly adjacent to the proposed rail transit line, with the exception of those areas where the transit line and multi-use trails may require a separate right-of-way due to space or geographic constraints. The multi-use trails will connect to adjacent neighborhoods and parks via spur trails and improved sidewalks and streetscapes.

### **S.3 Study Area**

The study area is a ½-mile wide swath encompassing ¼-mile on each side of the centerline of the approximate 22-mile corridor and covers 13.85 square miles. This buffer encompasses the geographic area in which the project would have the greatest and most direct impact. The report provides a comprehensive overview of existing conditions by presenting data for the full study area organized into four distinct zones. Development of zones allows for disaggregating and portraying data in a more detailed fashion and provides the basis for future, more focused analyses. MARTA rail lines define the zone boundaries since they are easily identified physical landmarks and serve as logical demarcation lines. The *BeltLine Detailed Screening Analysis* also recognized these boundaries. The ten Subarea Master Planning areas are smaller in length than the four zones used for this report however, both define study area width boundaries using the BeltLine's transit and multi-use trails alignment as a basis from which to develop study areas.

### **S.4 Key Findings**

The Existing Conditions Report presents baseline information for use in assessing the range of potential environmental issues of concern identified during the project scoping process. It includes data and information regarding socioeconomic conditions, the natural environment, transportation conditions, bicycle and pedestrian conditions and related plans. The following sections highlight some of the key findings of the report. Detailed results are included in Chapters 3.0 through 7.0 of the report.

#### **S.4.1 Population Growth**

Since the year 2000, the BeltLine study area has grown at a more rapid rate than the City of Atlanta as a whole. Between 2000 and 2007, the project study area grew by 16 percent compared with the City's growth of about 11 percent. The northeast zone of the study area experienced the most population growth, increasing by more than 22 percent. About 68,700 people lived in the project study area in 2007. Forecasts predict growth to more than 86,700 by year 2030, a 26 percent increase over the year 2007 population. The northeast portion of the study area will experience the most population growth, a 42 percent increase by 2030. A growing population will continue to place demands for additional transportation capacity on an already overburdened transportation system in the study area and the region.

#### **S.4.2 Employment Growth**

The BeltLine study area will also become an increasingly important destination for work trips. Forecasts predict employment in the study area will grow from 51,100 employees in 2006 to nearly 66,600 by 2030, a 30 percent increase. While employment will grow in all of the study area zones, the highest growth will occur in the southeast zone of the

study area. Employment in this area will increase by 82 percent, from about 4,000 to 7,300 jobs. Assessments of transportation impacts conducted for the environmental impact statements will need to consider the changing travel patterns that are likely to result from this growth in employment and changes to the housing and employment balance in the corridor.

### **S.4.3 Transit Use**

Many residents in the study already depend on transit to get to work, school and other destinations. Estimates indicate that approximately 20 percent of the households in the study area do not own cars. In some portions of the study area, more than 30 percent of households do not own cars and depend on public transportation, bicycling and walking to serve their mobility needs. Improvements in transit, bicycle, and pedestrian facilities in the corridor may provide significant mobility and quality of life enhancements for these study area residents as well as those who simply prefer to use modes of transportation other than the private automobile.

### **S.4.4 Neighborhood Diversity**

The BeltLine study area contains portions of approximately 59 established neighborhoods in the City of Atlanta. The neighborhoods include 64 community facilities, which consist of police stations, fire stations, schools, churches, libraries, hospitals and health facilities and museums. About 60 percent of study area residents are from minority populations and about 21 percent of residents are low-income. Maintaining and enhancing the character and functionality of the City's neighborhoods will be an important consideration in assessing the potential project impacts.

### **S.4.5 Land Use**

Existing and planned land uses in the study area include a mix of residential, industrial, commercial, open space, community facilities and institutional uses. Residential is currently the predominant land use ranging from 38 to 71 percent of total land area in each of the study area zones. Future land-use plans show that residential uses will continue as the dominate use, but mixed-use development will increase, covering between 16 and 19 percent of the land area in the southeast, northwest and northeast zones. Modifications to current land use plans resulting from the ongoing BeltLine master planning activities in many portions of the study area will need consideration in project impact analysis to ensure continued coordination of transportation and land use planning.

### **S.4.6 Parks**

The study area includes 413 acres of parkland spread over portions of 51 public parks. This includes two Regional Parks, two Community Parks, 14 Neighborhood Parks, six Block Parks, 25 Garden Parks, one Conservation Park and one Public Golf Course. The BeltLine project has the potential to provide pedestrian and transit linkages to these existing facilities as well as other planned parks along the corridor. The development of project alignment and station alternatives will need to provide improved accessibility and connectivity of these parks while avoiding or minimizing the potential for any negative impacts to parklands.

#### **S.4.7 Historic Resource Preservation**

The BeltLine study area is rich with historic districts and structures. The study area includes resources either listed in the National Register (NR) of Historic Places, determined eligible for the NR by the State Historic Preservation Office (SHPO) or potentially eligible via designation by the City of Atlanta. Preliminary research has identified nearly 30 districts and over 300 listed or eligible historic buildings in the study area. Consideration of the potential for the project to benefit or negatively affect these resources is necessary in the development and evaluation of alternatives for the project.

#### **S.4.8 Water Resources Protection**

Preliminary research identified wetlands, floodplains, streams and other water bodies within the BeltLine study area. While the National Wetlands Inventory does not indicate any wetlands within the study area, preliminary field studies have identified two wetlands in the northeast zone. Additional field investigations during upcoming environmental study will be crucial as they could reveal additional important water resources.

#### **S.4.9 Contaminated and Hazardous Materials Sites**

Located along former and current railroad right-of-way and industrial lands, the study area has significant potential for contaminated soil and ground water in the study area. Preliminary assessments have identified over 230 sites of potential concern. The northwest zone has the largest number (105) and the southwest zone has the fewest (10) of these sites. Further research conducted as part of the environmental impact assessment may yield even more potential contaminated and hazardous materials sites.

#### **S.4.10 Regional Transit Connectivity**

BeltLine transit is proposed as part of a seamless regional transit system that integrates heavy rail, light rail, streetcar, express bus and local bus modes to accommodate travel demand within the corridor and throughout the region. BeltLine transit would connect to MARTA rail at four locations and connect to 56 individual bus routes. The regional transit vision, documented in the Transit Planning Board's *Concept 3*, includes future express bus, bus rapid transit, streetcar, light rail and commuter-rail services with proposed connections to the BeltLine. The development of alternatives that facilitate effective intermodal connections between these projects will be critical to the success of the BeltLine project.

#### **S.4.11 Freight Rail Ownership and Coordination**

The BeltLine project would occupy, or be immediately adjacent to, both active and inactive freight rail corridors. The Georgia Department of Transportation (GDOT), Atlanta Development Authority (ADA), CSX Transportation (CSXT) and Norfolk Southern Corporation (NS) own these railroad corridors. The environmental impact assessment should consider potential impacts of the project on current and future freight operations as well as other railroad uses. Coordination with all of the freight rail owners will be crucial to successful implementation of the BeltLine.

#### **S.4.12 Bicycle Route Network**

In an effort to improve accessibility, mobility, air quality and overall quality of life, the City of Atlanta has placed emphasis on developing an integrated multi-modal bicycle

transportation system linking primary street routes, on-street bicycle lanes, multi-use trails and transit stations. While the recently completed *Connect Atlanta Plan*, The City of Atlanta's comprehensive transportation plan, identifies only nine roads with existing striped bicycle lanes, it proposes bicycle improvements along approximately 50 roads within the study area. Improvements may be in the form of striped bicycle lanes or shared lanes with visual pavement markings. The BeltLine multi-use trails have the potential to provide increased accessibility and connectivity to these recommended bicycle facilities.

#### **S.4.13 Pedestrian Infrastructure Challenges**

The current quality of sidewalks, crosswalks and pedestrian signals in the study area ranges from satisfactory to poor. Problems include cracked, overgrown, or non-existent sidewalks and crosswalks that are sometimes dysfunctional or non-existent. An assessment of sidewalks by the City of Atlanta Department of Watershed Management suggests that only about sixty percent of city streets (relative to street length) have sidewalk coverage. These conditions are likely the result of the older age of the neighborhoods along the BeltLine Corridor, which have not had routine infrastructure upgrades or diligent maintenance. The City, however, has made some efforts to improve pedestrian infrastructure over the past few years and plans extensive improvements in the future.

#### **S.4.14 Related Plans and Efforts**

Over the past several years, numerous plans and studies have guided land development and transit, multi-use trails and greenspace components of the BeltLine project. As the environmental study progresses, BeltLine planning will continually rely upon the wealth of information and data produced by these studies. These related plans and studies include:

- Atlanta BeltLine Subarea Master Plans
- *Connect Atlanta Plan*
- TPB's *Concept 3*
- *Envision6* Regional Transportation Plan (RTP)
- *BeltLine Detailed Screening Analysis*
- *Atlanta BeltLine Redevelopment Plan*
- *The Atlanta BeltLine: Transit Feasibility White Paper*
- *The BeltLine Emerald Necklace: Atlanta's New Public Realm*
- *Reconnecting Communities, Atlanta Rail Corridors Assessment*
- *City of Atlanta 2004-2019 Comprehensive Development Plan*

### **S.5 Conclusion**

As indicated by the sections above, the Existing Conditions Report provides comprehensive data to support the development of the upcoming Tier 1 NEPA EIS. Additional data collection will continue to identify the potential environmental impacts as part of the environmental study. This report is a resource document used to refine the

project purpose and need, support development of the project alternatives, complete the assessment of environmental impacts and provide background information pertaining to known features, trends, opportunities and constraints that may warrant further analysis as the project advances through the study process.

## 1.0 INTRODUCTION

The Existing Conditions Report is one in a series of reports to be included as part of the BeltLine Corridor Environmental Study. Information documented describes current socioeconomic, natural environment and transportation conditions within the BeltLine Project Study Area (study area). The report is a resource document that the Environmental Study will use to further refine the project purpose and need, support development of the project alternatives, complete the assessment of environmental impacts and to provide background information pertaining to known features, trends, opportunities and constraints that may warrant further analysis as study advances. These steps may require collecting additional data to support the environmental impact study in the future.

The report provides important data in support of the upcoming Tier 1 National Environmental Policy Act (NEPA) Environmental Impact Statement (EIS) development process. The Federal Transit Administration (FTA), in cooperation with MARTA and Atlanta BeltLine Inc. (ABI), is preparing a Tier 1 EIS, in accordance with NEPA, for the entire 22-mile BeltLine project. The Tier 1 analysis will serve as a basis for establishing right-of-way (ROW) needs and the alignment of the transit and multi-use trails corridor. Conceptual locations of stations, trails connections and other facilities will be determined, as will the choice of transit technology.

### 1.1 Project Overview

The BeltLine consists of a continuous 22-mile corridor that generally encircles the Atlanta urban core, including Midtown and Downtown Atlanta central business districts. It is primarily within, or adjacent to, existing inactive and active freight rail corridors. The project would include both new light rail or streetcar transit service and new multi-use trails. The rail transit element of the BeltLine would include new tracks, transit stations and supporting facilities to accommodate the fixed guideway transit service. Design criteria at the Tier 1 level of analysis will accommodate a range of transit vehicle types including larger capacity light rail vehicles and smaller streetcar type vehicles. Potential transit station locations would be preserved along the alignment as needed and would include platforms to accommodate waiting passengers, and pedestrian access to the stations from the surrounding neighborhoods and activity centers. Both the transit alignment and station locations took into consideration the results of the *BeltLine Detailed Screening Analysis* completed in 2007.

Figure 1-1 shows the initial rail transit alignment and potential station locations. The transit alignment and station locations consider the results of the *BeltLine Detailed Screening Analysis* and the recommended Preferred Alternative (PA). Atlanta BeltLine Inc. contributed to decisions relative to alternative transit and multi-use trails alignments in that study.

The BeltLine project also includes multi-use trails and associated linear greenspace along the alignment. The transit and trails elements relate to one another and are best designed via concurrent analysis. Typically, the multi-use trails will be parallel and directly adjacent to the proposed rail transit line, with the exception of those areas where the transit line and multi-use trails may require a separate right-of-way due to available land constraints. The multi-use trails will connect to adjacent neighborhoods via connector trails and improved sidewalks and streetscape.

Figure 1-1: BeltLine Rail Transit and Multi-Use Trails Alignments



Source: AECOM/JJG Joint Venture



## 2.0 STUDY AREA

This chapter describes the geographic areas used in assessing the existing conditions for this report and the BeltLine Corridor Environmental Study. The geographic areas constitute the BeltLine study area and provide a spatial framework for collecting and aggregating the data presented in subsequent chapters.

### 2.1 Study Area Definition

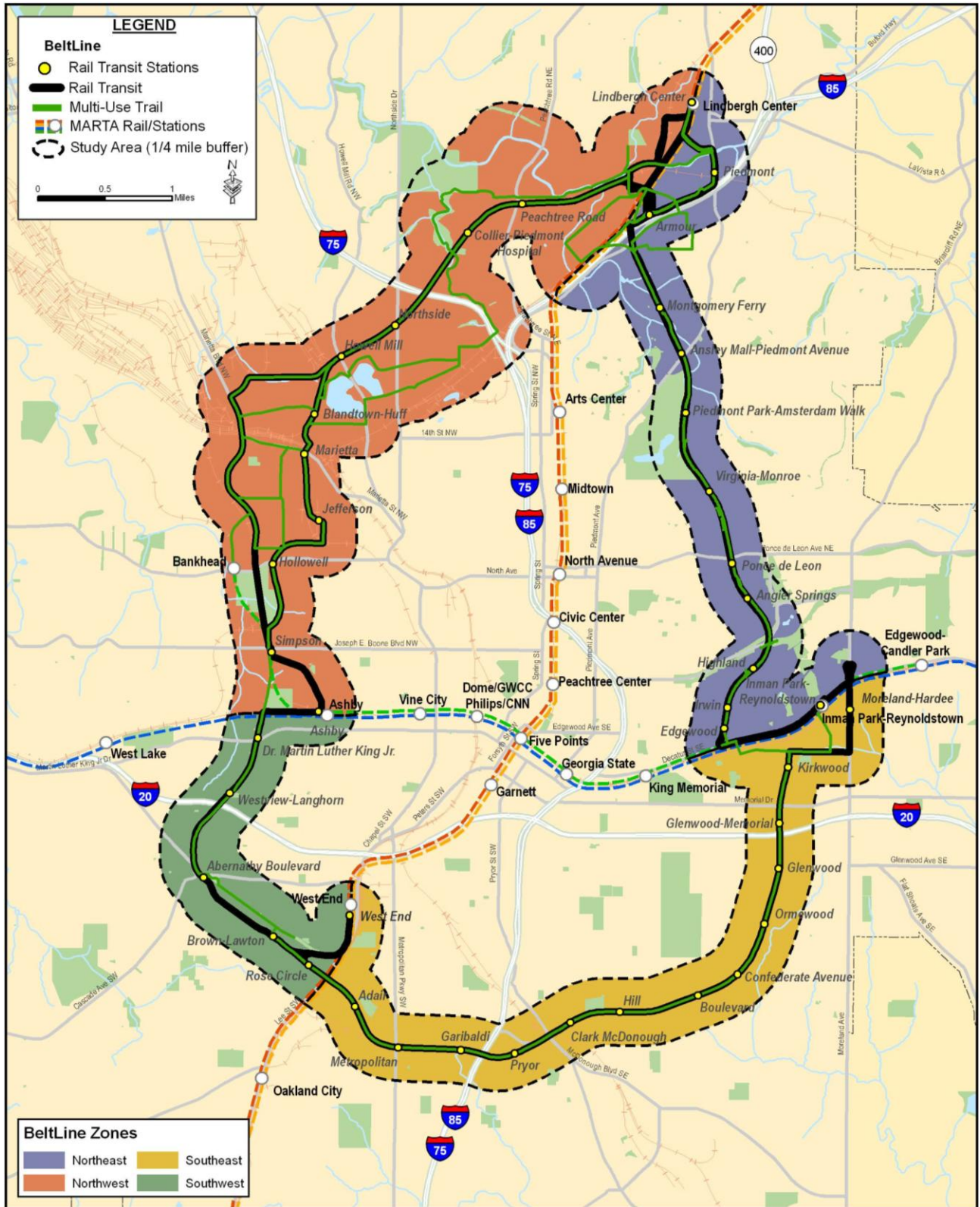
Figure 2-1 depicts the BeltLine study area. The study area is defined by a ½-mile wide swath encompassing ¼-mile on each side of the centerline of the approximately 22-mile corridor and covers 13.85 square miles. For those areas with multiple potential transit or multi-use trails alignments, the buffer area expands to include all alternative alignments. The ¼-mile wide buffer to each side represents the area of direct project influence, as it is the typical accepted distance passengers are willing to walk to access transit. This buffer encompasses the geographic area in which the project would have the greatest and most direct impact.

### 2.2 Study Area Zones

The report provides a comprehensive overview of existing conditions by presenting data for the full study area organized into zones. The study area consists of four distinct zones, as displayed in Figure 2-1. Development of zones allows for disaggregating and portraying data in a more detailed fashion and provides the basis for future, more focused analyses. MARTA rail lines define the zone boundaries since they are easily identified physical landmarks and serve as logical demarcation lines. The *BeltLine Detailed Screening Analysis* also recognized these boundaries. Similar to ABI's Subarea Master Planning, zone boundary definition uses the BeltLine's transit and multi-use trails alignment(s) as a basis from which to develop the buffer area width. The buffer width for the Subarea Master Plans is wider, however. Furthermore, the ten Subarea Master Planning areas are smaller and shorter in length than the four zones used for this report. The four study area zones are:

- Northeast - This zone includes the portion of the study area between MARTA's northeast/north rail line around the Lindbergh Center station on the north and MARTA's east line near the Inman Park/Reynoldstown station on the south.
- Southeast - This zone extends from MARTA's east line near the Inman Park/Reynoldstown station to the South Line at the West End station.
- Southwest - This zone extends from MARTA's South Line at the West End station to the West Line near the Ashby station.
- Northwest - This zone extends from the West Line at the Ashby station to the north/northeast Line near the Lindbergh Center station, where the alignment connects to the northeast zone and completes the BeltLine corridor loop.

Figure 2-1: BeltLine Study Area and Zones



Source: AECOM/JJG Joint Venture

### 3.0 SOCIOECONOMIC CONDITIONS

This chapter presents a description and analysis of the following characteristics of the study area:

- Population
- Employment
- Households
- Low-Income Population
- Minority Population
- Transit Dependent Population
- Neighborhoods
- Land Use and Zoning
- Parks
- Historic Resources

Data presented are from the Atlanta Regional Commission (ARC) 2030 Demographic Forecasts, the City of Atlanta, MARTA, the US Census Bureau (Census 2000), the US Geological Survey (USGS); neighborhood association websites, National Register of Historic Places and the Georgia Department of Natural Resources. The study area is primarily within the City of Atlanta and Fulton County and a very small area of DeKalb County. Included in the socioeconomic analysis are US Census geographies within the study area and zones.

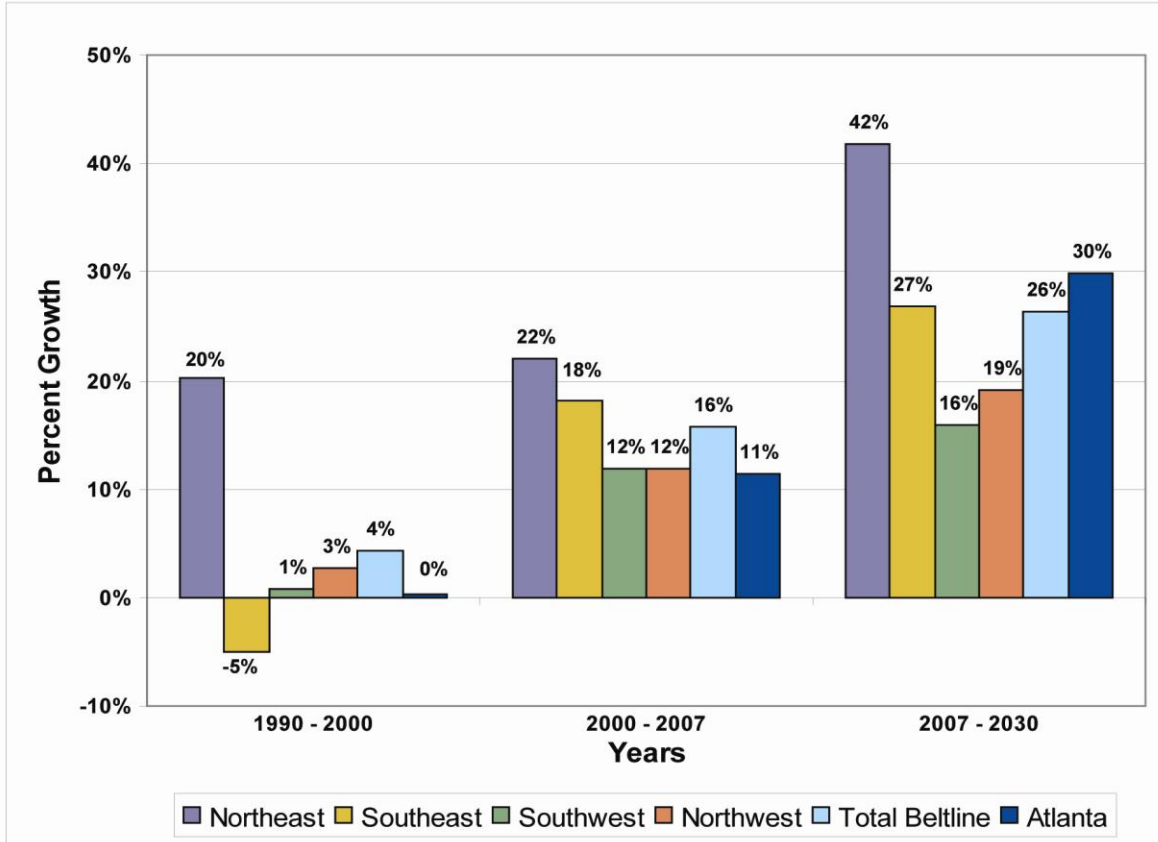
#### 3.1 Population

Population in the City of Atlanta grew by less than 1 percent from 1990 to 2000, as shown in Figure 3-1 and Table 3-1. Table 3-1 presents population statistics for years 1990, 2000 and 2007 and projections for the year 2030. Population in the study area, however, grew by approximately 4 percent during this period. The northeast zone grew in population by 20 percent from 1990 to 2000, the highest population increase of all zones within the study area. The southeast zone experienced a decrease in population of 5 percent.

Population growth between 2000 and 2007 was more rapid. Population citywide grew by 11 percent while the population of the study area grew by 16 percent. The northeast zone also experienced the highest increase in population of 22 percent. The remaining zones experienced population growth ranging from 12 to 18 percent during the same period. These percentages are generally consistent with Fulton County's overall growth rate.

Approximately 464,200 persons resided in the City of Atlanta in the year 2007. The Atlanta Regional Commission projects the City population to increase by 30 percent, to approximately 602,700 by 2030. In 2007, the population of the study area was about 68,700 and year 2030 projections report an increase of 26% to about 86,700. From 2007 to 2030, the northeast zone will experience the highest increase in population of all zones at 42 percent, growing from 17,700 to 25,100. ARC projections show the southwest zone having the lowest increase in population, but still experiencing quite robust population increase of 16 percent during the same period. Overall, population growth of this magnitude would complement the implementation of the BeltLine project.

**Figure 3-1: Population 1990 to 2030**



Source: US Census Bureau, Atlanta Regional Commission

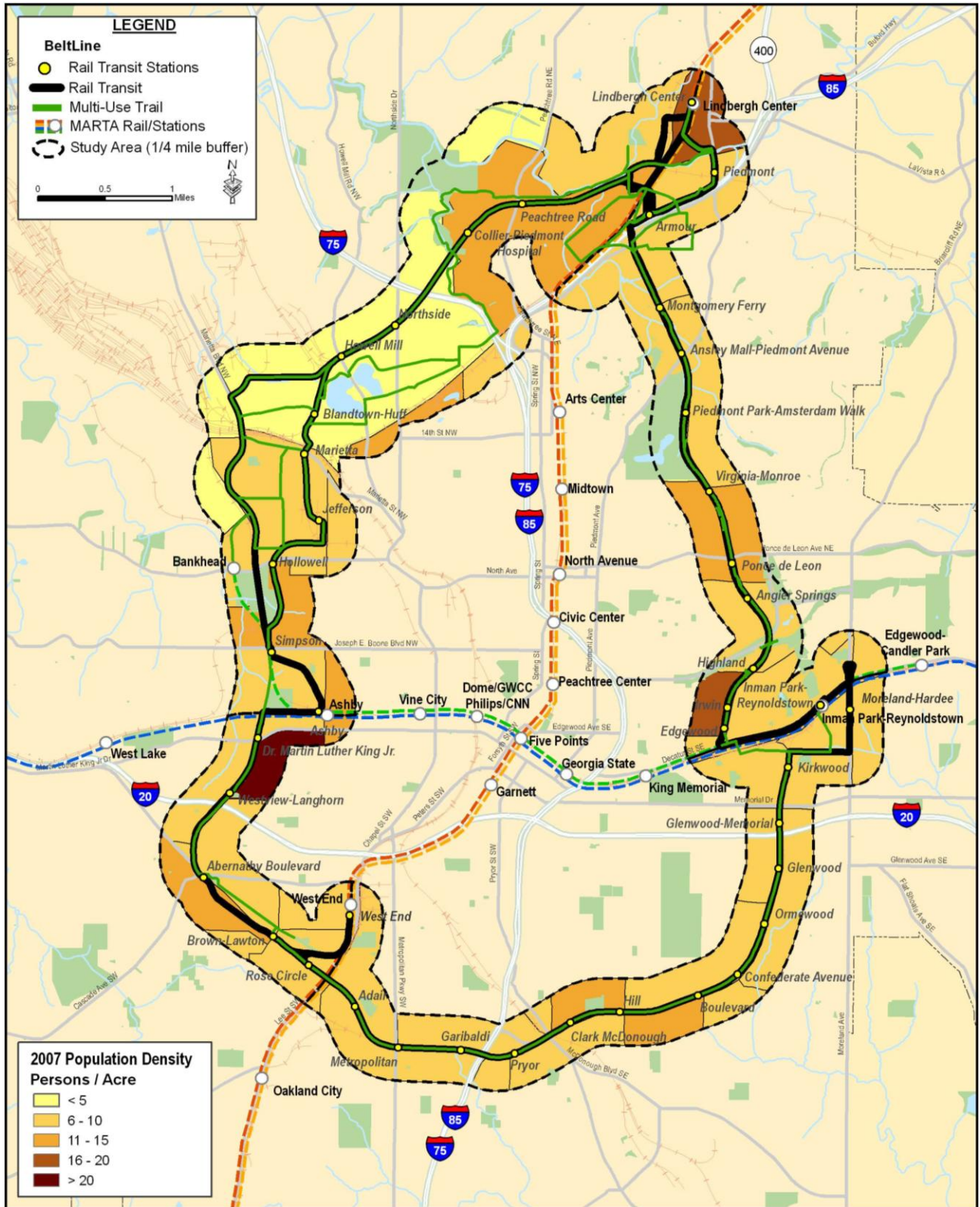
**Table 3-1: Population 1990 to 2030**

Area	1990	2000	2007	2030
Northeast Zone	12,048	14,492	17,687	25,091
Southeast Zone	13,744	13,058	15,436	19,585
Southwest Zone	8,478	8,538	9,549	11,067
Northwest Zone	22,606	23,231	26,005	30,988
<b>BeltLine Study Area</b>	<b>56,876</b>	<b>59,325</b>	<b>68,677</b>	<b>86,731</b>
Atlanta	415,200	416,474	464,200	602,783
DeKalb County	553,800	665,865	718,400	819,073
Fulton County	670,800	816,006	933,600	1,145,902

Source: US Census Bureau, Atlanta Regional Commission

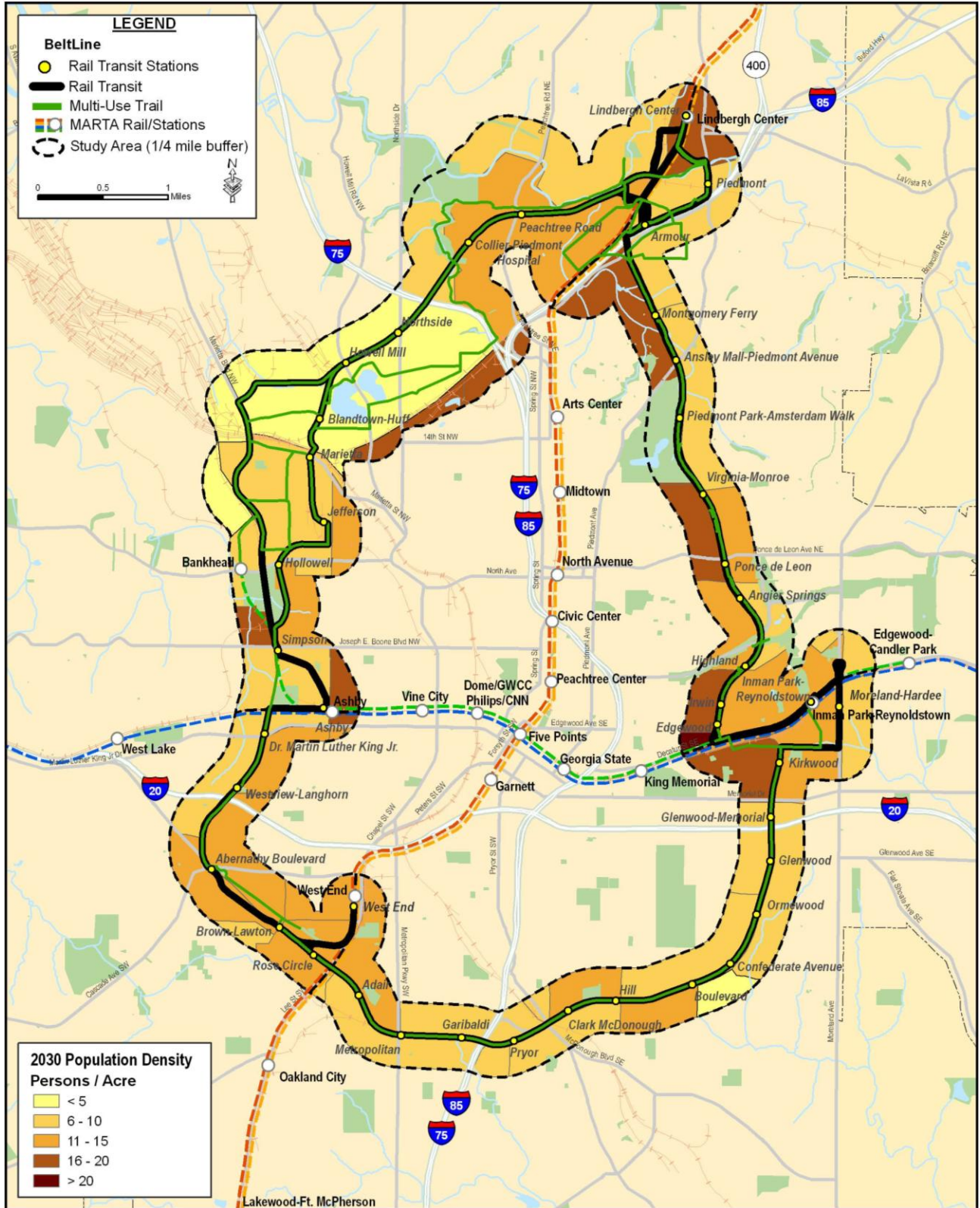
Figures 3-2 and 3-3 depict year 2007 and 2030 population densities. In general, 2007 densities were greatest in three small geographic areas (as indicated by dark brown shades on the map). This includes two areas in the northeast zone (Lindbergh Center and Old Fourth Ward) and one within the southwest zone south of the Ashby station. Year 2030 projections forecast population densities will be greatest in the north portions of the northwest and northeast zones and the southern portion of the northeast zone.

Figure 3-2: Population Density 2007



Source: US Census Bureau, Atlanta Regional Commission

Figure 3-3: Population Density 2030



Source: US Census Bureau, Atlanta Regional Commission

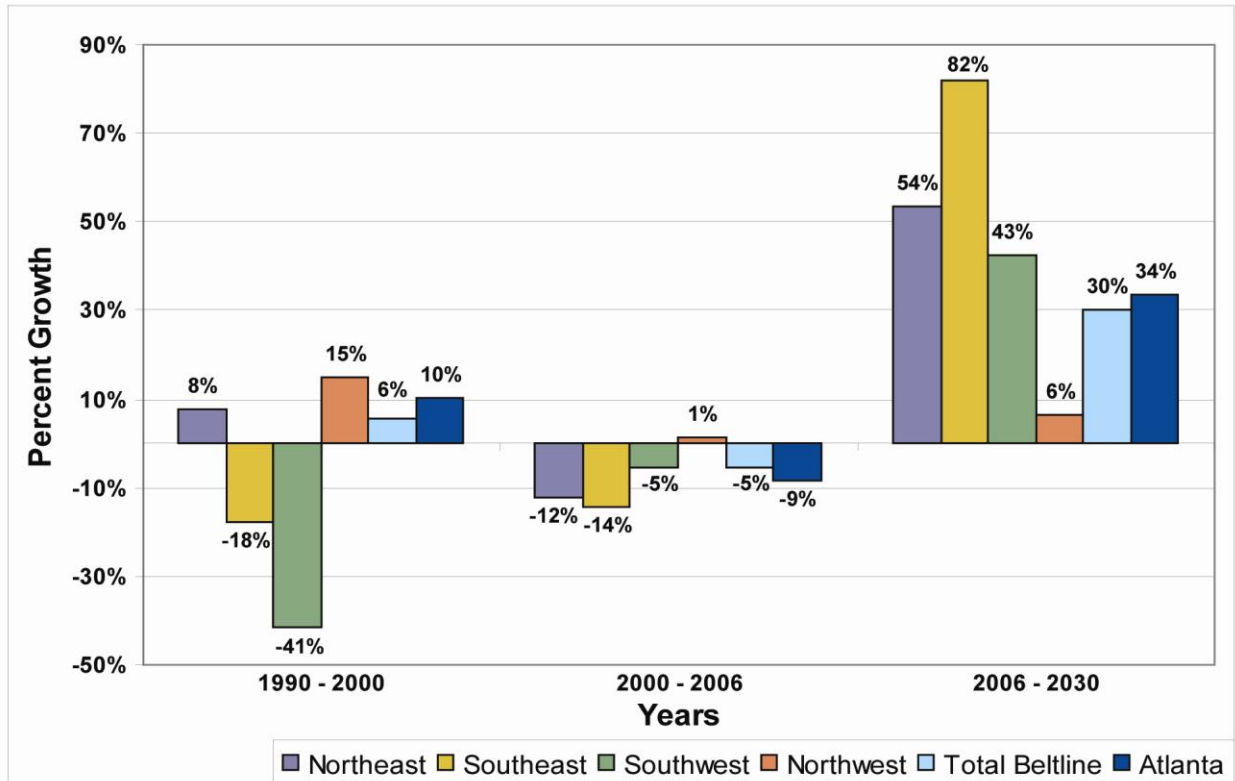
### 3.2 Employment

Employment in the City of Atlanta grew by 10 percent from the year 1990 to 2000, as shown in Table 3-2 and Figure 3-4. During the same period, the study area’s employment grew by 6 percent. The northwest zone experienced the highest increase in employment at 15 percent. The southwest zone experienced a 41 percent decrease from 1990 to 2000. In general, the City of Atlanta and the study area experienced far less employment growth than Fulton County (22 percent).

From year 2000 to 2006, employment in the City of Atlanta and the study area declined by 9 and 5 percent, respectively. Only the northwest zone experienced an increase (1 percent) in employment during that period. Employment decreases likely result from job losses associated with the “dot.com” bust, lack of white-collar job creation in in-town Atlanta, a mild recession between 2000 and 2003 and increased suburban location quotients for both high and low paying jobs.

However, employment projections between 2006 and 2030 forecast an increase in the City of Atlanta and each of the study area zones. Projections for the northwest zone predict the smallest increase during the timeframe. Employment projections for the southeast report an increase by 82 percent, from about 4,000 to 7,300 employees. Forecasted employment increases of this magnitude could complement well the implementation of the BeltLine project by improving the relative balance of housing and employment along the corridor.

**Figure 3-4: Employment 1990 to 2030**



Source: US Census Bureau, Atlanta Regional Commission

**Table 3-2: Employment 1990 to 2030**

Area	1990	2000	2006	2030
Northeast Zone	19,281	20,734	18,227	28,002
Southeast Zone	5,700	4,691	4,023	7,312
Southwest Zone	2,671	1,566	1,481	2,113
Northwest Zone	23,515	27,012	27,355	29,129
<b>BeltLine Study Area</b>	<b>51,167</b>	<b>54,003</b>	<b>51,086</b>	<b>66,556</b>
Atlanta	397,147	437,195	399,476	534,073
DeKalb County	318,300	346,900	303,829	431,013
Fulton County	560,600	730,900	716,137	1,046,985

Source: US Census Bureau, Atlanta Regional Commission

In 2006, high densities of study area employment were primarily concentrated in the northeast and northwest zones. Year 2030 employment projections estimate increases in all zones, but predict employment will continue to concentrate primarily in the northeast and northwest zones. Figures 3-5 and 3-6 depict 2006 and 2030 densities.

### 3.3 Households

Table 3-3 presents a summary of household data for the various geographically defined areas. Between year 1990 and 2000 the study area experienced a 4 percent increase in households (HH), while the City of Atlanta grew by 8 percent and Fulton County by 25 percent. While all areas saw increases between years 2000 and 2007, the northeast and southeast zones led with 28 and 24 percent increases, respectively. Household projections from year 2007 to 2030 forecast increases ranging from 19 percent in the northwest zone to 43 percent in the northeast zone. Household increases of this magnitude are the result of significant projected in-fill residential development, which would further support the BeltLine project.

Figures 3-7 and 3-8 depict study area HH densities. Generally, household density increases between year 2000 and 2030 equitably across the study area, while minimal locations decrease in HH density. Study area 2007 HH density ranges from 0.7 to 9.2 HH per acre. Mean study area HH density was approximately 3.7 HH per acre. Year 2030 projections report density to increase to an average of 5.3 HH per acre. Areas with the greatest HH density are along the Peachtree Corridor, Piedmont Park and near Lindbergh Center, Inman Park, West End and Ashby MARTA stations.

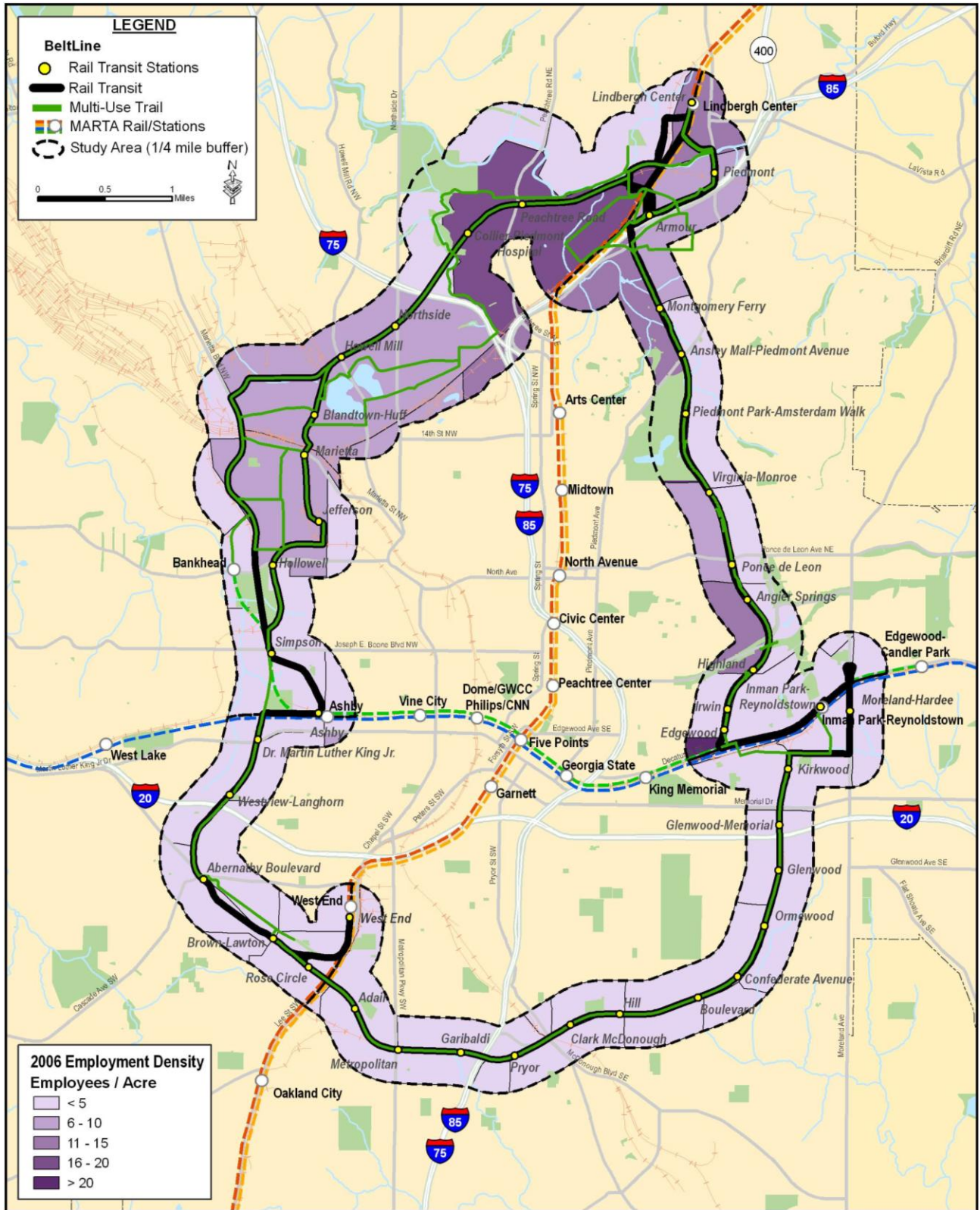
**Table 3-3: Households 1990 to 2030**

Area	1990	2000	2007	2030
Northeast Zone	6,418	7,475	9,540	13,652
Southeast Zone	5,011	5,001	6,206	8,140
Southwest Zone	3,216	3,187	3,292	4,441
Northwest Zone	10,267	10,241	11,961	14,174
<b>BeltLine Study Area</b>	<b>24,912</b>	<b>25,904</b>	<b>30,999</b>	<b>40,407</b>
Atlanta	155,752	168,242	192,560	251,887
DeKalb County	208,690	249,339	272,991	324,520
Fulton County	257,140	321,242	373,642	479,900

Source: US Census Bureau, Atlanta Regional Commission

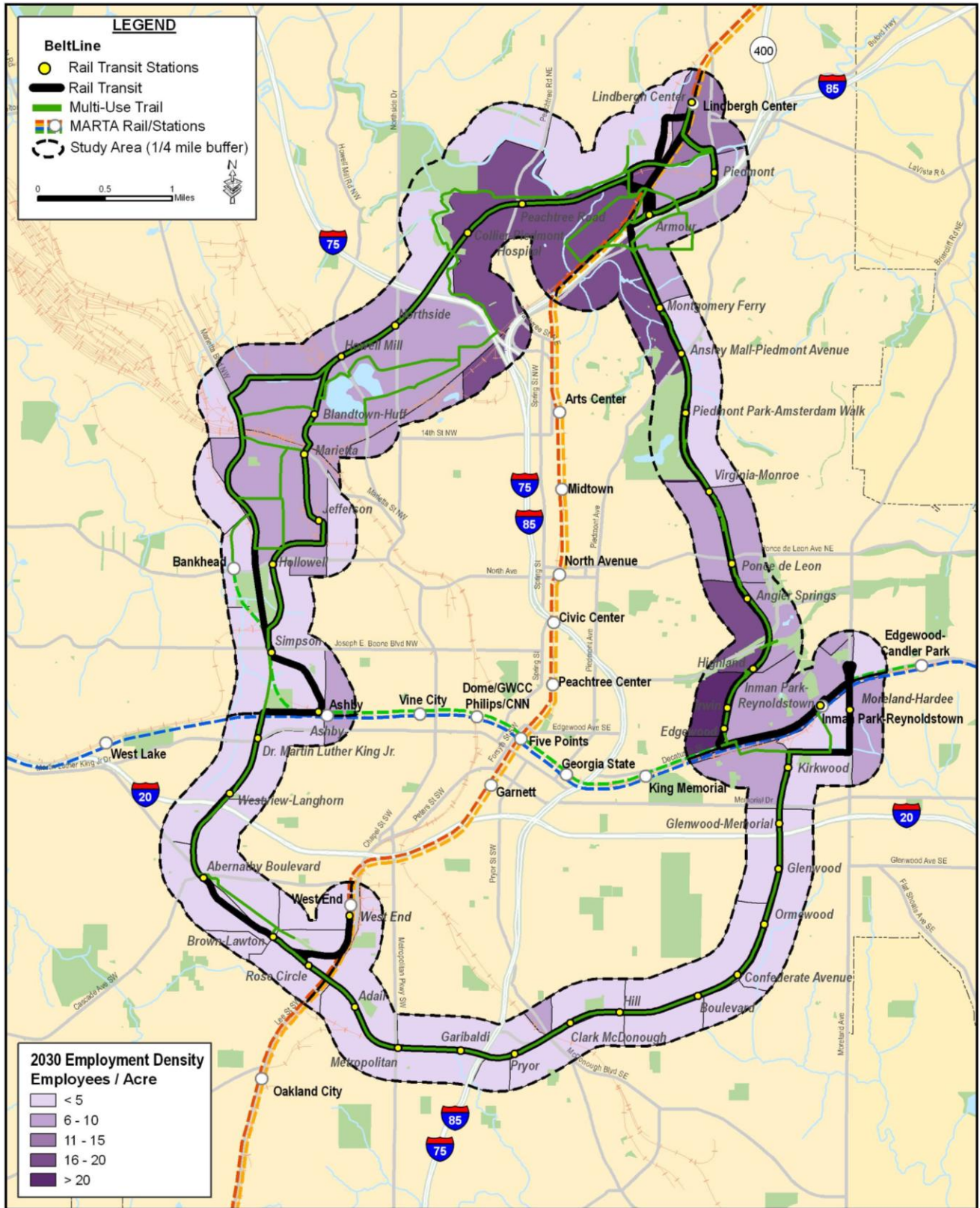


Figure 3-5: Employment Density 2006



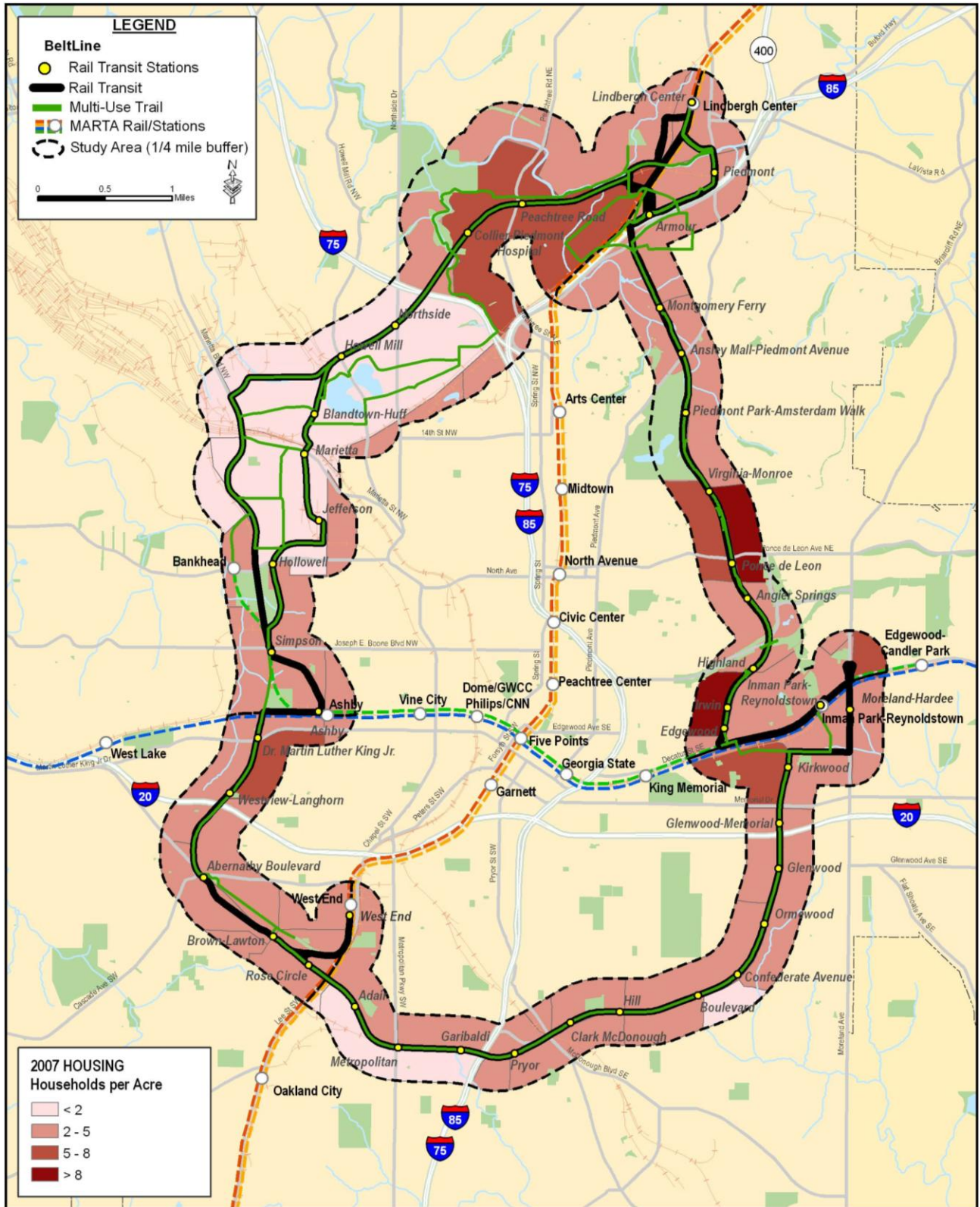
Source: US Census Bureau, Atlanta Regional Commission

Figure 3-6: Employment Density 2030



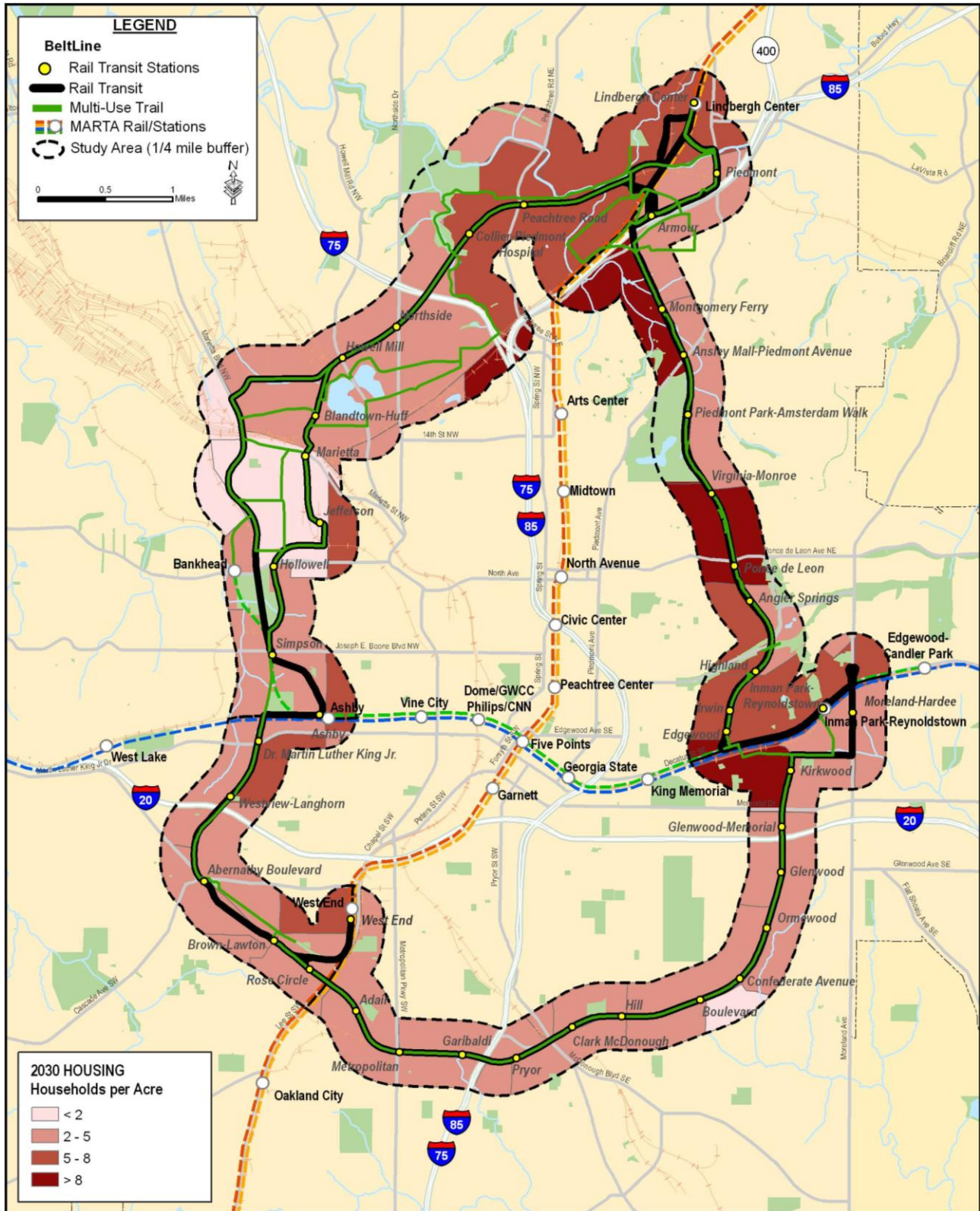
Source: US Census Bureau, Atlanta Regional Commission

Figure 3-7: Household Density 2007



Source: US Census Bureau, Atlanta Regional Commission

Figure 3-8: Household Density 2030



Source: US Census Bureau, Atlanta Regional Commission

### 3.4 Low-Income Population

Low-income households are households with income at or below the year 2000 US Census poverty thresholds. Table 3-4 presents data pertaining to 1999 median household income and the population below the poverty level. The 1999 median income of City of Atlanta households was approximately \$35,000. In the study area, it was \$43,000, which was higher than the City as a whole. Of the study area zones, the northeast, at about \$48,000 had the highest median income by a substantial margin. The households in the southwest and southeast zones had median incomes of approximately one-half of those in the northeast, at \$20,000 and \$27,000 respectively. With the exception of the northeast, the median incomes in all zones fall below that of the larger Fulton County.

According to US Census data, 21 percent of the study area population was living below the poverty level in 2000 as compared to 24 percent of the City of Atlanta. Of the study area zones, the southeast and southwest had the highest percentage of the population living below the poverty level, at 29 and 31 percent, respectively. Considering the significant percentage of persons living below poverty level, implementing the BeltLine project could improve their mobility due to the relative affordability of mass transit as a means of transportation. Table 3-4 and Figure 3-9 show the incidence of low-income populations throughout the study area.

**Table 3-4: Population below Poverty Level**

Area	Median Household Income (1999)	Population for whom Poverty Status is Determined <sup>1</sup> (2000)	Population Below Poverty Level	Percent Below Poverty
Northeast Zone	\$48,149	13,188	1,508	11.4%
Southeast Zone	\$27,208	11,883	3,492	29.4%
Southwest Zone	\$20,478	7,770	2,418	31.1%
Northwest Zone	\$38,831	21,140	3,498	16.5%
<b>BeltLine Study Area</b>	<b>\$43,222</b>	<b>52,676</b>	<b>10,916</b>	<b>20.7%</b>
Atlanta	\$34,770	392,406	95,743	24.4%
DeKalb County	\$49,117	652,530	70,484	10.8%
Fulton County	\$47,321	789,793	124,241	15.7%

Source: US Census Bureau, Summary File 3, 2000

<sup>1</sup>The US Census Bureau determines poverty status for all people except institutionalized people, people in military group quarters, people in college dormitories and unrelated individuals under 15 years old.

### 3.5 Minority Population

The US Department of Transportation Executive Order (5610.2) on Environmental Justice provides clear definitions of the four minority groups addressed by the Executive Order. These groups include:

- *Black* - a person having origins in any of the black racial groups of Africa;
- *Hispanic* - a person of Mexican, Puerto Rican, Cuban, Central or South American descent, or other of Spanish culture or origin, regardless of race;
- *Asian American* - a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands; and,

- *American Indian and Alaskan Native* - a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.

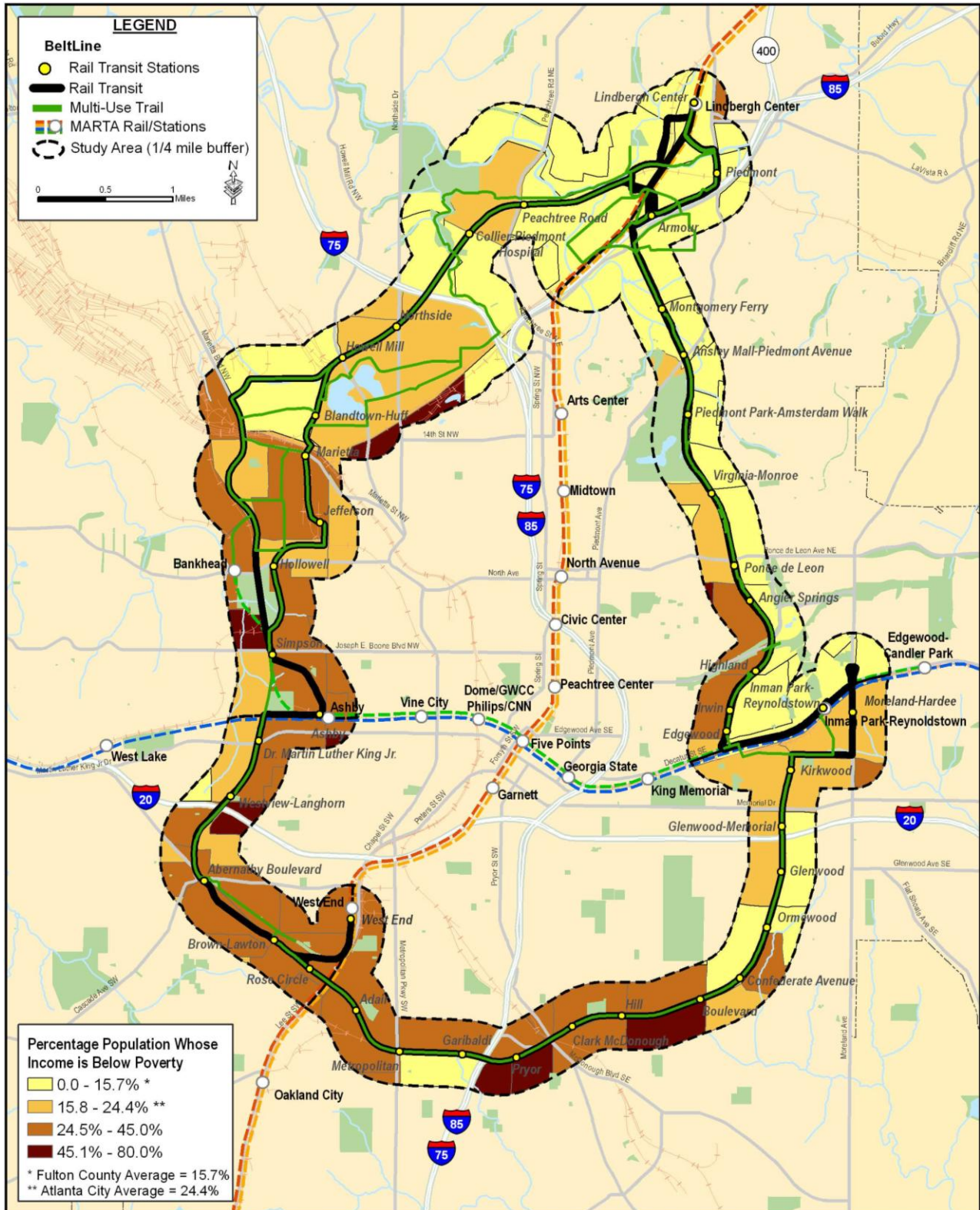
In the year 2000, the US Census identified 69 percent of the City of Atlanta's population as minority. It characterized 58 percent of the study area population as minority. The southeast and southwest zones had the highest concentration of minority populations at 76 and 98 percent, respectively. Table 3-5 shows the percentage of minorities within the study area, each of the four zones and other jurisdictions. Figure 3-10 depicts the distribution of minority populations throughout the study area.

**Table 3-5: Minority Population**

Area	Total Population (2000)	Minority Population	Percent Minority Population
Northeast Zone	14,492	4,974	34.3%
Southeast Zone	13,058	9,929	76.0%
Southwest Zone	8,538	8,427	98.6%
Northwest Zone	23,231	11,047	47.5%
<b>BeltLine Study Area</b>	<b>59,325</b>	<b>34,377</b>	<b>57.9%</b>
Atlanta	416,629	286,212	68.7%
DeKalb County	665,865	450,557	67.7%
Fulton County	816,006	445,957	54.7%

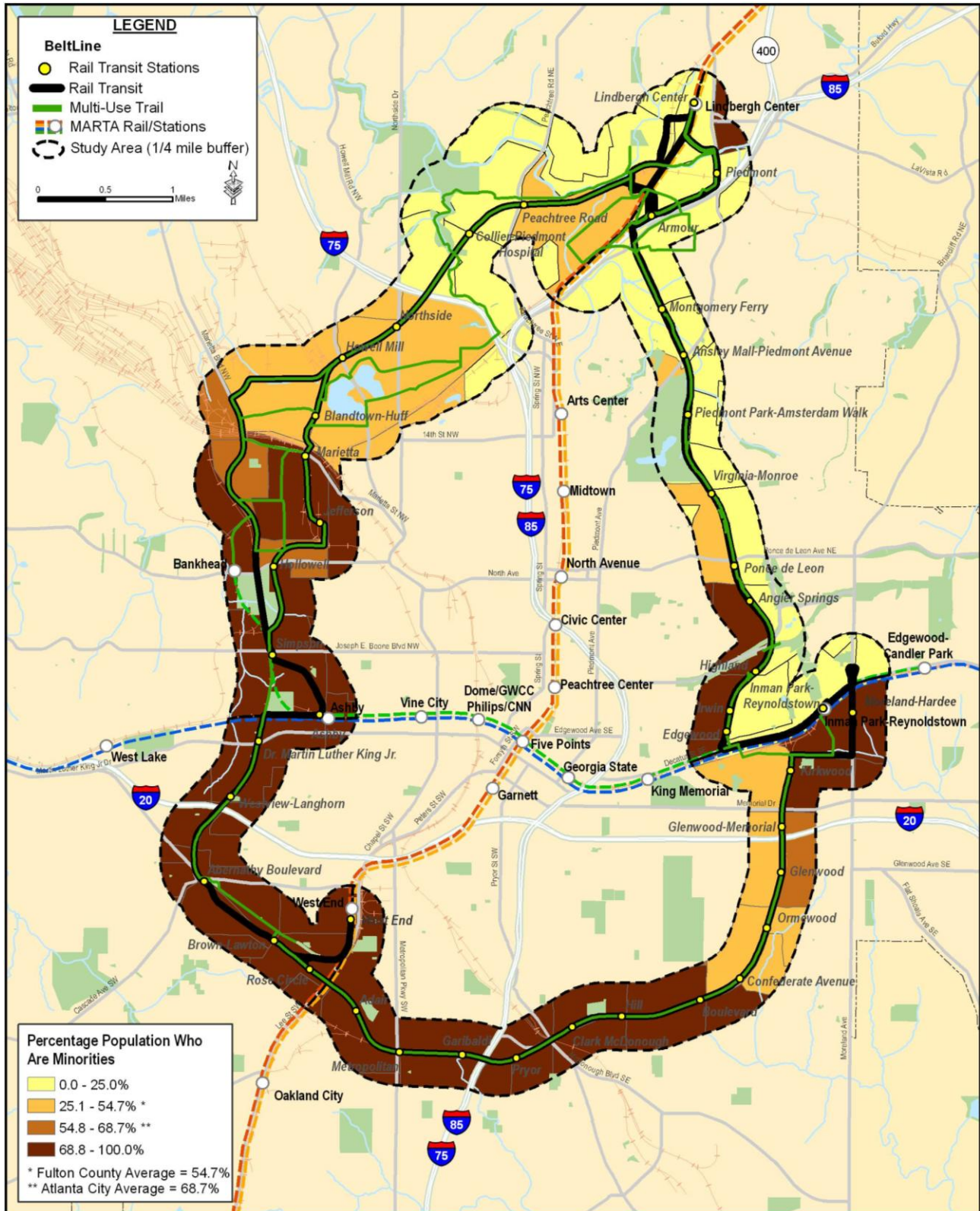
Source: US Census Bureau, Summary File 3, 2000

Figure 3-9: Population below Poverty Level 2000



Source: US Census Bureau

Figure 3-10: Minority Population 2000



Source: US Census Bureau



### 3.6 Transit-Dependent Populations

Table 3-6 lists the percentage of households within the study area, the City of Atlanta, and DeKalb and Fulton counties with no vehicle. In 2000, 24 percent of City of Atlanta households had no vehicle while 20 percent of households within the study area had no vehicle. The southeast and southwest zones had the highest percentage of households with no vehicle at 32 and 34 percent, respectively. The percentage of zero-car households in each of the four zones, the study area and City of Atlanta are greater than those for Fulton or DeKalb counties. Figure 3-11 depicts the distribution of zero-car households in the study area. Considering the significant percentage of households without cars, implementing the BeltLine project would significantly improve the mobility of the study area residents.

Fifteen percent of Atlanta workers over the age of 16 used public transportation to get to work in year 2000, as Table 3-7 indicates. By definition, public transportation includes bus or trolley bus, streetcar or trolley car, subway, railroad, ferryboat, or taxi modes. Within the study area, 14 percent of workers used public transportation to get to work. Of the zones in the study area, the highest percentages of workers using public transportation were in the southwest and southeast zones. The northeast and northwest zones had the lowest percentages of workers using public transportation. The percentage of transit dependent residents in each of the four zones, the study area and the City of Atlanta surpass those for DeKalb and Fulton Counties.

**Table 3-6: Zero-Car Households**

Area	Total Households	Percent Zero-Car Households
Northeast Zone	7,475	17.4%
Southeast Zone	5,001	32.4%
Southwest Zone	3,187	34.0%
Northwest Zone	10,241	20.4%
<b>BeltLine Study Area</b>	<b>25,904</b>	<b>19.9%</b>
Atlanta	168,242	23.6%
DeKalb County	249,339	9.1%
Fulton County	321,242	15.2%

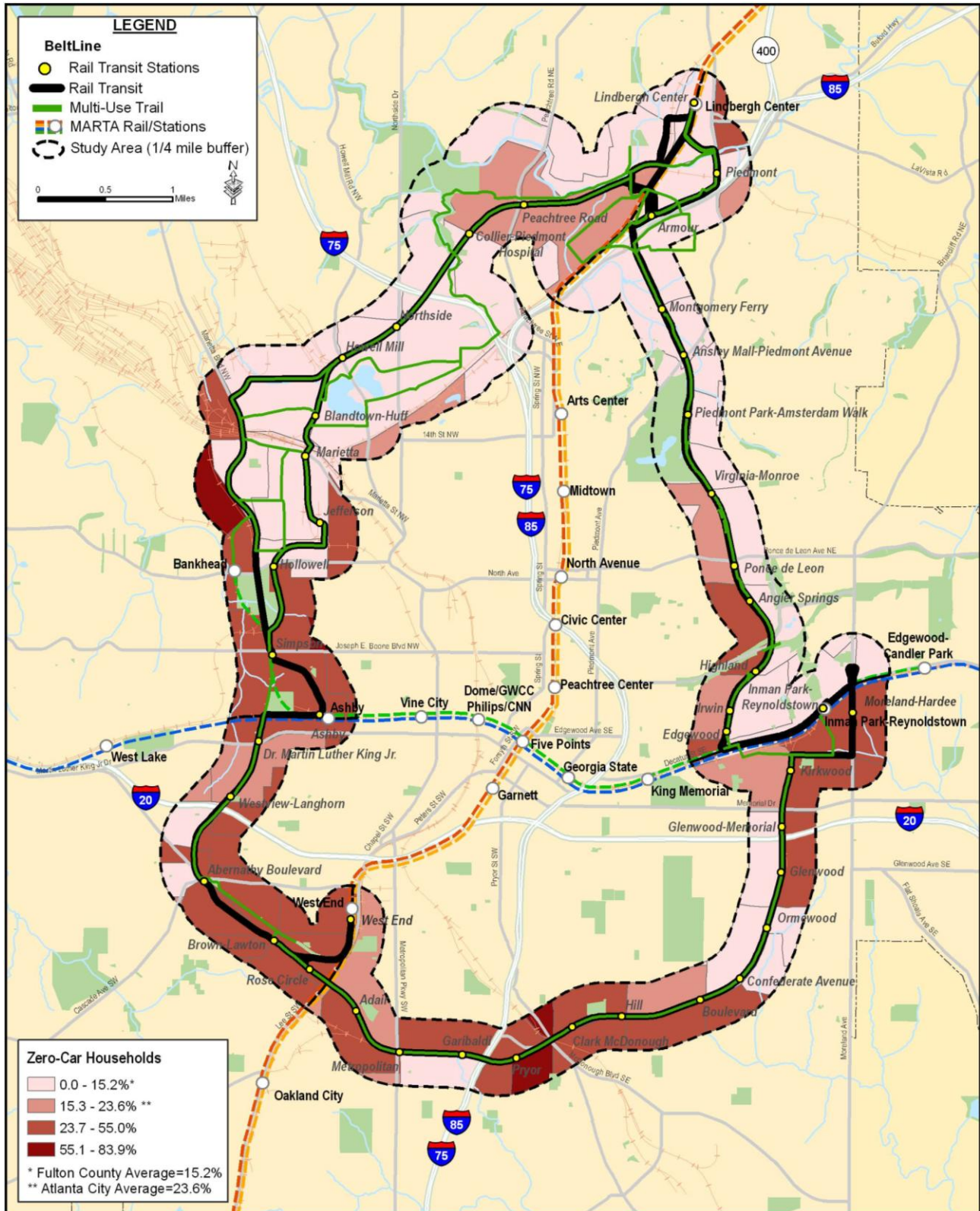
Source: US Census Bureau, Summary File 3, 2000

**Table 3-7: Percent of Workers Using Public Transportation**

Area	Workers 16 Years and Older	Percent Using Public Transportation to Get to Work
Northeast Zone	9,828	10.0%
Southeast Zone	6,999	14.7%
Southwest Zone	3,089	20.6%
Northwest Zone	12,271	10.7%
<b>BeltLine Study Area</b>	<b>28,246</b>	<b>13.5%</b>
Atlanta	178,970	15.0%
DeKalb County	341,110	8.2%
Fulton County	385,442	9.3%

Source: US Census Bureau, Summary File 3, 2000

Figure 3-11: Zero-Car Households 2000



Source: US Census Bureau

## **3.7 Neighborhoods**

The City of Atlanta, and particularly the study area, contains a number of long-standing and historic neighborhoods. This section provides summary information describing the 59<sup>1</sup> neighborhoods and associated community facilities within the study area. Figure 3-12 depicts the neighborhoods and their boundaries as defined by the City of Atlanta. The study area also contains approximately 64 community facilities, which includes police stations (2), fire stations (9), schools (15), churches (32), libraries (2), hospitals and health facilities (3) and museums (1). This report identifies these resources since they provide basic services to the neighborhoods, help to shape the area's overall quality of life and foster a sense of community identity. Figure 3-13 depicts associated community facilities.

### **3.7.1 Northeast Zone Neighborhoods**

#### **3.7.1.1 Lindbergh/Morosgo**

The Lindbergh/Morosgo neighborhood is between State Route 400 and Piedmont Road, north of Lindbergh Drive NE. This area is in close proximity to the Lindbergh Center MARTA station and transit oriented development. It consists of several newly developed major retail establishments, medium to high-density residential apartment homes and condominiums and AT&T Lindbergh offices. Portions of this neighborhood also lie within the northwest zone.

#### **3.7.1.2 Lindridge/Martin Manor**

The boundaries of the Lindridge/Martin Manor neighborhood are I-85 on the north and west, the CSX railroad tracks on the south and the Atlanta City limits on the east. This residential area developed first along Lindbergh Road in the late 1940s. The wooded ridge above Peachtree Creek (now Armand Road) was a popular place for children to hunt for Civil War relics left from the Battle of Peachtree Creek. In 1951, construction of I-85 began, which ultimately changed neighborhood access.

#### **3.7.1.3 Sherwood Forest**

The Sherwood Forest neighborhood's entrance is at the intersection of Peachtree Street and Beverly Road. This post-WWII neighborhood is on a tract of land previously occupied by Native Americans. The original subdivision occupied land ceded in 1821 to the US Government stretching from north Fulton County to Cordele, Georgia. Sherwood Forest is part of the land settled by Meredith Collier, who obtained extensive holdings on Peachtree Creek down to 14th Street, an area of about 2,000 acres.

#### **3.7.1.4 Ansley Park**

Developed in four phases between 1904 and 1913, Ansley Park is an early 20th-century suburban residential district based upon Frederick Law Olmstead's design principle of

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<sup>1</sup> This number of neighborhoods included may differ from other sources due to differences in geographic study area definitions.

wide and winding roads rather than the typical grid street patterns characteristic of older neighborhoods. It is east of Midtown Atlanta and west of Piedmont Park, between Piedmont Avenue and Peachtree Street. Completed by 1930, the neighborhood encompasses approximately 275 acres and includes single-family residences, apartments and a church. The neighborhood includes Ansley Park Golf Course situated along the banks of Clear Creek.

### **3.7.1.5 Piedmont Heights**

Almost 1,600 households make up Piedmont Heights. The neighborhood borders are Piedmont Road (east), Monroe Drive (south), Flagler Avenue (west) and Piedmont Circle (north). Once considered as “the country”, Piedmont Heights dates back to as early as 1912. The neighborhood contains the second oldest house in Atlanta – the two-story frame Liddell House on Montgomery Ferry Road, built circa 1860.

### **3.7.1.6 Morningside-Lenox Park**

Morningside-Lenox Park is a residential neighborhood founded in 1931. Morningside is north of Virginia-Highland, east of Ansley Park and west of the Druid Hills neighborhoods. The combined Morningside/Lenox Park neighborhood is valued as a “close in” neighborhood with short commuter drive times. Approximately 3,500 households comprise the neighborhood that includes the areas of University Park, Noble Park, Johnson Estates and Hylan Park.

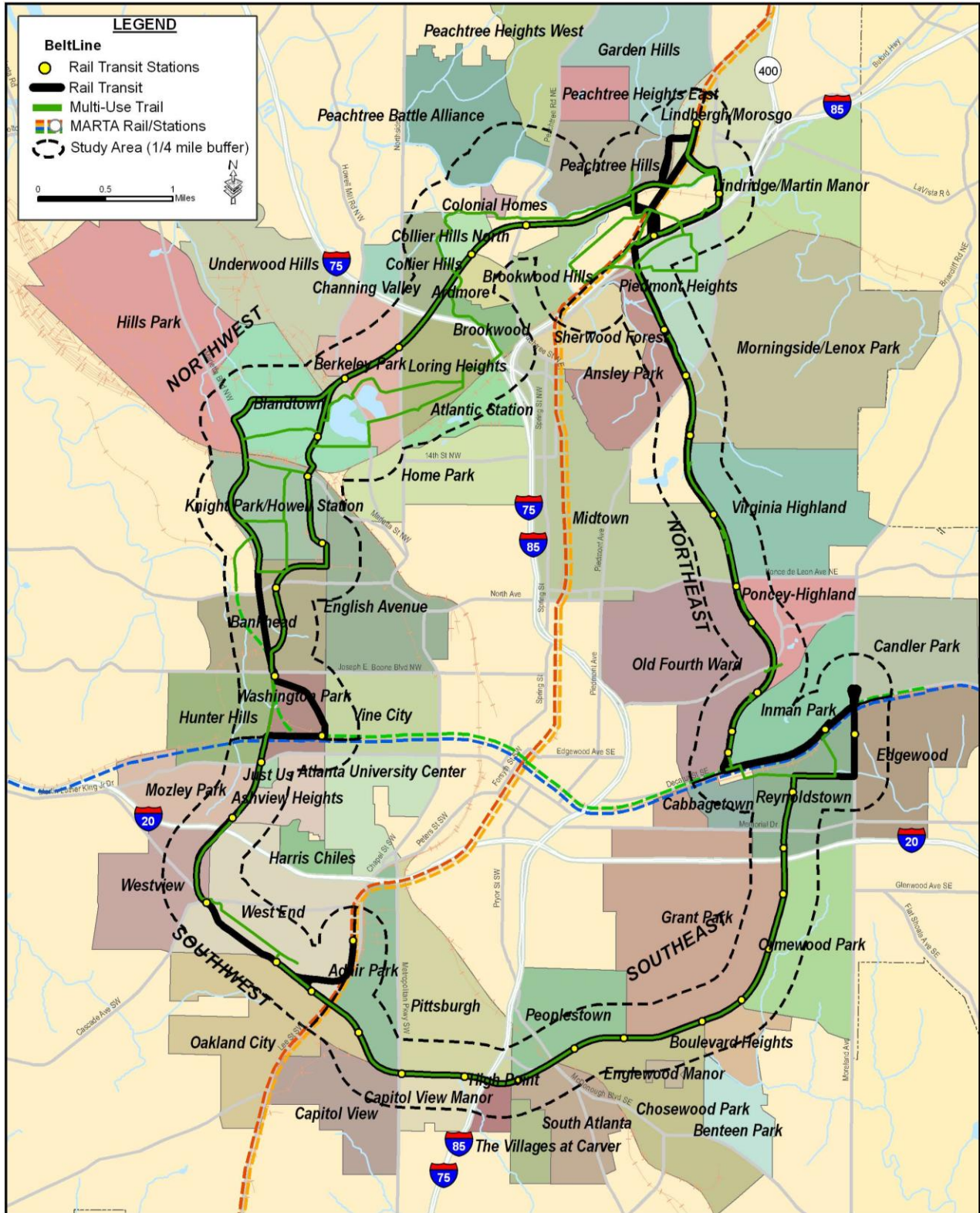
### **3.7.1.7 Midtown**

The Midtown neighborhood is between the commercial district of Downtown to the south and the residential district of Ansley Park and the residential and commercial district of Buckhead to the east and north. Midtown includes many of the City's high-rise office and residential buildings, the Arts Center, urban style commercial and residential land uses and Piedmont Park. The neighborhood boundaries are Monroe Drive on the east, I-85 and I-75 to the north, Northside Drive on the west and North Avenue on the south.

### **3.7.1.8 Virginia-Highland**

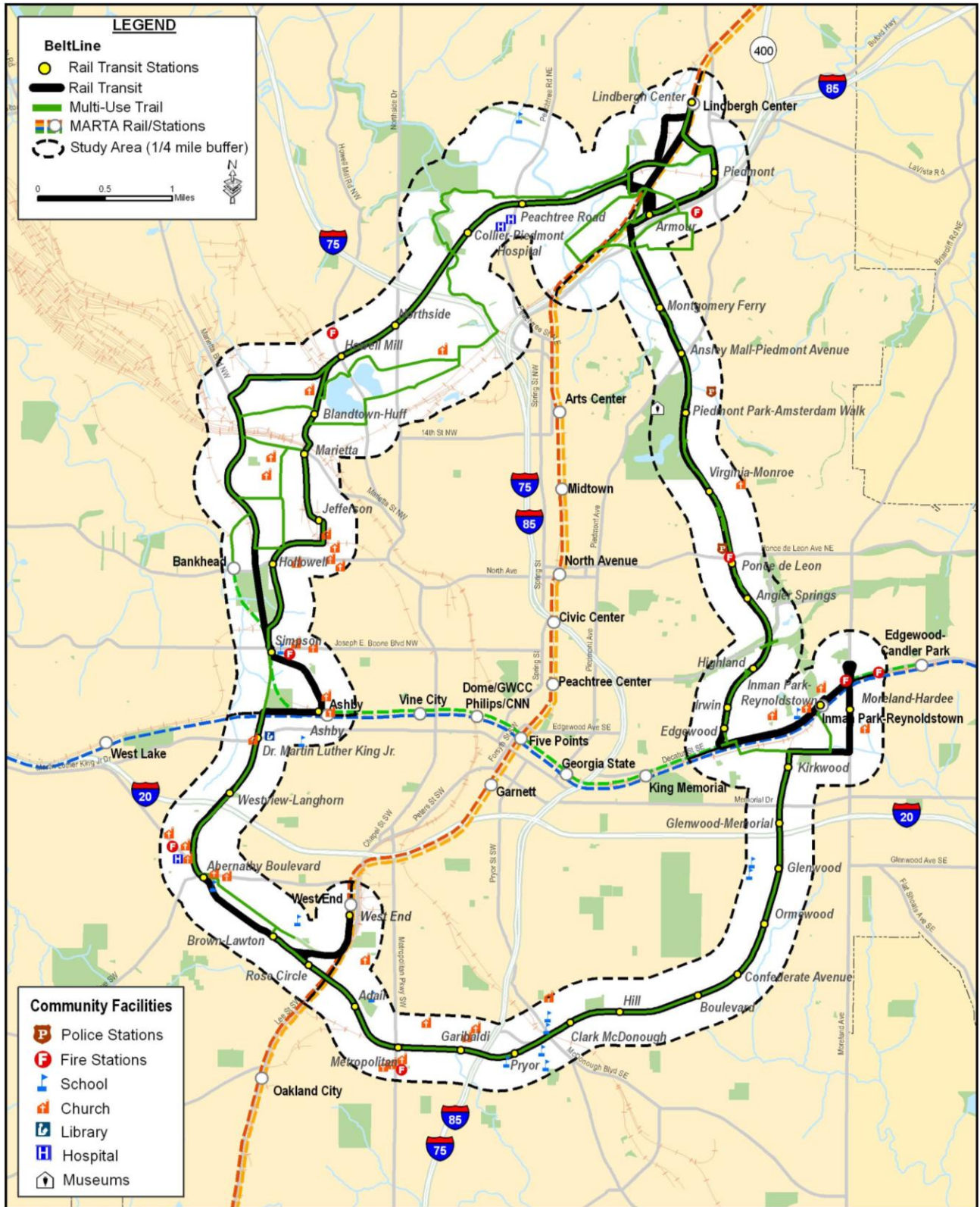
Established as a streetcar neighborhood in 1925, the Virginia-Highland neighborhood grew as the Atlanta Street Railway Company began selling pieces of land for suburban development. The locus and origin of the name is the commercial district at the intersection of Virginia and North Highland Avenues. The neighborhood is located south of Morningside, west of Druid Hills, north of Poncey-Highland, and east of the Piedmont Park and Midtown neighborhoods. In November 2006, the Georgia Trust for Historic Preservation added Virginia-Highland to its list of “places in peril” due to an acceleration of teardowns and infill projects by real estate developers and newcomers to the area.

Figure 3-12: Neighborhoods



Source: City of Atlanta, Bureau of Planning

Figure 3-13: Community Facilities



Source: ARC and USGS

### **3.7.1.9 Old 4th Ward**

Old Fourth Ward is a historically diverse community east of downtown, west of Poncey-Highland and Inman Park neighborhoods and south of the Midtown neighborhood. The neighborhood was the original home of Morris Brown College and Clark College and later Clark Atlanta University. It is a smaller version of the historic Fourth Ward political area in place until the 1950s when the City changed to a district system. Recently, the neighborhood has seen rampant gentrification, due to its close proximity to the popular residential areas of Midtown, Inman Park and Virginia Highland.

### **3.7.1.10 Poncey-Highland**

Established between 1905 and 1930, the Poncey-Highland neighborhood is located south of Virginia-Highland. Its name reflects its location near the intersection of Ponce de Leon and North Highland Avenues. Adjacent neighborhoods are Little Five Points to the east, the Old Fourth Ward and Midtown Atlanta to the west, Inman Park to the south and Virginia-Highland to the north. Poncey-Highland is the home of the Jimmy Carter Presidential Library (established in 1982). Historic buildings of the area include the Ford Factory (circa 1916) and The Plaza Theater (circa 1930).

### **3.7.1.11 Inman Park**

Inman Park was Atlanta's first planned community and one of the nation's first garden suburbs. Entrepreneur Joel Hurt, who also formed one of the nation's first streetcar systems to provide "rapid transit" from Inman Park to downtown, developed it in the 1880s. The trolley route terminated at the Trolley Barn, which still stands today on Edgewood Avenue, just one block from the neighborhood's MARTA station. Listed on the National Register of Historic Places since 1973, there are over 300 homes in various stages of restoration or renovation in Inman Park.

### **3.7.1.12 Candler Park**

Candler Park is entirely on the DeKalb County side of the City, bordering Lake Claire, Inman Park and Druid Hills. The community is one of Atlanta's first suburbs and was originally part of Edgewood in 1890. Candler Park derives its name from a 55-acre City park named for Asa Griggs Candler who donated the land to the City in 1922. Since 1983, the Candler Park Historic District has been on the National Register of Historic Places. It includes portions of Lake Claire.

## **3.7.2 Northeast Zone Community Facilities**

This section lists community facilities within or very near the northeast zone as identified through field visits and data obtained from the ARC and USGS. These facilities include:

- Atlanta School (The) 1015 Edgewood Avenue NE
- Atlanta Police Department HQ 675 Ponce De Leon Avenue NE
- Atlanta City Hall East 675 Ponce De Leon Avenue NE
- Atlanta Bureau of Fire Services 675 Ponce De Leon Avenue NE
- Atlanta Police Dept Midtown Precinct 1320 Monroe Drive NE

- Atlanta Bureau of Fire Station #29 2167 Monroe Drive NE
- Grady High School 929 Charles Allen Drive NE
- Inman Middle School 774 Virginia Avenue NE
- New Mount Sinai Baptist Church 850 Euclid Avenue NE
- Inman Park United Methodist Church 1015 Edgewood Avenue NE
- East Atlanta Primitive Baptist Church 1367 S Ponce De Leon Avenue NE
- Virginia Avenue Baptist Church 743 Virginia Avenue NE
- Atlanta Fire Station #12 1288 DeKalb Avenue NE

### **3.7.3 Southeast Zone Neighborhoods**

#### **3.7.3.1 Grant Park**

Named after Lemuel P. Grant, a civil engineer for the Georgia Railroad and known as the "Father of Atlanta", Grant Park is known for shallow and narrow lots with unpaved alleys in the back of the houses. In addition to the park, the neighborhood includes the 88 acres of Oakland Cemetery (established 1850), where author Margaret Mitchell, golfer Bobby Jones, 25 former mayors of Atlanta, six former governors of Georgia and many Civil War casualties are buried. It also includes the Atlanta Stockade, Zoo Atlanta, Cyclorama, Fort Walker and the Grant Mansion.

#### **3.7.3.2 Cabbagetown**

Cabbagetown is south of Inman Park, east of Oakland Cemetery, north of Grant Park and west of Reynoldstown. Cabbagetown developed around the Fulton Bag and Cotton Mill, which started operations in 1881 as the first textile-processing mill built in the south. The mill's owner, Jacob Elsas, built a small community of one and two-story shotgun houses and cottage-style houses surrounding the mill. Cabbagetown is an area of tremendous growth, initially sparked by an influx of artists in the 1980s. Renovated in 1996, the mill was the nation's largest residential loft community — the Fulton Cotton Mill Lofts. A tornado in March 2008 damaged parts of the loft complex and many of the historic homes and businesses in Cabbagetown.

#### **3.7.3.3 Reynoldstown**

Reynoldstown is a large residential neighborhood between the Cabbagetown and Edgewood neighborhoods south of the CSX rail line. Freed slaves, employed by the railroad, originally settled the community after the American Civil War. Reynoldstown is one of the oldest neighborhoods in Atlanta settled by freed slaves. The neighborhood name honors Madison and Sarah Reynolds, who were among the first ex-slaves to move into the area. Annexed by the City of Atlanta in 1909, the neighborhood includes a mesh of differently oriented streets that leaves many "T" intersections. Flat Shoals Avenue cuts diagonally across the district from northwest to southeast. There are many different home styles including an entire block of double shotgun houses on Chester Avenue.



#### **3.7.3.4 Edgewood**

Edgewood is a primarily residential neighborhood approximately three miles east of downtown Atlanta. Edgewood was originally an independent town, prior to the City's 1909 annexation across the county line from Fulton into DeKalb. Edgewood is just south of Little Five Points, north of East Atlanta, west of Kirkwood and east of Reynoldstown. One development of note within Edgewood is the Edgewood Retail District. This \$110 million, 44-acre undertaking is on Moreland Avenue on land formerly owned by Atlanta Gas Light in northwest Edgewood and includes 540,000 square feet of retail.

#### **3.7.3.5 Ormewood Park**

Ormewood Park is a neighborhood east-southeast of downtown Atlanta. Ormewood Park is east of Grant Park, south of Reynoldstown, west of East Atlanta and north of Boulevard Heights. Ormewood Park has recently undergone significant gentrification and contains one of Atlanta's live/work developments at 752 Moreland. Ormewood Park is one of six communities that make up the South Atlantans for Neighborhood Development (SAND), a 501(c) (3) nonprofit corporation formed in 1974 to serve the needs of its member communities.

#### **3.7.3.6 Boulevard Heights**

Boulevard Heights is south of East Confederate Avenue, east of Boulevard, north of Entrenchment Creek and west of the State of Georgia complex. Boulevard Heights is experiencing the development of previously unused land and the reuse of previously occupied lands. The neighborhood includes new single-family homes and townhouses and a large warehouse renovated to create workspaces for a number of light commercial businesses. Boulevard Heights is one of six communities that make up the South Atlantans for Neighborhood Development (SAND).

#### **3.7.3.7 Benteen Park**

Named for the 10-acre community park located near its center, the neighborhood is a collection of predominantly single-family homes. Benteen Park has a soccer field and passive recreational space. The neighborhood is east of Boulevard SE and north of McDonough Boulevard SE. A utility easement occupies land along Benteen Park's northern boundary that is a potentially attractive future multi-use trails alignment.

#### **3.7.3.8 Chosewood Park**

Named for the 6-acre public park located near its center, the neighborhood is a collection of single-family and multi-family homes. The park, maintained by the City of Atlanta, has baseball fields and passive recreational space. Chosewood Park neighborhood is west of Boulevard (southwest of Boulevard Heights) and bordered to the west and south by Milton Avenue and McDonough Boulevard, respectively.

#### **3.7.3.9 Englewood Manor**

The Atlanta Housing Authority (AHA) maintains one of Atlanta's last remaining public housing complexes, Englewood Manor. As part of AHA's quality initiative, resident relocation assistance is underway with planned demolition of the facility in the near

future. The goal of this initiative is to move people from public housing projects to neighborhoods throughout the area.

### **3.7.3.10 Peoplestown**

The borders of Peoplestown include Ormond Street to the north, the railroad corridor to the south, Hill Street to the east and I-75 and Ridge Avenue to the west. Mayor Shirley Franklin's New Century Economic Development Plan released in December 2004 identifies six Economic Development Priority Areas as focus areas for economic development. The Peoplestown community was one of the focus neighborhoods identified in the Mayor's plan and is primarily within the BeltLine tax allocation district (TAD).

### **3.7.3.11 South Atlanta**

Located just east of the Villages at Carver, South Atlanta is a primarily residential community that contains South Atlanta Park, an 11.05-acre neighborhood park maintained and operated by the City of Atlanta. Neighborhood boundaries include Jonesboro Road to the east, South Atlanta Park and the Carver High School complex to the north and the Lakewood Heights neighborhood to the south.

### **3.7.3.12 The Villages at Carver**

The Villages at Carver is a mixed-income community located on the footprint of the former Carver Homes. The Villages at Carver will include over 700 multi-family rental units and 200 single-family units for sale. Completed in 2001, the first phase of this project has already catalyzed new residential and commercial investment along the once blighted Pryor Road corridor. Almost \$90 million in new residential investment is currently under construction or already occupied and a \$15 million investment in mixed-use development is in the planning stages. In 2002, President George W. Bush honored the community as a national model for neighborhood transformation.

### **3.7.3.13 High Point**

High Point is a small planned community comprised primarily of newly constructed single-family homes. It is immediately adjacent to I-75/I-85 on the west, Pryor Road to the east and Joyland Place to the south. The BeltLine serves as its northern boundary and appears to provide an attractive land redevelopment opportunity on land currently vacant and underutilized.

### **3.7.3.14 Pittsburgh**

Located southwest of Turner Field, the Pittsburgh neighborhood emerged in the early 1880s and (along with Mechanicsville) formed the southern boundary of historic Atlanta. Both communities developed around a railroad repair-facility, the Pegram shops, built by a predecessor line of the Southern Railway, now part of Norfolk-Southern. Pittsburgh is a historically African-American neighborhood that has changed very little in demographic composition throughout its history. A small portion of Pittsburgh crosses into the southwest zone.

### **3.7.3.15 Adair Park**

Boundaries of Adair Park include Metropolitan Parkway, Lexington Avenue, Norfolk Southern Railroad and Shelton Avenue. Shortly after the Civil War, land speculators, notably George Washington Adair, John Thrasher and Thomas Alexander, began purchasing land in this area anticipating future growth. Adair established the Atlanta Real Estate Company and continued purchasing land for development. Adair's company became the largest developer of property in Atlanta before he died in 1889. Developed between 1890 and 1940, the dominant house type within the neighborhood is the bungalow with Craftsmen style detailing. Architectural styles represented include Folk Victorian, Queen Anne and English Vernacular Revival.

### **3.7.3.16 Capitol View Manor**

Similar to Capitol View, Capitol View Manor also has an excellent view of the Georgia State Capitol building. Its boundaries include I-75/85 to the east, the BeltLine corridor to the north, Metropolitan Parkway to the west and Atlanta Technical College to the south. Built between the 1920's and mid 1940's, home styles include Bungalows, Victorians, Cape Cods and Colonials.

### **3.7.3.17 Capitol View**

Named for its excellent view of the Georgia State Capitol Building, Capitol View is a small community in southwest Atlanta. Its boundaries include Metropolitan Parkway to the east, Lee Street to the west, and Arden Street, Deckner Avenue and Perkerson Park to the south. Settled in the 1910s and annexed by the City of Atlanta in 1913, construction of most homes occurred during the first half of the twentieth century. Earlier home styles are primarily Country Victorians and Craftsman bungalows while later housing stock include Cape Cods and Colonials.

### **3.7.3.18 Oakland City**

A number of roads including Donnelly Street, Lee Street, Campbellton Road, Ingram Road, Cascade Avenue, Westmont Road and Epworth Road bound Oakland City. Listed on the National Register of Historic Places since 2003, the community dates to 1894 and contains a number of homes from the late 19th and early 20th Century. Oakland City falls predominantly within the southwest zone as described below.

## **3.7.4 Southeast Zone Community Facilities**

This section lists community facilities identified through field visits and using data obtained from the ARC and USGS that are within or very near the southeast zone. These facilities include:

- DH Stanton Elementary School                      970 Martin Street SE
- John B Gordon School                                1205 Metropolitan Avenue SE
- Parkside Elementary School                        685 Mercer Street SE
- Jessie Mae Jones Elementary School            1275 Capitol Avenue SW
- Slater Elementary School                            1320 Pryor Road SW

- Lena Jean Campbell School 21 Thirkield Avenue SW
- Atlanta Charter Middle School 820 Essie Avenue SE
- Carver High School 1275 Capitol Avenue SW
- Capitol View Elementary School 1442 Metropolitan Parkway SW
- Southside Comprehensive High School 801 Glenwood Avenue SE
- Nur Private Academy 1127 Hank Aaron Drive SE
- Tech High Elementary School 1043 Memorial Drive SE

### **3.7.5 Southwest Zone Neighborhoods**

#### **3.7.5.1 Hunter Hills**

The Hunter Hills neighborhood is on Atlanta's west side and is bordered by Joseph E Boone Boulevard to the north, Martin Luther King Jr. Drive to the south, CSX Railroad to the east and Holly Road to the west. Single-family residential homes and virtually no commercial uses comprise the neighborhood. The MARTA West Rail Line traverses the area however, no stations fall within the neighborhood. Portions of Hunter Hills are within the southwest zone however, it primarily sits north of MARTA's West Rail Line and within the northwest zone.

#### **3.7.5.2 Washington Park**

Washington Park is a historically black neighborhood in northwest Atlanta encompassing historic residential, commercial and community landmark buildings located two miles west of the central business district of Atlanta. Developed from four separate subdivision plats, the neighborhood includes a combination of gridiron and curvilinear streets. Portions of Washington Park are within the southwest zone however, it is primarily in the northwest zone.

#### **3.7.5.3 Vine City**

Vine City is one of Atlanta's earliest African-American residential neighborhoods settled in the 19th century. Railroads, industrial areas and Atlanta University played important roles in the neighborhood's social and economic organization. The family home of Dr. Martin Luther King, Jr. is on Sunset Street, near that of Julian Bond, one of the first African-Americans elected to the Georgia Legislature. In the 1960's, Vine City suffered population decline with increased poverty and deteriorating conditions, however, Vine City retains the housing patterns characteristic of African-American residential communities in the South. Portions of Vine City are within the southwest and northwest zones.

#### **3.7.5.4 Mozley Park**

The Mozley Park neighborhood is a historic district listed on the National Register of Historic Places roughly bounded by Westview Drive, West Lake Avenue, Seaboard Coast Line Railroad tracks and Rockmark and Martin Luther King, Jr. Drives. This Historic District is a typical early 20th-century residential neighborhood, located

approximately three miles west of downtown Atlanta. Home construction lasted over a 20-year period, beginning around 1920 and concurrent with basic street mapping. The houses built in the oldest section of the neighborhood are Folk Victorian cottages and Craftsman bungalows built on small lots with varied setbacks and no driveways. In the 1950s and 1960s, public project developments, such as the construction of Interstate 20, altered portions of the landscape in Mozley Park. Because of the minimal alterations to the majority of the houses, the neighborhood has maintained its integrity as an early 20th-century residential community.

#### **3.7.5.5 Just Us Neighbors**

This small neighborhood is northwest of Ashview Heights and consists of relatively few single-family homes along three streets. The neighborhood is bounded by Martin Luther King Jr. Drive to the north, Parsons Street to the south, Brown Street to the east and the CSX Rail Line to the west. While secluded by existing single-family homes, the BeltLine Corridor serves as the neighborhood's west edge.

#### **3.7.5.6 Ashview Heights**

This neighborhood is north of I-20 and west of I-75/I-85. Martin Luther King Jr. Drive binds the neighborhood to the north, Westview Drive SW to the south, Joseph E. Lowery Boulevard to the east and the CSX Rail Line to the west. Single-family residential connected by a standard grid street pattern is the dominant land development pattern. While somewhat secluded, the BeltLine Corridor touches the neighborhood's west edge.

#### **3.7.5.7 Atlanta University Center**

The Atlanta University Center is the largest contiguous consortium of African-American higher education institutions in the United States. Made up of four historically black colleges including Clark Atlanta University, Morehouse College, Spelman College and the Morehouse School of Medicine, the campus is near downtown Atlanta, southwest of the Georgia Dome.

#### **3.7.5.8 Harris-Chiles**

The Harris-Chiles neighborhood is situated just north of and adjacent to I-20, new multi-family residences, Dean Rusk Park and Dean Rusk Elementary occupy a large portion of this small neighborhood. The neighborhood provides residence for many students of Morehouse College and Spelman College, which are immediately north and west of the neighborhood. Much of the neighborhood is open and undeveloped.

#### **3.7.5.9 Westview**

Named for Westview Cemetery that borders the neighborhood to the northwest, it includes a mixture of architectural styles from Victorian, Four-Square, Arts & Crafts and Ranch style houses. One of Atlanta's early streetcar suburbs, the neighborhood has benefited from the renewed interest in living closer to town. The neighborhood is benefiting from renewed activities resulting from the restoration of neglected homes. In December 2005, the Atlanta Development Authority named Westview neighborhood of the month.

### **3.7.5.10 West End**

The West End neighborhood of Atlanta is on the National Register of Historic Places and is located southwest of Castleberry Hill, east of Westview, west of Adair Park Historic District and just north of Oakland City. West End officially became a part of Atlanta on January 1, 1894. The West End District was the first locally designated historic district in the City of Atlanta. Architectural styles within the district include Craftsman Bungalow, Queen Anne, Folk Victorian, Colonial Revival, American Foursquare and Neoclassical Revival.

### **3.7.5.11 Oakland City**

A number of roads including Donnelly Street, Lee Street, Campbellton Road, Ingram Road, Cascade Avenue, Westmont Road and Epworth Road bound Oakland City. Listed on the National Register of Historic Places since 2003, the community dates to 1894 and contains a number of homes from the late 19th and early 20th Century. The predominant land-use is single-family residential with a small amount of commercial along Lee Street. The BeltLine Corridor is along the Oakland City's northern boundary and provides opportunities for land redevelopment. Oakland City is a large neighborhood that also falls within the southeast zone.

## **3.7.6 Southwest Zone Community Facilities**

This section lists community facilities identified through field visits and data obtained from the ARC and USGS that are located within or very near the southwest zone. These facilities include:

- W L Parks Middle School 1090 Windsor Street SW
- Frank L Stanton School 1444 Lucile Avenue SW
- Brown Middle School 765 Peoples Street SW
- Atlanta Fire Stations #17 1489 Ralph David Abernathy Boulevard
- Atlanta Fire Station #20 590 Manford Road SW
- Washington Park-McPheeters Library 1116 Martin Luther King Jr. Drive
- Jones Elementary School 1040 Fair Street SW
- Kipp Ways Academy Elementary School 80 Joseph W Lowery Boulevard NW
- Washington Booker High School 45 Whitehouse Drive SW

## **3.7.7 Northwest Zone Neighborhoods**

### **3.7.7.1 Peachtree Battle Alliance**

The Peachtree Battle Alliance is a neighborhood association serving the residents of Haynes Manor, which is north of I-75 on the east side of SR 3/US 41/Northside Drive. This neighborhood is comprised primarily of stately single-family homes that date from the 1920s, 1930 and 1940s. The spectacular entrance to this neighborhood from Peachtree Road along Peachtree Battle Parkway (Avenue) and the English and French architectural style of the homes give this neighborhood a distinctive European charm.

Peachtree Battle Parkway is significant because this roadway commemorates the Civil War Battle of Peachtree Creek, in which thousands of soldiers died. Peachtree Creek forms the southern boundary of this neighborhood.

### **3.7.7.2 Peachtree Heights East and Peachtree Heights West**

Also known as "Peachtree Heights", this neighborhood near Buckhead centers around Peachtree Heights Park, which was developed on land purchased from the estate of Wesley Gray Collier in 1910. Developers Eretus Rivers and Walter P. Andrews advertised their project as the best of "city and suburban life". About 400 homes on large lots make up Peachtree Heights. Added to the National Register of Historic Places in 1980, development styles tend to be classical and traditional, with more recent in-fill construction on subdivided lots.

### **3.7.7.3 Garden Hills**

Garden Hills is a large urban-forested neighborhood between Peachtree and Piedmont Roads, bordered on the north by Pharr Road and on the south by East Wesley Road. The Garden Hills neighborhood includes historic winding streets lined with old trees, a mix of early 20th century homes, pocket parks, landscaped traffic islands, and a neighborhood pool and recreation center. Developed beginning in 1925 by Phillips Campbell McDuffie, a prominent Atlanta lawyer, who advertised the area as "Beautiful Garden Hills."

### **3.7.7.4 Lindbergh/Morosgo**

The Lindbergh/Morosgo neighborhood is between SR 400 and Piedmont Road, north of Lindbergh Drive NE. This area is in close proximity to the Lindbergh Center MARTA station and transit oriented development, and consists of several newly developed major retail establishments, medium to high-density residential apartment homes and condominiums and AT&T Lindbergh offices. The neighborhood mostly lies within the northeast zone.

### **3.7.7.5 Colonial Homes**

The Colonial Homes complex of more than 250 garden apartments and townhouses is at the heart of an area of apartments and condominiums between Peachtree Road and Atlanta Memorial Park in south Buckhead. As much a small community as an apartment complex, Colonial Homes has drawn generations of young Buckhead residents since it was built in the 1940s. A broad vista of the Bobby Jones Golf Course makes this an especially attractive area.

### **3.7.7.6 Peachtree Hills**

Peachtree Hills is east of Peachtree Road between Peachtree Creek on the south and Lindbergh Drive on the north. Initiated in 1910 on land that then was between the village of Buckhead and the City of Atlanta, Peachtree Hills includes an eclectic mix of mostly Craftsman homes with "innovative fences and walls". Light industrial and commercial retail land-uses occupy small areas in the southeast area and along Peachtree Road. A neighborhood commercial area is at the intersection of Peachtree Hills Avenue and Virginia Place. The BeltLine corridor stretches along the neighborhood's southern

boundary and provides the opportunity for BeltLine transit and multi-use trails accessibility.

### **3.7.7.7 Channing Valley**

The boundaries of the Channing Valley neighborhood include Collier Road to the north, I-75 to the south, Northside Drive to the east and Howell Mill Road to the west. This entirely low-density residential neighborhood is comprised of single-family homes, including many craftsman-style bungalows. Low-density commercial retail land-uses border the neighborhood along Howell Mill Road.

### **3.7.7.8 Collier Hills and Collier Hills North**

The Collier Hills and Collier Hills North neighborhoods consist of residential neighborhood districts comprised of one- and two-story houses of various architectural housing types located north of I-75 on the east side of SR 3/US 41/Northside Drive. The area is rich in history including early Native American occupation, major Civil War battles and a historic gristmill. Piedmont Hospital, the Shepherd Center and Tanyard Creek Park are within this neighborhood.

### **3.7.7.9 Ardmore**

The Ardmore Park neighborhood located north of I-75 and west of Peachtree Road is rich in Atlanta history as well as lush landscape. Some of the bitterest fighting of the Civil War's Battle of Atlanta took place in its gently rolling hills and hollows and along boulder-strewn Tanyard Creek. Near Peachtree Road, along 26th Street, 28th Street and Collier Road in the Ardmore Park neighborhood, brick apartment houses and duplexes mix with older homes shaded by huge oaks and beeches. The BeltLine Corridor travels along the neighborhood's northwestern boundary and the existing Ardmore Park could provide future accessibility.

### **3.7.7.10 Brookwood**

The Brookwood neighborhood is north of where I-75 and I-85 join to become the Downtown Connector. Neighborhood boundaries include 25<sup>th</sup> Street to the north, the Norfolk Southern rail line to the south, Peachtree Street to the east and I-75 to the west. This primarily single-family residential neighborhood is behind the commercial and office area along Peachtree Street. The BeltLine corridor travels along the neighborhoods northwestern boundary and the existing newly constructed garden-style apartment complex could provide future accessibility to it.

### **3.7.7.11 Brookwood Hills**

This community of stately single-family homes stretches from the east side of Peachtree Street/Road from I-85 to Brighton Road at Piedmont Hospital. A granite marker at the intersection of Peachtree Road and Palisades Road commemorates the earliest history of the area where two major Creek Native American trails intersected, the Echota Trail and the Peachtree Trail. The neighborhood lies in an area where heavy fighting took place during the Civil War's 1864 Battle of Peachtree Creek. Brookwood Hills is one of Atlanta's earliest suburban neighborhood developments. Development of this community began in the late 1880s and some of Atlanta's most prominent architects



designed homes in Brookwood Hills. Large Mediterranean, Georgian, Colonial and Tudor homes line streets shaded by towering oaks 100 years old. With its enclave design, curvilinear streets and variety of architectural styles, the neighborhood has retained its 1920s ambiance.

#### **3.7.7.12 Underwood Hills**

Bordered by I-75 on the north and Howell Mill road on the east, the Underwood Hills area was conceived as a neighborhood as early as 1902, when it was dubbed Northside Park. However, construction in this area, on the edge of the City, did not accelerate until the 1920s. The nearby Seaboard Coastline Railroad employed many residents. Their brick and frame cottages and bungalows reflected modest lifestyles. It is home to Underwood Park, which includes a playground, picnic area, tennis and basketball courts and a ball field.

#### **3.7.7.13 Berkeley Park**

Established in 1921, Berkeley Park, located in Northwest Atlanta, is bounded by I-75 to the north, Northside Drive on the east, Howell Mill Road to the west and Bishop Street on the south. Civil War historians believe Berkeley Park was located on several trench lines that ran along Bellemeade Avenue.

#### **3.7.7.14 Loring Heights**

Loring Heights is a neighborhood of just over 300 homes north of Midtown Atlanta between I-75, Northside Drive, the NS railroad and Atlantic Station. The BeltLine Corridor serves as its northwestern boundary. The neighborhood consists primarily of single-family residential with low-density commercial and “high-tech” light industrial land uses along its borders. Garden-style apartment complexes occupy a portion of the neighborhood.

#### **3.7.7.15 Atlantic Station**

A former steel mill (Atlantic Steel Company) and formerly part of the Home Park neighborhood, Atlantic Station is a newly created neighborhood. It is approximately 135 acres in size and north of 14<sup>th</sup> Street NW, south of the Norfolk Southern Railway and west of I-75/I-85. The mixed-use neighborhood consists of medium density townhomes and high-rise residential dwellings, hotels, high-density office, and big box and small retail shops. Construction of multiple high-rise office and residential buildings continues.

#### **3.7.7.16 Hills Park**

The Hills Park neighborhood is defined by its proximity to the Inman and Tilford Yards, which make up its southern boundary and occupy a vast amount of the neighborhood area. Chattahoochee Road to the north and Marietta Boulevard to the east also serve as general boundaries. The neighborhood is primarily comprised of multiple light industrial land-uses and the Crest Lawn Memorial Cemetery along Marietta Boulevard. A recently constructed single-family residential subdivision occupies the northern portion of the neighborhood.

### **3.7.7.17 Blandtown**

The Blandtown neighborhood is northwest of the Georgia Institute of Technology (Georgia Tech) campus bounded by Chattahoochee Avenue to the north, West Marietta Street to the south, Howell Mill Road to the east and Fairmont to the west. This neighborhood consists of only a few blocks and contains several newly constructed apartment homes. A significant amount of medium-density residential land development has occurred along Huff Road over recent few years. The Hemphill Water Treatment Plant and associated reservoirs occupy the western portion of the neighborhood and have the potential to serve as new park space.

### **3.7.7.18 Home Park**

The Home Park neighborhood is north of the Georgia Tech campus, roughly between 10th Street, Northside Drive, 16th Street and I-75/I-85. It originally provided housing for the employees of nearby Atlantic Steel. Because of its proximity to Georgia Tech, Home Park has a large student population. Also because of its location directly south of Atlantic Station and north of Georgia Tech, it has recently seen an increase in property values and land development.

### **3.7.7.19 Knight Park / Howell Station**

The Knight Park neighborhood is on Atlanta's west side bordered by West Marietta Avenue to the north, Jefferson Street to the south, Joseph E. Lowery Boulevard to the east and Marietta Boulevard to the west. The neighborhood includes single-family residential areas, light industrial buildings, freight rail yards and buildings that house government services.

### **3.7.7.20 Bankhead**

Bankhead is a neighborhood on the west side of Atlanta surrounded by Grove Park on the west, Hunter Hills and Washington Park on the south, English Avenue on the east and Knight Park/Howell Station on the north. At its center is MARTA's Bankhead station and Maddox Park. The Bankhead neighborhood is a predominately African-American community. Multiple railroad rights-of-way traverse the area providing opportunities for redevelopment and improved connectivity in the neighborhood.

### **3.7.7.21 English Avenue**

English Avenue bears the name of James W. English, a former mayor of Atlanta, banker, brick company owner and decorated soldier post-Civil War. Development of the settlement occurred in 1891 as a working class neighborhood with a thriving commercial component. The construction of trolley lines and the Southern railroad in the early 20<sup>th</sup> Century heavily influenced the development of English Avenue. The borders of the English Avenue neighborhood include Donald Lee Hollowell Parkway/US 278 to the north, Simpson Street to the south, the CSX Rail Line and Northside Drive/SR 3 to the east and Joseph E. Lowery Boulevard to the west.

### **3.7.7.22 Hunter Hills**

The Hunter Hills neighborhood is on Atlanta's west side and is bordered by Joseph E Boone Boulevard to the north, Martin Luther King Jr. Drive to the south, CSX Railroad to the east and Holly Road to the west. Single-family residential homes and virtually no commercial uses comprise the neighborhood. The MARTA West Rail Line traverses the area however, no stations fall within the neighborhood. Portions of Hunter Hills are within the southwest zone.

### **3.7.7.23 Washington Park**

Washington Park is a historically black neighborhood in northwest Atlanta located two miles west of the central business district of Atlanta. The neighborhood encompasses historic residential, commercial and community landmark buildings. Developed from four separate subdivision plats, the neighborhood includes a combination of gridiron and curvilinear streets. Portions of Washington Park are within the southwest zone.

### **3.7.7.24 Vine City**

Vine City is one of Atlanta's earliest African-American residential neighborhoods settled in the 19th century. Railroads and industrial areas, and Atlanta University played an important role in the neighborhood's social and economic organization. The family home of Dr. Martin Luther King, Jr. is on Sunset Street, near that of Julian Bond, one of the first African-Americans elected to the Georgia Legislature. In the 1960's, Vine City suffered population decline with increased poverty and deteriorating conditions however, Vine City retains the housing patterns characteristic of African-American residential communities in the South. Portions of Vine City are within the southwest and northwest zones.

## **3.7.8 Northwest Zone Community Facilities**

This section lists community facilities identified through field visits and data obtained from the ARC and USGS that are located within or very near the northwest zone. These facilities include:

- Piedmont Hospital                      Peachtree Road NW
- Shepherd Center, Inc.                Peachtree Road NW
- E. Rivers Elementary School        8 Peachtree Battle Avenue NW
- Loring Heights Baptist Church    426 Deering Road
- Temple of God                        1353 Boyd Avenue
- Atlanta Fire Station #16            1048 Joseph E Boone Boulevard
- Herndon Elementary School        350 Temple Street NW

## **3.8 Land Use and Zoning**

This section provides an overview of the existing and future land use and zoning within the study area as defined by the City of Atlanta Comprehensive Development Plan and Zoning Ordinance.

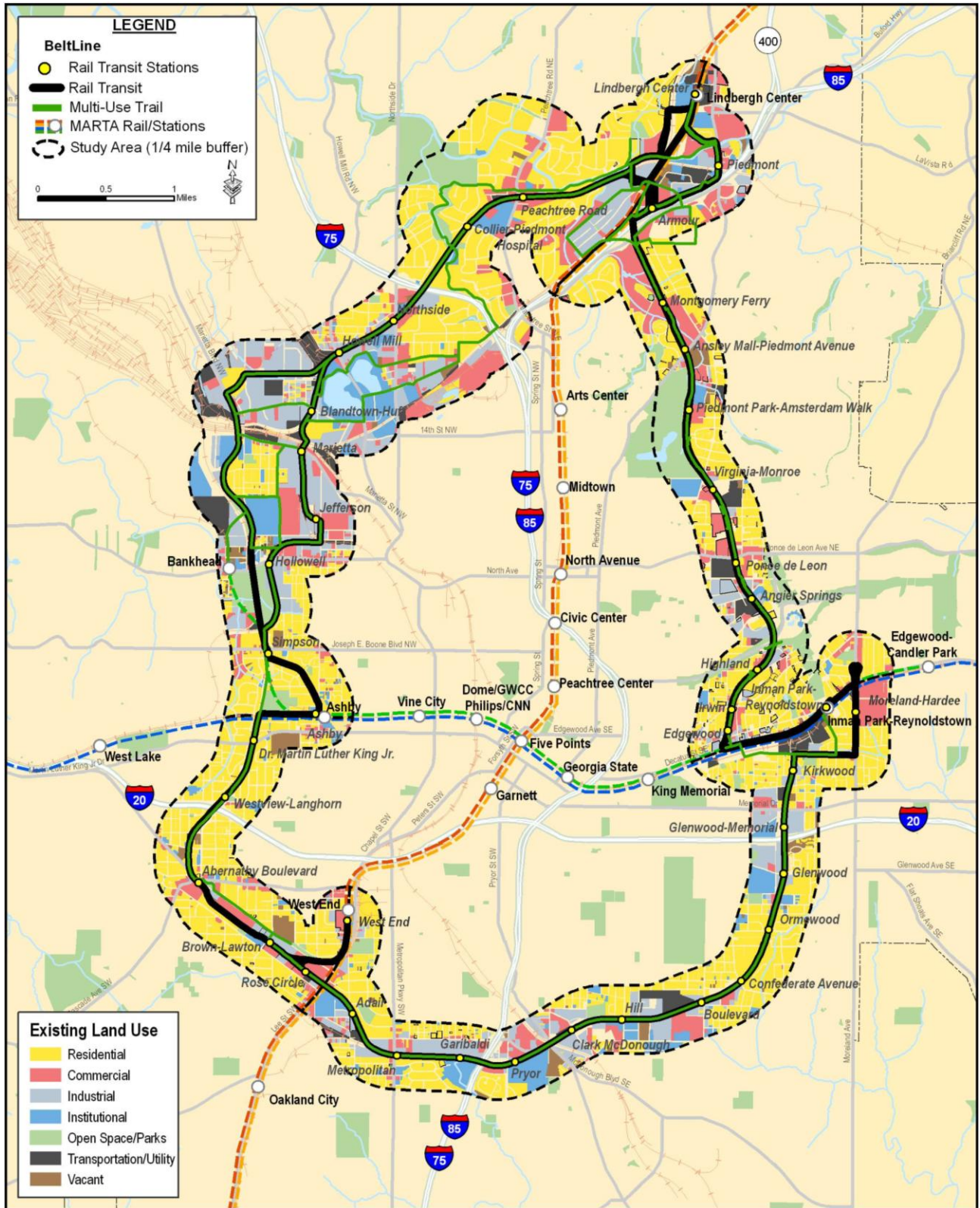
### **3.8.1 Land Use**

Figures 3-14 and 3-15 depict existing and future land uses within the study area. The City of Atlanta's 2004-2019 Comprehensive Development Plan (CDP) is the basis for future land use. The sections following the maps provide data broken down by each of the four study area zones.

The zones of the study area are consistent in terms of the general manner in which land is used. Each zone includes land uses that are residential, industrial, commercial, open space, community facilities or institutional. Proportions of land uses differ between zones however, a mixture does exist within each zone. The predominant existing land use is residential, ranging from 38 percent to 71 percent of total land area in each zone. Also noteworthy is the large share of land designated as mixed-use in the future land use scenario.

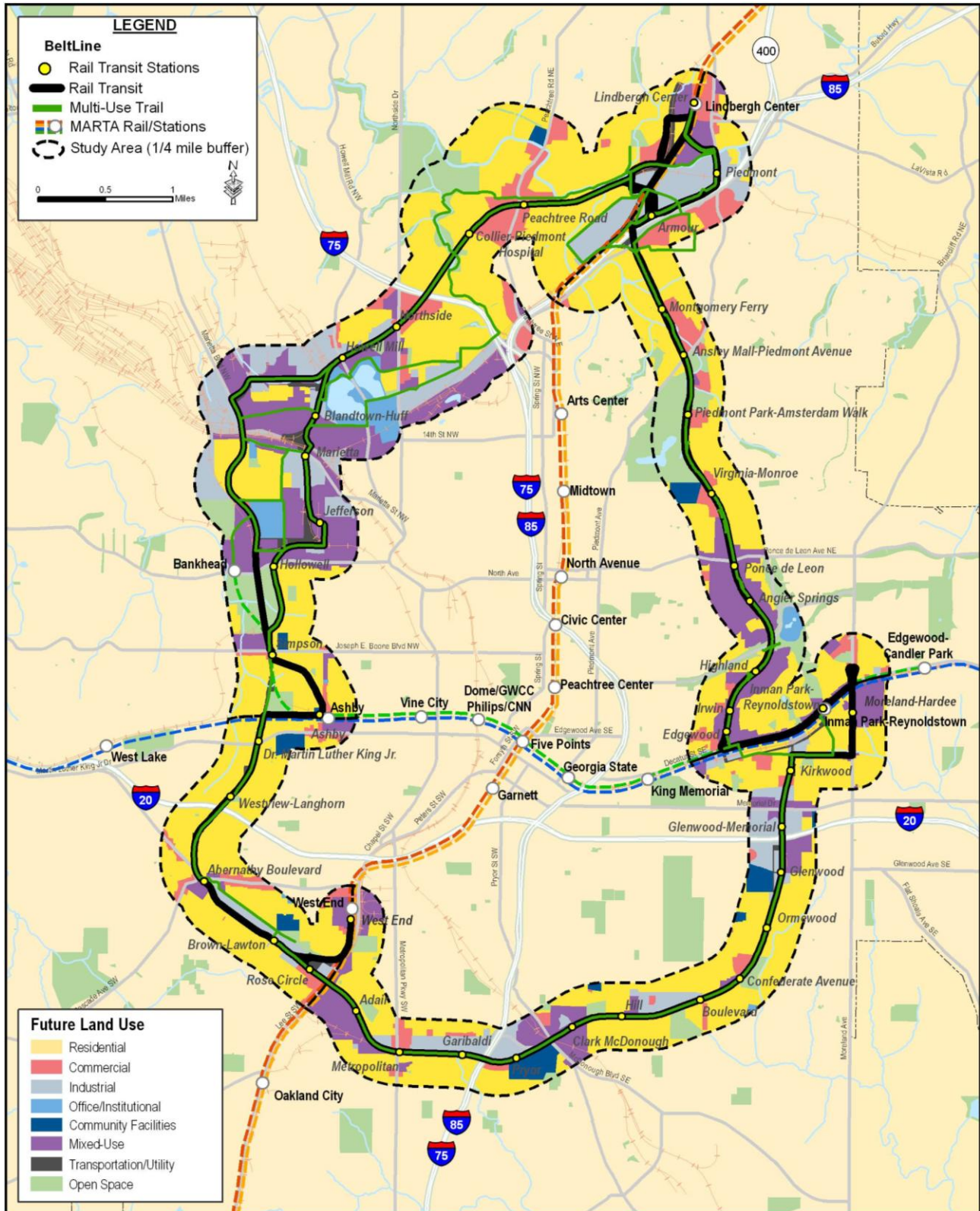
The City of Atlanta is the source of the existing land use data and map. For some parcels, the City does not identify a specific existing land use and shows these areas as "No Data". Based on discussions with the City of Atlanta staff, the City derives its existing land use information using the Fulton County tax assessors parcel level data. Since the county tax assessor's data does not indicate existing land uses for some parcels, these parcels translate as "No Data" on the City of Atlanta generated land use data and maps. Addressing gaps in the existing data as part of the environmental impact analysis for the BeltLine Tier 1 EIS includes utilizing supplemental information from the on-going ABI subarea master planning work as well as field investigations.

Figure 3-14: Existing Land Use



Source: City of Atlanta, Bureau of Planning

Figure 3-15: Future Land Use

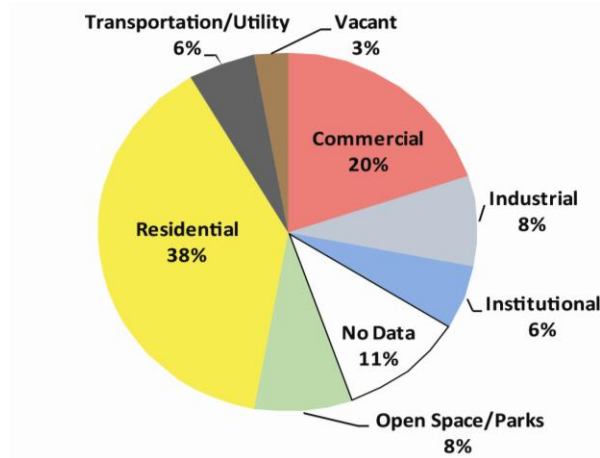


Source: City of Atlanta, Bureau of Planning

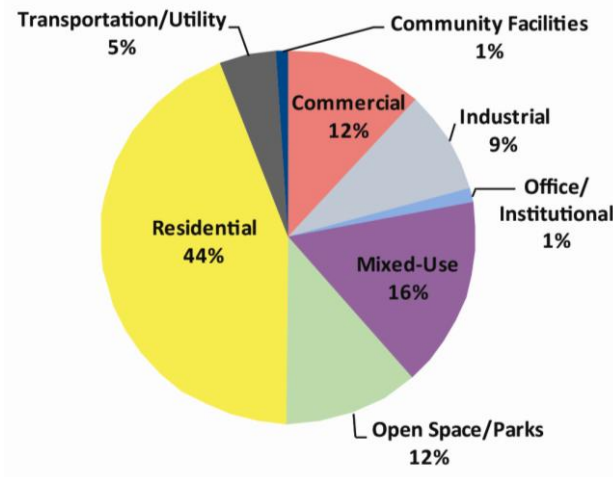
### 3.8.1.1 Existing and Future Land Use in the Northeast Zone

Figure 3-16 is a chart illustrating the breakdown of existing land use types within the northeast zone. Existing land uses are primarily residential, 38 percent, and commercial, 20 percent. Figure 3-17 presents future land uses. According to the Comprehensive Development Plan, the percentage of land with residential uses will grow by 6 percent while that with commercial uses will fall 8 percent. Some of this change in commercial uses may be attributable to the new land use category of mixed-use. Some of the land previously considered commercial may now contain a mixture of uses or be re-categorized into the mixed-use designation.

**Figure 3-16: Existing Percent of Area by Land Use Type, Northeast Zone<sup>2</sup>**



**Figure 3-17: Future Percent of Area by Land Use Type, Northeast Zone**



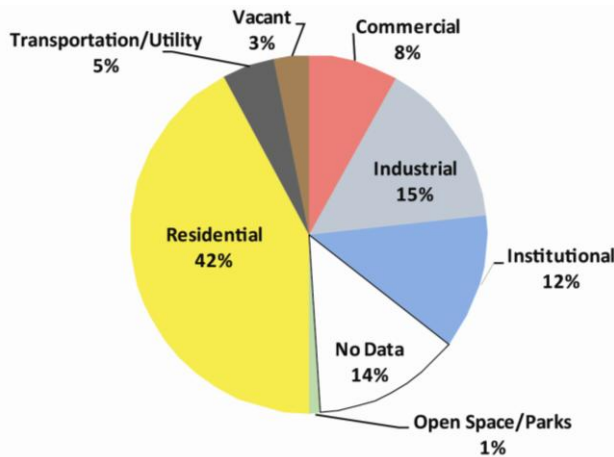
Source: City of Atlanta, Bureau of Planning

<sup>2</sup>See section 3.8.1.

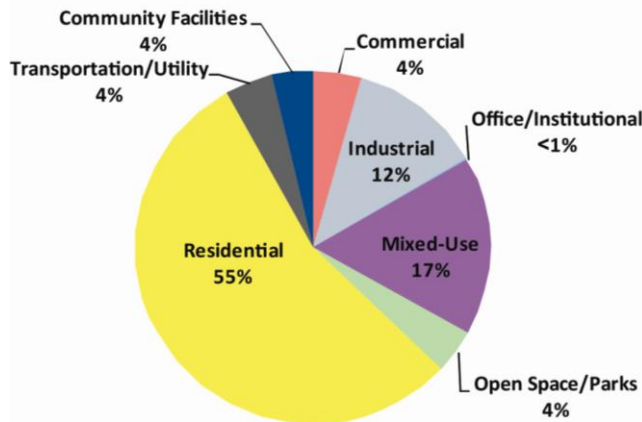
### 3.8.1.2 Existing and Future Land Use in the Southeast Zone

Figure 3-18 is a chart illustrating the breakdown of existing land use types within the southeast zone. Land uses are primarily residential, 42 percent; industrial, 15 percent; and institutional, 12 percent. It is important to note that this data set does not identify 14 percent of the existing land uses. Figure 3-19 presents future land uses. According to the Comprehensive Development Plan, residential uses will grow by 13 percent. Data indicates that institutional land uses will essentially disappear however the new Community Facilities category (4 percent future land use) may account for some of these previously designated institutional uses. The mixed-use category is new in the future land use data set and represents 17 percent of future land uses in this zone.

**Figure 3-18: Existing Percent of Area by Land Use Type, Southeast Zone<sup>3</sup>**



**Figure 3-19: Future Percent of Area by Land Use Type, Southeast Zone**



Source: City of Atlanta, Bureau of Planning

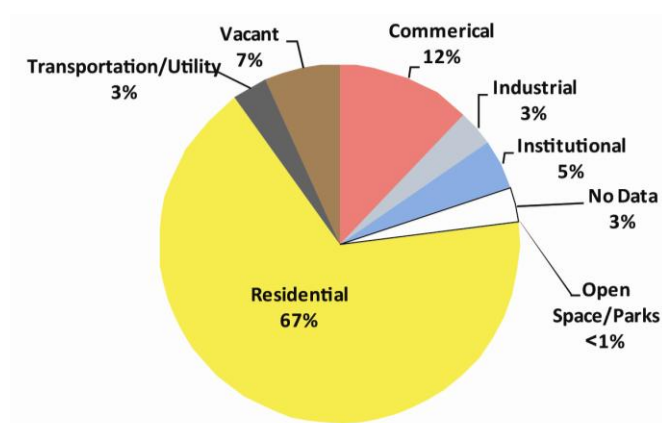
<sup>3</sup> See section 3.8.1.



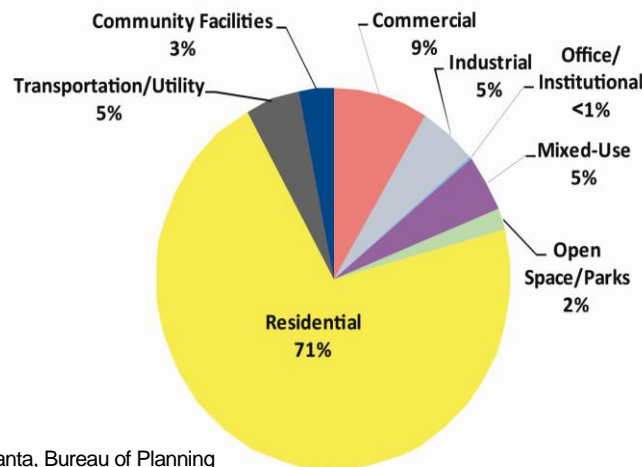
### 3.8.1.3 Existing and Future Land Use in the Southwest Zone

Figure 3-20 is a chart illustrating the breakdown of existing land use types within the southwest zone. Existing land uses in this area are primarily residential, 67 percent and commercial, 12 percent. Figure 3-21 presents future land uses. According to the Comprehensive Development Plan, residential land uses will grow by 4 percent. Commercial uses will fall by 3 percent. The mixed-use category is new in the future land use data set and represents 5 percent of future land uses in this zone. Some of the land uses categorized as commercial in the existing land use designations may fall into the mixed-use category in the future. This may account for the apparent drop in commercial uses between current and future conditions. Data indicate that institutional land uses, currently accounting for 5 percent of land uses, will nearly disappear. The new Community Facilities category (3 percent future land use) may account for some of these previously designated institutional uses.

**Figure 3-20: Existing Percent of Area by Land Use Type, Southwest Zone<sup>4</sup>**



**Figure 3-21: Future Percent of Area by Land Use Type, Southwest Zone**



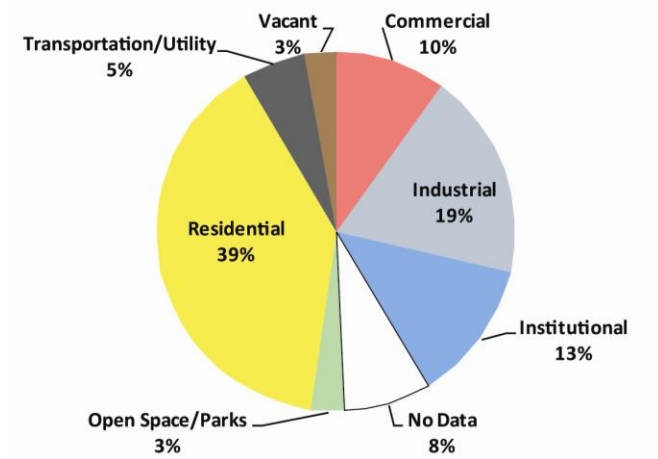
Source: City of Atlanta, Bureau of Planning

<sup>4</sup> See section 3.8.1.

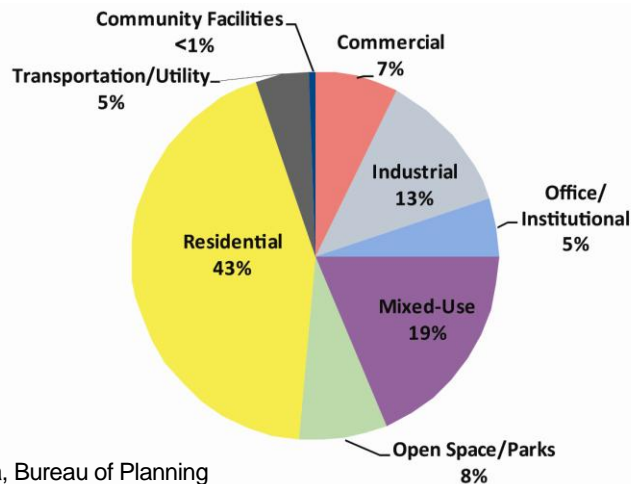
### 3.8.1.4 Existing and Future Land Use in the Northwest Zone

Figure 3-22 provides a chart illustrating the breakdown of existing land use types within the northwest zone. Existing land uses are primarily residential, 39 percent, secondary types include industrial, 19 percent, institutional, 13 percent, and commercial, 10 percent. Figure 3-23 presents future land uses. According to the Comprehensive Development Plan, the percentage of land with residential uses will grow by 4 percent. Industrial land use will fall by 6 percent. It appears that commercial uses will fall from 10 percent to 7 percent however the new mixed-use category used in the future land use data set represents 19 percent of future land use and likely includes some of the commercial land uses existing today. Other significant changes include a decrease in institutional uses from 13 percent to 5 percent and an almost tripling of open space from 3 percent to 8 percent.

**Figure 3-22: Existing Percent of Area by Land Use Type, Northwest Zone<sup>5</sup>**



**Figure 3-23: Future Percent of Area by Land Use Type, Northwest Zone**



Source: City of Atlanta, Bureau of Planning

<sup>5</sup> See section 3.8.1.

### **3.8.2 Area Land Use Plans**

This section provides a summary of the plans that guide planning and development decisions in the study area.

#### **3.8.2.1 City of Atlanta 2004-2019 Comprehensive Development Plan**

The City of Atlanta's 2004-2019 Comprehensive Development Plan (CDP) uses a node-based approach to guide City growth. It describes a typical development pattern as a central neighborhood core that extends outward in concentric rings. The core is often a rapid transit station, but it can also be a major intersection or a civic institution, such as a school. The concept encourages neighborhood preservation and discourages strip development patterns. Introduced in the 1973 *Urban Framework Plan*, this node-based planning concept continues to serve as a central planning tool in the 2019 CDP. The document's other policy guidance includes:

- Promote residential density near available infrastructure
- Minimize urban sprawl
- Develop transit station areas
- Redevelop obsolete industrial areas
- Enhance pedestrian system
- Promote inter-jurisdictional land use compatibility
- Plan land use transition areas

This is the overarching citywide land use planning guidance. However, the CDP also provides detailed policy recommendations for each of the City's 24 Neighborhood Planning Units (NPU's).

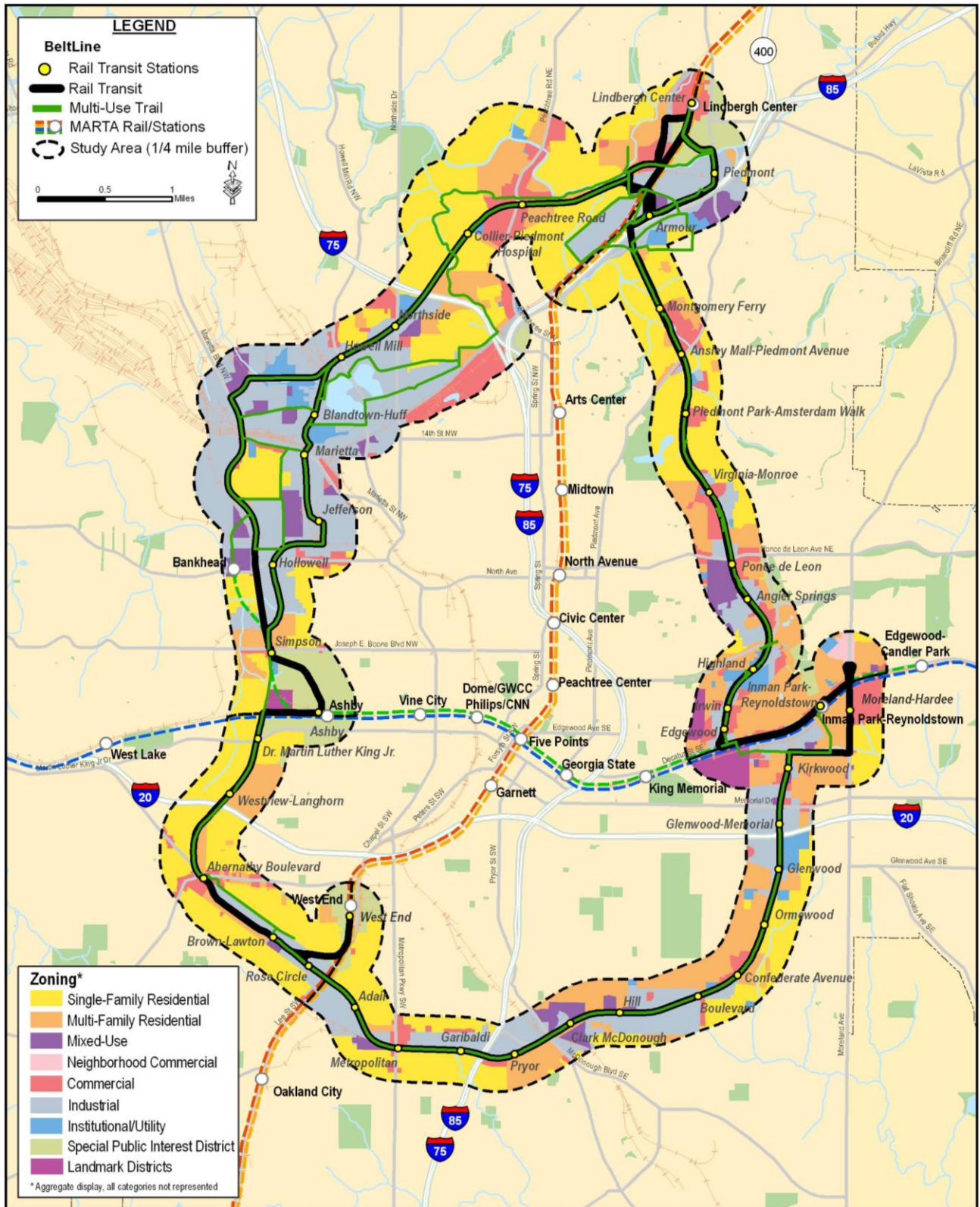
The City of Atlanta is in the midst of a two-year process to update the 2004-2019 CDP. The new document will be the 2007-2032 CDP and is widely known as Atlanta's Strategic Action Plan (ASAP). The City expects to complete this document in late 2009.

### **3.8.3 Zoning**

Figure 3-24 illustrates the zoning designations for properties within the study area. Table 3-8 lists the zoning designations for the study area, by zone (i.e. northeast, southeast, southwest and northwest). The City of Atlanta has designated the entire BeltLine Corridor as a Special Overlay District with the intent to:

- Preserve and revitalize existing neighborhoods;
- Preserve a continuous corridor for transit, trails and greenspace;
- Promote a pedestrian-oriented built environment;
- Encourage a grid of interconnected streets and small urban blocks;
- Preserve historic physical character of industrial districts;
- Promote adaptive-reuse of historic structures;
- Encourage shared parking and alternative modes of transportation; and
- Support greenspace.

Figure 3-24: Zoning in the BeltLine Study Area



Source: City of Atlanta, Bureau of Planning

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**Table 3-8: Zoning Designations by Study Area Zone**

Zoning Designation	Description	Northeast Zone		Southeast Zone		Southwest Zone		Northwest Zone		Totals	
		Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
C-1	Community business	96.52	4.8%	64.96	3.1%	42.44	4.3%	31.51	0.8%	235.43	2.7%
C-2	Commercial service	95.13	4.7%	26.56	1.3%	1.51	0.2%	96.88	2.6%	220.07	2.5%
C-3	Commercial-residential	23.00	1.1%	46.71	2.2%			158.61	4.2%	228.33	2.6%
C-4	Central area commercial-residential							99.14	2.6%	99.14	1.1%
I-1	Light industrial	333.24	16.6%	395.91	18.9%	88.49	8.9%	353.01	9.4%	1170.64	13.2%
I-2	Heavy industrial	75.71	3.8%	180.92	8.6%			1008.25	26.8%	1264.87	14.3%
LD-20A	Cabbagetown landmark district			59.90	2.9%					59.90	0.7%
LD-20C	Martin Luther King, Jr. landmark district	22.43	1.1%							22.43	0.3%
LD-20D	Washington Park Landmark District							20.95	0.6%	20.95	0.2%
LW	Live-Work	13.50	0.7%	0.91	0.0%					14.41	0.2%
MR-3	Multi-family residential, maximum floor area ratio of 0.696			7.25	0.3%					7.25	0.1%
MR-4A	Multi-family residential, maximum floor area ratio of 1.49			40.98	2.0%	4.57	0.5%	21.40	0.6%	66.95	0.8%
MR-4B	Multi-family residential (townhouses), maximum floor area ratio of 1.49			1.62	0.1%			1.91	0.1%	3.53	0.0%
MRC-1	Mixed residential and commercial, maximum floor area ratio of 1.696			7.95	0.4%			49.69	1.3%	57.64	0.7%
MRC-2	Mixed residential and commercial, maximum floor area ratio of 3.196	32.27	1.6%					11.27	0.3%	43.54	0.5%
MRC-3	Mixed residential and commercial, maximum floor area ratio of 7.2	49.29	2.5%	13.33	0.6%			45.80	1.2%	108.42	1.2%
NC-1	Little Five Points Neighborhood Commercial	21.49	1.1%							21.49	0.2%
NC-5	Cheshire Bridge South Neighborhood Commercial	0.35	0.0%							0.35	0.0%

General Planning Consultant Services  
Existing Conditions Report

**Table 3-8 (continued): Zoning Designations by Study Area Zone**

Zoning Designation	Description	Northeast Zone		Southeast Zone		Southwest Zone		Northwest Zone		Totals	
		Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
O-I	Office-Institutional	10.50	0.5%	11.93	0.6%			34.70	0.9%	57.13	0.6%
PD-H	Planned housing development (single-family or multi-family)	9.19	0.5%	4.80	0.2%			11.02	0.3%	25.01	0.3%
PD-MU	Mixed-use planned development	38.71	1.9%	32.94	1.6%			52.05	1.4%	123.70	1.4%
PD-OC	Office-commercial planned development	9.52	0.5%					6.03	0.2%	15.55	0.2%
R-2A	Single-family residential, minimum lot size 0.69 acres							74.98	2.0%	74.98	0.8%
R-3	Single-family residential, minimum lot size 0.41 acres	60.49	3.0%					99.29	2.6%	159.78	1.8%
R-4	Single-family residential, minimum lot size 0.21 acres	520.13	25.9%	309.95	14.8%	345.56	34.7%	762.98	20.3%	1938.62	21.9%
R-4A	Single-family residential, minimum lot size 0.17 acres			208.18	10.0%	251.43	25.2%	241.09	6.4%	700.70	7.9%
R-4B	Single-family residential, minimum lot size 0.06 acres	0.69	0.0%	75.18	3.6%					75.87	0.9%
R-5	Two-family residential, minimum lot size 0.17 acres	287.32	14.3%	406.99	19.5%	108.58	10.9%	1.04	0.0%	803.93	9.1%
RG-1	General (multi-family) residential, maximum floor area ratio of 0.162	66.93	3.3%							66.93	0.8%
RG-2	General (multi-family) residential, maximum floor area ratio of 0.348	56.39	2.8%	103.96	5.0%	20.26	2.0%	61.42	1.6%	242.03	2.7%
RG-3	General (multi-family) residential, maximum floor area ratio of 0.696	26.36	1.3%	32.72	1.6%	3.42	0.3%	261.95	7.0%	324.45	3.7%
RG-4	General (multi-family) residential, maximum floor area ratio of 1.49	8.72	0.4%			1.87	0.2%	62.83	1.7%	73.42	0.8%
RG-5	General (multi-family) residential, maximum floor area ratio of 3.2							6.34	0.2%	6.34	0.1%
R-LC	Residential with limited commercial, maximum floor area ratio of 0.348	13.18	0.7%	2.82	0.1%	4.89	0.5%			20.89	0.2%

**Table 3-8 (continued): Zoning Designations by Study Area Zone**

Zoning Designation	Description	Northeast Zone		Southeast Zone		Southwest Zone		Northwest Zone		Totals	
		Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent	Acres	Percent
SPI-5	Special Public Interest District: Inman Park	19.92	1.0%							19.92	0.2%
SPI-6	Special Public Interest District: Poncey-Highland	16.85	0.8%							16.85	0.2%
SPI-11	Special Public Interest District: Vine City and Ashby station					78.83	7.9%	156.34	4.2%	235.17	2.7%
SPI-15	Special Public Interest District: Lindbergh Transit Station Area	97.99	4.9%					15.19	0.4%	113.18	1.3%
SPI-16	Special Public Interest District: Midtown	2.21	0.1%					19.22	0.5%	21.43	0.2%
SPI-21	Special Public Interest District: Historic West End/Adair Park			54.40	2.6%	45.16	4.5%			99.56	1.1%
SPI-22	Special Public Interest District: Memorial Drive/Oakland Cemetery			0.80	0.0%					0.80	0.0%
<b>Totals</b>		2008	100%	2092	100%	997	100%	3765	100%	8862	100%

Source: City of Atlanta, Bureau of Planning

With over 50 percent of the land designated residential, zoning within the northeast zone is primarily single- and multi-family residential with some light industrial. Sixteen percent is designated light industrial and 12 percent commercial. There are four Special Public Interest District (SPI) zoning designations within the northeast zone: Lindbergh Transit station Area with 98 acres, Inman Park with 20 acres, Poncey-Highland with 17 acres and Midtown with 2 acres. The Martin Luther King Jr. Landmark District (LD) is also in the northeast zone.

With more than 60 percent of the land designated for residential, zoning within the southeast zone is also primarily single- and multi-family residential and light industrial. Almost 20 percent is designated light industrial. There are two SPI designations within the southeast zone area: Memorial Drive/Oakland Cemetery and Historic West End/Adair Park. Less than 1 percent or less than one acre of the southeast zone is comprised of the Memorial Drive/Oakland Cemetery SPI. The Historic West End/Adair Park SPI makes up 2.6 percent or 55 acres of the zone. The Cabbagetown Landmark District (LD) is also in the southeast zone.

Zoning designations within the southwest zone are primarily single-family residential. Other common designations are multi-family and light industrial. Single-family residential zoning alone covers 60 percent of the land area. Thirteen percent of the land area is zoned multi-family and 9 percent is zoned light industrial. There are two SPI designations within the southwest zone: Historic West End/Adair Park and Vine City and Ashby station. Eight percent of the southwest zone is zoned Vine City and Ashby station SPI and 4.5 percent is designated Historic West End/Adair Park SPI.

Zoning designations within the northwest zone are primarily residential and heavy industrial. Single-family residential zoning alone covers over 30 percent of the land area. Another 11 percent is designated multi-family residential. Almost 30 percent of the land area is zoned heavy industrial. There are three SPI designations within the northwest zone: Vine City and Ashby station, Lindbergh Transit station area and Midtown. The SPIs constitute small percentages of the zone's land area. Four percent is zoned Vine City and Ashby station SPI. The other two SPIs represent less than one percent of the total. The Washington Park Landmark District (LD) is in the northwest zone.

According to the City of Atlanta's zoning ordinance, SPI areas have special and substantial public interest, which warrants protection of the existing or proposed character of the individual buildings or grounds. Table 3-9 lists the SPIs and Landmark Districts (LDs) within the study area, provides descriptions of each district and indicates the study area zones in which these SPIs and LDs are located.



**Table 3-9: Special Public Interest and Landmark Districts**

<b>Special Public Interest Districts</b>	
<p><b>Lindbergh Transit Station Area SPI</b></p> <ul style="list-style-type: none"> <li>• Northeast Zone</li> <li>• Northwest Zone</li> </ul>	<p>Established to create a diversified urban environment where people can live, work, meet and recreate; enhance and protect the Lindbergh Transit station area as a model for retrofitting an existing automobile-oriented commercial strip into a transit and pedestrian oriented mixed-use and multi-family urban neighborhood; improve the visual aesthetics of the streets and the area; maximize access to transit by encouraging the use of transit-oriented development, which would include a mixture of residential, commercial, and cultural and recreational uses; and reduce vehicular congestion by encouraging a smooth uninterrupted flow of traffic.</p>
<p><b>Inman Park SPI</b></p> <ul style="list-style-type: none"> <li>• Northeast Zone</li> </ul>	<p>Established to physically and architecturally reintegrate the Inman Park neighborhood by developing public park space; providing for the development of new housing in cleared areas and areas fronting the public park, to protect views both to and from the public park and open space; to preserve and enhance the architectural and historic significance of this district; and to encourage owner occupancy of new housing in single-family structures, while also offering limited opportunities for small rental apartment units within new housing structures.</p>
<p><b>Poncey-Highland SPI</b></p> <ul style="list-style-type: none"> <li>• Northeast Zone</li> </ul>	<p>Established to encourage and require architectural and site design compatibility for new construction that will impact existing and future housing and neighborhood quality within the Highland-North Avenue Historic District, the Presidential Park Development area and other adjacent neighborhoods of historic and architectural significance; encourage construction of affordable high-quality housing through innovative site and building designs that maintain compatibility with existing housing types in adjacent historic neighborhoods; encourage owner-occupancy of new housing to the maximum extent possible in single-family, two-family, and multifamily structures.</p>
<p><b>Midtown SPI</b></p> <ul style="list-style-type: none"> <li>• Northeast Zone</li> <li>• Northwest Zone</li> </ul>	<p>Established to implement provisions of the Comprehensive Development Plan incorporating certain recommendations contained in studies of this area, including the comprehensive study known as Blueprint Midtown; create an urban environment where people can live, work, meet and play; improve the aesthetics of the built environment; encourage a compatible mixture of residential, commercial, cultural and recreational uses; provide a range of housing types and prices to meet different housing needs; provide appropriately scaled, continuous pedestrian oriented uses and activities adjacent to sidewalks along streets with identified pedestrian needs; facilitate safe, pleasant and convenient pedestrian circulation and minimize conflict between pedestrians and vehicles; preserve and protect the City's historic buildings and sites; provide for development within this area that is compatible with existing low-density development within surrounding residential areas; prevent encroachment of incompatible commercial uses and minimize commercial parking into residential neighborhoods; ensure pedestrian-oriented building forms; encourage infill and rehabilitation development within traditionally commercial areas that include proportionately significant residential uses; provide sufficient parking in an unobtrusive manner; encourage the use of MARTA through the location of mixed-use development and regional entertainment and cultural facilities around certain MARTA stations as identified in the Comprehensive Development Plan; encourage opportunities for economic development, both residential and commercial, where there is a planned relationship between the transportation system and development; maximize opportunities for pedestrian amenities, including parks, plazas, greenways and public art; provide sufficient, safe and accessible parks, plazas and greenways for active and passive enjoyment; and reduce parking requirements by encouraging shared parking and alternative modes of transportation, while continuing to safeguard against increased parking in surrounding residential areas as a result of development within this district.</p>

**Table 3-9 (continued): Special Public Interest and Landmark Districts**

<b>Special Public Interest Districts</b>	
<p><b>Memorial Drive/ Oakland Cemetery SPI</b></p> <ul style="list-style-type: none"> <li>• Southeast Zone</li> </ul>	<p>Established to implement provisions of the Comprehensive Development Plan incorporating certain recommendations contained in studies of this area, including the comprehensive study known as the Memorial Drive/MLK Jr. Drive Area Revitalization Study as adopted by the City of Atlanta; encourage a compatible mixture of residential, commercial, entertainment, cultural and recreational uses; encourage the development of mixed-use pedestrian oriented building forms and uses within the area; promote the revitalization of pedestrian-oriented shopping and entertainment streets through sidewalk-level oriented buildings and uses; encourage the development of medium and high intensity housing that provides a range of housing opportunities for citizens within the district; create a diversified 24-hour urban environment where people can live, work, shop, meet and play; preserve existing historic single-family neighborhoods from uses and building forms which are incompatible with their scale, character and needs by providing a location for needed neighborhood commercial and retail uses; preserve historic buildings and sites within the district by facilitating adaptive re-use and rehabilitation; enhance and protect Oakland Cemetery as a historic and cultural resource; encourage infill development within traditional commercial areas that include proportionately significant residential uses; promote public safety through the provision of pedestrian-oriented street-level uses, sufficient sidewalk widths, adequate visibility and primary pedestrian access from buildings to sidewalks to create a sense of activity and liveliness along their facades; facilitate safe, pleasant, and convenient sidewalk level pedestrian circulation and bike usage that minimizes conflict with vehicles; maximize opportunities for sufficient, safe and accessible pedestrian amenities including parks, plazas, greenways and public art for active and passive enjoyment; improve the aesthetics of street and built environments; enhance the efficient utilization of parking facilities by encouraging shared parking and alternative modes of transportation; provide accessible and sufficient parking in an unobtrusive manner; encourage the use of MARTA and other public transit; encourage opportunities for economic development, both residential and commercial, where there is a planned relationship between the transportation system and development; and provide connections between the Capitol Gateway, Grant Park, Cabbagetown and Reynoldstown communities and between those communities and adjacent areas including, Downtown and the State Capitol area, DeKalb Avenue, the Old 4th Ward neighborhood and Zoo Atlanta areas.</p>
<p><b>Historic West End/Adair Park SPI</b></p> <ul style="list-style-type: none"> <li>• Southwest Zone</li> <li>• Southeast Zone</li> </ul>	<p>Established to implement provisions of the Comprehensive Development Plan incorporating certain recommendations contained in studies of this area, including the comprehensive study known as Historic West End Historic District Livable Centers Initiative (LCI) Plan; create an urban environment in the commercial area of the West End where people can live, work, meet and play; encourage the development and redevelopment of the underutilized industrial properties along Murphy Avenue in Adair Park in a commercially-viable manner that ensures that future redevelopment provides net positive benefits to the physical environment of the Adair Park community and encourages the growth of a healthy, pedestrian-oriented, transit-supportive neighborhood; improve the aesthetics of the built environment; encourage a compatible mixture of residential, commercial, cultural and recreational uses; provide a range of housing types and prices to meet different housing needs; provide appropriately-scaled, continuous pedestrian oriented uses and activities adjacent to sidewalks along streets with identified pedestrian needs; facilitate safe, pleasant and convenient pedestrian circulation and minimize conflict between pedestrians and vehicles; provide for development within this area that is compatible with existing low-and moderate-density development within surrounding residential areas; prevent encroachment of incompatible commercial uses into residential neighborhoods; ensure pedestrian-oriented building forms; encourage infill and rehabilitation development within traditionally commercial areas that include proportionately significant residential uses; provide sufficient parking in an unobtrusive manner; encourage the use of transit through the location of mixed-use development and regional entertainment and cultural facilities around a transit-oriented center; encourage opportunities for economic development, both residential and commercial, where there is a planned relationship between the transportation system and development; maximize opportunities for pedestrian amenities, including parks, plazas, greenways and public art; provide sufficient, safe and accessible parks, plazas and greenways for active and passive enjoyment; reduce parking requirements by encouraging shared parking and alternative modes of transportation; encourage development that reflects the village's original scale; recognize that certain subareas are more attractive to development than others at different times in the development lifecycle and to not impose onerous requirements on subareas that might prohibit redevelopment; and address needs for accessibility, safety, and economic development of the Adair Park neighborhood and commercial/transitional districts that are in close proximity to the West End MARTA Rail station and Murphy Avenue.</p>

**Table 3-9 (continued): Special Public Interest and Landmark Districts**

<b>Special Public Interest Districts</b>	
<p><b>Vine City and Ashby Station SPI</b></p> <ul style="list-style-type: none"> <li>• Southwest Zone</li> <li>• Northwest Zone</li> </ul>	<p>Established to preserve, protect and enhance the single-family residential neighborhoods in the area of the Vine City and Ashby MARTA stations including the Vine City, Washington Park and Ashview Heights neighborhoods; preserve and protect the areas adjacent to the Vine City and Ashby MARTA stations, along Ashby Street, Martin Luther King, Jr. Drive, Mayson Turner Road, Simpson Road and Northside Drive for retail commercial, office and related accessory uses appropriate to an important neighborhood and university commercial center in the western area of the City; encourage the development of medium-density housing within mixed-use complexes or as independent buildings within the commercial and multifamily subareas of this district; encourage medium-density development of all types within the Vine City and Ashby MARTA station areas which is compatible in scale with surrounding residential neighborhoods; encourage opportunities for economic development, both residential and commercial, in the Vine City and Ashby station areas where there is a planned relationship between the transportation system and development; facilitate safe and convenient pedestrian and bicycle circulation and minimize conflict between pedestrians, bicyclists and automobiles through the implementation of pedestrian space requirements; encourage pedestrian flow through the design of buildings with retail uses at the ground level which open on to streets and which encourage active street and pedestrian life; encourage use of public transportation, minimize on-site parking requirements, and encourage shared parking in mixed use developments; assure that minimum parking needs for the commercial district are met so as to prevent commercial parking within neighborhoods adjoining the Vine City and Ashby MARTA Station District; promote the educational, cultural, economic and general welfare of the City by preserving the district's architectural integrity, streetscape patterns and cultural heritage; preserve the district's historic pattern and distribution of building types that are characterized primarily by single-family residences, institutions and neighborhood commercial buildings, many constructed during the late 19th century and early 20th century; ensure harmony and compatibility of visual qualities and spatial relationships existing between buildings and buildings and the street, throughout the district; preserve the residential character of all streets and thoroughfares in the district; preserve the historic street and lot pattern and design that are significant elements of district; encourage development that is complementary to and compatible with the existing historic structures.</p>
<b>Landmark Districts</b>	
<p><b>Martin Luther King Jr. LD</b></p> <ul style="list-style-type: none"> <li>• Northeast Zone</li> </ul>	<p>Established to preserve the environmental character and physical appearance of the area, including residential, commercial and institutional structures built from the late 19th Century to present; to ensure that any new development within the Landmark District is compatible with current architectural and spatial attributes that prevail; to ensure that redevelopment and rehabilitation of the district will contribute to and enhance the particular significance of the area in which Martin Luther King, Jr. was born and to further ensure that those individual buildings of particular significance to the life and legacy of Martin Luther King, Jr. will be preserved and enhanced by all proposed development within the Landmark District.</p>
<p><b>Cabbagetown LD</b></p> <ul style="list-style-type: none"> <li>• Southeast Zone</li> </ul>	<p>Established to preserve the environmental and physical appearance of the area, including industrial, commercial and residential structures, created from the late 19th century to the mid 20th century, and to ensure that any new development and neighborhood revitalization is compatible with existing historic architectural and spatial characteristics that prevail.</p>
<p><b>Washington Park LD</b></p> <ul style="list-style-type: none"> <li>• Northwest Zone</li> </ul>	<p>Established to recognize the importance of Washington Park in the development of one of Atlanta's earliest black suburban communities, and to recognize and preserve the park as a recreation center important to the development of renowned Atlanta citizens and athletes such as Althea Gibson; and ensure that future development plans are sensitive to and seek to preserve the historic character of Washington Park, the landscape, the park buildings and the spatial relationships creating the aesthetic environment enjoyed by past and present residents.</p>

Source: City of Atlanta, Bureau of Planning

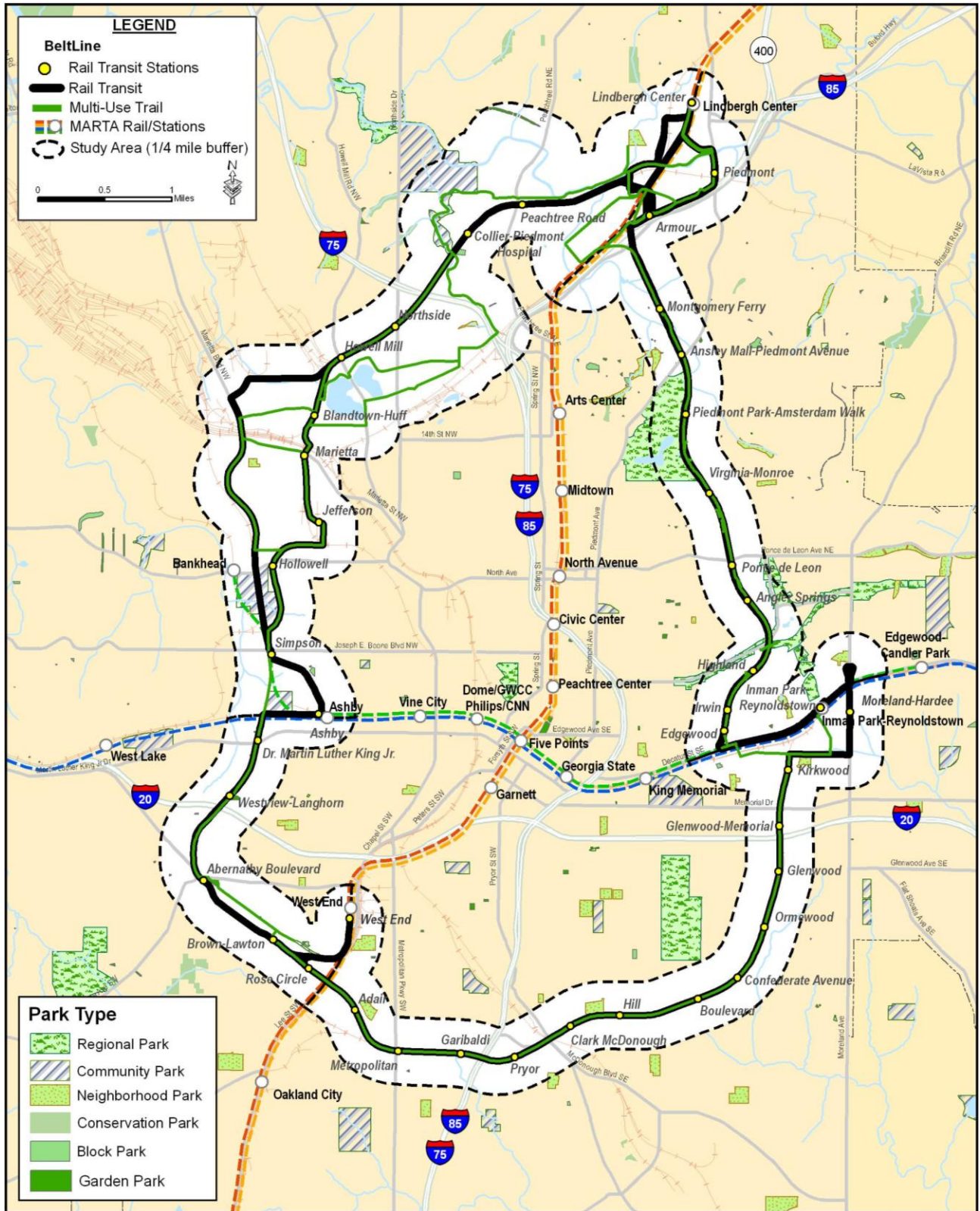
### 3.9 Parks

This section provides identification and description of public parks within the study area based on information from the City of Atlanta. This list of public parks also includes park addresses, classification and acreage. Fifty-one public parks, totaling approximately 413 acres, are within the approximately 22-mile study area. This same set of parks connects to and extends beyond the defined study area to cover a total of 620 acres.

The study area contains parks representing six distinct park classifications. These include Regional Parks (2), Community Parks (2), Neighborhood Parks (14), Block Parks (6), Garden Parks (25), Conservation Park (1) and Public Golf Course (1). See below for park classification definitions. Figure 3-25 presents a map depicting parks. Table 3-10 provides a list of parks along with associated data.

- **Regional Park** - These major sites draw a significant portion of users from outside the Atlanta City limits. Regional parks generally contain facilities and generate revenue.
- **Community Park** - Community parks support staffed organized programming. They typically include facilities such as recreation centers, swimming pools or programmed athletic complexes.
- **Neighborhood Park** - Neighborhood parks serve local informal or unorganized recreational needs. They are primarily walk-to parks serving a community within ½-mile.
- **Block Park** - Block parks are small sites containing limited amenities such as playgrounds.
- **Garden Park** - Also known as Beauty Spots, these are small landscaped sites maintained for visual interest.
- **Conservation Park** – managed for environmental protection these parks also allow public access.
- **Public Golf Course** – Public golf courses are amenities that are open to the public for a fee.

Figure 3-25: Parks



Source: City of Atlanta Department of Parks, Recreation & Cultural Affairs

**Table 3-10: Parks**

Park Name	Address	Classification	Acreage within Study Area
<b>Northeast Zone</b>			
Ansley Park	Maddox Drive/East Park Lane NE	Neighborhood	1.336
Avery-East Park Lane Triangle	Avery Drive/East Park Lane NE	Garden	0.047
Bass Recreation Center	326 Moreland Avenue NE	Neighborhood	4.795
Beverly-Avery Triangle	Beverly Road/Montgomery Ferry Drive NE	Garden	0.079
Beverly-Polo Triangle	Beverly Road/Polo Drive NE	Garden	0.023
Delta Park	Edgewood Avenue/Delta Place NE	Garden	0.223
Findley Plaza	Euclid Avenue/Moreland	Garden	0.113
Freedom Park	Moreland Avenue/North Avenue	Regional	53.812
Maddox-Avery Triangle	Maddox Drive/East Park Lane NE	Garden	0.048
McClatchey Park	Avery Drive/Westminister Drive NE	Neighborhood	4.856
Montgomery Ferry-Golf Circle Triangle	Montgomery Ferry Road/Golf Circle NE	Garden	0.025
Peachtree Hills	308 Peachtree Hills Avenue	Neighborhood	7.508
Piedmont Heights Park	400 Park Drive NE	Garden	0.034
Piedmont Park	400 Park Drive NE	Regional	114.391
Piedmont-Avery Triangle	Piedmont Road/Elliot Circle NE	Garden	0.040
Prado-Piedmont Beauty Spot	The Prado/Piedmont Road NE	Garden	0.117
Smith Park	1571 Piedmont Avenue NE/1547 Monroe Drive	Garden	0.406
Springdale Park	1247 Ponce de Leon Avenue NE (at Springdale Road)	Neighborhood	4.273
<b>Southeast Zone</b>			
Adair Park I	742 Catherine Street SW	Neighborhood	6.390
Adair Park II	866 Murphy Avenue SW	Neighborhood	10.600
Bonnie Brae Park	Tift Avenue/Bonnie Brae Avenue SW	Garden	0.220
Cabbagetown Park	701 Kirkwood Avenue SE	Neighborhood	3.460
Daniel Stanton Park	213 Haygood Avenue SE	Neighborhood	8.122
Dill Avenue Park	Manford Road/Mellview Avenue SE	Garden	0.085
Esther Peachey Lefever Park	Wylie Street/Powell Street SE	Block	0.698
Lang-Carson Park	100 Flat Shoals Avenue SE	Neighborhood	3.196
Manigault Street Playlot	1000 Manigault Street SE	Block	0.219
South Atlanta Park	Gammon Street SE/Bisbee Avenue	Neighborhood	1.158

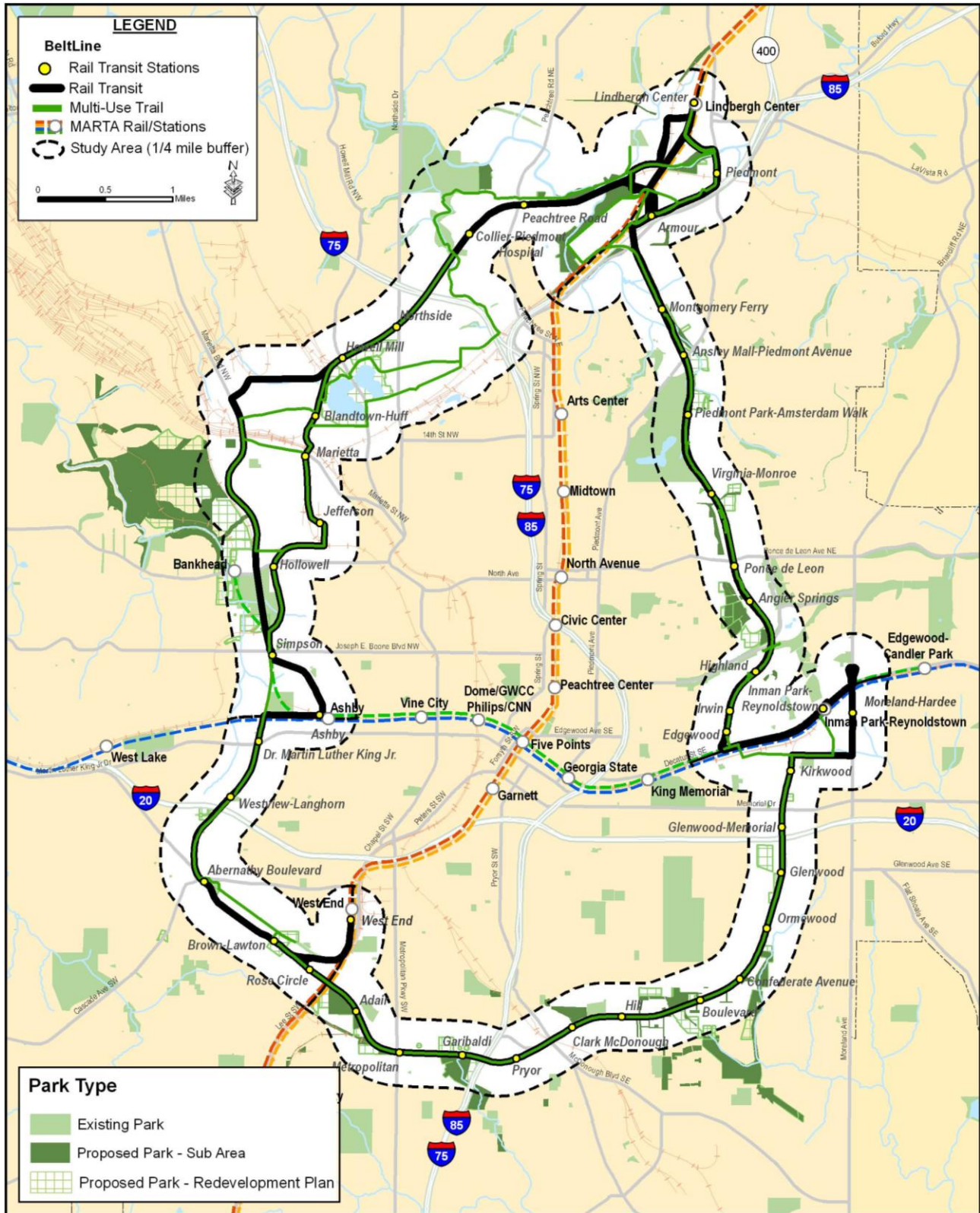
**Table 3-10 (continued): Parks**

Park Name	Address	Classification	Acreage within Study Area
<b>Southwest Zone</b>			
Ashview Triangle	Westview Drive/Agnes Jones Place SW	Garden	0.043
Atwood Street Park	Atwood Street/White Street SW	Garden	0.048
Enota Place Playlot	Enota Place/Sells Avenue SW	Block	0.161
Gordon-White Park	Gordon Street/White Street SW	Garden	1.851
Green Leaf Circle	Next to 202 Napolean Drive SW (off Westview Drive)	Garden	0.989
Queen and White Beauty Spot	Queen Street/White Street SW	Garden	0.043
Rose Circle Park	Rose Circle/White Street SW	Block	2.848
Rose Circle Triangle	Rose Circle/Lee Street SW	Garden	0.207
South Gordon Triangle	South Gordon Street/RD Abernathy Boulevard SW	Garden	0.012
Stafford Street Circle	14 Stafford Street NW (near Oleander Street NW)	Garden	0.038
Stafford Street Park	Stafford Street SW/Jasper Street SW	Garden	0.118
Willard and Gordon Park	Willard Avenue/South Gordon Street SW	Garden	0.071
<b>Northwest Zone</b>			
25th Street Beauty Spot	25th Street, Alden Avenue/Standish Avenue NW	Garden	0.106
Ardmore Park	Ardmore Road off Collier Road NW	Block	1.684
Ashby Circle Playlot	Ashby circle off Mayson Turner Road NW	Block	0.869
Bobby Jones Golf Course	384 Woodward Way	Public Golf Course	77.324
Knight Park	1194 Church Street NW	Neighborhood	2.683
Loring Heights Park	Loring Drive/Garden Lane NW	Neighborhood	1.936
Maddox Park	1115 DL Hollowell Parkway NW/Marietta Boulevard	Community	53.157
Peachtree Battle Parkway	Peachtree Battle Avenue NW/Peachtree-Dellwood Drive	Garden	3.686
Spring Valley Park	Spring Valley Road/Meredith Drive NW	Conservation Park	1.866
Tanyard Creek Park	Collier Road NW/Walthall Drive NW	Neighborhood	16.816
Washington Park	102 Ollie Street NW/Lena Street NW	Community	19.920

Source: City of Atlanta Department of Parks, Recreation & Cultural Affairs  
([http://www.atlantaga.gov/government/parks/burparks\\_parklocations.aspx](http://www.atlantaga.gov/government/parks/burparks_parklocations.aspx))

The *Atlanta BeltLine Redevelopment Plan* and ongoing subarea master planning identify proposed new parks. Figure 3-26 depicts proposed new parks and open spaces.

Figure 3-26: Proposed New Parks



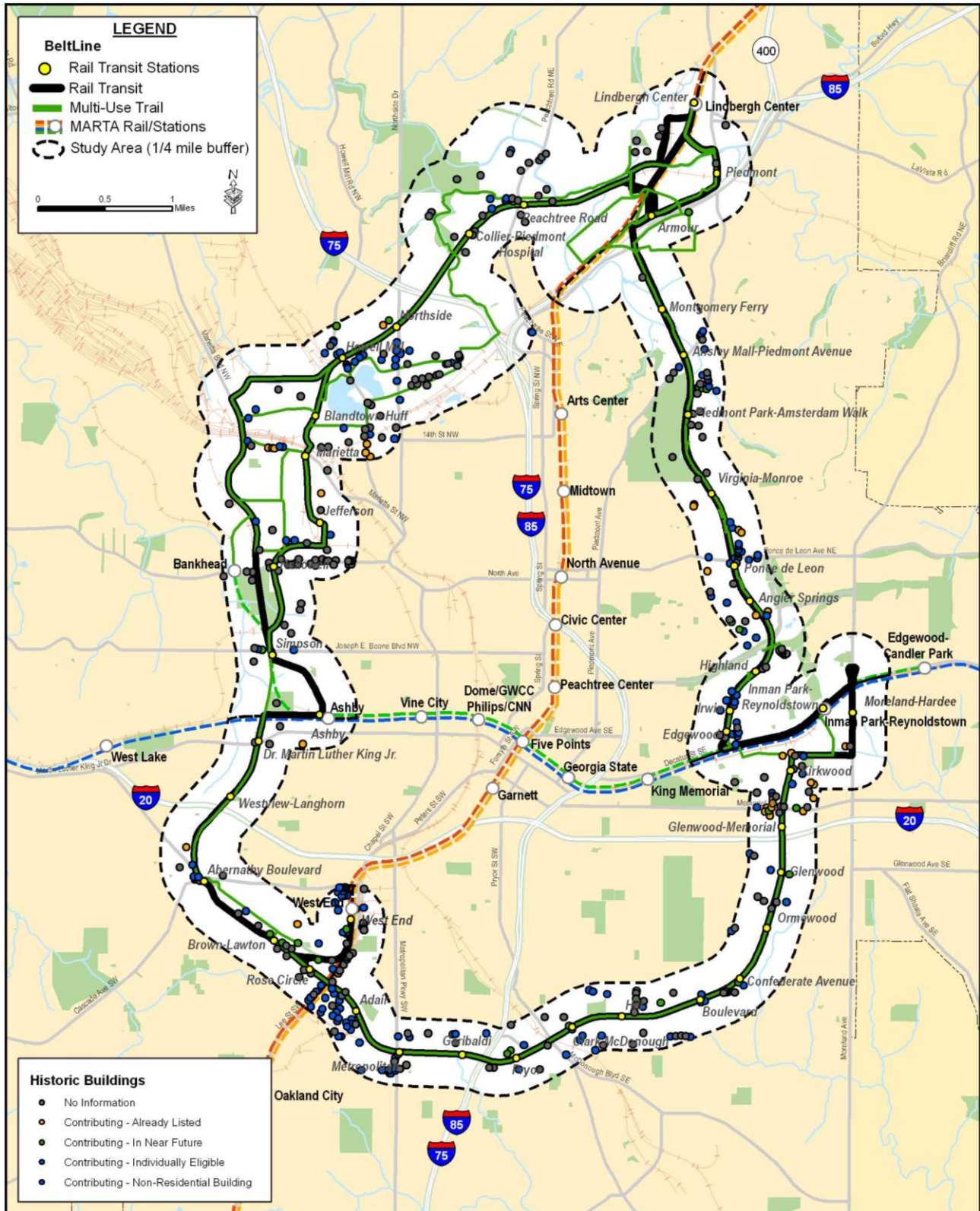
Source: City of Atlanta



### **3.10 Historic Resources**

This section describes the historic resources within the study area. Historic resources include historic districts (HD) and structures either listed in the National Register (NR) of Historic Places, determined eligible for the NR by the State Historic Preservation Office (SHPO) or potentially eligible via designation by the City of Atlanta. Below are summaries of these resources for each of the four BeltLine zones. Figure 3-27 depicts locations of NR-listed, eligible and potentially eligible historic buildings.

Figure 3-27: Listed and Eligible Historic Buildings



Source: National Register of Historic Places

### **3.10.1 Northeast Zone**

The northeast zone includes seven previously documented historic districts and 11 additional eligible historic districts. There are 65 previously documented NR-listed and NR-eligible individual historic buildings.

#### **3.10.1.1 Historic Districts:**

- Ansley Park HD – National Register (NR) Listed 1979
- Inman Park HD – NR Listed - Historic District City of Atlanta 2002
- Inman Park-Moreland HD – NR Listed 1986, 2003
- Martin Luther King, Jr. HD – NR Listed 1974, 1980, 1994, 2001
- Midtown HD – NR Listed 1999
- Piedmont Park – NR Listed 1976
- Virginia-Highland HD NR Listed – 2005
- Krog Street-Southern Railway HD (determined eligible by the SHPO 2009)
- Monroe Drive Houses (determined eligible by the SHPO 2009)
- Morningside HD (determined eligible by the SHPO 2009)
- Morningside Hills HD (determined eligible by the SHPO 2009)
- Morningside Shopping Center (determined eligible by the SHPO 2009)
- North Highland Industrial District (determined eligible by the SHPO 2009)
- Piedmont Heights HD (determined eligible by the SHPO 2009)
- Ponce de Leon-Ralph McGill HD (determined eligible by the SHPO 2009)
- Pylant-Drewry-Greenwood HD (determined eligible by the SHPO 2009)
- South of Ponce de Leon HD (determined eligible by the SHPO 2009)
- Willoughby Way HD (determined eligible by the SHPO 2009)

#### **3.10.1.2 Individual Historic Buildings:**

- 44 Contributing Buildings
- 7 Contributing In Near Future Buildings
- 7 Contributing – Already Listed
- 2 Contributing – Individually Eligible
- 5 Non-contributing Buildings (over 50 years old)

### **3.10.2 Southeast Zone**

The southeast zone includes five previously documented historic districts. There are 100 previously documented individual historic properties.

### **3.10.2.1 Historic Districts:**

- Adair Park HD – NR Listed 2000; Historic District City of Atlanta 1994
- Cabbagetown HD – NR Listed 1976; Landmark District City of Atlanta 1989
- Grant Park HD – NR Listed 1979; Historic District City of Atlanta 2000, 2003
- Oakland Cemetery – NR Listed 1976; Landmark District City of Atlanta 1989
- Reynoldstown HD – NR Listed 2003

### **3.10.2.2 Individual Historic Buildings:**

- 60 Contributing Buildings
- 9 Contributing In Near Future Buildings
- 14 Contributing – Already Listed
- 8 Contributing – Individually Eligible
- 9 Non-contributing Buildings (over 50 years old)

### **3.10.3 Southwest Zone**

The southwest zone includes two previously documented historic districts. There are 44 previously documented individual historic buildings.

#### **3.10.3.1 Historic Districts:**

- Oakland City HD – NR Listed 2003; Historic District City of Atlanta 2004
- West End HD – NR Listed 1999; Historic District City of Atlanta 1991, 2002

#### **3.10.3.2 Individual Historic Buildings:**

- 32 Contributing Buildings
- 5 Contributing In Near Future Buildings
- 3 Contributing – Already Listed
- 4 Non-contributing Buildings (over 50 years old)

### **3.10.4 Northwest Zone**

The northwest zone includes three previously documented historic districts and one additional eligible historic district. There are 94 previously documented individual historic buildings.

#### **3.10.4.1 Historic Districts:**

- Brookwood Hills HD – NR Listed 1979; Conservation District City of Atlanta 1994
- Howell Station HD – NR Listed 1997

- Washington Park HD – NR Listed 2000; Landmark District City of Atlanta 1989
- Peachtree Hills HD (determined eligible by the SHPO 2009)

**3.10.4.2 Individual Historic Buildings:**

- 57 Contributing Buildings
- 5 Contributing In Near Future Buildings
- 8 Contributing – Already Listed
- 2 Contributing – Individually Eligible
- 22 Non-contributing Buildings (over 50 years old)

In summary, Table 3-11 lists the number of previously identified historic resources by zone. Note that numerous un-surveyed resources are not included in these summary tables, but will be documented as part of the Tier 1 NEPA study.

**Table 3-11: Historic Resources (NR-Listed and Eligible) by Zone**

Zone	Historic Districts*	Total Previously Identified Historic Buildings
Northeast	18	65
Southeast	5	100
Southwest	2	44
Northwest	4	94
<b>Total BeltLine</b>	<b>29</b>	<b>303</b>

*\*NR-Listed, NR-Eligible and Potentially Eligible Resources*

## **4.0 NATURAL ENVIRONMENTAL CONDITIONS**

This chapter describes the study area's natural environmental conditions and features. Topics include:

- Water Resources
- Protected and Endangered Species
- Hazardous Materials
- Noise
- Air Quality

### **4.1 Water Resources**

This section describes the wetlands, floodplains and other water bodies in the study area and includes detailed descriptions of water resources within each of the four zones. The primary land use type, land cover and vegetative community composition of the study area is residential and commercial development with maintained landscaping. The existing rail corridor or other development previously disturbed most of the study area. Some natural vegetation may exist along the stream corridors. Figure 4-1 depicts wetland areas and floodplains in the study area.

#### **4.1.1 Wetland Areas**

The National Wetlands Inventory (NWI) does not indicate any recorded wetlands along the study area. Field studies identified two wetlands within the study area. The wetlands do not provide any potential habitat for protected species. Additional field investigations could reveal other wetlands associated with streams and springs.

#### **4.1.2 Floodplains**

The study area appears to cross the 100-year floodplains of Peachtree Creek, Clear Creek, Proctor Creek, Tanyard Creek and several unnamed streams that may or may not be tributaries of the aforementioned streams. The source of the floodplain information is the Flood Insurance Rate Maps, via Federal Emergency Management Agency and Georgia Department of Natural Resources (Environmental Protection Division).

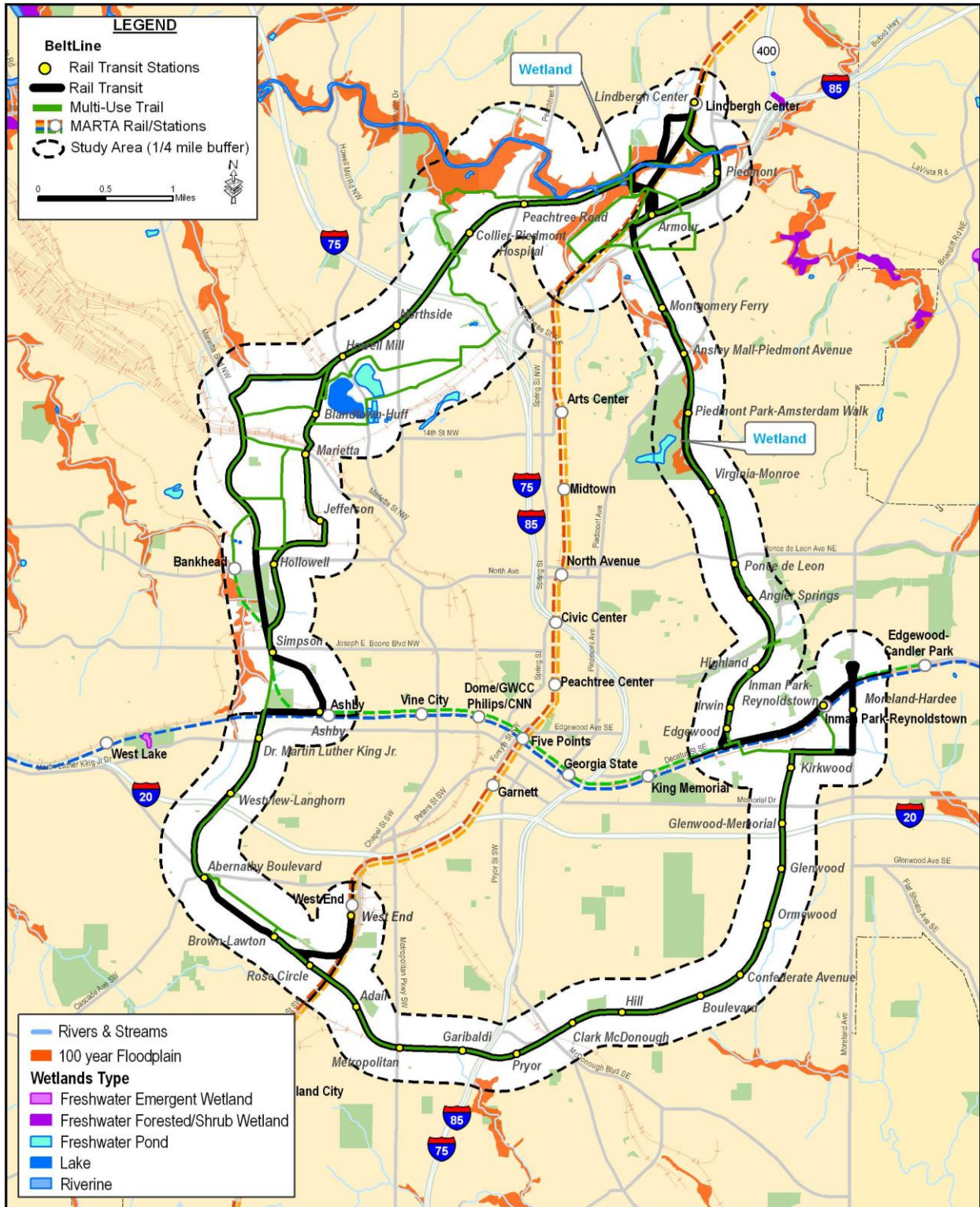
#### **4.1.3 Water Bodies**

In all, the study area includes 21 streams and eight open waters (ponds, lakes and impoundments). Peachtree Creek, Clear Creek, Proctor Creek and Tanyard Creek are the named streams in the study area. There are 17 other unnamed streams. The flow regimes of these streams have yet to be determined, but it is likely that the majority of them are intermittent or perennial. With the exception of Tanyard Creek, all of the named streams are on the Georgia 303(d) list. The Georgia 303(d) list includes those water bodies deemed to be impaired by pollutants.

They do not support their designated use of fishing. In most cases, the criterion violated is fecal coliform bacteria levels. The potential causes for the violations are urban runoff/urban effects and combined sewer overflow. Most of the unnamed streams are

tributaries of a stream that is included on the Georgia 303(d) list. Some natural vegetation may exist along the stream corridors. The water bodies do not provide any potential habitat for protected species.

Figure 4-1: Wetland Areas and 100-Year Floodplains



Source: US Fish and Wildlife Service, Federal Emergency Management Agency and Georgia Department of Natural Resources



#### **4.1.4 Northeast Zone**

This section describes the wetlands, floodplains and water bodies in the northeast zone.

##### **4.1.4.1 Wetland Areas**

The NWI does not indicate any recorded wetlands along the proposed alignment for this zone. However, field investigations revealed one wetland area, a saturated, palustrine scrub -shrub wetland along the edge of Piedmont Park near the Park Drive NE bridge. The wetland does not provide any potential habitat for protected species.

##### **4.1.4.2 Floodplains**

The northeast zone crosses the 100-year floodplains of Peachtree Creek and Clear Creek in the northern portion of the proposed alignment. One hundred-year floodplains also occur near the proposed Piedmont Park-Amsterdam Walk, Ansley Mall-Piedmont Avenue and Montgomery Ferry station areas.

##### **4.1.4.3 Water Bodies**

The proposed alignment would cross Peachtree Creek and Clear Creek. Both are perennial streams. A perennial stream is a channel that has continuous flow in parts of its bed year round during years of normal rainfall. Clear Creek is a tributary of Peachtree Creek. The two streams converge along the western boundary of the alignment corridor north of Armour Drive NE. The proposed alignment appears to encroach upon the channels and vegetative buffers of Clear Creek and Peachtree Creek. Peachtree Creek is a tributary of the Chattahoochee River.

The zone also contains three unnamed tributaries of Clear Creek. The proposed alignment crosses two of these streams near the Ansley Golf Club.

The third Clear Creek tributary (Orme Creek) in the northeast zone is near the north end of Piedmont Park.

The streams do not provide any potential habitat for protected species.

The northeast zone also encompasses five bodies of open water:

- one unnamed pond at the Ansley Golf Club;
- Lake Clara Meer which is within Piedmont Park;
- two unnamed ponds at the Carter Presidential Center; and
- one pond near Waverly Way in the Inman Park neighborhood.

#### **4.1.5 Southeast Zone**

This section describes the wetlands, floodplains and water bodies in the southeast zone.

#### **4.1.5.1 Wetland Areas**

The National Wetlands Inventory (NWI) does not indicate any recorded wetlands along the proposed alignment within this zone. However, field investigations may reveal wetlands associated with streams and springs.

#### **4.1.5.2 Floodplains**

The southeast zone does not appear to cross the 100-year floodplain of any named stream. However, 100-year floodplains of unnamed streams may occur near the proposed Moreland-Hardee, Kirkwood, Ormewood, Garibaldi and Confederate Avenue station areas.

#### **4.1.5.3 Water Bodies**

The southeast zone contains two unnamed tributaries of Sugar Creek. The flow regimes of these streams are undetermined at this time, but it is unlikely that they are perennial streams. One stream flows southeast and the other stream flows east. The two streams converge south of Hosea L. Williams Drive SE and east of Moreland Avenue SE. The proposed alignment does not appear to cross these streams, but they are possibly within the right-of-way. This zone also contains two unnamed tributaries of Entrenchment Creek. The flow regimes of these streams are undetermined at this time, but it is likely that they are intermittent or perennial. One stream flows south and the other stream flows southeast. The two streams converge east of Boulevard SE and north of Custer Avenue SE. The proposed alignment does not appear to cross these streams, but it may longitudinally encroach upon the vegetative buffers of both resources.

This zone appears to contain an unnamed tributary of the South River near where the proposed alignment crosses I-75/I-85. The flow regime of this stream is undetermined at this time, but it is unlikely that it is a perennial stream. The stream flows southeast. It is unclear whether the alignment will cross or just approach the stream. The proposed alignment may longitudinally encroach upon the vegetative buffer of the stream.

#### **4.1.6 Southwest Zone**

This section describes the wetlands, floodplains and water bodies in the southwest zone.

##### **4.1.6.1 Wetland Areas**

The NWI does not indicate any recorded wetlands along the proposed alignment for this zone. However, additional field investigations may reveal wetlands associated with streams and springs.

##### **4.1.6.2 Floodplains**

The southwest zone does not appear to contain the 100-year floodplain of any named stream. However, additional field investigations may reveal more floodplains.

#### **4.1.6.3 Water Bodies**

Within the southwest zone, the proposed alignment includes Proctor Creek. The flow regime of this stream is likely perennial. Proctor Creek flows north and then northwest. Proctor Creek is along the northern and western boundary of the zone. The proposed alignment does not appear to cross Proctor Creek, but the stream is possibly within the right-of-way.

#### **4.1.7 Northwest Zone**

This section describes the wetlands, floodplains and water bodies in the northwest zone.

##### **4.1.7.1 Wetland Areas**

The NWI does not indicate any recorded wetlands along the proposed alignment within this zone. However, field investigations revealed one wetland.

The wetland is an intermittently flooded, palustrine-forested wetland north of Armour Drive and approximately 0.67 miles west of Piedmont Road NE. This wetland is near Peachtree Creek. The wetland does not provide any potential habitat for protected species.

##### **4.1.7.2 Floodplains**

The northwest zone appears to encroach upon the 100-year floodplains of Proctor Creek, Peachtree Creek and Tanyard Creek. The zone also appears to encroach upon the 100-year floodplains of several unnamed tributaries to Proctor Creek, Peachtree Creek and Tanyard Creek. Near Proctor Creek, one hundred-year floodplains of unnamed streams may occur within the zone near Washington Park and Maddox Park. These encroachments are not in the direct vicinity of proposed BeltLine stations.

##### **4.1.7.3 Water Bodies**

Within the northwest zone, the proposed alignment would approach Proctor Creek. The flow regime of this stream is likely perennial. Proctor Creek flows north and then northwest. Proctor Creek is along the western boundary of the zone. The proposed alignment does not appear to cross Proctor Creek, but the stream is possibly within the right-of-way. This zone contains two unnamed tributaries of Proctor Creek. The flow regimes of these streams are undetermined at this time, but it is unlikely that they are perennial streams. Both streams flow west. One stream crosses the alignment near Washington Park and flows into Proctor Creek east of Burbank Drive NW. The other stream crosses the alignment near Maddox Park and flows into Proctor Creek north of North Avenue NW.

The northwest zone also includes Peachtree Creek and three of its tributaries. Peachtree Creek is a somewhat impaired perennial stream that flows from east to west across the proposed alignment corridor. The creek enters the zone near Peachtree Park Drive NE along the northern portion of the northwest zone. The creek exits the zone near Woodward Way NW along the northern portion of the northwest zone. The multi-use trails may parallel Peachtree Creek near Peachtree Road NE. This may result in an encroachment upon the vegetative buffer of Peachtree Creek.

One unnamed Peachtree Creek tributary crosses the zone near Peachtree Hills Park. Two of the Peachtree Creek tributaries are located along the southern portion of the northwest zone. One of the streams flows north through the zone and is west of Marietta Boulevard near the proposed alignment. The other stream flows northwest and crosses Ellsworth Drive NW to the east of Marietta Boulevard. The two streams converge north of the zone and east of Marietta Boulevard. A third Peachtree Creek tributary runs along the northern portion of the northwest zone. The stream enters the zone along Rivers Road NW and flows south to join Peachtree Creek near Nacoochee Drive NW. This ephemeral stream is an unnamed, low quality stream with a substrate of silt, sand, clay, cobble and vegetative debris. The flow regimes of these three streams have yet to be determined, but it is unlikely that they are ephemeral streams. An ephemeral stream is near Mayson Street NE.

The northwest zone also includes Tanyard Creek and two of its tributaries. Tanyard Creek flows from south to north across the center portion of the zone. Tanyard Creek converges with Peachtree Creek along the northern portion of the zone. The flow regime of Tanyard Creek has yet to be determined, but it is likely a perennial stream.

The two Tanyard Creek tributaries run along the northwestern portion of the northwest zone. One of these streams flows northeast through the zone and is near Spring Valley Road NW. The other stream flows east through the zone and is near Overbrook Drive NW. The flow regimes of these streams have yet to be determined, but it is unlikely that they are ephemeral.

Two municipal reservoirs are also within the northwest zone. These reservoirs are part of the Hemphill Water Treatment Plant. They are along Howell Mill Road NW.

## 4.2 Protected and Endangered Species

Table 4-1 identifies protected plant and animal species listed by the Georgia Department of Natural Resources (GADNR) and the US Fish and Wildlife Service (USFWS) for Fulton County:

**Table 4-1: Listed Plant and Animal Species in Fulton County**

Species Name	Type of Species	Listing
Bachman's Sparrow – <i>Aimophila aestivalis</i>	Bird	State Protected
Bald Eagle – <i>Haliaeetus leucocephalus</i>	Bird	Federally & State Protected
Barren Strawberry – <i>Waldsteinia lobata</i>	Plant	State Protected-threatened
Bay Star-vine – <i>Schisandra glabra</i>	Plant	State Protected-threatened
Bluestripe Shiner – <i>Cyprinella callitaenia</i>	Fish	State Protected-threatened
Chattahoochee Crayfish – <i>Cambarus howardi</i>	Aquatic Arthropod	State Protected
Cherokee Darter – <i>Etheostoma scotti</i>	Fish	Federally & State Protected-threatened
Delicate Spike – <i>Elliptio arctata</i>	Mussel	State Protected
Georgia Aster – <i>Symphotrichum georgianum</i>	Plant	Federally Protected-candidate
Gulf Moccasinshell – <i>Medionidus penicillatus</i>	Mussel	Federally & State Protected-endangered
Highscale Shiner – <i>Notropis hypsilepis</i>	Fish	State Protected-threatened

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Species Name	Type of Species	Listing
Mountain Witch-alder – <i>Fothergilla major</i>	Plant	State Protected
Peregrine Falcon – <i>Falco peregrinus</i>	Bird	State Protected
Pink Ladyslipper – <i>Cypripedium acaule</i>	Plant	State Protected
Shinyrayed Pocketbook – <i>Hamiota subangulata</i>	Mussel	Federally & State Protected-endangered
Sweet Pinesap – <i>Monotropsis odorata</i>	Plant	State Protected

Source: GADNR, www.gadnr.org site accessed June 2008; USFWS, www.fws.gov site accessed June 2008

Due to urbanization and environmental degradation, it is unlikely that protected or endangered species are evident along the proposed alignment. Consultation with GADNR and USFWS will determine if there are any known occurrences of protected species along the proposed alignment or suitable habitat to support any of these species.

### 4.3 Contaminated and Hazardous Materials

Performing a preliminary search of sites containing contaminated or hazardous materials using the United States Environmental Protection Agency’s Multisystem Envirofacts Query Form (<http://www.epa.gov/enviro/html/multisystem.html>) identified potential contaminated and hazardous material sites in the study area. The query identified sites within a ¼-mile radius of the proposed BeltLine alignment. The Envirofacts Query Form allows searches of multiple environmental databases of permitted-facility information including toxic chemical releases, water discharge permit compliance, hazardous waste handling processes, Superfund status and air emission estimates. Tabulated in Table 4-2 are the findings of the Envirofacts preliminary search. Shown in Figure 4-2 are the locations of contaminated and hazardous materials sites.

As detailed in Table 4-3, the preliminary search found 234 sites within the study area.

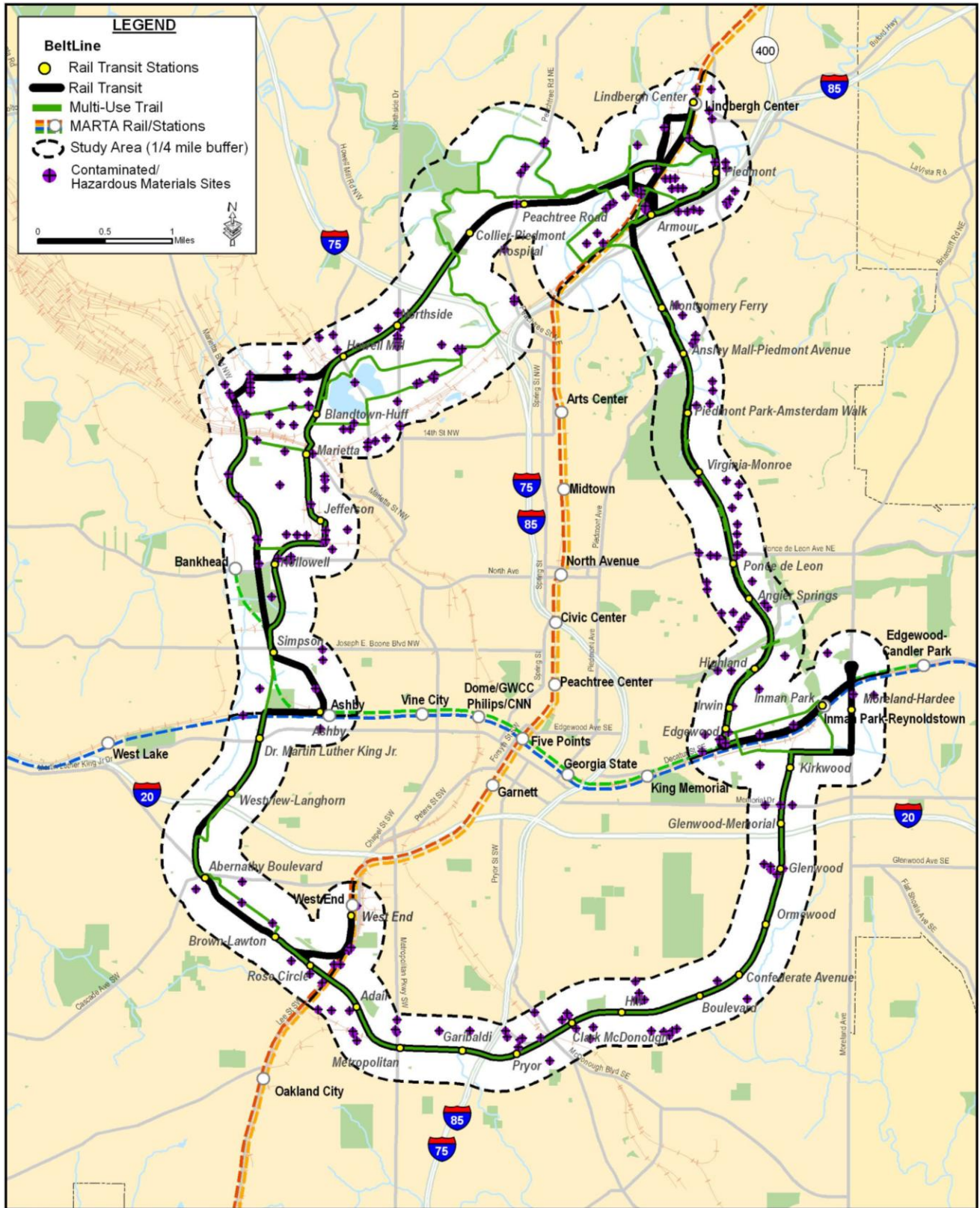
- The Permit Compliance System (PCS) permitted three sites to discharge water.
- The Toxics Release Inventory System (TRIS) reported toxic releases by an additional 33 sites.
- Resource Conservation and Recovery Act Information (RCRAInfo) system listed 183 sites as hazardous waste handlers.
- The Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) archived five Superfund sites.
- The Aerometrix Information Retrieval System (AIRS) Facility Subsystem reported air releases by 71 sites.

**Table 4-2: Contaminated and Hazardous Materials Sites Summary of Findings by Zone**

Zone	Total Sites in Zone	Permitted to discharge to water by PCS	Toxic releases reported by TRIS	Listed as hazardous waste handlers via RCRA Info	Listed as an archived Superfund site on CERCLIS	Air releases reported by AIRS Facility Subsystem
Northeast	67	0	3	48	1	22
Northwest	105	2	23	87	1	32
Southeast	52	1	7	38	3	17
Southwest	10	0	0	10	0	0
<b>Total BeltLine</b>	<b>234</b>	<b>3</b>	<b>33</b>	<b>183</b>	<b>5</b>	<b>71</b>

Source: PCS: Permit Compliance System; TRIS: Toxics Release Inventory System; RCRAInfo: Resource Conservation and Recovery Act Information; CERCLIS: Comprehensive Environmental Response, Compensation and Liability Information System; AIRS: Aerometric Information Retrieval System

Figure 4-2: Contaminated and Hazardous Materials Sites



Source: US Environmental Protection Agency

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**Table 4-3: Contaminated and Hazardous Materials Sites**

Site	Address	ZIP	Permitted Discharges to Water	Toxic Releases Reported	Hazardous Waste Handler	Active or Archived Superfund Report	Air Releases Reported
<b>Northeast Zone</b>							
A Cleaner Image	699 Ponce De Leon Ave Suite 17	30308	NO	NO	YES	NO	NO
A T & T	820 Ralph McGill Blvd	30306	NO	NO	YES	NO	NO
Ace Auto Electric	701 Edgewood Ave	30307	NO	NO	YES	NO	NO
Allied Readymix Inc - Plant #63	469 Peachtree Hills Ave	30305	NO	NO	NO	NO	YES
Ammons Iron & Metal	582 Decatur St	30312	NO	NO	NO	NO	YES
Anacomp Inc	2115 Monroe Dr NE	30324	NO	NO	YES	NO	NO
Animal Doctors	736A Ponce De Leon Ave	30306	NO	NO	YES	NO	NO
Ansley Mall Cleaners	1544 Piedmont Rd	30324	NO	NO	YES	NO	NO
Aramark Uniform Services	670 DeKalb Ave	30307	NO	NO	YES	NO	NO
Atlanta General Tire	780 Ponce De Leon Pl	30306	NO	NO	NO	NO	YES
Atlanta Metal Inc	75 Airline St SE	30312	NO	NO	YES	YES	YES
Atlanta Stove Works	112 Krog St NE	30307	NO	NO	NO	NO	YES
Atlanta Unibody Collision Center	545 N Angler Ave NE	30308	NO	NO	YES	NO	NO
Bass Lofts	1080 Euclid Ave	30308	NO	NO	YES	NO	NO
Bathroom Designs	964 DeKalb Ave	30307	NO	YES	NO	NO	YES
Blue Circle Williams Brothers	747 Ralph McGill Blvd	30312	NO	NO	NO	NO	YES
Blue Circle Williams Brothers	885 Glenwood Ave	30316	NO	NO	NO	NO	YES
Booms & Scissors	725 Ralph McGill Blvd	30312	NO	NO	YES	NO	NO
BP Oil Co	2200 Monroe Dr NE	30324	NO	NO	YES	NO	NO
Buckhead Collision Center Inc	2192 Blakely Dr NE	30324	NO	NO	YES	NO	NO
Centennial Farms Dairy	2121 Faulkner Rd	30324	NO	YES	NO	NO	YES
Collegiate Press Inc	668 Rankin St	30308	NO	NO	YES	NO	NO
Commercial Metals Co	717 Highland Ave NE	30312	NO	NO	YES	NO	NO
Conseaco Inc	269 Armour Dr. NE	30324	NO	NO	NO	NO	YES
Diversified Metal Fabricators	665 Pylant St NE	30306	NO	NO	YES	NO	NO
Exxon Co USA 45283	1570 Monroe Dr	30324	NO	NO	YES	NO	NO
Exxon Co USA 46687	2195 Monroe Dr	30324	NO	NO	YES	NO	NO
Exxon Ras 46888	635 Lindbergh Dr	30324	NO	NO	YES	NO	NO



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**Table 4-3 (continued): Contaminated and Hazardous Materials Sites**

Site	Address	ZIP	Permitted Discharges to Water	Toxic Releases Reported	Hazardous Waste Handler	Active or Archived Superfund Report	Air Releases Reported
<b>Northeast Zone (Continued)</b>							
GA Power Co Atlanta Division Maintenance	1301 Monroe Dr	30306	NO	NO	YES	NO	NO
GA Power Co Central District Hqtrs	890 Ponce De Leon Pl	30306	NO	NO	YES	NO	NO
GA Power Co Metro Tmc	930 Ponce De Leon Pl NE	30306	NO	NO	YES	NO	NO
GA Power Co Substation Maint Hqtrs	689 Virginia Ave	30306	NO	NO	YES	NO	NO
GA Power/Central Dist Op Hqtrs	760 Ralph McGill Blvd NE	30312	NO	NO	YES	NO	NO
Georgia Cabinet & Sup	591 Edgewood Ave	30312	NO	NO	NO	NO	YES
Graco Inc	460 Plasmour Dr	30324	NO	NO	YES	NO	NO
Harland, John H Company	685 Lambert Dr	30324	NO	NO	YES	NO	NO
Harpers Body Shop	306 N Highland Ave NE	30307	NO	NO	YES	NO	NO
Home Depot HD0159	650 Ponce De Leon Ave	30308	NO	NO	YES	NO	NO
Home Depot HD0176	515 Garson Dr	30324	NO	NO	YES	NO	NO
Lithoplastes Inc	742 Ponce De Leon Pl	30306	NO	NO	YES	NO	NO
MARTA Armour Demo Project	468 Armour Circle NE	30324	NO	NO	YES	NO	NO
MARTA Headquarters	2424 Piedmont Rd NE	30324	NO	NO	YES	NO	NO
Mead Products	810 Lake Ave	30307	NO	NO	YES	NO	YES
Metalico Evans Inc	740 Lambert Dr NE	30324	NO	YES	YES	NO	YES
Metropolitan Cleaners	1579 Monroe Dr NE	30324	NO	NO	YES	NO	NO
National Cement Co	1290 Evelyn St	30306	NO	NO	NO	NO	YES
National Engines & Parts Co	820 DeKalb Ave NE	30307	NO	NO	YES	NO	NO
National Healthcare Linen	821 Ralph McGill	30306	NO	NO	YES	NO	NO
Norman & Norman One Hour Mart	1684 Monroe Dr NE	30324	NO	NO	YES	NO	NO
Our Way Inc	290 Elizabeth St NE	30307	NO	NO	NO	NO	YES
P & M Master Corp DbA Fashion Aid	1433 Piedmont Ave	30309	NO	NO	YES	NO	NO
Piedmont At Lindbergh Exxon	635 Lindbergh Dr	30324	NO	NO	NO	NO	YES
Professional Cleaners	985 Monroe Dr	30308	NO	NO	YES	NO	NO
Qualitees Inc	590 Dutch Valley Dr	30324	NO	NO	YES	NO	NO
Ray-O-Lite Southeast, Inc.	696 Greenwood Ave	30306	NO	NO	NO	NO	YES
Rollins Inc	2170 Piedmont Rd NE	30324	NO	NO	YES	NO	NO

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**Table 4-3 (continued): Contaminated and Hazardous Materials Sites**

Site	Address	ZIP	Permitted Discharges to Water	Toxic Releases Reported	Hazardous Waste Handler	Active or Archived Superfund Report	Air Releases Reported
<b>Northeast Zone (continued)</b>							
Sears Roebuck & Co In	675 Ponce De Leon	30308	NO	NO	NO	NO	YES
Southeastern Reprographics	488 Armour Circle	30324	NO	NO	YES	NO	NO
Target Corporation Store #2171	2539 Piedmont Rd NE	30324	NO	NO	YES	NO	NO
Texaco Xpress Lube	566 Ponce De Leon Ave	30308	NO	NO	NO	NO	YES
Torrente's Furniture	508 Armour Circle	30324	NO	NO	NO	NO	YES
T-Shirt Express	600 Worchester St	30324	NO	NO	YES	NO	NO
Us Postal Service	97 Lakeshore Dr NE	30324	NO	NO	YES	NO	NO
Webster South	231 Sampson St NE	30312	NO	NO	YES	NO	NO
Western Electric Co I	820 Ralph McGill Blvd	30306	NO	NO	NO	NO	YES
Westminster Apartments	1422 Piedmont Rd NE	30318	NO	NO	YES	NO	NO
Wood's Service Station	1539 Piedmont Ave NE	30324	NO	NO	NO	NO	YES
<b>TOTAL HAZARDOUS/CONTAMINATED SITES IN NORTHEAST ZONE</b>			<b>0</b>	<b>3</b>	<b>48</b>	<b>1</b>	<b>22</b>
<b>Northwest Zone</b>							
AAA Recycling & Salvage	630 Etheridge St	30318	NO	NO	YES	NO	NO
Adams Outdoor Advertising	732 Joseph E Lowery Blvd NW	30318	NO	NO	NO	NO	YES
Adcor Electronics Inc	349 Peachtree Hills Ave NE	30305	NO	NO	YES	NO	YES
Allied Readymix, Inc.	1360 Marietta Blvd	30318	NO	YES	NO	NO	YES
Anchor Warehouse Co Inc	1170 Howell Mill Rd	30318	NO	NO	YES	NO	NO
Anderson-Mcgriff Co	1335 Marietta Blvd	30318	NO	YES	NO	NO	YES
Armstrong Glass Co Inc	1335 Marietta Blvd	30318	NO	NO	NO	NO	NO
Ashby Cleaners	289 Joseph E Lowery Blvd NW	30314	NO	NO	YES	NO	NO
Ashby St Amoco Food Shop	949 Mayson Turner Rd	30314	NO	NO	YES	NO	NO
Atlanta Community Food Bank	732 Joseph E Lowery Blvd	30318	NO	NO	YES	NO	NO
Atlanta Forge & Foundry Company	430 Bishop St	30318	NO	NO	YES	NO	NO
Atlanta Hemphill Pump	1210 Hemphill Ave NW	30318	NO	YES	NO	NO	YES
Atlanta Powertrain & Hydraulics Inc	1201 West Lane	30318	NO	NO	YES	NO	NO
Atlantel	199B Armour Dr NE	30324	NO	NO	YES	NO	NO
Atlantic Envelope Co	1700 Northside Dr NW	30318	NO	NO	YES	NO	NO

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**Table 4-3 (continued): Contaminated and Hazardous Materials Sites**

Site	Address	ZIP	Permitted Discharges to Water	Toxic Releases Reported	Hazardous Waste Handler	Active or Archived Superfund Report	Air Releases Reported
<b>Northwest Zone (continued)</b>							
Bankhead Enterprises	1345 Donald Lee Hollowell Pkwy	30318	NO	NO	NO	NO	<b>YES</b>
Bavarian Body Works	970 Huff Rd	30318	NO	NO	<b>YES</b>	NO	NO
Blackshear Drum Service	1035B Bankhead Ave	30318	NO	NO	<b>YES</b>	NO	NO
BP Oil Co	1695 Northside Drive	30318	NO	NO	<b>YES</b>	NO	NO
BP Oil Co	1521 Peachtree Street Northeast	30309	NO	NO	<b>YES</b>	NO	NO
Brake-O #101	1172 Northside Dr NW	30318	NO	NO	<b>YES</b>	NO	NO
Brink's Incorporated	1212 Huff Rd	30318	NO	NO	<b>YES</b>	NO	NO
Browning Ferris Ind	920 Marietta Blvd	30318	NO	NO	<b>YES</b>	NO	NO
Cargill Inc Chemical Products	762 Marietta Boulevard	30318	NO	<b>YES</b>	<b>YES</b>	NO	<b>YES</b>
Central Metals Co	950 Marietta St NW	30318	NO	NO	<b>YES</b>	NO	<b>YES</b>
Chevron 40005	2333 Peachtree Rd	30305	NO	NO	<b>YES</b>	NO	NO
City of Atlanta	1540 Northside Dr NW	30318	NO	NO	<b>YES</b>	NO	NO
Coating And Plastics Inc	21194-A Marietta Blvd	30318	NO	NO	<b>YES</b>	NO	NO
Color Express Inc	2135 Defoor Hills Rd Ste M	30318	NO	NO	<b>YES</b>	NO	NO
Compass Collective	165 Ottley Dr	30324	NO	NO	<b>YES</b>	NO	NO
Crown Cork & Seal Company Inc	125 Ottley Dr.	30324	NO	<b>YES</b>	<b>YES</b>	NO	<b>YES</b>
Czarnowski Exhibit Svc	1359 Ellsworth Industrial Blvd	30318	NO	NO	<b>YES</b>	NO	NO
Davidson Kennedy Co	1090 Jefferson St.	30318	NO	NO	<b>YES</b>	NO	<b>YES</b>
Esselte Pendaflex - Dymo Division	1590 Northside Dr NW	30318	NO	NO	<b>YES</b>	NO	NO
Estes-Simmons Silverplating Ltd	1168 Howell Mill Rd	30318	NO	NO	<b>YES</b>	NO	NO
Fairmont Avenue LLC	1455 Fairmont Avenue	30318	NO	NO	<b>YES</b>	NO	NO
Fleet Transport Co Inc	340 Armour Dr	30324	NO	NO	<b>YES</b>	NO	NO
Flint Ink Corporation	1339 Ellsworth Industrial Blvd	30318	<b>YES</b>	<b>YES</b>	<b>YES</b>	NO	<b>YES</b>
Former Arbys	1719 Peachtree St	30309	NO	NO	<b>YES</b>	NO	NO
Fulton Cnty Central Maintenance	895 Marietta Blvd	30318	NO	NO	<b>YES</b>	NO	<b>YES</b>
Gay Construction Co.	650 14th Street	30318	NO	NO	<b>YES</b>	NO	NO
General Portland Inc	348 Armour Dr	30324	NO	NO	NO	NO	<b>YES</b>
Georgia Tent-Awning	1356 English St	30318	NO	NO	<b>YES</b>	NO	NO

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**Table 4-3 (continued): Contaminated and Hazardous Materials Sites**

Site	Address	ZIP	Permitted Discharges to Water	Toxic Releases Reported	Hazardous Waste Handler	Active or Archived Superfund Report	Air Releases Reported
<b>Northwest Zone (continued)</b>							
Greyhound Lines Inc	830 Jefferson St NW	30318	NO	NO	YES	NO	NO
Home Depot HD WC0201	171 Armour Dr	30324	NO	NO	YES	NO	NO
Home Depot Usa #Hdyw6758	1365 English St	30318	NO	NO	YES	NO	NO
I Schneid Inc	1429 Fairmount Avenue NW	30318	NO	NO	YES	YES	NO
Jefferson Recycling LLC	980 Jefferson St	30318	NO	NO	YES	NO	NO
Joe May Valet Cleaners 2	3271 Roswell Road Northeast	30305	NO	YES	YES	NO	YES
Kor-Chem Inc	1355 Ellsworth Industrial	30318	NO	NO	YES	NO	NO
Lafarge Armour Drive Concrete Plant	342 Armour Dr	30318	NO	YES	NO	NO	NO
Lecraw Julian & Company	1575 Northside Dr Ste 200	30318	NO	NO	YES	NO	NO
Lohmann William T	2221 Peachtree Rd Ste L	30309	NO	NO	YES	NO	NO
Lovelace Drums & Truck Service	717 Finley Ave NW	30318	NO	NO	YES	NO	NO
Lumber Yard The	1425 Ellsworth Industrial Dr	30318	NO	NO	YES	NO	NO
Maddox Park Body Shop	1115 N Ave NW	30334	NO	NO	YES	NO	NO
Mead Ink Products	949 Herndon St. NW	30318	NO	YES	YES	NO	NO
Meadwestvaco Packaging	1105 Herndon St. NW P0B 4417	30318	NO	YES	YES	NO	YES
Mobile Crushing Services	W. Marietta Blvd	30318	NO	YES	NO	NO	YES
Mopac Plant & Building Services	836 Joseph Lowery Blvd	30318	NO	NO	YES	NO	NO
Morehouse College	261 Ashby St	30314	NO	NO	YES	NO	NO
Narjoe Timber & Supply Company	1415 Mecaslin St.	30309	NO	YES	YES	NO	YES
National Smelting & Refining Co	430 Bishop St NW	30318	NO	YES	NO	NO	YES
Northside Drive Superfund Site	426 Deering Rd.	30309	NO	NO	YES	NO	NO
Nottingham Co	1303 Boyd Ave.	30318	NO	YES	YES	NO	YES
P & D Tire & Auto Service Inc	1180 West Marietta Street	30318	NO	NO	NO	NO	YES
Peach State Valet	195 Ottley Dr NE	30324	YES	YES	YES	NO	NO
Peavy Concrete Products Inc	1477 Mecaslin St NW	30309	NO	YES	NO	NO	YES
Penske Truck Leasing	1390 Marietta Boulevard	30318	NO	NO	YES	NO	NO
Potter & Rayfield	1570 Northside Dr	30318	NO	YES	NO	NO	YES
PPG Ink Products	1195 Menlo Drive Northwest	30318	NO	YES	YES	NO	YES
Puritan Churchill Chemical	916 Ashby St.	30318	NO	YES	YES	NO	YES

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**Table 4-3 (continued): Contaminated and Hazardous Materials Sites**

Site	Address	ZIP	Permitted Discharges to Water	Toxic Releases Reported	Hazardous Waste Handler	Active or Archived Superfund Report	Air Releases Reported
<b>Northwest Zone (continued)</b>							
Quality Technology Services Metro	1033 Jefferson St NW	30318	NO	NO	NO	NO	<b>YES</b>
Ready Mix USA, LLC	340 Armour Dr NE	30324	NO	NO	NO	NO	<b>YES</b>
Reddic Companies Inc	2045 Peachtree Rd NE	30309	NO	NO	<b>YES</b>	NO	NO
Resident	139 Stafford Street Northwest	30314	NO	NO	<b>YES</b>	NO	NO
S & J Automotive Inc	1491 Howell Mill Rd	30318	NO	NO	<b>YES</b>	NO	NO
Seitzinger LLC-FKA Seitzinger Inc Op	900 Joseph E Lowery Blvd	30318	NO	NO	<b>YES</b>	NO	NO
Sherwin Williams Co	720 14th St NW	30318	NO	NO	<b>YES</b>	NO	NO
Siemens Westinghouse	1299 Northside Dr	30318	NO	<b>YES</b>	<b>YES</b>	NO	<b>YES</b>
Signal Delivery Service Inc	925 Ashby St NW	30318	NO	NO	<b>YES</b>	NO	NO
Smith Equipment Co	751 Rice St NW	30318	NO	NO	<b>YES</b>	NO	NO
Southeast Air Gas Ind.	871 Wheeler Street	30318	NO	NO	NO	NO	<b>YES</b>
Southeast Lab Div of Microbac	1490 Mecaslin St NW	30309	NO	NO	<b>YES</b>	NO	NO
Southern Signatures Inc	201 Armour Dr NE	30324	NO	NO	<b>YES</b>	NO	<b>YES</b>
Southern Waste Services Inc	5850 Jackaranda Dr	30318	NO	NO	<b>YES</b>	NO	NO
Spauschus Associates Inc	1575 Northside Dr	30318	NO	NO	<b>YES</b>	NO	NO
Specialty Finishes Inc	1251 Marietta Blvd NW	30318	NO	NO	<b>YES</b>	NO	NO
Spencer-Adams Paint Co	1157 Foster St	30318	NO	<b>YES</b>	NO	NO	<b>YES</b>
Spencer-Adams Paint Co Inc	790 Huff Rd NW	30318	NO	NO	<b>YES</b>	NO	NO
Staging Techniques Inc	465 Bishop St	30318	NO	NO	<b>YES</b>	NO	NO
Standard Press	1210 Menlo Dr.	30318	NO	<b>YES</b>	<b>YES</b>	NO	<b>YES</b>
Superior Bumper Products Inc	450 Bishop St	30318	NO	NO	<b>YES</b>	NO	NO
SWS Environmental First Response	1535 Howell Mill Rd	30318	NO	NO	<b>YES</b>	NO	NO
The McPherson Co Inc	1061 W Marietta St NW	30318	NO	NO	<b>YES</b>	NO	NO
The Penn Co	1250-A Menlo	30318	NO	NO	<b>YES</b>	NO	NO
Thomas Concrete Of Georgia, Inc.	1400 Marietta Blvd	30318	NO	<b>YES</b>	NO	NO	<b>YES</b>
Transmissions By Ron Inc	965 Huff Rd NW	30318	NO	NO	<b>YES</b>	NO	NO
United Water Svcs. City of Atl. Hem	650 Bishop St NW	30318	NO	NO	<b>YES</b>	NO	NO
UPS Truck Leasing	1115 Howell Mill Rd	30318	NO	NO	<b>YES</b>	NO	NO
USDA Forest Service	1720 Peachtree NW St 948	30309	NO	NO	<b>YES</b>	NO	NO

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**Table 4-3 (continued): Contaminated and Hazardous Materials Sites**

Site	Address	ZIP	Permitted Discharges to Water	Toxic Releases Reported	Hazardous Waste Handler	Active or Archived Superfund Report	Air Releases Reported
<b>Northwest Zone (continued)</b>							
Vehicare	907 Bowen St	30318	NO	NO	YES	NO	NO
Vehicare of GA Co	500 Bishop St Ste B3	30318	NO	NO	YES	NO	NO
Wachovia Lindbergh Warehouse	535 Morosgo Dr NE	30324	NO	NO	YES	NO	NO
Winter Construction	1020 Huff Rd	30318	NO	NO	YES	NO	NO
<b>TOTAL HAZARDOUS/CONTAMINATED SITES IN NORTHWEST ZONE</b>			<b>2</b>	<b>23</b>	<b>87</b>	<b>1</b>	<b>32</b>
<b>Southeast Zone</b>							
AAA Alternator Rebuilders Inc	806 Field St SE	30316	NO	NO	YES	NO	NO
Allwaste Tank Cleaning Inc	99 University Ave SW	30315	NO	NO	YES	NO	NO
American Iron & Metal Co Inc	1111 Ridge Ave SW	30315	NO	NO	NO	NO	YES
APD Transmission Parts Inc	824 Memorial Dr SE	30316	NO	NO	YES	NO	NO
Atlanta Gas Light Service Center	1251 Caroline St NE	30307	NO	NO	YES	NO	NO
B P S Allied	504 Englewood Ave SE	30315	NO	NO	YES	NO	NO
Blue Circle Williams Brothers	864 Glenwood Ave., I-20	30316	NO	NO	NO	NO	YES
Brown Transport Corp	352 University Avenue SW	30310	NO	NO	YES	NO	NO
Cab Lift Atlanta	1210 Allene Ave SW	30310	NO	NO	YES	NO	NO
Cadillac Products	840 Woodrow Street SW	30310	NO	NO	YES	NO	YES
Capital Ford Truck Sales Inc	290 University Ave SW	30310	NO	NO	YES	NO	NO
Certified Transmission	1202 Stewart Avenue	30310	NO	NO	NO	NO	YES
Churchill Inc	892 Murphy Ave	30310	NO	NO	NO	NO	YES
Cummins South Inc	100 University Ave SW	30315	NO	NO	YES	NO	NO
Custom Auto Parts	902 Murphy Ave	30310	NO	NO	NO	NO	YES
Debra Warner	1225 Allene Ave	30310	NO	NO	YES	NO	NO
ESB Inc (Exide Battery)	1246 Allene Avenue SW	30310	NO	NO	YES	YES	NO
Exhibits Plus Inc	900 Murphy Avenue	30310	NO	NO	NO	NO	YES
Exxon Ras 47333	180 University Ave	30315	NO	NO	YES	NO	NO
Flowers Bakery of Atlanta, LLC	1039 Grant Street	30315	NO	NO	NO	NO	YES
Fuller H B Inc	665 Mead St SE	30312	NO	NO	YES	NO	NO
Fulton County Voiture Local 217	1104 Avondale Ave SE	30312	NO	NO	YES	NO	NO
General Oil Recovery Inc	70 University Ave	30310	NO	NO	YES	NO	NO

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**Table 4-3 (continued): Contaminated and Hazardous Materials Sites**

Site	Address	ZIP	Permitted Discharges to Water	Toxic Releases Reported	Hazardous Waste Handler	Active or Archived Superfund Report	Air Releases Reported
<b>Southeast Zone (continued)</b>							
Graythorne Waste Recovery	1194 McDonald Rd SE	30315	NO	NO	YES	NO	NO
Great Dane Trailers I	660 University Ave.	30310	NO	NO	NO	NO	YES
Hughes Supply Inc	880 Glenwood Ave	30316	NO	NO	YES	NO	NO
J & W Pallet & Drum Co	1121 Allene Ave	30310	NO	NO	YES	YES	NO
Lafarge Bld Materials Inc	934 Glenwood Avenue	30316	YES	NO	NO	NO	YES
Lafarge Concrete Plant	885 Glenwood Ave	30316	NO	YES	NO	NO	YES
Land O Sun Dairies Incorporated	385 Grant Circle Southeast	30315	NO	YES	NO	NO	NO
Leggett & Platt Masterack Division	905 Memorial Drive	30316	NO	YES	YES	NO	YES
Manders Premier	1040 Grant Street	30315	NO	YES	YES	NO	YES
Metal Fabricators Inc	1174 McDonald Dr SE	30315	NO	NO	YES	NO	NO
Miles Jr Amoco	1163 Stewart Ave	30310	NO	NO	YES	NO	NO
Napa Auto Parts Machine Shop	1251 Pryor Road	30315	NO	NO	YES	NO	NO
P&D Color Co Inc.	999 Grant St	30315	NO	YES	NO	NO	NO
Pioneer Plastics	915 Glenwood Ave SE	30316	NO	NO	YES	NO	YES
Proliance International Inc	400 Grant Circle S.E.	30315	NO	YES	YES	NO	NO
Reids Body Shop	952 Memorial Dr SE	30316	NO	NO	YES	NO	NO
Royal Airline Linen Of Atlanta	460 Englewood Ave SE	30315	NO	NO	YES	NO	NO
Smith Planing Mill	72 Milton Ave SE	30315	NO	NO	NO	NO	YES
Southeast Engines	502 Englewood Ave	30315	NO	NO	YES	NO	NO
Southeast Engines & Parts Inc	500 Englewood Ave	30315	NO	NO	YES	NO	NO
SSS Company	65-71 University Ave SW	30315	NO	NO	YES	NO	NO
Standard Trucking Co	125 Milton Ave SE	30315	NO	NO	YES	NO	NO
Target Store #1964	1275 Caroline St NE	30307	NO	NO	YES	NO	NO
Unpaint Corporation The	690 Murphy Ave SW	30310	NO	NO	YES	NO	NO
US Plating & Bumper Service Inc	78 Milton Ave. SE	30315	NO	NO	NO	NO	YES
White Lightning Prod	1135 Sylvan Rd. SW	30310	NO	YES	YES	YES	YES
Winning Image	430 Englewood Ave SE	30315	NO	NO	YES	NO	NO
Yellow Cab Co	55 Milton St	30315	NO	NO	YES	NO	NO
<b>TOTAL HAZARDOUS/CONTAMINATED SITES IN SOUTHEAST ZONE</b>			<b>1</b>	<b>7</b>	<b>38</b>	<b>3</b>	<b>17</b>

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**Table 4-3 (continued): Contaminated and Hazardous Materials Sites**

Site	Address	ZIP	Permitted Discharges to Water	Toxic Releases Reported	Hazardous Waste Handler	Active or Archived Superfund Report	Air Releases Reported
<b>Southwest Zone</b>							
BP Oil Co	1449 Donnally Street	30310	NO	NO	YES	NO	NO
BP Oil Co	3 Ashby Street	30318	NO	NO	YES	NO	NO
Construction Hauling Inc	948 Donnelly Ave	30310	NO	NO	YES	NO	NO
Ges Exposition Svcs	933-A Lee St	30310	NO	NO	YES	NO	NO
Major Transport Co	624 Holderness St	30310	NO	NO	YES	NO	NO
Penske Transportation Service	1100 White St SW	30310	NO	NO	YES	NO	NO
Southern Bell	1211 Gordon Street	30310	NO	NO	YES	NO	NO
Supermarket Distribution Services	1200 White St SW	30310	NO	NO	YES	NO	NO
Terry Enterprises Inc	1035 Donnelly Ave	30310	NO	NO	YES	NO	NO
Worldcom	999 Lee St	30310	NO	NO	YES	NO	NO
<b>TOTAL HAZARDOUS/CONTAMINATED SITES IN SOUTHWEST ZONE</b>			<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>

Source: US EPA's Multisystem Envirofacts Query Form



## 4.4 Noise

Federal Transit Administration's (FTA) *Transit Noise and Vibration Impact Assessment* guidance manual (May 2006) on land use metrics categories and noise metrics provided a basis for the identification of potential noise sensitive land uses within the study area. Table 4-4 shows the FTA land use categories.

**Table 4-4: FTA Land Use Categories and Noise Metrics**

Land-Use Category	Noise Metric	Description
1	Leq(h)	Tracts of land set aside for serenity and quiet, such as outdoor amphitheaters, concert pavilions and historic landmarks.
2	Ldn	Buildings used for sleeping such as residences, hospitals, hotels and other areas where nighttime sensitivity to noise is of utmost importance.
3	Leq(h)	Institutional land-uses with primarily daytime and evening uses including schools, libraries, churches, museums, cemeteries, historic sites and parks and certain recreational amenities used for study or meditation.

Source: Federal Transit Administration

A more detailed analysis of each land use category will be necessary during the Tier 1 EIS analysis. This information only provides a general assessment of the types of land uses that are noise-sensitive. Table 4-5 identifies the existing land uses within the study area and provides the FTA land use category that applies.

**Table 4-5: Applicable FTA Land Use Categories for Study Area Existing Land Uses**

Existing Land Use	Applicable FTA Land Use Category	Percent of Existing Land Use within Zone
<b>Northeast Zone</b>		
Residential	2	38%
Commercial	NA	20%
Industrial	NA	8%
Institutional	3	6%
Open Space/Parks	1	8%
Transportation/Utility	NA	6%
Vacant	Unknown	3%
No Data <sup>6</sup>	Unknown	11%
<b>Southeast Zone</b>		
Residential	2	42%
Commercial	NA	8%
Industrial	NA	15%
Institutional	3	12%
Open Space/Parks	1	1%
Transportation/Utility	NA	5%
Vacant	Unknown	3%
No Data <sup>6</sup>	Unknown	14%

**Table 4-5 (continued): Applicable FTA Land Use Categories for Study Area Existing Land Uses**

Existing Land Use	Applicable FTA Land Use Category	Percent of Existing Land Use within Zone
<b>Southwest Zone</b>		
Residential	2	67%
Commercial	NA	12%
Industrial	NA	3%
Institutional	3	5%
Open Space/Parks	1	0%
Transportation/Utility	NA	3%
Vacant	Unknown	7%
No Data <sup>6</sup>	Unknown	3%
<b>Northwest Zone</b>		
Residential	2	39%
Commercial	NA	10%
Industrial	NA	19%
Institutional	3	13%
Open Space/Parks	1	3%
Transportation/Utility	NA	5%
Vacant	Unknown	3%
No Data <sup>6</sup>	Unknown	8%

Source: Federal Transit Administration, City of Atlanta Bureau of Planning

Potentially noise sensitive land uses do exist within each identified zone. As planning for the project progresses, assessment that is more detailed will be required to identify specific areas of noise sensitivity.

## 4.5 Air Quality

Metropolitan Atlanta currently exceeds national ambient air quality standards and is designated an air quality “nonattainment” area for ozone and particulate matter 2.5 by the United States Environmental Protection Agency (EPA). The BeltLine project is included in the approved Atlanta Regional Commission’s (ARC) *Envision6* Regional Transportation Plan (RTP). As such, the project is part of the Conformity Determination Report and included within the air quality model and travel demand modeling processes. The multi-use trails portion of the BeltLine is also included in the FY 2008-2013 Transportation Improvement Program (TIP). Table 4-6 shows the components of the BeltLine project as described within the *Envision6* plan.

<sup>6</sup> The manner in which the City of Atlanta develops existing land use data results in the exclusion of a significant amount of land area and defines it as “No Data”.

**Table 4-6: BeltLine *Envision6* RTP/TIP Projects**

ARC Number	PI #	Project Description	Project Length (miles)	Service Type	Jurisdiction	Sponsor	Completion Year
AR-450	0007683	Multiuse Path	20.6	Bicycle/Pedestrian	City of Atlanta	Atlanta	2020
AR-451A	N/A	Transit – NE Quadrant	5.3	Fixed Guideway	City of Atlanta	MARTA	2020
AR-451B	N/A	Transit – SE Quadrant	6.5	Fixed Guideway	City of Atlanta	MARTA	2030
AR-451C	N/A	Transit – SW Quadrant	3.1	Fixed Guideway	City of Atlanta	MARTA	2030
AR-451D	N/A	Transit – NW Quadrant	6.5	Fixed Guideway	City of Atlanta	MARTA	2030
AR-452A	0007683	BeltLine corridor - multi-use trail and streetscapes linking Lindbergh Center to Inman Park to West End to Howell Station to Lindbergh Center – Tier 1 environmental design	N/A	Bicycle/Pedestrian	City of Atlanta	Atlanta	2010
AR-452B	0007683	BeltLine corridor - multi-use trail and streetscapes linking Lindbergh Center to Inman Park to West End to Howell Station to Lindbergh Center – preliminary engineering	N/A	Bicycle/Pedestrian	City of Atlanta	Atlanta	2010
M-AR-294	N/A	BeltLine / C-Loop	N/A	Study	City of Atlanta	MARTA	2010
M-AR-296	N/A	BeltLine Environmental Impact	N/A	Study	City of Atlanta	MARTA	2010

Source: Atlanta Regional Commission, *Envision6* RTP, March 20, 2009



## **5.0 TRANSPORTATION CONDITIONS**

This chapter presents existing conditions information pertaining to the transit, roadway and freight rail elements of the transportation system within the study area. Included are data on transit and roadway facility and service characteristics, demand volumes and levels of service.

### **5.1 Transit Services**

Currently, MARTA and Georgia Regional Transportation Authority (GRTA) provide two forms of public transit service in the study area. The BeltLine would connect to the existing MARTA rail and bus systems and other transit services; therefore, data pertinent to both are included below. Figures 5-1 through 5-4 depict the MARTA rail and bus system and other transit services within the study area boundary, along with the proposed BeltLine project.

#### **5.1.1 MARTA Rail Service**

The study area intersects with three MARTA heavy rail lines, in five separate locations:

- The North/Northeast rail line at the border of the northeast and northwest zones;
- The East rail line at the border of the northeast and southeast zones;
- The South rail line at the border of the southeast and southwest zones;
- The West rail line at the border of the southwest and northwest zones; and
- The Proctor Creek line within the northwest zone.

The study area includes five existing MARTA rail stations as listed in Table 5-1.

As depicted in Figure 5-1, the North-South/Northeast-South rail lines provide connections to Midtown and Downtown Atlanta, Hartsfield-Jackson Atlanta International Airport, Buckhead, and suburban areas to the north (North Springs station) and northeast (Doraville station) of the study area. The North-South Rail Line provides 10-minute service in the peak hours, 15-minute off-peak service and 20-minute service after 9:00 pm on weekdays. Weekday service runs from 4:41 am through 1:21 am. On weekends, the line provides 20-minute service and operates from 4:41 am to 1:49 am. The Northeast-South Rail Line provides 10-minute service in the peak hours and 15 minute off peak service on weekdays and runs from 4:43 am until 2:08 am. On weekends, the Northeast-South line provides 20-minute service and operates from 4:35 am to 1:55 am.

The East-West Rail Line provides connections to Downtown Atlanta, Decatur and western Atlanta at the Hamilton E. Holmes station and DeKalb County/I-285 at the Indian Creek station. The line provides 10-minute service in the peak hours and 15-minute service in the off-peak. The line runs from 4:16 am to 2:05 am on weekdays. The line provides 15-minute service on weekends and operates from 4:46 am to 1:38 am on Saturdays and Sundays. The Proctor Creek Rail Line serves stations between the Bankhead MARTA station and the Edgewood/Candler Park MARTA station until 9 pm on weekdays and until 8 pm on weekends. After those hours, the Proctor Creek Line terminates at the Vine City MARTA station. The Proctor Creek Line provides connections to Downtown Atlanta and the Bankhead area in Northwest Atlanta.

**Table 5-1: MARTA Stations Within BeltLine Study Area**

<b>Station</b>	<b>Average Daily Entries</b>	<b>Bus Routes Served</b>
Lindbergh Center	8,402	5, 6, 27, 30, 33, 38, 39, 44, 245
Inman Park/Reynoldstown	2,973	4, 6, 7, 34, 107, 397
West End	7,990	11, 67, 68, 71, 81, 95, 98, 311
Ashby	2,244	52, 53, 68
Bankhead	2,376	11, 26, 50, 52, 99

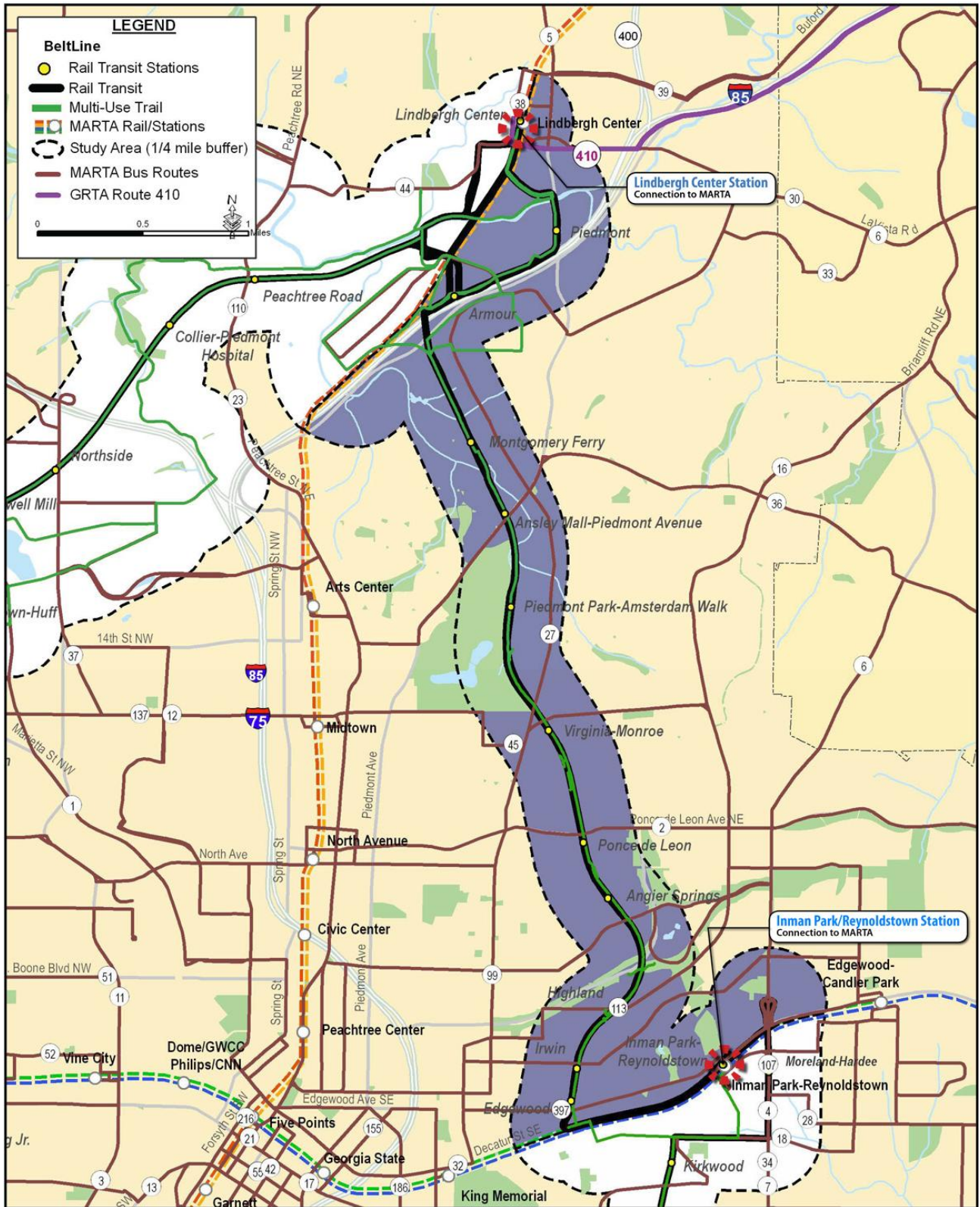
Source: MARTA

### **5.1.2 MARTA Bus Routes**

Fifty-six individual MARTA bus routes could connect to the BeltLine project, or have stops within the study area, as shown in Figures 5-1 through 5-4 and listed in Tables 5-2 and 5-3. Table 5-2 shows the span of service hours, peak and off-peak hour headways, average weekday ridership and the revenue miles and hours of service for each of the routes. Table 5-3 shows weekend service hours and headways for each bus route.

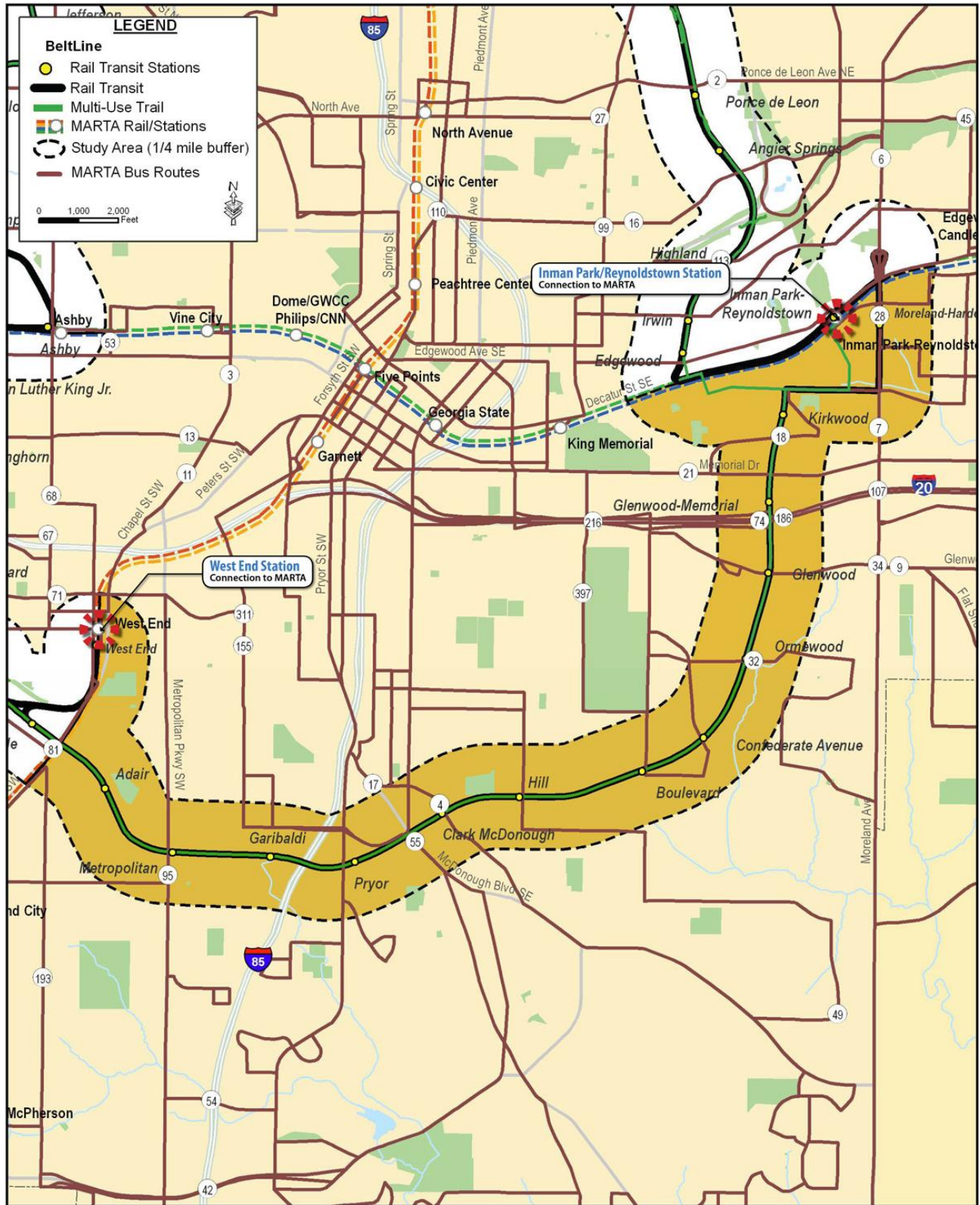
As depicted in Figures 5-1 through 5-4, local MARTA buses serve the study area and the various zones with an evenly distributed network of routes.

Figure 5-1: Existing Transit Service, Northeast Zone



Source: MARTA, GRTA

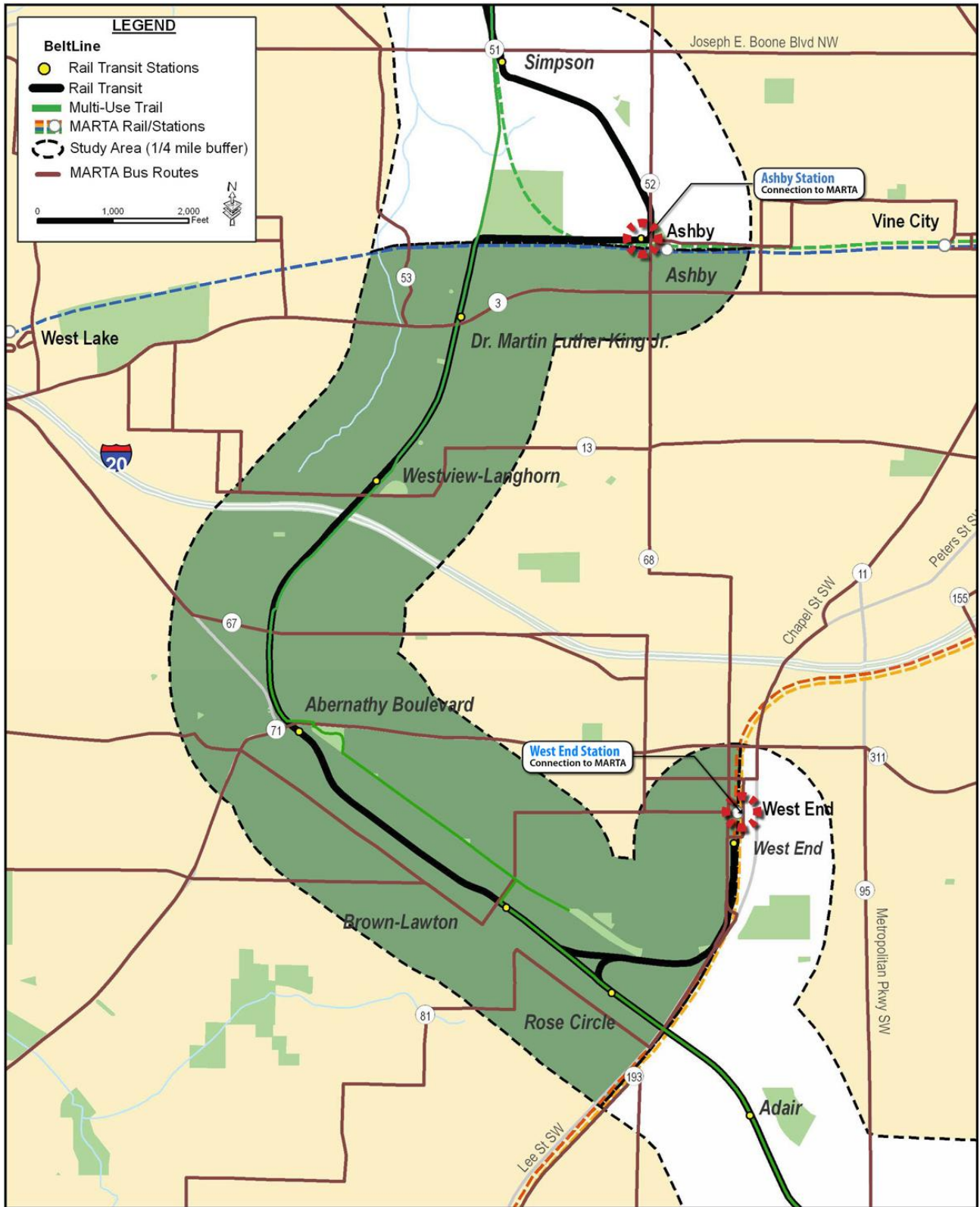
Figure 5-2: Existing Transit Service, Southeast Zone



Source: MARTA, GRTA

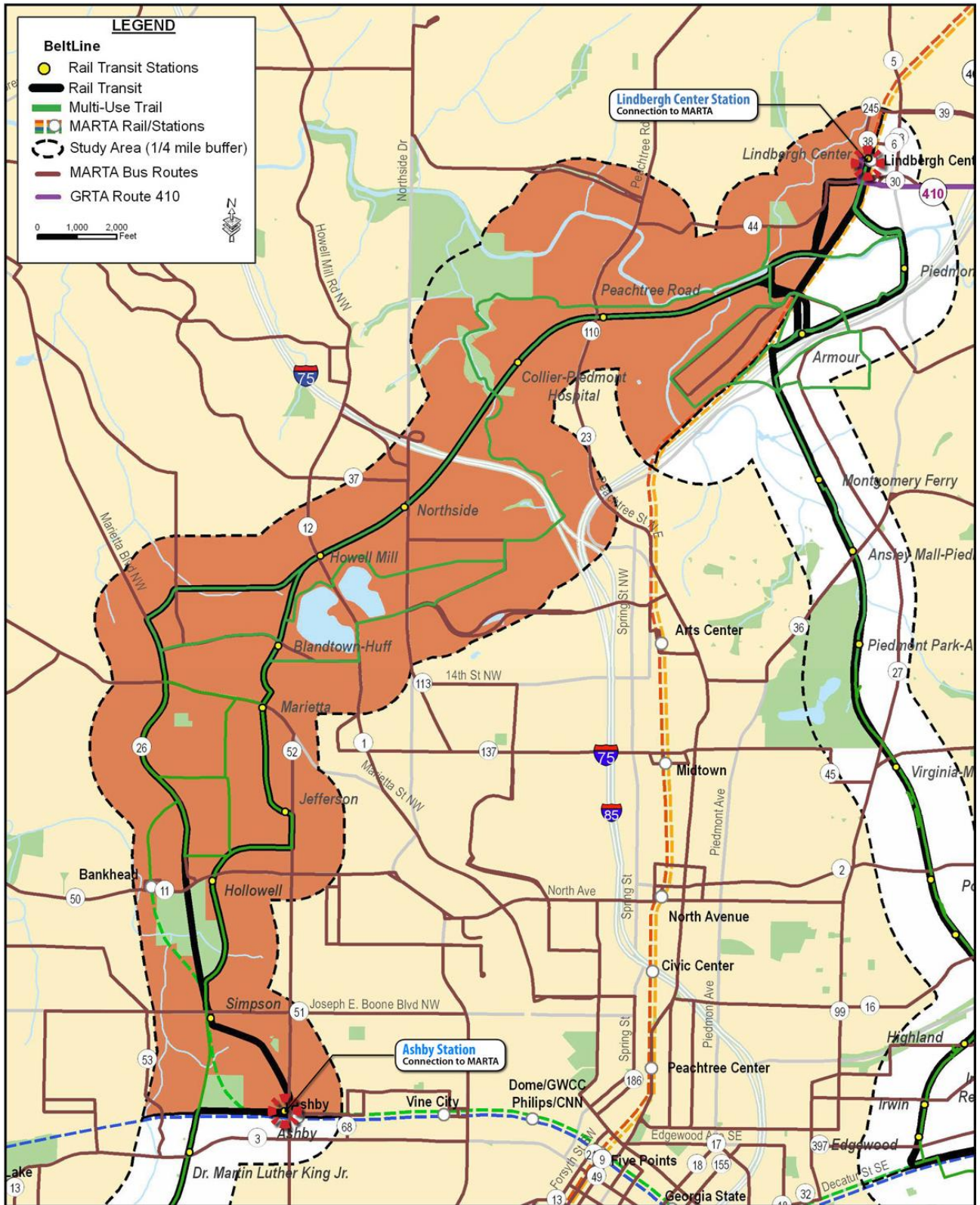


Figure 5-3: Existing Transit Service, Southwest Zone



Source: MARTA, GRTA

Figure 5-4: Existing Transit Service, Northwest Zone



Source: MARTA, GRTA

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**Table 5-2: MARTA Bus Routes - Weekday Service**

Route	Name	Weekday Span of Service	Peak / Off-Peak Headway (minutes)	Average Weekday Ridership 2008	Average Weekday Revenue Miles 2008	Average Weekday Revenue Hours 2008
<b>Northeast Zone</b>						
2	Ponce de Leon	4:53 am - 1:13 am	20/20-40	2,088	544	54
4	McDonough Bl/Moreland Ave	4:50 am - 12:57 am	40	2,489	818	71
5	Piedmont Road/Sandy Springs	5:00 am - 12:38 am	15/20	5,072	1,211	107
6	Emory	5:00 am - 12:36 am	20/30	2,060	698	63
7	McAfee	5:36 am - 11:35 pm	45/45	920	432	35
16	Noble	5:19 am - 11:58 pm	15/30	2,240	859	75
27	Monroe Drive/ Cheshire Bridge	5:21 am - 12:11 am	30/30	2,462	545	57
30	La Vista Road	5:43 am - 12:15 am	45/45	962	487	41
33	Briarcliff	5:15 am - 12:32 am	45/45	1,418	572	48
34	Gresham Road	4:54 am - 1:10 am	30/30	1,169	579	47
36	North Decatur Road	5:15 am - 10:08 pm	40/40	2,525	424	42
38	Chastain Park	5:21 am - 8:45 pm	60/60	419	204	15
39	Buford Highway	4:51 am - 1:18 am	12/12	7,250	1,489	135
44	West Wesley	6:32 am - 7:27 pm	15/60	389	208	22
45	Virginia Highland	5:58 am - 12:52 am	30/60	665	248	27
107	Glenwood Road	4:35 am - 1:33 am	20/30	3,518	1,181	93
113	Atlantic Station/Auburn Ave	4:53 am - 12:45 am	30/30	1,822	697	81
245	Kensington / Emory	6:33 am - 7:00 pm	25/--	570	392	33
397	Cherokee Ave/Grant Park	5:22 am - 12:02 am	45/45-50	202	225	18
<b>Southeast Zone</b>						
4	McDonough Bl/Moreland Ave	4:34 am - 1:05 am	30/30	2,489	818	71
6	Emory	5:00 am - 12:36 am	20/30	2,060	698	63
7	McAfee	5:36 am - 11:35 pm	45/45	920	432	35
9	Toney Valley	5:02 am - 12:20 am	25/50	1,192	706	53
17	Hank Aaron Drive/Grady Hospital	4:49 am - 12:09 am	40/40	388	145	19
18	South Decatur	5:00 am - 12:11 am	40/40	1,049	524	51
21	Memorial Drive	5:50 am - 12:47 am	20/30-45	3,310	806	74
28	Village of East Lake	6:07 am - 10:02 am	60/60	308	136	15
32	Eastland/Bouldercrest	4:42 am - 12:51 am	15/30	2,525	1,146	77
34	Gresham Road	4:54 am - 1:10 am	30/40	1,169	579	47
42	Pryor Road	4:25 am - 1:05 am	30/30	2,432	725	76
49	Thomasville	4:53 am - 11:35 pm	15/30	2,841	948	89
54	Empire Boulevard/Polar Rock	4:38 am - 12:45 am	15/30	1,831	640	53
55	Cleveland Avenue/Lakewood Heights	4:45 am - 1:06 am	30/30	3,060	856	76
74	Flat Shoals Road/South DeKalb	5:08 am - 12:50 am	15/25-45	1,474	876	55
95	Hapeville/Metropolitan Pkwy	5:17 am - 12:40 am	15/30	3,763	960	82
107	Glenwood Road	4:35 am - 1:33 am	20/30	3,183	1,181	93
113	Atlantic Station/Auburn Ave	4:53 am - 12:45 am	30/30	1,517	691	81
155	McDaniel St/Lakewood Ave	4:52 am - 12:47 am	30/60	1,716	586	57
186	Rainbow/Wesley Chapel	5:00 am - 12:15 am	15/30	3,242	1890	109
193	Sylvan Hills	5:25 am - 11:47 pm	30	732	442	32
216	Lithonia Express	5:30 am - 7:40 pm	10-15/20	634	903	31
311	McDaniel Street/Pittsburgh	5:15 am - 8:29 pm	30/40	215	126	14
397	Cherokee Avenue/Grant Pk	5:22 am - 12:02 am	45/45-50	202	225	18

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**Table 5-2 (continued): MARTA Bus Routes - Weekday Service**

Route	Name	Weekday Span of Service	Peak / Off-Peak Headway (minutes)	Average Weekday Ridership 2008	Average Weekday Revenue Miles 2008	Average Weekday Revenue Hours 2008
<b>Southwest Zone</b>						
3	ML King Jr. Drive.	4:45 am - 1:11 am	30	1,508	487	53
11	English Avenue/Atlanta University Center	5:05 am - 12:25 am	30	1,497	402	37
13	Fair Street	5:05 am - 12:27 am	20/30	1,243	283	35
67	West End	5:19 am - 11:45 pm	30/50	1,051	207	24
68	Donnelly/Dunwoody	5:43 am - 12:40 pm	30/60	1,102	241	25
71	Cascade Road	4:35 am - 1:09 am	15/20-30	4,039	1,028	85
81	Venetian Drive / Adams Park	5:23 am - 12:01 am	30/60	994	349	32
<b>Northwest Zone</b>						
1	Marietta Boulevard / Centennial Olympic Park	4:47 am - 12:34 am	20/30	2,320	696	70
12	Howell Mill/Cumberland	5:06 am - 12:55 am	30	2,163	878	75
23	Peachtree Road/Buckhead	5:10 am - 12:30 am	15/30	3,297	675	72
26	Perry Boulevard	4:57 am - 11:49 pm	30	1,117	419	37
37	Defoors Ferry Road	5:23 am - 10:45 pm	60	808	230	26
44	West Wesley Road	6:32 am - 7:27 pm	15/60	389	208	22
50	Bankhead	5:18 am - 12:42 am	15/30	2,821	558	54
51	Simpson Street/Mozley Park	4:52 am - 12:44 am	20/30	2,887	596	62
52	Knight Park	5:15 am - 11:33 pm	60	537	180	18
53	Grove Park	4:55 am - 12:35 am	40/70	735	310	27
99	North Avenue/Boulevard	5:15 am - 8:55 pm	60	1,049	200	29
110	The Peach	5:00 am - 12:46 am	20	3,621	898	99
113	Atlantic Station/Auburn Avenue	4:53 am - 12:45 am	30/60	1,822	691	81
137	Collier Ridge	5:50 am - 10:21 pm	60	617	195	25

Source: MARTA Bus Schedules and other route information.  
NA=Not Available.

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**Table 5-3: MARTA Bus Routes - Weekend Service**

Route	Name	Saturday Span of Service	Headway (minutes)	Sunday Span of Service	Headway (minutes)
<b>Northeast Zone</b>					
2	Ponce de Leon	5:09 am - 12:51 am	35-43	5:09 am - 12:51 am	35-43
4	McDonough Boulevard/Moreland Avenue	4:50 am - 12:57 am	37-42	5:30 am - 12:57 am	37-42
5	Piedmont Road/Sandy Springs	5:15 am - 12:44 am	30-36	5:15 am - 12:07 am	30-36
6	Emory	5:25 am - 12:33 am	30-45	5:55 am - 11:45 am	45
7	McAfee	6:23 am - 11:30 pm	45	6:23 am - 11:13 pm	45
16	Noble	5:40 am - 12:05 am	40-50	6:20 am - 11:55 pm	40-50
27	Monroe Drive/Cheshire Bridge	5:30 am - 12:09 am	45	5:30 am - 11:24 am	45
30	La Vista Road	5:43 am - 12:15 am	45	5:43 am - 12:15 am	45-47
33	Briarcliff	5:15 am - 12:32 am	45	6:00 am - 11:02 am	45
34	Gresham Road	4:54 am - 1:05 am	40-45	5:36 am - 12:20 am	40-45
36	North Decatur Road	5:24 am - 9:03 pm	43-45	5:24 am - 9:03 pm	43-45
38	Chastain Park	5:22 am - 8:45 pm	60-63	--	--
39	Buford Highway	5:30 am - 12:44 am	8-18	5:42 am - 12:47 am	12-16
44	West Wesley	--	--	--	--
45	Virginia Highland	6:07 am - 9:01 pm	57-63	6:01 am - 8:55 pm	57-63
107	Glenwood Road	5:50 am - 11:31 pm	30	5:50 am - 11:31 pm	30
113	Atlantic Station/Auburn Avenue	5:26 am - 11:45 am	30	6:26 am - 10:45 am	30
245	Kensington/Emory	--	--	--	--
397	Cherokee Avenue/Grant Park	6:30 am - 12:01 am	45-50	6:30 am - 12:01 am	45-50
<b>Southeast Zone</b>					
4	McDonough Boulevard/Moreland Avenue	4:50 am - 12:57 am	37-42	5:30 am - 12:57 am	37-42
6	Emory	5:25 am - 12:33 am	30-45	5:55 am - 11:45 am	45
7	McAfee	6:23 am - 11:30 pm	45	6:23 am - 11:13 pm	45
9	Toney Valley	5:04 am - 11:30 pm	50	5:04 am - 11:30 pm	50
17	Hank Aaron Drive./Grady Hospital	5:29 am - 12:09 am	40	5:29 am - 12:09 am	40
18	South Decatur	5:15 am - 11:59 pm	60	5:15 am - 11:59 pm	60
21	Memorial Drive	6:10 am - 12:10 am	45	6:10 am - 11:10 pm	45
28	Village of East Lake	6:06 am - 9:03 pm	60	6:06 am - 9:03 pm	60
32	Eastland/Bouldercrest	5:23 am - 12:19 am	30	5:38 am - 12:19 am	45
34	Gresham Road	4:54 am - 1:05 am	40-45	5:36 am - 12:20 am	40-45
42	Pryor Road	4:55 am - 12:34 am	30	5:25 am - 12:02 am	30
49	Thomasville	6:06 am - 11:19 am	40	6:06 am - 11:19 am	40
54	Empire Boulevard/Polar Rock	5:18 am - 12:43 am	30	5:18 am - 10:43 pm	30
55	Cleveland Avenue/Lakewood Heights	5:00 am - 1:01 am	45	5:00 am - 12:30 am	45
74	Flat Shoals Road/South DeKalb	4:48 am - 12:19 am	60/30	6:21 am - 11:47 am	60/30
95	Hapeville/Metropolitan Parkway	5:40 am - 12:40 am	20	5:46 am - 12:08 am	20
107	Glenwood Road	5:50 am - 11:31 pm	30	5:50 am - 11:31 pm	30
113	Atlantic Station/Auburn Avenue	5:26 am - 11:45 am	30	6:26 am - 10:45 am	30
155	McDaniel Street/Lakewood Avenue	4:48 am - 12:19 am	30	4:49 am - 11:47 am	30
186	Rainbow/Wesley Chapel	5:30 am - 10:42 am	30	5:30 am - 10:42 am	30
193	Sylvan Hills	6:25 am - 11:47 am	60	6:25 am - 10:47 am	60
216	Lithonia Express	--	--	--	--
311	McDaniel Street/Pittsburgh	--	--	--	--
397	Cherokee Avenue/Grant Park	6:30 am - 12:01 am	45	6:30 am - 12:01 am	45

**Table 5-3 (continued): MARTA Bus Routes - Weekend Service**

Route	Name	Saturday Span of Service	Headway (minutes)	Sunday Span of Service	Headway (minutes)
<b>Southwest Zone</b>					
3	ML King Jr. Drive.	4:55 am – 1:10 am	30	5:25 am – 12:40 am	30
11	English Avenue/Atlanta University Center	5:05 am – 12:25 am	30	6:05 am – 11:55 pm	30
13	Fair Street	5:35 am – 12:18 am	30	6:05 am – 11:48 pm	30
67	West End	5:40 am – 11:29 pm	50	5:40 am – 11:29 pm	50
68	Donnelly/Dunwoody	5:53 am – 12:34 am	60	6:33 am – 11:34 am	60
71	Cascade Road	5:25 am – 12:39 am	20/40	5:33 am – 12:43 am	60/30
81	Venetian Drive/Adams Park	5:29 am – 12:29 am	30	5:29 am – 11:29 pm	30
<b>Northwest Zone</b>					
1	Marietta Boulevard/Centennial Olympic Park	5:21 am – 12:33 am	40	5:21 am – 9:53 pm	40
12	Howell Mill/Cumberland	5:10 am – 12:58 am	30	5:10 am – 12:58 am	30
23	Peachtree Road/Buckhead	5:15 am – 12:30 am	30	5:26 am – 12:30 am	30
26	Perry Boulevard	5:09 am – 12:03 am	60	5:09 am – 12:09 am	60
37	Defoors Ferry Road	5:30 am – 10:53 pm	60	5:30 am – 10:52 pm	60
44	West Wesley	--	--	--	--
50	Bankhead	4:46 am – 12:18 am	40/60	6:15 am – 12:18 am	40/60
51	Simpson Street/Mozley Park	5:00 am – 12:45 am	30	5:00 am – 12:45 am	30
52	Knight Park	5:15 am – 11:33 pm	60	6:15 am – 11:00 am	60
53	Grove Park	6:00 am – 11:57 pm	70	6:00 am – 11:57 pm	70
99	North Avenue/Boulevard	6:15 am – 8:55 pm	60	6:15 am – 8:55 pm	60
110	The Peach	5:32 am – 12:45 am	30	6:00 am – 12:45 am	30
113	Atlantic Station/Auburn Avenue	5:26 am – 11:45 am	30	6:26 am – 10:45 am	30
137	Collier Ridge	6:26 am – 10:24 pm	60	5:28 am – 10:50 pm	60

Source: MARTA Bus Schedules

### 5.1.3 Other Transit Service

GRTA provides express bus service from Discover Mills in Gwinnett County to the Lindbergh Center MARTA station. The service provides four one-way trips inbound from Discover Mills in the am peak hours and four outbound trips from Lindbergh Center in the pm peak hours with 45-minute headways. The route operates along Interstate 85 and accesses the Lindbergh Center MARTA station via Lindbergh Drive. *Concept 3*, described in Chapter 7, provides additional information regarding other planned transit services.

### 5.1.4 Travel Patterns

The 2005 Feasibility Wrap-Up (BeltLine Detailed Screening Analysis) Report used the findings of the 2004 Baseline Conditions Assessment to analyze travel patterns in the inner core study area (BeltLine corridor and area within this loop) and identified a need for faster, convenient and more reliable transit. It also identified the need for bicycle and pedestrian connections in the area, including links among neighborhoods and links to major destinations.

The 2004 Baseline Conditions Assessment reports on trip making patterns as revealed by the ARC travel demand model. Home-Based Work (HBW) trips are the most relevant for a transit study and, therefore, were the assessment focus. Atlanta is a city with numerous employment activity concentrations throughout the region, leading to a “many to many” travel pattern. The strongest HBW pattern is that from the northern suburbs to

the city core (Atlanta CBD, Midtown and Buckhead). As strong growth centers (compared to the southern metro area), the northern suburbs also have consistent cross-radial travel patterns. Table 5-4 demonstrates the top Home-Based Work movements for the inner core, forecasted for 2030.

**Table 5-4: 2030 Top Home-Based Work Movements (Both Directions)**

Rank	From	To	Daily Volume	% of Study Area Total
1	Northeast Study Area	Midtown	7,905	6.8
2	Downtown	Midtown	6,718	5.8
3	Northeast Study Area	Downtown	6,630	5.7
4	Eastside	Downtown	5,231	4.5
5	South Buckhead	Midtown	4,198	3.6
6	Westside	Downtown	3,925	3.4
7	Northeast Study Area	South Buckhead	3,750	3.2
8	Northeast Study Area	Buckhead/ Outside	3,198	2.8
9	Southwest Study Area	Downtown	2,902	2.5
10	Northwest Study Area	Midtown	2,661	2.3

Source: Baseline Conditions Assessment Report, March 2004

The Baseline Conditions Assessment predicts high congestion levels over time for the study area. Such predictions highlight the need to improve the efficiency of transit service, introduce transportation options (including non-auto transport accommodations) and better utilize the capacity of the MARTA rail system. The Feasibility Wrap-Up Report also emphasizes the strong relationship between efficient and effective public transit service, and service to activity centers and concentrated development nodes.

## 5.2 Roadway System

The study area intersects with numerous roadways. As the BeltLine project could affect roadway operations, this section of the report details their current and projected future conditions.

### 5.2.1 Roadway and BeltLine Transit Intersections

BeltLine transit will operate within shared roadways and cross, at-grade existing roadway rights-of-way in various places. Figure 5-5 depicts potential mixed-traffic operations and possible at-grade street crossings.

Figure 5-5: Roadway and BeltLine Transit Intersections



Source: MARTA, GRTA



## 5.2.2 Roadway Functional Classification and Capacity

The Georgia Department of Transportation (GDOT) organizes roadways into functional classifications based on extent of access control, speed and length of service. Roadways within the study area fall into three urban functional classes: arterial (principal and minor), collector and local. GDOT defines these classifications as follows:

- Arterial: A street or highway that provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
- Collector: A street or highway that provides a less highly developed level of service than an Arterial, at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.
- Local: All roads not defined as arterials or collectors; primarily provide access to land with little or no through movement.

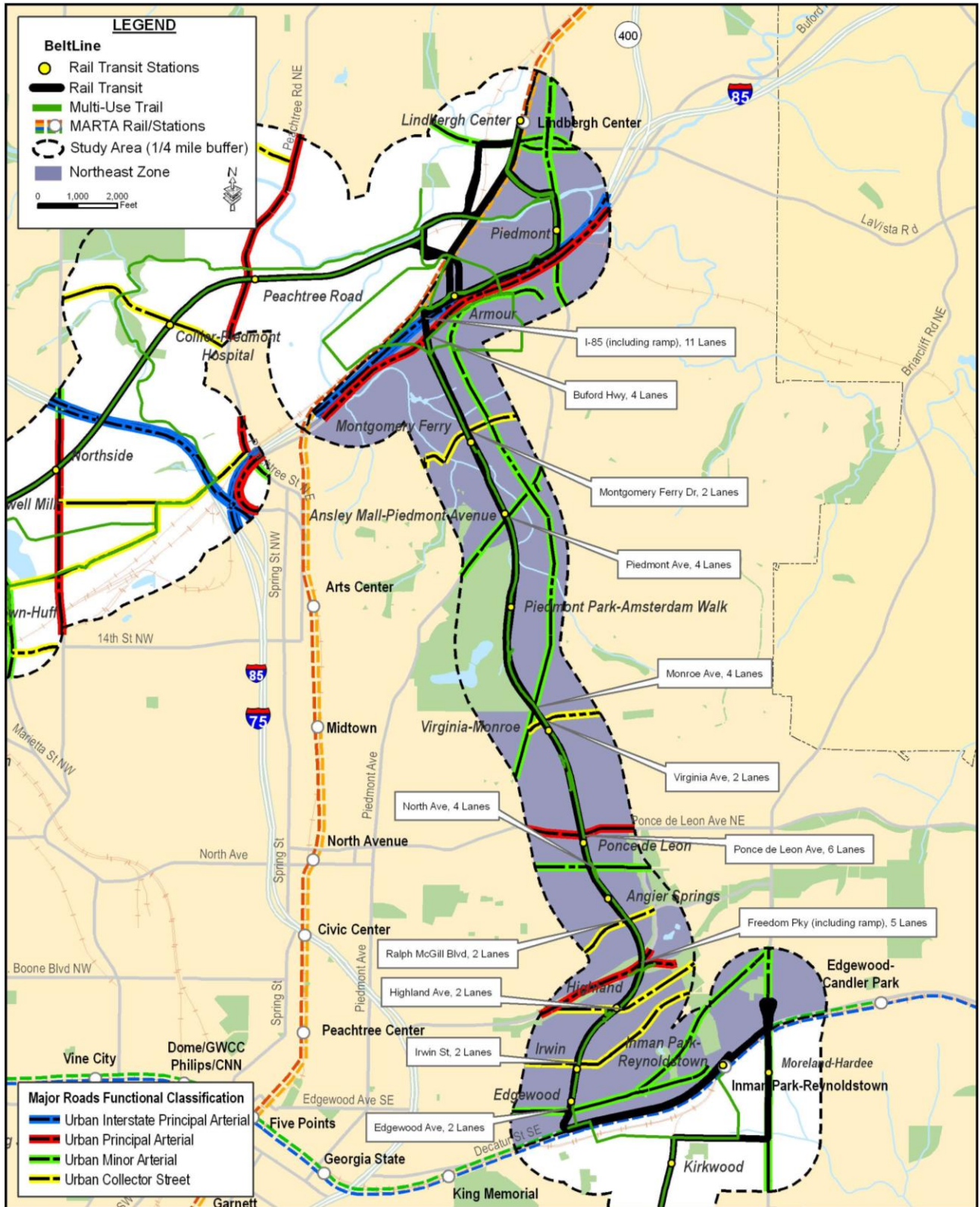
Figures 5-6 to 5-9 depict the location, functional class and number of travel lanes for roadways within the study area.

## 5.2.3 Roadway Traffic Volumes and Congestion

The Atlanta Regional Commission (ARC) develops and maintains Atlanta's Regional Travel Demand Model. ARC provides results and output from the model as a resource to the various planning activities conducted throughout the Atlanta Region. This report utilizes a portion of the *Envision6* Long-Range Regional Transportation Plan data. Presented in Figures 5-10 to 5-17 and Table 5-5 are traffic volumes and congestion levels for both the short-term (year 2010) and long-term (year 2030). The values in Table 5-5 depict the worst-case single direction volumes at the point that the roadway crosses the BeltLine alignment and the estimated directional volumes form the basis for the V/C ratios depicted on the figures.

Figures 5-10 to 5-17 and Table 5-5 indicate that in the year 2010 high traffic congestion levels are, for the most part, limited to the interstates. Traffic congestion levels are often described using volume to capacity (V/C) ratios as a method of measurement. A V/C ratio is the volume of automobiles traveling on a roadway relative to the capacity available on the roadway in terms of travel lanes available. A V/C ratio of 1.0 indicates that a roadway is experiencing a volume of traffic that is equal to its designed capacity. V/C ratios greater than 1.0 typically define unacceptable traffic levels. Within the study area, the model predicts 10 roadway segments experience V/C ratios above 1.0 in the year 2010. In the long-term, however, many additional, non-Interstate roadways will experience high levels of congestion. In the year 2030, approximately 21 roadway segments will experience V/C ratios above 1.0.

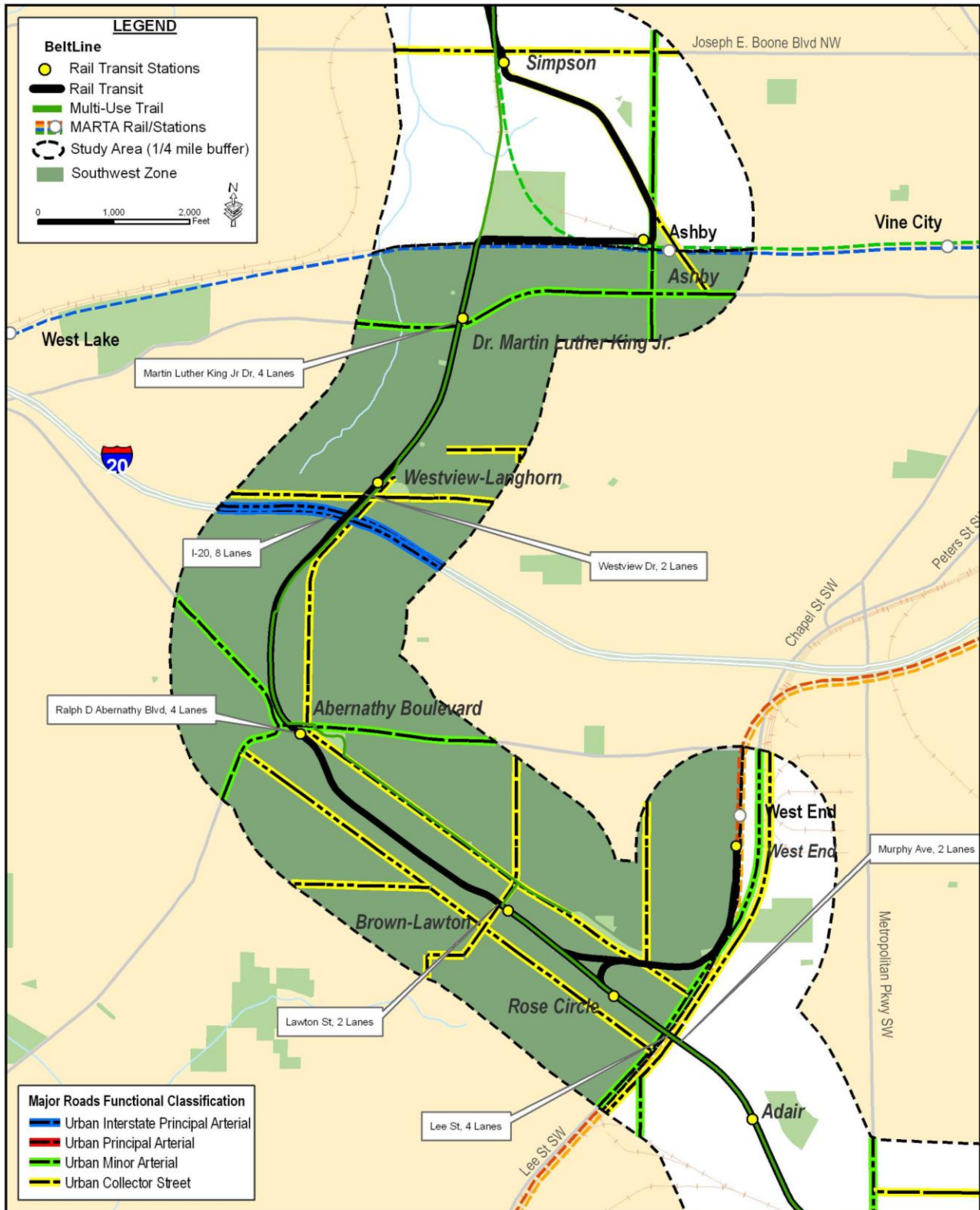
Figure 5-6: Roadway Current Functional Classification and Lanes, Northeast Zone



Source: Atlanta Regional Commission, Georgia Department of Transportation

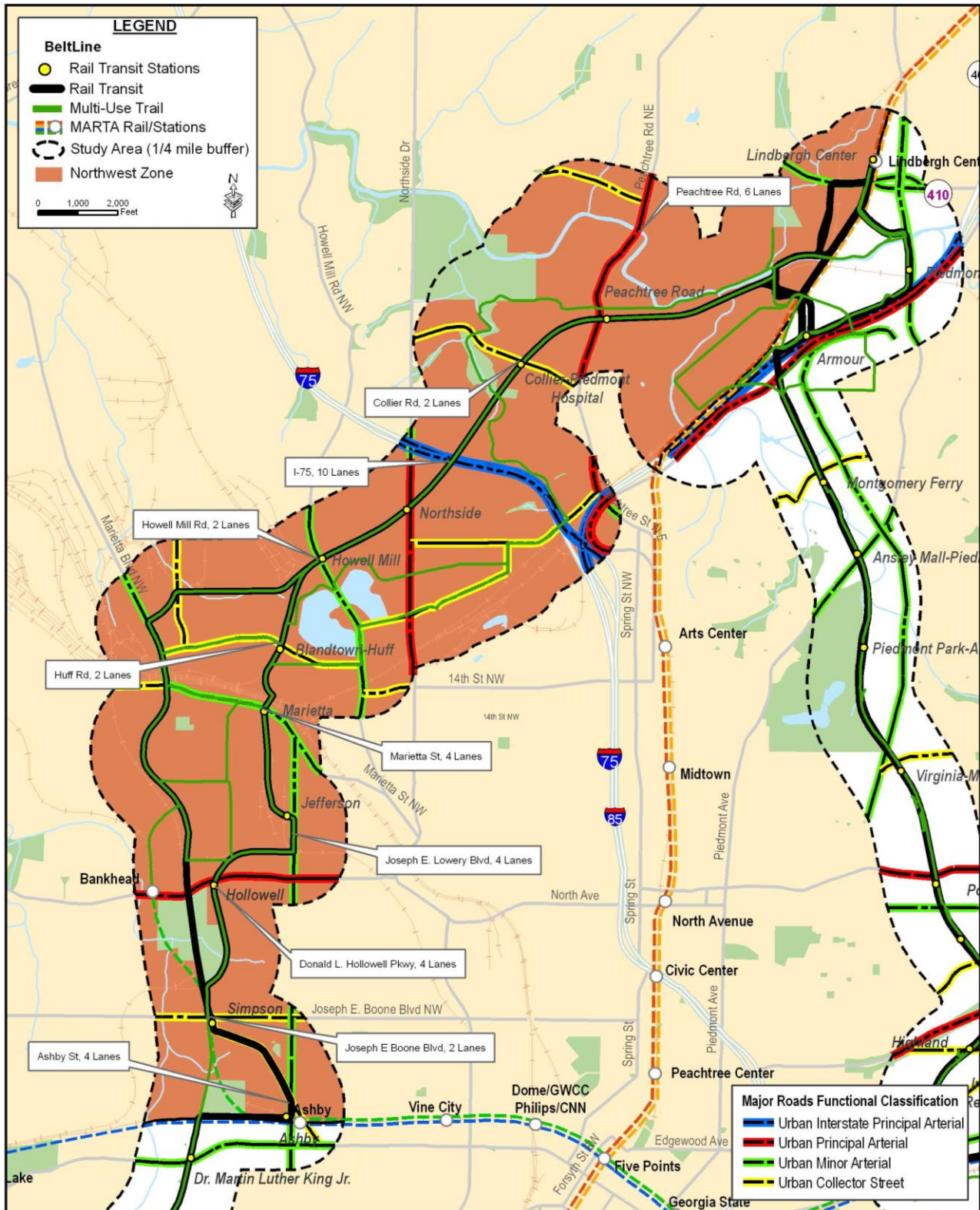


**Figure 5-8: Roadway Current Functional Classification and Lanes, Southwest Zone**



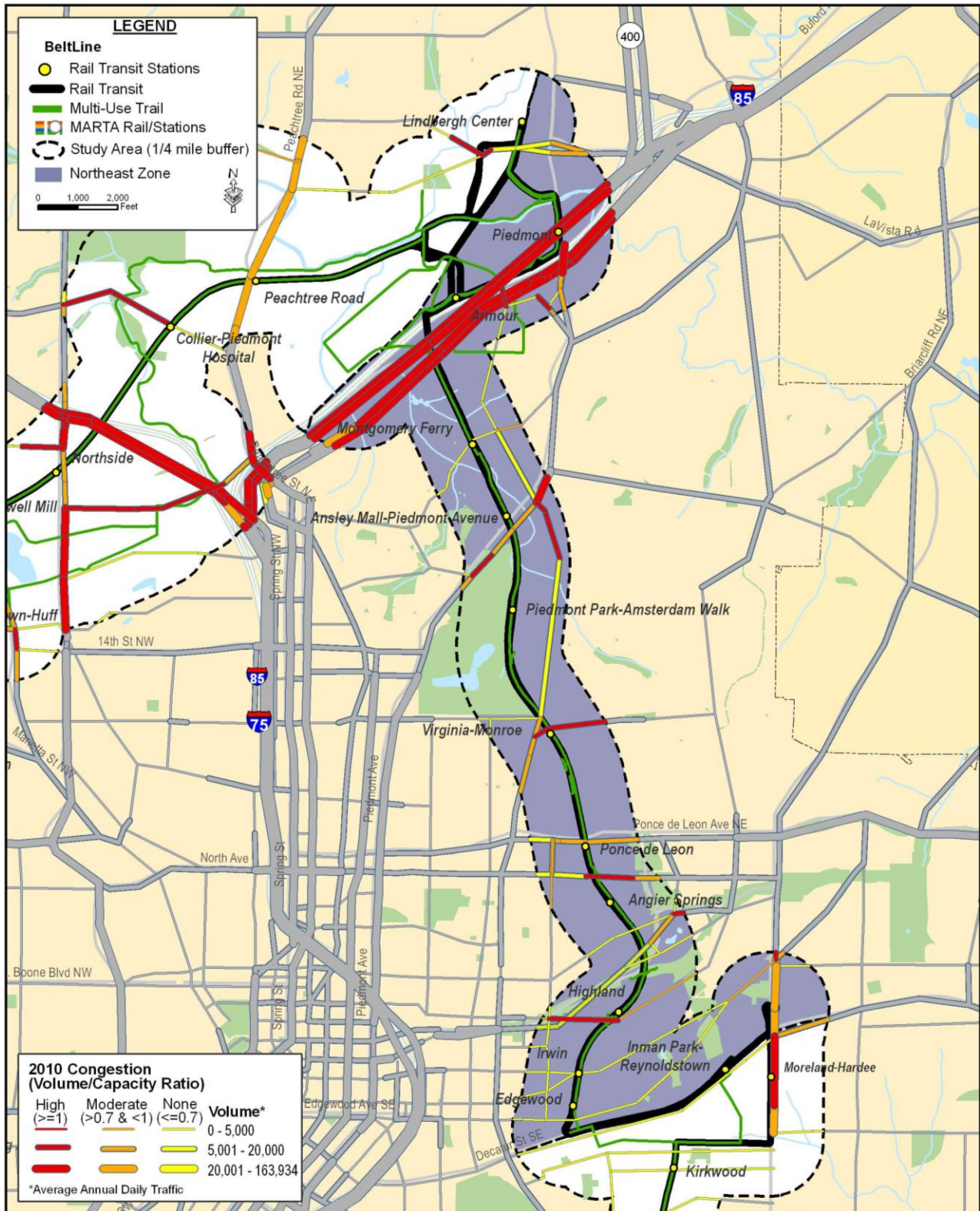
Source: Atlanta Regional Commission, Georgia Department of Transportation

Figure 5-9: Roadway Current Functional Classification and Lanes, Northwest Zone



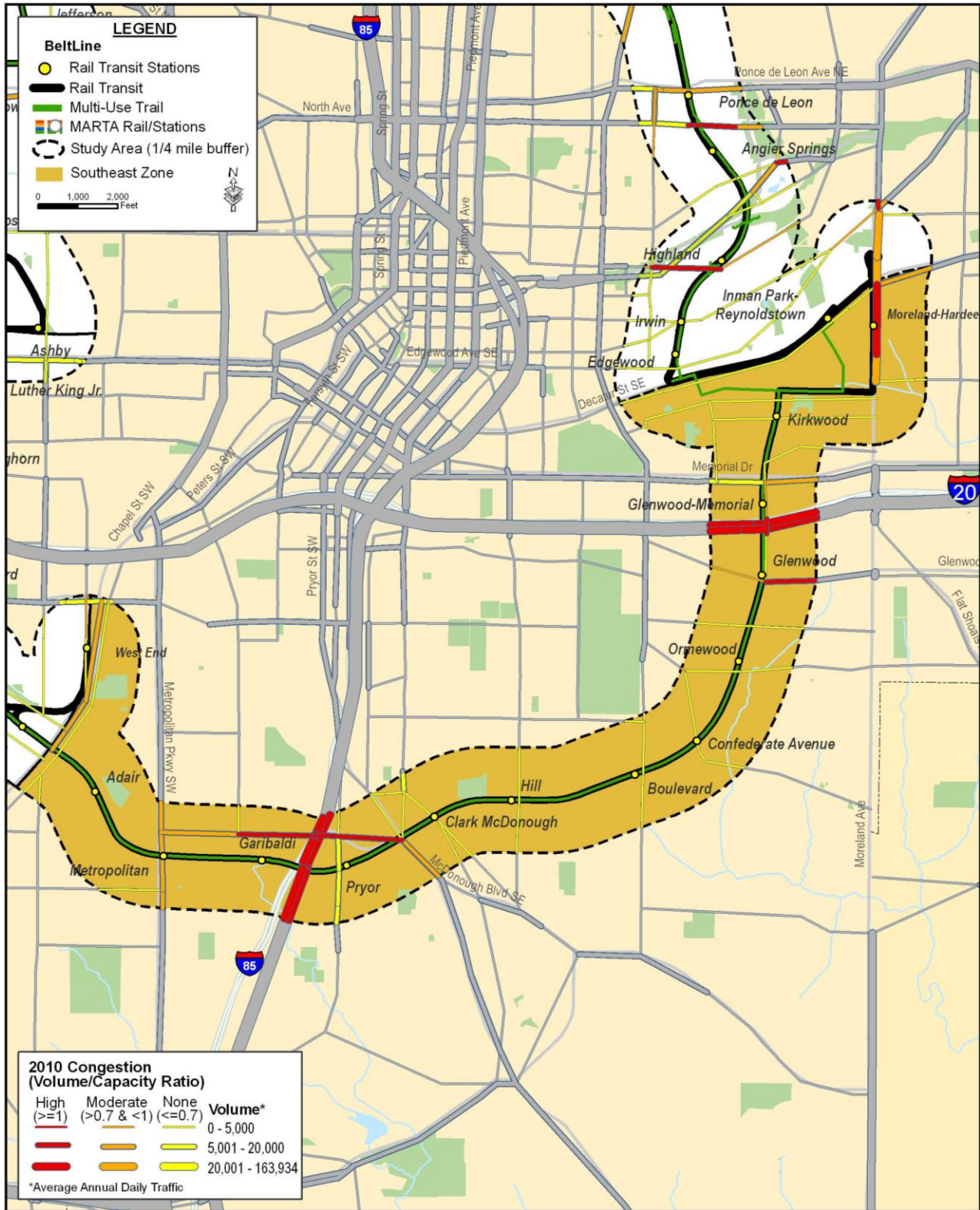
Source: Atlanta Regional Commission, Georgia Department of Transportation

Figure 5-10: 2010 Roadway Volumes and Congestion Levels, Northeast Zone



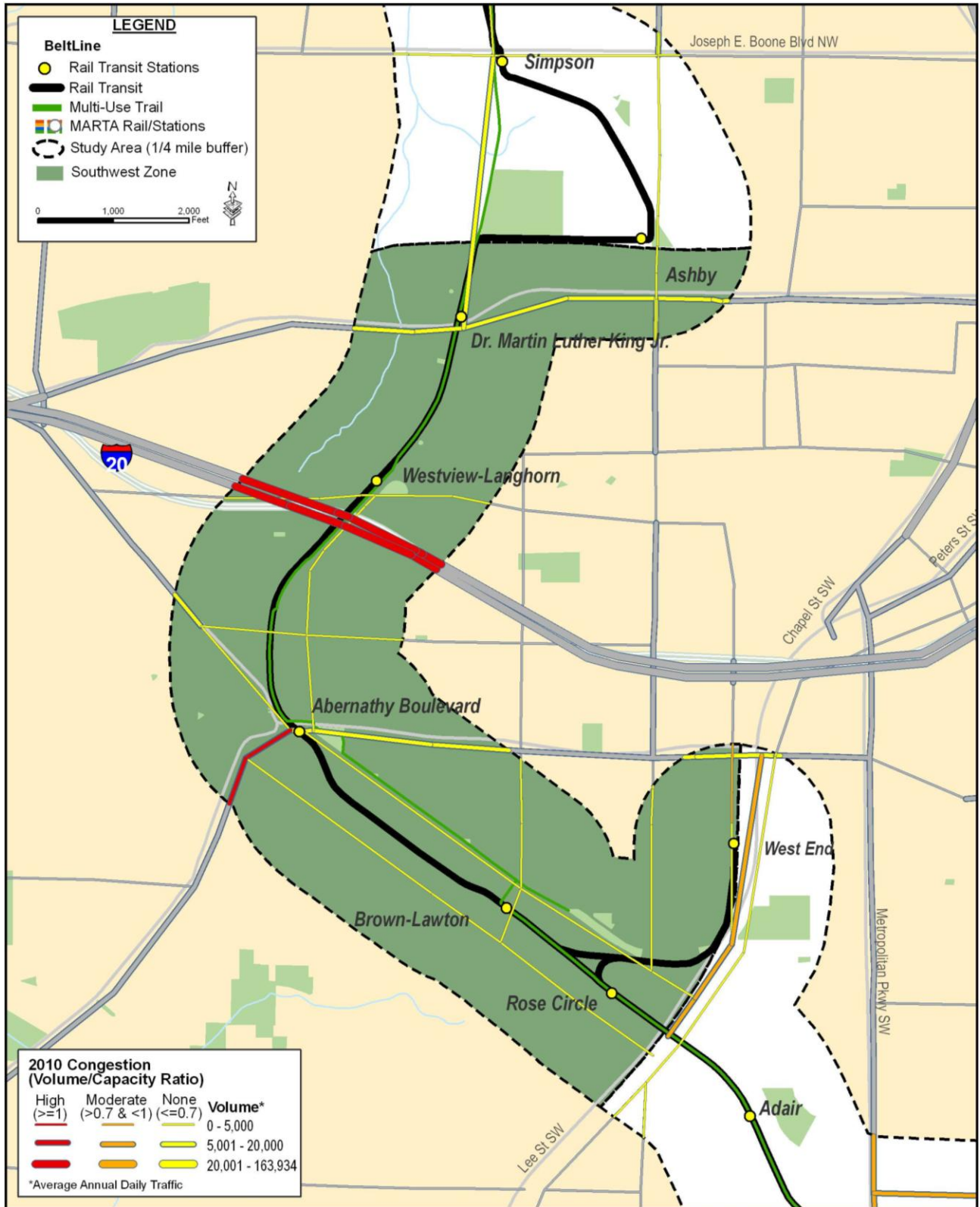
Source: Atlanta Regional Commission

Figure 5-11: 2010 Roadway Volumes and Congestion Levels, Southeast Zone



Source: Atlanta Regional Commission

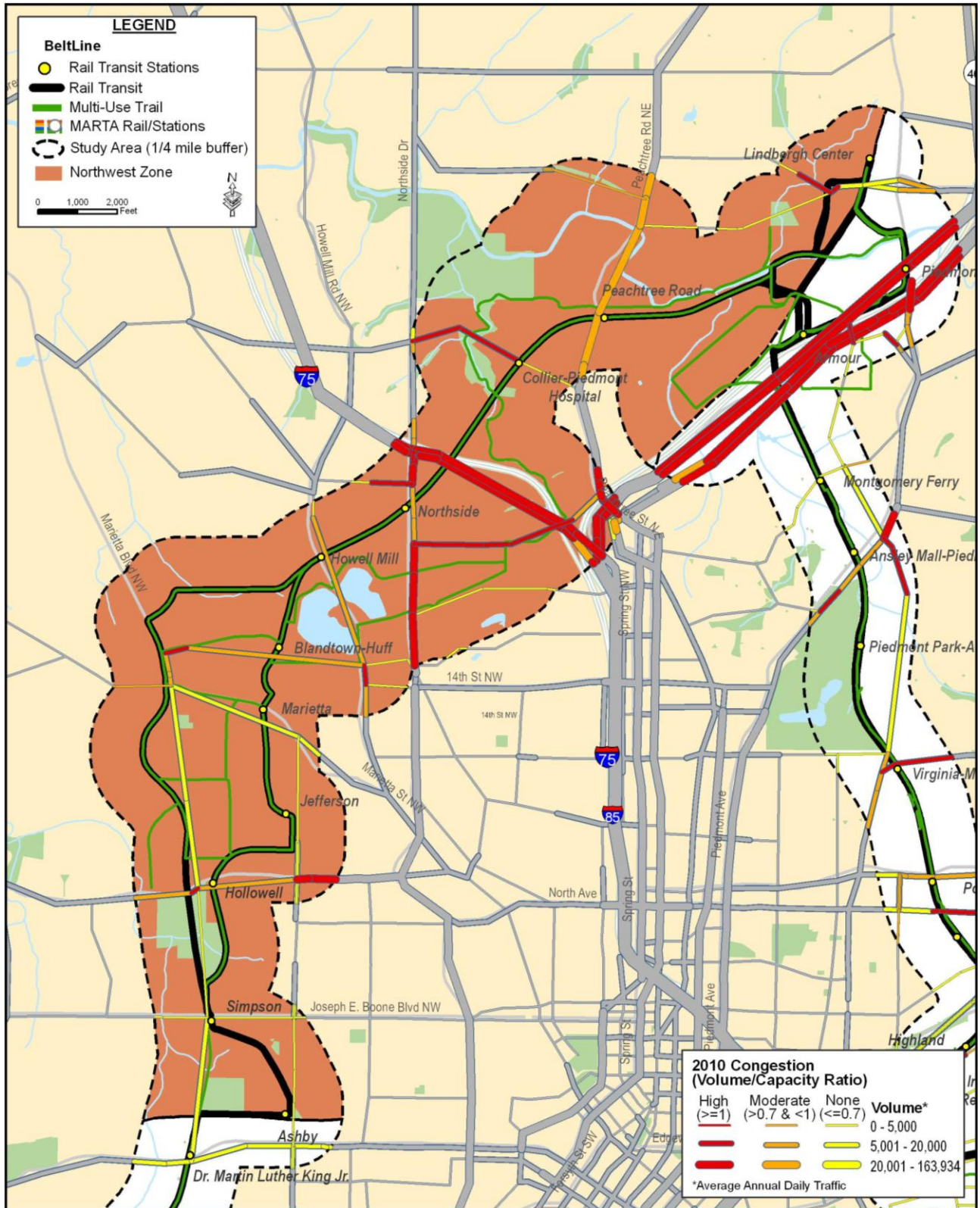
Figure 5-12: 2010 Roadway Volumes and Congestion Levels, Southwest Zone



Source: Atlanta Regional Commission

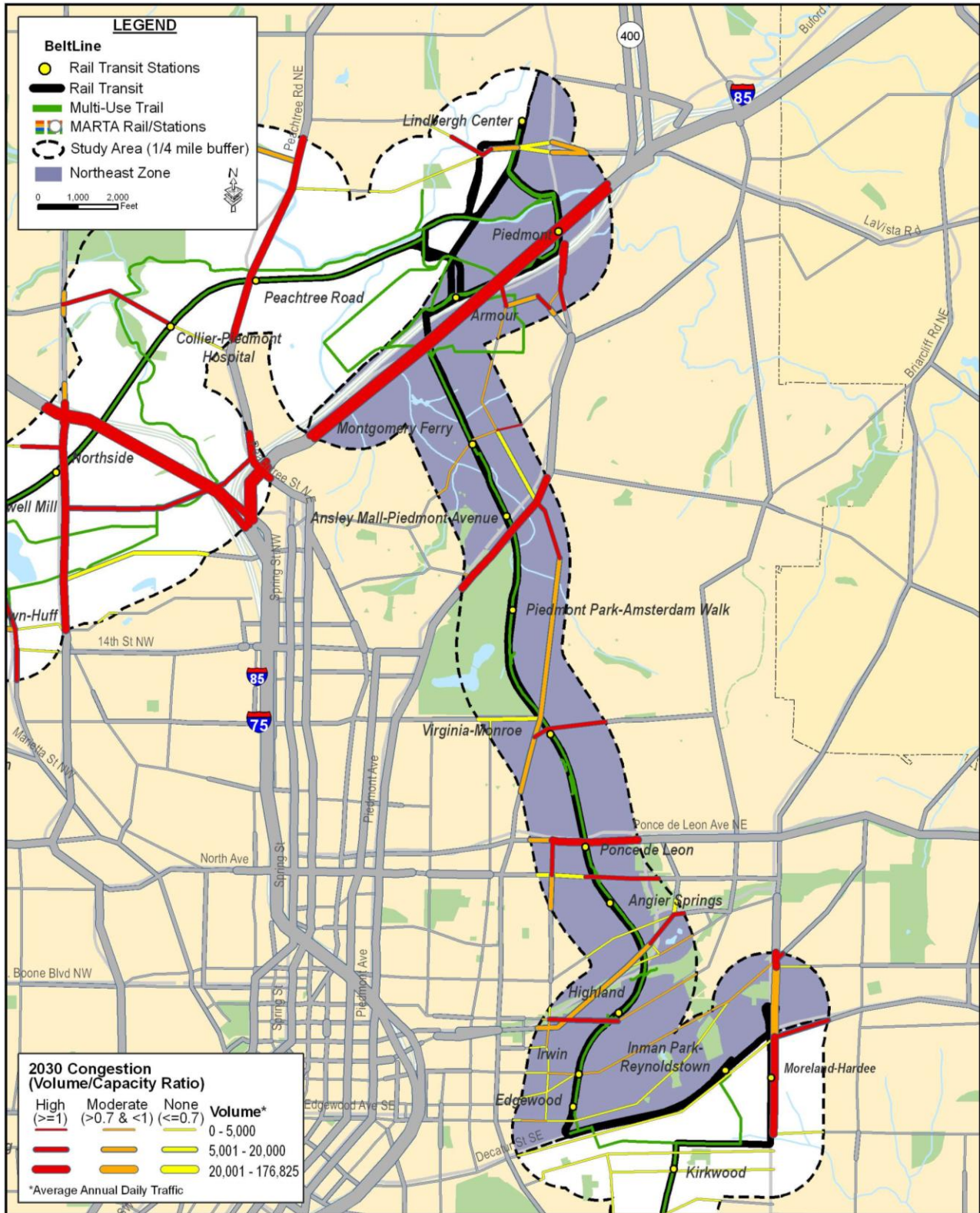


Figure 5-13: 2010 Roadway Volumes and Congestion Levels, Northwest Zone



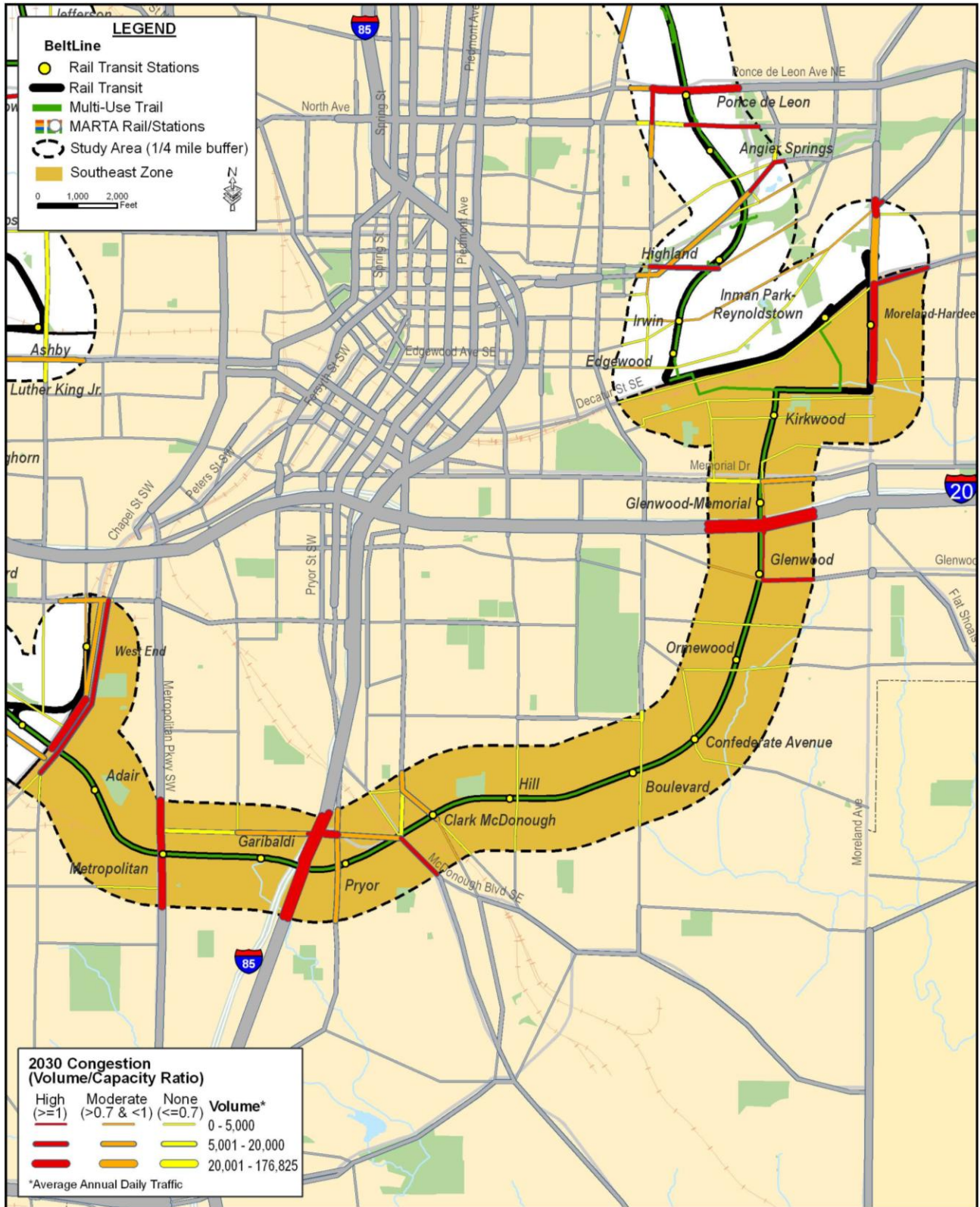
Source: Atlanta Regional Commission

Figure 5-14: 2030 Roadway Volumes and Congestion Levels, Northeast Zone



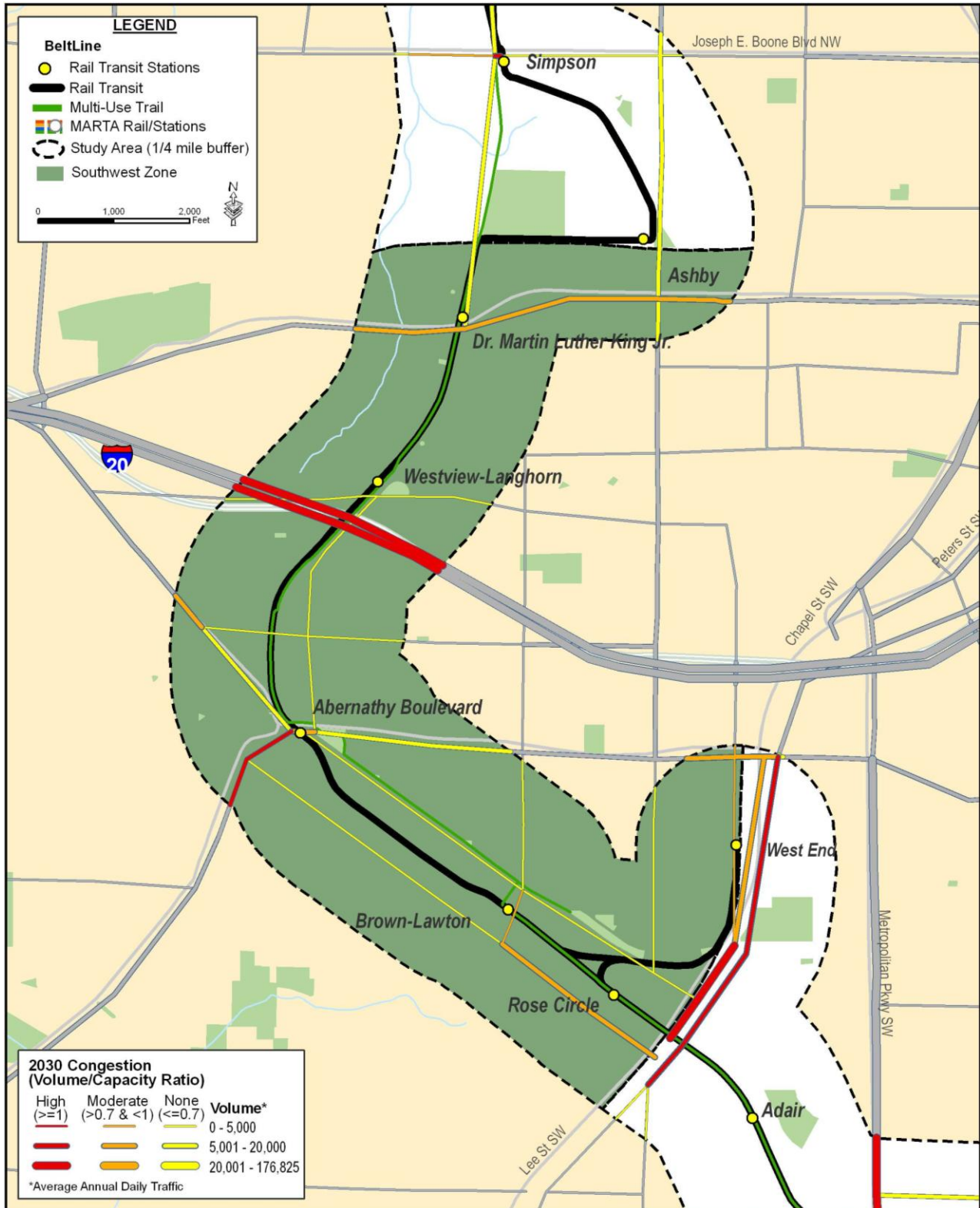
Source: Atlanta Regional Commission

Figure 5-15: 2030 Roadway Volumes and Congestion Levels, Southeast Zone



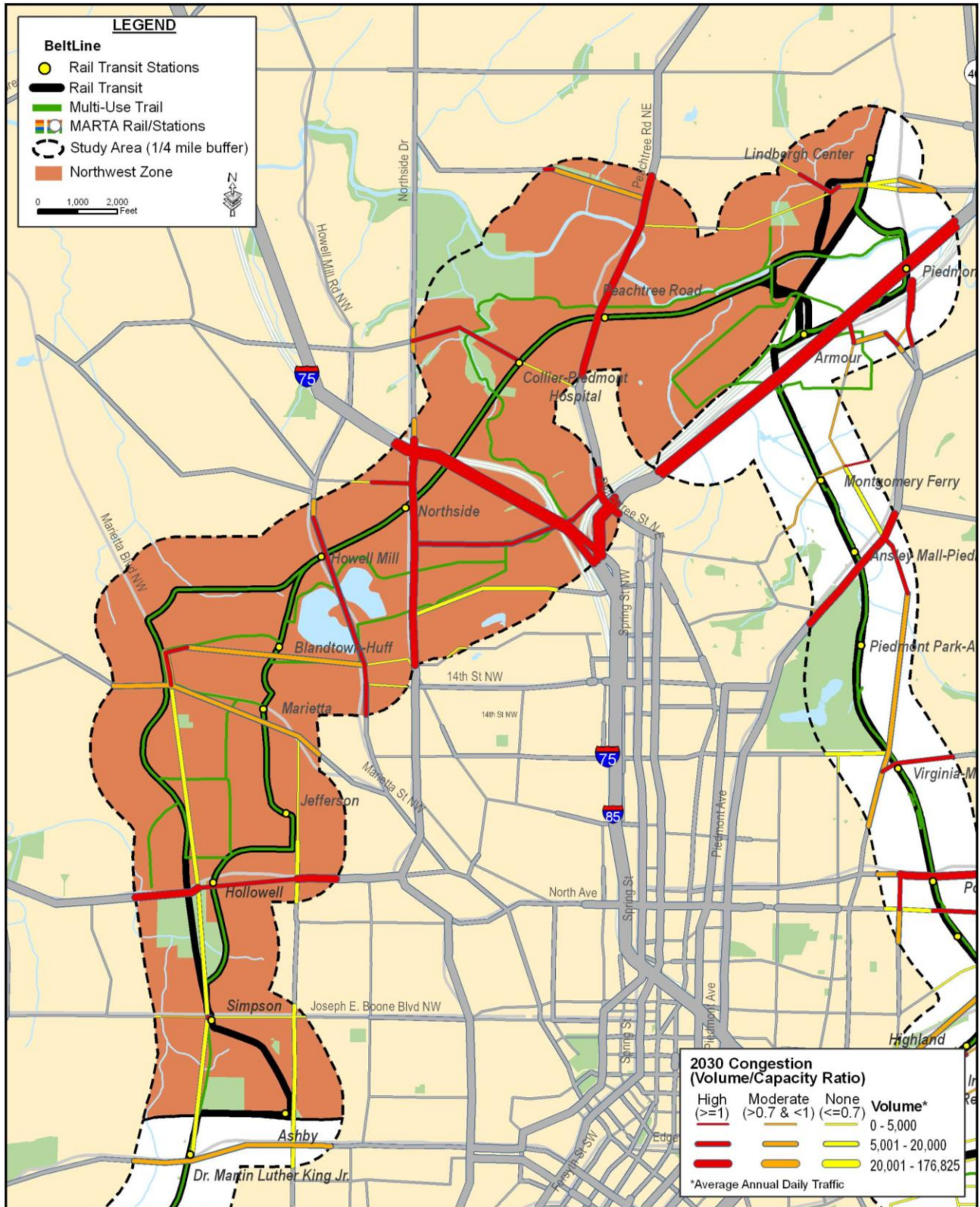
Source: Atlanta Regional Commission

**Figure 5-16: 2030 Roadway Volumes and Congestion Levels, Southwest Zone**



Source: Atlanta Regional Commission

Figure 5-17: 2030 Roadway Volumes and Congestion Levels, Northwest Zone



Source: Atlanta Regional Commission

General Planning Consultant Services  
Existing Conditions Report

Data pertaining to functional classification, total lanes, volumes and volume-to-capacity ratios for each roadway (Collector and above) within each of the study area zones are shown in Table 5-5.

**Table 5-5: Roadway Functional Class, Lanes, Volume and V/C Ratios**

Street Name	Functional Classification	Total Lanes	2010 Volume (One Direction, Worst Case, at BeltLine Crossing)*	2010 V/C Ratio (One Direction, Worst Case, at BeltLine Crossing)	2030 Volume (One Direction, Worst Case, at BeltLine Crossing)*	2030 V/C Ratio (One Direction, Worst Case, at BeltLine Crossing)
<b>Northeast Zone</b>						
I-85	Interstate Principal Arterial	11**	197,177	1.45	213,719	1.62
Buford Highway	Principal Arterial	4	97,174	1.35	110,406	1.52
Montgomery Ferry Drive	Collector	2	4,873	0.54	5,740	0.72
Piedmont Avenue	Minor Arterial	4	34,860	0.92	43,636	1.15
Monroe Drive	Minor Arterial	4	17,455	0.73	19,895	0.91
Virginia Avenue	Collector	2	14,552	1.21	14,792	1.36
Ponce de Leon Avenue	Principal Arterial	6	36,517	0.87	41,680	1.00
North Avenue	Minor Arterial	4	15,662	0.98	19,996	1.24
Ralph McGill Boulevard	Collector	2	1,700	0.14	3,218	0.27
Freedom Parkway	Principal Arterial	5**	14,325	0.40	21,110	0.63
Highland Avenue	Collector	2	10,374	0.87	12,711	1.06
Irwin Street	Collector	2	6,687	0.56	8,400	0.70
Edgewood Avenue	Minor Arterial	2	1,950	0.25	1,955	0.25
<b>Southeast Zone</b>						
Metropolitan Parkway SW	Minor Arterial	4	31,826	0.80	48,657	1.22
Moreland Avenue NE	Minor Arterial	5	56,294	0.99	62,258	1.16
Memorial Drive SE	Minor Arterial	4	20,932	0.52	22,158	0.59
I-75	Interstate Principal Arterial	12	298,621	1.39	340,802	1.58
I-20	Interstate Principal Arterial	10	162,837	1.04	184,833	1.25
Glenwood Avenue SE	Collector	2	8,815	0.68	7,979	0.67
Berne Street SE	Collector	2	2,881	0.29	4,182	0.42
Ormewood Avenue SE	Collector	2	3,048	0.24	3,567	0.30
Confederate Avenue SE	Collector	2	5,009	0.39	6,319	0.53
Boulevard SE	Minor Arterial	4	7,778	0.30	8,697	0.36

**Table 5-5 (continued): Roadway Functional Class, Lanes, Volume and V/C Ratios**

Street Name	Functional Classification	Total Lanes	2010 Volume (One Direction, Worst Case, at BeltLine Crossing)*	2010 V/C Ratio (One Direction, Worst Case, at BeltLine Crossing)	2030 Volume (One Direction, Worst Case, at BeltLine Crossing)*	2030 V/C Ratio (One Direction, Worst Case, at BeltLine Crossing)
<b>Southeast Zone (continued)</b>						
Hill Street SE	Collector	2	2,944	0.23	5,522	0.43
Milton Avenue SE	Collector	2	6,456	0.50	10,458	0.81
McDonough Boulevard SE	Minor Arterial	3	16,162	0.90	21,949	1.22
Pryor Road SW	Collector	4	14,609	0.57	20,294	0.78
<b>Southwest Zone</b>						
I-20	Interstate Principal Arterial	8	160,003	1.11	191,070	1.33
Joseph E. Lowery Blvd.	Minor Arterial	4	6,924	0.29	12,385	0.52
Martin L King Jr. Drive	Minor Arterial	4	20,623	0.54	28,185	0.75
Murphy Avenue SW	Collector	2	7,405	0.57	12,936	1.00
Lee Street SW	Minor Arterial	4	38,263	0.96	52,014	1.30
Lawton Street SW	Collector	2	6,097	0.61	9,387	0.94
Ralph D Abernathy Boulevard SW	Minor Arterial	4	17,746	0.50	29,369	0.82
Westview Drive SW	Collector	2	3,701	0.37	5,922	0.59
<b>Northwest Zone</b>						
Donald L. Hollowell Parkway NW	Principal Arterial	4	33,465	0.88	38,455	1.07
Huff Road NW	Collector	2	11,383	0.88	11,631	0.97
Howell Mill Road NW	Minor Arterial	2	12,856	0.86	15,481	1.04
Joseph E. Boone Boulevard NW	Collector	2	6,751	0.57	7,202	0.61
Joseph E. Lowery Blvd	Minor Arterial	4	10,253	0.40	11,953	0.50
Northside Drive NW	Principal Arterial	4	32,145	0.85	37,732	1.00
I-75	Interstate Principal Arterial	10	186,516	1.10	214,673	1.30
Collier Road NW	Collector	2	5,471	0.46	7,210	0.60
Peachtree Road NE	Principal Arterial	6	48,159	0.85	59,110	1.04
W Marietta Street NW	Minor Arterial	4	19,930	0.62	20,974	0.70
Marietta Boulevard NW	Principal Arterial	5	17,445	0.87	19,764	1.04

Source: Atlanta Regional Commission Travel Demand Model

\* Traffic volume and V/C ratios are one-direction, worst case (compared to the opposing direction) values at the BeltLine alignment crossing point. Volume refers to average annual daily trips.

\*\*Including ramp lane

### 5.3 Planned Transportation System Improvements

The Atlanta Regional Commission’s *Envision6* Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) list 28 transportation projects that intersect the study area and could affect the BeltLine project. Table 5-6 provides a detailed list, and Figure 5-18 depicts those projects.

**Table 5-6: *Envision6* RTP/TIP Projects**

ARC ID	Project Group	Project Type	Location	Status	Project Description
BeltLine Projects					
AR-450	Bicycle / Pedestrian	Bicycle / Pedestrian Facility	City of Atlanta	Programmed	BeltLine corridor – multi-use trail and streetscapes linking Lindbergh Center to Inman Park to West End to Howell Station to Lindbergh Center – ROW and construction
AR-451A	Transit	Fixed Guideway Transit Capital	City of Atlanta	Long Range	BeltLine transportation corridor – transit service in the northeast Quadrant
AR-451B	Transit	Fixed Guideway Transit Capital	City of Atlanta	Long Range	BeltLine transportation corridor – transit service in the southeast quadrant
AR-451C	Transit	Fixed Guideway Transit Capital	City of Atlanta	Long Range	BeltLine transportation corridor – transit service in the southwest quadrant
AR-451D	Transit	Fixed Guideway Transit Capital	City of Atlanta	Long Range	BeltLine transportation corridor – transit service in the northwest quadrant
AR-452A	Bicycle / Pedestrian	Bicycle / Pedestrian	City of Atlanta	Programmed	BeltLine corridor – multi-use trail and streetscapes linking Lindbergh Center to Inman Park to West End to Howell Station to Lindbergh Center – Tier 1 environmental design
AR-452B	Bicycle / Pedestrian	Bicycle / Pedestrian	City of Atlanta	Programmed	BeltLine corridor – multi-use trail and streetscapes linking Lindbergh Center to Inman Park to West End to Howell Station to Lindbergh Center – preliminary engineering
AT-AR-BP098	Bicycle / Pedestrian	Multi-Use Bike / Ped Facility	City of Atlanta	Programmed	West End multi-use trail along CSX RR and Westview Drive
M-AR-294	Transit	Studies	City of Atlanta	Programmed	Atlanta BeltLine / C-Loop
M-AR-296	Transit	Studies	City of Atlanta	Programmed	BeltLine environmental impact



**Table 5-6 (continued): *Envision6* RTP/TIP Projects**

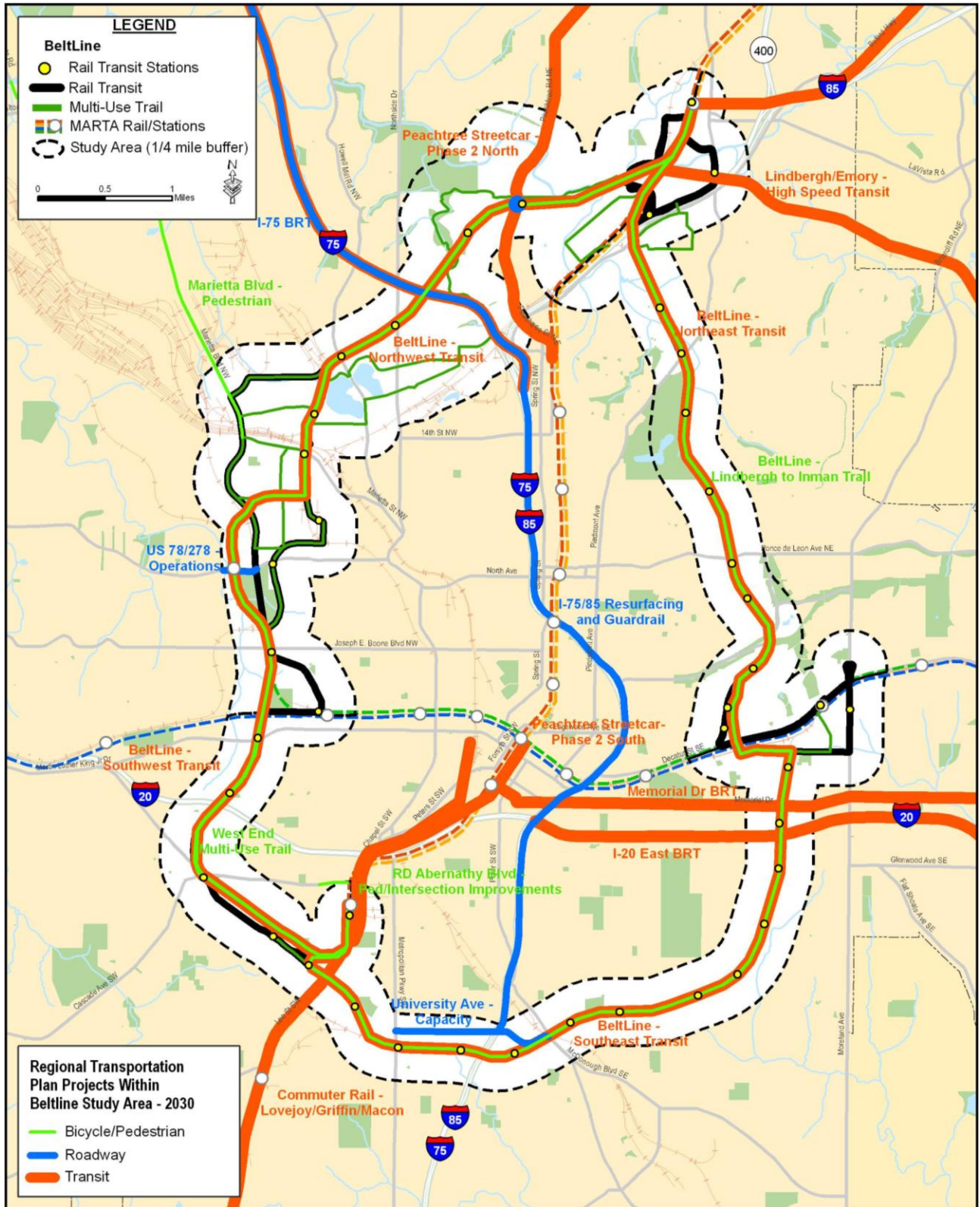
Other Projects					
AR-111G	Roadway	Roadway Maintenance / Operations	Multi-Jurisdictional	Programmed	I-75/I-85 (downtown connector) resurfacing and guardrail upgrade
AR-268B	Transit	Fixed Guideway Transit Capital	Multi-Jurisdictional	Programmed	Commuter rail service – Atlanta / Griffin / Macon (stations and park and ride lots for Lovejoy section)
AR-456B	Transit	Fixed Guideway Transit Capital	City of Atlanta	Long Range	Peachtree Streetcar - phase 2 north
AR-456C	Transit	Fixed Guideway Transit Capital	City of Atlanta	Long Range	Peachtree Streetcar - phase 2 south
AR-904A	Transit	Fixed Guideway Transit Capital	Multi-Jurisdictional	Long Range	I-20 east bus rapid transit (BRT)
AR-910	Transit	Arterial BRT	Multi-Jurisdictional	Programmed	SR 13 (Buford Highway) arterial BRT
AR-923	Transit	Arterial BRT	Multi-Jurisdictional	Long Range	Memorial Drive BRT
AR-930A	Roadway	Studies	Multi-Jurisdictional	Programmed	I-75/I-575 Northwest Corridor - general obligation bond funds for preliminary engineering on AR-931, AR-932, AR-933, AR-934 and AR-935
AR-930B	Roadway	Studies	Multi-Jurisdictional	Programmed	I-75/I-575 Northwest Corridor - GRV bond funds for preliminary engineering on AR-931, AR-932, AR-933, AR-934 and AR-935
AR-930C	Roadway	Studies	Multi-Jurisdictional	Programmed	I-75/I-575 Northwest Corridor - bond funds (backed by anticipated toll revenue) for preliminary engineering on AR-931, AR-932, AR-933, AR-934 and AR-935
AR-930E	Roadway	Studies	Multi-Jurisdictional	Programmed	I-75/I-575 Northwest Corridor - bond funds (backed by anticipated 5309 New Starts allocations) for preliminary engineering on AR-931, AR-932, AR-933, AR-934 and AR-935
AR-931A	Transit	Transit Facilities	Multi-Jurisdictional	Programmed	I-75/I-575 Northwest Corridor - general obligation bond funds for I-75 BRT
AR-931B	Transit	Transit Facilities	Multi-Jurisdictional	Programmed	I-75/I-575 Northwest Corridor - GRV bond funds for I-75 BRT
AR-931E	Transit	Transit Facilities	Multi-Jurisdictional	Programmed	I-75/I-575 Northwest Corridor - 5309 New Starts Funds for I-75 BRT
AT-004	Roadway	Roadway Operational Upgrades	City of Atlanta	Programmed	US 78/278 (Donald Lee Hollowell Parkway)
AT-175	Roadway	General Purpose Roadway Capacity	City of Atlanta	Long Range	University Avenue
AT-AR-231	Bicycle / Pedestrian	Pedestrian Facility	City of Atlanta	Programmed	Ralph David Abernathy Boulevard pedestrian and intersection improvements

**Table 5-6 (continued): *Envision6* RTP/TIP Projects**

<b>ARC ID</b>	<b>Project Group</b>	<b>Project Type</b>	<b>Location</b>	<b>Status</b>	<b>Project Description</b>
AT-AR-BP303	Bicycle / Pedestrian	Multi-Use Bike / Ped Facility	City of Atlanta	Programmed	Marietta Boulevard pedestrian improvements
M-AR-288	Transit	Fixed Guideway Transit Capital	Multi-Jurisdictional	Programmed	Lindbergh / Emory bus high-speed premium transit service
AT-229	Roadway	Bridge Upgrade	City of Atlanta	Programmed	US 19/SR 9 (Peachtree Road) (CSX RR)

Source: Atlanta Regional Commission, *Envision6* RTP, March 20, 2009

Figure 5-18: *Envision6* RTP/TIP Projects



Source: Atlanta Regional Commission

## 5.4 Freight Rail Corridors

The BeltLine project would occupy, or be immediately adjacent to, active and inactive freight rail corridors. Figure 5-19 depicts freight rail corridors within the study area including current ownership information. Railroad ownership includes segments owned by The Georgia Department of Transportation (GDOT), Atlanta Development Authority (ADA), CSX Transportation (CSXT) and Norfolk Southern Corporation (NS). As indicated on Figure 5-19, the study area includes CSX and NS lines operating within the northwest zone, as well as CSX and NS lines traversing the study area in the southeast, southwest and northeast zones.

Implementing new rail transit and multi-use trails within railroad corridors having active freight usage, and corridors not fully owned by MARTA or the City of Atlanta entities, presents challenges. Four railroad corridors are of particular interest and described below.

### 5.4.1 Decatur Belt Corridor

The Decatur Belt Corridor runs south from the NS Armour Yard approximately 5 miles to a point just north of the CSXT Hulsey Yard. The corridor ranges in ROW width from 200 feet at the north end to 40 feet on the south end. For the most part the 200-foot ROW extends down from the Armour Yard wye on the north end to Ralph McGill Boulevard. The ROW narrows down for a short distance near Piedmont Avenue (132 feet) and between Pylant Street and North Avenue (100 feet). South of Ralph McGill Boulevard, the ROW begins to narrow down to 68 feet just south of Freedom Parkway. South of Edgewood Avenue, the ROW narrows to approximately 54 feet, then narrows again to 40 feet between Airline Street and DeKalb Avenue.

The rail line in the corridor crosses the following streets and driveways starting at the north end:

- Under I-85 and over State Route 13
- Under Montgomery Ferry Drive
- Under Piedmont Avenue
- Across Atlanta Botanical Garden and Piedmont Park parking deck driveway
- Under Park Drive
- Across Monroe Drive
- Under Virginia Avenue
- Over Ponce De Leon Avenue
- Over North Avenue
- Over Ralph McGill Boulevard
- Under Freedom Parkway
- Under Highland Avenue
- Across Irwin Street
- Under Edgewood Avenue
- Across Airline Street and DeKalb Avenue at grade

On December 30, 2004, NS sold the Decatur Belt Corridor to the Northeast Atlanta BeltLine Group. On October 29, 2008, the Atlanta Development Authority purchased the Decatur Belt Corridor. The sale included all the property formerly owned by NS beginning near the junction of the wyes to the Armour Yard down to just north of DeKalb Avenue.

#### **5.4.2 Atlanta and West Point Railroad (A&WP) BeltLine Corridor**

The A&WP BeltLine Corridor begins on the north end at the CSXT Hulseley Yard and travels south to Confederate Avenue where it begins to take a westerly route and eventually ties into the CSXT mainline near Sylvan Road and Murphy Avenue.

GDOT owns the corridor from just south of Wylie Street to Memorial Drive. The ROW for this segment is approximately 100 feet wide varying at several locations. South of the old A&WP station on Memorial Drive south to Glenwood Avenue, the corridor is now a street (Bill Kennedy Way) owned by the City of Atlanta. This street provides access to I-20.

South of Glenwood Avenue, the railroad corridor starts again. At this end of the corridor, CSXT serves LaFarge, Inc. sand distribution operation. CSXT periodically delivers hopper cars filled with sand, which is unloaded and reloaded into trucks for distribution to customer locations. The sand operation receives deliveries on a variable basis. The active rail line is a single-track operation with up to a 100-foot ROW based on visual observation. The line is double tracked beginning between Boulevard and Confederate Avenue up to Glenwood Avenue. The track condition in this corridor appears to be in fair condition.

The rail line in the corridor crosses the following streets starting at the north end:

- Across Wylie Street
- Across Kirkwood Avenue
- Over Mauldin Street
- Track ends at Memorial Drive
- Bill Kennedy Way over I-20 replaces track bed between Memorial Drive and Glenwood Avenue
- Under Berne Street
- Over Ormewood Avenue
- Over Confederate Avenue
- Across Boulevard
- Over Hill Street
- Across Milton Avenue
- Tunnel under Hank Aaron Avenue/McDonough Boulevard and NS mainline
- Over Pryor Road
- Under I-75/I-85
- Over Metropolitan Parkway
- Across Allene Avenue
- Across Sylvan Road
- Across Murphy Avenue

#### **5.4.3 Louisville & Nashville (L&N) BeltLine Corridor**

The corridor contains an inactive line and begins near Allene Avenue where it connects to the A&WP BeltLine east of the CSXT mainline. It extends in a northwesterly and north direction to the NS Inman Yard and the CSXT Tilford yard.

GDOT owns most of the southern portion of the corridor. CSXT also owns a significant portion. The GDOT segment beyond Allene Avenue up to its intersection with the MARTA Proctor Creek Line (near Ollie Circle) has a 100-foot ROW with some exceptions. The corridor widens to nearly 300 feet for a portion of the area between Lawton Street and Cascade Avenue. At the north end near Lena Street, tracks do not exist.

The rail line in the corridor from Allene Avenue to Lena Street crosses the following streets:

- Across Allene Avenue
- Tunnel under Murphy Avenue, CSXT mainline and Lee Street
- Under Lawton Street
- Tunnel under Cascade Avenue/Ralph David Abernathy Boulevard
- Tunnel under Lucile Avenue
- Under Langhorn Street/I-20 West Freeway
- Under Westview Drive
- Over Martin Luther King Jr. Drive
- Pedestrian path over ROW at Lena Street

From the intersection with the MARTA Proctor Creek Line, the corridor follows the line a short distance to where the MARTA rail line crosses under the CSXT line that goes to the Tilford Yard. The CSXT Tilford line proceeds north and goes under the NS Inman Yard through a single tunnel.

The rail line in the corridor crosses the following streets from the MARTA rail line to the CSXT line intersection with MARTA and on to the Inman Yard:

- MARTA under Mobile Street
- MARTA under Joseph L. Boone Boulevard
- CSXT over North Avenue
- CSXT over Donald Lee Hollowell Parkway
- CSXT across Jefferson Street
- CSXT under West Marietta Street
- CSXT tunnel under Inman Yard

North of the Inman Yard at the entrance to the Tilford Yard, the CSXT track branches off to several tracks. One track (on the west side) loops back to the CSXT mainline tracks that go east and south. This loop also provides the only point for trains coming from the east and south to access the CSXT line going west. Other branches lead to Tilford Yard and one on the west side ties into the CSXT mainline headed northwest. CSXT uses the line to access Howells Yard from the west.

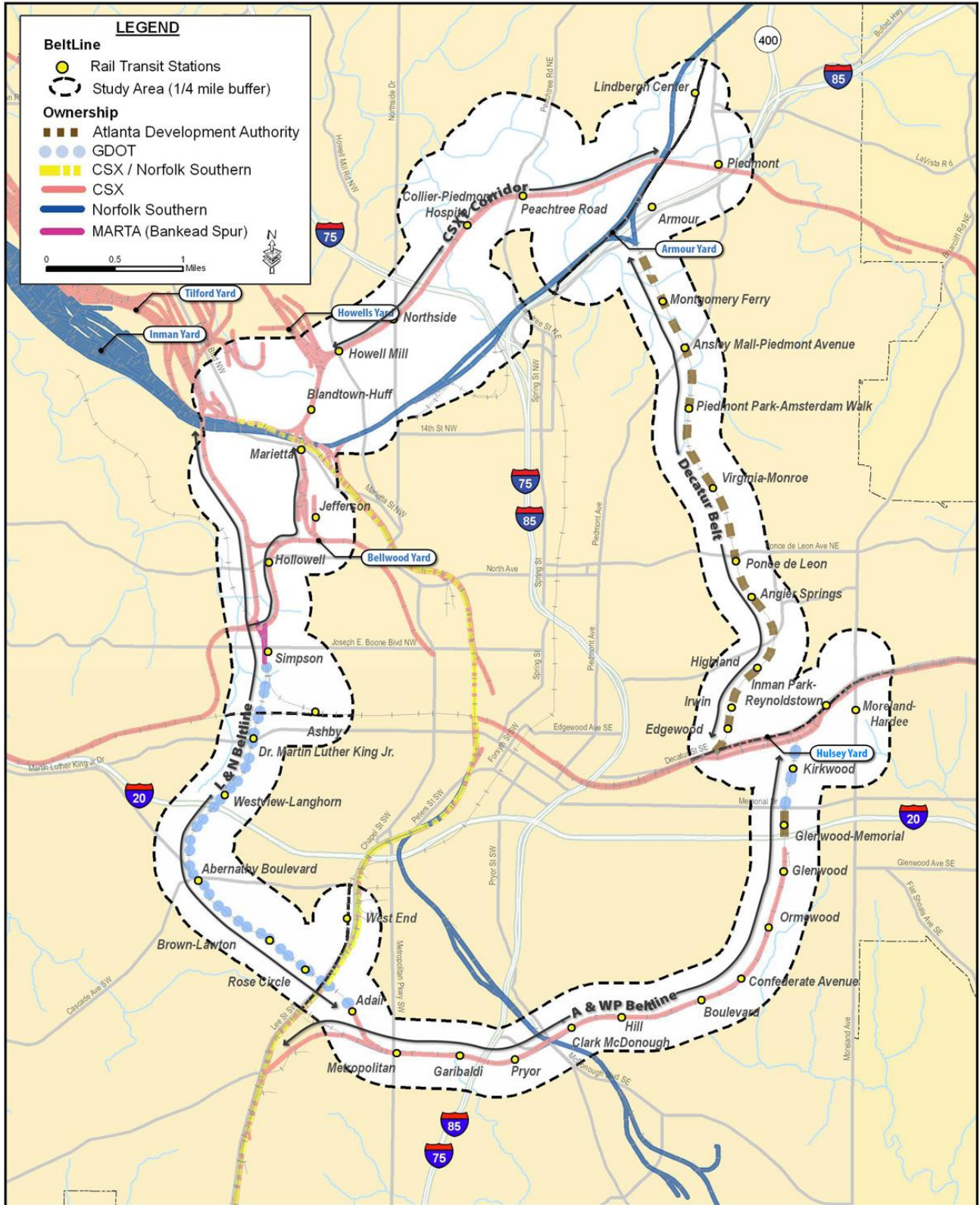
#### **5.4.4 CSXT Northside Corridor**

This corridor is from Howell Mill Road east to its intersection with the NS and MARTA rail lines. It contains a single-track mainline with a major siding track from Howell Yard up to East Switch at I-75. The corridor ROW appears to range from 60 to 100 feet.

The rail line in the corridor crosses the following streets:

- Under Howell Mill Road
- Over Northside Drive
- Under Collier Road
- Under Peachtree Road

Figure 5-19: Freight Rail Corridors



Source: Georgia Department of Transportation





## 6.0 BICYCLE AND PEDESTRIAN CONDITIONS

In an effort to improve accessibility, mobility, air quality and overall quality of life, the City of Atlanta has placed emphasis on developing an integrated multi-modal transportation system linking primary street routes, on-street bicycle lanes, multi-use trails and transit stations. In particular, the City of Atlanta is promoting bicycling as a viable mode of transportation. The following is a list of current policies from the *City of Atlanta 2004-2019 Comprehensive Development Plan* and *Connect Atlanta Plan*.

- Increase bicycle ridership as a viable mode of transportation by providing a network of on-street bikeways that is accessible to all neighborhoods and serves residents, commuters and visitors.
- Incorporate bicycle facilities into the City's transportation planning process.
- Promote bicycle safety, education and awareness.
- Provide efficient and effective maintenance on all on-street bike facilities, thereby providing optimal commuting and recreational opportunities.
- Promote the provision of pedestrian and bicycle transportation facilities in new commercial and residential developments.
- Develop a system of multi-use recreational trails within the open space and greenways system, for use by all ages.
- Connect Atlanta's intent is for the bicycle network to be a fundamental part of Atlanta's transportation system, and this means ensuring that routes are continuous and connect to other routes inside the City or to key locations along the City boundaries.

BeltLine planning should consider the above general policies and other more specific plans (stated below) in regards to alignment, design and connectivity of bicycle, pedestrian and multi-use trails amenities.

The City of Atlanta has four plans specifically designed to guide bicycle and pedestrian infrastructure provision. These plans include the *City of Atlanta Greenway Trail Corridor Plan*, *Atlanta Commuter On-Street Bike Plan*, *Plan for a Walkable Atlanta* and *Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan*. Several broad planning initiatives have also integrated bicycle amenities into a comprehensive plan. These include the Connect Atlanta Plan, commissioned by the City of Atlanta Department of Planning and Community Development and the Livable Centers Initiative (LCI), sponsored by the ARC. Chapter 7 provides further description of these plans.

### 6.1 Bicycle Routes

Currently, the few bicycle lanes within the study area provide sparse coverage and lack overall connectivity. However, the planning initiatives discussed previously would create an extensive network of designated routes for bicyclists. Figure 6-1 depicts planned bicycle routes serving the study area (Data pertaining to existing bicycle amenities are currently outstanding and being sought.)

*The Connect Atlanta Plan* proposed bicycle network follows two basic types of routes: Core connections, which provide longer-distance connectivity across the City, and Secondary connections that bring these Core connections into neighborhoods. Table 6-

1 lists connections by zone. The table also lists existing bicycle lanes in the study area. While bicycle lanes are not extensive, there are several City projects focused on bicycle infrastructure improvements. Furthermore, current City policy is to include appropriate bicycle accommodations whenever significant roadway widening or upgrades are constructed and the City continuously lobbies for new additional bicycle facility funding.

**Table 6-1: Planned On-Street Bicycle Routes**

Roadway*	Type of Connection	Existing Bicycle Lanes
<b>Northeast Zone</b>		
Wylie Street	Secondary	No
Edgewood Avenue	Core	Yes
Euclid Avenue	Core	No
North Highland Avenue	Secondary	Yes
Ralph McGill Boulevard	Core	No
North Avenue	Secondary	No
Ponce de Leon Avenue	Secondary	No
Charles Allen Drive	Core	No
Virginia Avenue	Secondary	No
Monroe Drive	Secondary	No
10th Street	Core	No
Piedmont Avenue	Core	No
Montgomery Ferry Drive	Secondary	No

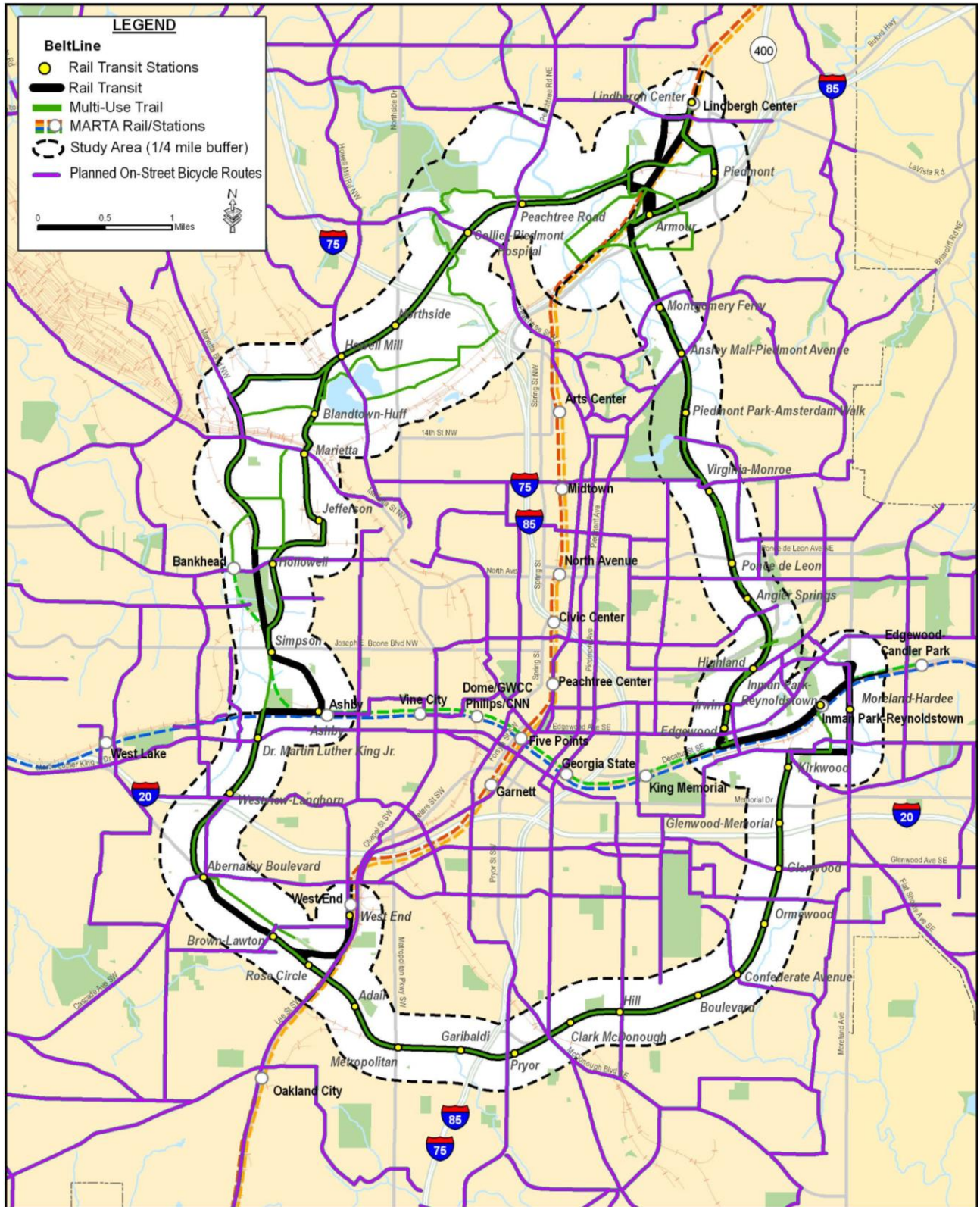
\*Bicycle routes planned along at least a portion of the roadway.

**Table 6-1 (continued): Planned On-Street Bicycle Routes**

Roadway*	Type of Connection	Existing Bicycle Lanes
<b>Southeast Zone</b>		
Pryor Street	Secondary	No
Hank Aaron Drive	Core	No
Jonesboro Road	Core	No
Hill Street	Secondary	No
Atlanta Avenue	Secondary	No
Confederate Avenue	Secondary	Yes
Ormewood Avenue	Secondary	No
Glenwood Avenue	Secondary	Yes
Bill Kennedy Way	Secondary	Yes
Ralph David Abernathy Boulevard	Core	Yes
Flat Shoals Avenue	Secondary	No
Allene Avenue	Secondary	No
Dill Avenue	Secondary	No
Wylie Street	Secondary	No
McDaniel Street	Secondary	No
Hosea L Williams Drive	Secondary	Yes
Whitefoord Avenue	Secondary	No
<b>Southwest Zone</b>		
Ralph David Abernathy Boulevard	Core	No
Lawton Street	Secondary	No
Beecher Street	Secondary	No
Oakland Drive	Secondary	No
Avon Avenue	Secondary	No
Lee Street	Core	No
Campbellton Road	Secondary	No
Avon Avenue	Secondary	No
Joseph Lowery Boulevard	Core	No
Westview Drive	Secondary	No
<b>Northwest Zone</b>		
Peachtree Road	Core	No
Lindbergh Drive	Secondary	No
Peachtree Battle Road	Secondary	Yes
Simpson Street	Core	No
Marietta Street	Core	No
17th Street	Core	Yes
Jefferson Street	Secondary	No
Joseph Lowery Boulevard	Core	No
Howell Mill Road	Core	No
Bishop Street	Secondary	No
West Marietta Street	Core	No

Source: City of Atlanta Department of Planning & Community Development, [www.connectatlantaplan.com](http://www.connectatlantaplan.com)

Figure 6-1: Planned On-Street Bicycle Routes



Source: City of Atlanta Department of Planning & Community Development, [www.connectatlantaplan.com](http://www.connectatlantaplan.com)

In the northeast zone, portions of North Highland Avenue and Edgewood Avenue are the only two corridors with bicycle lanes. As Figure 6-1 depicts, numerous additional bicycle routes planned would intersect the zone.

In the southeast zone, there are recently implemented bicycle lanes on Bill Kennedy Way, Glenwood Avenue and Hosea Williams Drive. There are a series of City projects focused on bicycle infrastructure improvements in this area. As these collector streets currently have bicycle lanes, improvements will focus on improving connectivity to existing amenities. A planned bicycle route along Georgia Avenue, Boulevard and Berne Street will improve connectivity to Grant Park.

Existing on-street bicycle routes in the southwest zone include portions of the Lionel Hampton Trail, which uses an on-street route. However, at eleven (11) streets that intersect the BeltLine, the City plans improvements to bicycle amenities. One major commuter bicycle lane project in this area would run along Ralph David Abernathy Boulevard from Cascade Road east to Grant Park. The Oakland City/Lakewood LCI study proposes another commuter bicycle lane that would connect Lee Street to Downtown.

Existing on-street bicycle routes within the northwest zone include bicycle lanes on the majority of the length of 17<sup>th</sup> Street and on portions of Peachtree Battle Avenue. A primary planned bicycle infrastructure project along Simpson Street would provide a direct connection from the west side to Downtown.

## **6.2 Pedestrian Infrastructure**

The provision of safe, effective and attractive pedestrian infrastructure is crucial in supporting a transit and multi-use trail based project such as the BeltLine. Therefore, understanding the quality and extent of existing sidewalks, crosswalks, ramps, pedestrian signals and other pedestrian amenities is essential. While the ongoing Subarea Master Planning process is developing a detailed sidewalk inventory, thorough and accurate data pertaining to existing pedestrian infrastructure does not currently exist for a majority of the study area. Therefore, at minimum, a qualitative assessment is necessary.

The quality of many sidewalks, crosswalks and pedestrian signals throughout the study area ranges from satisfactory to poor. A cursory assessment of sidewalks by the City of Atlanta Department of Watershed Management suggests that only about sixty percent of city streets (relative to street length) have sidewalk coverage. Problems include cracked, overgrown or non-existent sidewalks. Numerous crosswalks are dysfunctional or non-existent. These conditions likely result from the BeltLine's location in older neighborhoods that have not had recent infrastructure upgrades or received diligent routine maintenance. The City of Atlanta has made efforts to improve pedestrian infrastructure over the past few years, however and current plans call for further, extensive improvements.

## **6.3 Multi-Use Trails**

Figure 6-2 shows existing and planned multi-use trails for the study area.

Existing multi-use trails serving the northeast zone are in the area's two prominent parks, Piedmont Park and Freedom Park. Both trails accommodate recreational cycling,

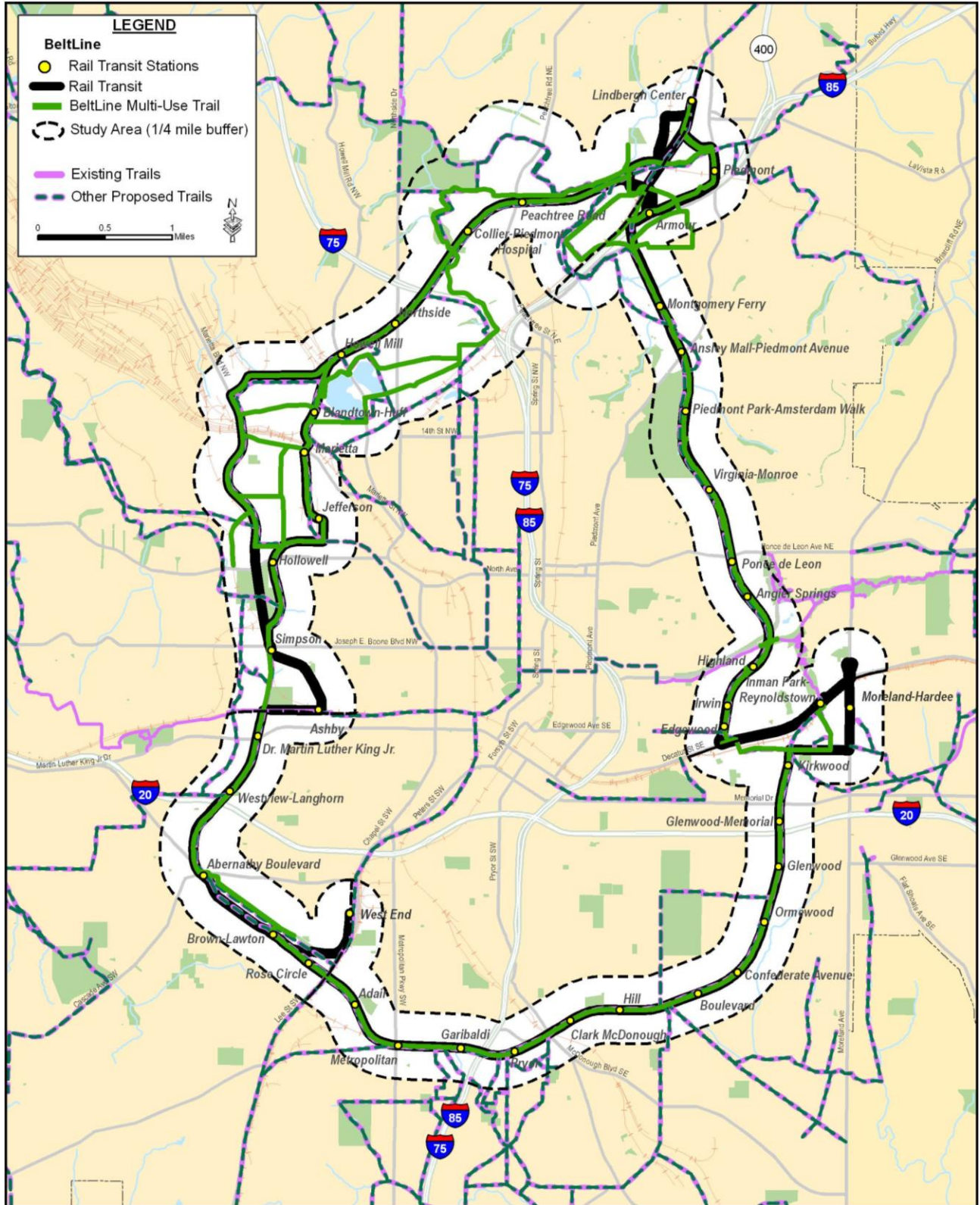
running and walking. The Piedmont Park trail network provides north/south pedestrian and bicycle circulation within the study area along the west side of the BeltLine corridor between Monroe Drive and Park Drive. The east/west linear configuration of Freedom Park provides connections between the neighborhoods of Candler Park, Poncey Highlands, Inman Park, Old Fourth Ward and, in the future, Downtown Atlanta. This trail intersects the study area along Freedom Parkway between Highland Avenue and Ralph McGill.

Existing multi-use trails in the southeast zone are within Grant Park. Several future planned trails in this zone will be part of new or renovated parks, including Stanton Park and Boulevard Crossing Park. The trail in Boulevard Crossing Park will connect directly to the BeltLine and continue southeast along Entrenchment Creek.

The most prominent multi-use trail serving the southwest zone is the West End Trail segment of the BeltLine. The West End trail begins at I-20 and terminates at Rose Circle Park. This trail was a recent addition to the network. Straddling the southwest and northwest zones is the Westside Trail, running from the Ashby MARTA station through several west side parks. The trail connects Washington Park, Mosley Park and Anderson Park, connecting to the Lionel Hampton Trail and Westview Cemetery. It intersects the study area at Lena Street adjacent to Washington Park.

A prominent multi-use trail under development in the northwest zone is the Atlanta Memorial Trail, would wind through Atlanta Memorial Park along Tanyard Creek. In addition to the trails planned along the BeltLine, future multi-use spur trails will connect to community resources within the northeast zone. Future feeder trails include two in the northern portion of the study area, between the Armour and Lindbergh Center BeltLine stations. The planned trails would follow Peachtree Creek and Clear Creek and would link the BeltLine to several area parks.

Figure 6-2: Multi-Use Trails



Source: City of Atlanta, Bureau of Planning





## 7.0 RELATED PLANS AND EFFORTS

Over the past several years, the following plans and studies have guided adjacent land development and assessed the transit, multi-use trails and greenspace components of the BeltLine project. The order of plans and studies listed below are from most recent to oldest.

### 7.1 Atlanta BeltLine Subarea Master Plans

Atlanta BeltLine Inc. and City of Atlanta Department of Planning and Community Development, Currently underway

Atlanta BeltLine Inc. and City of Atlanta are currently conducting master planning efforts for ten geographic “subareas” of the BeltLine project. The intent of the subarea master planning process is to build on previous BeltLine and City of Atlanta planning efforts and establish the foundation for overall BeltLine project implementation by refining strategic-level recommendations related to parks, open space, mobility, circulation, land use and urban design. Establishment of a set of goals for each subarea informed the specific land use, parks, mobility, and connectivity recommendations, as part of the engagement process. These set an overarching framework for the implementation of future projects and policy actions:

#### **Land Use and Design:**

- Protect existing single family neighborhoods
- Put highest density development close to transit stops
- Protect historic structures and artifacts
- Promote public art
- Emphasize quality design
- Improve environmental quality

#### **Mobility**

- Maximize accessibility to BeltLine transit
- Minimize impacts of the BeltLine transit
- Foster transit-supportive economic development along the BeltLine
- Mitigate traffic impacts of BeltLine redevelopment
- Emphasize pedestrian connectivity
- Create a network of sidewalks and trails
- Enhance street grid and improve street connectivity
- Provide accessibility for all abilities
- Minimize trail intrusion on existing neighborhoods
- Provide connectivity to all neighborhoods

### **Parks and Greenspace**

- Create a linear park system
- Maximize greenspace opportunities
- Include active and passive activities for people of all ages
- Ensure park safety
- Create tree-filled parks and greenspace
- Expand connections to parks and schools
- Make stormwater ponds amenities rather than liabilities

The Atlanta City Council adopted master plans for four of the ten subareas in March 2009: Subareas 2, 3, 5 and 9.

Each subarea plan includes a proposed future land use plan that will be used to update the Comprehensive Development Plan. The recommendations reinforce four overarching themes guiding master planning efforts in all BeltLine subareas:

Redevelopment should be at a density sufficient to support public transit; design should celebrate the distinct character of the area through public art opportunities; the layout of streets should promote cross-BeltLine connectivity; and redevelopment should respect the existing historic context and promote the preservation of historic resources, wherever possible.

### **Implementation**

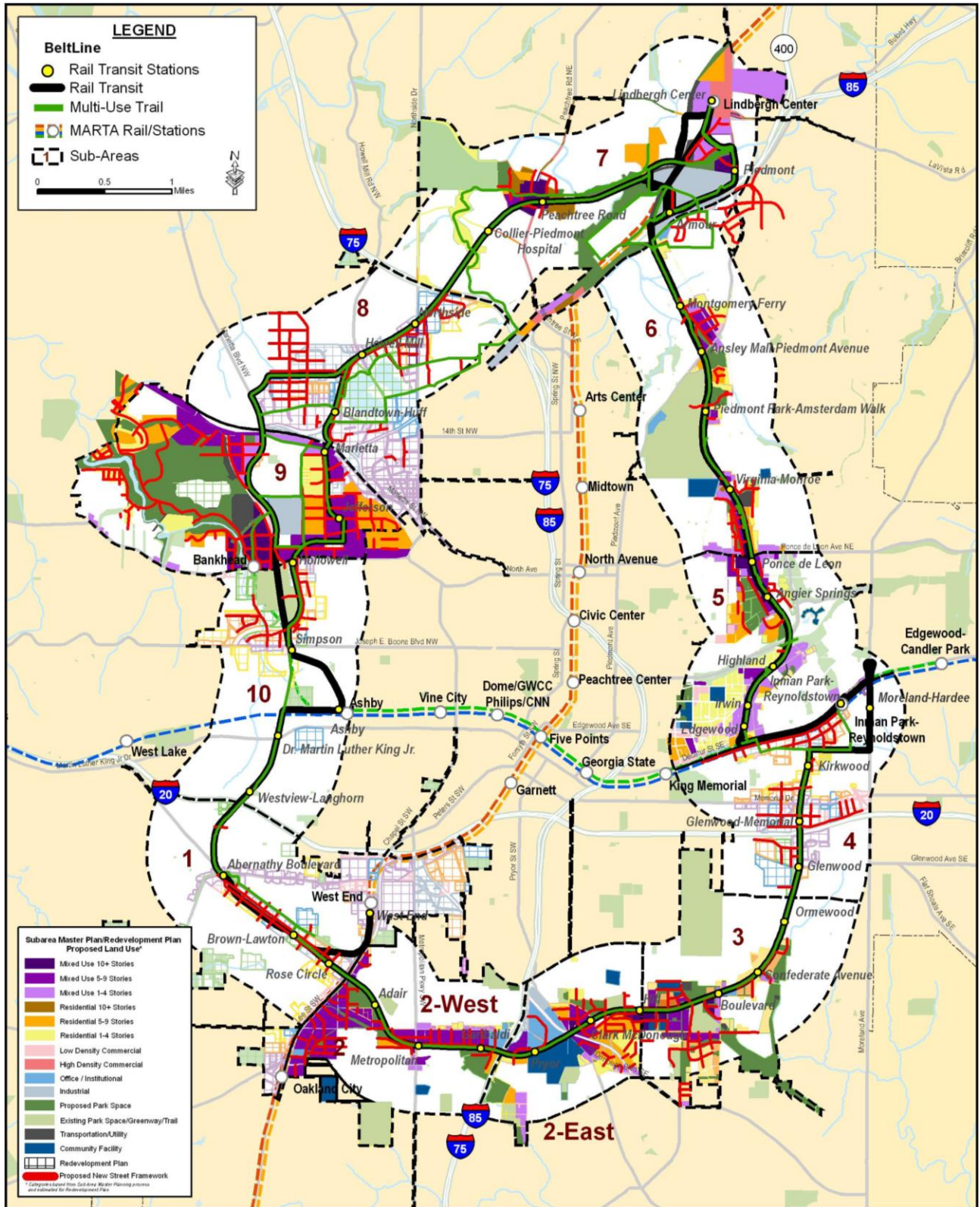
Ultimately, each subarea plan provides an implementable list of projects to fulfill each unique community's vision. After the adoption of all subarea master plans, Atlanta BeltLine Inc. will develop a comprehensive implementation plan and budget for projects identified and prioritized in the individual subareas. This phased approach will help ensure the uniform implementation of projects and an equitable distribution of development opportunities across all geographies of the BeltLine over time, regardless of the sequencing of subarea master planning efforts.

Implementation of the four subarea plans already adopted by the City will establish or enhance four 'jewel' parks along the 'emerald necklace' that is the BeltLine. In Subarea 2, Pittsburgh/ Peoplestown, the signature park enhanced by the plan is the Four Corners Park Expansion. Subarea 3, Boulevard Crossing, establishes the iconic Boulevard Crossing Park; and Subarea 5 incorporates a system-wide stormwater pond as the main element of the Historic Fourth Ward Park. Plans for the City's newest and largest park are in Subarea 9, the Westside Reservoir Park.

Consideration of additional implementation tools includes:

- Comprehensive Development Plan will be updated to include BeltLine supportive land uses
- BeltLine Street Framework plan was adopted to improve street grid to support the BeltLine, so that it can be constructed by both the public and private sectors
- Detail and prioritize the pedestrian, roadway and bicycle projects needed to provide access to the BeltLine and maintain mobility (\$21M in TAD funding available 2006 - 2010)

Figure 7-1: Subarea Master Plans



Source: Atlanta BeltLine, Inc.

## 7.2 Connect Atlanta Plan

City of Atlanta Department of Planning and Community Development, December 2008

To prepare for the future, the City of Atlanta developed a comprehensive transportation plan (CTP) intended to insure mobility, continued economic growth and desired quality of life for citizens and visitors alike. The intent of the Connect Atlanta Plan is to ensure that Atlanta continues to lead the region in efficient, effective and affordable transportation. The Atlanta City Council adopted the plan in December 2008.

The following set of core goals served as guidance throughout the study process:

- *Promote safe and balanced transportation choices.* This goal encourages consideration of projects that will provide an alternative to the use of single occupant automobiles. This includes transit, pedestrian and bicycle infrastructure and congestion reduction strategies.
- *Promote public health and safety.* This goal focuses attention primarily on pedestrian safety and on those areas of the City that are experiencing high levels of traffic accidents.
- *Prepare for growth.* This goal encourages the City to be proactive and plan for the projected growth.
- *Strive for environmental sustainability.* This goal encourages the consideration of designs and strategies that conserve resources, reduce vehicle emissions and promote water quality.
- *Maintain fiscal sustainability.* This goal encourages selection of projects that exemplify the vision of the plan with relatively low investment required to complete the project.
- *Preserve neighborhoods.* This goal promotes projects and strategies that will protect and enhance Atlanta's neighborhoods.
- *Create desirable places for all citizens.* This goal reflects the desire of Atlanta's citizens to establish attractive public and private gathering places in which to mingle, discuss, share ideas and exchange information. The transportation network can contribute to the development of such places.

Based on the analysis of existing transportation, the needs assessment and feedback from City Council Members, the Mayor's Office, the Technical and Stakeholder Advisory Committees, other stakeholders and the public, the study recommended the following categories of improvements:

- *Transit.* The plan recommends 95 miles of rail transit and high-frequency bus transit. This includes existing proposals to extend MARTA's West rail line to I-285 and construction of a Bus Rapid Transit line from the HE Holmes MARTA station to Fulton Industrial Boulevard. It also includes implementation of the planned BeltLine project and the Peachtree Streetcar. In addition, the study team proposed high-frequency bus service, streetcar and light rail lines in several other major corridors in the City. The project website displays a complete list of planned transit improvements.
- *Bicycle Network.* The plan proposes 200 miles of bicycle network. A core set of bicycle lanes will link key travel corridors to activity centers; a secondary set of

bicycle lanes will link neighborhoods. The bicycle network plan includes restriping existing streets, creating striped bike lanes as part of new construction and street widening shared lanes with visual pavement markings. The bicycle network map is included on the website at [www.connectatlantaplan.com](http://www.connectatlantaplan.com).

- *Pedestrian Facilities.* The plan includes guidelines for the location and design of sidewalks and other pedestrian amenities in new developments. There will also be guidelines for developed areas that reflect current land use and proximity to community facilities.
- *New Streets.* Rather than widening, the plan proposes 73 new streets to better connect the existing road network and improve its efficiency. It also allows more frequent, shorter blocks for better bicycle and pedestrian connectivity.
- *Road Widening.* The plan will include 22 proposed road-widening projects to add more capacity to the system.
- *Other Projects.* There will be other projects in the plan such as intersection improvements, modifications in the one-way pairing of streets and roundabouts.
- *Land Use.* The plan encourages transit supportive land development densities, as appropriate, intended to make transit provision most cost efficient and effective.

### 7.3 Update of Market Forecasts for Atlanta BeltLine Study Area

Atlanta BeltLine Inc., August 2008

The 2008 update to the market forecasts for the BeltLine study area built on work originally completed in 2004. The update considered changes in the study area over the preceding four years and the more clearly defined size and scope of the BeltLine corridor.

The analysis noted that nearly 2,500 acres of developable land exists within the BeltLine TAD, and that significant development is already occurring, most notably in west Midtown, at City Hall East, in Inman Park, Grant Park and Southwest area neighborhoods. In the period to 2030, household growth in the study area will be strong, with local-serving office growth fed by household growth and regional-serving office focused in a few core areas. Likewise, the majority of retail growth will be local serving, with some regional-serving retail in high visibility nodes. Overall, retail uses in the study area will double by 2030. Demand for industrial uses will be light, with many existing industrial buildings and land likely to convert to mixed-use development. In particular, the market analysis forecasted the following amount of land development in the study area in the period up to 2030:

- The number of households will increase by 84 percent between 2005 and 2030.
- Over 3.1 million square feet of new office space will develop. The majority of this office space will be in the University, Memorial, Lindbergh and Northside areas.
- Over ¾ million square feet of new local-serving office will develop.
- Over 2.2 million square feet of new local-serving retail will occur because of household growth in the study area.

- Over 1.6 million square feet of new regional-serving retail will develop, with a majority focused in the Lindbergh, City Hall East, University, Maddox Park and Northside areas

## 7.4 Concept 3

Atlanta Region Transit Planning Board, August 2008

The Transit Planning Board (TPB) existed as a partnership to establish and maintain a seamless, integrated transit network for the Atlanta Region. Created by a joint resolution of the ARC, MARTA and GRTA, the TPB:

- Conducted an initial planning phase of at least two years during which it will develop a regional transit plan including a comprehensive financial plan;
- Developed an initial transit governance structure;
- Worked to improve regional service coordination, including integrating fares, marketing and customer information;
- Measured system performance; and
- Advocated for increased federal funding for regional transit.

The TPB was comprised of 19-members that include County Commission Chairpersons, the DeKalb County CEO, the Mayor of Atlanta, the Chairpersons of the Boards of MARTA, GDOT and GRTA, the MARTA General Manager/CEO and appointees of the Governor of Georgia.

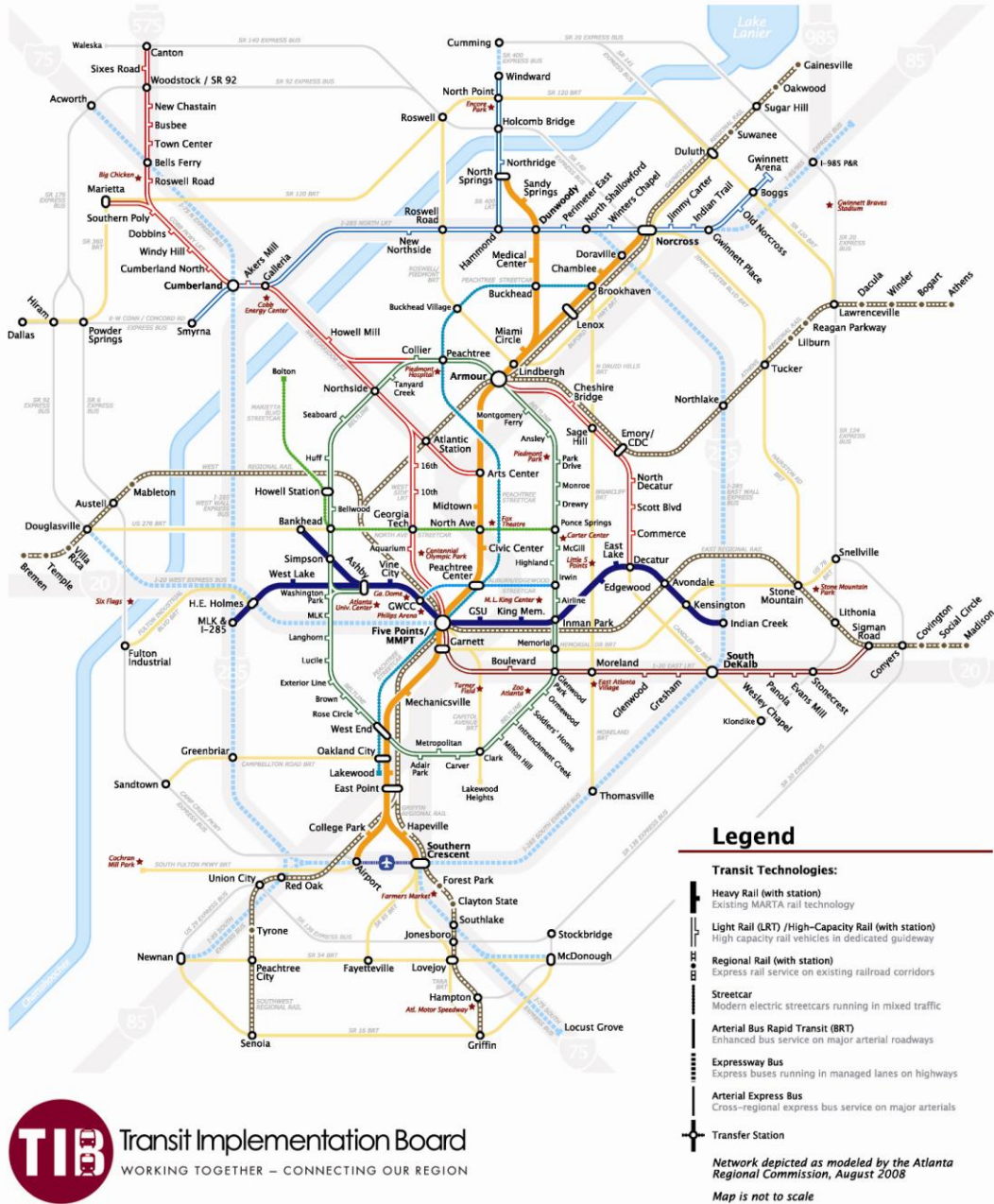
The TPB recently developed and approved a vision for development of a regional transit system. This plan includes the BeltLine transit alignment. *Concept 3* recognized the need for “last mile” connections for regional transit to be effective. BeltLine transit serves a key role in providing last mile connectivity necessary for a successful regional transit system. The ARC, GRTA, MARTA and GDOT have adopted *Concept 3*. Figure 7-2 depicts *Concept 3*.

As planned, dissolution of the TPB recently occurred. The newly created entity, the Transit Implementation Board (TIB) will take on implementation tasks, as developed by the TPB, further address transit governance, and other issues. TIB membership is unchanged from that of its predecessor, the TPB.

Figure 7-2: TPB/TIB Concept 3

# Concept 3

The Atlanta Region's Long-Range Transit Vision



Source: Transit Implementation Board

## 7.5 2030 Regional Transportation Plan (*Envision6*)

Atlanta Regional Commission (ARC), Adopted September 2007, TIP Project List (2008-2013) Updated March 2009

*Envision6* is the Atlanta Regional Commission (ARC) Long-Range Regional Transportation Plan. Adopted in 2007, it meets the requirements of the 2005 federal transportation planning law known as SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users). *Envision6* also identifies and proposes strategies to alleviate some of the Atlanta Metropolitan Area's most significant transportation problems. Finally, *Envision6* outlines a short-term (5-year) funding strategy that includes specific projects accomplished within established funding streams. In other words, the short-term strategy, known as the Transportation Improvement Program (TIP), is constrained by realistic financial expectations.

*Envision6* Goals:

- Improve accessibility and mobility for all people and freight
- Encourage and promote the safety, security and efficient development, management and operation of the surface transportation system
- Protect and improve the environment and the quality of life
- Support economic growth and development

*Envision6* focuses on the following regional transportation planning challenges:

- *Rapid Growth.* Atlanta is one of the fastest growing regions in the nation.
- *Financial Challenges.* Insufficient funds are available to meet all of the region's transportation needs.
- *Congestion.* Since 1987, Atlanta has experienced some of the largest increases in peak travel congestion in the nation.
- *Providing Travel Options.* There are segments of the Atlanta region without access to transit and therefore are dependent on car use

*Envision6* addresses these problems with the following concepts:

- *Managed lanes and expressway system concept.* Use of pricing strategies to manage congestion on expressways
- *Transit system concept.* Development of transit services that support existing and future land use patterns
- *Arterial system concept.* Use the Metro Arterial Connector concept to improve cross-regional connectivity and support revitalization downtown.
- *Bicycle and pedestrian system concept.* Regional centers and corridors for bicycle and pedestrian facilities are emphasized in the plan.



- *Smart corridors.* Use of Intelligent Transportation Systems (ITS) for effective operations and management strategies

The *Envision6* short-term funding strategy TIP lists of transportation projects throughout the 18-county metropolitan area that meet the RTP planning goals and can be funded within the five-year constrained budget (between 2008 and 2013).

## 7.6 The ARC Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan

The Atlanta Regional Commission, June 2007

The Atlanta Regional Commission (ARC) released the *Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan (Bike/Ped Plan)* in June 2007 as an update to the 2002 Bike/Ped Plan. The update builds on the strategies of the previous plan with the intention of creating a regional scale bicycle network that includes both on-road facilities and shared use pathways as well as a pedestrian network focused around major activity centers. The recommendations focus on improving mobility for the citizens of the Atlanta region, thereby encouraging ancillary benefits such as energy savings, air quality improvements, health benefits and environmental justice.

The plan recommends specific policies and programs that encourage non-motorized transportation. These policy recommendations include:

- adopting a clarified project funding approach;
- taking steps to routinely accommodate bicyclists and pedestrians in roadway construction projects;
- guidance on retrofitting existing facilities to better accommodate bicyclists;
- guidance on improving accommodation of pedestrians at un-signalized intersections and mid-block crossing locations;
- guidance on land use planning practices to increase bicycle and pedestrian connections from residential areas; and
- continuing the growth of planning and programming to improve bicycle transportation and pedestrian walkways

The plan anticipates that adoption and implementation of these programs and policies by state, regional and local agencies and jurisdictions will ultimately lead to increased levels of bicycling and walking, thereby improving energy consumption, air quality and health.

## 7.7 Atlanta BeltLine Health Impact Assessment

Catherine L. Ross, Ph.D., Georgia Institute of Technology, June 2007

In June 2007, a Georgia Tech research group led by Dr. Catherine Ross completed a study of the potential health impacts of the Atlanta BeltLine project. Recognizing the significant impact of the physical environment on human health, the research group investigated the specific effect the BeltLine proposal could have on health issues of particular regional concern. For the purposes of this study, health was defined as “a state of complete physical, social and mental well-being, and not merely the absence of

disease or infirmity” and the ability of an individual or group “to identify and to realize aspirations, to satisfy needs and to change or cope with the environment.”

Overarching study issues:

- Timing of the BeltLine
- A well integrated BeltLine
- People-oriented priorities
- Designing for all users
- Involving all stakeholders

Health topics under study:

- Access and social equity, including access to parks and trails, transit, housing and healthy food
- Physical activity
- Safety: injury and crime
- Social capital
- Environment, including air quality, water resources, noise, vibration and Brownfields

Ultimately, the study intent was to identify methods for improving Atlanta residents’ health through creation of the BeltLine and, if necessary, prepare mitigation strategies for any potential negative health impacts from the project. The study results include extensive recommendations for ways that the BeltLine project can promote public health. These recommendations center on the themes of collaboration and access, including:

- Multi-party involvement in decision-making
- Frequent BeltLine access points and appropriate infrastructure to access
- Accommodations to facilitate a range of users, regardless of physical and financial means

## **7.8 BeltLine Detailed Screening Analysis**

MARTA, January 2007

The Detailed Screening Analysis examined a full range of alternatives including a Transportation System Management (TSM) Alternative and ten Build Alternatives involving variations of alignments, station locations, mode and equipment and operating plans. The study evaluated each alternative according to its potential performance in four categories: mobility and accessibility, land use and redevelopment, environmental effects and cost effectiveness. Extensive public outreach and input informed the screening evaluations. Key themes that shaped the outcome of the screening included: a mode preference for streetcar or light rail, opposition to bus rapid transit, alignment preferences, desire for compatibility with land use and multi-modal connectivity and overall public support for the project.

The purpose of and need for the BeltLine project is to improve local and regional mobility, address accessibility and connectivity and support the City of Atlanta’s

redevelopment plans. Alternatives were examined using a wide range of criteria including: potential ridership, effect on existing transit, travel time savings, transit dependent service, transit supportive land use, development incentives, noise and air quality, community impacts and disruptions, effects on cultural and natural resources, traffic congestion effects, capital costs, operating and maintenance costs, cost effectiveness and other factors.

At the conclusion of the Detailed Screening Analysis, the MARTA Board of Directors selected the B3 Alternative (Lindbergh-to-Lindbergh Loop via Inman Park/Reynoldstown) as the Preferred Alternative (PA). This decision was based on B3 being the best performing alternative and preferred by the public and major stakeholders. The advantages of the PA compared to the other alternatives are that it would:

- Provide a continuous transit and trails loop as prescribed in the original BeltLine concept;
- Generate the highest ridership;
- Indicate a transit permanence (via rail technology) which is desired by developers of transit-oriented development;
- Increase transit accessibility and connectivity to and within 45 neighborhoods;
- Be predominantly contained within the approved Tax Allocation District;
- Be supported by the City of Atlanta and the BeltLine Partners; and
- Be strongly supported by the community and businesses.

## 7.9 Atlanta BeltLine Redevelopment Plan

Atlanta Development Authority, November 2005

The *Atlanta BeltLine Redevelopment Plan* evaluates the creation of a Tax Allocation District (TAD) in the BeltLine corridor as a funding mechanism for the proposed investments planned within the corridor. The BeltLine TAD funds generated by new growth in the tax base within the defined TAD Redevelopment Area would in turn fund new infrastructure and lead to new development. Figure 7-3 depicts the TAD's boundaries and development activity, indicated by parcels under construction.

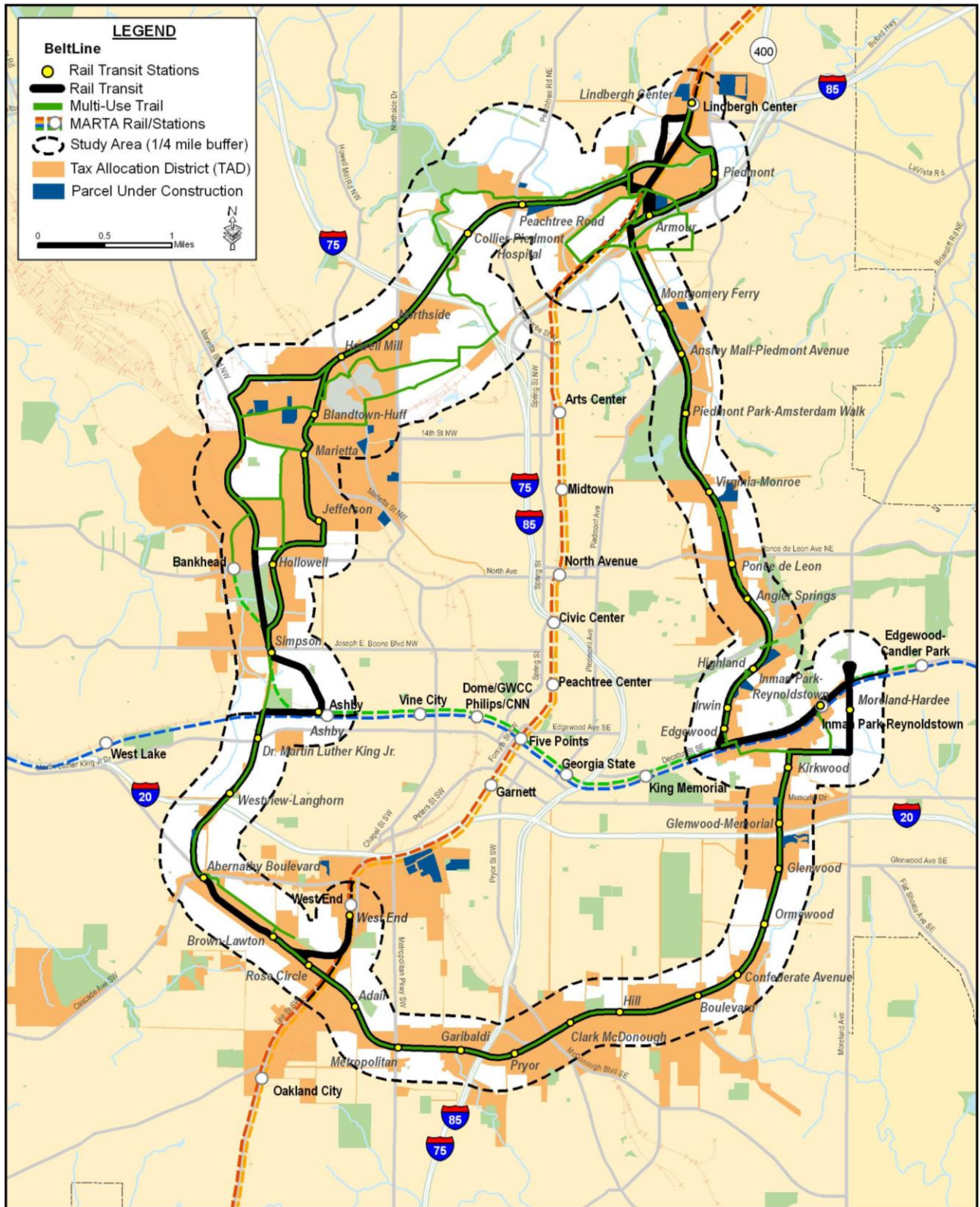
The plan serves as a framework for moving the BeltLine project forward and achieving the approvals for the TAD. It outlines the major public infrastructure projects that would comprise the BeltLine project and the type and scope of development that is consistent with good planning practices. It also demonstrates the feasibility of the TAD to create a majority of the necessary funding (based on the anticipated development) by including the following:

- A range of convenient mobility choices;
- Job creation and economic investment in underserved City neighborhoods;
- Better air quality and improved public health;
- The reuse of brown fields;
- More work force housing;
- Economically and socially vibrant hubs of mixed use activity;
- Better access to new and existing recreational and cultural amenities;
- Natural resource protection; and
- Protection of the unique industrial and rail history of the corridor and its adjacent neighborhoods

Principles for the BeltLine Redevelopment Area framework established to shape future planning decisions included:

- A connected network of parks and greenspaces;
- Trails and pedestrian-friendly streets to link existing neighborhoods previously severed by rail and industry;
- A 22-mile transit loop allowing Atlantans to make fewer auto trips among jobs, residences and cultural attractions;
- Enhancement of single-family neighborhoods; and
- Preservation of historic buildings and structures

Figure 7-3: BeltLine Tax Allocation District



Source: Atlanta Development Authority

## **7.10 The Atlanta BeltLine: Transit Feasibility White Paper**

BeltLine Transit Panel, September 2005

In 2005, the Atlanta Development Authority (ADA) created a BeltLine Transit Panel made up of transportation planning and engineering professionals. The ADA charged the panel with reviewing studies of the BeltLine project, assessing the feasibility of the transit component and commenting on how it might function in relation to an integrated transit system for Central Atlanta. A Transit Feasibility White Paper documents the results of the panel's effort. The panel also provided guidance on how transit in the BeltLine Corridor might develop over time. Some key findings of the effort include:

- In order for the City's vision of neighborhood preservation, redevelopment and growth to occur, a vision that views transportation as a system and not a series of disparate projects is critical for the future of the City.
- The transportation vision should build upon the existing system of bus, rail, pedestrian and bike, as well as consider a broad range of other initiatives.
- The BeltLine alone may not take riders to key employment destinations but must connect to a transportation system that best meets the needs of residents or visitors to the City.
- The circumferential BeltLine may not be one project but several disparate project segments and potential alignments to meet the criteria for federal funding. In order to qualify for FTA, support there is a very detailed and explicit process that project sponsors must follow.
- In putting together an area-wide framework, the City should consider what forms of development it wants and design transit and other local transportation improvements to support that type of development. Stakeholders should also use this framework to establish priorities in funding key transportation investments.

## **7.11 Inner Core Transit Feasibility Study**

MARTA, March 2005

The purpose of the study was to identify the appropriate level of transit investments to address inner core area mobility and support emerging redevelopment trends. The primary goal of the study was to determine the feasibility of two notable transit concepts, the BeltLine and the C-Loop, and other concepts as probable transit solutions for the inner core area. The study area established as the inner core was a 29,000-acre area centrally located in Atlanta. It includes Downtown and Midtown Atlanta and the residential neighborhoods surrounding these districts. Approximately 75 percent of the study area is within the City of Atlanta; the remainder falls within unincorporated DeKalb County. The activities associated with the evaluation of the BeltLine and C-Loop concepts in the context of the Atlanta Inner Core Transit Feasibility Study included:

- Development of Purpose and Need Statements for the transit project;
- Development of concepts for evaluation and feasibility determination;
- Development of a methodology for concept evaluation;
- Concept Analysis; and

- Extensive public outreach

#### *Purpose and Need*

Through input from the planning partners, stakeholders and public, purpose and need statements for the project were developed according to the concept's ability to improve system accessibility, connectivity, and safety; address the system congestion and efficiency concerns; maximize mobility with minimal cost; complement land use and redevelopment plans; positively impact the environmental and cultural resources; and, to the extent possible, equitably distribute the benefits and burdens. The purpose and need statements and categories provided a framework for project goals and objectives, setting the feasibility of a transit project in proper context.

#### *Concept Development*

In addition to the BeltLine and C-Loop concepts, the committee and community input process developed other transit solutions. Other concepts considered possible right-of-way constraints and featured connections and loops increasing transit proximity near points of interests with low fixed-guideway access.

#### *Evaluation Methodology*

The evaluation of concepts used criteria consistent with FTA evaluation criteria for an Alternatives Analysis. The criteria included evaluation measures for mobility and accessibility, land use and redevelopment, environmental effects and cost effectiveness. Measures were congruent with the established goals and objectives of the project.

#### *Concept Analysis & Findings*

Evaluation of the seven concepts, including the no-build, used the regional travel demand model, geographic information systems and conceptual engineering estimates. The results indicated that a transit investment in the inner core could improve neighborhood connectivity, complement the existing MARTA rail system, support redevelopment efforts and cost effectively capture new riders over the entire system. A discussion item related to these concepts included the option for multiple transit technologies. The study team concluded that a transit investment in the Inner Core is feasible and identified four concepts to transition into future study processes wherein evaluation of their associated benefits and considerations may occur.

## **7.12 The BeltLine Emerald Necklace: Atlanta's New Public Realm**

Alex Garvin & Associates, Inc. for the Trust for Public Land, December 2004

This study developed options for multi-use trails, transit and development along the BeltLine Corridor. It proposed adding 1,401 acres of new parkland to the existing 613 acres currently along the BeltLine Corridor. In addition, the plan proposed an additional 530 acres for mixed-use, public and private land developments, three of which would develop around new MARTA stations.

It also recommended producing a single, unified plan to create the "BeltLine Necklace" in two phases - Phase 1, 23 miles of multi-use trails and Phase 2, 20 miles of transit. The report provides a "road map" for creating and implementing the "BeltLine Necklace" as an organizing principle behind development in Atlanta for "the next 100 years."

## **7.13 Reconnecting Communities, Atlanta Rail Corridors Assessment**

Rails to Trails Conservancy for the Arthur M. Blank Family Foundation and the Turner Foundation, Inc., April 2004

This study conducted an inventory and assessment of inactive railroad corridors in the City of Atlanta. The study identified the corridors that would be best suited for rail-to-trails and rail-with-trails conversion and explored options for connections to existing trails alignments along the BeltLine. The study identified “challenge” areas for making trails connections and recommended next steps for establishing the trails system.

## **7.14 City of Atlanta 2004-2019 Comprehensive Development Plan**

City of Atlanta Department of Planning and Community Development, December 2003

The City of Atlanta’s 2004-2019 Comprehensive Development Plan uses a node-based approach to guiding growth. It describes a typical development pattern as one with a central neighborhood core that extends outward in concentric rings. The core is often a rapid transit station, but it can also be a major intersection or a civic institution, such as a school. The concept encourages neighborhood preservation and discourages strip center development patterns. First introduced in the 1973 *Urban Framework Plan*, this node-based planning concept continues to serve as a central planning tool in the 2019 Comprehensive Plan. The document’s other policy guidance includes:

- Promote residential density near available infrastructure;
- Minimize urban sprawl;
- Develop transit station areas;
- Redevelop obsolete industrial areas;
- Enhance pedestrian system;
- Promote inter-jurisdictional land use compatibility; and
- Plan land use transition areas.

There is the overarching citywide land use planning guidance; however, the Comprehensive Plan also provides detailed policy recommendations for each of the City’s 24 Neighborhood Planning Units (NPU’s).

The City of Atlanta is in the midst of a two-year process to update the 2004-2019 Comprehensive Development Plan. The new document will be the 2007-2032 Comprehensive Development Plan, widely known as Atlanta’s Strategic Action Plan (ASAP). The City expects to complete this document in late 2009.



## 7.15 The Plan for a Walkable Atlanta

City of Atlanta Department of Planning and Community Development, September 2004

The Plan for a Walkable Atlanta presented more than 50 strategies framed around the following vision:

*In Atlanta, walking is a natural part of a vibrant community life that encourages active living and enhances the City's appeal to residents, businesses and visitors. The seamless integration of the pedestrian infrastructure and the transportation system provide an inviting, enriching and safe walking experience.*

Highlighted from the list of strategies were "Long-Term Priority" strategies as well as short-term "Big Wins" for reaching the following five key goals:

- Adopt transportation principles, street design guidelines and measurement tools that encourage walking, cycling and use of public transit, to reduce traffic.
- Eliminate procedural barriers to a walkable environment by providing adequate staffing, facilitating collaboration among City departments and implementing objective and equitable systems for prioritizing projects.
- Eliminate physical barriers to a walkable environment by building and maintaining a functional and aesthetically pleasing pedestrian infrastructure.
- Strengthen and enforce traffic laws that protect pedestrians.
- Improve the relationship between the pedestrian and the built environment by implementing new zoning, enforcing existing guidelines and encouraging development that provides walkable destinations.

The Plan for a Walkable Atlanta echoes many of the same recommendations provided in 1997 by the Atlanta-Fulton Pedestrian Safety Task Force:

- Discontinue use of automobile-only level of service measures in centers;
- Develop a citywide pedestrian master plan;
- Ensure that police officers enforce crosswalk laws and speed limits; and
- Rezone C1, C2, C3 and RG along corridors to NC, MRC and MR districts.

## 7.16 The Livable Centers Initiative

The Atlanta Regional Commission, 1999 (ongoing)

The Livable Centers Initiative (LCI) is a grant program sponsored by the ARC to encourage neighborhood livability. The program's goal is to connect homes, shops and offices, enhance streetscapes and sidewalks, emphasize pedestrians, improve access to transit options and expand housing choices. It encourages local jurisdictions to plan and implement strategies that link transportation improvements with land development

strategies to create sustainable, livable communities consistent with regional development policies. Listed below are the twelve completed LCI studies that touch the study area.

- Midtown
- Ponce de Leon
- Moreland
- City Center
- Memorial Drive / MLK MARTA station
- South Moreland
- Oakland City / Lakewood
- West End
- West Lake MARTA station
- Vine City
- Bankhead MARTA station
- Upper West Side

### **7.17 The Atlanta Commuter On-Street Bike Plan**

City of Atlanta Department of Planning and Community Development, 1995

The plan outlines policies and projects intended to develop safer amenities for commuter cyclists in the City. The Plan proposes designated on-street bicycle routes with amenities such as bike lanes, bike shoulders and wide curb lanes along existing streets. The Connect Atlanta Plan supersedes this plan.

### **7.18 The City of Atlanta Greenway Trail Corridor Plan**

City of Atlanta Department of Planning and Community Development, 1992

The plan seeks to identify and connect the City's parks as part of a continuous greenway system. The City collaborates with the non-profit PATH Foundation to implement the plan. This plan focuses on dedicated multi-use trails to connect parks and greenways.

## 8.0 CONCLUSION

### 8.1 Key Findings

The Existing Conditions Report provides background information pertaining to known features, trends, opportunities and constraints that may warrant further analysis as the project advances through the environmental study process. This chapter discusses the key findings of the report and strategies to address them in the Tier 1 Environmental Impact Statement (EIS) process.

#### 8.1.1 Socioeconomic Conditions

Key findings regarding socioeconomic conditions include the following:

- **Population Growth** – The BeltLine study area population has grown at a more rapid rate than the City of Atlanta as a whole during this decade and the northeast zone experienced the most population growth of the four zones. The 2007 study area population was 68,700 residents. Forecasts predict the population to grow to 86,700 by the year 2030, a 26 percent increase over the year 2007 population. A growing population will continue to place demands for additional transportation capacity on an already overburdened transportation system in the study area and the region.
- **Employment Growth** – The BeltLine study area will become an increasingly important destination for work trips. Forecasts predict that employment in the study area will grow from 51,100 employees in the year 2006 to nearly 66,600 by the year 2030, a 30 percent increase. Employment forecasts project the highest growth to occur in the southeast zone. Assessments of transportation impacts will need to consider the changing travel patterns that are likely to result from this growth in employment and changes to the housing and employment balance in the corridor.
- **Transit Dependency** – Many residents in the study area already depend on transit to get to work, school and other destinations. Improvements in transit, bicycle, and pedestrian facilities in the corridor may provide significant mobility and quality of life enhancements for these residents as well as those who own private automobiles but may use alternative modes of transportation for a share of their trips.
- **Neighborhood Diversity** – The study area contains portions of 59 established neighborhoods and 64 community facilities. About 60 percent of study area residents are from minority populations and about 21 percent of residents are low-income. Maintaining and enhancing the character and functionality of the city's neighborhoods will be an important consideration in assessing potential project impacts.

The Tier 1 analysis will provide an assessment of the neighborhoods and socioeconomic characteristics of each neighborhood within the study area. It will assess, at a general level, the project's potential effects and benefits to community services and community cohesion. The analysis will also propose mitigation strategies addressing negative impacts. At the end of the Tier 1 analysis, the socioeconomic assessment will identify potential Environmental Justice communities so that the study process can provide additional public outreach opportunities. In addition, the socioeconomic assessment will identify potential benefits or impacts to the Environmental Justice communities because of the proposed action. The Tier 2 stage will identify possible mitigation strategies.

### 8.1.2 Land Use, Zoning and Local Plans

Key findings regarding land use, zoning and local plans include the following:

- **Land Use and Zoning** – Existing and planned study area land uses include residential, industrial, commercial, open space and institutional uses. Future land use plans show that residential uses will continue to be the dominate type of use, but mixed-use development will increase in most zones. The project impact analysis will need to consider ongoing land use planning activities in the corridor to ensure continued coordination of transportation and land use planning.
- **Related Plans and Efforts** – Over the past several years, numerous plans and studies have guided land development along the BeltLine corridor in conjunction with planning for the transit, multi-use trails and greenspace components of the BeltLine project. Additional studies have guided land use planning in adjacent neighborhoods and at the City and regional levels. BeltLine planning will continue to utilize the information produced by these studies and to consider their proposals.

The Tier 1 EIS will assess effects on land use and zoning. The impact analysis will provide descriptions of the general locations where potential land use conversions might occur and where existing or planned zoning is inconsistent with the proposed action. The impact analysis will include a statement of potential economic impact of the No Build and Build Alternatives and discuss strategies to avoid or minimize potential land use impacts.

The Tier 1 EIS analysis will also assess the consistency of the proposed action with adopted local plans. It will discuss strategies to avoid or minimize potential negative land use impacts.

### 8.1.3 Parks

The study area includes 413 acres of parkland that consists of portions of 51 public parks. The development of project alignment and station alternatives will need to provide improved accessibility and connectivity of these parks while avoiding or minimizing the potential for any negative impacts to parklands.

The Tier 1 analysis will identify park and recreational facilities in the study area and assess potential impacts. It will also identify ownership of the resources for purposes of assisting the Section 4(f) evaluation. The parks and recreational resources analysis will identify the type of impacts to each resource and discuss potential mitigation strategies.

### 8.1.4 Cultural Resources

Preliminary research has identified over 20 historic districts and over 300 designated or eligible historic buildings in the study area. The development and evaluation of alternatives for the project will need to consider the potential benefits to and negative effects on these historic resources.

The Tier 1 EIS analysis will identify known and potential cultural resources. It will identify potential impacts to these resources and discuss typical mitigation strategies for unavoidable adverse impacts.

### 8.1.5 Water Resources

Preliminary research identified wetlands, floodplains, streams and other water bodies within the BeltLine study area. The National Wetlands Inventory does not indicate any wetlands

within the study area; however, preliminary field studies identified two wetlands in the northeast zone. Additional field investigations during the upcoming environmental study process will be crucial as they could reveal additional important water resources.

The Tier 1 analysis will provide the locations of identified resources and an “order of magnitude” area of potential impacts to those resources. It will also discuss potential mitigation strategies. The Tier 2 analysis will evaluate areas identified as potentially impacted in more detail.

### 8.1.6 Contaminated and Hazardous Materials Sites

Preliminary assessments have identified over 230 sites of potential concern. The northwest zone has the highest number (105) of these sites and the southwest zone has the lowest number (10) of these sites. Further research conducted as part of the environmental study process may yield even more potential contaminated and hazardous materials sites. This assessment will be particularly important because MARTA and ABI seek to identify and secure ROW for the BeltLine.

The Tier 1 analysis will identify areas of known and potential contamination and discuss potential avoidance and mitigation strategies.

### 8.1.7 Transportation Conditions

Key findings regarding transportation conditions include the following:

- **Regional Transit Connectivity** – BeltLine transit would connect to the MARTA rail system at four locations and connect to 56 individual bus routes. The regional transit vision, documented in the TPB’s *Concept 3*, includes future express bus, bus rapid transit, streetcar, light rail and commuter-rail services with proposed connections to the BeltLine. The development of alternatives that facilitate effective intermodal connections between these projects will be critical to the success.
- **Freight Rail Corridor Ownership and Coordination** – The GDOT, ADA, CSXT and NS own railroad corridors adjacent to the BeltLine alignment. The environmental impact assessment should consider potential impacts of the project to current and future freight operations as well as to other railroad uses. Coordination with all of the freight rail operators will be crucial to successful implementation.
- **Bicycle Route Network** – The City of Atlanta is planning an integrated multi-modal bicycle transportation system linking primary street routes, in-street bicycle lanes, multi-use trails and transit stations. The City’s comprehensive transportation plan proposes bicycle improvements along approximately 50 roads within the study area. The BeltLine multi-use trail alignments have the potential to provide increased accessibility and connectivity to these recommended bicycle facilities.
- **Pedestrian Infrastructure** – Currently, the conditions of sidewalks, crosswalks and pedestrian signals in the study area ranges from satisfactory to poor. Problems include cracked, overgrown, or non-existent sidewalks and pedestrian crossings that lack crosswalks or that have non-functioning crossing signals. The City has improved pedestrian infrastructure over the past few years and plans extensive improvements in the future. Ensuring safe and convenient pedestrian access to Beltway station areas and trails is a high priority in project planning.

The Tier 1 EIS will evaluate potential effects on transportation systems and facilities within the study area at a general level. The transportation analysis will focus on areas where the alignment would be in mixed traffic and at possible at-grade crossings. It will not conduct modeling as part of the Tier 1 EIS but will use existing information obtained from the City of Atlanta, ARC and GDOT.

## **8.2 Tier 1 Environmental Impact Statement Process**

The results of the Existing Conditions Report will provide comprehensive data to support the EIS process. The proposed BeltLine project has the potential to significantly and adversely affect the existing and future environmental conditions of the study area as described in this report. However, a thorough EIS process, that identifies potential impacts and proposes mitigation strategies, can help avoid or minimize any unavoidable negative impacts. The FTA has determined that the appropriate level of NEPA documentation is a Tier 1 EIS. Tiering will allow FTA and MARTA to begin planning and environmental activities for the project, focusing on those decisions that are ready to be made at this level of analysis.

### **8.2.1 Assessment of Impacts**

The Tier 1 analysis will assess broad impacts of the project alternatives on the study area, including potential impacts to the socioeconomic environment, natural environment and transportation facilities described in this report. It will conduct impact analyses for each of the resource areas covered in this report and others required under NEPA and other applicable regulations. The Tier 1 analysis will also assess construction impacts and cumulative and secondary impacts of the project.

### **8.2.2 Refinement of Alternatives**

Based on the assessment of impacts, the Tier 1 analysis will then evaluate the project alternatives and serve as a basis for refining project alternatives. It will determine general right-of-way needs, general alignments for the transit and trail facilities, choice of transit technology, and the conceptual locations of stations, trail connections and other facilities. The scope of analysis in the Tier 1 EIS will be appropriate to the level of detail necessary to make informed decisions and will receive input from the public and reviewing agencies. The intent of the Tier 1 EIS and these decisions is to support future right-of-way preservation along the entire 22-mile loop.

### **8.2.3 Tier 2 Environmental Impact Statement**

Once the Tier 1 EIS is completed, the Tier 2 EIS would focus on any necessary design refinements of the project and site-specific impacts to environmental conditions. The subsequent Tier 2 EIS analysis would identify and assess trail design elements, station locations, vehicle types, storage facilities, site-specific impacts and mitigation measures for the 22-mile corridor. Future Tier 2 NEPA analysis activities would take place under a separate action.

## APPENDIX A

### List of Acronyms

#### A

AADT	Average Annual Daily Traffic
ABC	Atlanta Bicycle Campaign
ABI	Atlanta BeltLine Inc.
ADA	Americans with Disabilities Act
ADA	Atlanta Development Authority
AHA	Atlanta Housing Authority
APAB	Atlanta Planning Advisory Board
APD	Atlanta Police Department
ARC	Atlanta Regional Commission
ASAP	Atlanta Strategic Action Plan – (City of Atlanta’s Comprehensive Plan)

#### B

BAHAB	BeltLine Affordable Housing Advisory Board
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#### C

CBD	Central Business District
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CTP	Comprehensive Transportation Plan
CSXT	CSX Transportation

#### D

DEIS	Draft Environmental Impact Statement
DNR	Georgia Department of Natural Resources
DPCD	City of Atlanta Department of Planning and Community Development
DPRCA	City of Atlanta Department of Parks, Recreation and Community Affairs
DPW	City of Atlanta Department of Public Works

#### E

EIS	Environmental Impact Statement
EPA	U.S. Environmental Protection Agency
EPD	Georgia Environmental Protection Division

**F**

FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration

**G**

GADNR	Georgia Department of Natural Resources
GDOT	Georgia Department of Transportation
GEPA	Georgia Environmental Policy Act
GFC	Georgia Forestry Commission
GRTA	Georgia Regional Transportation Authority

**H**

HD	Historic District
HH	Households

**L**

LCI	Livable Centers Initiative
LD	Landmark District
LPA	Locally Preferred Alternative

**M**

MACOC	Metro Atlanta Chamber of Commerce
MARTA	Metropolitan Atlanta Rapid Transit Authority

**N**

NEPA	National Environmental Policy Act
NPS	National Park Service
NPU	Neighborhood Planning Unit
NR	National Register
NS	Norfolk Southern Corporation
NWI	National Wetlands Inventory

**P**

PA	Preferred Alternative
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**R**

RTP Regional Transportation Plan  
ROW Right-of-way

**S**

SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users  
SHPO State Historic Preservation Office  
SPI Special Public Interest District  
SR State Route

**T**

TAD Tax Allocation District  
TADAC Tax Allocation District Advisory Committee  
TAZ Traffic Analysis Zone  
TIP Transportation Improvement Program  
TIB Transit Implementation Board  
TPB Transit Planning Board  
TRIS Toxic Release Inventory System  
TSM Transportation Systems Management

**U**

USACE U.S. Army Corps of Engineers  
USDOI U.S. Department of the Interior  
USDOT U.S. Department of Transportation  
USFWS U.S. Fish & Wildlife Service  
USGS U.S. Geological Survey

**V**

V/C Volume-to-Capacity Ratio