1.0 PURPOSE AND NEED

1.1 Introduction

The Federal Transit Administration (FTA), an administration of the U.S. Department of Transportation (USDOT), has prepared this Tier 1 Draft Environmental Impact Statement (DEIS) for the Atlanta BeltLine in the City of Atlanta, Fulton County, Georgia, in cooperation with the Metropolitan Atlanta Rapid Transit Authority (MARTA), which operates and maintains bus and rail transit service in the Atlanta region.

The Atlanta BeltLine is a proposed fixed guideway transit and multi-use trails system with a corridor of approximately 22 miles encircling central Atlanta. The Atlanta BeltLine study area is defined as a ¼-mile on each side of the proposed corridor. The study area is comprised of four zones: northeast, southeast, southwest, and northwest. Figure 1-1 illustrates the Atlanta BeltLine study area.

Preparation of this Tier 1 DEIS is in accord with the National Environmental Policy Act (NEPA), as amended and implemented by:

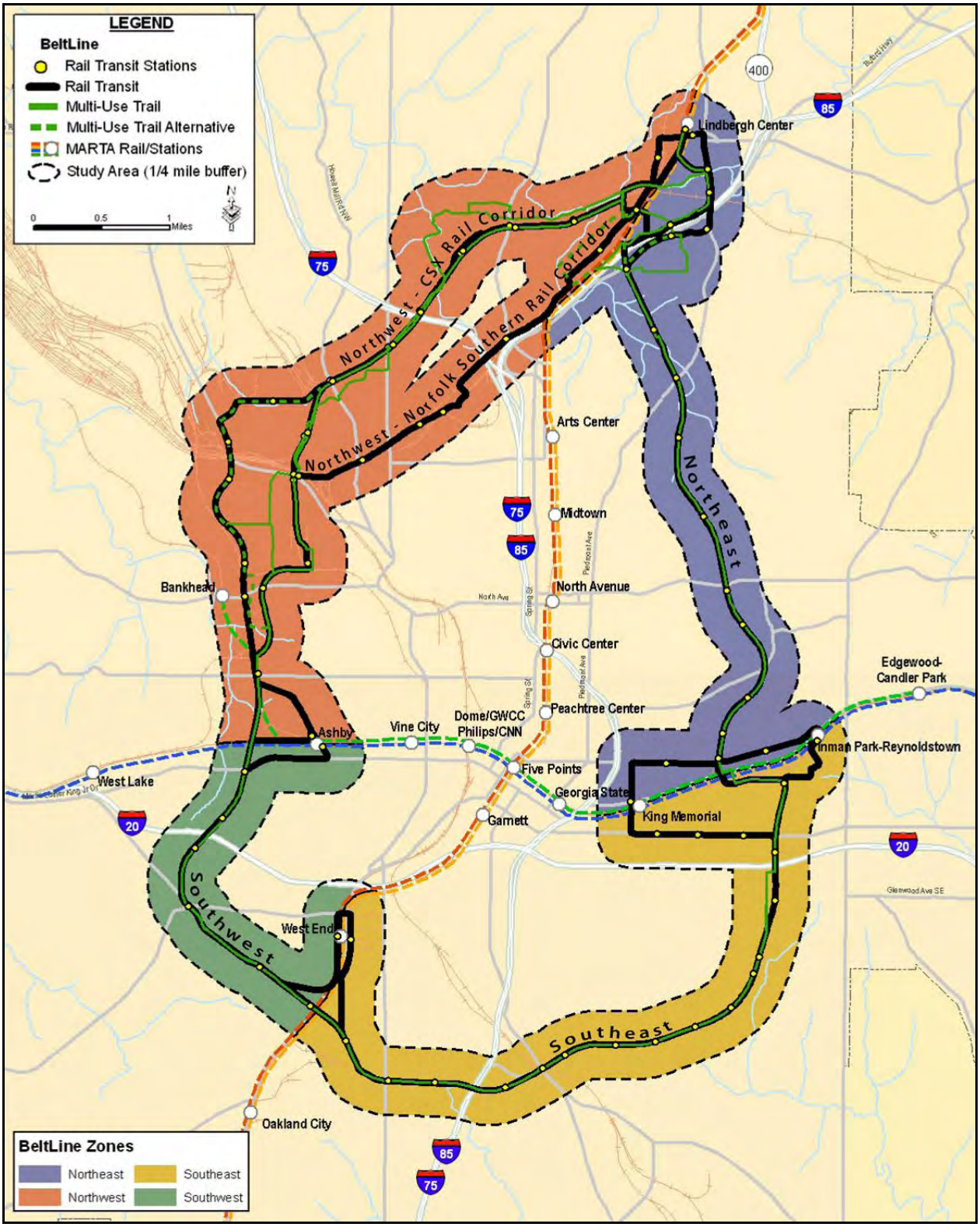
- the Council on Environmental Quality (CEQ) regulations (40 CFR parts 1500-1508);
- FTA regulations (23 CFR part 771);
- FTA Statewide Planning and Metropolitan Planning regulations (23 CFR part 450);
- regulations of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Public Law 109-59);
- regulations of Section 106 of the National Historic Preservation Act of 1966;
- the Clean Air Act Amendments of 1990;
- Executive Order 12898 on Environmental Justice; and,
- other applicable statutes, rules, and regulations.

This Tier 1 DEIS evaluates No-Build and Build Alternatives. Tiering allows FTA and MARTA to focus on those decisions that are ready for this level of NEPA analysis to support future right-of-way (ROW) preservation, local master planning, and project development activities. These decisions include the:

- identification of either Modern Streetcar (SC) or Light Rail Transit (LRT) technology as the transit mode;
- identification of a general alignment of new transit and trails; and,
- establishment of ROW requirements.

Following the Tier 1 EIS process, subsequent analysis in a Tier 2 process as a separate action would identify and evaluate transit station locations, vehicle types, maintenance and storage facilities, site-specific impacts, trail design elements, and mitigation measures for unavoidable adverse affects.

Figure 1-1: Atlanta BeltLine Study Area and Zones



Source: AECOM/JJG Joint Venture

1.2 Problem Statement

The City of Atlanta is challenged to meet its mobility, housing, and economic development needs by its uneven and low-density growth patterns, a lack of affordable housing, deficiencies of transportation connectivity across all modes, underutilization of existing transportation resources, and limited transit, bicycle, and pedestrian options to address travel needs. Individually, each of these issues contributes to reduced quality of life, mobility, and economic competitiveness. Together, they are a severe impediment to creating sustainable growth and a vibrant livable community in the years to come. If the city is to address these problems proactively, a comprehensive and progressive solution is required to holistically integrate land use, economic development, social, and transportation needs.

Mobility and access in the study area are challenged by a fragmented and discontinuous transportation network and a lack of transit, bicycle, and pedestrian options as follows:

- The existing transportation network is frequently fragmented by major physical barriers including active and abandoned railroad lines and yards and interstate highways. It is also characterized by discontinuous local roadway, bicycle, and pedestrian networks and superblock development patterns. These deficiencies are particularly acute adjacent to the proposed Atlanta BeltLine railroad corridors, where the continuity of the transportation network is broken by: 1) the numerous large tracts of underutilized industrial land that lack an urban transportation grid; and 2) the high density of railroad right-of-way (ROW) and related facilities that have few existing crossings (Chapter 3.1).
- There is a lack of transit options and connections between those options in the study area. The existing rail and bus transit network provides limited coverage and connectivity in the study area and is focused primarily on providing service to the Central Business District rather than circulation within the study area or to other activity centers in the city. (Chapter 3.1.5 see railroad facilities map and Chapter 3.2.4 see subarea master plans and Connect Atlanta Plan).
- Stops on the existing rail service are infrequent within the study area, forcing most study area residents to access rail via a bus transfer or walking (Chapter 3.1).
- At the same time, non-motorized access options are also limited as a result of discontinuous or absent links in the city's pedestrian and bicycle network, making walk access to activity centers and the rail and bus system challenging (Chapter 3.1).

These transit and non-motorized conditions are particularly evident when travel between communities and neighborhoods within the city is attempted. These so-called local trips are the dominant type of travel in the city, and are most often accomplished by personal automobile (Chapter 1.4.4).

Transportation-related problems caused by these deficiencies include limited access and mobility, increased travel times and roadway congestion (Chapter 1.4.4 and Chapter 3.1). These problems also contribute to a lack of social and economic opportunity at the individual, communitywide, and citywide levels (Chapters 3.2 and 3.4).

1.3 Project Purpose

The purpose of the Atlanta BeltLine project is to improve access and mobility for existing and future residents and workers by increasing in-city transit and bicycle/pedestrian options, and providing links in and between those networks.

In addition, the Atlanta BeltLine has a land use and economic development component that is intended to stimulate economic activity and structure growth. The combined purpose of the transportation and land use components of the Atlanta BeltLine is to encourage balanced growth in all zones by increasing transportation options, greenspace, affordable housing, livability, and economic opportunity.

1.4 Project Needs

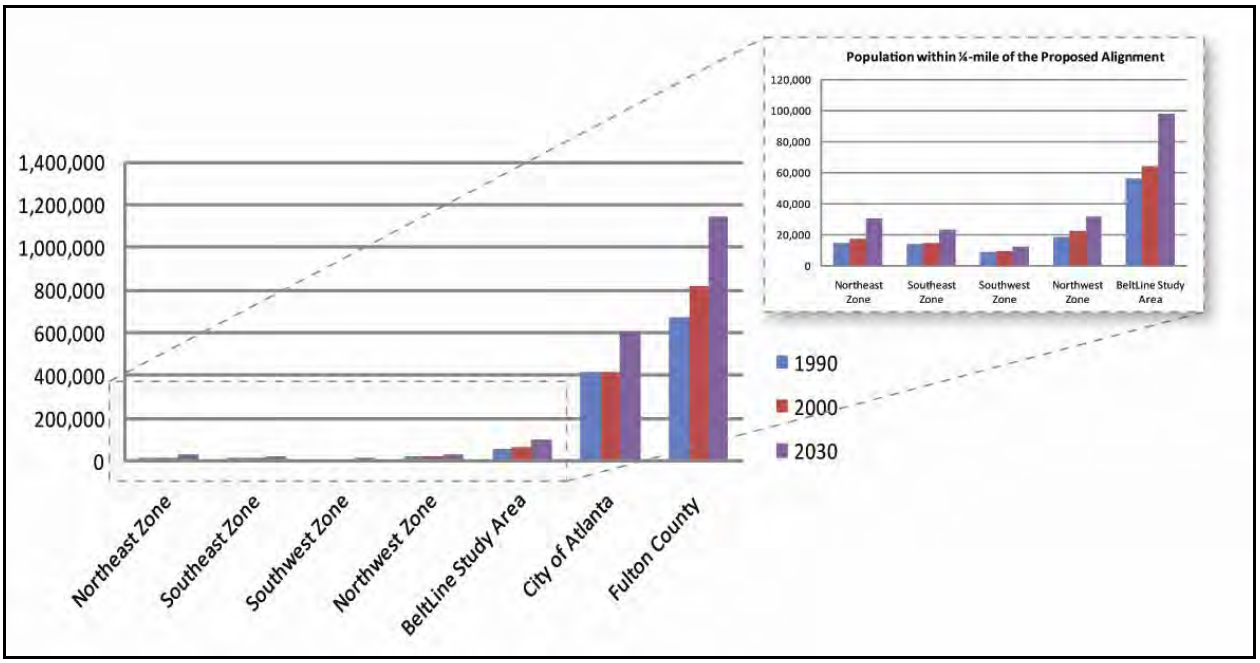
This section summarizes the project needs for the Atlanta BeltLine project. More detail may be found in Chapters 3.1, 3.4, and 3.7 of this Tier 1 DEIS.

1.4.1 Population and Employment Growth

From 1980 – 2000 population within the City of Atlanta shifted towards the north and east sides of the city as shown in Figure 1-2 due to a trend of disinvestment in the southside of the City, while growth activity in the northside of the City was steady or improved. In the future, the City of Atlanta and the study area are projected to experience population and employment increases with the City, growing by 26 percent to a population of 602,700 and the study area growing by 29 percent to 97,900 by 2030. Rates of population increases by zone in 2030 follow: the northeast by 41 percent, the southeast by 37 percent, the southwest by 13 percent, and the northwest by 20 percent. In the City, employment is projected to increase by about 136,000 jobs, or 34 percent by 2030. Employment growth in the zones by 2030 will range from a six percent increase in the southwest to a 77 percent increase in the northeast.

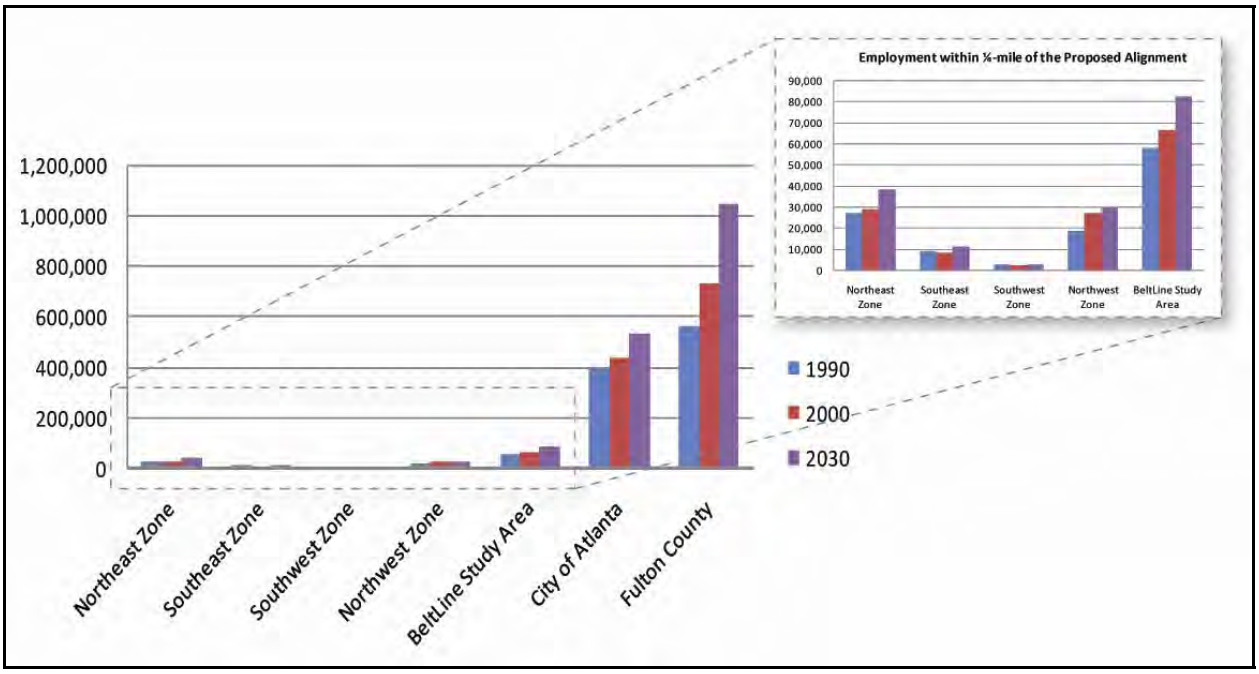
Figure 1-2 and Figure 1-3 present the growth rates for years 1990 to 2000 and projections for the year 2030 for population and employment, respectively. These data point to a need to provide public transit improvements to accommodate growing population and employment in the study area.

Figure 1-2: Population Growth 1990 to 2030



Source: U.S. Census Bureau and Atlanta Regional Commission (ARC)

Figure 1-3: Employment Growth 1990 to 2030



Source: U.S. Census Bureau and ARC

1.4.2 Environmental Justice and Transit-Dependent Populations

The study area contains relatively high percentages of minority and low-income populations that qualify as environmental justice populations, as well as populations without access to automobiles, the latter known herein as zero-car populations. Public transportation options are often critical to the mobility of these population groups. Table 1-1 presents 2000 U.S. Census percentages for environmental justice and zero-car populations relative to the Atlanta BeltLine study area zones, the entire study area, the city, and Fulton County. These data show the southwest and southeast zones are environmental justice areas with a higher percentage of people living below the poverty level, minority populations, and transit–dependent populations in 2000 compared to the other Atlanta BeltLine study area zones, city, and county. These data indicate a need to provide public transit and bicycle/pedestrian options in those areas in which environmental justice populations have been identified in the study area.

1.4.3 Land Use and Economic Development

Over the past 30 years, Atlanta's real estate development pattern has been skewed to the northern and eastern zones of the City. Much of this activity has been dominated by low-density, auto-centric development, such as single-family and townhouse residential development. Meanwhile, in the southeast and southwest zones, little to no development has occurred during the same period, as discussed in Section 1.4.1. Losses in population and employment have occurred in the southeast and southwest zones during a period of exceptionally strong growth in the Atlanta region. Market and demographic analysis shows that without intervention these trends are set to continue into the future (Chapter 3.4.2).

Table 1-1: Environmental Justice and Transit-Dependent Populations

Area	Percent Below Poverty	Percent Minority Population	Percent Transit Dependent Population
Northeast Zone of the Study Area	19.4%	44.9%	14.5%
Southeast Zone of the Study Area	28.0%	72.1%	15.5%
Southwest Zone of the Study Area	33.9%	98.9%	26.1%
Northwest Zone of the Study Area	19.8%	50.1%	12.4%
Atlanta BeltLine Study Area*	23.8%	60.9%	15.0%
Atlanta	24.4%	68.7%	15.0%
Fulton County	15.7%	54.7%	9.3%

* Includes the northeast, southeast, southwest, and northwest zones.
Source: U.S. Census Bureau, Summary File 3, 2000
Note: The U.S. 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.

The effect of this development pattern has been to generate a large number of both work and non-work vehicle trips to and within the northeast and northwest zones, creating congestion and impaired mobility that reduces quality of life and limits the potential of the available development sites to be re-purposed to a higher intensity use (Chapter 3.1). In these zones, the existing transportation infrastructure is ROW constrained leaving limited opportunities to provide additional capacity improvements through the establishment of new corridors or expansion of existing facilities.

In the southeast and southwest zones, development patterns have generated relatively stable or declining travel demands resulting in low congestion levels (Chapter 3.1), reduced job opportunities and economic vitality (Chapter 3.4), and a large number of prime redevelopment sites that are impaired by the low level of market demand and surrounding blight (Chapter 3.2). For example, fifteen percent of land in the southeast zone is vacant land compared with an overall study area average of thirteen percent and a low of eleven percent in the northeast zone.

If the existing low-density land use patterns and skewed development trends continue, as reported in Chapter 3.1, this may lead to increased roadway congestion, decreased mobility, and a reduced quality of life in the northwest and northeast zones, while doing nothing to address the economic opportunities and quality of life issues or make use of infrastructure capacity and take advantage of redevelopment opportunities in the southeast and southwest zones. Thus, there is a need to increase transportation options in parallel with making changes in land use and development patterns in the study area to improve economic opportunities and quality of life.

1.4.4 Effects of Projected Growth on Transportation

The Transit Planning Board (TPB) *Concept 3 Creating and Realizing the Regional Transit Vision Final Technical Report* (2008) states, “Congestion is the greatest threat to Atlanta’s continued economic growth.” Planned improvement of transportation facilities could contribute to the reduction of congestion when implemented in conjunction with greater density of development within central Atlanta, as discussed in Chapter 2 of *Connect Atlanta,* the City of Atlanta’s Comprehensive Transportation Plan (CTP), and in

the Atlanta Development Authority's (ADA's), *Atlanta BeltLine Five Year Work Plan* (2007).

Connect Atlanta found the average car trip originating in the City is only 5.5 miles and that 35 percent of these trips have destinations in the City. Travel patterns within the study area are expected to remain, primarily short trips between neighborhoods, commercial, employment, activity centers, and MARTA rail stations. These trips include a combination of home-to-work based trips and non-work trips. The study area includes more than 45 residential neighborhoods and many existing and proposed commercial and office developments. Non-work trips would include tourism, recreation, and shopping trips.

Envision6, the Regional Development Plan (RDP) and the Regional Transportation Plan (RTP) / FY 2008-2013 Transportation Improvement Program (TIP), found that projected 2030 work trips to the Central Business District (CBD) would originate in dense clusters immediately around the CBD.

These growth forecasts and travel pattern analyses present a need to expand public transit and bicycle/pedestrian options in the study area in the foreseeable future.

1.4.4.1 Roadways

The City's roadway network includes arterial and surface streets and the convergence of Atlanta's major interstates, including I-20, I-75, and I-85. Highway interchanges in the study area and central Atlanta are important links in the interstate system and contribute to Atlanta's role as a transportation hub for the southeastern United States. These interstates serve as the primary routes for commuters traveling between Atlanta and the suburban counties in the region and currently operate at Level of Service (LOS) F during the peak hours, meaning severe congestion. Projections to 2030 for I-20, I-75, and I-85 indicate a continuation of this heavy congestion and LOS F.

The geographic extent and the duration of local traffic congestion, primarily in the northeast and northwest zones, also are likely to increase with more vehicles using local streets in 2030. Peak period traffic on local streets will include a higher proportion of motorists seeking relief from interstate congestion by using local streets, in addition to the burden of more locally generated traffic. Atlanta Regional Commission (ARC) projections indicate the number of non-interstate roadway segments experiencing high levels of congestion would double between 2010 and 2030 (Chapter 3.1).

These data point to a need to increase transportation options in the study area that will provide more travel connections, greater efficiency, and potentially reduce roadway congestion.

1.4.4.2 Transit

Currently, there are limited transportation options to the automobile for many trips because of the absence of direct transit connections between many neighborhoods and major activity centers in the city. Increased roadway congestion in the future will further limit access to freeways, major streets, and MARTA rail stations, and reduce the reliability of bus service, particularly route running times (Chapter 3.1). Thus, there is a need to increase rail transit options between neighborhoods and activity centers in the study area, and provide connections to MARTA.

1.4.4.3 Multi-Use Trails and Recreational Opportunities

Bicycle and pedestrian connections between neighborhoods, major activity centers, and other bicycle and pedestrian facilities in the city are often lacking or discontinuous. Poor or lacking infrastructure, combined with land use barriers, inhibit the ability for non-motorized travel (Chapter 3.1). Thus, there is a need to improve bicycle and pedestrian access to and connections between neighborhoods and activity centers.

The City recognizes there is a relatively small amount of public greenspace available to its residents and poor interconnectivity among the City's parks for bicyclists and pedestrians. Atlanta's existing park system accounts for approximately four percent of the City's total land area, or about 3,400 acres. The city's planning goal is to provide 10.5 acres per 1,000 residents. In 2030, that goal would require a total of approximately 6,330 acres producing a need for approximately 2,930 additional acres by 2030 (Chapter 3.7). These data point to a need to increase the amount of public greenspace in the study area as well as provide connections to and between parks.

1.5 Planning Context

This Tier 1 DEIS has emerged from various planning efforts beginning in 1992 that sought to provide alternative means of transportation serving the city of Atlanta, additional park space, and the redevelopment of underutilized or derelict areas. These planning efforts are described in Chapter 2.1 of this Tier 1 DEIS.

1.5.1 Transportation Vision Plans

A number of plans currently guide the Atlanta regional transportation vision. Elements of each plan support the Atlanta BeltLine.

1.5.1.1 *Envision6* Regional Transportation Plan (RTP)

Adopted in December 2007 by the ARC Board, the RTP recognizes both the transit and multi-use trails elements of the Atlanta BeltLine plan as key components of the future multi-modal transportation system in the region. The ARC is the Metropolitan Planning Organization (MPO) for the Atlanta area. The website is: www.atlantaregional.com/html/3791.aspx.

1.5.1.2 Fiscal Years 2008-2013 Transportation Improvement Program (TIP)

The current TIP adopted by ARC ranks RTP projects based on the long-range objectives and the availability of funds. The TIP includes $18 million for Atlanta BeltLine trail ROW acquisition and construction. The TIP website is: www.atlantaregional.com/html/359.aspx.

1.5.1.3 Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan

Completed in 2007 this ARC plan examined pedestrian and bicycle conditions throughout the 18-county metropolitan area. The Plan measured bicycle and pedestrian conditions for safety and comfort. The findings indicate generally poor bicycle and pedestrian conditions. The Plan establishes objectives and makes recommendations for regional pedestrian and bicycle planning. The Atlanta BeltLine contributes to these objectives by providing a safe and effective bicycle network with access to high demand destinations, transportation options for those unable or unwilling to use an automobile,

and potential improvement in the health of area residents. The Plan website is: www.atlantaregional.com/html/1769.aspx.

1.5.1.4 Concept 3: Creating and Realizing the Regional Transit Vision

Adopted in 2008 by the Transit Implementation Board (then the Transit Planning Board), a regional organization established to coordinate transit planning initiatives, *Concept 3* is a long-range plan that envisions an integrated transit network including the Atlanta BeltLine. The Plan website is: www.atlantaregional.com/html/4660.htm.

1.5.1.5 Connect Atlanta

Adopted in 2008, the City's Comprehensive Transportation Plan (CTP) emphasizes improved mobility, economic growth, and enhanced quality of life. The Atlanta BeltLine is ranked as the highest priority and included in the transit and bicycle elements. The Plan website is: www.connectatlantaplan.com.

1.5.2 Planned Development

Central Atlanta has seen pronounced changes in its real estate market and land use in recent history beginning in the 1990s in preparation for the 1996 Centennial Olympic Games. A new awareness by investors and developers of the potential of central Atlanta has kindled numerous investments there.

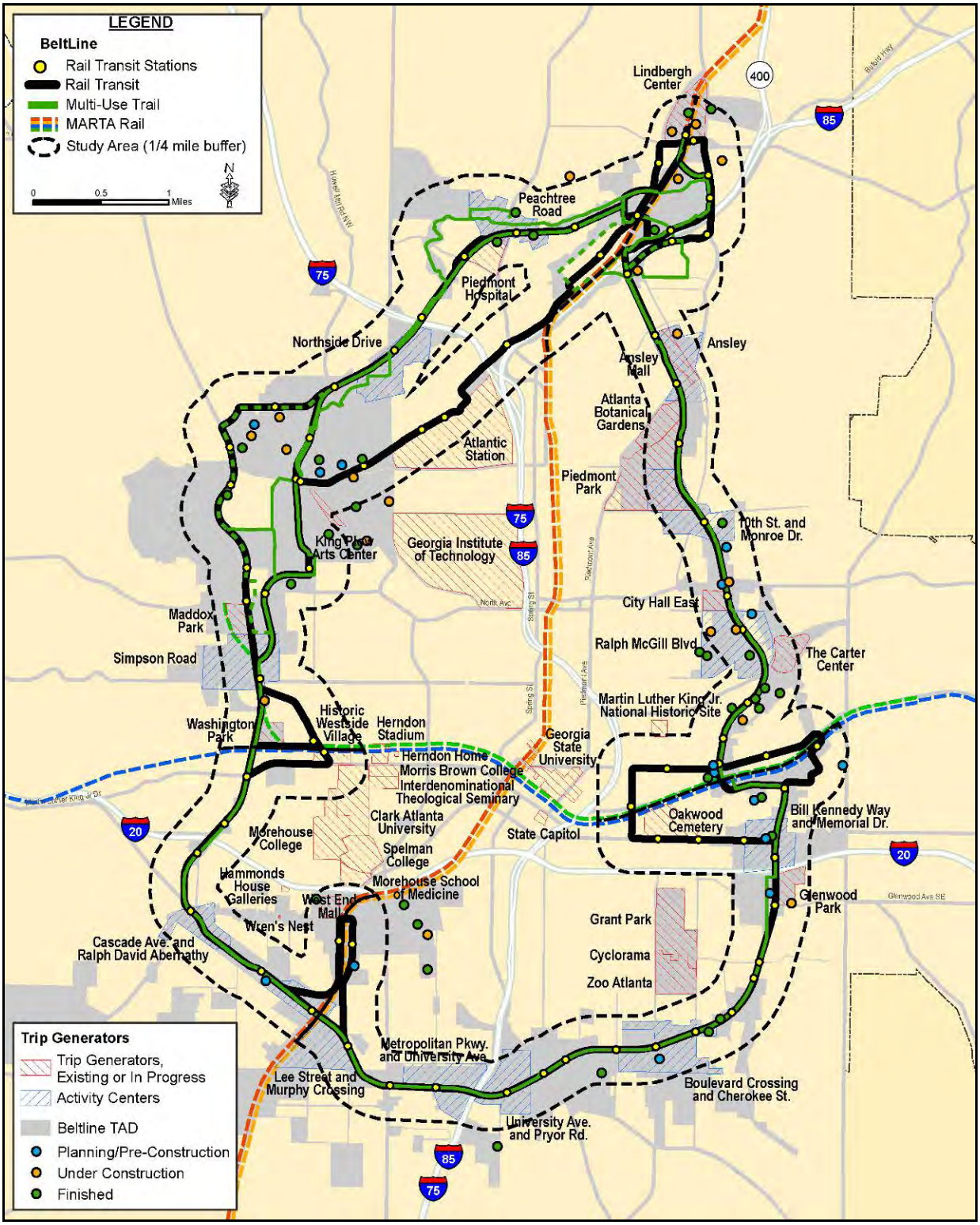
While growth continues in the suburban counties, there is a growing demand for living, working, and the pursuit of leisure activities in central Atlanta as evidenced by the growth in housing construction and the reversal in the population decline documented in Chapter 3.4 of this Tier 1 DEIS. The various existing developments and those proposed in the studies and plans discussed here represent important trip generators for the Atlanta BeltLine. Figure 1-4 illustrates the location and extent of these trip generators and indicates whether they are included in one of the development plans discussed here. Additional detail regarding these trip generators from a land use perspective is found in Chapter 3.2.

1.5.2.1 Atlanta Strategic Action Plan (also known as the Comprehensive Development Plan)

The *Atlanta Strategic Action Plan* functions as the City's Comprehensive Development Plan (CDP) and is the policy guide for land use decisions. Adopted by the Atlanta City Council in 2008, the Plan updates the City of Atlanta's Future Land Use Map (FLUM), which is reviewed quarterly to consider applications that propose changes in policy or the rezoning of specific parcels. The *Atlanta Strategic Action Plan* will be referred to as the CDP for the remainder of this Tier 1 DEIS.

As part of the Atlanta BeltLine subarea master planning process, each subarea plan includes a recommended FLUM for its study area. The City adopted five of the Atlanta BeltLine subarea plans changes in 2009. The other subarea plans are underway. The FLUM in the Atlanta BeltLine study area is illustrated in Chapter 3.2. The Plan website is: www.atlantaga.gov/government/planning/asap.aspx.

Figure 1-4: Existing and Proposed Activity Centers



Sources: ARC and Atlanta BeltLine, Inc. (ABI)

1.5.2.2 Atlanta BeltLine Five-Year Work Plan

This plan was issued by the Atlanta Development Authority (ADA) in July 2006 and outlines the following goals for the first five years of the Atlanta BeltLine implementation period:

- Acquire land for ten new parks, including Westside Park; develop two fully and four partially;
- Acquire and construct the trails element of the Atlanta BeltLine in the northeast and southwest totaling five to seven miles, and three spur trails, connecting the Atlanta BeltLine to parks totaling five to nine miles;
- Prepare for transit construction by completing the NEPA process, selecting the transit route in the northwest, and completing the engineering design and acquiring the ROW for the first phase of transit development;
- Complete master planning studies to establish a foundation for the elements of the 25-year project;
- Provide for economic development incentives in the southeast and southwest;
- Provide for affordable workforce housing incentives in all Atlanta BeltLine zones; and,
- Construct roadway, bicycle, and pedestrian improvements to enhance mobility and access to the Atlanta BeltLine.

The Plan website is:
www.beltline.org/Portals/26/Media/PDF/Final%20WorkPlan20July05.pdf.

The following describes three related economic development plans, initiated before the *Atlanta BeltLine Five-Year Work Plan*, that correlate directly to the Atlanta BeltLine and economic development initiatives within or near the study area.

1.5.2.3 New Century Economic Development Plan

Adopted in December 2004 by the Atlanta City Council, the Plan specifically addresses the need to develop the Atlanta BeltLine and calls for creation of a Tax Allocation District (TAD) to provide a source of local funding for Atlanta BeltLine improvements. This Plan also calls for improved transit and trails in the study area to connect communities with the existing MARTA system and the activity centers in central Atlanta. As population and employment increase in the region, the Plan also seeks to attract these growth increases into the study area and to provide the necessary supporting transportation infrastructure. Since adoption a TAD has been established (Chapter 3.2). The Plan website is: www.atlantada.com/media/EDPRevisionAugust05.pdf.

1.5.2.4 Atlanta BeltLine Tax Allocation District Feasibility Study

This Study was prepared by ADA in March 2005 to evaluate the feasibility of a TAD. The findings indicated development in association with the Atlanta BeltLine could add more than $20 billion over 25 years to the tax bases of the City of Atlanta, Fulton County, and the Atlanta Board of Education. Other benefits could include 48,000 construction jobs; 37,500 permanent jobs; 28,000 new residential units, including 5,600 affordable units (20 percent of new residential units); and, nine million square feet of retail, office, and light industrial space. Later in 2005, the taxing authorities approved the TAD based on the

Atlanta BeltLine Redevelopment Plan as described below. The Study website is: www.atlantaga.gov/client_resources/government/development%20authority/beltlinefeasibilitystudy_final.pdf.

1.5.2.5 Atlanta BeltLine Redevelopment Plan

Completed by ADA in November 2005 based on the *TAD Feasibility Study*, the Plan recommends transit, trails, greenspace, pedestrian and roadway improvements, and affordable workforce housing. The Plan specifically identifies 12 activity centers of existing and potential development served by the Atlanta BeltLine as the critical anchors of the study area to stimulate economic activity and structure growth. While much recent development has occurred in the northeast and northwest, the Plan encourages growth in all zones. The distribution of activity centers is intended to spread travel demand over a wide area. The Plan website is: www.atlantada.com/adaInitiatives/BeltLineRedevelopmentPlanA.jsp.

These activity centers are illustrated on Figure 1-4. The Economic Development Focus Areas shown on Figure 1-5 are identified by the Plan and constitute a total of approximately 2,500 acres of developable land, exclusive of the Atlanta BeltLine greenspace system. According to the Plan, the total redevelopment area could absorb 50,000 new residents and generate over 30,000 new, permanent jobs over the next 25 years. These projected numbers vary from those in the *BeltLine Tax Allocation District Feasibility Study* because the adopted TAD differed from the study area of the TAD feasibility study. Also, the *BeltLine Redevelopment Plan* used different development assumptions based on updated market and planning information for the 25-year timeframe of the TAD

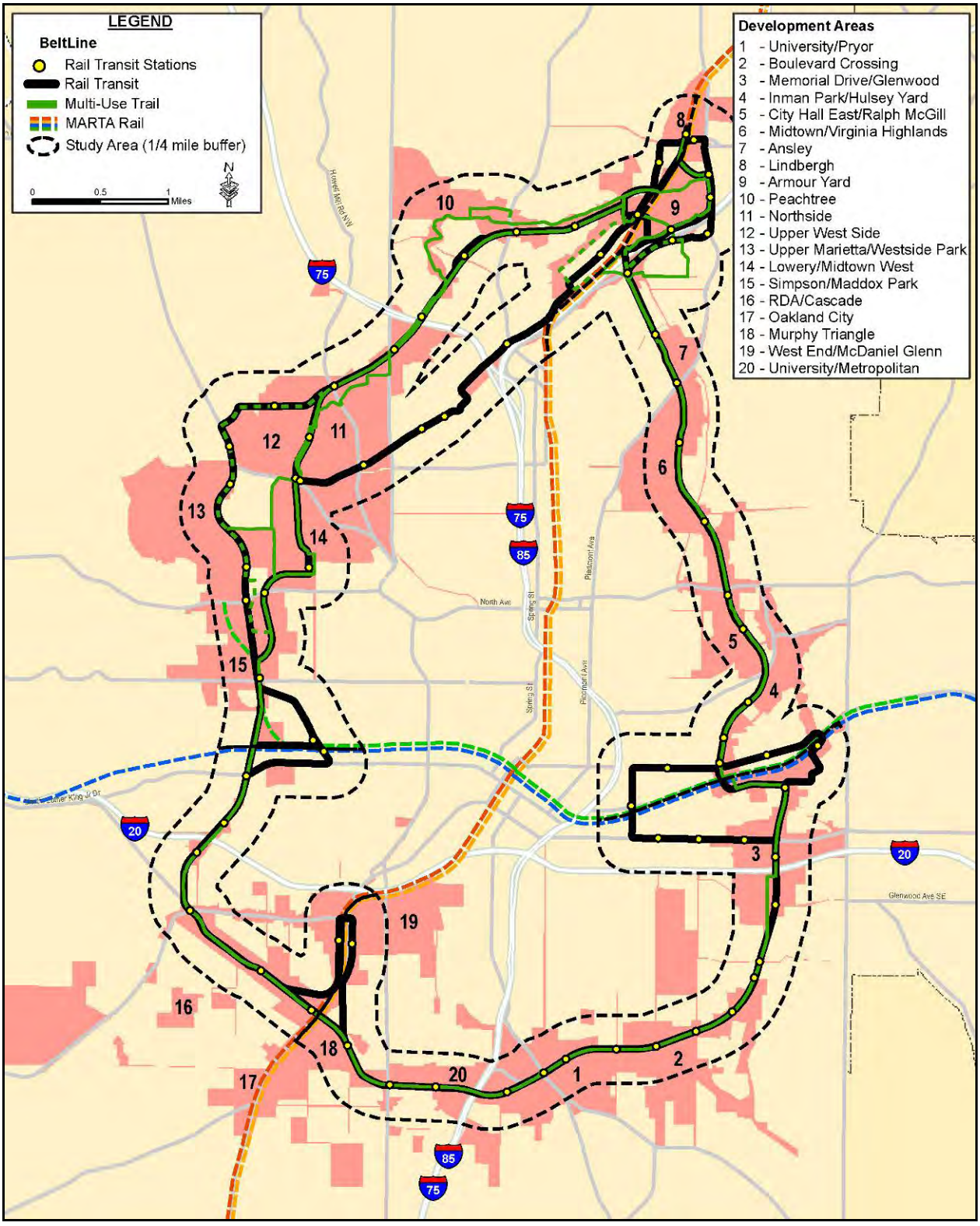
Currently, redevelopment is ongoing or planned within or adjacent to the study area. Many projects are currently in planning stages, under construction or recently completed, as illustrated in Figure 1-4.

1.6 Project Goals and Objectives

Goals and objectives for the project were developed in consultation with the Technical and Stakeholder Advisory Committees established for the project and the public. The goals and objectives provide the basis for identifying project alternatives and the benchmarks for evaluating them to select a mode technology, alignment, and ROW requirements. The project goals and objectives are listed in Table 1-2.

The project alternatives are described in Chapter 2.0; Chapters 3.0 through 6.0 describe the affected environment and potential consequences of the project alternatives, and the preliminary evaluation of transit mode technologies and project alternatives follows in Chapter 7.0. More detail on the activities of the committees and the public in this Tier 1 DEIS may be found in Chapter 8.0.

Figure 1-5: Economic Development Focus Areas



Sources: ARC and ABI

Table 1-2: Atlanta BeltLine Goals, Objectives, and Performance Measures

Goals/Objectives	Performance Measures
Goal 1: Contribute to an integrated regional multi-modal transportation network that promotes seamless intermodal connectivity, increases community access to the existing transit and trails networks, and improves reliability of personal travel.	
a. Increase access to the existing regional transit system.	• Maximize number of connections to peak period express buses per hour
b. Improve transit and trail connections to the existing rail and bus network.	• Maximize number of direct connections to MARTA rail stations
	• Maximize number of direct connections to peak hour local buses
	• Maximize number of direct connections to other trails
c. Minimize travel times to points accessible from the rail and bus network.	• Maximize improvement in travel times for typical trips between various major trip generators, economic development focus areas, and communities
d. Improve accessibility and connectivity among existing neighborhoods and to major destinations and employment centers.	• Maximize population within ½-mile of proposed transit station locations
	• Maximize employment within ½-mile of proposed transit station locations
	• Maximize number of Atlanta BeltLine activity centers within ½-mile of proposed transit station locations
e. Minimize transfers and mode changes per trip.	• Minimize number of transfers required for a typical trip between major trip origin and destination points
f. Increase transit options for transit-dependent, low-income, and minority populations.	• Maximize low-income population within ½-mile of proposed transit station locations
	• Maximize minority population within ½-mile of proposed transit station locations
	• Maximize zero-car households within ½-mile of proposed transit station locations
	• Maximize population over 65 within ½-mile of proposed transit station locations
	• Maximize disabled population within ½-mile of proposed transit station locations
	• Minimize potential for disproportionate adverse impacts to low-income, minority, and zero-car populations
Goal 2: Manage and encourage the growth and economic development of the City, region, and state by providing transit and transportation improvements to areas designated for growth.	
a. Support redevelopment and revitalization efforts in the Atlanta BeltLine Tax Allocation District (TAD).	• Maximize areas of TAD land within ½-mile of proposed transit station locations
	• Maximize service to *Atlanta BeltLine Five-Year Work Plan's* 20 economic development focus areas
	• Maximize compatibility with the subarea master plans and *Atlanta BeltLine Redevelopment Plan* based on urban design character, station locations, alignments, and connection points
b. Support the City of Atlanta's and other regional economic development initiatives as well as growth management policies.	• Maximize consistency with future land use plans
	• Maximize connections with *Connect Atlanta* Comprehensive Transportation Plan (all modes) and TPB *Concept 3* regional transit vision
c. Support the redevelopment of Brownfields sites for transit-oriented development.	• Maximize service to areas of underutilized industrial land within ½-mile of proposed transit station locations (potential Brownfields)

Table 1-2 cont.: Atlanta BeltLine Goals, Objectives, and Performance Measures

Goals/Objectives	Performance Measures
Goal 3: Preserve and revitalize neighborhoods and business districts through context sensitive design of transit and trails, increased accessibility to mobility options and provision of affordable housing and transportation, and other community benefits.	
• Minimize impact of existing residents and businesses.	• Minimize potential right-of-way needed (acres potentially affected)
• Encourage high quality, dense, and sustainable residential mixed-use and mixed-income urban development.	• Maximize service to TAD areas with higher development capacity of underutilized or undeveloped land as defined by s*ubarea master plans* and/or *Redevelopment Plan* within ½-mile of proposed transit station locations
• Enhance the human and natural environment through context sensitive design of transit and trails.	• Optimize appropriateness of the scale of transit mode and stop requirements for existing neighborhoods and communities
	• Maximize positive human health impacts
• Maintain or enhance the character and cohesion of neighborhoods and historic districts.	• Minimize potential for adverse impacts to significant cultural resources
Goal 4: Provide a cost-effective and efficient transportation investment.	
a. Minimize project costs, but not at the expense of quality design and materials.	• Minimize capital cost
	• Minimize annual operating and maintenance costs
b. Support existing and planned transit infrastructure investments.	• Maximize number of connections to planned streetcar, light rail, bus rapid transit, and commuter rail projects
c. Maximize operating and cost-efficiency.	• Minimize capital costs per alignment mile
	• Minimize operating and maintenance costs per seat mile
Goal 5: Provide a transit, bicycle, and pedestrian friendly environment.	
a. Provide transit and trails in the Atlanta BeltLine Corridor that fully accommodate bicycle and pedestrian transportation modes with direct links to activity centers, recreational facilities, and residential areas located within the Atlanta BeltLine study area.	• Maximize number of economic development focus areas and activity centers within ½-mile of proposed trail access points
	• Maximize number of recreational facilities within ½-mile of proposed trail access points
	• Maximize housing units within ½-mile of proposed trail access points
	• Maximize employment within ½-mile of proposed trail access points
b. Develop transit and trails that are safe and attractive.	• Maximize miles of exclusive trails separated from automobile traffic
	• Maximize number of proposed trail access points
c. Provide bicycle amenities, such as parking and storage, at transit stations in the project corridor.	• Maximize number of locations where full and partial trail amenities can be provided

Table 1-2 cont.: Atlanta BeltLine Goals, Objectives, and Performance Measures

Goals/Objectives	Performance Measures
Goal 6: Provide transit, bicycle, and pedestrian connectivity among communities, and between communities and existing and planned recreational opportunities.	
a. Provide transit and trails that enhances connectivity between communities separated by the historic railroad corridor and other constraints.	• Maximize number of proposed trail access points
b. Supports existing and planned park programming, including event venues, through access to transit and trail facilities.	• Maximize compatibility with subarea master plans, Redevelopment Plan, and 2009 Project Greenspace Technical Report
c. Provide trail and transit connectivity to schools, community facilities, and cultural and historic destinations along the project corridor.	• Maximize number of community facilities and significant cultural/historic sites within ½-mile of proposed transit station locations and trail access points
Goal 7: Minimize adverse impacts to the environment and foster positive environmental impacts.	
a. Avoid or minimize impacts to cultural and historic resources.	• Minimize number of significant cultural resources potentially affected
b. Avoid or minimize impacts to water resources, protected species, critical habitats, and other sensitive natural resources.	• Minimize number of stream crossings potentially affected • Minimize presence of critical habitats along the alignment
c. Provide opportunities to improve the quality of the natural environment, such as air and water quality.	• Maximize the potential for air quality benefits • Minimize number of acres potentially impacted by increased stormwater runoff • Minimize number of noise sensitive receptor sites potentially impacted
d. Develop viable transportation alternatives to the use of single-occupant motorized vehicles.	• Maximize improvement in travel times for typical trips between various major trip generators, economic development focus areas, and communities
e. Avoid or minimize impacts to existing parklands.	• Minimize number of parks with potential right-of-way effects
Goal 8: Ensure consideration of public input throughout project planning and development.	
a. Consider amount and content of comments pertaining to the various proposed Alternatives.	• Number of public and Stakeholder Advisory Committee comments favoring a particular Alternative