

BeltLine Corridor Environmental Study



BeltLine

Technical Advisory and Stakeholder
Advisory Committees Meetings

August 18, 2009

Agenda & Introductions

- Environmental study process and update
- Georgia Environmental Policy Act (GEPA) analysis for the Northeast zone
- Evaluation criteria and measures
- Development of alternatives
- Alternatives considered in the Tier 1 Environmental Impact Statement (EIS)
- Information session
- Next steps

Study Process and Update

Environmental Study Process

National Environmental Policy Act (NEPA) Tiering

PRESENT

TIER 1 ANALYSIS

ADDRESS BROAD, OVERALL CORRIDOR ISSUES
TO DEFINE RIGHT-OF-WAY NEEDS:

- TRANSIT AND TRAILS ALIGNMENT
- CONCEPTUAL DESIGN
- MODE TYPE (LRT, Streetcar)

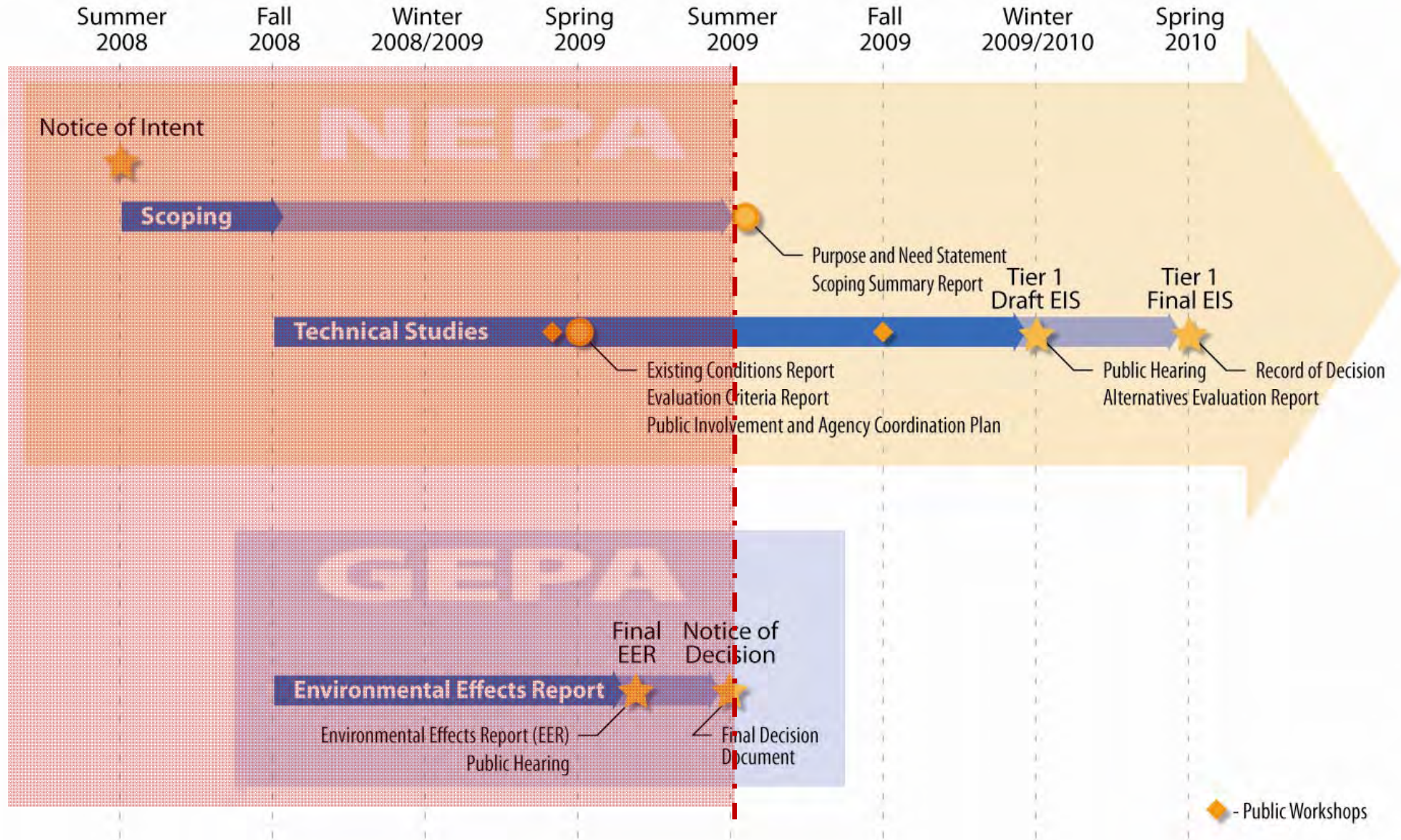
FUTURE

TIER 2 ANALYSIS

ADDRESS:

- SITE SPECIFIC IMPACTS
- COST AND MITIGATION MEASURES
- DETAILED ANALYSIS

Environmental Study Process



Environmental Study Process

Accomplishments

- Scoping Meetings and Summary Report
- Purpose and Need
- Northeast Zone Reports
- Existing Conditions Report
- Evaluation Criteria Document
- Public Workshop Series



GEPA Analysis for NE Zone

GEPA Analysis for NE Zone

What we heard – EER public review

- 32 Attendees at May 14, 2009 Public Hearing
- Public comments:
 - Protect wildlife and plants
 - Minimize visual impacts to parks and neighborhoods
 - Minimize noise/vibration impacts to historic properties

GEPA Analysis for NE Zone

What we heard – EER agency review by Georgia Environmental Protection Division (EPD)

- Air Protection Branch
 - Identify air quality impacts due to construction
 - Response: Post-GEPA, more detailed project development will identify construction elements, support transportation conformity requirements
 - Coordinate NEPA documents through Georgia State Clearinghouse
 - Response: Clearinghouse will be consulted during NEPA

GEPA Analysis for NE Zone

What we heard – EER agency review by Georgia Environmental Protection Division (EPD)

- Watershed Protection Branch
 - Identify impacts to existing infrastructure for wastewater collection/disposal
 - Response: Post-GEPA, more detailed project design will support wastewater generation analyses
 - Consider wastewater impacts due to growth/redevelopment
 - Response: Post-GEPA, more detailed project design will support refinement of *BeltLine Redevelopment Plan (2005)* data determining no significant effects to wastewater facilities

GEPA Analysis for NE Zone

What we heard – Cultural resource review by State Historic Preservation Office (SHPO)

- Found significant impacts to:
 - Historic Railroad Resources (of the Northeast Zone)
 - Orkin/Rollins building



GEPA Analysis for NE Zone

Next Steps

- Decisions:
 - Recommend the “Build” alternative as the preferred alternative
 - Recommend a preference for Transit-Trail Alignment Option 2 (Plasters Ave./Piedmont Rd./Garson Dr. to Lindbergh Center MARTA)

- Issue a GEPA Final Decision Document to EPD
 - Highlight necessary EER revisions
 - Respond to comments received
 - Summarize environmental effects
 - Summarize project benefits/economic impacts
 - Outline the joint decisions by MARTA and Atlanta Development Authority

Evaluation Criteria and Measures

Evaluation Criteria and Measures

Suggested additions and changes from TAC & Citywide/SAC meetings



Connect other modes of transit to BeltLine stations and trails



Provide for safety and security



Coordinate with existing planning efforts



Minimize negative “quality of life” impacts



Improve travel time and connections to major destinations



Evaluation Criteria and Measures

Suggested additions and changes from TAC & Citywide/SAC meetings, cont.



Foster positive effects on the environment



Encourage economic and land development



Keep capital and operating costs low



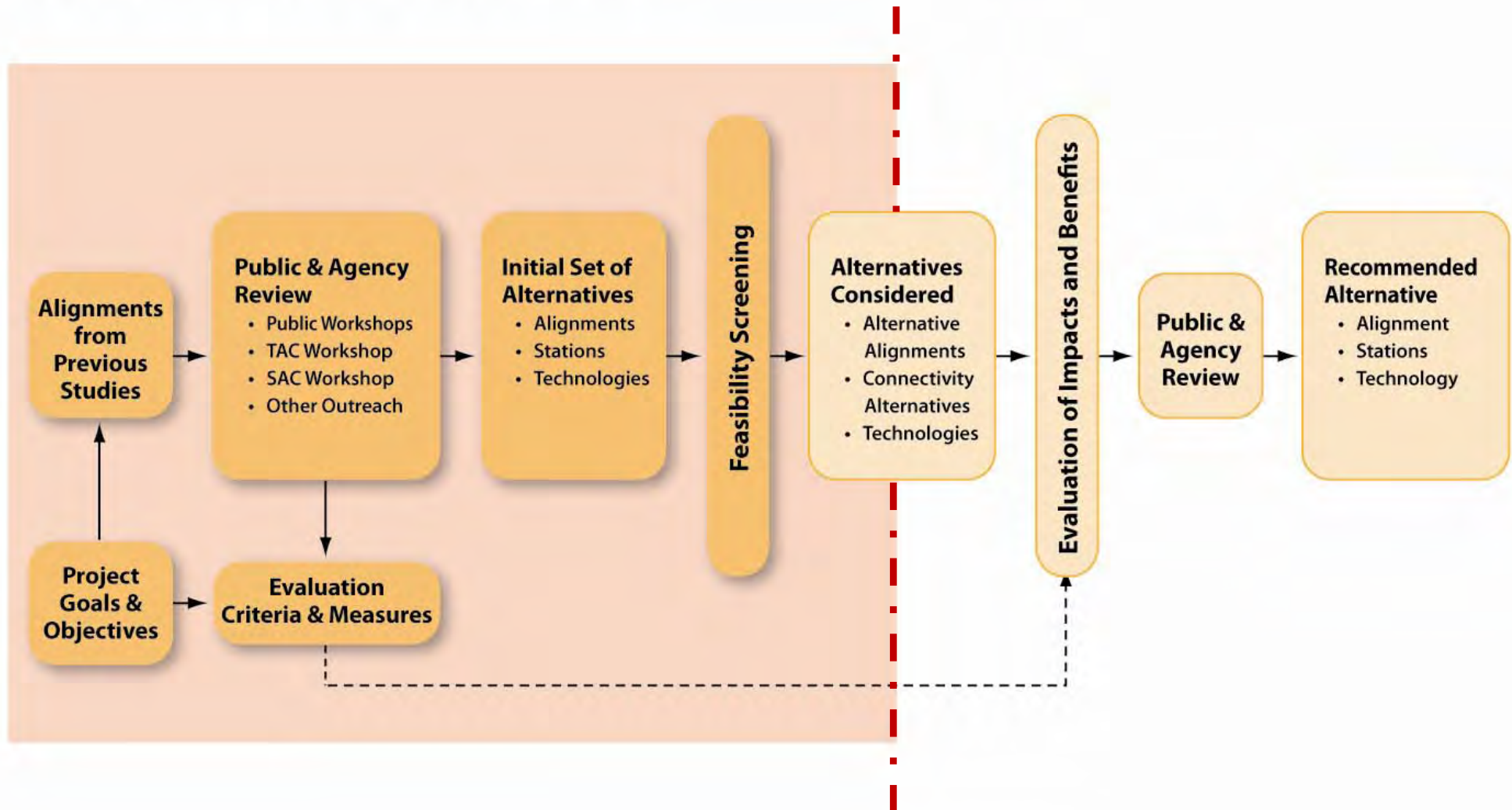
Be attentive to seniors and disabled



Development of Alternatives

Development of Alternatives

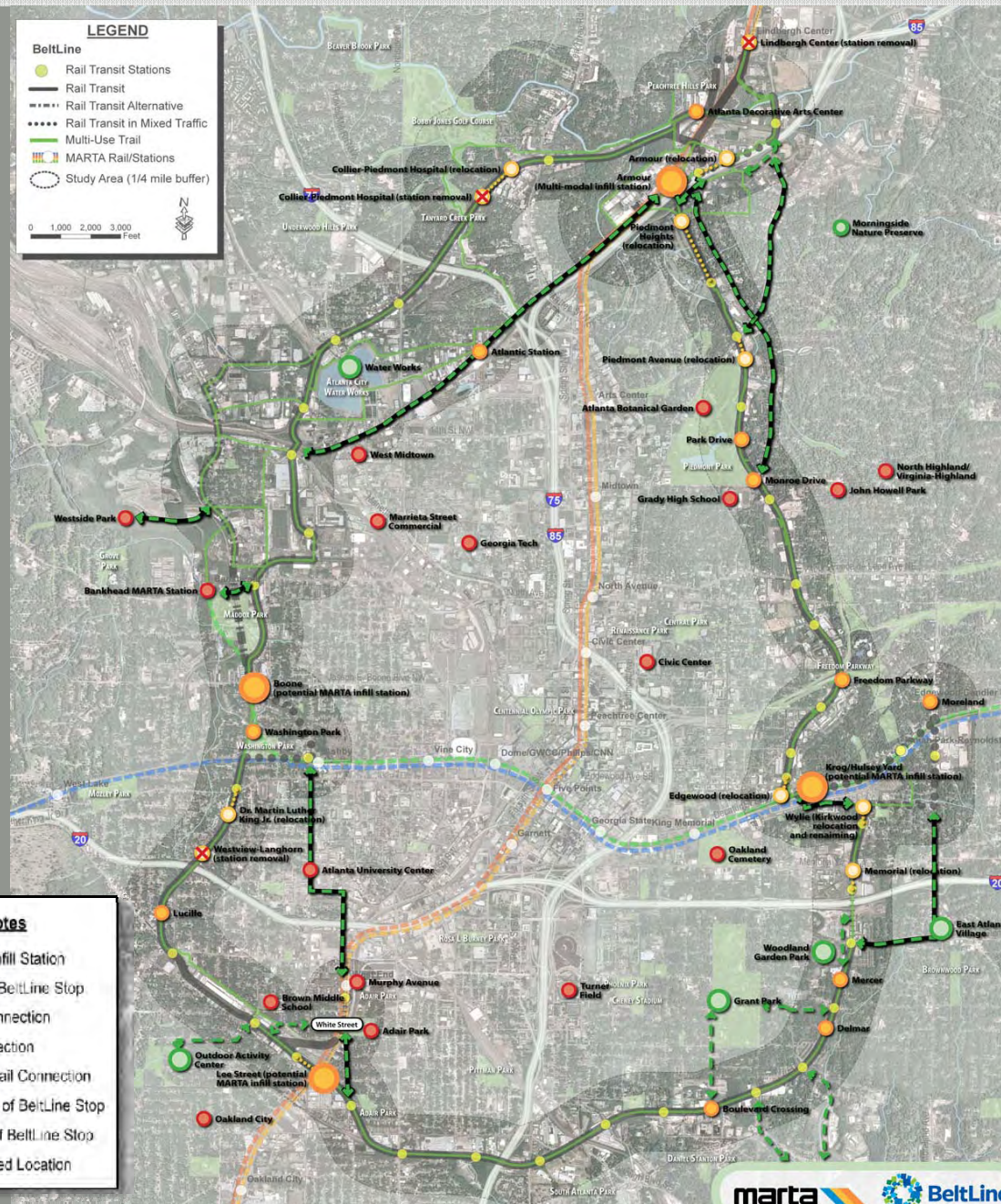
DEVELOPMENT AND EVALUATION OF ALTERNATIVES



Development of Alternatives

Public workshop feedback


- Local service for BeltLine transit emphasizing neighborhood accessibility to stations
- Transit & trail alignments should run parallel to maximum extent possible
- Transit should connect to MARTA rail & buses, and Peachtree Streetcar



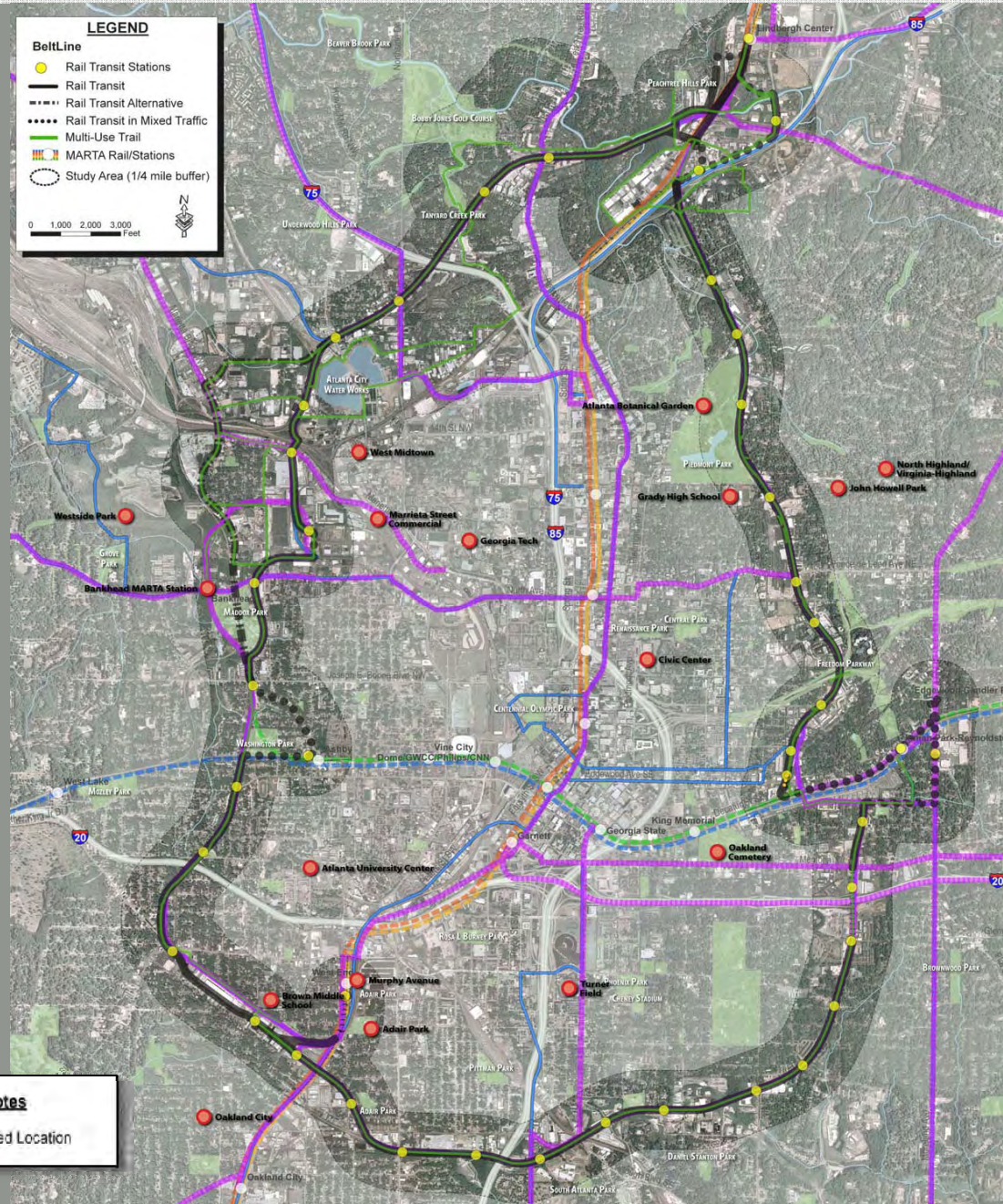
Development of Alternatives

Public workshop feedback

Complementary planned transit services:

 TPB Concept 3 Regional Transit Vision

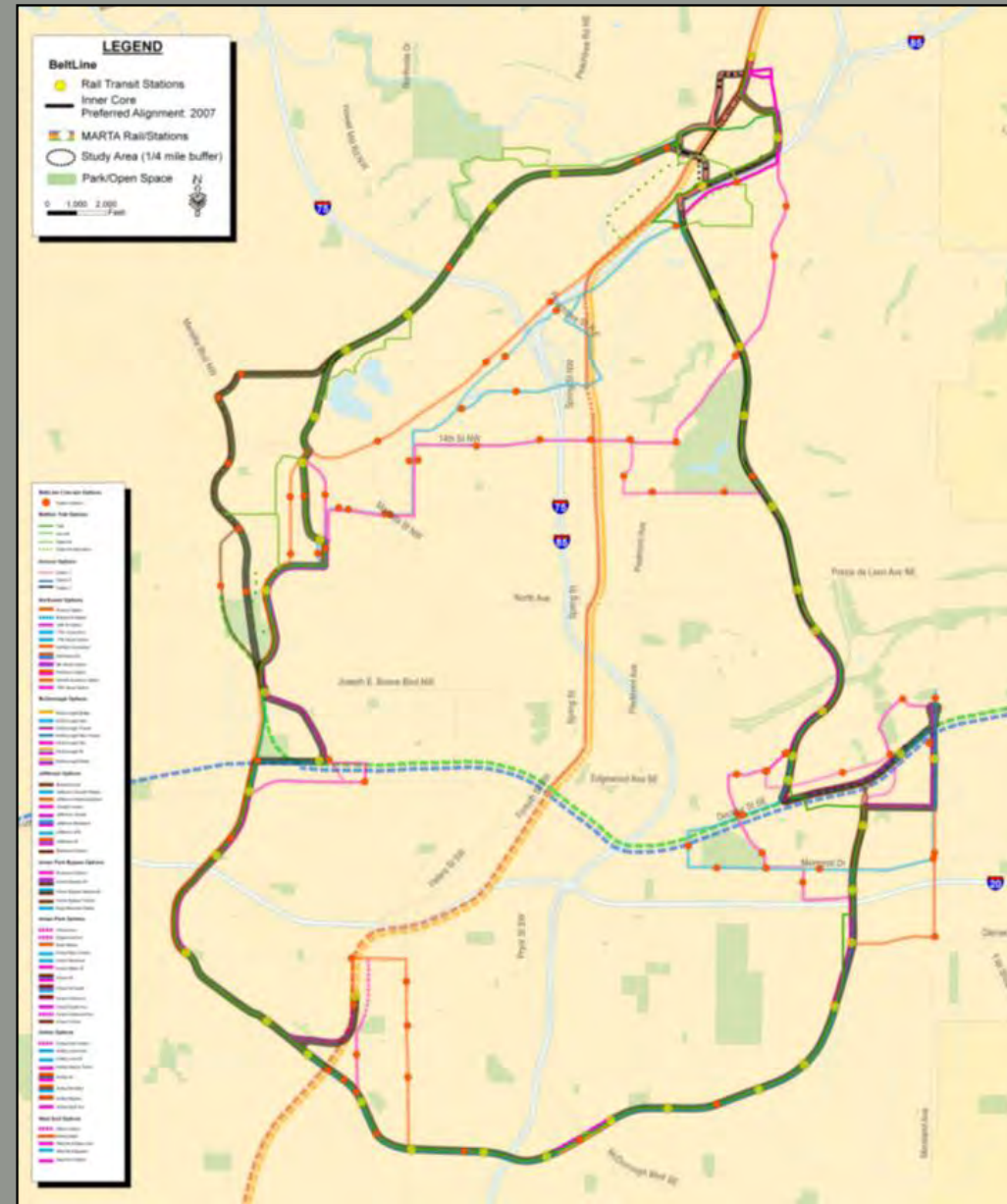
 Connect Atlanta Comprehensive Transportation Plan



Development of Alternatives

Highlights of alignment input

- Alignment south of I-85/ Buford Highway
- Tunnel connection between Inman Park & Reynoldstown
- Alternative connections to West End
- Other streets to connect to Ashby MARTA station
- Alignment serving Atlantic Station and Amtrak



Initial set of alternatives

Development of Alternatives

Feasibility screening factors

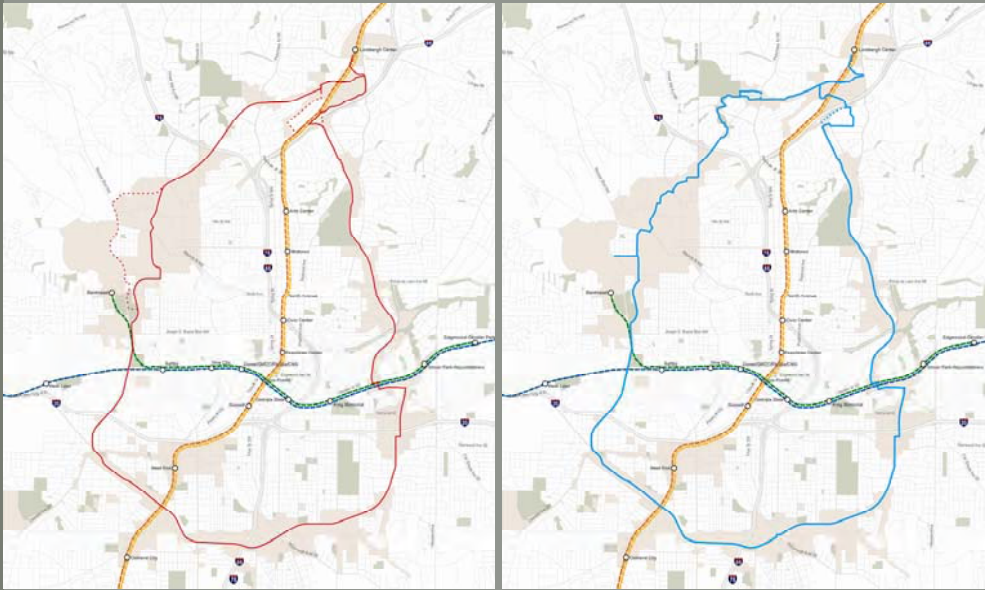
- Public and stakeholder input
- Physical constraints, utilities, & right-of-way
- Service effectiveness and efficiency
- Environment and community impacts
- Cost
- Traffic and parking conflicts
- TAD & Redevelopment Plan
- Safety and security

Alternatives Considered

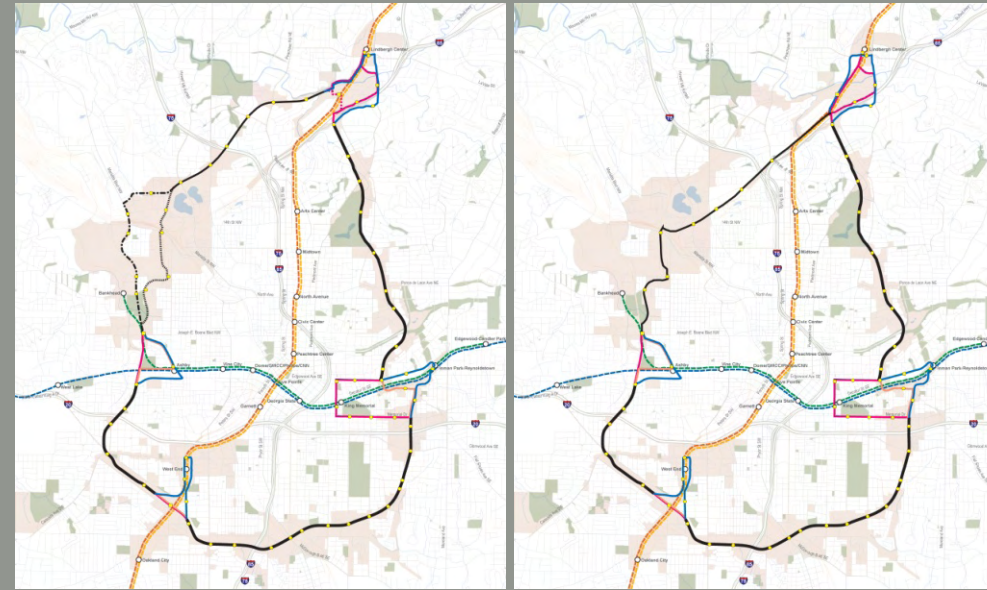
Alternatives Considered

Items currently under consideration:

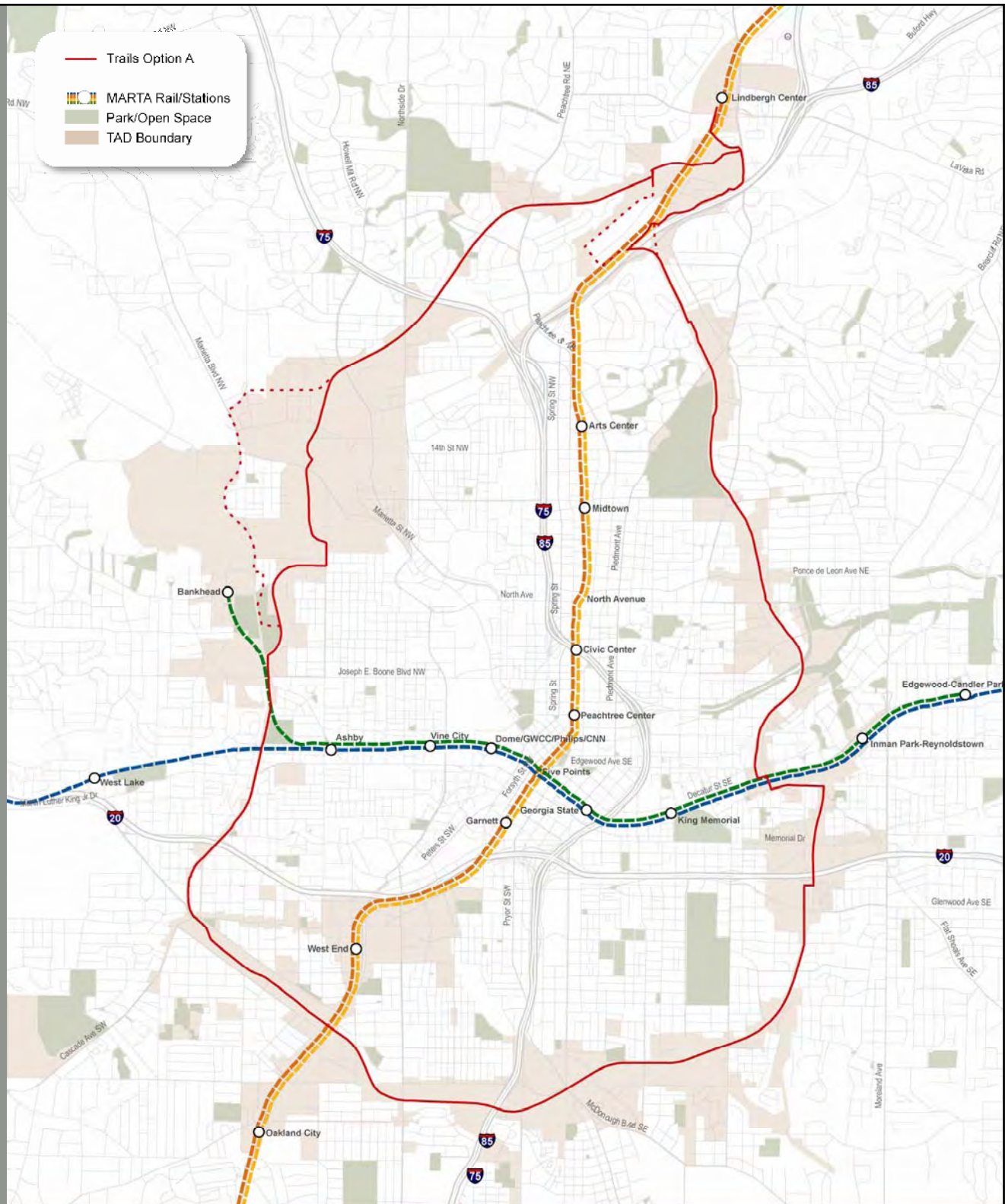
Trails alternatives



Transit alignment alternatives

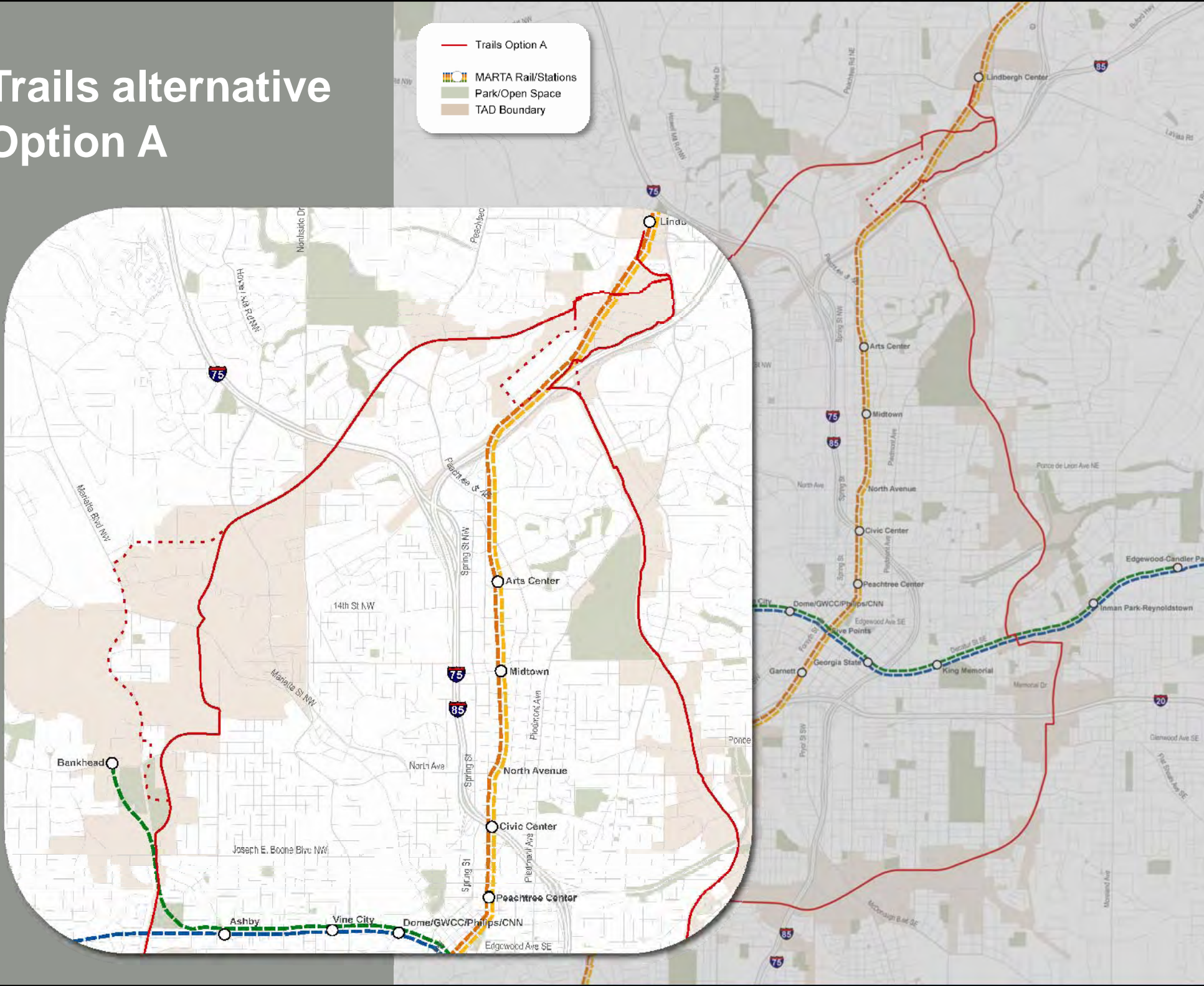


Trails alternative Option A

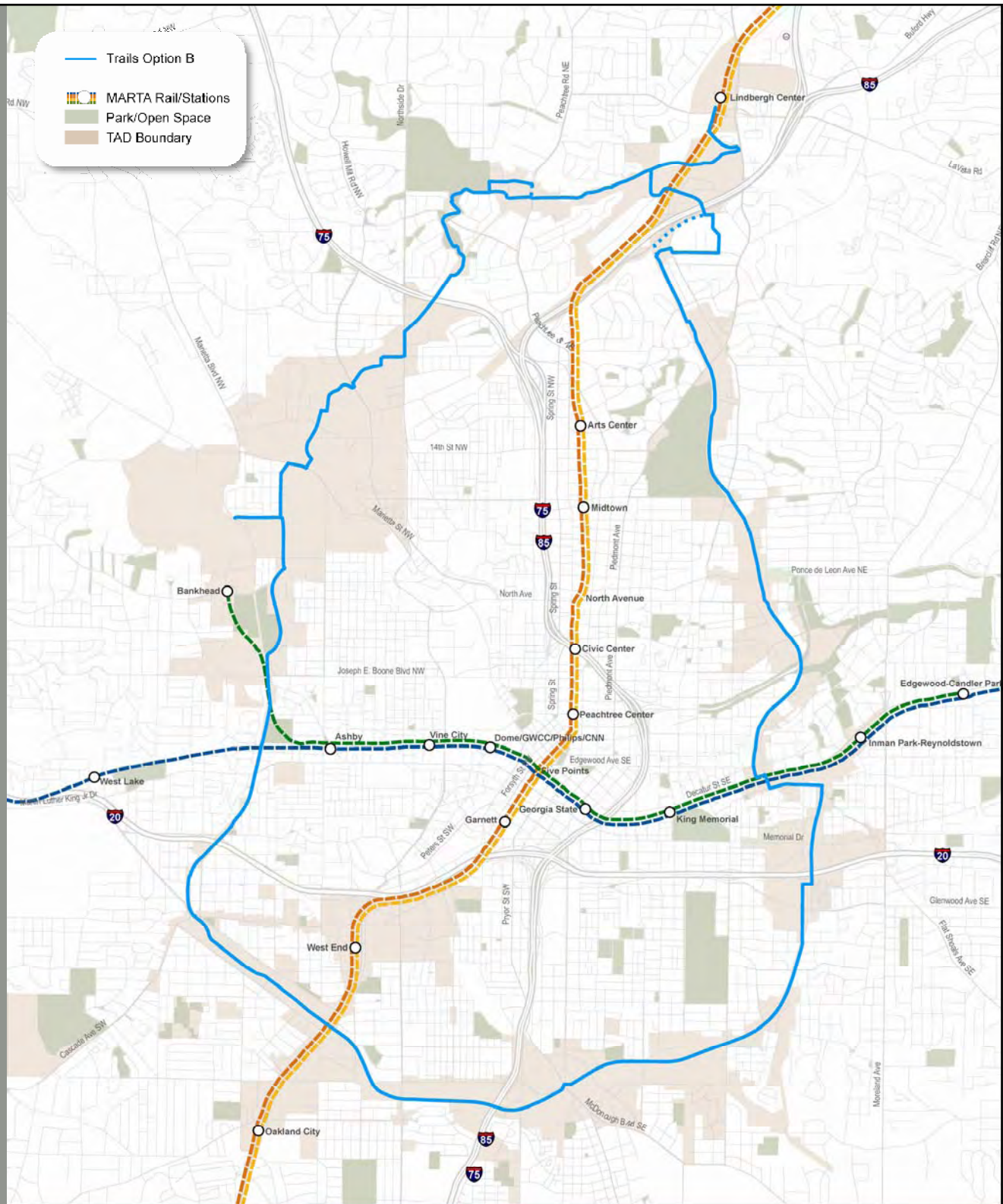


Trails alternative Option A

- Trails Option A
- MARTA Rail/Stations
- Park/Open Space
- TAD Boundary

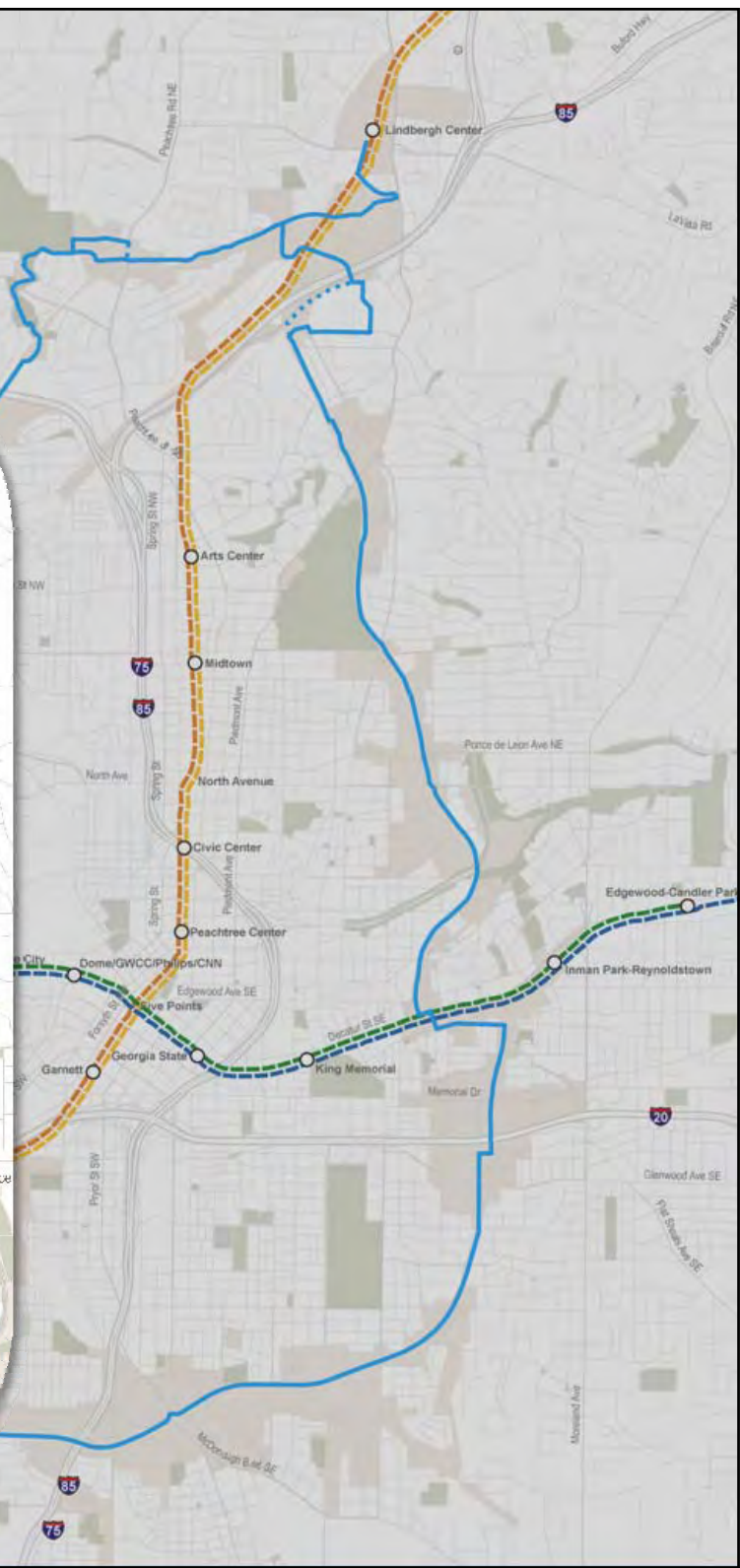
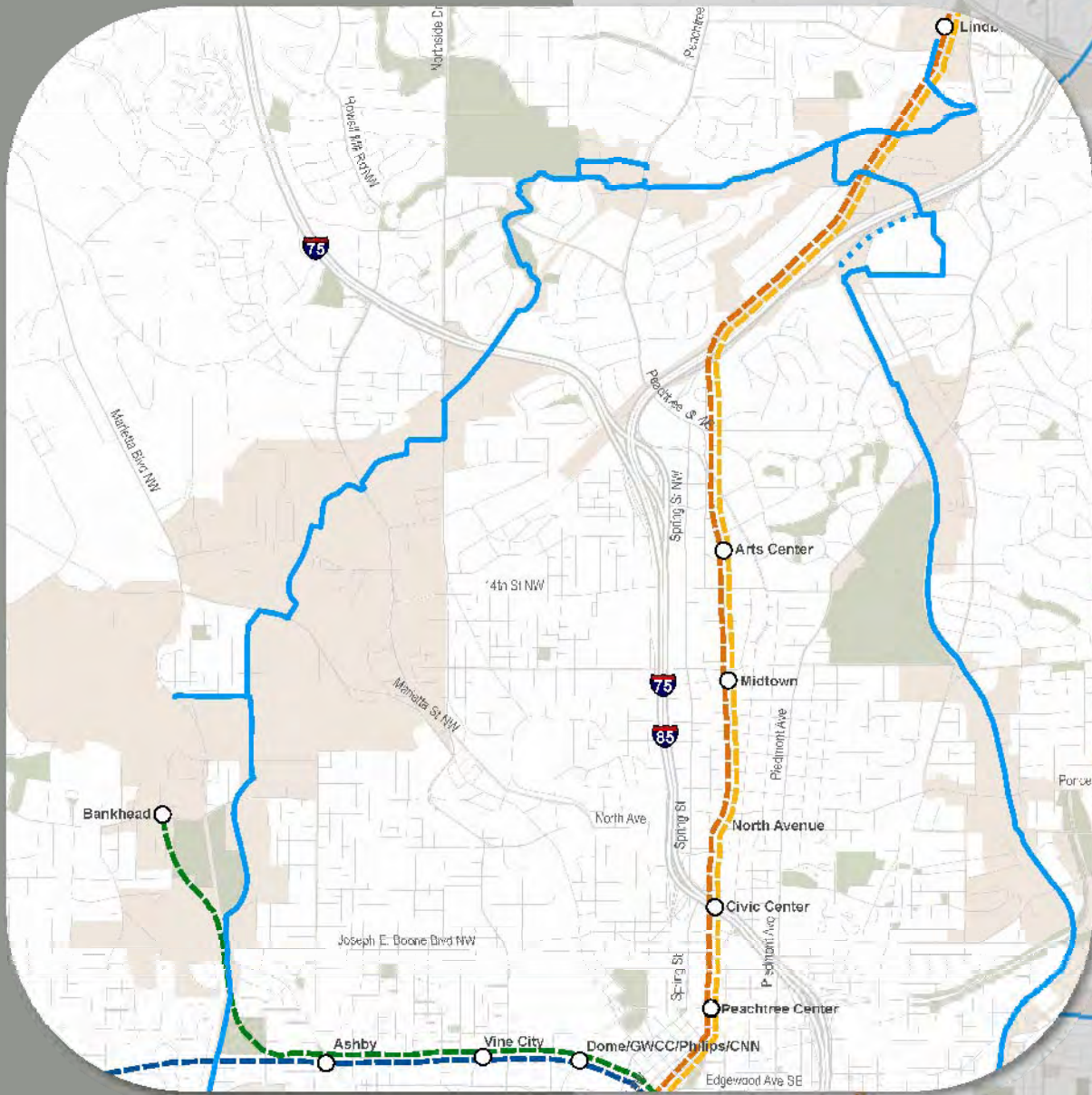


Trails alternative Option B

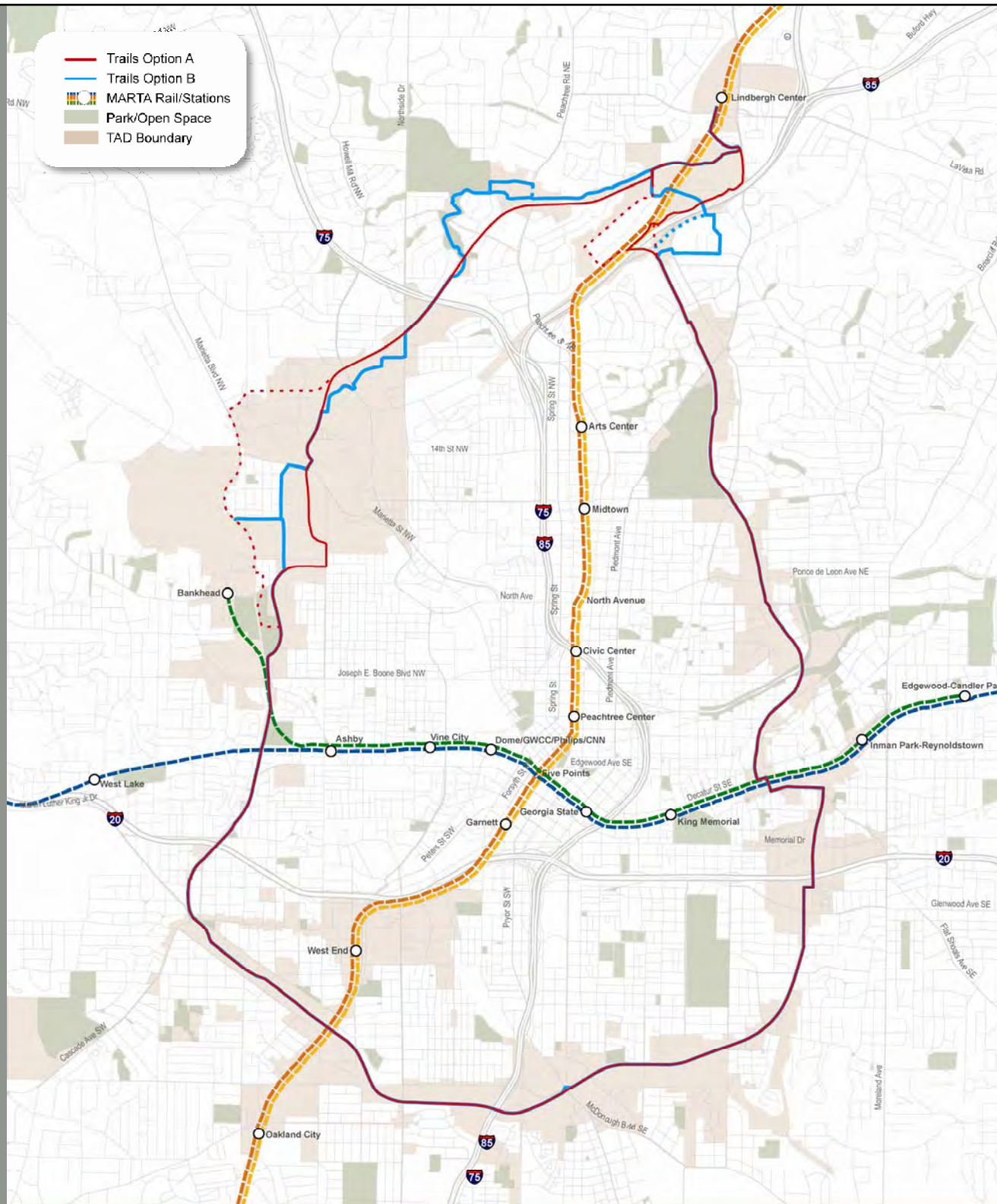


Trails alternative Option B

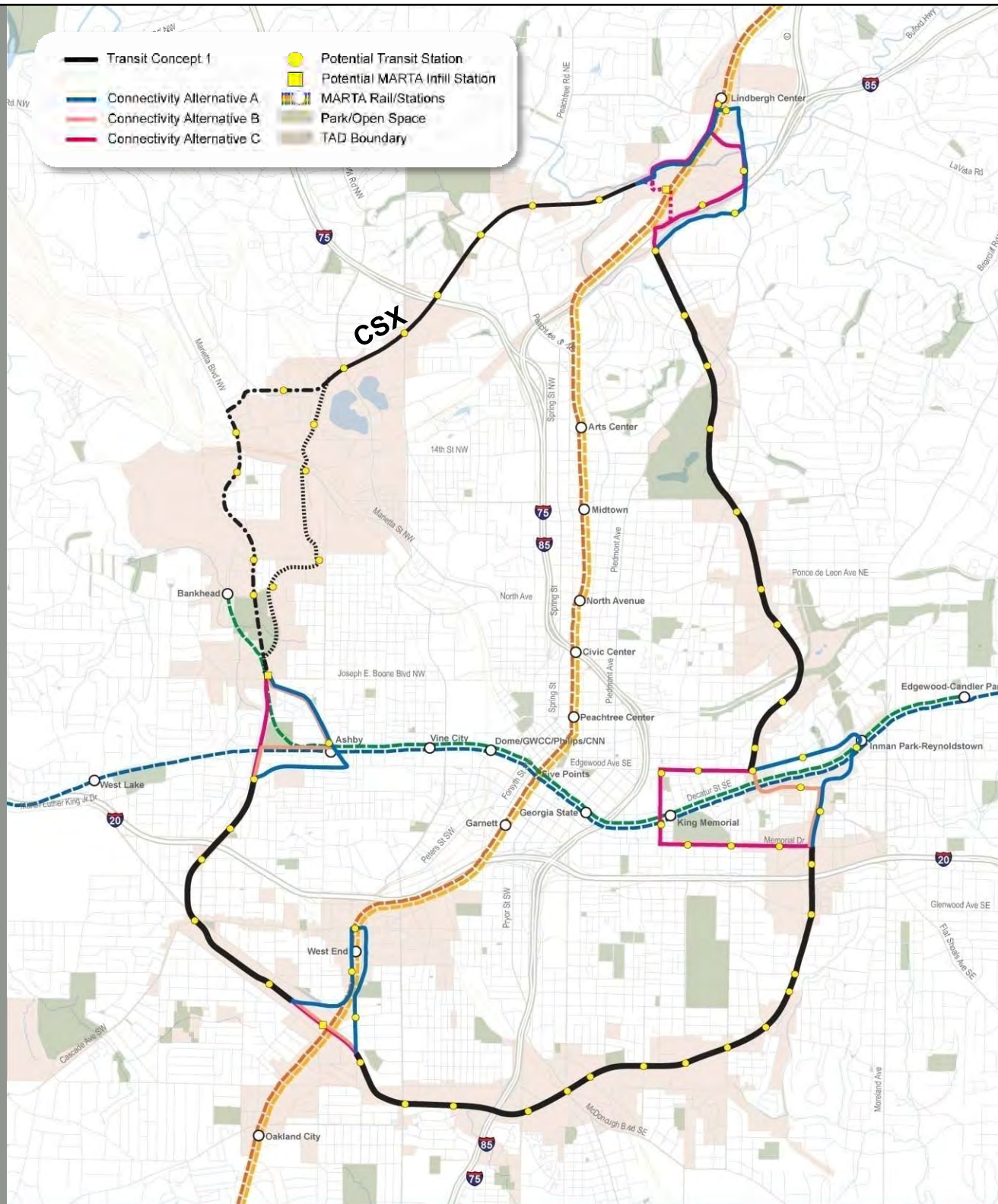
- Trails Option B
- MARTA Rail/Stations
- Park/Open Space
- TAD Boundary



Trails alternative Options A & B

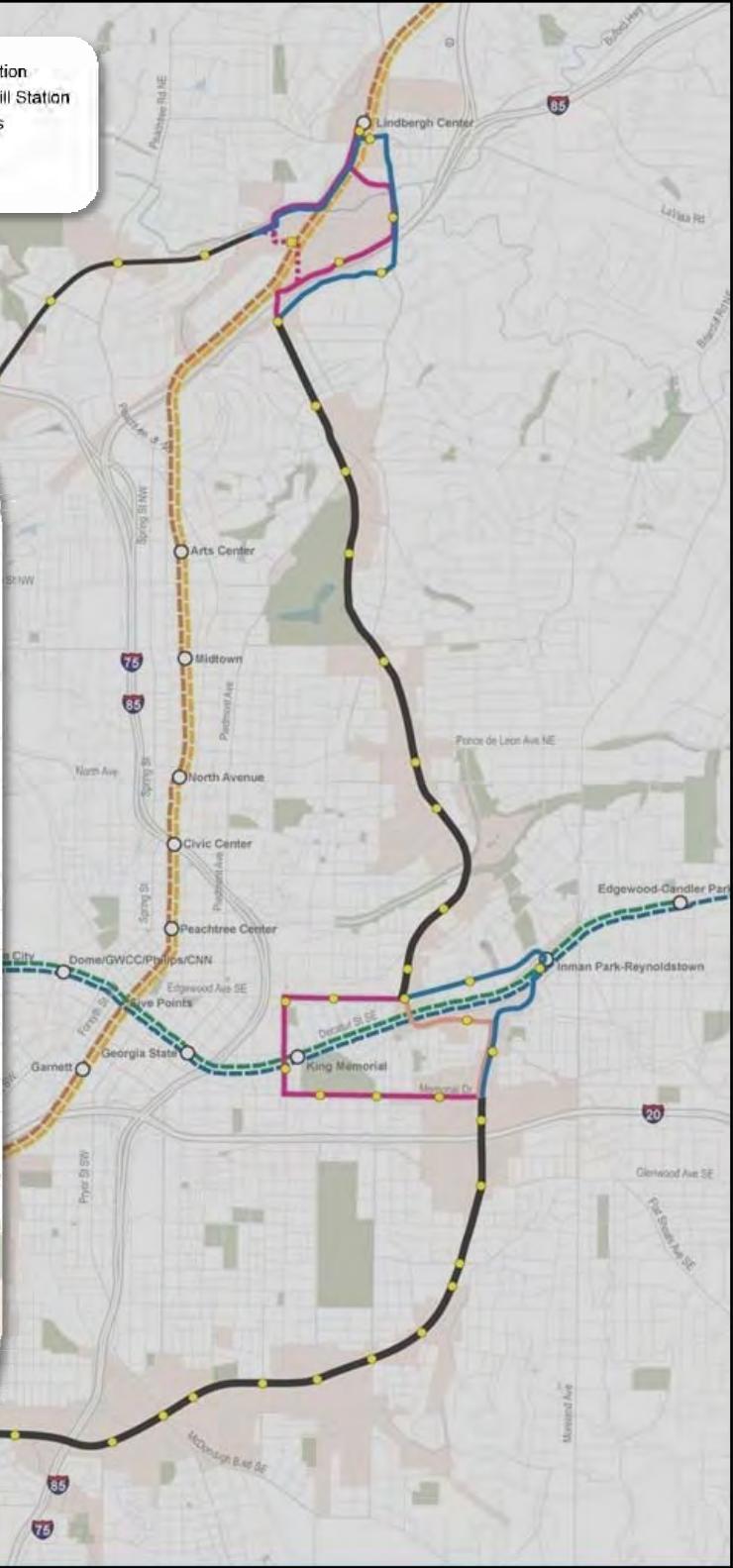
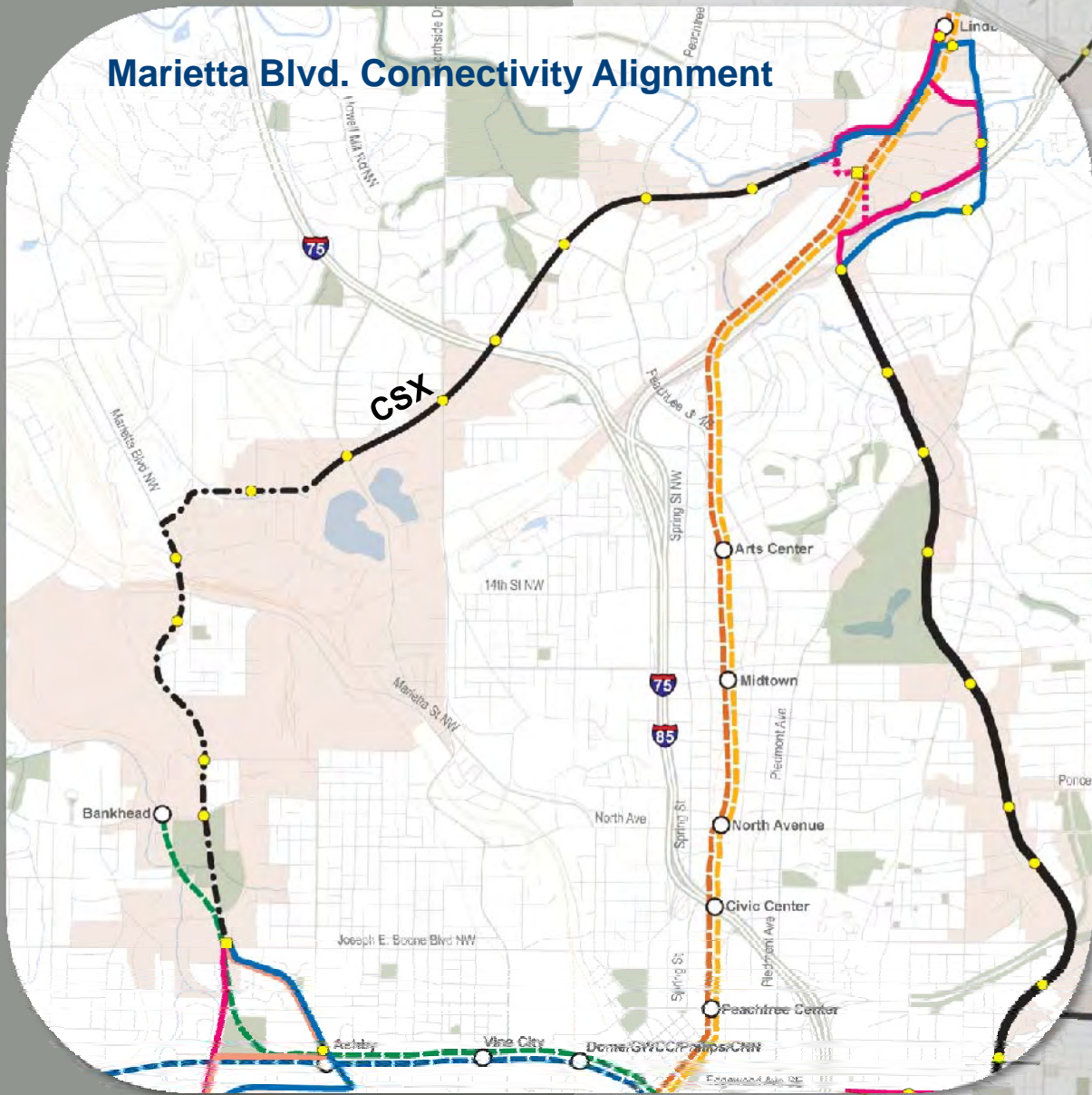


Transit Alignment Concept 1 - CSX



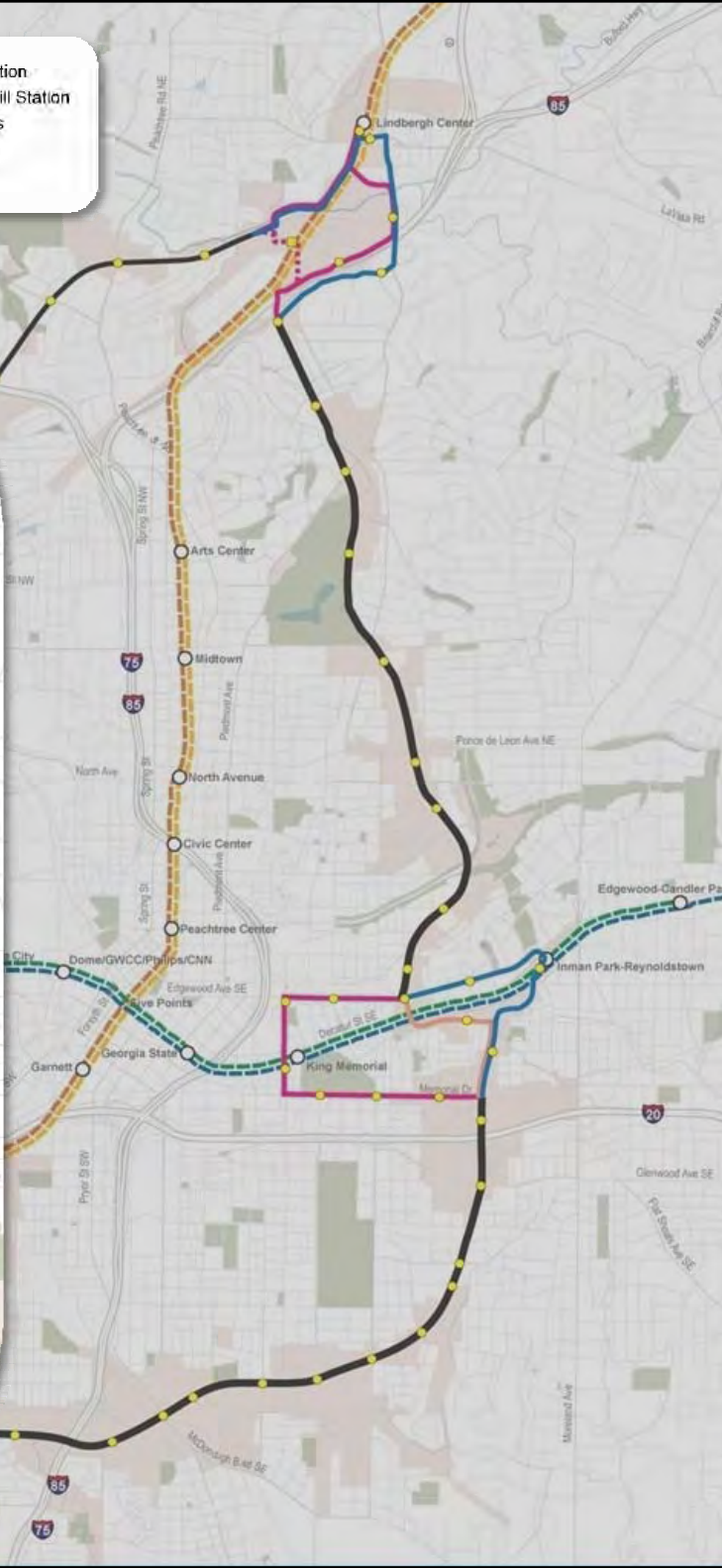
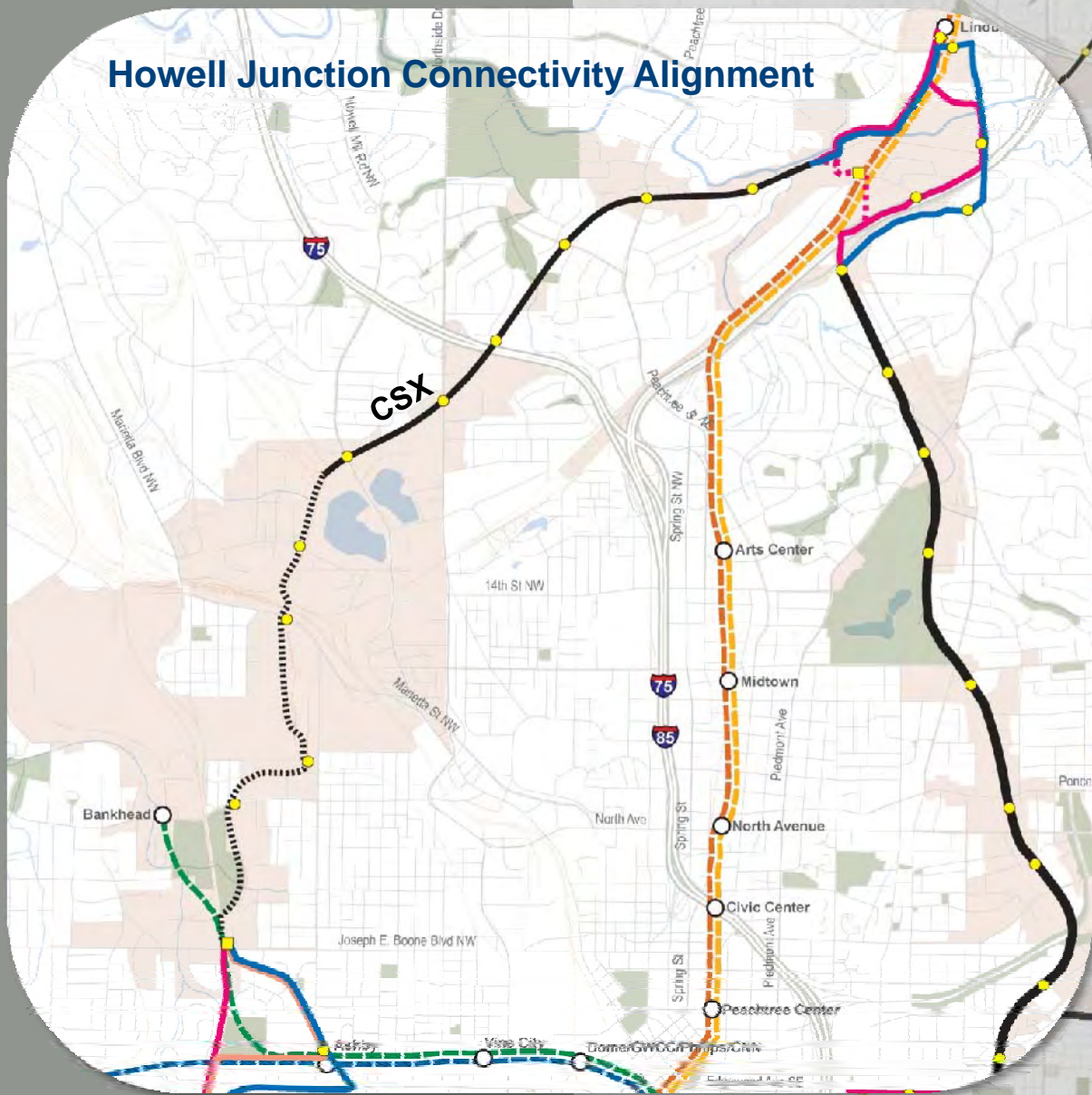
Transit Alignment Concept 1 - CSX

- Transit Concept 1
- Connectivity Alternative A
- Connectivity Alternative B
- Connectivity Alternative C
- Potential Transit Station
- Potential MARTA Infill Station
- ▨ MARTA Rail/Stations
- Park/Open Space
- TAD Boundary

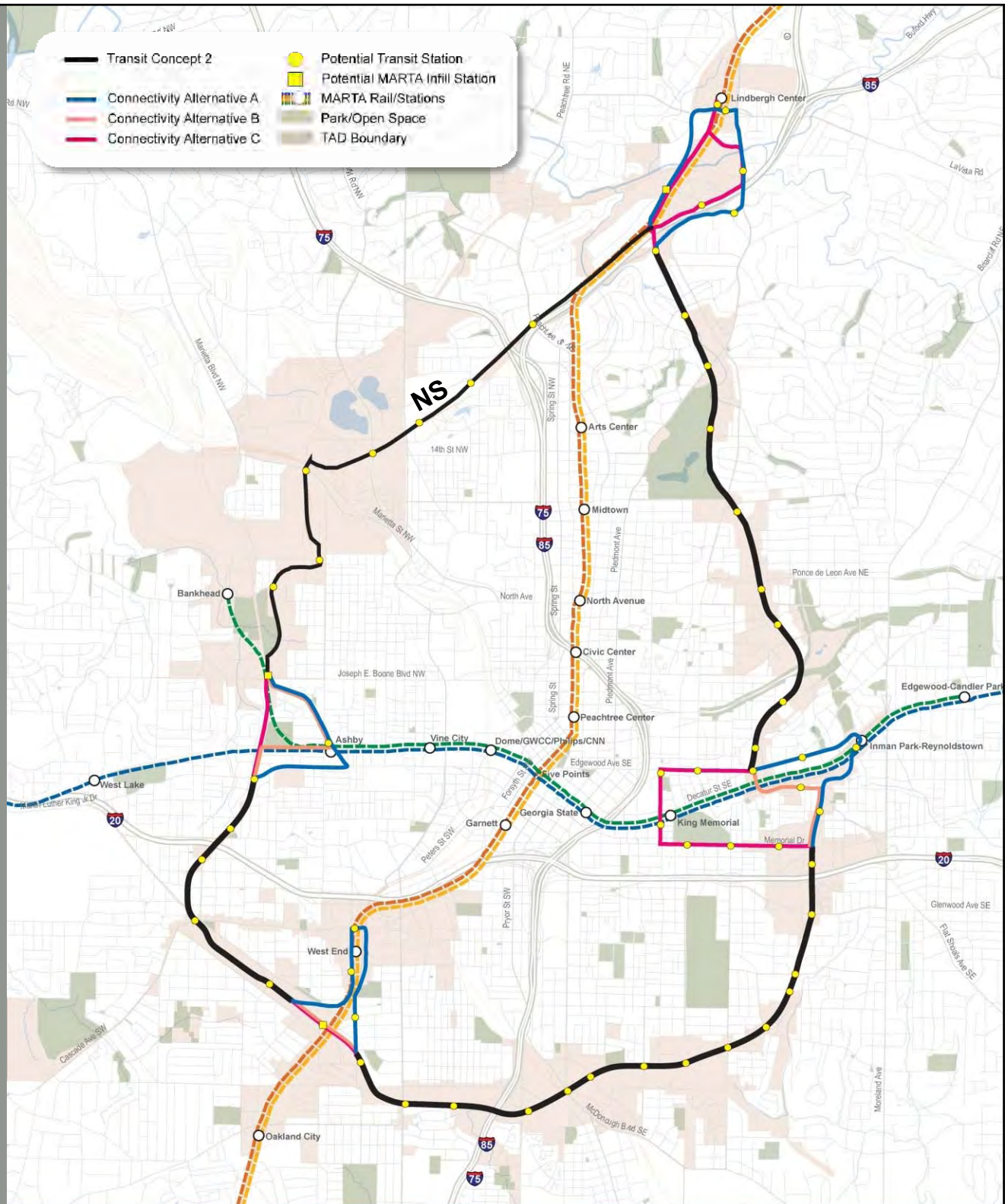


Transit Alignment Concept 1 - CSX

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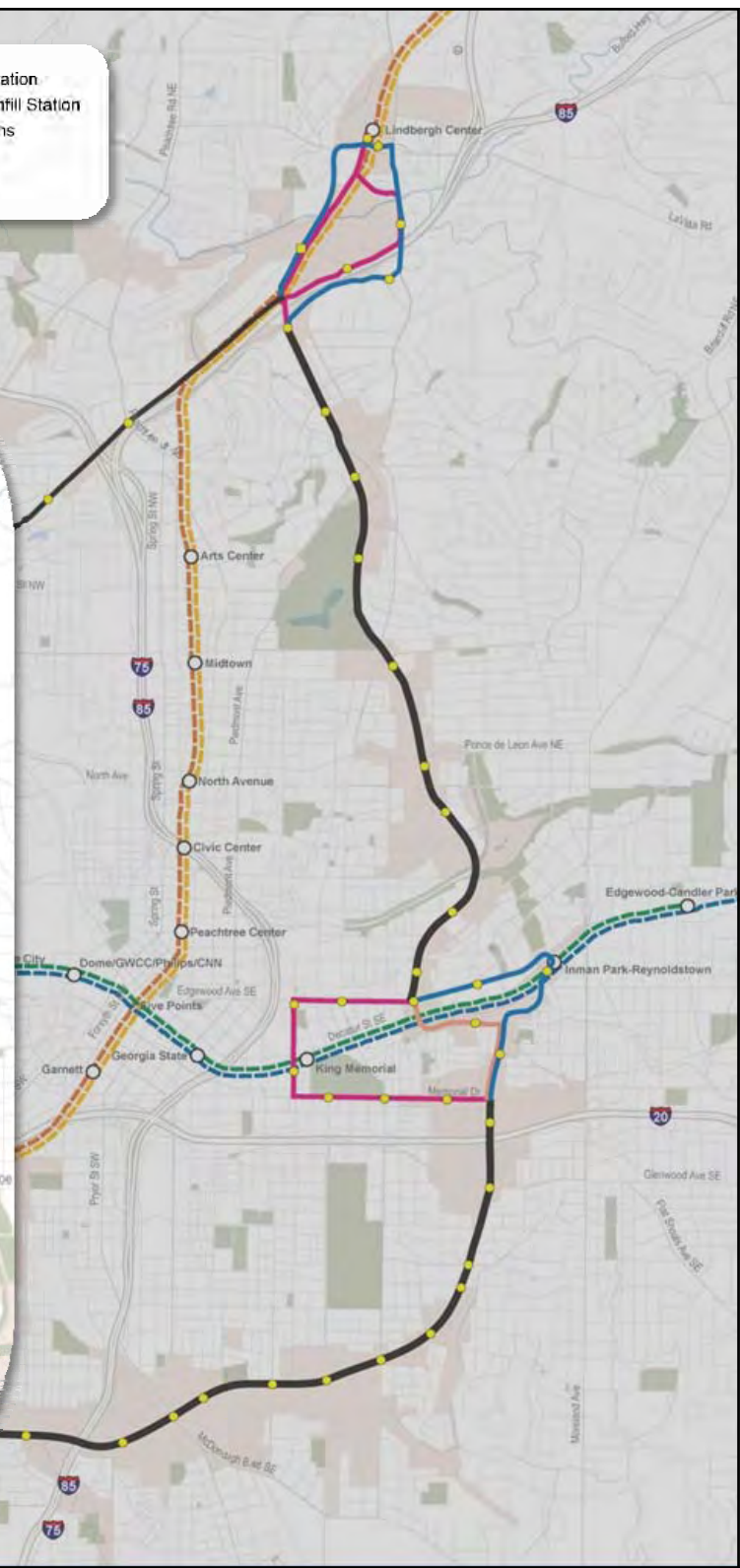
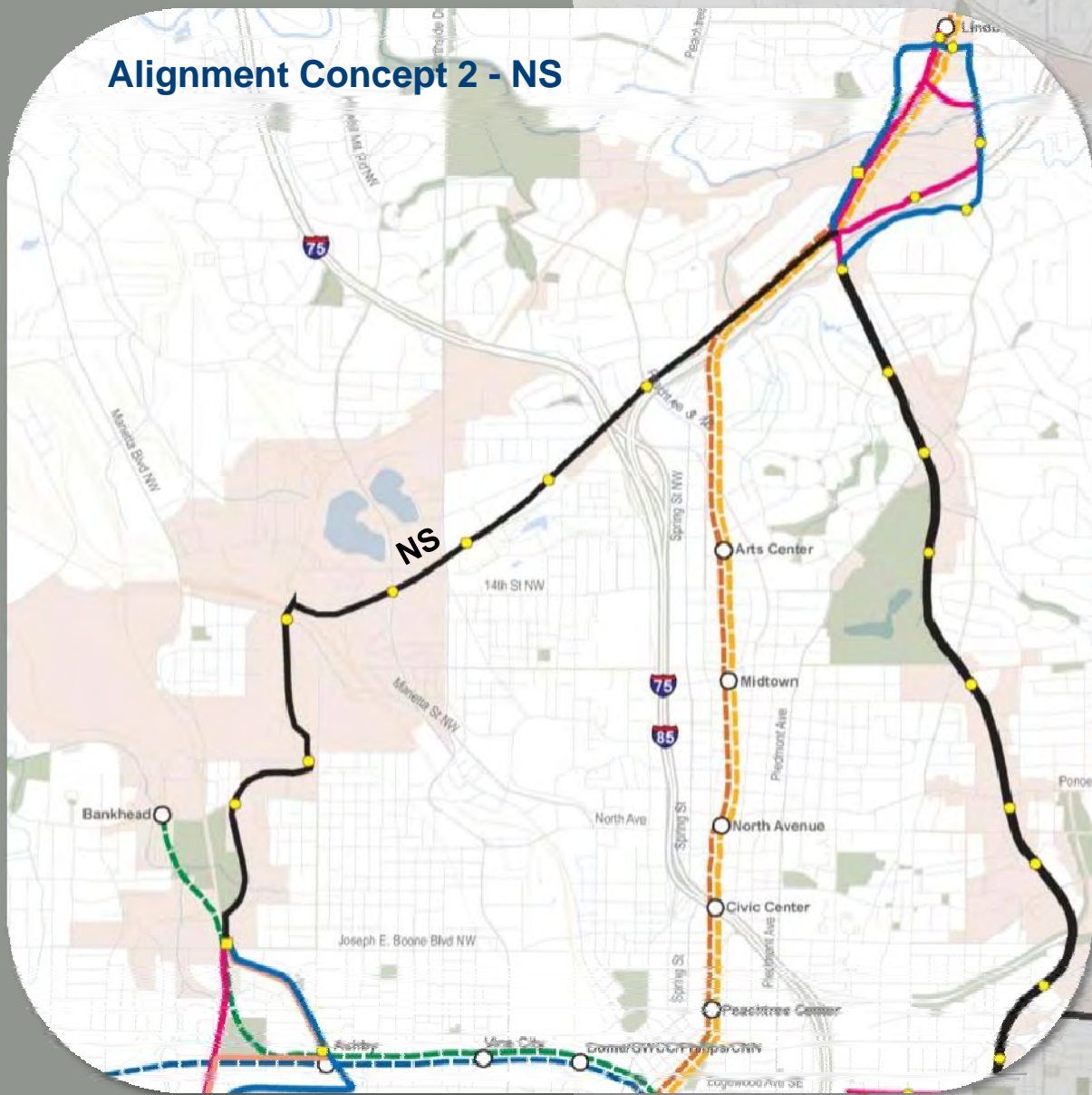


Transit Alignment Concept 2 - NS

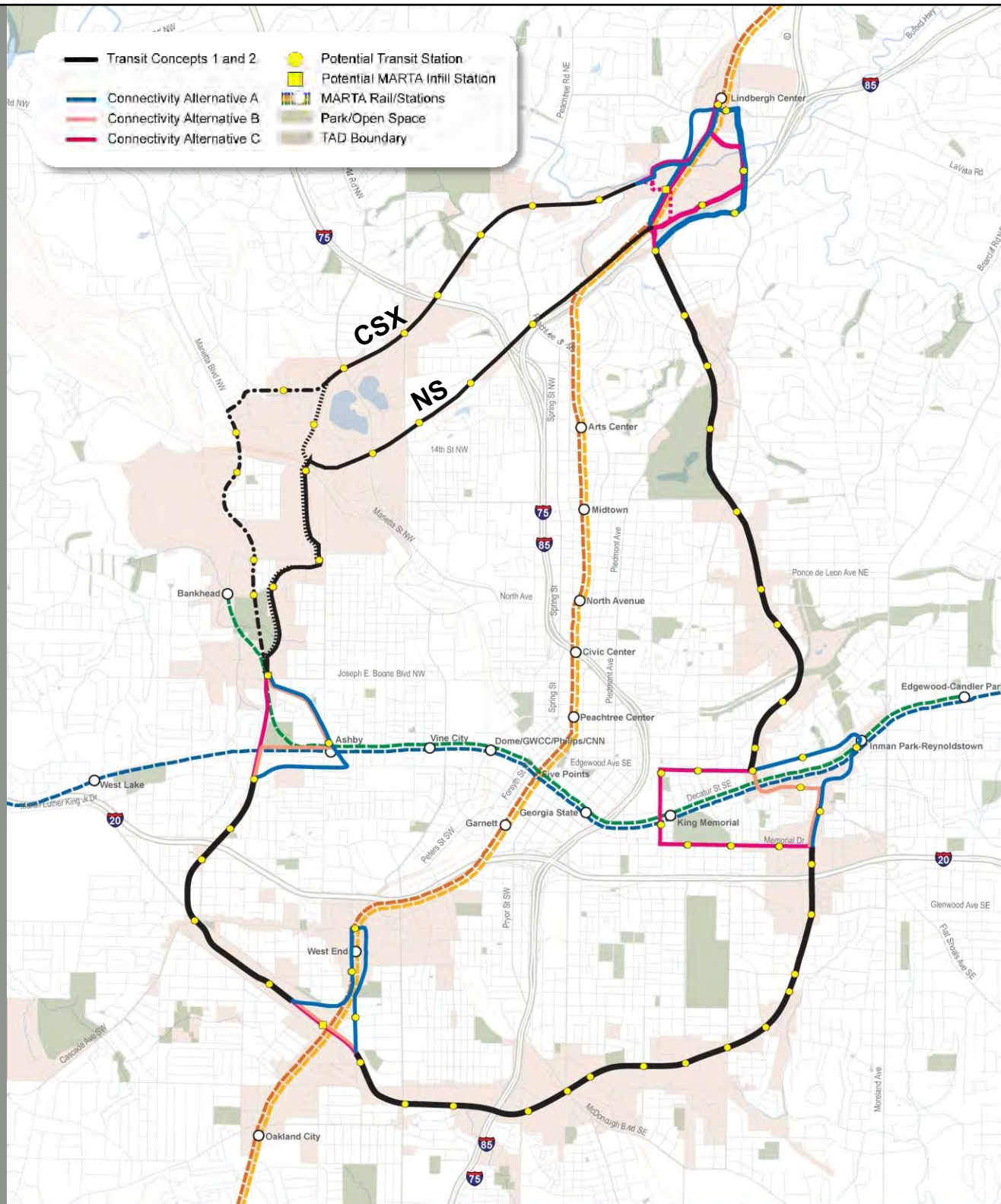


Transit Alignment Concept 2 - NS

- Transit Concept 2
- Connectivity Alternative A
- Connectivity Alternative B
- Connectivity Alternative C
- Potential Transit Station
- Potential MARTA Infill Station
- ▨ MARTA Rail/Stations
- Park/Open Space
- TAD Boundary

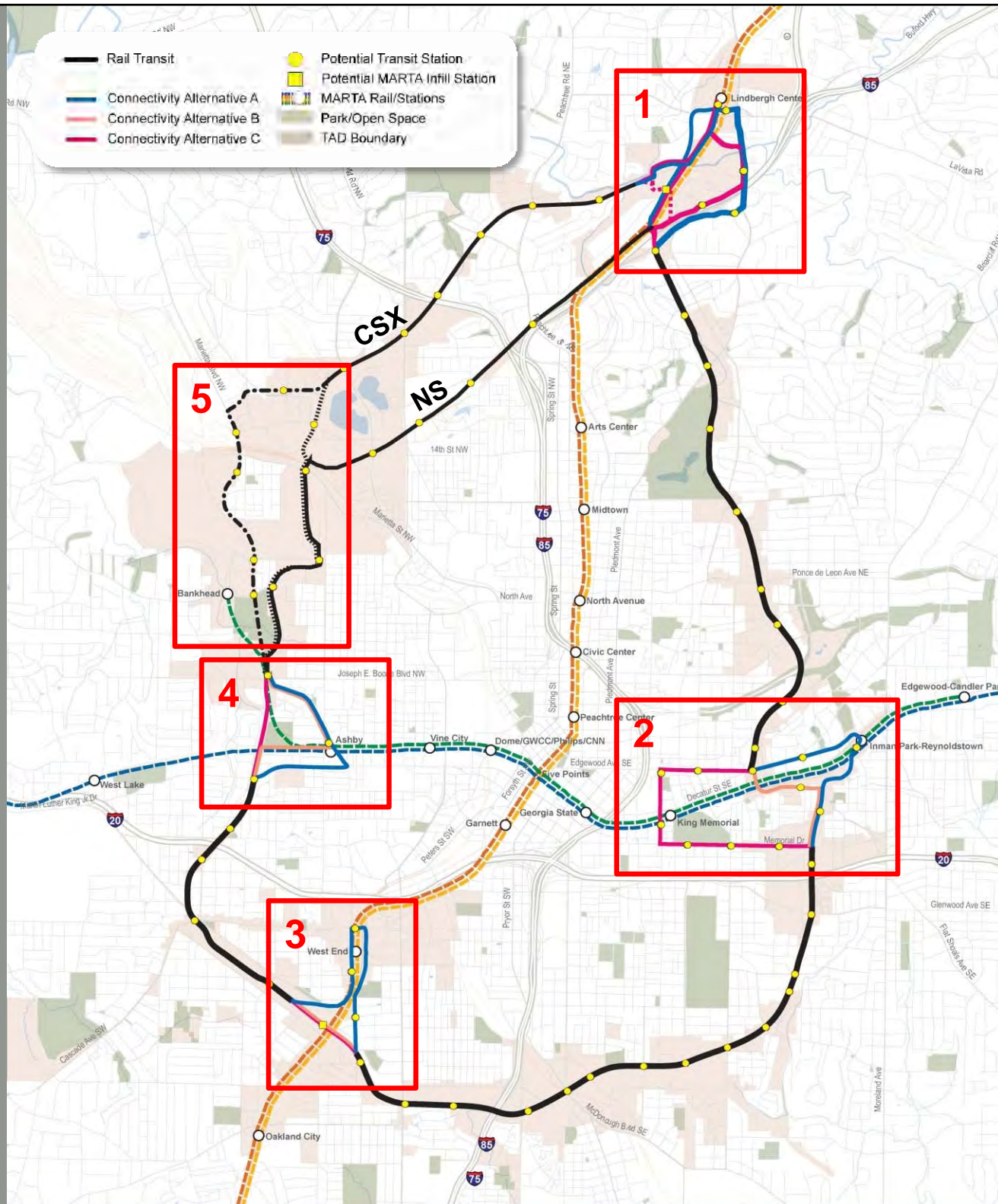


Transit Alignment Concepts 1 & 2 - CSX & NS



Transit

Connectivity alternatives



Information Session

Review:

- Alignment alternatives
- Connectivity alternatives
- Station locations



Next Steps

Next Steps

- Document alternatives considered for EIS
- Evaluate alternatives
- Complete Tier 1 EIS
- Identify a preferred alternative