Agenda & Introductions

- Opening
- Overview of the BeltLine Project
- Environmental Effects Report (EER) Overview
- Comments
- Next Steps
Why Are We Here This Evening?
- Review of the BeltLine Corridor project and the Northeast Zone study area
- Describe transit and trail alignment options being considered for the BeltLine in the Northeast Zone
- Outline the environmental effects
- Identify actions to mitigate and minimize effects
- Help us determine key environmental issues and concerns as we move forward
Overview of the BeltLine Project
BeltLine Project Purpose and Need

**Community Needs**
- Mobility
- Recreation
- Economic Development
- Workforce Housing
- Cultural Resources

**BeltLine Outcomes**
- Transit, Trails & Transportation
- Parks and Greenspace
- Transit Supportive Land Use
- Affordable Housing Trust Fund
- Historic Preservation, Public Art
EER Overview
GEPA requires EER for:

- Land-disturbing activities
- By state agencies / authorities (e.g., MARTA, Atlanta Development Authority)
- With possibly significant adverse effects on environment
- Applies to non-federal agency funds supporting land-disturbing projects
Northeast Zone:
- Inman Park/Reynoldstown to Lindbergh Center MARTA stations
- Approximately 6.5 miles
- Includes Atlanta Development Authority (ADA) right-of-way
EER Alternatives

- **No Build Alternative includes:**
  - Baseline for EER Analysis
  - Includes existing transportation network, committed projects in regional transportation plans

- **Build Alternative includes:**
  - Transit
  - Multi-Use Trails
  - Three transit-and-trail alignment options north of Interstate 85
Build Alternative

- Transit guideway:
  - Rail vehicles run on electricity
  - A system of overhead wires is used
  - Station platforms are included
- At least 12 transit stations
- Storage and maintenance facility
  - New facility in Armour Yard area
Multi-Use Trails:
- Pathway and linear park space
- Shared by pedestrians, bicyclists, etc.
- Typically separate from motor vehicle traffic (via open space or barrier)
- Supports passive and active recreation, as well as mobility
Alignment Options

Transit-Trails Option 1 (and Transit Option 1A)

- Access from west of railroad
- Transit:
  - Option 1 - In-street via Peachtree Hills Avenue and Lindbergh Drive
  - Option 1A - parallel to Garson Drive
- Trails via Armour Drive
Alignment Options

Transit-Trails Option 2

- Access from east of railroad
- Transit and Trails via Plasters Avenue, Piedmont Road, Garson Drive
- Transit station at Piedmont Road
Alignment Options

Transit-Trails Option 3

- Transit access parallel to railroad
- Transit via Mayson Street
- Trails via Armour Drive
Water Resources

- Study area within the Upper Chattahoochee River Basin
  - 8 perennial streams
  - 3 intermittent streams
  - 1 ephemeral stream
  - 2 wetlands
  - 100-year floodplains:
    - Peachtree Creek
    - Clear Creek
Environmental Settings

Recreational Resources
- 14 parks/recreational areas
  - 10 existing public parks/recreational areas
  - 2 planned public parks
  - 2 privately owned recreation areas
Environmental Settings

- Within 200 feet of the proposed alignments:
  - 61 Hazardous Materials sites
  - 11 potential brownfields / underutilized sites
  - No solid waste landfills
Environmental Settings

Historic Resources
- 39 Historic Resources within the area of potential effect
  - 10 Listed in National/Georgia Register
    - 8 Historic Districts
  - Oakland Cemetery
  - Piedmont Park
- 29 Eligible
  - 12 Historic Districts
  - 17 Additional Resources…
Additional eligible historic resources:

- 15 Additional buildings/structures

- 2 Multiple-property listings:
  - *Historic Resources of the Atlanta BeltLine Northeast Zone*
    (Armour and Hulsey Yards, Southern Railway Corridor, Highland Avenue former terminal, 3 Structures crossing Clear Creek, 11 GDOT bridges)
  
  - *Atlanta’s Historic Apartment Complexes*
    (5 locations in Peachtree Hills and Ponce de Leon/Midtown areas)
Environmental Effects

- EER measures effects to environmental and cultural resources
- Physical “Limits of disturbance” based on:
  - Extent of the transit track centerlines
  - Length and configuration of passenger stations
  - Trail configurations and access points
- EER assesses potential alterations to areas with recognized scenic, recreational, archaeological or historical value
## Environmental Effects

<table>
<thead>
<tr>
<th>Resource Types</th>
<th>Effects?</th>
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<tbody>
<tr>
<td>Streams and Stream Buffers</td>
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<tr>
<td>100-Year Floodplain</td>
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<tr>
<td>Storm Water, Waste Water</td>
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<tr>
<td>Solid Waste, Landfill Capacity</td>
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<tr>
<td>Soil Stability/Erodibility</td>
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<td>Hazardous Materials, Brownfields</td>
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<td>Critical Habitat, Endangered Species, Aquatic Life</td>
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<tr>
<td>Forest Land</td>
<td>X</td>
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</table>
Environmental Effects

- Significance of effects
  - Minor effects

- For unavoidable, “minor effects”:
  - Identify minimization and mitigation strategies
  - Comply with federal, state and/or local requirements during design and construction
  - Coordinate with stakeholder agencies
Environmental Effects

- **Natural Environment Impacts:**
  - Impacts to over 400 ft. of streams
  - Encroachments of floodplains (near Peachtree Creek, Clear Creek)
  - Stormwater runoff and wastewater

- Environmental Effects:
  - Emissions of vehicle-borne contaminants
  - Generation of hazardous and/or solid waste
  - Soil erosion due to regrading
  - Proximity effects to four parks/recreation resources
Environmental Effects

- Built Environment Impacts:
  - Adverse effect to one historic resource (Orkin/Rollins Building at Piedmont Road)
  - Disturbance of potential archaeological remains
  - Removal of venue parking area leased by Park Tavern restaurant
  - Energy expenditures for vehicles and facilities
  - Relocation of energy transmission and distribution lines
Minimization/Mitigation Actions
(Natural Environment):
- Acquire 1,306 compensatory stream mitigation credits
- Coordinate with federal, state and local agencies to minimize impacts to regulatory floodways
- Manage stormwater runoff
- Collect and dispose of wastewater
Minimization/Mitigation Actions (Natural Environment, cont.):

- Use control measures to prevent stormwater contamination
- Avoid soil erosion and stream pollution through early re-vegetation of disturbed land areas
- Coordinate temporary and permanent erosion control measures
- Satisfy state and local stream buffer variance requirements
Environmental Effects

- **Minimization/Mitigation Actions (Built Environment):**
  - Where possible, preserve and re-use historic resources
  - Investigate archaeological sites prior to construction
  - Coordinate with local agencies to identify alternative venue parking
  - Evaluate protected areas under the Land and Water Conservation Fund
Environmental Effects

- Minimization/Mitigation Actions (Built Environment, cont.):
  - Coordinate with local utility agencies prior to construction
  - Assess conditions of hazardous materials sites before demolishing property or disturbing land
  - Identify opportunities to remediate brownfields.
Benefits and Economic Impacts

Environmental Benefits:
- Reduced vehicle miles traveled in the BeltLine Corridor
- Reduced automobile dependence
- Access to parks, recreation, enhancing public health
- Context-sensitive design in historic areas and neighborhoods
- Invasive species control
- Removal of hazardous materials, solid wastes
Benefits and Economic Impacts

Economic Advantages:
- Significant revitalization and redevelopment of underutilized areas
- Enhanced personal mobility
- Enhanced community circulation
- Relief of congested urban streets
- Access to jobs, schools, activity centers, housing
- New jobs
- Preservation of light industrial districts
- Expanded local tax base

Economic Disadvantages:
- Right-of-way (ROW) acquisition, business relocation (areas north of ADA ROW)
- Loss of taxable land
Assessment of Alternatives

Build Alternative Alignment Options:
- No options avoid environmental impacts
- No significant difference in impacts between Option 1 and Option 1A
- Option 2:
  - Fewest impacts to water resources and floodplains
  - Adverse effect to one historic resource

No Build Alternative:
- No net environmental effects
- Unable to generate new mobility and economic benefits
Environmental Effects Report (EER)

- **Schedule:**
  - Field Investigations and Technical Analyses: Complete
  - Interagency Consultation: Complete
  - EER Preparation: Complete
  - EER Public Notice: May 2009
  - **EER Public Hearing:** May 14, 2009
  - Final Decision Document: June 2009
Available Locations for the EER:

- Atlanta BeltLine Inc.
- MARTA Headquarters
- City of Atlanta, Bureau of Planning (City Hall)
- Central Atlanta Progress
- Fulton County Department of Environment and Community Development
- Fulton County Department of Public Works
- Atlanta-Fulton Public Libraries:
  - Central Library
  - Auburn Avenue Research Library
  - Buckhead Branch
  - Kirkwood Branch
  - Martin Luther King, Jr. Branch
  - Peachtree Branch
  - Ponce de Leon Branch
Comments
Thank You!