

CATEGORICAL EXCLUSION

**Fulton County
P.I. No. 0009395**

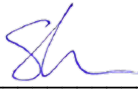
**Beltline Corridor from Lindbergh Center to
10th Street/Monroe Drive**



ENVIRONMENTAL COMMITMENTS TABLE

LET Sponsor: Local LET, signature required

PI#: 0009395 County: Fulton


Shaun Green
3/2/23

Date Updated: 1/18/2023 | Stage: ROW Authorization

Transmittal Date for Plans Reviewed by OES (if applicable): 9/8/2022

ReviewIf no
commitmen
ts, NEPA
may
approve for
all.

The GDOT project manager (PM) and their manager asserts that these commitments are feasible.

GDOT PM (Name & Initials): Oli Ezenkwe 03/01/2023GDOT PM's Manager (Name): 3-8-23GDOT PM's Manager (Signature/Date): Charles A. Brown

The engineer of record (EOR) asserts that plans incorporate or will incorporate commitments if applicable.

EOR: Patrick PetersSignature/Date: Pat Peters 3/1/23

Air/Noise: AK 12/16/22_ Arch: 12/15/22

Eco: 01/03/23 KB

Hist: LPO 01/26/23

NEPA: 01/27/23 TC


A. Resources to be Delineated on the Plans and/or Listed in the Environmental Resource Impact Table (ERIT)

Resource Name		Permitted Construction Activity	Refer to	Name and Date of Report or Transmittal	Correctly Shown?	
					Plan Sheet	ERIT
A-1	Perennial Stream (PS) 1	No Activity	-	Ecology AOE dated 11.21.2022	Yes	
A-2	PS 1 Buffer	"	-	"	"	
A-3	Intermittent Stream (IS) 2	"	-	"	"	
A-4	IS 2 Buffer	"	-	"	"	
A-5	Wetland (WL) 3	"	-	"	"	
A-6	IS 4	"	-	"	"	
A-7	IS 4 Buffer	"	-	"	"	
A-8	IS 5	"	-	"	"	
A-9	IS 5 Buffer	"	-	"	"	
A-10	WL 6	"	-	"	"	
A-11	PS 7	"	-	"	"	
A-12	PS 7 Buffer	Non-exempt buffer impacts TBD with final plans		"	"	
A-13	WL 8	0.36 acre (ac) of permanent fill and 0.25 ac for clearing and grubbing		"	"	
A-14	PS 9	60 linear feet (lf) / 0.010 acre of temporary discharge of fill and 60 lf / 0.01-acre permanent discharge of fill. Temporary and permanent impacts overlap.		"	"	
A-15	PS 9 Buffer	Non-exempt buffer impacts TBD with final plans. Impacts within 100 lf of proposed bridge are exempt.		"	"	
A-16	PS 9A	93 linear feet (lf) / 0.05 acre (ac) of temporary discharge of fill and 59 lf / 0.02 ac of permanent discharge of fill. Permanent and temporary impacts overlap.		"	"	

ENVIRONMENTAL COMMITMENTS TABLE

LET Sponsor: Local LET, signature required

PI#: 0009395 County: Fulton



Date Updated: 1/18/2023 | Stage: ROW Authorization

Transmittal Date for Plans Reviewed by OES (if applicable): 9/8/2022

A-17	PS 9A Buffer	Non-exempt buffer impacts TBD with final plans. Impacts within 100 lf of proposed bridge are exempt			"	"	
A-18	PS 9B	71 linear feet (lf) / 0.001-acre (ac) of temporary discharge of fill and 71 lf / 0.02 ac of permanent discharge of fill. Permanent and temporary impacts overlap.			"	"	
A-19	PS 9B Buffer	Non-exempt buffer impacts TBD with final plans. Impacts within 100 lf of proposed bridge are exempt.			"	"	
A-20	WL 9C	No Activity	-		"	"	
A-21	WL 10	"	-		"	"	
A-22	PS 11	"	-		"	"	
A-23	PS 11 Buffer	"	-		"	"	
A-24	Listed Species	For bridge and trail construction such that harm to listed species is avoided	B-1, B-2				
A-25	Atlanta and Charlotte Air Line Railway	Construction of trail with elevated and at-grade sections, both parallel to and crossing the railroad corridor; removal of 0.14-mile section of abandoned track; installation of curb and gutter; total 1.27-acres permanent easement, 1.09-acres temporary easement	-		History AOE, SHPO concurrence October 14, 2022	"	
A-26	Armour Drive Historic District	Construction of trail with elevated and at-grade sections; installation of drain and curb and gutter; total 0.2-acre permanent easement, 0.16-acre temporary easement	-		"	"	
A-27	Georgia, Carolina & Northern Railway	Construction of bridge carrying trail over the railroad corridor; total 0.11-acre permanent easement, 0.36-acre temporary easement	-		"	"	
A-28	Peachtree Hills Historic District	Construction of spur from trail for neighborhood access; total 0.42-acre required ROW	-		"	"	
A-29	Valley Court Apartments	Construction of trail with spur for resident access; total 0.57-acre permanent easement	-		"	"	
A-30	Lovable Brassiere Company	No activity	-		"	"	

ENVIRONMENTAL COMMITMENTS TABLE

LET Sponsor: Local LET, signature required

PI#: 0009395 County: Fulton



Date Updated: 1/18/2023 | Stage: ROW Authorization

Transmittal Date for Plans Reviewed by OES (if applicable): 9/8/2022

A-31	Recognized Environmental Condition (REC) Site: Ready Mix USA/Armour Drive Concrete	Any activity must follow UST/Hazardous Waste protection measures	C-1, E-3	Phase II Subsurface Investigation Report TBD	No	
A-32	REC Site: Atlantel	"	"	"	"	
A-33	REC Site: Specialty Construction / Home Depot	"	"	"	"	
A-34	REC Site: Crown Cork and Seal	"	"	"	"	

B. Special Provisions (Attach all special provisions with transmittal letters to the commitments table, if available)

	<i>Special Provision</i>	<i>Purpose</i>	<i>Est. Cost</i>	<i>SP's Latest Date</i>
B-1	SP 107.23H	For protection of state listed species	Negligible	November 21, 2022
B-2	SP 165.3.05	For protection of state listed species	Negligible	November 21, 2022

C. ERIT Comments and Design Features (Description: For ERIT Comments, provide exact wording for the comments section of the ERIT)

	<i>ERIT Comment or Design Feature</i>	<i>Description</i>	<i>Est. Cost</i>	<i>Correctly Shown?</i>
C-1	UST/Haz Waste Sites	No acquisition of ROW or easements on parcels 4, 5, 6, 7, 23, 25, 26 will be occur until findings of the Phase II subsurface investigation are complete and approved by GDOT.	Negligible	No

D. Necessary Permits, Buffer Variances and Mitigation Credits

	<i>Permit, Variance, etc.</i>	<i>Add'l Info (permit expiration date, number of credits needed, etc...)</i>	<i>Est. Cost</i>	<i>Acquired?</i>
D-1	Regional Permit 34	Regional Permit conditions expire October 2023. Project specific permit expiration TBD.	Negligible	To be acquired prior to let
D-2	Stream Mitigation Credits	191.25 credits	\$344,250	To be acquired prior to let
D-3	Wetland Mitigation Credits	0.3 credits	\$228,000	To be acquired prior to let
D-4	Buffer Variance	For impacts to streams PS 7, PS 9, PS 9A, and PS 9B under Criterion 2(a). Project specific buffer variance expiration TBD.	Negligible	To be acquired prior to let
D-5	Notice of Intent (NOI) for NPDES	The Office of Bidding Administration and Construction Contractor will submit a NOI to the NPDES General Permit following award of the contract but prior to construction	"	Will be acquired following letting

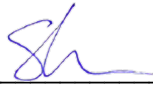
E. Other Commitments or Requirements (Status: Pre- and Post – Complete or Incomplete; During – Signature Req'd)

	<i>Pre-, During, or Post</i>	<i>Commitment</i>	<i>Responsible party</i>	<i>Est. Cost</i>	<i>Status</i>
E-1	PreConstruction	Coordinate with FEMA and obtain Conditional Letter of Map Revision (CLOMR) approval based on findings of the Hydrologic and Hydraulic Study	Consultant Design	Negligible	Incomplete – Will be acquired before Let

ENVIRONMENTAL COMMITMENTS TABLE

LET Sponsor: Local LET, signature required

PI#: 0009395 County: Fulton



Date Updated: 1/18/2023 | Stage: ROW Authorization

Transmittal Date for Plans Reviewed by OES (if applicable): 9/8/2022

E-2	PreConstruction	Conduct community coordination in accordance with FEMA regulations as a result of the CLOMR	Consultant Design	Negligible	Incomplete – Will be acquired before Let
E-3	PreConstruction	Conduct Phase II subsurface investigation for soil and groundwater contamination on portions of Parcels 4, 5, 6, 7, 23, 25, 26 to be acquired as right-of-way or easement for construction of the proposed trail.	GDOT OMAT	Negligible	Incomplete – Will be acquired before Let

Total Estimated Cost	\$572,250
-----------------------------	------------------

If Project is Complete or Under Construction, Area or Construction Engineer affirms that all Special Provisions, Plan Notes and During Construction Commitments were or are being adhered to during the project's construction.

Please Print Name and Title: _____ Signature: _____ Date: _____ Please provide an explanation if unable to sign.


SP 107.23H – Protection of Ecological Resources

5. In the event any incident occurs that causes injury to the above species along the Project corridor, the Contractor shall report the incident immediately to the Engineer who in turn will notify the State Environmental Administrator, Georgia Department of Transportation, Office of Environmental Services at (404) 631-1101. With the exception of traffic control and erosion control, all activity shall cease pending consultation by the Georgia Department of Natural Resources Wildlife Resources Division and the Federal Highway Administration.
6. The Contractor shall keep a log detailing any incidents that cause harm or injury to the above species or adjacent to the Project until such time that Project activity has been completed and time charges have stopped. Following Project completion, the log and a report summarizing any incidents that caused harm to these species shall be submitted by the Contractor to the Engineer, and via email to the GDOT Office of Environmental Services (ecology_submittals@dot.ga.gov) with the PI No. 0009395 in the subject line of the email. GDOT in turn will provide copies of the report to the Georgia Department of Natural Resources Wildlife Resources Division and the Federal Highway Administration.
7. All costs pertaining to any requirement contained herein shall be included in the overall bid submitted unless such requirement is designated as a separate Pay Item in the Proposal.

I. General Information

Project Name: Belt Line Corridor FM Lindbergh Center to 10 th St/Monroe Dr		
Project Number: 0009395		
GDOT District #: 7	STIP/TIP #: AR-450A	Funding Codes: M301, Z301, Q23, Y230, LOC, L230
Funded Years	Right of Way: 2023	Construction: 2024
<p>Project Limits: The project would begin at the intersection of 10th Street and Monroe Drive and extend north to the Lindbergh Center Metropolitan Atlanta Rapid Transit Authority (MARTA) Station. The total length is approximately four miles.</p> <p>(The project length includes two sections previously constructed with local funds, and several spur trails totaling an additional approximately 2.1 miles. Section III in Attachment 1 contains more detail.)</p>		
Project is on the C list: (c)(3) Construction of bicycle and pedestrian lanes, paths, and facilities. or Project is on the D list: NA		

Prepared By:


Josh Earhart
NEPA Planner
Edwards-Pitman Environmental, Inc.

1/17/2023

Date

Reviewed By:

Takiyah Christian
NEPA Analyst
Georgia Department of Transportation

Date

Concurred By:

Eric Duff
State Environmental Administrator
Georgia Department of Transportation

Date

Approved By:

Sabrina David, AICP
Division Administrator
Federal Highway Administration

Date

II. Need and Purpose: See Attachment 1 – Effects Evaluation

III. Project Description: See Attachment 1 – Effects Evaluation

IV. Class of Action – Categorical Exclusion (CE)

A. Actions Requiring Concurrences Prior to CE Approval (See Attachment 2 for concurrences, if applicable)	Yes	If yes, date of concurrence*
Section 106/Assessment of Effects (SHPO Concurrence)	<input checked="" type="checkbox"/>	10/14/2022
Section 106/Memorandum of Agreement (Agencies' Concurrence)	<input type="checkbox"/>	
Draft Individual Section 4(f) Evaluation (Final submitted with CE)	<input type="checkbox"/>	
<i>De Minimis</i> Acknowledgement/Requirements	<input checked="" type="checkbox"/>	10/14/2022
Protected Species/No Effect	<input checked="" type="checkbox"/>	11/21/2022
Protected Species/Section 7 Consultation with USFWS	<input type="checkbox"/>	
Protected Species/Section 7 Consultation with NMFS	<input type="checkbox"/>	
Essential Fish Habitat Coordination with NMFS	<input type="checkbox"/>	
FWCA/USFWS Coordination	<input type="checkbox"/>	
USCG Navigable Water Determination	<input type="checkbox"/>	

*Add all dates of concurrences, if more than one concurrence was provided through the project's development.

B. Public Involvement
Public meetings were held by Atlanta BeltLine, Incorporated (ABI), either in-person or virtual, 11/8/2018 and 6/25/2019. In addition, virtual question and answer (Q&A) meetings were held with targeted community and business groups between 2018 and 2022, and ABI continues to hold quarterly virtual Q&A sessions about the project and BeltLine as a whole. See Attachment 1 for a discussion and Attachment 3 for the open house materials.

V. Effects Evaluation

Effects Evaluation categories are defined as follows: (1) *Involvement*: a resource is affected by the proposed project (e.g., the project impacts a wetland); (2) *No Involvement*: A resource is within the Area of Potential Effect, but the project would not affect the resource (e.g., a wetland is located in the project area but is not impacted by the project). (2) *None*: The resource does not exist within the Area of Potential Effect (e.g., no wetlands are located in the project area). If *None*, no discussion of the resource is required except in the case of communities. For communities, the fact the field survey revealed no communities must be discussed.

Please note that the Effects Evaluation provided in this Categorical Exclusion is intended to be a summary document. Most of the resource and impact information is taken from more detailed specialist reports that can be obtained by contacting the Georgia Department of Transportation Office Environmental Services at (404) 631-1100.

A. Social Environment	Evaluation	Attachments
1. Land Use Changes	Involvement	1
2. Title VI	No Involvement	1
3. Environmental Justice (E.O. 12898) /Communities	No Involvement	1
4. Relocation Potential	None	
5. Churches, Cemeteries, and Institutions	Involvement	1
6. Parks, Recreation Areas, and Wildlife Refuges	None	
7. Public Controversy Potential	None	
8. Public Involvement	Involvement	1
9. Economic Impacts	No Involvement	1
10. Other	None	

B. Cultural Environment	Evaluation	Attachments
1. Historic Sites	Involvement	1,2
2. Archaeological Sites	None	
3. Other	None	

C. Natural Environment	Evaluation	Attachments
1. Waters of the US/State Waters	Involvement	1,2
2. Water Quality/303(d) List	Involvement	1,2
3. Wild and Scenic Rivers	None	
4. Essential Fish Habitat	None	
5. Floodplains	Involvement	1,2
6. Farmland	None	
7. Protected Species	No Involvement	1,2
8. Invasive Species	Involvement	1,2
9. Wildlife and Habitat	None	
10. Other	None	

D. Physical Environment	Evaluation	Attachments
1. Noise Assessment	No Involvement	2
2. Air Assessment	No Involvement	1,2
3. Energy/Mineral Resources	None	
4. Underground Storage Tanks/Hazardous Waste	Involvement	1,2
5. Other	None	

E. Permits/Variations/Commitments Required	Required?	Attachments
1. CWA USACE Section 404 Permit	Yes, See C.1.	1,2
2. GEPD Buffer Variance	Yes, See C.1.	1,2
3. 404 and/or Buffer Mitigation Needed	Yes, See C.1.	1,2
4. Tennessee Valley Authority Permit	No	
5. Coastal Zone Management Coordination	No	
6. Cemetery Permit	No	
7. NPDES	Yes	1
8. U.S. Coast Guard	No	
9. Forest Service/USACE Land (Section 408)	No	
10. Other	No	

F. Section 4(f) Applicability	Applicable?	Attachments
1. <i>De Minimis</i>	Yes	1,2
2. Programmatic	No	
3. Individual	No	
4. Historic Bridge Applicability and Marketing	NA	
5. Section 6(f) Applicability	No	

See the **Environmental Commitments Table** that accompanies this document for a list of the environmental commitments resulting from the evaluation listed above.

Attachments appear in the following order:

1. Effects Evaluation
2. Correspondence
3. Public Involvement Materials

PI#(s): 0009395, County: Fulton

Attachment 1 Effects Evaluation

Attachment 1 – Effects Evaluation

II. Need and Purpose:

The area of this proposed section of the Northeast BeltLine Trail includes a mix of residential and commercial development. However, connections between these land uses and to other recreational opportunities, existing sections of the BeltLine, and transit alternatives are severed by freight rail and industrial development, or consist of existing roadways, a scattered sidewalk network, or wooded areas. Even with the existing road and sidewalk network, there are no facilities that directly connect residential, commercial, recreational, and transit opportunities.

The proposed Northeast BeltLine Trail would connect the existing Eastside Trail to the Metropolitan Atlanta Rapid Transit Authority (MARTA) Lindbergh Station as well as an existing section of the PATH 400 multi-use trail. In addition to connecting to transit opportunities and existing recreational infrastructure, the proposed project includes several spur trails to further connect residential areas to the main BeltLine trail network. The proposed project would provide new, and improve existing, connectivity between residential areas, businesses, recreational, and transit facilities.

By linking residential areas to the larger network of the Atlanta BeltLine and other multi-use trail systems, alternative commuter opportunities would be created. It would also contribute to the larger vision for the Atlanta BeltLine to enhance the quality of life for residents of Atlanta by connecting to parks and greenspaces, reviving the historical industrial landscape of Atlanta, and creating a mixed-use development that includes affordable workforce housing.

PI#(s): 0009395, County: Fulton

III. Project Description:

Existing Facility:

The location of the proposed Northeast BeltLine Trail would be within undeveloped wooded areas along Peachtree Creek, freight rail lines, or adjacent to local city streets. Areas adjacent to the proposed alignment consist of freight rail lines or heavily developed areas of commercial and both single and multi-family residential use.

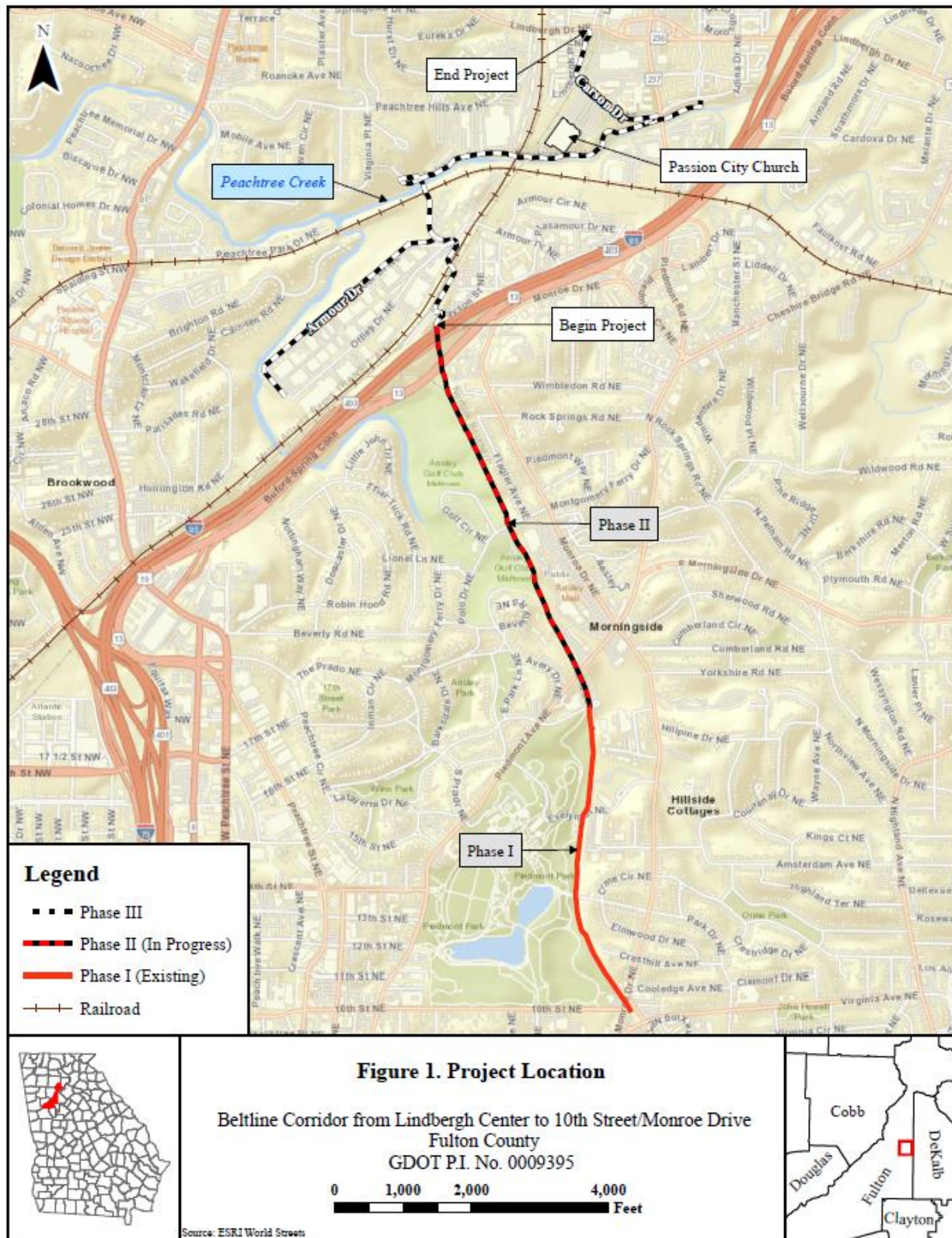
Proposed Project:

PI No. 0009395 includes an area extending from 10th Street and Monroe Drive to the MARTA Lindbergh Station, with a connection on the southern end to the existing Eastside BeltLine trail south of the 10th Street/Monroe Drive intersection, and on the north end to the MARTA Lindbergh Station and the PATH 400 multi-use trail. However, two areas of this alignment have or will be constructed using local funds. Phase I begins at 10th Street and Monroe Drive and extends to Westminster Drive. Phase I is currently in the final design phase. Phase II begins at Westminster Drive and continues north to the slip lanes for I-85, just northeast of Ansley Golf Club. Phase III begins at this point and continues north to the MARTA Lindbergh Station and PATH 400 multi-use trail. This Categorical Exclusion (CE) assesses the impacts from Phase III of the project. The description of Phase III is below, and Figure 1 shows the overall limits of PI No. 0009395 and the various phases.

Phase III of the proposed mainline Atlanta BeltLine Northeast Trail would be a 14-foot wide concrete shared-use path approximately 2.70 miles in length. The project would include approximately 2.10 miles of spur trail 12 feet in width. The project also includes several walls and bridges that cross active rail lines and Peachtree Creek. Phase III begins at the end of the existing tunnel under I-85. At the end of the tunnel the trail would cross under the existing MARTA bridge, transition to the Norfolk Southern and MARTA maintenance road, continue over the active Norfolk Southern railway tracks and yard and Armour Drive, and finally transition adjacent to the existing industrial development, CSX Transportation railroad, and Peachtree Creek. The trail would remain on structure until connecting to Kinsey Court. This point ends the mainline trail. There are also four spur alignments off the mainline trail.

The first spur would continue from the mainline trail on structure over a Peachtree Creek tributary and then at-grade parallel to Peachtree Creek, under Norfolk Southern Railway and MARTA bridge. The spur trail would continue behind Passion City Church along Peachtree Creek before bridging up to Garson Drive.

PI#(s): 0009395, County: Fulton



PI#(s): 0009395, County: Fulton

The second spur would serve as a connection to the MARTA Lindbergh Station. The spur trail would continue at-grade along Garson Drive crossing the existing MARTA overpass. The alignment would require a road diet on Garson Drive, reducing the existing 12 to 18-foot lanes to 11-foot lanes to allow for the BeltLine trail, curb and gutter, and a 5-foot buffer between the road and the trail. The spur trail continues adjacent to Garson Drive and crosses the Lindbergh Drive intersection at grade before tying into the Lindbergh MARTA station plaza.

The third spur alignment would serve as a connection to the existing PATH 400 multi-trail. The third spur would extend from the MARTA Lindbergh Connection trail, east of Passion City Church, follow Peachtree Creek, pass under the Piedmont Road overpass, and finally connecting to PATH 400 near Parkland Drive.

The fourth spur alignment would serve as a connection to the Armour-Ottley business district by bridging off the mainline trail along Armour Drive, ending at the Ottley Drive and Clayton Road intersection.

The existing right-of-way (ROW) on Armour Drive is 50 feet and varies from 50-85 feet on Garson Drive. The proposed ROW would vary from 50-90 feet on Armour Drive and 50-85 feet on Garson Drive.

A. Social Environment

1. Land Use Changes

Land use in the area consists primarily of single and multi-family housing (apartments and lofts), commercial development, industrial use, and transit and freight rail lines. The proposed alignment for the Atlanta BeltLine Northeast Trail would be constructed primarily within vacant wooded areas and over and under existing freight and MARTA rail lines. However, some construction and a portion of the alignment would be within landscaped areas of private property. The proposed Atlanta BeltLine Northeast Trail would require approximately 5.19 acres of ROW, 7.92 acres of permanent easement, 1.89 acres of temporary construction easement, and approximately 0.11 acre of temporary driveway easement. One of the purposes of the Atlanta BeltLine shared-use path system is to encourage responsible and sustainable growth along its alignment, including affordable workforce housing, parks, recreation areas, and the reuse and restoration of historic land within Atlanta. The immediate vicinity of the proposed trail alignment for PI No. 0009395 is densely developed or near freight rail lines that would prevent further development. Therefore, required ROW and easements for construction of the Atlanta BeltLine Northeast Trail are not anticipated to facilitate future land use changes.

PI#(s): 0009395, County: Fulton

2. *Title VI*

Title VI of the Civil Rights Act of 1964 protects individuals from discrimination on the grounds of race, age, color, religion, disability, sex, and national origin. Public outreach was conducted for the proposed alignment and improvements for PI No. 0009395. This outreach has included two in-person and two virtual meetings for the general public. In addition, 10 targeted in-person and virtual meetings have been held with business associations, and residential areas and associations. Notifications of all meetings (in-person or virtual), and quarterly Atlanta BeltLine, Inc. (ABI) updates were conducted through the ABI digital newsletter, email blast list, website calendar, and signs posted along roads in the vicinity of the project. The virtual and quarterly updates have been held through the virtual platforms Zoom and FacebookLive.

3. *Environmental Justice (EO 12898)/Communities*

Directives are included in EO 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations. The EO directs federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of Federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. The guidance directs the Federal Highway Administration (FHWA) to:

- Ensure meaningful opportunities for all potentially affected communities in the transportation decision-making process;
- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority or low-income populations; and
- Fully evaluate the benefits and burdens of transportation programs, policies, and activities on low-income and minority populations.

A “disproportionately high and adverse effect” on minority and low-income populations mean an adverse effect that:

- Is predominately borne by a minority and/or low-income population; or
- Will be suffered by the minority and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority and/or low-income population.

Identification of Communities, Environmental Justice (EJ) Populations, and Populations Protected under Title VI

The proposed project would not have disproportionately high and adverse effects to minority and low-income populations. The project would not result in displacements, would not change access to residential areas, nor incur any other readily identifiable direct effects. Although the project may induce changes in area development, the proposed project would benefit the community as it provides alternative transportation options, connectivity to employment opportunities, and improved access to recreational opportunities, all considered benefits to the quality of life for communities near the proposed trail.

Communities in the project area were identified through field observation, coordination with major stakeholders, public engagement, and review of census data. None of the communities adjacent or in close proximity to the proposed alignment were readily apparent from field observations as primarily low-income or minority. Coordination with major stakeholders included the Atlanta Regional Commission, Fulton County Board of Commissioners, Atlanta Department of City Planning, Passion City Church, MARTA, Atlanta Public Schools, Peachtree Christian Church, Atlanta City Council, and Atlanta Mayor's Office. The Atlanta Regional Commission responded on June 1, 2020, with information regarding low-income and minority communities (see Attachment 2). They suggested the use of their screening tool the Equitable Target Area (ETA) (the model has since been updated and renamed the Environmental Justice Model). The model depicts a portion of the project area as having a moderate concentration of racial minorities, ethnic minorities, and low-income populations in comparison to the metropolitan Atlanta area.

In-person public information meetings, as well as virtual question and answer sessions, were held by ABI during the concept development of the project. In addition, ten meetings were held with various community groups. One written comment was provided that related to the impacts of the project to communities that have typically been underserved:

- Given that this portion of the Beltline is going through an area of Atlanta that is already viewed as having income disparities, what measures are being taken to ensure that stays in line with the design standards already set forth and combat the idea that the Beltline serves as a divisive mechanism?

The written response was that although this portion of the trail would be different than other sections because it is not primarily within the abandoned railroad corridor, the alignment would weave around existing infrastructure. Also, although the BeltLine connects over 45 diverse

PI#(s): 0009395, County: Fulton

neighborhoods, the materials palette would be the same throughout the entire BeltLine, to help tie the differences together aesthetically. No other questions specifically identifying or expressing concerns for EJ communities were provided in any written comments.

Census analysis was conducted to determine the presence of minority or low-income populations in the area of the proposed project. Also known as EJ populations, minorities and low-income populations and communities receive protection against disproportionately high and adverse effects under a number of federal laws and regulations.^[1] Data from US Census Bureau was reviewed to determine minority and low-income populations for the project area and comparison to these populations at the county and state levels. Datasets used were from the 2016-2020 American Community Survey. Results of the screening analysis are included in Table 1 below.

As shown in Figure 2 Census Tracts 5.02, 91.06, 92.02, 93.02, and 94.05 include the proposed project area. Minority populations in these census tracts range from 6.9 to 59.6 percent, compared to 52.5 percent for Fulton County and 38.4 percent in Georgia. Minority populations in tracts 91.06 and 94.05 are higher than in both Fulton County and Georgia, and minority populations within tract 92.02 are higher than in Georgia.

^[1] Analysis of EJ in relation to federally funded transportation projects is mandated by Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority and Low Income Populations), USDOT's Order to "Address Environmental Justice in Minority Populations and Low-Income Populations" (DOT Order 5610.2C), National Environmental Policy Act (NEPA), and FHWA's Order 6640.23A "FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations". Executive Order 12898 mandates that "each federal agency identify and address disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

Title VI of the Civil Rights Act of 1964 mandates that "each federal agency is required to ensure that no person, on the ground of race, color, or national origin, is excluded from participation in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance." Title VI is also addressed in DOT Title VI Order 1000.12C.

According to FHWA Order 6640.23A, minority means a person who is Black, Hispanic or Latino, Asian American, American Indian, Alaskan Native, Native Hawaiian, or other Pacific Islander. It further defines a person having low-income as a person whose household income is at or below the United States Department of Health and Human Services poverty guidelines (66 FR 17083, Mar. 29, 2001). Minority Population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity. Low-Income Population means any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy, or activity.

Table 1
Census Data Analysis

	Census Tract 5.02	Census Tract 91.06	Census Tract 92.02	Census Tract 93.02	Census Tract 94.05	Fulton County	Georgia
Population By Race							
White	78.0%	44.2%	52.0%	93.1%	41.1%	43.6%	57.5%
Black	15.3%	19.7%	39.2%	1.8%	27.3%	43.5%	31.3%
American Indian	0.5%	0%	0%	0%	0%	>0.0%	>0.0%
Asian	0.9%	23.2%	3.0%	4.2%	27.0%	7.17%	4.2%
Pacific Islander	0%	0%	1.0%	0%	1.4%	>0.0%	>0.0%
Some Other Race	0%	0%	0%	0.9%	1.3%	1.8%	2.9%
Total Non-White	16.7%	59.6%	43.2	6.9%	57%	52.5%	38.4
Low Income Population							
All Races	10.3%	16.0%	15.0%	16.2%	16.4%	13.4%	14.3%

Source: US Census Bureau and 2016-2022 ACS

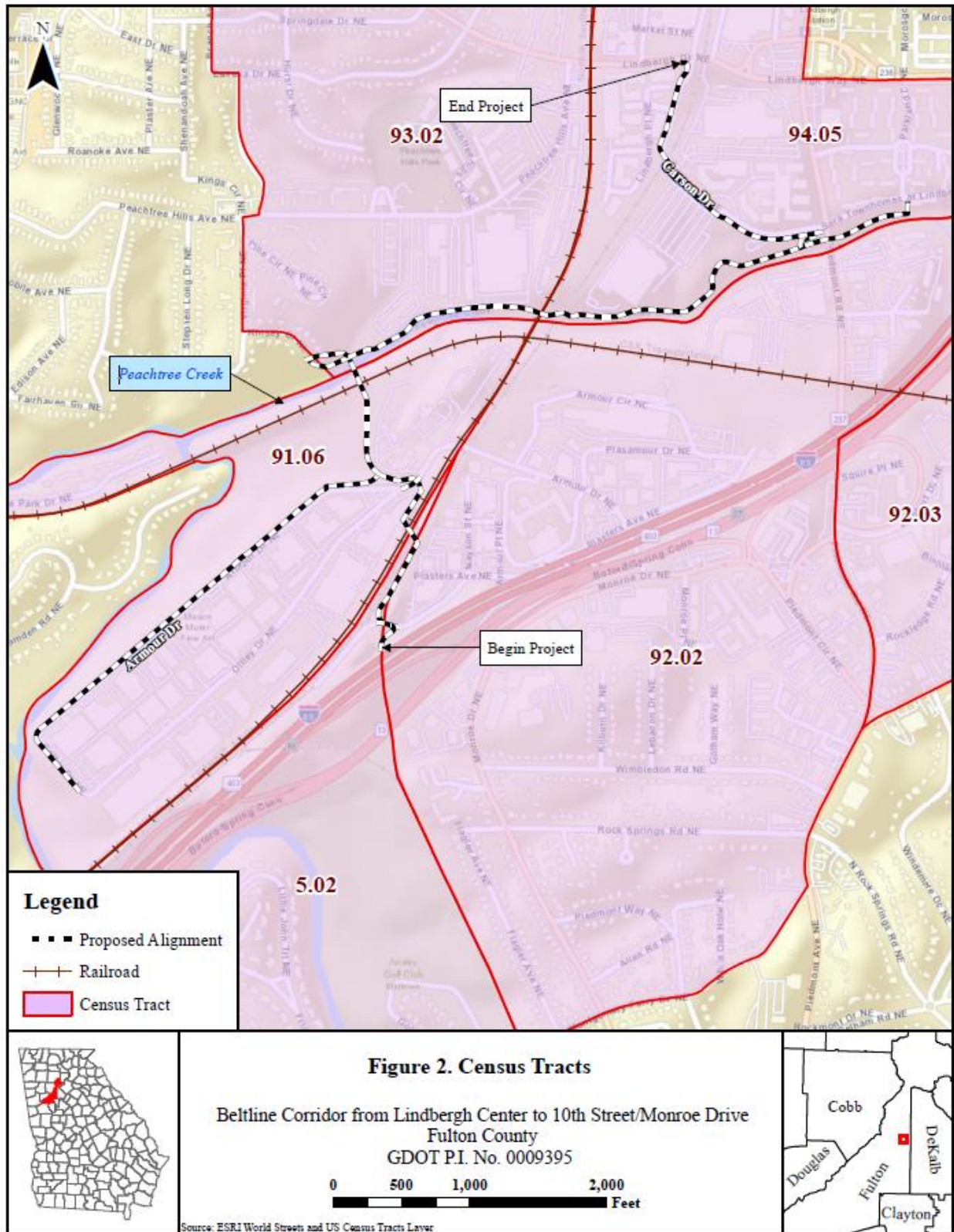
Low-income populations range from 10.3 to 16.4 percent compared to 13.4 percent in Fulton County and 14.3 percent in Georgia. Low-income populations in tracts 91.06, 92.02, 93.02, and 94.05 are higher than in Fulton County and Georgia. Although EJ populations were identified from census data in tracts that include the proposed project, no disproportionately and adverse effects would occur to these populations from the project.

5. Churches, Cemeteries, and Institutions

Passion City Church is located at 515 Garson Drive (see Figure 1). Access to the church, and almost all of the parking is from Garson Drive. A portion of the trail would be constructed through an undeveloped wooded portion of the church property, at the back of the church along Peachtree Creek. Approximately 1.6 acres of the Passion Church property would be needed for the construction of the trail, but the alignment and construction limits would not impact the function or operation of the church and would not impact access to the church or the parking lot.

PI#(s): 0009395, County: Fulton

Figure 2 Census Tracts



8. *Public Involvement*

Public information meetings hosted by ABI were held on November 8, 2018, and June 25, 2019, and virtual Question and Answer (Q&A) sessions on May 14 and December 8, 2020. In addition, ten meetings were held with various community groups between July 2018 and April 2022.

The November 8, 2018, Public Information Open House (PIOH), was held at Rock Spring Presbyterian Church, 1824 Piedmont Avenue NE in Atlanta. The meeting was advertised using ABI's digital newsletter, email blast list, and website calendar, as well as signs posted along roads near the project corridor. Approximately 86 people attended the meeting. After the introductions of ABI and design team personnel, a brief presentation about the project was provided. Following the presentation, a large group Q&A session was held. Questions that were asked were noted by the design team. In addition to the Q&A session, Evaluation Cards were provided for attendees to leave written comments. A total of nine written comments were received. Generally, comments from this meeting related to a desire for trail interconnectivity, including PATH 400, keeping parking availability throughout the corridor, keeping aesthetic elements like tree cover while emphasizing other elements like creeks, connectivity to local focal points like Sweetwater Brewing Company, and a desire to elevate crossings of railroad tracks and Peachtree Creek. A summary of verbal comments and questions asked, evaluation cards, and written comments are included in Attachment 3.

The June 25, 2019, PIOH was also held at Rock Springs Presbyterian Church. The meeting was advertised using the same resources and means as the November 8, 2018, meeting. Approximately 70 people attended the meeting. The format was similar to the November 8, 2018 meeting, where after introductions and a short presentation, a Q&A session was held. However, at this meeting, five specific concept alignments were provided to encourage comments. A total of 10 verbal comments for the alternatives shown were recorded. Generally, the comments were similar to the first PIOH, and related to connectivity to other trails and points of interest, parking, and keeping and enhancing aesthetic elements along the trail. In addition, eight written comments were submitted through the ABI website, and four email comments were received. A summary of the verbal comments and written comments received are included in Attachment 3.

The virtual Q&A sessions held since March 2020 have been virtual meetings held through Zoom and FacebookLive. The meetings on May 14 and December 8, 2020, were advertised through ABI's digital newsletter, email blast list, and website calendar. Comments provided focused on design and concept features of the trail and participants were not asked if

they supported or opposed the project. Seventeen unique and individual questions and answers were received at the May 14 session. The questions and answers from these two virtual meetings are included in Attachment 3.

In addition to these outreach efforts, targeted outreach to obtain feedback about the project was conducted with community, business, and residential associations. A summary of the groups contacted, the dates of the meetings, the number of attendees present, and general topics are provided below.

July 11, 2018, Friends of Jove Park - This small-group meeting was a site walk with some of the owners of a private park, which is adjacent to the Atlanta BeltLine Northeast Trail corridor. There were no presentation materials. There was no sign-in sheet. Five people attended and the meeting lasted about 30 minutes.

November 14, 2018, Ansley Walk Condo Association - This meeting provided residents of this condo association, which is adjacent to the Atlanta BeltLine Northeast Trail corridor, an opportunity for Q&A regarding the project. There were no presentation materials. There was no sign-in sheet. Approximately 25 people attended, and the meeting lasted about 90 minutes.

December 11, 2018, Armour-Ottley Business Group - This meeting provided an overview of the Alternatives Analysis being conducted for the Atlanta BeltLine Northeast Trail. A presentation was given and followed by Q&A. There was no sign-in sheet. Approximately 50 people attended, and the meeting lasted about 90 minutes.

June 25, 2019, Peachtree Hills Neighborhood - This meeting provided residents of this neighborhood, which is adjacent to the Atlanta BeltLine Northeast Trail corridor, an opportunity for community-specific Q&A regarding the project. There were no presentation materials prepared. There was no sign-in sheet. Approximately 25 people attended, and the meeting lasted about 30 minutes. The 6/25 Study Group meeting immediately followed.

July 17, 2019, Armour-Ottley Business Group - This meeting provided an update of the Alternatives Analysis being conducted for the Atlanta BeltLine Northeast Trail. A presentation was given and followed by Q&A. There was no sign-in sheet. Approximately 40 people attended, and the meeting lasted about 90 minutes.

August 20, 2019, Flagler Drive Residents - This meeting provided adjacent residents insight into the construction schedule for the NE Trail segment Georgia Power was going to construct. An overview of the Atlanta BeltLine Northeast Trail Alternatives Analysis effort was

PI#(s): 0009395, County: Fulton

also provided. A presentation was given and was followed by Q&A. There was a sign-in sheet. Approximately 40 people attended, and the meeting lasted about 90 minutes.

December 12, 2019, Brookwood Hills Neighborhood - This small-group meeting provided an update of the Alternatives Analysis being conducted for the Atlanta BeltLine Northeast Trail, and was followed by Q&A. There was no sign-in sheet. Six people attended, and the meeting lasted about 90 minutes.

February 20, 2020, Armour-Ottley Business Group - This meeting provided an update of the Alternatives Analysis being conducted for the Atlanta BeltLine Northeast Trail, and was followed by Q&A. No presentation materials were prepared. There was a sign-in sheet. Approximately 40 people attended, and the meeting lasted about 60 minutes.

May 5, 2021, Armour-Ottley Business Group Virtual Q&A - This meeting provided an opportunity for the Armour-Ottley Business Group to have a Q&A. This was a virtual meeting in which 10 people attended.

April 26, 2022, Buckhead/Northside Business Virtual Meeting – This meeting provided an overview of the design effort and status, followed by Q&A. Approximately 12 people attended, and the meeting lasted about 60 minutes.

9. *Economic Impacts*

Construction of the Atlanta BeltLine Northeast Trail would not limit or change access to businesses, remove parking, or interfere with the function and operation of businesses near the proposed alignment. Although one of the overall goals of the Atlanta BeltLine is to have positive economic impacts for the city of Atlanta with commute alternatives, connectivity to residential, recreation, and business opportunities, and responsible growth and affordable housing development, the Northeast BeltLine section is within an area that is densely developed, or adjacent to areas such as Peachtree Creek and active rail lines that would prevent any development and growth. Construction of the Atlanta BeltLine Northeast Trail is not anticipated to have economic impacts in the area.

B. Cultural Environment

In compliance with Section 106 of the National Historic Preservation Act of 1966 and amendments thereto, the proposed project corridor has been surveyed for archaeological and historic resources, especially those on or eligible for inclusion in the National Register of Historic Places (NRHP). The survey boundary and methodology were established using the

PI#(s): 0009395, County: Fulton

GDOT/FHWA Cultural Resource Survey Guidelines. These guidelines were established as a result of past interaction with the State Historic Preservation Officer (SHPO) and his staff and were agreed upon by FHWA and the SHPO.

As a result of the survey efforts, 14 historic properties and no archeological sites considered eligible NRHP resources were identified within the proposed project's area of potential effect (APE) (see Figure 3, Historic Resources).

1. *Historic Sites*

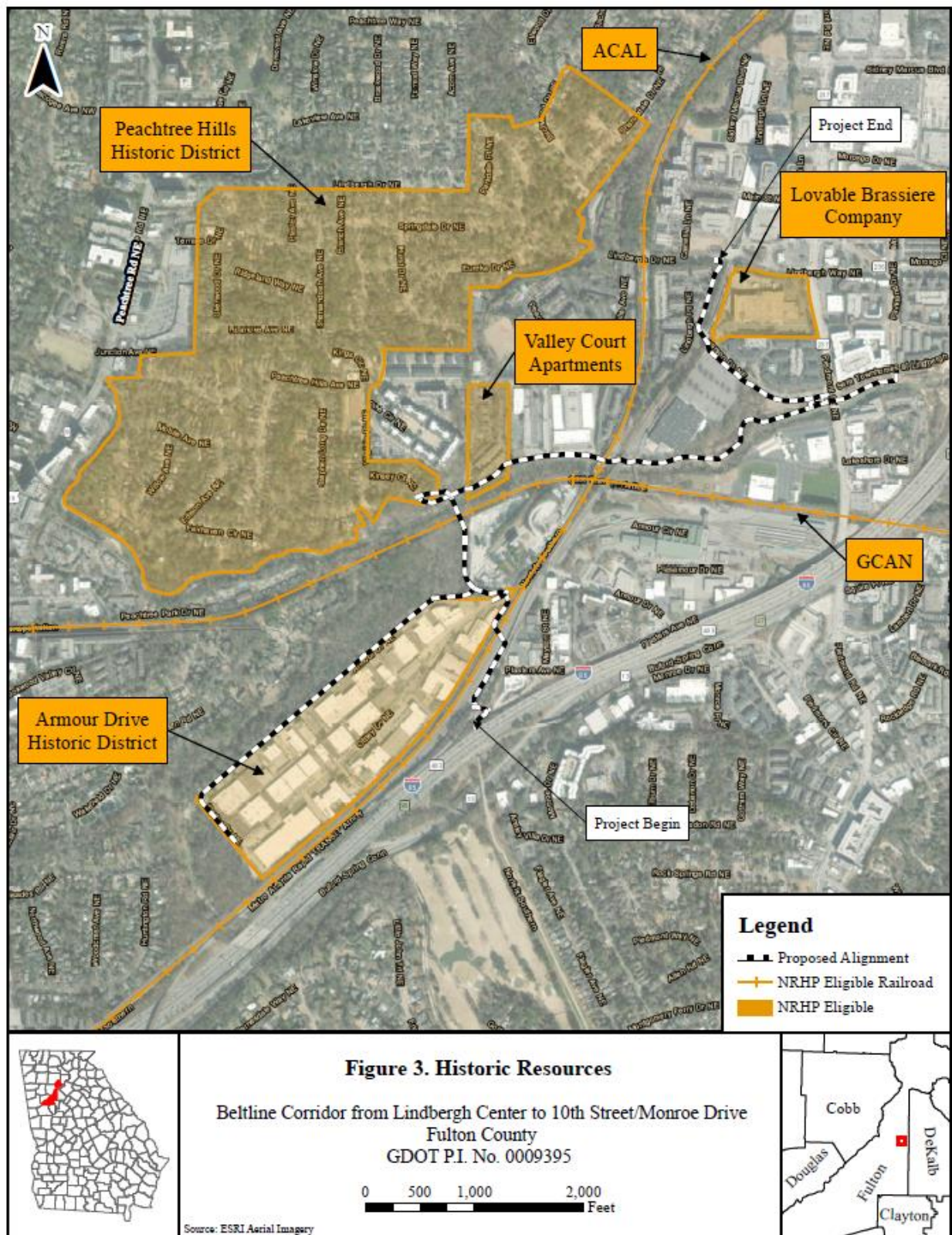
Of the 14 eligible resources within the APE, 2 Districts were listed in the NRHP, and 8 resources have been previously determined eligible for listing in the NRHP. Four newly eligible resources were determined from surveys conducted for PI No. 0009395. The SHPO concurred on the eligibility of all but one of the 14 resources on May 2, 2022. The SHPO requested additional information on the Lovable Brassiere Company resource to determine eligibility. The additional information was provided and SHPO concurred on the eligibility of this resource on May 26, 2022. See Attachment 2 for SHPO concurrence. Table 2 contains a summary of the eligible resources identified within the APE.

Design and alignment changes for the trail resulted in a refined APE, and eight of the eligible resources are no longer within the APE. An Assessment of Effects (AOE) was prepared for the remaining six resources within the current APE; the Atlanta & Charlotte Air Line Railway, the Armour Drive Historic District, the Georgia, Carolina & Northern Railway, the Peachtree Hills Historic District, the Valley Court Apartments, and the Loveable Brassiere Company. The SHPO concurred on a No Adverse Effect to the Atlanta & Charlotte Air Line Railway, the Armour Drive Historic District, the Georgia, Carolina & Northern Railway, the Peachtree Hills Historic District, and the Valley Court Apartments, and No Effect to the Loveable Brassiere Company on October 14, 2022 (see Attachment 2). A description of the Assessment of Effects is provided below for each of these six resources.

Atlanta & Charlotte Air Line Railway (ACAL)

Project implementation would consist of the construction of sections of the trail within the NRHP-eligible boundary. The majority of the trail within the NRHP-eligible boundary would consist of elevated sections constructed over and alongside the rail bed, with supports for these elevated sections constructed outside of the existing rail bed. A portion of one at-grade section of trail would follow the existing alignment of an original spur, and entail the removal of an approximately 0.14-mile section of abandoned track.

Figure 3 History Resource Map



PI#(s): 0009395, County: Fulton

Table 2
Historic Resources

Resource	Description	NRHP Status
Ashley Park Historic District	Resources within this residential historic district were constructed between 1904 and 1930. The District is located in the vicinity of Peachtree Circle NE, Beverly Road, I-85, the Atlanta & Charlotte Air Line Railway, and Piedmont Avenue. The resource's NRHP reference number is 79000717.	NRHP Listed
Brookwood Hills Historic District	Resources within this residential historic district were constructed between 1922 and 1933. The District is located in the vicinity of Camden Road, Huntington Road, Northwood Avenue, and Montclair Drive. The resource's NRHP reference number is 79003736.	NRHP Listed
Orkin Rollins Building	The office and warehouse building was constructed between 1945 and 1968, and is located at 2162 and 2170 Piedmont Road. The resource was previously determined eligible under GDOT project PI 762380-.	Previously Determined Eligible
Piedmont Heights Historic District	Resources within this residential historic district were constructed between 1910 and 1960, and is located in the vicinity of Piedmont Road, Montgomery Ferry Road, Flagler Avenue, Monroe Drive, and Wimbleton Road. The resource was previously determined eligible under GDOT project PI 762380-.	Previously Determined Eligible
Goetz Building	This commercial building was constructed in 1958 and is located at 1904 Monroe Drive. The resource was previously determined eligible under GDOT project PI 762380-.	Previously Determined Eligible
Armour Drive Historic District	This district consists of industrial buildings constructed between 1940 and 1960. The District is located near Ottley Drive, Clayton Road, and Armour Drive. The resource was previously determined eligible under GDOT project PI 762380-.	Previously Determined Eligible
GDOT Bridge 121-5135-0	The steel stringer bridge was constructed in 1938 and conveys the Norfolk Southern Railroad over Armour Drive. The bridge was determined eligible as part of the Georgia Historic Bridge Survey.	Previously Determined Eligible
Georgia, Carolina, and Northern Railroad (GCAN)	The railroad was constructed in 1892 and connects Atlanta to Charlotte, NC via Athens, GA. The railroad was determined eligible as part of the Georgia's Railroads, 1833-2015, Historic Context and Statewide Survey.	Previously Determined Eligible
Atlanta and Charlotte Railroad (ACAL)	The railroad was constructed between 1871 and 1873 and connects Atlanta to Charlotte, NC via Toccoa, GA. The railroad was determined eligible as part of the Georgia's Railroads, 1833-2015, Historic Context and Statewide Survey.	Previously Determined Eligible
Peachtree Hills Historic District	Resources within this residential historic district were constructed between 1911 and the 1950s, and is located in the vicinity of Sharondale Drive, Peachtree Creek, Glenwood Road, Lindbergh Drive, and Sharondale Court. The resource was previously determined eligible from surveys conducted for the Atlanta BeltLine Northeast Quadrant.	Previously Determined Eligible
Expanded Brookwood Hills Historic District	Resources within this residential historic district were constructed between 1935 and the 1965, and is located in the vicinity of Brighton and Camden Roads, NE.	Newly Determined Eligible

PI#(s): 0009395, County: Fulton

Resource	Description	NRHP Status
Marquette Cement Manufacturing Company Terminal	This industrial resource was constructed in 1962 and is located at 348 Armour Drive NE.	Newly Determined Eligible
Valley Court Apartments	The apartment complex was constructed in 1960, located at 311 Peachtree Hills Avenue NE.	Newly Determined Eligible
Lovable Brassiere Company	This industrial resource was constructed between 1955 and 1968, located at 2400 Piedmont Road NE.	Newly Determined Eligible

PI#(s): 0009395, County: Fulton

However, the track and its rail bed are no longer in use and all track along the spur's rail bed has already been removed. The remainder of this portion of at-grade trail would mostly follow a short section of Mayson Street NE, which would be partially paved, with a new curb and gutter.

A second section of at-grade trail would be constructed below an elevated section of the resource. However, this area is comprised of naturally occurring slopes which do not represent engineered or landscape-designed features of the resource. Approximately 1.27 acres of permanent easement and 1.09 acres of temporary easement would be required for the construction of the trail within the NRHP-eligible boundary of the resource. Although construction of the trail would be within areas of the NRHP-eligible boundary, the trail would largely follow and reflect the historic alignment of the original spur, and would not impact contributing features of the resource, there would otherwise be no change in the grade or linear qualities of the resource as a result of the construction of the trail, and would impact only a very small section of the overall resource that extends from Atlanta to the South Carolina border, project implementation would not be considered adverse.

Project implementation would result in a change in the character of the resource's physical features within the resource's setting that contribute to its historic significance, however, this effect would not be considered adverse. As described above, construction of the proposed trail would require the removal of approximately 0.14 miles of track and the railbed would be used for the trail. However, this section of the trail is no longer in use, and represents only a small section of the overall length of the resource. Support structures for the elevated portion of the trail would be placed within the resource boundary, but not within the railbed itself. Lastly, the proposed trail would largely follow and reflect the historic alignment of the original ACAL spur.

Construction of the proposed BeltLine Northeast Trail would not change the character of the property's use, would not introduce visual, atmospheric, or audible elements that would diminish the integrity of the resource's significance, and would not indirectly affect the ACAL. Construction of the proposed Atlanta BeltLine Northeast Trail would have no adverse effect to the ACAL.

Armour Drive Historic District

Project implementation would consist of the construction of the trail both within and outside the NRHP-eligible boundary. A short section of elevated trail would be constructed within the NRHP-eligible boundary, at the northern end of the district, to cross over Armour Drive NE as well as a small section of the parking lot. A section of sidewalk, stairs, and one support for the elevated structure would be constructed in a strip between Armour Drive and

PI#(s): 0009395, County: Fulton

parking lot. However, this strip contains no contributing features to the District other than a 100-foot section of concrete, representing less than one percent of the of the total amount of curbing in the District. In the southwestern corner of the District, a small area of pavement representing less than one percent of the total area of pavement in the District would be removed for an at-grade section of the trail, and to construct a below-grade drain and curb and gutter. Three sections of the Americans With Disabilities Act (ADA) compliant sidewalk would be constructed within the NRHP-eligible boundary, however the sidewalk and grass strip to be removed for these sidewalks are not contributing to the resource. Two small areas of sidewalk that contribute to the eligibility of the resource along Armour Drive NE would be also be removed for the new ADA sidewalk. However, these areas represent less than one percent of the sidewalk within the District, and the adjacent contributing lawn would be unaffected. Approximately 0.2 acre of permanent easement and 0.16 acre of temporary easement would be required for construction of the trail within the NRHP-eligible boundary of the resource.

Construction of the proposed BeltLine Northeast Trail would not change the character of the property's use, would not change the character of the resource's physical features that contribute to its historic significance, and would not introduce visual, atmospheric, or audible elements that would diminish the integrity of the resource's significance, and would not indirectly affect the Armour Drive Historic District. Construction of the proposed Atlanta BeltLine Northeast Trail would have no adverse effect to the Armour Drive Historic District.

Georgia, Carolina & Northern Railway (GCAN)

Project implementation would consist of the construction of a bridge carrying the trail over the railroad corridor within the NRHP-eligible boundary. Approximately 0.11 acre of permanent easement and 0.36 acre of temporary easement would be required for the construction of the trail. A small area of rip rap would be installed on the north side of the resource, below the proposed bridge, within the NRHP-eligible boundary of the resource. However, the existing rail bed within the project area is already covered in rocks and gravel, which have been added non-historically. There would be no change in the grade, linear qualities, or any other physical features of the railroad as a result of the construction of the bridge conveying the trail within the NRHP boundary. The easement areas represent less than one percent of the overall length of the resource, which stretches from northwest Atlanta to South Carolina. Outside of the NRHP-eligible boundary, the proposed trail would parallel the alignment of the resource at an average distance of 200 feet, on the opposite side of Peachtree Creek, north of the resource. All bridge supports for the elevated trail sections would be

PI#(s): 0009395, County: Fulton

constructed outside of the NRHP-eligible boundary and would have no physical impact on the resource.

Construction of the proposed BeltLine Northeast Trail would not change the character of the property's use, would not change the character of the resource's physical features that contribute to its historic significance, and would not introduce visual, atmospheric, or audible elements that would diminish the integrity of the resource's significance, and would not indirectly affect the Georgia, Carolina, and Northern Railway. Construction of the proposed Atlanta BeltLine Northeast Trail would have no adverse effect to the Georgia, Carolina, and Northern Railway.

Peachtree Hills Historic District

Project implementation would consist of the acquisition of approximately 0.42 acre of ROW at the southeastern terminus of Kinsey Court NE, within the NRHP- eligible boundary, for construction of the trail. This area of ROW represents approximately 0.29 percent of the total of 147 acres which comprise the resource. Aerial photography indicates that the area of ROW to be acquired has been historically vacant since at least 1955, approximately 15 years after the Kinsey Court NE section of the district was first developed and possesses no features which contribute to the historic significance of the resource. A section of the driveway would also fall within the area of the required ROW, but the driveway is a non-contributing feature of the resource. A spur from the main section of the proposed trail would be constructed in an area of historically vacant lots south and east of the cul-de-sac. However, the area of woodland is naturally occurring and does not represent a contributing landscaped or design feature of the district. Orange barrier fencing would be installed around the area of construction activity to limit impacts to the driveway and wooded areas.

Construction of the proposed BeltLine Northeast Trail would not change the character of the property's use, would not change the character of the resource's physical features that contribute to its historic significance, and would not introduce visual, atmospheric, or audible elements that would diminish the integrity of the resource's significance, and would not indirectly affect the Peachtree Hills Historic District. Construction of the proposed Atlanta BeltLine Northeast Trail would have no adverse effect to the Peachtree Hills Historic District.

Valley Court Apartments

Project implementation would consist of approximately 0.57 acre of permanent easement for the construction of the trail with handrail along the north side of Peachtree Creek, which would be separated from the resource by a chain-link fence on the trail's northern side. A

PI#(s): 0009395, County: Fulton

small, paved trail spur would be constructed to access the resource via a security gate reserved solely for residents of Valley Court Apartments. The trail and spur would be constructed through an area of grassed lawn at the southern end of the resource. However, historic aerial photography shows that the existing grassed area was comprised of a wooded section of land that was traversed by a dirt access road, and unlike the other landscaped areas around the swimming pool and throughout the rest of the resource, the existing section of grassed lawn within the project area was not an original designed element of the resource and is, therefore, considered a non-historic, non-contributing feature. Orange barrier fencing would be installed on either side of the construction area in order to limit the impact on existing landscape features within the NRHP-eligible resource boundary. The construction of the proposed trail would not result in physical destruction of or damage to any of the resource's contributing buildings, driveways, parking lots, its historic swimming pool, or any other landscaped feature.

Project implementation would result in the introduction of visual elements that alter the integrity of the property's historic setting; however, this effect is not adverse. The historic setting of the property has already been substantially compromised in the viewshed immediately beyond the resource's eligible boundary by the non-historic construction of a large seven-story apartment complex with parking lots, a dog park, and a cell tower, immediately to the west of the resource. Within the resource's NRHP-eligible boundary, a chain link fence and gate would be installed on the north side of the proposed trail and its spur to separate the trail from the apartment buildings and swimming pool. However, non-historic chain link fencing already surrounds the area around the historic swimming pool, and the resource as a whole is separated from neighboring properties by non-historic fencing and walls. Orange barrier fencing would be installed during project implementation to limit construction activities and retain the landscaped hedging and tree growth between the pool area and the location of the proposed paved shared-use trail. Landscaping would be added alongside the chain link fence on the north side of the trail to further shield the trail from view of the apartment blocks within the resource. The proposed shared-use trail and its proposed associated landscaping would not be visible from the large majority of residences within the apartment complex. Pedestrian lighting is proposed with the trail construction. The pole-mounted lights would be approximately 14 feet high and installed at regular intervals along the trail. However, the directional nature of the proposed lighting would result in lighting primarily to the trail itself. Project implementation would not remove or damage any other elements of contributing historic landscaping or vegetation within the resource's historic boundary.

Construction of the proposed BeltLine Northeast Trail would not change the character of the property's use, would not change the character of the resource's physical features that contribute to its historic significance, and would not introduce atmospheric or audible elements that would diminish the integrity of the resource's significance, and would not indirectly affect the Valley Court Apartments. Construction of the proposed Atlanta BeltLine Northeast Trail would have no adverse effect to the Valley Court Apartments.

Lovable Brassiere Company

In the area of the resource, project implementation would consist of the replacement of the existing sidewalk with the trail on the west and southwest sides of Garson Drive NE. All ROW acquisition, temporary and permanent easements, and construction activity would take place on the west and southwest sides of Garson Drive NE, on the opposite side of the roadway from the resource's NRHP- eligible boundary.

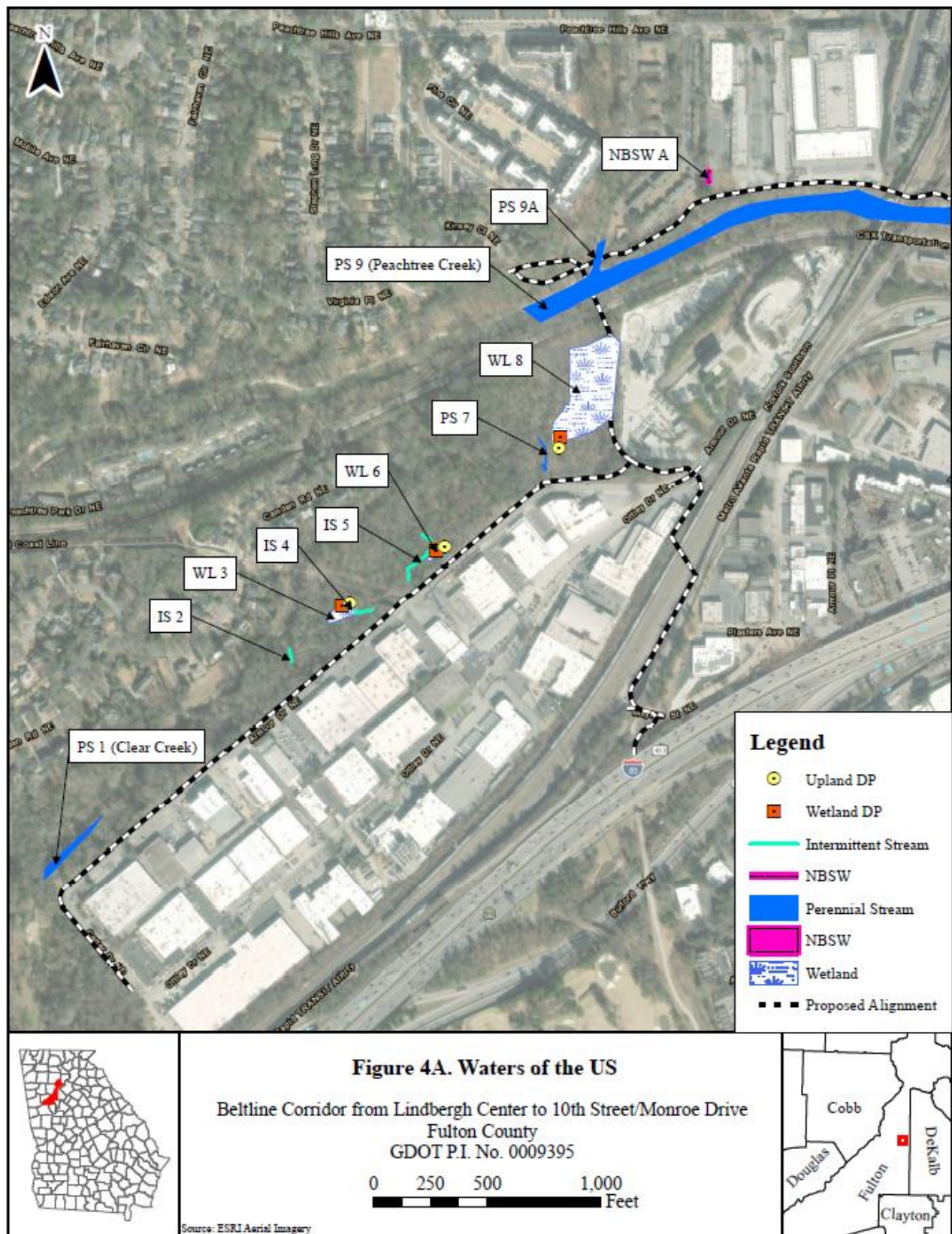
Construction of the proposed BeltLine Northeast Trail would not result in physical destruction of or damage to any part of the resource, would not change the character of the property's use, and would not change the character of the resource's physical features that contribute to its historic significance, would not introduce visual, atmospheric, or audible elements that would diminish the integrity of the resource's significance, and would not indirectly affect the Lovable Brassiere Company. Construction of the proposed Atlanta BeltLine Northeast Trail would have no effect to the Lovable Brassiere Company.

C. Natural Environment

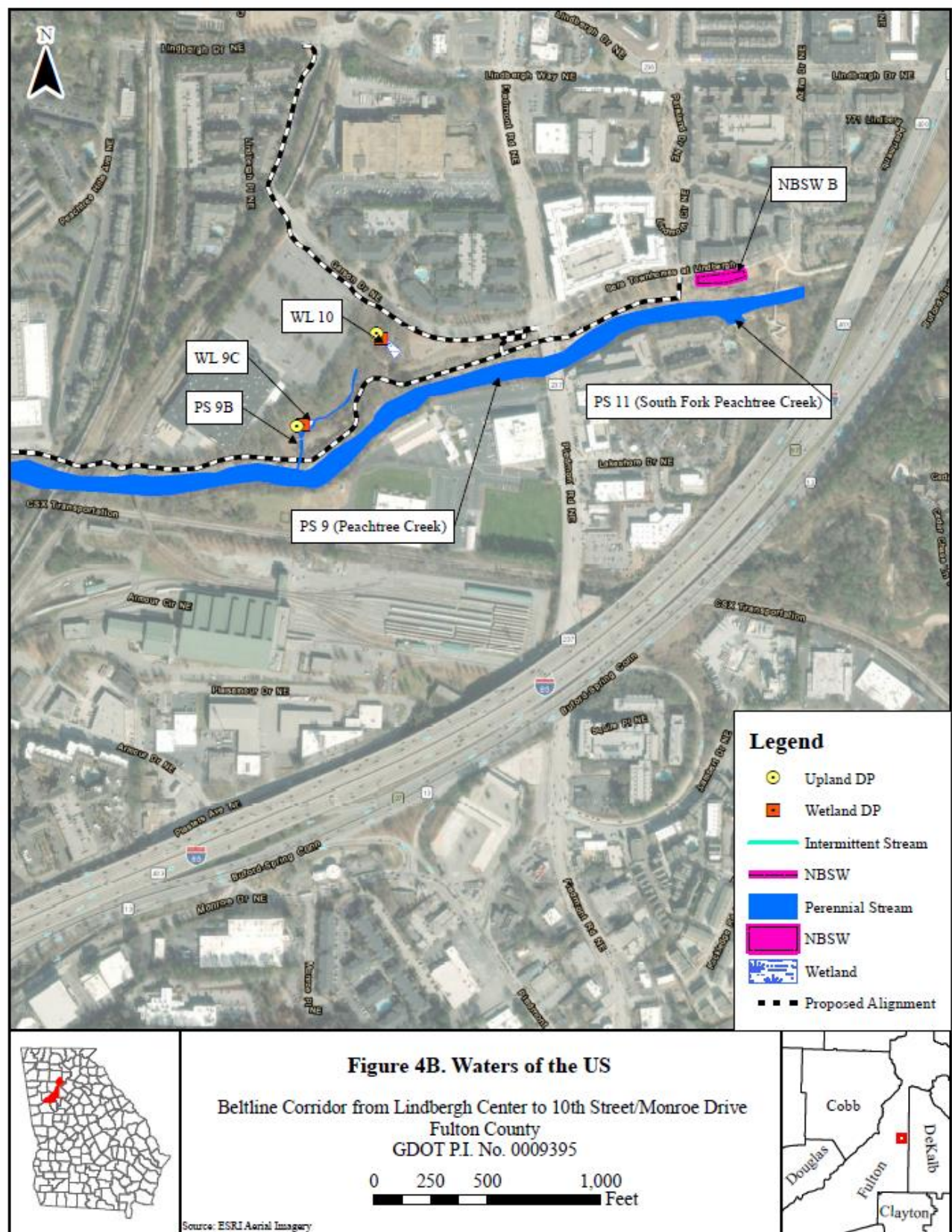
1. *Waters of the U.S./State Waters*

The proposed project corridor has been surveyed for Waters of the U.S. and State Waters under the Clean Water Act, Executive Order 11990, Georgia Erosion and Sedimentation Act, and other federal and state regulations. As a result of the survey efforts, five wetlands, nine streams, and no open waters were identified in the proposed project corridor. Figures 4A and 4B show the locations of all identified waters. Tables 3 and 4 contain information about wetlands and streams identified within the project limits.

PI#(s): 0009395, County: Fulton



PI#(s): 0009395, County: Fulton



a. Wetlands

Five wetland sites were identified in the project corridor during field surveys. These wetland sites displayed the characteristics required for wetland definition as given in the 1987 Corps of Engineers Wetlands Delineation Manual:

- 1) prevalence of hydrophytic vegetation,
- 2) hydric soils, and
- 3) permanent or periodic inundation or saturation.

Areas were considered wetlands if they exhibited evidence of all three of the above wetland parameters. The following table describes the wetland sites identified along with the area of impact anticipated by the implementation of the project.

Table 3
Summary of Wetland Impacts

Wetland Site	Wetland Description and Value	Area of Temporary Impact (acres)	Area of Permanent Impact (acres)
Wetland (WL) 3	Forested wetland with standing water and hydrologic connection to IS 4	0.0	0.0
WL 6	Forested wetland along eastern edge of IS 5	0.0	0.0
WL 8	Large forested wetland, east of IS 7, impacted by invasive species	0.0	0.61
WL 9c	Emergence wetland, sulfur smell, impacted by roadway debris and runoff	0.0	0.0
WL 10	Forested wetland, no smell or organic sheen, impacted by roadway debris and runoff	0.0	0.0
Totals		0.0	0.61

The maximum acreage of potential permanent wetland impact, determined by measuring within the proposed construction limits/ROW, is 0.61 acres to WL 8. No temporary impacts are anticipated.

b. Streams

Nine streams were identified in the project corridor during field surveys. These streams exhibited a defined channel and showed evidence of water flow at times other than major storm events. The following table describes the streams identified along with the area of impact anticipated by the implementation of the preferred alternative.

PI#(s): 0009395, County: Fulton

Table 4
Summary of Stream Impacts

Stream Site	Type	Stream Description	On 303(d) List?	Length of Temporary Impact (feet)	Length of Permanent Impact (feet)
Perennial Stream (PS) 1	Perennial	40 feet wide by 10 feet deep bankfull dimensions, with sand, gravel, silt, cobble, and boulder substrate; normal flow; clear water with no apparent smell; significant amounts of sediment in channel	Yes	0.0	0.0
Intermittent Stream (IS) 2	Intermittent	3 feet wide by 3 feet deep bankfull dimensions, with sand, silt, and clay substrate; normal flow; muddy water with no apparent smell; channel bed is almost exclusively sand and clay deposition	No	0.0	0.0
IS 4	Intermittent	3 feet wide by 1-foot deep bankfull dimensions with sand, silt, and clay substrate; normal flow; muddy water with no apparent smell; channel bed is almost exclusively sand and clay deposition	No	0.0	0.0
IS 5	Intermittent	2 feet wide by 1-foot deep bankfull dimensions with sand and silt substrate; normal flow; clear water with no apparent smell; channel bed is comprised of gravel in a variety of sizes	No	0.0	0.0
PS 7	Perennial	4 feet wide by 3 feet deep bankfull dimensions with sand, silt, and clay substrate; normal flow; clear water with no apparent smell; channel bed is sandy with large gravel	No	0.0	0.0

PI#(s): 0009395, County: Fulton

PS 9 (Peachtree Creek)	Perennial	50 feet wide by 10 feet deep bankfull dimensions with sand, silt, and clay substrate; normal flow; muddy water with no apparent smell; impacted by roadway run-off from Piedmont Road	Yes	41*	58
PS 9A	Perennial	30 feet wide by 10 feet deep bankfull dimensions with sand, silt, and clay substrate; normal flow; muddy water with no smell	Yes	59*	59
PS 9B	Perennial	12 feet wide by 4 feet deep bankfull dimensions with sand, silt, and gravel substrate; normal flow; muddy water with no smell	Yes	33*	48
PS 11 (South Fork Peachtree Creek)	Perennial	50 feet wide by 10 feet deep bankfull dimensions with sand, silt, and clay substrate; normal flow; muddy water with no smell; impacted by roadway run-off	Yes	0.0	0.0
Totals				133	165

*Overlaps linear extent of permitted riprap

c. Avoidance and Minimization

This project would be expected to produce some increased siltation during the construction phase. Environmental harm would be minimized by standard construction erosion and sedimentation control devices. Measures to minimize harm to wetlands, water quality, wildlife, and fish and game habitat include:

- 1) Preservation of roadside vegetation beyond the limits of construction where possible;
- 2) Early revegetation of disturbed areas so as to minimize soil erosion;
- 3) The use of slope drains, detention/retention structures, surface, subsurface and cross drains, designed as appropriate or needed, so that discharge would occur in locations and in such a manner that surface and subsurface water quality would not be affected (the outlets may require aprons, bank protection, silt basins, and energy dissipaters);
- 4) Inclusion of construction features for the control of predicted erosion and water pollution in the plans, specifications, and control pay items (GDOT Standard Specification 715 identifies the pollution control measures which may be used);

PI#(s): 0009395, County: Fulton

- 5) The dumping of chemicals, fuels, lubricants, bitumen, raw sewage, or other harmful wastes into or alongside streams or impoundments, or into natural or manmade channels leading thereto, would be prohibited.

Specific avoidance and minimization efforts were discussed at the May 16, 2022, Avoidance Minimization Measures Meeting (A3M). Impacts to WL 8 are anticipated from the haul road needed for construction. Minimization included a narrower haul road, with a location as far from the wetland along the property line as possible. The haul road would remain to provide maintenance access, and landscaping may be placed between the road and the wetland. There are no impacts to PS 9, and although access for construction would be from Kinsey Court, PS 9 buffers may be impacted by access for construction. Access roads would be narrowed as much as possible to minimize impacts to the PS 9 buffer. Access to two retention ponds could impact WL 10, but the access route would be narrowed as much as possible to allow for maintenance vehicles and minimize impacts to WL 10. No other minimization measures to other waters of the US were identified, or the waters are beyond the project construction limits and would not be impacted.

d. Mitigation

Unavoidable losses will be mitigated by debiting credits from a GDOT-owned mitigation bank or through the purchase of credits from a US Army Corps of Engineers (USACE) approved bank serving hydrologic unit code (HUC) 0313000112. A total of 0.3 2018 or 2.4 legacy wetland credits and 138.5 2018 or 1,662 legacy stream mitigation credits are required as a consequence of constructing the proposed project.

2. *Water Quality/303(d) List*

Provisions in the construction contract would require the contractor to exercise every reasonable precaution during construction to prevent the pollution of streams in the project vicinity. Where possible, early re-vegetation of disturbed areas would be completed to hold soil movement to a minimum. Dumping of chemicals, fuels, lubricants, bitumen, raw sewage, or other harmful wastes into or alongside streams or impoundments, or natural or manmade channels leading thereto, would be prohibited.

Additional contract provisions would require the use of temporary erosion control measures as shown on the construction plans or as deemed necessary during construction. These temporary measures may include the use of berms, dikes, dams, sediment basins, fiber mats, netting, gravel, mulches, grasses, slope drains, and other erosion control devices or methods, as applicable. These provisions are coordinated with the permanent erosion control features as practical to assure economical, effective, and continuous erosion control throughout

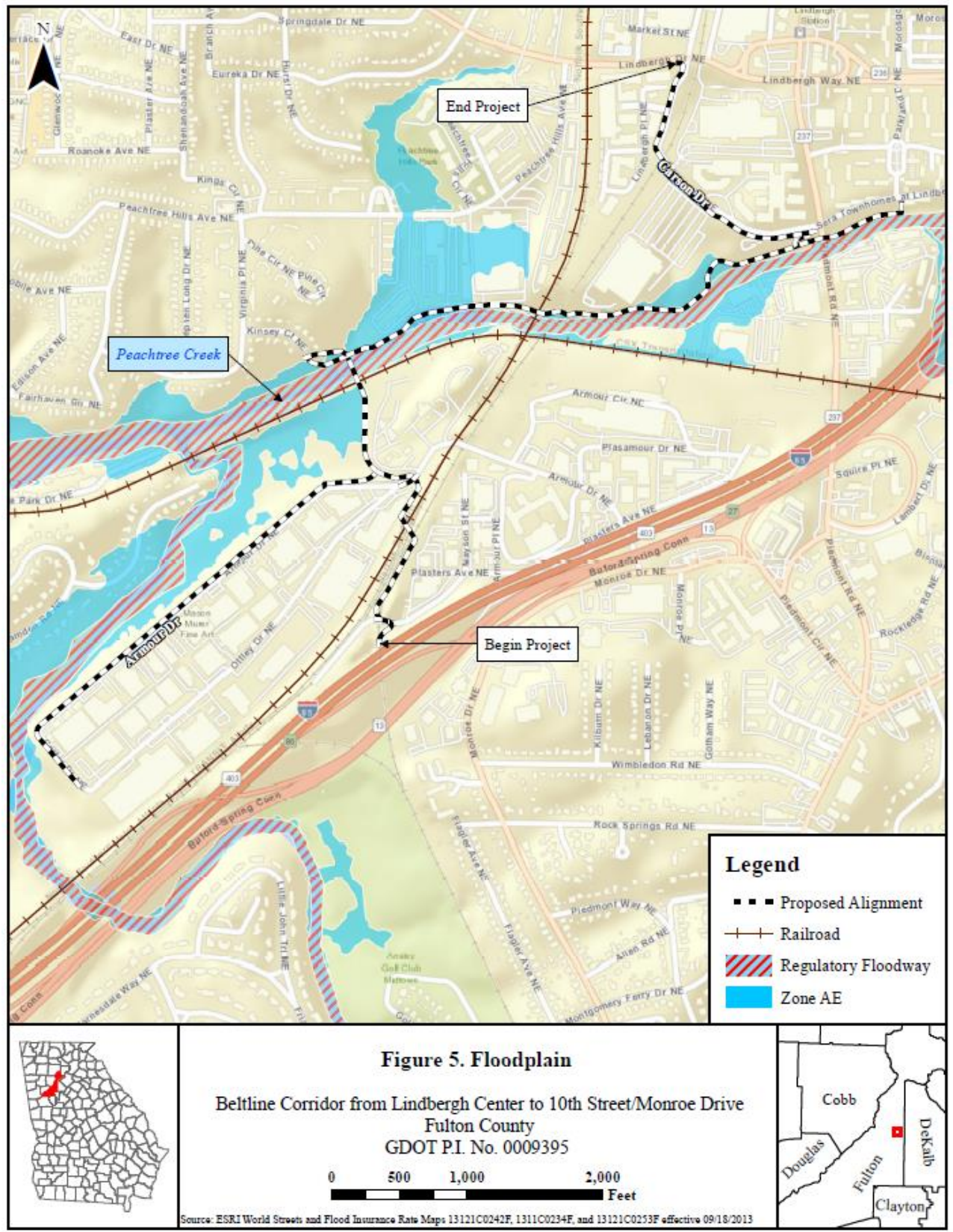
the construction and post-construction periods and are in accordance with the 23 CFR, Part 650, Subpart B.

5. *Floodplains*

Proposed improvements for the construction of the Atlanta BeltLine Northeast Trail would require fill within the floodplain of Peachtree Creek. According to the Federal Emergency Management Agency (FEMA) flood maps for the project area (Flood Insurance Rate Maps 13121C0242F, 1311C0234F, and 13121C0253F effective 09/18/2013), the project lies within flood Zone AE with regulatory floodway. Zone AE floodplains are those areas that have a 1 percent chance of annual flooding with detailed analysis to develop Base Flood Elevations (BFE). Regulatory floodways are channels of a river or other watercourse and the adjacent portion of the 100-year floodplain that must be kept clear of encroachment so that flood elevations are not increased more than one foot. Figure 5 shows the project area and the designated flood zones and the regulatory floodway.

FEMA regulations require that all prudent and feasible efforts be undertaken to avoid any increase in floodway widths, floodway elevations, or floodplain BFEs for Zone AE floodplains with regulatory floodways. Although much of the proposed trail is on structure above the floodplain and regulatory floodways, there are at-grade sections. The proposed bridge replacement would require approximately 2,229 cubic yards of fill within Zones AE and the regulatory floodway. A Hydrologic and Hydraulic Study (H&H Study) has been completed for the project by the design engineer (see Attachment 2 for the certification page of the H&H Study). The placement of fill would increase the BFE by more than one foot, and therefore a Conditional Letter of Map Revision (CLOMR) approved by FEMA is required prior to project let. In addition, community coordination will also be completed prior to let, as required by FEMA.

PI#(s): 0009395, County: Fulton



PI#(s): 0009395, County: Fulton

7. Protected Species

The GDOT has reviewed the U.S. Fish and Wildlife Service (USFWS) monthly update of Threatened and Endangered Species and Habitat Listing for Fulton County. In addition, a list of state-protected species was provided by the Georgia Department of Natural Resources (GDNR) (see Attachment 2, Correspondence). A field survey was conducted to identify federally and state-listed protected species or potential habitat for protected species within the project corridor. Table 5 lists those species along with the project effect.

Table 5
Protected Species Known to Occur in Fulton County

Common Name	Scientific Name	Federal Status	State Status	Project Effect on Species
Bay star-vine	<i>Schisandra glabra</i>	--	T	NSAE
Bluestripe shiner	<i>Cyprinella callitaenia</i>	--	R	NSAE
Chattahoochee Crayfish	<i>Cambarus howardi</i>	--	T	NSAE
Monarch butterfly	<i>Danaus plexippus</i>	C	--	Not Likely to Jeopardize
Peregrine falcon	<i>Falco peregrinus</i>	--	R	NE

C=Candidate, T=Threatened, R=Rare, NSAE=No Significant Adverse Effect, NE=No Effect

The only federal species identified for the project is the federal candidate monarch butterfly. In accordance with the 2021 Joint Coordination Procedure, GDOT made a No Effect determination for the monarch butterfly on November 21, 2022. Current protocols from the USFWS do not require assessment for this species. Habitat was present for three state-listed species (bay star-vine, bluestripe shiner, and Chattahoochee crayfish). No bay star-vine were observed. Bluestripe shiner and Chattahoochee crayfish were assumed present, and Special Provision 107.23H would be implemented for these species.

In accordance with the Interim Agreement for Coordination for Proposed Tricolored Bat between FHWA, USFWS, GDOT, and GA DNR (effective February 8, 2023) PI No. 0009395 was included in a batch of projects submitted to FHWA on February 13, 2023 for a Not Likely to Jeopardize (NLTJ) determination. The USFWS responded on February 13, 2023 (see Attachment 2). Upon Tricolored bat listing, Section 7 ESA coordination with USFWS for the Tricolored bat would occur as part of a reevaluation for the project prior to Let.

8. *Invasive Species*

In accordance with Executive Order 13112, a survey for populations of invasive species that may be spread during construction was conducted for this project. The invasive species for which the survey was conducted are those which have been identified by GDOT as having the highest priority due to environmental and economic impacts. Both the selected species and the management practices will be re-evaluated and revised as more information is obtained. Table 6 below includes a list of invasive species identified within the project limits of the project.

Table 6
Invasive Species

Common Name	Scientific Name	Infestation
Kudzu	<i>Pueraria montana var. lobata</i>	Large infestation
English ivy	<i>Hedera helix</i>	Scattered dense patches
Chinese privet	<i>Ligustrum sinense</i>	Scattered individuals
Japanese honeysuckle	<i>Lonicera japonica</i>	Scattered individuals
Chinese wisteria	<i>Wisteria sinensis</i>	Scattered individuals

During the construction process, GDOT will take measures to prevent or minimize the spread of these species as appropriate for the time of the year. These measures will include removal and disposal of vegetative parts in the soil that may reproduce by root raking, burning on site any such parts and aboveground parts that bear fruit, controlling or eradicating infestations prior to construction, and cleaning of vehicles and other equipment prior to leaving the infested site. The measures used will be appropriate for the particular species and conditions that exist on the project, as described in Georgia Standard Specifications Section 201, Clearing and Grubbing of Right of Way.

D. Physical Environment

2. *Air Assessment*

Ozone

This project is in an area where the State Implementation Plan (SIP) contains transportation control measures. The Clean Air Act requires Transportation Plans and Transportation Improvement Programs (TIP) in areas not meeting the National Ambient Air Quality Standards (NAAQS) to conform to the emissions budget of the SIP for air quality. The FY 2020-2025 TIP is the current adopted plan for the Atlanta area showing the region's highest

PI#(s): 0009395, County: Fulton

transportation priorities. This project is identified in the Atlanta Regional Commission (ARC) FY 2020-2025 TIP by reference number AR-450A. Inclusion in a conforming plan also serves as project-level analysis for ozone.

Particulate Matter (PM_{2.5})

Transportation conformity is required for federal transportation projects in areas that have been designated by the US Environmental Protection Agency (EPA) as not meeting the NAAQS. These areas are called non-attainment areas if they currently do not meet air quality standards or maintenance areas if they have previously violated air quality standards, but currently meet them and have an approved maintenance plan. On August 24, 2016, the EPA revoked the 1997 Primary Annual PM_{2.5} NAAQS that designated 24 counties and three partial counties in Georgia as non-attainment areas for fine particulate matter, called PM_{2.5}. This revocation of the 1997 designation became effective on October 24, 2016, 60 days after EPA's published action in the Federal Register. Transportation Conformity for the PM_{2.5} standards in the State of Georgia is no longer required, and the State of Georgia is considered to be in attainment for PM_{2.5}, so no further analysis of PM_{2.5} emissions is warranted.

Carbon Monoxide

The EPA first set air quality standards for carbon monoxide (CO) in 1971. For the protection of both public health and welfare, EPA set an 8-hour primary standard at 9 parts per million (ppm) and a 1-hour primary standard at 35 ppm. Nationally and, particularly in urban areas, the majority of emissions to ambient air come from mobile sources.

As of May 1, 2020, no CO regional and project-level conformity requirements are in effect for the state of Georgia (all counties). In accordance with 40 CFR 93.102(b), transportation conformity determinations only apply in nonattainment and maintenance areas, but Georgia is in attainment for CO.

As no counties in Georgia are currently categorized as being in nonattainment or maintenance for CO, regional and project-level transportation conformity requirements, do not apply for CO in Georgia. In an effort to expedite the National Environmental Policy Act (NEPA) process, GDOT has determined that quantitative CO project-level analyses are not required in any CO attainment areas within the state. In accordance with the FHWA – GDOT 2020 Agreement: Qualitative Project-Level Analyses for GA Areas in Attainment for Carbon Monoxide, effective 05/01/2020 a microscale CO analysis (project-level CO hot-spot analysis using MOVES and CAL3QHC) is unnecessary for NEPA purposes because the project contribution plus background concentrations can be judged to be well below the 1-hour and 8-hour NAAQS, based on the summary of previous CO hot-spot analyses and CO ambient monitoring data outlined in

Attachment 2 of the FHWA – GDOT 2020 Agreement (please refer to this agreement for further details).

Mobile Source Air Toxics

Mobile Source Air Toxics (MSAT) assessments are required statewide for most federal transportation projects. Based on the example projects defined in the FHWA guidance “Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents” dated October 18, 2016, this section of the BeltLine corridor would be classified as a project with no meaningful MSAT impacts.

The purpose of this project is construction of a shared-use trail. This project has been determined to generate minimal air quality impacts for CAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project would not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

The construction of the proposed Atlanta BeltLine Northeast Trail would be consistent with the SIP for the attainment of clean air quality in Georgia and is in compliance with both state and federal air quality standards.

4. Underground Storage Tanks/Hazardous Waste

A Phase I Environmental Site Assessment (ESA) was conducted for the project corridor in accordance with the American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process E1527-13. Results of the Phase I ESA identified four properties with Recognized Environmental Conditions (RECs). Table 7 summarizes information about the four sites, and Figures 6A and 6B shows their location in relation to the proposed trail corridor. The Phase I ESA was approved by GDOT on November 7, 2022 (see Attachment 2).

Ready Mix Concrete

The plant is located northwest of Armour Drive and is listed under various names including Argos, Ready-Mix LLC, Armour Drive Concrete Plant, and Argos Ready Mix LLC as well as several addresses including 340 Armour Drive, 342 Armour Drive, 348 Armour Drive, and 358 Armour Drive. The proposed trail corridor runs northward immediately south and west of the plant. The site is listed in several regulatory databases including Underground Storage Tank (UST), State Hazardous Waste Sites (SHWS), Leaking Underground Storage Tank (LUST), and Resource Conservation and Recovery Act (RCRA).

Table 7
Properties With RECs

Property Description	Address	Phase II Recommended
Ready Mix USA, Inc. / Armour Drive Concrete	340-342 Armour Drive NE	Yes
Specialty Construction / Home Depot	171 Armour Drive NE	Yes
Atlantel	199B Armour Drive NE	Yes
Crown Cork and Seal	125 Ottley Drive NE	Yes

Source: Draft Phase I ESA Report, Willmer Engineering, 9/22/2022

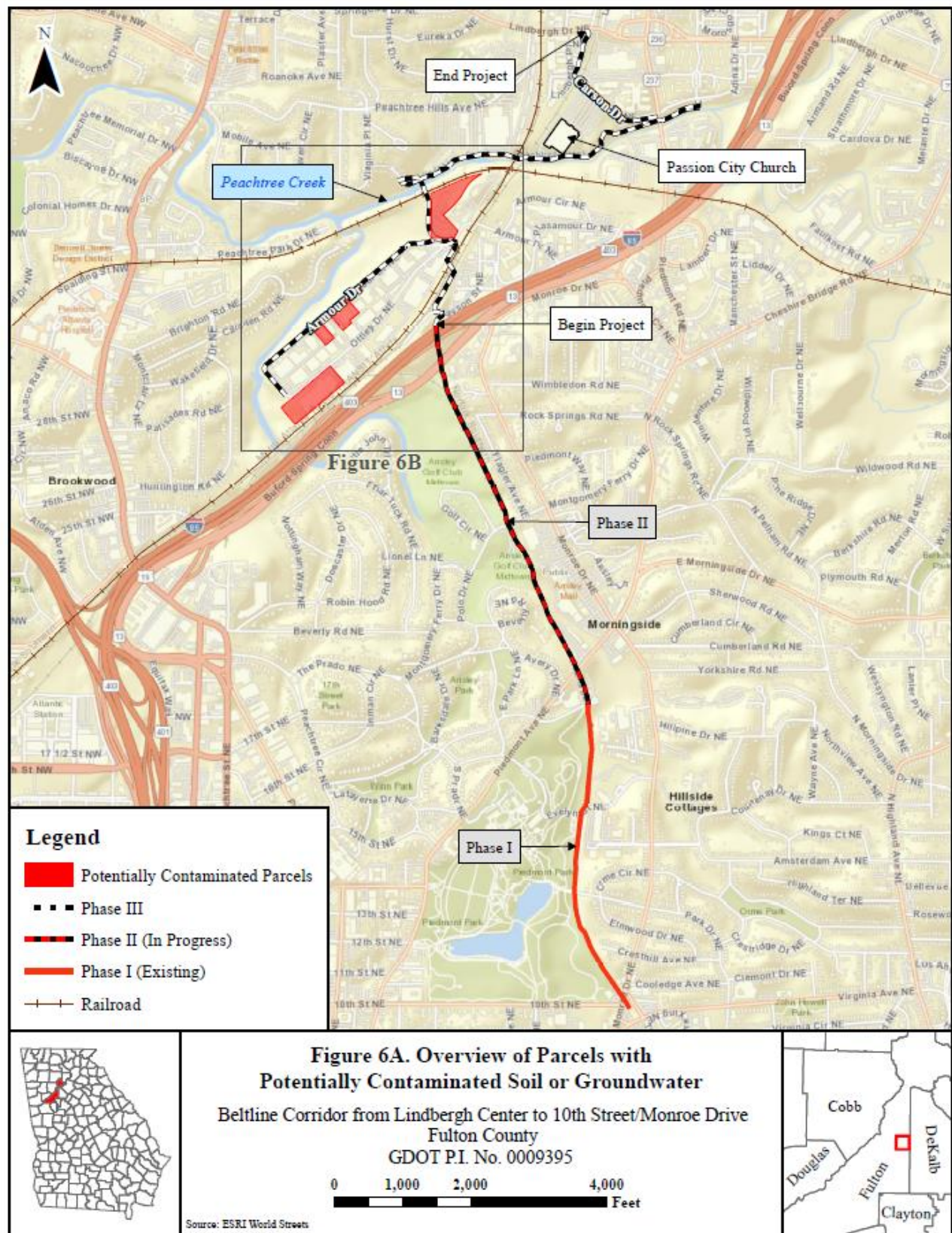
The property was observed during field reconnaissance to be occupied by an operating concrete plant, a one-story brick office building, and other associated structures such as concrete silos. No drums or containers were noted during field reconnaissance.

Available regulatory records indicated two USTs were removed from the ground, one UST temporarily out of service, and one 10,000-gallon diesel UST in service. The site had two releases in 1993 and 1996, both of which were granted No Further Action Status (NFA) in 1997. The NFA status was based on soil and groundwater samples collected from the site which showed that contamination from the releases did not exceed applicable regulatory limits. While the facility does not appear to currently contain any hazardous materials, due to the reported former presence of a UST at the facility and a variety of solvents, this property is considered a REC.

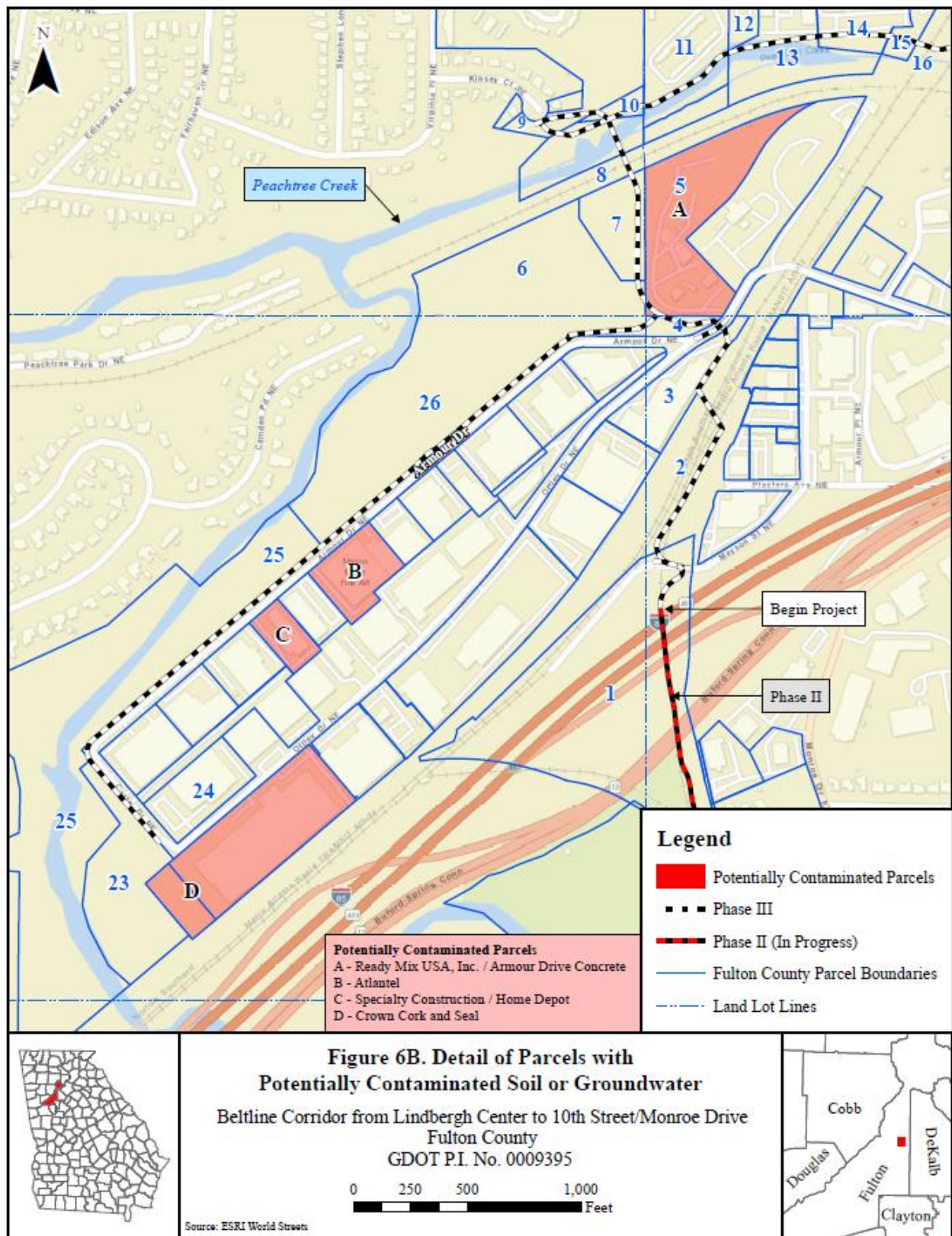
Specialty Construction / Home Depot

The existing light industrial building (formerly Specialty Construction) is located at 171 Armour Drive and included records in the RCRA non generator (NonGen) , LUST, and UST lists. The proposed trail alignment is across the street from this facility but, based on the current design, land acquisition for the project may be required from this property. Regulatory records identify the facility on the RCRA NonGen/No longer regulated (NLR) list with ignitable waste, corrosive waste, mercury, benzene, and a variety of spent nonhalogenated solvents, with reporting dates between 2003 and 2005. UST files indicate the facility formerly contained one removed UST in 2003 with a status of NFA – Clean Closure.

PI#(s): 0009395, County: Fulton



PI#(s): 0009395, County: Fulton



PI#(s): 0009395, County: Fulton

During the current field reconnaissance, it was observed to be a light industrial building occupied by a video display firm (Cinemassive). No evidence of the property's former use was noted and no evidence of hazardous materials was observed. While the facility does not appear to currently contain any hazardous materials, due to the reported former presence of a UST at the facility and a variety of solvents, this property is characterized as a REC. It appears that land acquisition for the construction of the proposed trail may be required from this facility.

Atlantel

The Atlantel facility is located at 199B Armour Drive, listed in the RCRA NonGen/NLR database. The proposed trail alignment is across the street from this facility, but based on the current trail design, it appears that the acquisition of some of this property may be required for trail construction. The RCRA NonGen/NLR list identified ignitable waste and a variety of spent nonhalogenated solvents for the site, with a reporting date of 2002. The RCRA NonGen/NLR database further states that no violations were found for the facility. During field reconnaissance observation included a one-story white brick building used by American Spirit Works, a craft whiskey distillery. No evidence of the property's former use was noted, and no evidence of hazardous materials was observed.

Although no records of reportable releases or spills were identified in the Phase I ESA, based on the historical use of the property, hazardous chemicals may have been present and this site is considered a Historical REC (HREC).

Crown Cork and Seal

The facility is located at 125 Ottley Drive and is included in Georgia Non-Hazardous Site Inventory (GA Non-HSI), UST, and RCRA NonGen/NLR databases. The proposed trail alignment is located immediately northwest of this facility. In the GA Non-HSI database, the facility contains a report date of 2/1/1999. The type of contamination is not reported and no other information about the Non-HSI listing is included. The facility is also reported with six removed USTs. The facility is on the RCRA NonGen/NLR list with ignitable waste, a variety of spent nonhalogenated solvents, and emission control dust/sludge from secondary lead smelting. The reporting dates ranged from 1990 to 1994. The RCRA NonGen/NLR listing states that the facility received two Notices of Violation on 9/12/1990 and achieved compliance on 2/5/1991. The property was observed during field reconnaissance to be a warehouse with office space occupied by Monarch, LLC. During the site reconnaissance, two 30-gallon drums of unknown contents were observed west of the building, but these drums were not present during a follow-up site reconnaissance.

PI#(s): 0009395, County: Fulton

Due to the facility being formerly listed on the Non-HSI list with a history of violations under RCRA, and with six former USTs, this property is considered a REC.

Based on results of the Phase I ESA, due to past use, recorded violations, current and removed USTs and LUSTs, and that acquisition from some of the properties or adjacent parcels may be required for construction of the proposed Atlanta BeltLine Northeast Trail, a Phase II subsurface investigation to determine the presence of contaminated soils and/or ground water is recommended for areas of required ROW or easements from Parcels 4, 5, 6, 7, 23, 25, and 26. Acquisition of ROW or easement from these parcels will not occur until the Phase II investigation is complete and accepted by GDOT.

E. Permits/Variations/Commitments Required

1. CWA USACE Section 404 Permit

Due to impacts to WL 8, PS 9 (Peachtree Creek), PS 9A, and PS 9B, a 404 Regional Permit 34 would be required from the USACE.

2. GEPD Buffer Variance

The construction of the proposed trail would encroach upon the 25-foot buffer of PS 7, PS 9 (Peachtree Creek), PS 9A, and PS 9B; therefore, the proposed project would require a stream buffer variance based on the requirements outlined in 391-3-7.05 under the Georgia Department of Natural Resources Environmental Protection Division, Erosion and Sedimentation Control Branch.

3. 404 and/or Buffer Mitigation Needed

The proposed trail construction would permanently impact 0.61 acre of WL 8, 58 lf of PS 9, 59 lf of PS 9A, and 48 lf of PS 9B. Additionally, construction would temporarily impact 41 lf of PS 9, 59 lf of PS 9A, and 33 lf of PS 9B. These impacts would require 138.5 2018 or 1,662 legacy stream credits and 0.3 2018 or 2.4 legacy wetland credits from a USACE approved mitigation bank serving HUC 0313000112. No stream buffer mitigation would be required.

7. National Pollutant Discharge Elimination System (NPDES)

The NPDES was created by the federal Clean Water Act to control water pollution by regulating the discharge of pollutants to surface waters. In Georgia, any ground-disturbing activities that exceed one acre are covered under the State's NPDES permit. Ground disturbing activities exceeding one acre would occur for the proposed project. Therefore, a Notice of Intent (NOI) to the NPDES General Permit will be submitted prior to construction.

F. Section 4(f) Applicability

Section 4(f) refers to the temporary and/or permanent use and constructive use of land from a significant publicly-owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site. Six Section 4(f) resources were identified within the limits of the proposed Atlanta BeltLine NE Trail; the Atlanta & Charlotte Air Line Railway, the Armour Drive Historic District, the Georgia, Carolina & Northern Railway, the Peachtree Hills Historic District, the Valley Court Apartments, and the Loveable Brassiere Company. The SHPO concurred impacts to these resources would be *de minimis* on October 14, 2022 (see Attachment 2).

1. De Minimis

The official with jurisdiction over these resources, the SHPO, has concurred in a finding of No Adverse Effect to the Atlanta & Charlotte Air Line Railway, the Armour Drive Historic District, the Georgia, Carolina & Northern Railway, the Peachtree Hills Historic District, and the Valley Court Apartments, and No Effect to the Loveable Brassiere Company on October 14, 2022 (see Attachment 2). Therefore, in accordance with 23 CFR 774.13(b), the proposed project would have a “de minimis” impact on this property and no Section 4(f) Evaluation is required.

PI#(s): 0009395, County: Fulton

Attachment 2 Correspondence

Atlanta Region's Plan RTP (2020)
FY 2020-2025 Transportation Improvement Program - Sorted by ARC Project Number

AR-450A	BELTLINE CORRIDOR MULTI-USE TRAIL AND STREETSCAPES	Jurisdiction	City of Atlanta	Existing	Planned	Length (mi.)	Network Year
0009395	FROM LINDBERGH CENTER TO 10TH STREET / MONROE DRIVE	Sponsor	Atlanta Development Authority	N/A	N/A	3.4	TBD
Programmed		Service Type	Last Mile Connectivity / Sidepaths and Trails		Analysis Exempt from Air Quality Analysis (40 CFR 93)		LCI <input type="checkbox"/> Flex <input type="checkbox"/>

	Status	Year	Fund Type	Federal	State	Local	Bonds	Total
PE	AUTH	2013	STP - Urban (>200K) (ARC)	\$1,146,788	\$0,000	\$286,697	\$0,000	\$1,433,485
PE	AUTH	2016	TAP - Urban (>200K) (ARC)	\$856,374	\$0,000	\$6,258,015	\$0,000	\$7,114,389
PE	AUTH	2018	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$2,700,000	\$0,000	\$675,000	\$0,000	\$3,375,000
PE	AUTH	2018	Transportation Alternatives (Section 133(h)) - Urban (>200K) (ARC)	\$1,300,000	\$0,000	\$325,000	\$0,000	\$1,625,000
ROW		2022	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$15,000,000	\$0,000	\$15,000,000
UTL		2024	Local Jurisdiction/Municipality Funds	\$0,000	\$0,000	\$1,557,570	\$0,000	\$1,557,570
CST		2024	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)	\$7,970,000	\$0,000	\$52,003,674	\$0,000	\$59,973,674
				\$13,973,162	\$0,000	\$76,105,956	\$0,000	\$90,079,118

Georgia Department of Transportation

Atlanta BeltLine Northeast Corridor Trail

Hydrologic and Hydraulic Study

P.I. No.: 0009395

Fulton County

June 2022



Prepared by



HEATH & LINEBACK ENGINEERS, INC.

FEMA Coordination Required
Community Coordination is Required

QC/QA by:





Russell R. McMurtry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

May 21, 2020

<<AddressBlock>>

Re: Early Coordination Request for PI#: 0009395, Fulton County, Beltline Corridor from
Lindbergh Center to 10th Street/Monroe Drive

<<GreetingLine>>

The Georgia Department of Transportation (GDOT) is in the beginning stages of project development for the above noted project. The proposal consists of construction of approximately 3 miles of trail as part of the Beltline trail network in Fulton County, Georgia. The proposed Atlanta BeltLine NE Trail begins south of I-85 just north of Montgomery Ferry Drive. The corridor runs along the old railroad alignment that crosses over the existing Buford Spring Connector on the existing bridge (that will be retained) and crosses under I-85 in the existing tunnel. At the end of the tunnel the trail will be on proposed wall under the existing MARTA bridge and will transition to proposed bridge over the three active Norfolk Southern railway tracks. After crossing the Norfolk Southern railway tracks, the trail will continue at grade adjacent to Armour Drive around the existing industrial area before bridging over the CSX Transportation railroad and Peachtree Creek. The trail will remain on structure until reaching an existing gravel parking area behind a building complex where the future connection to the Atlanta BeltLine Northside Trail is proposed. This point ends the mainline trail. There are three spur alignments off the mainline trail. Please see the attached Project Location Map.

The design for the project is being developed concurrently with the Environmental Analysis and in compliance with applicable environmental laws and regulations. The purpose of this letter is to ask you to advise us of any known project area resources or conditions that should be considered during the environmental evaluation.

This evaluation process, developed by GDOT to make our projects responsive to social, economic, and environmental concerns, offers you the opportunity to identify site specific conditions to be addressed in the environmental evaluation. With your assistance, we can give these issues due consideration and integrate them into the development of the project alignment and design.

In particular, GDOT would appreciate your assistance in identifying low income and minority neighborhoods. This would also include help in identifying neighborhood leaders and minority groups or associations located throughout the affected communities within the project's area of potential effect. We would like to be certain that these communities are recognized and given the opportunity to fully participate and provide meaningful input in the project development process.

Your assistance is appreciated. If you have any questions or need additional information, please contact the NEPA Analyst, Jessica Kern (jkern@dot.ga.gov), at 404-631-1159 or the project manager, Gabbie Williams (gawilliams@dot.ga.gov), at 404-347-0607.

Sincerely,

Eric Duff
State Environmental Administrator

ED/TJ
Attachments: Project Location Map

cc: Gabbie Williams, GDOT Project Manager (via email)
PDF for Project File



Russell R. McMurtry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

May 21, 2020

<<AddressBlock>>

Re: Early Coordination Request for PI#: 0009395, Fulton County, Beltline Corridor from
Lindbergh Center to 10th Street/Monroe Drive

<<GreetingLine>>

The Georgia Department of Transportation (GDOT) is in the beginning stages of project development for the above noted project. The proposal consists of construction of approximately 3 miles of trail as part of the Beltline trail network in Fulton County, Georgia. The proposed Atlanta BeltLine NE Trail begins south of I-85 just north of Montgomery Ferry Drive. The corridor runs along the old railroad alignment that crosses over the existing Buford Spring Connector on the existing bridge (that will be retained) and crosses under I-85 in the existing tunnel. At the end of the tunnel the trail will be on proposed wall under the existing MARTA bridge and will transition to proposed bridge over the three active Norfolk Southern railway tracks. After crossing the Norfolk Southern railway tracks, the trail will continue at grade adjacent to Armour Drive around the existing industrial area before bridging over the CSX Transportation railroad and Peachtree Creek. The trail will remain on structure until reaching an existing gravel parking area behind a building complex where the future connection to the Atlanta BeltLine Northside Trail is proposed. This point ends the mainline trail. There are three spur alignments off the mainline trail. Please see the attached Project Location Map.

The design for the project is being developed concurrently with the Environmental Analysis and in compliance with applicable environmental laws and regulations. The purpose of this letter is to ask you to advise us of any known project area resources or conditions that should be considered during the environmental evaluation.

This evaluation process, developed by GDOT to make our projects responsive to social, economic, and environmental concerns, offers you the opportunity to identify site specific conditions to be addressed in the environmental evaluation. With your assistance, we can give these issues due consideration and integrate them into the development of the project alignment and design.

Your assistance is appreciated. If you have any questions or need additional information, please contact the NEPA Analyst, Jessica Kern (jkern@dot.ga.gov), at 404-631-1159 or the project manager, Gabbie Williams (gawilliams@dot.ga.gov), at 404-347-0607.

Sincerely,

Eric Duff
State Environmental Administrator

ED/TJ
Attachments: Project Location Map

cc: Gabbie Williams, GDOT Project Manager (via email)
PDF for Project File

PI 0009395, Atlanta Beltline NE Trail
Early Coordination Distribution List

Federal and state agencies

Ms. Ramona McConney
Regional Environmental Officer,
Regional Office of Environment,
US Department of Housing and Urban
Development
40 Marietta Street
Atlanta, GA 30303
Ramona.K.McConney@hud.gov

Daniel Wallace, NRCS Georgia Inventory
Coordinator
US Department of Agriculture
Natural Resource Conservation Service
355 East Hancock Avenue
Athens, GA 30601-2775
Dan.wallace@ga.usda.gov

Ntale Kajumba,
Chief, NEPA Section
Strategic Programs Office
61 Forsyth Street SW
Atlanta, GA 30303-8960
kajumba.ntale@epa.gov

Local agencies and governments

Patrick Bradshaw
TIP Administrator, Transportation Access and
Mobility Group
Atlanta Regional Commission
229 Peachtree Street NE
Suite 100
Atlanta, GA 30303
470-378-1564
pbradshaw@atlantaregional.org

Lee Morris, District 3 Commissioner
Fulton County Board of Commissioners
141 Pryor Street
Atlanta, Georgia 30303
lee.morris@fultoncountyga.gov

Commissioner Tim Keane
Department of City Planning
Office of the Commissioner
55 Trinity Avenue
Suite 1450
Atlanta, GA 30303
AngelaSmith@atlantaga.gov

Passion City Church
515 Garson Drive NE
Atlanta, GA 30324

Jeffrey Parker
General Manager/Chief Executive Officer
2424 Piedmont Rd NE
Atlanta, GA 30324
jparker@itsmarta.com

Dr. Meria J. Carstarphen, Superintendent
Atlanta Public Schools
2040 Brewer Blvd.
Atlanta, GA 30310
suptoffice@atlanta.k12.ga.us

Nabil Hammam
Neighborhood Planning Unit E Chairperson
Peachtree Christian Church
1580 Peachtree St NE
Atlanta, GA 30309
nabilhammam@yahoo.com
npue.whitney@gmail.com

Jennifer Ide, District 6 Council Member
Atlanta City Council
55 Trinity Ave, S.W.
Suite 2900
Atlanta, GA 30303-3584
jnide@atlantaga.gov

Howard Shook, District 7 Council Member
Atlanta City Council
55 Trinity Ave, S.W.
Suite 2900
Atlanta, GA 30303-3584
hshook@atlantaga.gov

Mayor Keisha Lance Bottoms
City of Atlanta
55 Trinity Avenue SW
Atlanta, GA 30303
P.O. Box 312401
Atlanta, GA 31131
Keisha@keishalancebottoms.com

June 1, 2020

Eric Duff
State Environmental Administrator
Georgia Department of Transportation
600 West Peachtree NW
Atlanta, GA 30308

RE: Early Coordination Request; PI# 0009395/ ARCID AR-450A (Beltline Corridor Multi-Use Trail and Streetscapes)

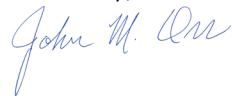
Dear Eric,

Thank you for the opportunity to allow the Atlanta Regional Commission to review and comment on the scope of this project as described in your May 29, 2020 letter. This project is programmed in the Atlanta Region's Plan Regional Transportation Plan (RTP) / FY 2020-2025 Transportation Improvement Program (TIP) under ARC ID AR-450A.

In response to your request for information on areas of special concern, ARC has made available for the Atlanta region an Equitable Target Area (ETA) index which is a social equity indicator that aims to identify concentrations of environmental justice communities. The information provided identifies specific areas of concentration of racial minority, ethnic minority, and low-income populations as inputs using the most current American Community Survey (ACS) data. The regional analysis results are one component of regional environmental justice efforts. For more information on the analysis methodology please visit ARC's Regional Equity and Inclusion website¹. For questions or comments regarding the analysis, contact Kyung-Hwa Kim at kkim@atlantaregional.org or (470) 378-1562.

We appreciate your consideration of these comments and look forward to working with you on this project.

Sincerely,



John Orr
Transportation Access and Mobility Group Manager
Atlanta Regional Commission

¹ <https://atlantaregional.org/regional-equity-and-inclusion/>



United States Department of Agriculture

June 8, 2020

Eric Duff, State Environmental Administrator
Georgia Department of Transportation
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308

Re: Early Coordination Request for PI#0009395, Beltline Trail Lindbergh Center to 10th Street, Fulton County

Dear Mr. Duff:

This letter is in reference to your request for information on the possible impacts the proposed trail construction project may have on land use, conservation, water quality and other general environmental concerns that may be of interest to our agency. The following outlines our concerns with the proposed project with regards to farmland protection, and Natural Resources Conservation Service (NRCS) watershed dams and project easements.

Farmland Protection

The Farmland Protection Policy Act (FPPA) is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and are completed by a federal agency or with assistance from a federal agency. For the purpose of FPPA, farmland includes areas located within soil map units rated as prime farmland, unique farmland, and land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for cropland. It can be forest land, pastureland, cropland, or other land uses, but not water or urban built-up land. It should be noted that the FPPA does not authorize the Federal Government to regulate the use of private or nonfederal land or, in any way, affect the property rights of owners.

NRCS uses a Land Evaluation and Site Assessment (LESA) system to establish a farmland conversion impact rating score on proposed sites of federally funded and assisted projects. This score is used as an indicator for the project sponsor to consider alternative sites if the potential adverse impacts on the farmland exceed the recommended allowable level. It is our understanding that the proposed project involves federal funds or assistance, and thus could be subject to this assessment. **However, this project is completely contained within a US Census Bureau designated urban area (Atlanta, GA 03817) and is thus exempt from this assessment. You need take no further action for FPPA purposes.**

NRCS Watershed Dams

More than 50 years ago, the U.S. Department of Agriculture was authorized by Congress to help local communities with flood control and watershed protection through the Watershed Program

Natural Resources Conservation Service

Georgia State Office
355 East Hancock Avenue - Athens, GA - 30601-2775
Voice: 706-546-2272 Fax: 855-417-8490

An Equal Opportunity Provider, Employer, and Lender

(PL-534 Flood Control Act of 1944 and PL-566 Watershed Protection and Flood Prevention Act). As a result, local communities, with NRCS assistance, have constructed over 11,000 dams in 47 states since 1948. These dams were originally constructed for protection of farmlands from flooding impacts. In 2000, PL-566 was amended to provide NRCS authorization to assist communities with rehabilitation of their aging dams. The legislation authorizes NRCS to work with local communities and watershed project sponsors to address public health and safety concerns and potential environmental impacts of aging dams.

We have reviewed our records and have determined that there are no such structures in the near vicinity or downstream of the proposed project that could be affected by these activities.

NRCS Easements

NRCS easements relate to our Wetland Reserve Program and the Farm and Ranchland Protection Program. **We have reviewed our records and have determined that there are no such easements downstream or in the near vicinity of the proposed project that could be affected by these activities.**

NRCS appreciates this opportunity to comment. If you have questions or need any additional information, please contact me at (706) 546-2244 or dan.wallace@ga.usda.gov.

Sincerely,

A handwritten signature in blue ink that reads "Daniel Wallace". The signature is written in a cursive, flowing style.

DANIEL F. WALLACE
GEORGIA RESOURCE INVENTORY COORDINATOR

cc: Michael Watson, Assistant State Conservationist (FO), NRCS, Griffin, GA
Shemekia Mosely, District Conservationist, NRCS, Marietta, GA
Christopher Davis, Resource Soil Scientist, NRCS, Griffin, GA
Gabbie Williams, GDoT

Schramm, Lauren

From: Orchid, Lance <lrorchid@AtlantaGa.Gov>
Sent: Friday, May 29, 2020 3:37 PM
To: Taylor Jordan
Cc: Ide, Jennifer
Subject: Re: [External] Attn Ms. Ide: Early Coordination Request for PI#: 0009395

Hi Taylor,

I will take a look at the proposal and help identify the requested communities and community leaders.

Thanks for looping us in.

Best,

Lance

Lance Orchid, Esq., Chief of Staff, Council Member Jennifer Ide, CD-6
Atlanta City Council | 55 Trinity Ave., SW | Atlanta, GA 30303
Office 404.330.6049 | lrorchid@atlantaga.gov

 Please consider the environment before printing this email

From: Ide, Jennifer <jnide@AtlantaGa.Gov>
Sent: Friday, May 29, 2020 3:35 PM
To: Orchid, Lance <lrorchid@AtlantaGa.Gov>
Subject: Fw: [External] Attn Ms. Ide: Early Coordination Request for PI#: 0009395

From: Taylor Jordan <tjordan@edwards-pitman.com>
Sent: Friday, May 29, 2020 3:18 PM
To: Ide, Jennifer <jnide@AtlantaGa.Gov>
Subject: [External] Attn Ms. Ide: Early Coordination Request for PI#: 0009395

Early Coordination Request for PI#: 0009395, Fulton County, Beltline Corridor from Lindbergh Center to 10th Street/Monroe Drive

Dear Ms. Ide:

The Georgia Department of Transportation (GDOT) is in the beginning stages of project development for the above noted project. The proposal consists of construction of approximately 3 miles of trail as part of the Beltline trail network in Fulton County, Georgia. The proposed Atlanta BeltLine NE Trail begins south of I-85 just north of Montgomery Ferry Drive. The corridor runs along the old railroad alignment that crosses over the existing Buford Spring Connector on the existing bridge (that will be retained) and crosses under I-85 in the existing tunnel. At the end of the tunnel the trail will be on proposed wall under the existing MARTA bridge and will transition to proposed bridge over the three active Norfolk Southern railway tracks. After crossing the Norfolk Southern railway tracks, the trail will continue at grade

adjacent to Armour Drive around the existing industrial area before bridging over the CSX Transportation railroad and Peachtree Creek. The trail will remain on structure until reaching an existing gravel parking area behind a building complex where the future connection to the Atlanta BeltLine Northside Trail is proposed. This point ends the mainline trail. There are three spur alignments off the mainline trail. Please see the attached Project Location Map.

The design for the project is being developed concurrently with the Environmental Analysis and in compliance with applicable environmental laws and regulations. The purpose of this letter is to ask you to advise us of any known project area resources or conditions that should be considered during the environmental evaluation.

This evaluation process, developed by GDOT to make our projects responsive to social, economic, and environmental concerns, offers you the opportunity to identify site specific conditions to be addressed in the environmental evaluation. With your assistance, we can give these issues due consideration and integrate them into the development of the project alignment and design.

In particular, GDOT would appreciate your assistance in identifying low income and minority neighborhoods. This would also include help in identifying neighborhood leaders and minority groups or associations located throughout the affected communities within the project's area of potential effect. We would like to be certain that these communities are recognized and given the opportunity to fully participate and provide meaningful input in the project development process.

Your assistance is appreciated. If you have any questions or need additional information, please contact the NEPA Analyst, Jessica Kern (jkern@dot.ga.gov), at 404-631-1159 or the project manager, Gabbie Williams (gawilliams@dot.ga.gov), at 404-347-0607.

Please send any responses to this request directly back to Taylor Jordan at tjordan@edwards-pitman.com. Thank you.

Taylor Jordan | Environmental Planner (on behalf of Eric Duff, State Environmental Administrator)



Edwards-Pitman Environmental, Inc.

p. 770.401.3686 (Cell) | p. 678.556.5759 (Office)

tjordan@edwards-pitman.com | www.edwards-pitman.com

PI#(s): 0009395, County: Fulton

Cultural Environment

October 14, 2022

Eric Duff
State Environmental Administrator
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street NW, 16th Floor
Atlanta, Georgia 30308
Attn: Lauren Patterson Olliff, Support Services Transportation Historian

**Re: PI 0009395: Northeast Atlanta Beltline Trail, Multiple Streets, Near I-85
Fulton County, Georgia
HP-200601-001**

Dear Mr. Duff:

The Historic Preservation Division (HPD) has received the documentation regarding the above-referenced project. Our comments are offered to assist the Federal Highway Administration (FHWA) and the Georgia Department of Transportation (GDOT) in complying with the provisions of Section 106 of the National Historic Preservation Act, as amended.

Based on the information provided in the Assessment of Effects document, prepared by Edwards-Pitman and dated September 23, 2022, HPD concurs with GDOT's determination that the proposed project will have **no effect** on the National Register of Historic Places (NRHP)-eligible Lovable Brassiere Company, as defined in 36 CFR Part 800.4(d)(1) and **no adverse effect** on the NRHP-eligible Atlanta & Charlotte Air Line Railway, Armour Drive historic district, Georgia, Carolina & Northern Railway, Peachtree Hills historic district, and Valley Court Apartments, as defined in 36 CFR Part 800.5(d)(1).

HPD acknowledges that, based on the concurrence of no adverse effect on the NRHP-eligible Atlanta & Charlotte Air Line Railway, Armour Drive historic district, Georgia, Carolina & Northern Railway, Peachtree Hills historic district, and Valley Court Apartments, GDOT intends to make a *de minimis* finding for the proposed project in accordance with Section 4(f) and its implementing regulations in 23 CFR Part 774. HPD's acknowledgement of *de minimis* includes any potential use of additional land from this property so long as the change is coordinated with HPD, and the finding remains no adverse effect per Stipulation VII of Georgia's Section 106 Programmatic Agreement and Section 5.1 of the accompanying Cultural Resources Manual.

Please refer to project number **HP-200601-001** in any future correspondence regarding this undertaking. If we may be of further assistance, please contact Santiago Martinez, Environmental Review Historian, at Santiago.Martinez@dca.ga.gov or (404) 486-6425.

Sincerely,



Stacy Rieke, MHP
Program Manager
Environmental Review & Preservation Planning

SMR/sdm

cc: Sabrina David, FHWA (Attn: Jessica Granell)
Mollie Bogle, Atlanta Regional Commission
Dennis Cheek, GDOT
Caroline Herriott, GDOT

May 2, 2022

Eric Duff
State Environmental Administrator
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street NW, 16th Floor
Atlanta, Georgia 30308
Attn: Lauren Patterson, Support Services Transportation Historian

**RE: PI 0009395: Northeast Atlanta Beltline Trail, Multiple Streets, Near I-85
Fulton County, Georgia
HP-200601-001**

Dear Mr. Duff:

The Historic Preservation Division (HPD) has received the documentation regarding the above-referenced project. Our comments are offered to assist the Federal Highway Administration (FHWA) and Georgia Department of Transportation (GDOT) in complying with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended.

Based on the information provided in the Historic Resources Survey Report prepared by Edwards-Pitman and dated March 9, 2022, HPD concurs that the previously identified Peachtree Hills Park, GDOT Bridges 121-0110-0, 121-0209-0, 121-0487-0, and 121-0488-0, as well as newly identified Resources 2, 3, 4, 7, 8, and 9 are not eligible for listing in the National Register of Historic Places (NRHP). Additionally, HPD concurs that the previously identified Orkin Rollins Building, Piedmont Heights Historic District, Goetz Building, Armour Drive Historic District, GDOT Bridge 121-5135-0, Georgia, Carolina, & Northern Railroad, Atlanta & Charlotte Railroad, and Peachtree Hills Historic District, as well as newly identified Resources 1/Expanded Brookwood Hills Historic District, 5/Marquette Cement Manufacturing Company Terminal, 6/Valley Court Apartments, and 10/Lovable Brassiere Company are eligible for listing in the NRHP and within the proposed project's area of potential effect (APE). Furthermore, HPD concurs that the NRHP-listed Ansley Park Historic District and Brookwood Hills Historic District are within the proposed project's APE.

However, HPD is unable to concur with the area(s) of significance for Resource 10/Lovable Brassiere Company. Although minimal photos were provided due to limited access, it appears to HPD that Resource 10's red brick veneer, flat surfaces (including the roof), lack of ornamentation, vertical strip windows, and glass wall entryway embody the distinctive characteristics of its mid-century date of construction and also evidence elements of the International style. Additionally, Resource 10's overall appearance and level of integrity appear to be consistent with the Sperry & Hutchison Company Warehouse, which was listed in the NRHP in 2021 under Criteria A and C in the area of Architecture as a good and representative example of a mid-century International style industrial building. According to the Property Information Form (PIF), the only apparent alterations to Resource 10 are the historic, circa 1965 addition and non-historic perimeter fencing. Therefore, it is HPD's opinion that in addition to Criterion A, Resource 10/Lovable Brassiere Company is eligible under Criterion C in the area of Architecture as a good and representative example of a mid-century International style industrial building and retains all aspects of integrity except setting.

Please refer to project number **HP-200601-001** in any future correspondence regarding this project. If we may be of further assistance, please do not hesitate to contact Santiago Martinez, Environmental Review Historian, at (404) 486-6425 or Santiago.Martinez@dca.ga.gov.

Sincerely,



Jennifer Dixon, MHP, LEED Green Associate
Program Manager
Environmental Review & Preservation Planning

JAD/sdm

cc: Daniel T. Hinton, FHWA (Attn: Chetna Dixon-Thomas)
Mollie Bogle, Atlanta Regional Commission
Sam Carter, GDOT
Dennis Cheek, GDOT

Phase I Archaeological Survey for BeltLine Corridor from Lindbergh Center to 10th

Report Title: Street/Monroe Drive, Fulton County, Georgia

Prime Consultant: Heath & Lineback Engineers, Inc./ Patrick Peters (ppeters@heath-lineback.com)

Sub Consultant: Edwards-Pitman, Inc./Lisa Jennings (ljennings@edwards-pitman.com)

GDOT Project No.: N/A **PI No.:** 0009395

Date Submitted: 2/11/2022 **GA SHPO HP NO.:** 200601-001

Document Type: ☒ Federally Funded ☐ State Funded

RESULTS:

☒ Negative Findings

By agreement, because no archaeological resources were located within the project's area of potential effect, no signed concurrence from the State Historic Preservation Office is required.

☐ Isolated Archaeological Find(s) [Please include a description of all isolated find(s) and their delineation]

Per Georgia Council of Professional Archaeologists Standards, with rare exception, an isolated archaeological find is not considered an archaeological "site" or an historic "property" and is therefore by definition, ineligible for the National Register of Historic Places. Therefore, no signed concurrence from the State Historic Preservation Office is required.

☐ Cemetery within Viewshed [Please attach site form(s) and refer to the project Historic Resources Survey Report]

Per GDOT Cemetery Procedures, an Archaeological Site Form has been prepared for all historic cemeteries outside of the archaeological survey area but within the historic resources survey viewshed of the project. The cemetery has not been investigated archaeologically or evaluated for the National Register under Criterion D as a result of the survey detailed in the enclosed report.

☐ Possible Historic Streetcar Resources within Project APE [Please include results and analysis of GPR survey, if required]

Per the 2015 Historic Streetcar Programmatic Agreement, background research and appropriate fieldwork were conducted to evaluate the potential presence of historic streetcar resources within the project survey area.

- ☐ Potential Streetcar Resources Identified, Avoidance or Monitoring Recommended – SHPO Concurrence Required
- ☒ No Streetcar Resources Identified - SHPO Concurrence Is Not Required

CONSULTANT INFORMATION:


Principal Investigator:	Lisa Jennings	Email Address:	ljennings@edwards-pitman.com
Project Archaeologist:	Emily Longacre	Email Address:	elongacre@edwards-pitman.com
Document Author:	Emily Longacre & Anthony Chieffo	Email Address:	achieffo@edwards-pitman.com

CONSULTANT CERTIFICATION:

I, Lisa Jennings, the Principal Investigator, do hereby certify that the Survey Area for the above referenced project (as described in the enclosed form) has been thoroughly surveyed for archaeological resources per the requirements of the GDOT Environmental Procedures Manual and that no archaeological sites were located or identified with the survey area.

PI Signature:  **Date:** 2/11/2022

GDOT REVIEW AND APPROVAL:

Reviewer (Print & Sign):  **Approval Date:** 2/11/2022

SHPO CONCURRENCE (when applicable):

SHPO Signature: _____ **Date:** _____

Dr. David Crass, Director and Deputy SHPO

REPORT DISTRIBUTION:

Dr. David Crass, Director and Deputy SHPO,
Mr. Daniel T. Hinton, Director, FHWA Georgia Division, (Attn: Chetna Dixon-Thomas)
Muscogee Nation, Poarch Band of Creek Indians, Seminole Nation of Oklahoma, Thlopthlocco Tribal Town, Alabama-Coushatta Tribe of Texas,
Cherokee Nation Eastern Band of Cherokee Indians, United Keetoowah Band of Cherokee Indians

PROJECT DESCRIPTION AND DEFINITION OF SURVEY AREA:

<u>County(ies):</u>	Fulton	<u>USGS Quadrangle(s):</u>	Northwest and Northeast Atlanta, GA
<u>Lat/Long Coordinates of Project Centerpoint:</u>	33.815842 -84.375081	<u>UTM Zone(s):</u>	16 North

Project Description:

The proposed mainline Atlanta BeltLine Northeast (NE) Trail is a 4.2-meter (m) (14-foot [ft]) wide concrete shared-use path approximately 4.3 kilometers (km) (2.7 [miles]) in length (Figure 1). The proposed project includes approximately 3.4 km (2.1 mi) of spur trail 3.7 m (12 ft) in width. The proposed project concept also includes 20 walls and 6 bridges. The proposed Atlanta BeltLine NE Trail begins at the existing terminus of the Eastside Trail at the intersection of 10th Street and Monroe Drive. The corridor runs along the old railroad alignment that crosses under Park Drive, across Evelyn Street and Westminster Drive, under Piedmont Avenue and Montgomery Ferry Drive, over the existing Buford Spring Connector on the existing bridge (that will be retained) and crosses under Interstate (I-) 85 in the existing tunnel. At the end of the tunnel the trail will cross under the existing Metropolitan Atlanta Rapid Transit Authority (MARTA) bridge, which spans over Mayson Street. The trail then transitions to the Norfolk Southern Railway and MARTA maintenance road before paralleling MARTA and the Norfolk Southern Railway, and transitioning to a proposed bridge over the active Norfolk Southern Railway tracks and yard. After crossing the Norfolk Southern Railway tracks, the trail will continue on a bridge over Armour Drive adjacent to the existing industrial plants and over Chessie Seaboard Consolidated (CSX) Transportation railroad and Peachtree Creek. The trail transitions on to a proposed bridge over Norfolk Southern and remains on the bridge structure all the way until it connects with Kinsey Court. This point is where the future connection to the Atlanta BeltLine Northwest Trail is proposed. This point ends the mainline trail. There are also four spur alignments off the mainline trail, described below.

The first spur continues from the mainline trail at the proposed connection point to the future Northwest BeltLine Trail at Kinsey Court East on structure over a Peachtree Creek tributary and then at-grade parallel to Peachtree Creek, under the Norfolk Southern Railway and MARTA. From there, the spur trail continues behind Passion City Church along Peachtree Creek before bridging up to Garson Drive. The second spur would serve as a connection to the MARTA Lindbergh Connection. The spur trail will continue at-grade along Garson Drive crossing the existing MARTA overpass. This will require a road diet to make room for the proposed spur trail with the oversized lanes on Garson Drive reduced from existing 3.7 to 5.5 m (12 to 18 ft) lanes to 3.4 m (11 ft) lanes, allowing room for a curb and gutter section and a 1.5 m (5 ft) buffer. The spur trail then continues adjacent to Garson Drive and crosses the Lindbergh Drive intersection at grade before tying into the Lindbergh MARTA station plaza. The third spur alignment would serve as a connection to the existing PATH 400 trail by spurring off the MARTA Lindbergh connection trail to the east of Passion City Church, following Peachtree Creek, passing under the Piedmont Road overpass and running along the 2:1 slopes on structure until tying into PATH 400 near Parkland Drive. The fourth spur alignment would serve as a connection to the Armour-Ottley business district by bridging off the mainline trail to follow along Armour Drive as a side path ending at the Ottley Drive and Clayton Rd intersection.

The existing right-of-way (ROW) is 15.2 m (50 ft) on Armour Drive NE and varies from 15.2 to 26 m (50 to 85 ft) on Garson Drive NE. Additional ROW would be required for the proposed project. The proposed ROW would vary from 15.2 to 27.4 m (50 to 90 ft) on Armour Drive and 15.2 to 26 m (50 to 85 ft) on Garson Drive NE.

Definition of Survey Area:

There were no design plans at the time of the survey, thus the survey area for this proposed project includes all areas within an Environmental Survey Boundary (ESB) that was provided to Edwards-Pitman, Inc. (EP) by the project design engineers (see Figure 1). The ESB encompasses 42 hectares (ha) (103.7 acres [ac]) and was designed to encompass all areas of possible or foreseeable ground disturbance for the currently proposed project. When design is complete, the area of potential effect (APE) for the proposed project will likely be smaller than the ESB that is shown. The ESB following the mainline trail measures approximately 1.2 km (0.7 mi) in length and ranges in width from approximately 21.5 m (70.5 ft) to 228 m (748 ft) wide. Spur 1 of the ESB measures approximately 0.9 km (0.6 mi) in length and ranges in width from approximately 60 m (196.9 ft) to 142 m (465.9 ft) wide. Spur 2 of the ESB measures approximately 0.6 km (0.4 mi) in length and ranges in width from approximately 20 m (65.6 ft) to 118 m (387.1 ft) wide. Spur 3 of the ESB measures approximately 0.5 km (0.3 mi) in length and ranges in width from approximately 69 m (203.4 ft) to 102 m (334.6 ft) wide. Spur 4 of the ESB

measures approximately 1.8 km (1.1 mi) in length and ranges in width from approximately 12 m (39.4 ft) to 95 m (311.7 ft) wide. Hereinafter the ESB is also described as the survey area.

- ☒ This archaeological survey included all areas within an Environmental Survey Boundary (**ESB**) provided by the project Designer.
- ☐ This archaeological survey included all areas of the **APE** and an additional 100 foot Expanded Survey Corridor (**ESC**).
- ☐ This archaeological survey covers the **APE only** and does not include an additional 100 foot Expanded Survey Corridor. A waiver was obtained on Click arrow to choose date. from the GDOT Archaeology Team Leader. (Attach Documentation.)

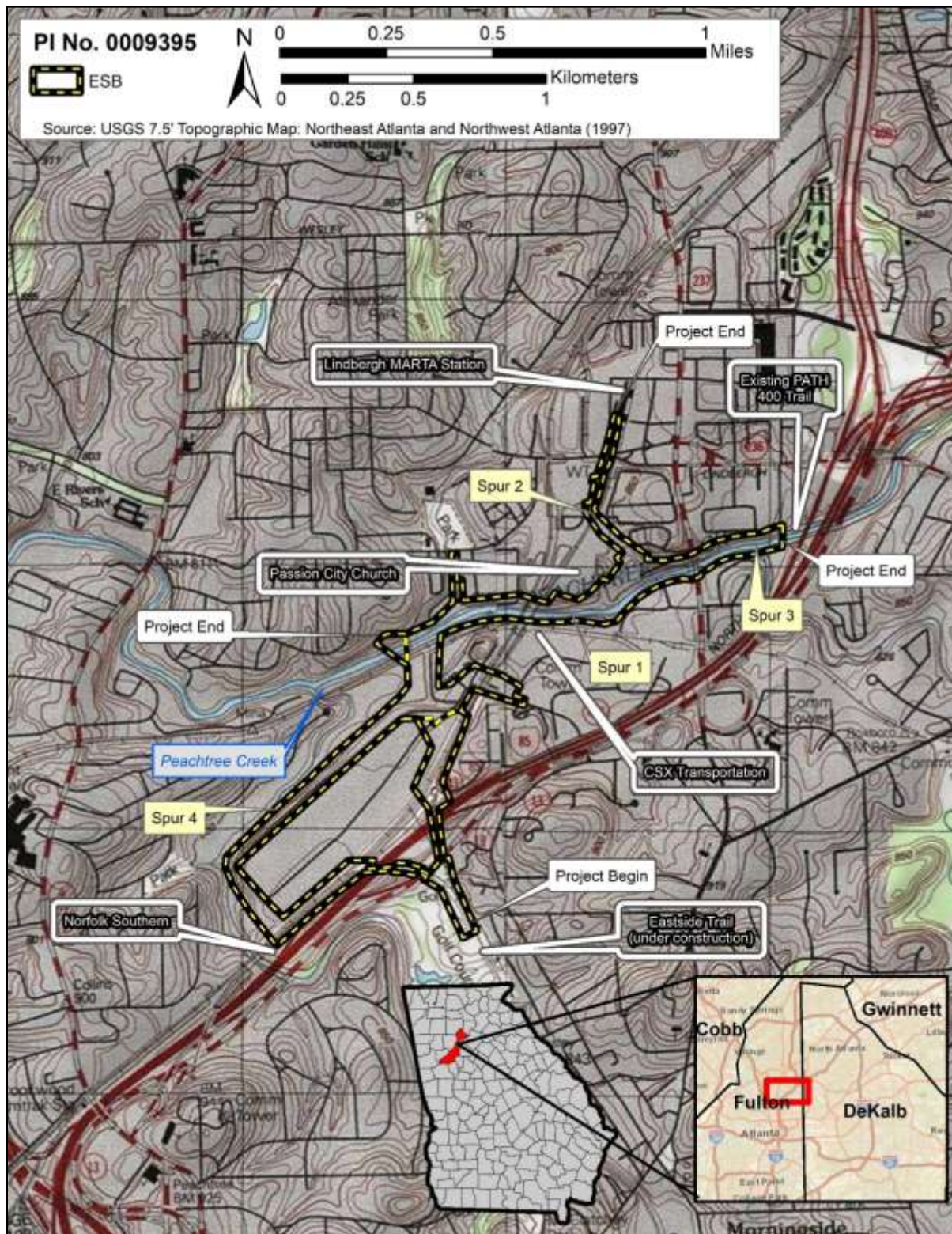


Figure 1. Project location map.

PI#(s): 0009395, County: Fulton

Natural Environment

Schramm, Lauren

From: Pattavina, Laci L <laci_pattavina@fws.gov>
Sent: Monday, February 13, 2023 12:49 PM
To: Chamblin, Douglas; Dixon-Thomas, Chetna (FHWA); Priger, Kaelin (FHWA); Hernandez, Aaron (FHWA); Granell, Jessica (FHWA); Prowell, Eric; Coppola, Christopher; Hedeem, Meghan W; Morris, Katrina
Cc: Carroll, Matthew H; Collazo, Jaime; Goodson, Christopher W.; Hedeem, David; Pawlikowski, Ryan T; Phillips, Amber; Borchardt, David J; Duff, Eric; Lawrence, Sandy
Subject: RE: [EXTERNAL] TCB Batch 2: Projects that have FY 2023 ROW funds and are Not Likely to Jeopardize the tricolored bat's existence

Good afternoon, Doug,

Thank you for your transmittal of this Batch 2 of projects that GDOT has determined are not likely to jeopardize the continued existence of the tricolored bat *Perimyotis subflavus* per our agreed upon SOP Interim Agreement for Coordination for the Propose Tricolored Bat. USFWS is in receipt of this transmittal and we have saved it to our files. Please let us know if we can provide further technical assistance on this matter.

Thank you!

Laci Pattavina (she/her/hers)
Georgia Ecological Services
US Fish and Wildlife Service
RG Stephens, Jr. Federal Building
355 East Hancock Avenue, Room 320
Athens, GA 30601

Direct Line: 706-208-7508
Teams: laci_pattavina@fws.gov (preferred)

<http://www.fws.gov/athens>

Follow us on Facebook! <https://www.facebook.com/GeorgiaFieldOffice>

NOTE: This email correspondence and any attachments to and from this sender is subject to the Freedom of Information Act (FOIA) and may be disclosed to third parties.

From: Chamblin, Douglas <dchamblin@dot.ga.gov>
Sent: Monday, February 13, 2023 10:17 AM
To: Dixon-Thomas, Chetna (FHWA) <chetna.dixon-thomas@dot.gov>; Priger, Kaelin (FHWA) <kaelin.priger@dot.gov>; Hernandez, Aaron (FHWA) <aaron.hernandez@dot.gov>; Granell, Jessica (FHWA) <jessica.granell@dot.gov>; Pattavina, Laci L <laci_pattavina@fws.gov>; Prowell, Eric <eric_prowell@fws.gov>; Coppola, Christopher <christopher_coppola@fws.gov>; Hedeem, Meghan W <meghan_hedeem@fws.gov>; katrina.morris@dnr.ga.gov
Cc: Carroll, Matthew H <MCarroll@dot.ga.gov>; Collazo, Jaime <jcollazo@dot.ga.gov>; Goodson, Christopher W. <cgoodson@dot.ga.gov>; Hedeem, David <DHedeem@dot.ga.gov>; Pawlikowski, Ryan T <RPawlikowski@dot.ga.gov>; Phillips, Amber <aphillips@dot.ga.gov>; Borchardt, David J <DBorchardt@dot.ga.gov>; Duff, Eric <eduff@dot.ga.gov>; Lawrence, Sandy <slawrence@dot.ga.gov>
Subject: [EXTERNAL] TCB Batch 2: Projects that have FY 2023 ROW funds and are Not Likely to Jeopardize the tricolored bat's existence

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good morning:

On September 14, 2022, The USFWS published a proposal to list the tricolored bat (*Perimyotis subflavus*; TCB) as endangered under the Endangered Species Act. The range for the tricolored bat covers the entire state of Georgia and known and potentially suitable habitat is present within existing and proposed Georgia DOT rights-of-way. However, the primary cause of tricolored bat population decline, as described in the listing proposal, is white nose syndrome; habitat loss and disturbance are considered to be factors of low relative importance in the decline.

On February 8, 2023, the Georgia DOT, the Federal Highway Administration Georgia Division, the United States Fish and Wildlife Services, and the Georgia Department of Natural Resources entered into an agreement titled "INTERIM AGREEMENT FOR COORDINATION FOR PROPOSED TRICOLORED BAT" (hereafter, TCB Agreement). In accordance with the TCB Agreement, GDOT has assessed the potential for projects to affect the tricolored bat and has found that the projects listed (see attached and below) are Not Likely to Jeopardize (NLTJ) the continued existence of this species.

Each of the projects listed meets this criterion for a NLTJ call under the TCB Agreement:

- Ecology documentation is for the ROW phase and there will be an Ecology Addendum that will allow Section 7 (or conference if listing is delayed) to be completed for TCB prior to construction.

Based on the TCB Agreement and the information provided above, the listed projects are NLTJ the continued existence of the TCB; Section 7 will be completed prior to construction on these projects. A Master Spreadsheet (running list of all batches and their status) will be sent by Amber Phillips separately.

Project ID	Districts (Multi-value)	Counties (Multi-value)	TCB Effect	FWS Response Type (NA, email, letter, BO)	Future Action	Completion date	Environment Analyst Name	Ecologist Name
0005318	6	Walker	NLTJ	NA	Complete Section 7 prior to LET	TBD	Qadimasil, Yasmeen	LeMaster, Shelby
0008017	2	Hancock, Washington	NLTJ	NA	Complete Section 7 prior to LET	TBD	Dawood, Laura (AECOM)	
0008018	2	Washington	NLTJ	NA	Complete Section 7 prior to LET	TBD	Dawood, Laura (AECOM)	
0008019	2	Washington	NLTJ	NA	Complete Section 7 prior to LET	TBD	Dawood, Laura (AECOM)	

Schramm, Lauren

From: Chamblin, Douglas <dchamblin@dot.ga.gov>
Sent: Monday, February 13, 2023 5:11 PM
To: Dixon-Thomas, Chetna (FHWA); Priger, Kaelin (FHWA); Hernandez, Aaron (FHWA); Granell, Jessica (FHWA); Pattavina, Laci L; Prowell, Eric; Chris Coppola; Hedeem, Meghan W (meghan_hedeem@fws.gov); Morris, Katrina
Cc: Carroll, Matthew H; Collazo, Jaime; Goodson, Christopher W.; Hedeem, David; Pawlikowski, Ryan T; Phillips, Amber; Borchardt, David J; Duff, Eric; Lawrence, Sandy
Subject: RE: TCB Batch 2: Projects that have FY 2023 ROW funds and are Not Likely to Jeopardize the tricolored bat's existence
Attachments: TCB Batch 2 - NLTJ - FY 2023 ROW Projects.xlsx

Hello- One project was inadvertently omitted from the FY 23 NLTJ project list: PI 0009395, Fulton County. See below and attached for updated Batch 2 list.

Project ID	Districts (Multi-value)	Counties (Multi-value)	TCB Effect	FWS Response Type (NA, email, letter, BO)	Future Action	Completion date	Environment Analyst Name	Ecologist Name
0005318	6	Walker	NLTJ	NA	Complete Section 7 prior to LET	TBD	Qadimasil, Yasmeen	LeMaster, Shelby
0008017	2	Hancock, Washington	NLTJ	NA	Complete Section 7 prior to LET	TBD	Dawood, Laura (AECOM)	
0008018	2	Washington	NLTJ	NA	Complete Section 7 prior to LET	TBD	Dawood, Laura (AECOM)	
0008019	2	Washington	NLTJ	NA	Complete Section 7 prior to LET	TBD	Dawood, Laura (AECOM)	
0009395	7	Fulton	NLTJ	NA	Complete Section 7 prior to LET	TBD	Christian, Takiyah	Burdette, Kelly
0012596	7	Fulton	NLTJ	NA	Complete Section 7 prior to LET	TBD	Guo, Jerry	Cornelison, Cody
0012877	7	Douglas	NLTJ	NA	Complete Section 7 prior to LET	TBD	Feldt, Sydney	Torrey, Kaitlyn
0013238	6	Bartow	NLTJ	NA	Complete Section 7 prior to LET	TBD	von Oldenburg, Amanda	Sprayberry, Ty



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

November 21, 2022

Acting Georgia Field Supervisor
U.S. Fish & Wildlife Service, Georgia Ecological Services
RG Stephens Jr. Federal Building
355 East Hancock Avenue, Room 320
Athens, GA 30601
ATTN: Meg Hedeon

Sabrina David, AICP, Georgia Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W., Suite 17T100
Atlanta, Georgia 30303-3104
ATTN: Jessica Granell

Re: Action Request: No Coordination Required
GDOT Project PI# 0009395, Fulton County

Dear Acting Georgia Field Supervisor and Ms. David,

Please find attached the Ecology Resource Survey and Assessment of Effects Report for the above referenced project. This project is considered Segment 3 of the proposed mainline Atlanta BeltLine Northeast (NE) Trail and proposes a 14-foot wide concrete shared-use path approximately 2.70 miles in length. As the Federal Highway Administration's (FHWA's) designated non-federal representative, the Department provides the attached report containing details on findings related to ecological resources and has made the following determinations.

FWCA - Action Request: No coordination required

FWCA is not required because all impacts to eligible water resources result in less than 100 feet or 0.1 acre of impact, consistent with Category 3 in the *January 2021 Joint Coordination Procedures' (JCP) Fish and Wildlife Coordination Act SOP*.

The proposed action is not likely to jeopardize the continued existence of the monarch butterfly (*Danaus plexippus*).

Please copy the Lead Federal Agency, GDOT Ecologist, and GDOT Environmental Analyst assigned to the project on any correspondence. If you have any questions or need additional information, please contact GDOT Ecologist Kelly Burdette at 404-631-1699 (kburdette@dot.ga.gov) or GDOT Senior Ecology Team Leader Jaime Collazo at 404-631-1740 (jcollazo@dot.ga.gov).

Sincerely,

A handwritten signature in blue ink that reads "Eric Duff". The signature is fluid and cursive, with the first name "Eric" and last name "Duff" clearly legible.

Eric Duff
State Environmental Administrator

ED/JMC/qh

Enclosure

cc: GDOT Project Manager, Porshia Renee Hayden
GDOT Environmental Analyst, Takiyah Christian (tchristian@dot.ga.gov)
GDOT ECB, Daryl Williams
GDOT Mitigation, Lisa Westberry
EPD-GDOT Inbox (epd.gdot@dnr.ga.gov)
DNR WRD, Maggie Hunt
EPA, Eric Somerville
FHWA, Chetna Dixon-Thomas
GDOT IOEQ Inbox (IOEQsubmittals@dot.ga.gov)
Edwards-Pitman, Quinn Hiers (qhiers@edwards-pitman.com)
Edwards-Pitman, Collin Lane (clane@edwards-pitman) Ecology Group Manager



Ecology Resource Survey and Assessment of Effects Report:
Beltline Corridor from Lindbergh Center to 10th
Street/Monroe Drive
Fulton County
PI No. 0009395
November 2022

Prepared by: Edwards-Pitman Environmental, Inc.

Under Contract With: Heath & Lineback Engineers, Inc.

Prepared for: Georgia Department of Transportation

Report Author:

Quinn Hiers

Quinn Hiers, Ecologist

Consultant Reviewer:

Charlotte Estes

Charlotte Estes, Senior Ecologist

GDOT Reviewer:

Kelly Burdette

Kelly Burdette, GDOT Ecologist



MARK WILLIAMS
COMMISSIONER

TED WILL
DIRECTOR

February 17, 2022

Collin Lane
Ecology Group Manager
Edwards-Pitman Environmental
2700 Cumberland Pkwy SE
Suite 300
Atlanta, GA 30339

Subject: Known occurrences of natural communities, plants, and animals of highest priority conservation status on or near GDOT P.I. No. 0009395, Beltline Corridor NE Trail, in Fulton County, GA

Dear Collin Lane:

This is in response to your request on January 31, 2022. The following Georgia natural heritage database element occurrences (EOs) were selected for the current site using the local Hydrologic Unit Code (HUC) 10 watershed for elements whose range distribution is limited by aquatic systems and within 3 miles for all other EOs:

Beltline Corridor NE Trail Point 1 (Site Center: -84.378069, 33.811281, WGS84)

- GA *Cambarus howardi* (Chattahoochee Crayfish) 1.9 miles SE of site in Peachtree Creek and tributaries
- GA *Cyprinella callitaenia* (Bluestripe Shiner) 3.8 miles W of site in Nancy Creek
- Micropterus cataractae* (Shoal Bass) 1.4 miles NW of site in Peachtree Creek
- Micropterus cataractae* (Shoal Bass) 3.6 miles NW of site in Nancy Creek
- Amblyscirtes alternata* (Dusky Roadside-Skipper) [HISTORIC?] 2.6 miles S of site
- Amblyscirtes belli* (Bell's Roadside-Skipper) [HISTORIC] 1.1 miles S of site
- Autochton cellus* (Golden-banded Skipper) [HISTORIC] 1.9 miles S of site
- US *Bombus affinis* (Rusty-patched bumblebee) [EXTIRPATED?] 2.7 miles S of site
- Caecidotea hobbsi* (Hobb's Cave Isopod) [HISTORIC] 1.9 miles SE of site
- Erynnis martialis* (Mottled Duskywing) [HISTORIC] 1.2 miles S of site
- GA *Falco peregrinus* (Peregrine Falcon) 2.8 miles S of site
- Isoetes valida* (Mountain Bog Quillwort) [HISTORIC] 1.7 miles SE of site
- Lampropeltis rhombomaculata* (Mole Kingsnake) [HISTORIC] 1.9 miles SE of site
- Nicrophorus americanus* (American Burying Beetle) [HISTORIC] 1.1 miles S of site
- Panax quinquefolius* (American Ginseng) 2.3 miles SE of site
- Perimyotis subflavus* (Tri-colored Bat) [HISTORIC] 1.7 miles S of site
- Satyrium edwardsii* (Edwards' Hairstreak) [HISTORIC] 0.5 miles SW of site

Satyrium kingi (King's Hairstreak) [HISTORIC] 2 miles SE of site
GA *Schisandra glabra* (Bay Star-vine) [HISTORIC] on site
 GA *Schisandra glabra* (Bay Star-vine) [HISTORIC] 2.7 miles W of site
 GA *Schisandra glabra* (Bay Star-vine) [HISTORIC] 2.3 miles SE of site
Symphyotrichum novi-belgii var. *elodes* (Seashore New York Aster) [HISTORIC] 1.3 miles W of site
 17th Street Park 0.7 miles S of site
 25th Street Beauty Spot 0.7 miles SW of site
 Alexander Park 0.4 miles NW of site
 Ansley Park 0.6 miles S of site
 Ardmore Park 0.7 miles W of site
 Atlanta Memorial Park 1.5 miles NW of site
 Avery-East Park Lane Triangle 0.6 miles S of site
 Barclay Median 1.4 miles E of site
 Beaverbrook Park 2 miles W of site
 Beech Valley Triangle 1.8 miles SE of site
 Beverly-Avery Circle 0.5 miles S of site
 Beverly-Avery Triangle 0.5 miles S of site
 Beverly-Montgomery Ferry Triangle 0.5 miles S of site
 Beverly-Polo Triangle 0.5 miles S of site
 Birchwood-Arlene Triangle 0.4 miles NW of site
 Bobby Jones Golf Course 0.7 miles NW of site
 Boulevard-Angier Park 2.7 miles S of site
 Brentwood-Atwood Triangle 0.6 miles N of site
 Briarwood Recreation Center 2.8 miles NE of site
 Burke-Darlington Circle 0.9 miles N of site
 Callanwolde Park 2.3 miles SE of site
 Castlewood Triangle 2.2 miles NW of site
 Centennial Olympic Park 3 miles S of site
 Central Park 2.4 miles S of site
 Channing Valley Park 1.3 miles W of site
 Charles Allen Median 1.8 miles S of site
 Charlie Loudermilk Park 1.3 miles NW of site
 Chastain Memorial Park 3 miles N of site
 Conifer Circle 2.4 miles N of site
 Cornish 1 miles SE of site
 Daniel Johnson Nature Preserve 1.7 miles SE of site
 Darlington Circle Park 0.7 miles N of site
 East Andrews and Roswell Park 1.6 miles N of site
 East Rock Springs Triangle 1.1 miles SE of site
 Ellsworth Park 1.5 miles W of site
 Emma Lane Greenspace 2.8 miles N of site
 Eubanks Park 0.8 miles S of site
 Fernwood Park 2.9 miles NE of site
 Folk Art Park (Courtland St) 2.7 miles S of site
 Folk Art Park (Piedmont Ave) 2.9 miles S of site

Frankie Allen Park 0.7 miles N of site
Freedom Park 2.3 miles SE of site
Freedom Park 2.8 miles SE of site
Gandy 0.8 miles NW of site
Garden Hills Park 0.6 miles NW of site
Goldsboro Park 3 miles SE of site
Greenwood-Charles Allen Triangle 1.9 miles S of site
Hardy Ivy Park 2.9 miles S of site
Haynes Manor Park 1.5 miles NW of site
Helen Drive Park 1.8 miles SE of site
Hillpine Park 0.9 miles SE of site
Home Park 1.7 miles SW of site
Homestead Park 1.4 miles SE of site
Howell Mill at Beaverbrook Park 1.8 miles W of site
Howell Mill-Glenbrook Triangle 1.8 miles W of site
Inman Circle at 17th Street Park 0.8 miles S of site
Inverness Park 1.5 miles SE of site
J. Allen Couch Park 2 miles SW of site
J. D. Sims Recreation Center 2.6 miles S of site
John Howell Memorial Park 1.8 miles SE of site
Johns Sanctuary 2 miles E of site
Kittredge Park 2 miles E of site
Knight Park 2.8 miles SW of site
Lafayette-15th Street Triangle 1.1 miles S of site
Lakeview-Demorest Triangle 0.6 miles NW of site
Lanier Boulevard Parkway 1.7 miles SE of site
Lavista Park 1.2 miles E of site
Lenox and Johnson Road Park 1.6 miles SE of site
Lenox Beauty Spot 2.1 miles NE of site
Lenox Wildwood Park 1.3 miles E of site
Lenox-Wildwood Park 1.2 miles SE of site
Loring Heights Park 0.9 miles SW of site
Maddox-Avery Triangle 0.6 miles S of site
Mantissa St. Park 1.9 miles W of site
Mayor's Park #1 2.7 miles S of site
McClatchey Park 0.6 miles S of site
McKinley-Wilson Triangle 1.4 miles W of site
Montgomery Ferry-Golf Circle Triangle 0.3 miles S of site
Moores Mill-northside Parkway Triangle I 2.7 miles NW of site
Moores Mill-northside Parkway Triangle II 2.7 miles NW of site
Morgan-Boulevard Park 2.5 miles S of site
Morningside Nature Preserve 0.7 miles SE of site
Morningside Park 1.4 miles SE of site
Mornington Circle 2.3 miles NW of site
Noble Park 1.5 miles SE of site
North Buckhead Park 2.3 miles N of site

North Highland Terrace Park 1.5 miles SE of site
Northcliffe and Brookview Park 2 miles W of site
Oak Grove Park 2.9 miles SE of site
Old Fourth Ward Park 2.6 miles S of site
Orme Park 1.5 miles SE of site
Orme Triangle 1.4 miles SE of site
Parkway-Angier Park 2.6 miles S of site
Parkway-Merritts Park 2.5 miles S of site
Parkway-Wabash Park 2.7 miles S of site
Peachtree at 15th St. Triangle 1.1 miles S of site
Peachtree Battle Parkway/Median 0.7 miles NW of site
Peachtree Circle at 15th St Triangle 1.1 miles S of site
Peachtree Heights Park 0.6 miles NW of site
Peachtree Hills Park 0 miles N of site
Pelham Road Park 0.6 miles SE of site
Pershing Point Park 0.7 miles S of site
Pharr Circle Park 1.4 miles NW of site
Piedmont Heights Park 0.4 miles SE of site
Piedmont Park 0.8 miles S of site
Piedmont Road Triangle 0.8 miles N of site
Piedmont-Avery Triangle 0.8 miles S of site
Pine Tree and Brentwood Park 0.6 miles NW of site
Pine Tree and Brentwood Park 1.9 miles NW of site
Pine Tree-Brentwood Triangle 0.6 miles NW of site
Prado at Inman Circle Park 0.7 miles S of site
Prado-17th Street Triangle 0.8 miles S of site
Prado-Maddox Triangle 0.7 miles S of site
Prado-Peachtree Circle Triangle 0.7 miles S of site
Prado-Piedmont Beauty Spot 0.9 miles S of site
Prado-South Prado Circle 0.9 miles S of site
Prado-Westminster Triangle 0.9 miles S of site
Ray Kluka Memorial Park 1.9 miles S of site
Reid 0.8 miles NW of site
Renaissance Park 2.5 miles S of site
Robin Lane Park 1 miles SE of site
Ruby Oxford 0 miles NW of site
Rumson and Pinetree Park 0.7 miles NW of site
Rumson Road Circle 1 miles NW of site
Shady Valley Park 0.9 miles NE of site
Sibley Park 1.2 miles NW of site
Sidney Marcus Park 1 miles SE of site
Smith Park 0.7 miles SE of site
Spring Valley Jewish Corner 1.7 miles SE of site
Spring Valley Park 1.1 miles W of site
Springdale Park 2.7 miles SE of site
Springlake Park 1.3 miles W of site

Sunken Garden Park 1.3 miles E of site
Sunny Brook 0.6 miles NW of site
Tanyard Creek Park 0.8 miles W of site
Tedoff 1.1 miles SE of site
Tennyson Circle 2.2 miles W of site
Todd Street Triangle 2 miles SE of site
Underwood Hills Park 1.7 miles W of site
VA Highlands Project 2.4 miles SE of site
Valley Road-Habersham Triangle 2.1 miles NW of site
Vedado-Greenwood Triangle 1.9 miles S of site
Vermont Road Park 2.6 miles N of site
Villa Park 2.1 miles SE of site
Virgilee Park 2.8 miles SE of site
Virginia Avenue Circle 2.2 miles SE of site
Virginia-Highland Triangle 2 miles SE of site
Vodopich 0.9 miles NW of site
Vroon 0 miles NW of site
W. D. Thompson Park 2.7 miles E of site
West Wesley Park 1 miles NW of site
Westminster at Park Lane Circle 0.8 miles S of site
Wildwood Gardens Park 0.7 miles E of site
Wildwood Place 0.7 miles S of site
Wilson Park Triangle 0.9 miles SE of site
Winn Park 0.9 miles S of site
Woodward Way Park 1.2 miles NW of site
Yonah Park 1 mile S of site
Zimmer Drive Circle 2 miles SE of site
Zonolite Park 1.2 miles SE of site

Recommendations:

Federally listed species have been documented within three miles or within the watershed(s) of the proposed project. To minimize potential impacts to federally listed species, we recommend consultation with the United States Fish and Wildlife Service. Please refer to the Districts and Agency Contacts map available on the GDOT Ecology webpage to determine the appropriate contact. The contacts include: Meg Hedeem (meghan_hedeem@fws.gov), Eric Prowell (Eric_Prowell@fws.gov), Laci Pattavina (Laci_Pattavina@fws.gov), or Chris Coppola (Christopher_Coppola@fws.gov).

Please be aware that state protected species have been documented near the proposed project. For information about these species, including survey recommendations, please visit our webpage at <http://georgiawildlife.com/conservation/species-of-concern#rare-locations>. Please refer to the State of Georgia Protected Species Habitat & Presence/Absence Survey Methodologies Manual available on the GDOT Ecology webpage for further survey guidance. Surveys for species of conservation concern should be conducted prior to commencement of construction.

Species listed above that have no “GA” or “US” status are considered Georgia species of concern. Locations of these species are tracked until enough information is gathered to determine if they should be added to the state list or if their populations do not warrant tracking. It is important to consider these species when planning projects. Please let us know if you have any questions regarding Georgia species of concern.

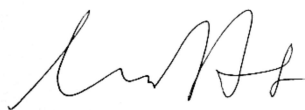
We are glad to see multi-use path construction, which will provide additional recreation opportunities for the surrounding communities. We have the following recommendations for the applicant to consider. We are concerned about streams and other sensitive habitats that could be impacted by the proposed project. Please keep erosion to a minimum during construction and leave as much vegetation intact as possible. In seepage or wetland areas please use boardwalks, when possible, to prevent degradation and destruction of these sensitive habitats. If the path is paved, we strongly recommend using a porous pavement that provides some degree of infiltration to mitigate stormwater runoff. Please plan the path carefully and provide for adequate parking and access areas. These measures will help protect water quality, protect sensitive habitats and native species, and provide for a more enjoyable recreational experience for the users.

Disclaimer:

Please keep in mind the limitations of our database. The data collected by the Wildlife Conservation Section comes from a variety of sources, including museum and herbarium records, literature, and reports from individuals and organizations, as well as field surveys by our staff biologists. In most cases the information is not the result of a recent on-site survey by our staff. Many areas of Georgia have never been surveyed thoroughly. Therefore, the Wildlife Conservation Section can only occasionally provide definitive information on the presence or absence of rare species on a given site. Our files are updated constantly as new information is received. **Thus, information provided by our program represents the existing data in our files at the time of the request and should not be considered a final statement on the species or area under consideration.**

If you know of populations of highest priority species that are not in our database, please fill out the appropriate data collection form and send it to our office. Forms can be obtained through our website (<http://georgiawildlife.com/conservation/species-of-concern#rare-locations>) or by contacting our office. If we can be of further assistance, please let us know.

Sincerely,

A handwritten signature in black ink, appearing to read 'Maggie Aduddell Hunt'.

Maggie Aduddell Hunt, Wildlife Biologist
maggie.hunt@dnr.ga.gov, (706) 557-3228

Data Available on the Wildlife Conservation Section Website

- Georgia protected plant and animal species profiles are available on our website. These profiles cover basics such as species physical descriptions, preferred habitat, and life history, as well as threats, management recommendations, and conservation status. To view these profiles, visit: <http://georgiawildlife.com/conservation/species-of-concern#rare-locations>
- Rare species and natural community information can be viewed by Quarter Quad, County, and HUC 8 Watershed. To access this information, please visit our GA Rare Species and Natural Community Information page at: <http://georgiabiodiversity.org/>
- Downloadable files of rare species and natural community data by Quarter Quad and County are also available. These can be downloaded at: <http://georgiabiodiversity.org/natels/natural-element-locations.html>



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Georgia Ecological Services Field Office
355 East Hancock Avenue
Room 320
Athens, GA 30601
Phone: (706) 613-9493 Fax: (706) 613-6059



In Reply Refer To:
Project Code: 2022-0000751
Project Name: 0016606

January 31, 2022

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

Thank you for your recent request for information on federally listed species and important wildlife habitats that may occur in your project area. The U.S. Fish and Wildlife Service (Service) has responsibility for certain species of wildlife under the Endangered Species Act (ESA) of 1973 as amended (16 USC 1531 et seq.), the Migratory Bird Treaty Act (MBTA) as amended (16 USC 701-715), and the Bald and Golden Eagle Protection Act (BGEPA) as amended (16 USC 668-668c). We are providing the following guidance to assist you in determining which federally imperiled species may or may not occur within your project area and to recommend some conservation measures that can be included in your project design if you determine those species or designated critical habitat may be affected by your proposed project.

FEDERALLY-LISTED SPECIES AND DESIGNATED CRITICAL HABITAT

Attached is a list of endangered, threatened, and proposed species that may occur in your project area. Your project area may not necessarily include all or any of these species. Under the ESA, it is the responsibility of the Federal action agency or its designated representative to determine if a proposed action "may affect" endangered, threatened, or proposed species, or designated critical habitat, and if so, to consult with the Service further. Similarly, it is the responsibility of the Federal action agency or project proponent, not the Service, to make "no effect" determinations. If you determine that your proposed action will have "no effect" on threatened or endangered species or their respective critical habitat, you do not need to seek concurrence with the Service. Nevertheless, it is a violation of Federal law to harm or harass any federally-listed threatened or endangered fish or wildlife species without the appropriate permit.

If you determine that your proposed action may affect federally listed species, please consult with the Service. Through the consultation process, we will analyze information contained in a

biological assessment or equivalent document that you provide. If your proposed action is associated with Federal funding or permitting, consultation will occur with the Federal agency under section 7(a)(2) of the ESA. Otherwise, an incidental take permit pursuant to section 10(a)(1)(B) of the ESA (also known as a Habitat Conservation Plan) may be necessary to exempt harm or harass federally listed threatened or endangered fish or wildlife species. For more information regarding formal consultation and HCPs, please see the Service's Consultation Handbook and Habitat Conservation Plans at www.fws.gov/endangered/esa-library/index.html#consultations.

Action Area. The scope of federally listed species compliance not only includes direct effects, but also any indirect effects of project activities (e.g., equipment staging areas, offsite borrow material areas, or utility relocations). The action area is the spatial extent of an action's direct and indirect modifications to the land, water, or air (50 CFR 402.02). Large projects may have effects to land, water, or air outside the immediate footprint of the project, and these areas should be included as part of the action area. Effects to land, water, or air outside of a project footprint could include things like lighting, dust, smoke, and noise. To obtain a complete list of species, the action area should be uploaded or drawn in IPaC rather than just the project footprint.

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if

Attachment(s):

- Official Species List
- Migratory Birds

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Georgia Ecological Services Field Office

355 East Hancock Avenue

Room 320

Athens, GA 30601

(706) 613-9493

Project Summary

Project Code: 2022-0000751

Event Code: None

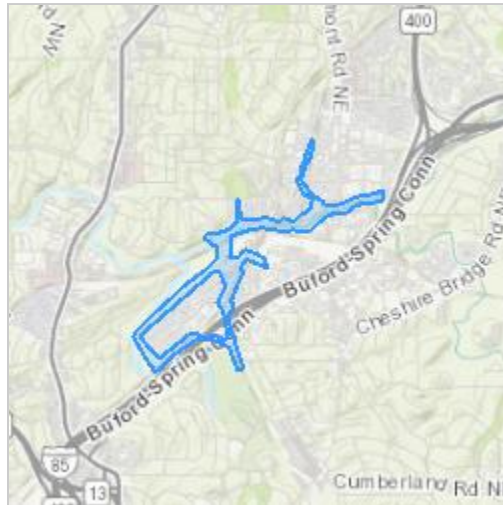
Project Name: 0016606

Project Type: Recreation - New Construction

Project Description: Atlanta BeltLine corridor from Lindbergh to 10th St.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@33.81349905,-84.37560931016412,14z>



Counties: Fulton County, Georgia

Endangered Species Act Species

There is a total of 1 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

-
1. The [Migratory Birds Treaty Act](#) of 1918.
 2. The [Bald and Golden Eagle Protection Act](#) of 1940.
 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/2974	Breeds Apr 28 to Jul 20
Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 20 to Aug 20
Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 1 to Jul 31

NAME	BREEDING SEASON
Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Apr 1 to Jul 31
Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10
Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds elsewhere
Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Aug 31

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (🟡)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (—)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>
- Measures for avoiding and minimizing impacts to birds <http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds <http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [AKN Phenology Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

PI#(s): 0009395, County: Fulton

Physical Environment

FILE: Fulton County
PI No. 0009395
Belt Line Corridor from Lindbergh Center to 10th Street/Monroe Drive

DATE: November 7, 2022

FROM: Patrick Allen, P.E., State Materials Engineer

TO: Kimberly Nesbitt, State Program Delivery Administrator
Attn: Porshia Renee Hayden, Project Manager

SUBJECT: **Acceptance of Consultant's Phase I Environmental Site Assessment Report**

As requested, we have reviewed the Phase I Environmental Site Assessment (ESA) Report that was written on May 13, 2022 and revised on September 22, 2022 by Willmer Engineering Inc. of Atlanta, Georgia which was received by OMAT on August 24, 2022 and October 12, 2022, respectively. This Report is acceptable for use. Copies of this Report should be forwarded to the appropriate Offices by the Project Manager.

The Phase I ESA has identified the following four recognized environmental conditions:

Site 1: Ready Mix USA, Inc./Armour Drive Concrete located at 340 – 342 Armour Drive NE, Atlanta GA 30324.

Site 2: Specialty Construction/Home Depot located at 171 Armour Drive NE, Atlanta GA 30324.

Site 3: Atlantel located at 199B Armour Drive NE, Atlanta GA 30324.

Site 4: Crown Cork and Seal located at 125 Ottley Drive NE, Atlanta GA 30324.

Our recommendation is that Phase II ESA be completed according to the GDOT Phase II ESA Guidelines at each of the above facilities to determine if they have impacted the project corridor.

If additional information is needed, please contact Radha Geetha Palliambil of the Geotechnical Bureau at the following email address – rpalliambil@dot.ga.gov.

PA: GEF: RGP

cc: Paul D. DeNard, P.E., District Engineer, Chamblee
Borden S. Polk, Area Manager, Chamblee
Troy Hill, State ROW Administrator
Attn: Katrina Anderson, Assistant State ROW Administrator
Eric Duff, State Environmental Administrator
Attn: Carla Benton-Hooks, EPM (D3 & D6)
Joshua Higgins, District Planning and Programming Engineer, Chamblee
District Right-of-Way Office, Chamblee
Keith A. Kaylor, P.E., Willmer Engineering Inc. (kkaylor@willmerengineering.com)
Moussa Issa, P.E., Willmer Engineering Inc. (missa@willmerengineering.com)



Russell R. McMurry, P.E., Commissioner
One Georgia Center
600 West Peachtree NW
Atlanta, GA 30308
(404) 631-1990 Main Office

December 6, 2022

Sabrina David
Georgia Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17 T100
Atlanta, Georgia 30303-3104

ATTN: Jessica Granell

Dear Ms. David:

Re: P.I. No. 0009395, Fulton County – BeltLine Corridor from Lindbergh Center to 10th Street/Monroe Drive

Please find enclosed the Air and Noise Assessments for the above noted project. They are being sent to you for your information and files.

Should you need further information, please contact Alexis Kriegh at (404) 631-1093 or Spencer Pucci at (404) 631-1164.

Sincerely,

A handwritten signature in blue ink, appearing to read "Eric Duff", with a small "ED" monogram to the right.

Eric Duff
State Environmental Administrator

ED/AK
Enclosures

cc: ProjectWise

EXECUTIVE SUMMARY
FULTON COUNTY, PI NO. 0009395
BELTLINE CORRIDOR FROM LINDBERGH CENTER TO 10TH STREET/MONROE DRIVE
MARCH 2022

Project Description: Section 3 of the BeltLine Corridor, the Atlanta BeltLine NE Trail, would be a 14-foot wide concrete shared-use path approximately 2.7 miles in length. The project includes several walls and bridges. There are four spur alignments off the mainline trail. The spur trails would be 12 feet wide. The first spur alignment runs from the mainline trail to Garson Drive. A second spur runs from spur 1 north to the Lindbergh MARTA station. Spur 3 would extend from the end of spur 1 to the PATH 400 trail. And spur 4 would extend from the mainline trail along Armour Drive. The total length of the spur segments is approximately 2.1 miles.

Ozone: This project is identified in the ARC 2040 Regional Transportation Plan and FY 2020-2025 Transportation Improvement Program by reference number: AR-450A.

PM_{2.5}: Effective October 24, 2016 the State of Georgia is considered to be in attainment for PM_{2.5}, so no further analysis of PM_{2.5} emissions is warranted.

CO: Currently, there are no areas within the State of Georgia that are classified as nonattainment or maintenance for Carbon Monoxide (CO), per the 1-hour and 8-hour primary National Ambient Air Quality Standards (NAAQS) for CO. In an effort to continue to expedite the NEPA process for GDOT projects, GDOT and FHWA have signed an agreement effective May 1, 2020 determining that quantitative CO project-level analyses are not required for projects located in CO attainment areas throughout Georgia.


MSAT: The proposed project is classified as a project with no meaningful MSAT effects.

Conclusion: This project was evaluated for its consistency with state and federal air quality goals, including CO, Ozone, PM_{2.5}, and MSATs as part of this assessment. Results indicated that the project is consistent with the SIP for the attainment of clean air quality in Georgia and complies with both state and federal air quality standards.


Prepared By: Josh Earhart


Signature _____ Date 3.29.2022

QC/QA: Andrew Cleary


Signature _____ Date 3.29.2022

Approved By: GDOT


Signature _____ Date 4.7.2022

**Noise Screening Assessment for Type III Projects
BeltLine Corridor from Lindbergh Center to 10th Street/Monroe Drive
Fulton County
PI No. 0009395
March 2022**

Introduction

In compliance with 23 USC Section 109(h) and (i), the Federal Highway Administration (FHWA) established guidelines for the assessment of highway traffic-generated noise. These guidelines, published as *Part 772 of Title 23 of the Code of Federal Regulations* (23 CFR 772), provide procedures to be followed in conducting noise analyses that will protect the public health and welfare. In accordance with the Noise Control Act of 1972, coordination of this regulation with the Environmental Protection Agency has been completed. Further, *Highway Traffic Noise: Analysis and Abatement Guidance* (Guidance) was issued in July 2010 (revised January 2011) by the FHWA.

Purpose

The purpose of this memo is to demonstrate that this project meets the definition of a Type III project and does not require a noise study or abatement of highway noise impacts.

Type I – A federal-aid project that generally adds capacity or Significantly alters the horizontal or vertical alignment.

Type II – A federal-aid project to abate noise on an existing facility. Georgia does not have a Type II program.

Type III – A federal or federal-aid highway project that does not meet the classifications of a Type I or Type II project. Type III projects do not require the preparation of a noise study or abatement of highway noise impacts.

Project Description

Segment 3 of the proposed Atlanta BeltLine NE Trail of the larger BeltLine Corridor is a 14-foot wide concrete shared-use path approximately 2.70 miles in length. The project includes approximately 2.10 miles of spur trail 12 feet in width. The project also includes several walls and bridges. Segment 3 of the proposed Atlanta BeltLine NE Trail begins at the end of the existing tunnel under I-85. At the end of the tunnel the trail would cross under the existing Metropolitan Atlanta Rapid Transit Authority (MARTA) bridge, which spans over Mayson Street. The trail then transitions to the Norfolk Southern and MARTA maintenance road before paralleling MARTA, Norfolk Southern railway, and transitioning to a proposed bridge over the active Norfolk Southern railway tracks and yard. After crossing the Norfolk Southern railway tracks, the trail would continue on bridge over Armour Drive adjacent to the existing industrial plants and over CSX Transportation railroad and Peachtree Creek. The trail would remain on structure until connecting to Kinsey Court. This point is where the future connection to the Atlanta BeltLine Northwest Trail is proposed. This point ends the mainline trail. There are also four spur alignments off the mainline trail.

Attachment 3
Public Involvement Materials

Public Meeting Narratives

7/11/18 - Friends of Jove Park

- This small-group meeting was a site walk with some of the owners of a private park, which is adjacent to the NE Trail corridor. There were no presentation materials. There was no sign-in sheet. Five people attended and the meeting lasted about 30 minutes.

11/14/18 - Ansley Walk Condo Association

- This meeting provided residents of this condo association, which is adjacent to the NE Trail corridor, an opportunity for Q&A regarding the project. There were no presentation materials. There was no sign-in sheet. Approximately 25 people attended, and the meeting lasted about 90 minutes.

12/11/18 – Armour-Ottley Business Group

- This meeting provided an overview of the Alternatives Analysis being conducted for the NE Trail. A presentation was given and followed by Q&A. There was no sign-in sheet. Approximately 50 people attended, and the meeting lasted about 90 minutes.

6/25/19 - Peachtree Hills neighborhood

- This meeting provided residents of this neighborhood, which is adjacent to the NE Trail corridor, an opportunity for community-specific Q&A regarding the project. There were no presentation materials prepared. There was no sign-in sheet. Approximately 25 people attended, and the meeting lasted about 30 minutes. The 6/25 Study Group meeting immediately followed.

7/17/19 – Armour-Ottley Business Group

- This meeting provided an update of the Alternatives Analysis being conducted for the NE Trail. A presentation was given and followed by Q&A. There was no sign-in sheet. Approximately 40 people attended, and the meeting lasted about 90 minutes.

8/20/19 - Flagler Drive residents

- This meeting provided adjacent residents insight into the construction schedule for the NE Trail segment Georgia Power was going to construct. An overview of the NE Trail Alternatives Analysis effort was also provided. A presentation was given and was followed by Q&A. There was a sign-in sheet. Approximately 40 people attended, and the meeting lasted about 90 minutes.

9/13/19 - ABI City-wide Quarterly Briefing

- Among numerous other topics, this meeting provided a high-level overview of the NE Trail design and construction program. A presentation was provided and was followed by Q&A. There was a sign-in sheet. Approximately 80 people attended, and the meeting lasted about 90 minutes.

12/12/19 - Brookwood Hills Neighborhood

- This small-group meeting provided an update of the Alternatives Analysis being conducted for the NE Trail, and was followed by Q&A. There was no sign-in sheet. Six people attended, and the meeting lasted about 90 minutes.

2/20/20 – Armour-Ottley Business Group

- This meeting provided an update of the Alternatives Analysis being conducted for the NE Trail, and was followed by Q&A. No presentation materials were prepared. There was a sign-in sheet. Approximately 40 people attended, and the meeting lasted about 60 minutes.

12/8/20 – ABI Virtual Public Meeting

- This meeting provided construction updates for the NE Trail. Presentation materials was prepared, and there was Q&A during the virtual meeting. The meeting lasted about 1 hour and 15 minutes. The virtual meeting can be seen here: <https://fb.watch/2fTq246c1a/>.

5/5/2021 – Armour-Ottley Business Group Virtual Q&A

- This meeting provided an opportunity for the Armour-Ottley Business Group have a Q&A. This was a virtual meeting in which 10 people attended.

7/15/2021 – ABI Public Meeting

- This meeting will be recorded on Facebook Live and posted to the ABI website. The virtual meeting can be seen here: www.beltline.org/meetings.

Public Information Meeting
November 8, 2018



Public Involvement Meeting Notes

Meeting Topic: GDOT PI No. 0009395 – Fulton County,
Atlanta Beltline NE Trail

Meeting Intent: Project Stakeholder Meeting

Date: November 8, 2018 **Time:** 6:30 PM – 8:30 PM

Location: Rock Spring Presbyterian Church - 1824 Piedmont Ave NE Atlanta, GA 30324

Total Number of Attendees: 86

Advertising: Atlanta BeltLine, Inc (ABI) advertises all ABI-hosted meetings via digital BeltLine newsletters, the ABI email blast list, and announcements on ABI website calendar. Meetings before March 2020 also made use of signs in the public ROW.

1. Slideshow by Shaun Green

- a. Welcome and ABI Introductions
- b. Overview of the Northeast Trail Project
 1. Hairpin Line Segment
 2. Piedmont Park Segment
 3. Northern Out-of-Corridor Segment
- c. Design Team Introductions
- d. Approach to Decision-Making
- e. Large Group Q&A

2. Open House Activities

- a. Explanation of Open House Activities
- b. Roll Plots/Public Comments
 1. Roll plots were placed strategically in multiple locations around the church. Team members were available to answer questions from attendees. Stickie notes were available for attendees to make comments and place on the plots, which are compiled and summarized below.

3. Summary of Public Comments/Concerns

- a. Desire for trail interconnectivity, including PATH400
- b. Keep parking availability throughout the corridor
- c. Keep aesthetic elements like tree cover while emphasizing other elements like creeks
- d. Connect to local focal points like Sweetwater Brewing Company
- e. Elevate at crossings

4. List of Public Comments

Trail Corridor Selection Criteria

- Connectivity: “Top Priority”
- Implementability: “Has to meet this criteria”
- Map: “Huh...What?”

Northeast Corridor Trail Layout **South of I-85**

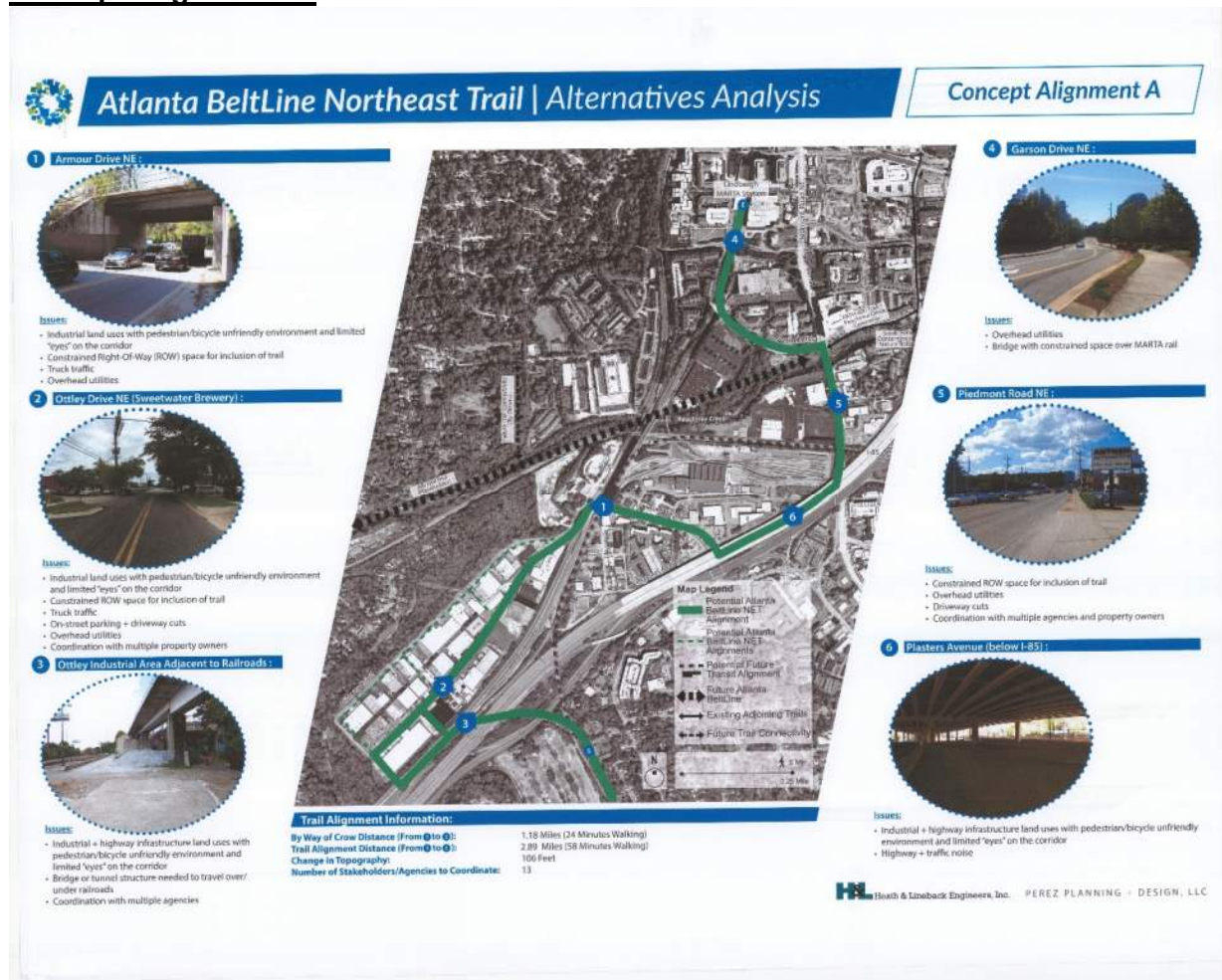
- “Grade separated “Y” at Monroe”
- “Decentralize everything”
- “Highline concept to go around barriers”
- “Design & construction of access point at Montgomery Ferry should be a priority so people can use trail as soon as GA Power is complete”
- “Access points to trail at several points”
- “Please design and construct Piedmont to 85 first – don’t let the connection under Buford connector to Lindbergh slow the other piece”
- “For Monroe & 10th intersection – take existing roads and turn them into one way going counter clockwise – Monroe is south only where Beltline crosses Monroe” – Chuck Podgarski
- “No parking on Flagler Avenue”
- “There is an access trail/point here through the woods. We are concerned about parking & security – I’m sure there is a good way to manage but needs to be thought through”
- “Please keep trail on Armour side – Ptree Hills side is flood plain & sensitive to impact. Neighbors all park on streets. Tie in near rec center!”
- “Trail → North Wye (Y), Transit → South Wye (Y), Trail north of I-85 tie into Mayson Street, make shared street and gradually build up to cross MARTA/N-S tracks. Run BL along or into ex concrete plant parcel (better grades v. Ptree Creek floodplain) Cross P’tree Creek and follow to Garson Dr. Ptree Hills spur via Kinsey Ct. Transit → north of I-85 – Cross over/under MARTA/NS to west side of tracks to miss impacting MARTA main facility operations (if infill station concept moves forward)”
- “It’s like cool bro”
- “Faultner to Piedmont”
- “The segment in the park should be first to give full access to the finished trail past Monroe.”
- “The segment in the park should be last because there already is a parallel trail in the park.”
- “Sound barriers to protect neighborhood homes from Beltline bars and restaurants.”
- “Property for homes here missing.”
- “Keep area from Clear Creek/railroad bridge to Piedmont/Beltline wooded area”
- “Create neighborhood access to Beltline at Montgomery Ferry at bridge before 2022 people will be accessing spring 2019 when Ga Power leaves”
- “Need access points to interim trail. Shouldn’t have to wait until trail is complete”
- “Better aesthetics here”

North of I-85

- “Use the old NS bridge adjacent to the concrete site”
- “Bridge over track for path”
- “Recommend trail of west of wye “Y” and transit through eastern wye “Y” ”
- “One-way street path”
- “Build Peachtree Hills spur trail along floodplain along Peachtree Creek”
- “Bridge over easement”
- “I would like the beltline to Peachtree Hills in 2019”

- “Connect Peachtree Hills spur trail to park & neighborhood through floodplain in Peachtree Hills Place Senior Living Property”
- “Tie into Ptree Hills at Isakson or rec center. Stay out of Fairhaven/Va. Place area”
- “Peachtree Hills – Since there is not a rail alignment along the creek for engineering, we would like the P-Hills spur trail timeline accelerated so we can connect to Path400 sooner – perhaps 2020?”
- “Trail out of RR tracks and onto Ptree creek bank”
- “Life love each other bro”
- “Connect to Ptree Hills Park – Creek potential?”
- “Consider bridge sufficiency/replacement @ Piedmont/Peachtree Creek → run path beneath bridge & connect confluence trail & 400 trail”
- “Go under Piedmont Road to connect to Path400”
- “Must connect to PATH400 & Ptree Creek greenway”
- “Extend 400 trail to connect “Y” Lindberg Station/Beltline”
- “Choose alternative that connects to more people/density & jobs”
- “Please keep trail on Armour side – Ptree Hills side is flood plain & sensitive to impact. Neighbors all park on streets. Tie in near rec center!”
- “Preserve trees! Please”
- “Convert to Peachtree Hills Park”
- “The more the trail can follow the creek the better = better visual experience”
- “Have beltline follow shoreline of Ptree creek crossing over if where space requires – toggles back and forth over creek where shore line spur is available”
- “One option: elevated walkway on pylons or stanchions that keeps elevation of Armour Drive and leads into bridge that traverses Peachtree Creek into Peachtree Hills. Path to run along Ready Mix property line avoiding the conservation easement”
- ^ “I second this comment - elevated path across the creek from Armour is awesome”
- “Conservation easement likely extends to curb of Armour Dr. will not get buy in to reduce or impact screening vegetation on west side of Armour”
- “Would like to see the trail run next to SB Brewery or at least a spur”
- “Take the transit to Sweetwater & ASW”
- “Brookwood Mills access to northside trail with some means of controlling ingress and egress to Brookwood Mills, E.G., Gate w/keypad”
- “Use creek by Ptree Hills Park to connect to MARTA Station”
- “Future work/Play Hub”
- “Aesthetics say get to creek bank”
- “Follow this tributary from behind Marta HQ to Peachtree Hills Park”

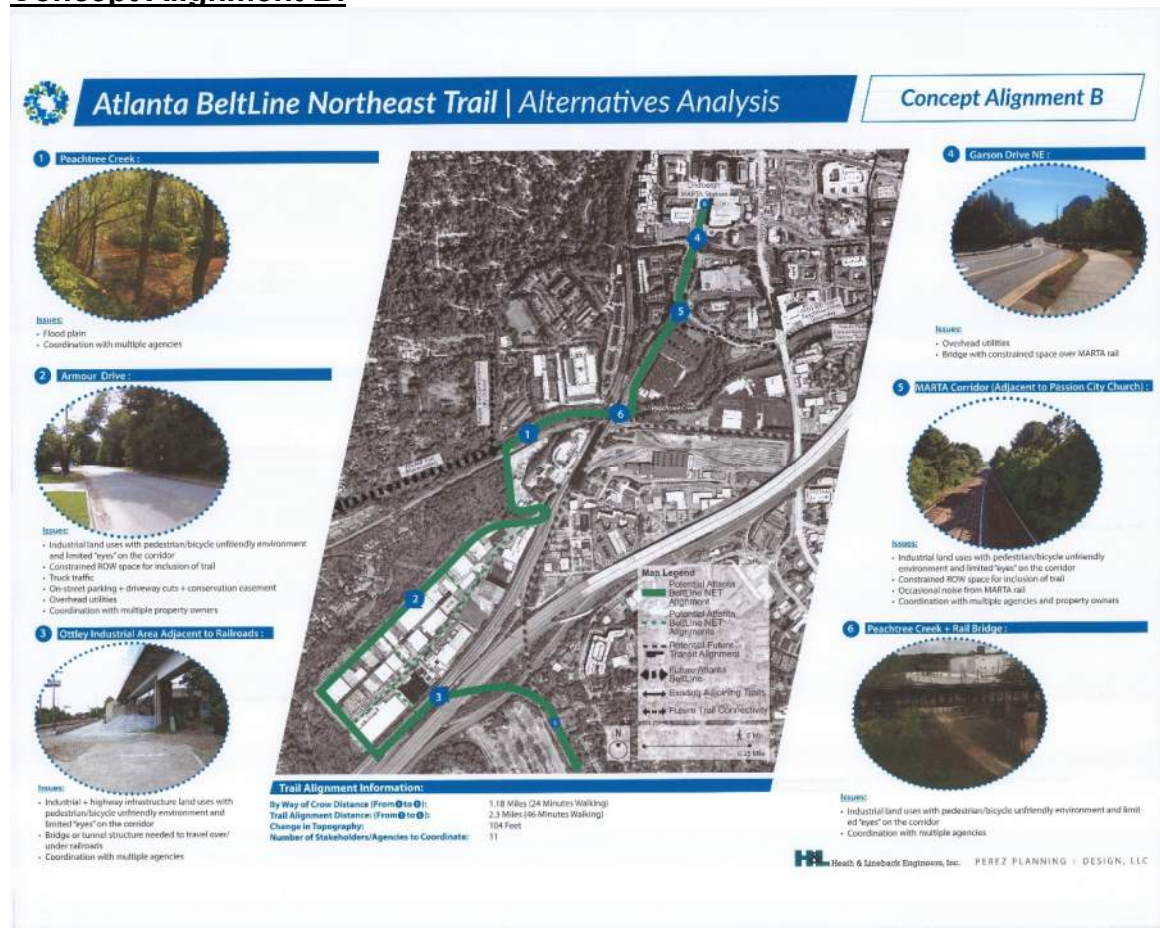
Prepared By: EPEI/TJ

Concept Alignment A:

From the existing trail tie in, over the Buford Spring Connector, through the existing I-85 South tunnel, over NFS, connecting to Ottley Drive, following Armour Drive until traveling north on Plasters Avenue under the existing I-85 bridge, connecting to Piedmont Road NE, travels on Piedmont until Garson Drive, then continues on Garson Drive until the MARTA Lindbergh Station.

- "Difficult to Imagine enough space on Ottley w/ the street and parking there now."
- "Optimizing connectivity with the neighborhoods is my main question/concern. There seem to be many barriers between the hoods and the trails."

Concept Alignment B:



From the existing trail tie in, over the Buford Spring Connector, through the existing I-85 South tunnel, over NFS, connecting to Armour Drive, traveling around Armour Drive until traveling north near the existing industrial area, crossing over CSX and Peachtree Creek, following Peachtree Creek and turning north between Passion City Church and Marta, connection at Garson Drive, and continues on Garson Drive until the MARTA Lindbergh Station.

- No Comments Left

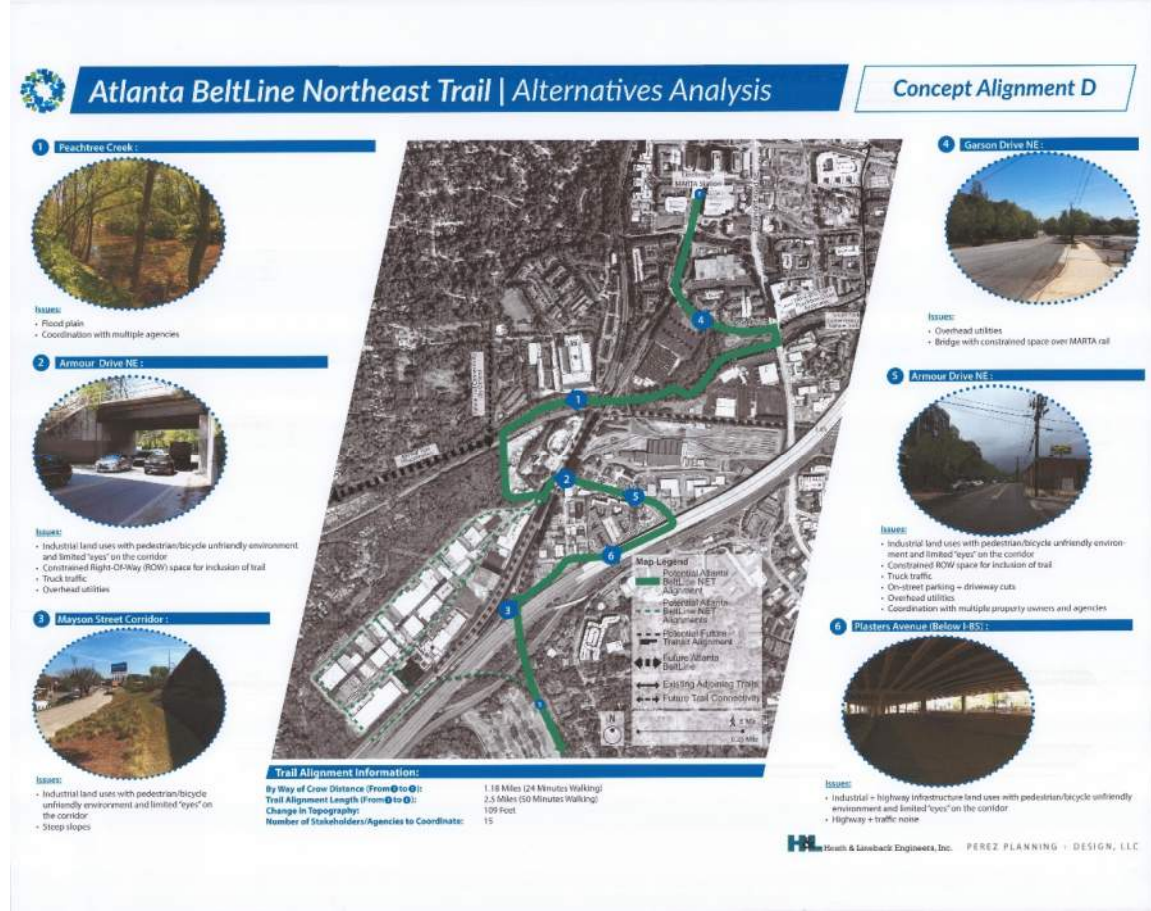
Concept Alignment C:



From the existing trail tie in, over the Buford Spring Connector, through the existing I-85 South tunnel, over NFS, connecting to Armour Drive, traveling through the Otley district until traveling north near the existing industrial area, crossing over CSX and Peachtree Creek, following Peachtree Creek behind Passion City Church until connecting to Garson Drive near Piedmont Road, and continues on Garson Drive until the MARTA Lindbergh Station.

- "Combine Concept B with C from point 1(along Peachtree Creek instead of next to Marta & Passion City Church) to Lindbergh (Extends path along creek for optimum green path vs. built environment)."
- "Like the Creek. Aesthetics are important."
- "Armour yards is already a destination spot and would be great to walk/ bike through there also makes use of Peachtree Creek."
- "Take B & C & merge them. Like unestablished trail along Armour from point 2 & 3 in alignment B(Along creek/north side of Armour Drive) but would like from alignment B point 6 (traveling between MARTA & Passion City Church) to use say point 1 in alignment C (along Peachtree Creek instead of next to Marta & Passion City Church) to point 4 (Garson Drive) instead of point 4-6 in alignment B (traveling between MARTA & Passion City Church)."

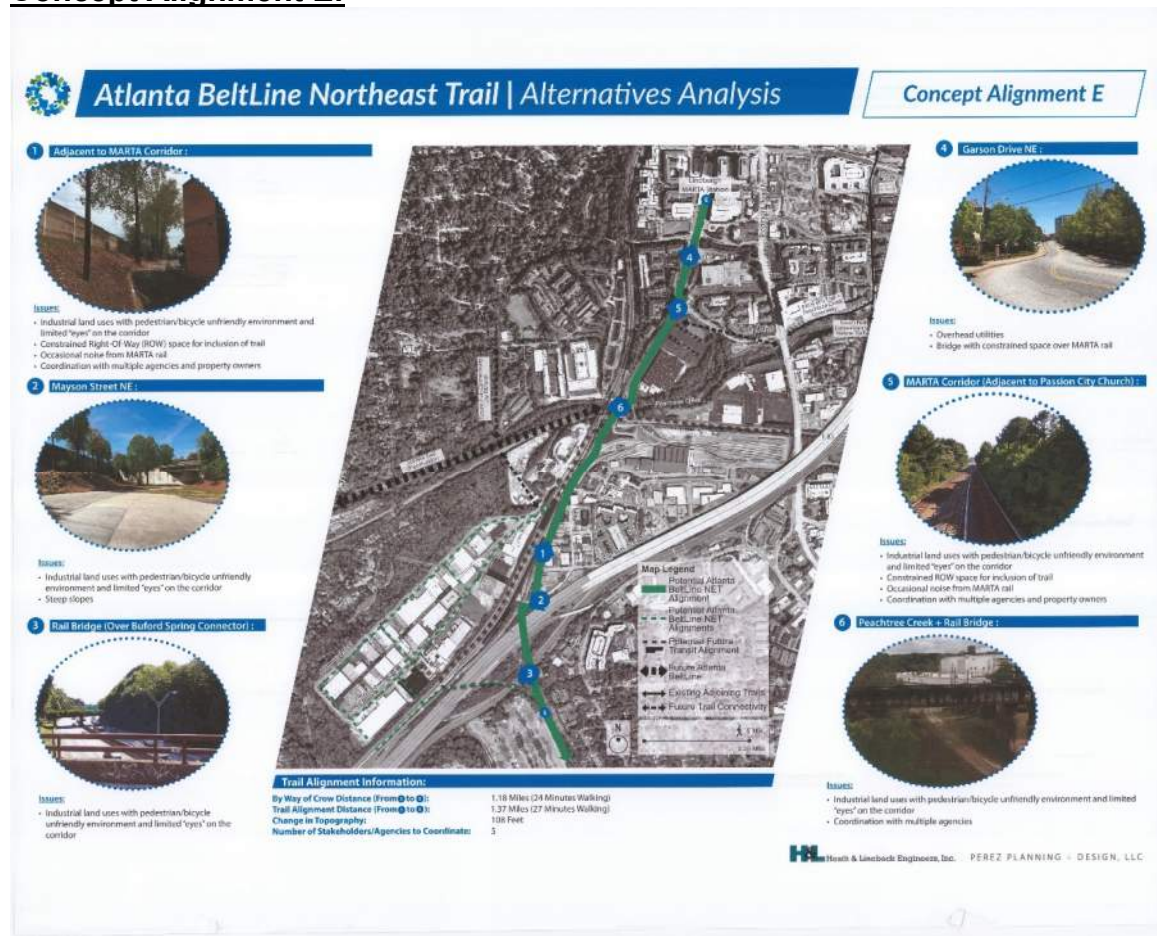
Concept Alignment D:



From the existing trail tie in, over the Buford Spring Connector, through the existing I-85 North tunnel, Along Mayson Street and Plasters Avenue, traveling west on Armour Drive, traveling north near the existing industrial area, crossing over CSX and Peachtree Creek, following Peachtree Creek behind Passion City Church until connecting to Garson Drive near Piedmont Road, and continues on Garson Drive until the MARTA Lindbergh Station.

- “Point 3-6 & 2-6 just isn’t enjoyable or makes sense. Not what BeltLine should be.” (Point 2: Along Armour Drive from Plasters Avenue intersection; Point 3: Along Mayson Street; Point 4: Along Garson Drive; Point 5: Along Armour Drive near industrial area; Point 6: Along Plasters Avenue under I-85)

Concept Alignment E:



From the existing trail tie in, over the Buford Spring Connector, through the existing I-85 North tunnel, crosses Mayson Street and travels east adjacent to MARTA next to businesses, crossing over Armour Drive, crossing over MARTA and CSX, crossing over Peachtree Creek to grade between MARTA and Passion City Church, and continues on Garson Drive until the MARTA Lindbergh Station.

- "This option would not seem to be an enjoyable path experience. I'd like to stay near river and more green space" (Point 1: Adjacent to MARTA next to businesses)
- "Very boring and not enjoyable. Doesn't incorporate what trails should be. Just simply acts like a "railline" and not a trail. No real greenspace to see. Heavy on industrial & commercial."
- "Appears to be least environmental damage (least amount of trees cut)."

Prepared By: JLL



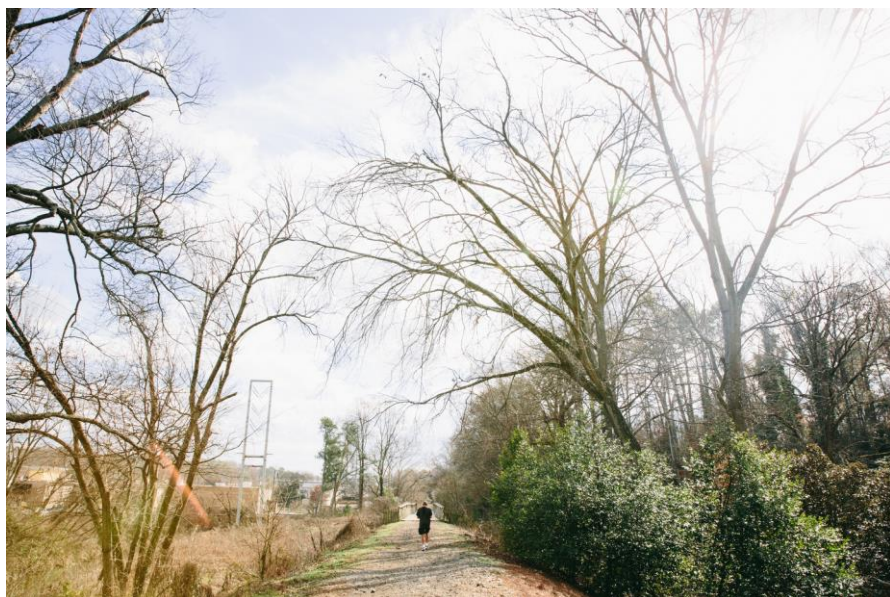
NORTHSIDE + NORTHEAST STUDY GROUP: NORTHEAST TRAIL DESIGN

Join us to kick off design of the Northeast Trail!

Come hear the latest updates on the Northeast Trail, which will run between the intersection of 10th St. NE and Monroe Dr. NE and the vicinity of the Lindbergh MARTA station.

This kickoff meeting will be the first opportunity to meet the consultant team selected to design the trail – and to share initial feedback that can inform the process.

Additional meeting materials can be found at www.beltline.org/engage-meetings



DATE

*Thursday,
November 8, 2018*

TIME

6:30-8:00pm

LOCATION

*Rock Spring
Presbyterian Church*

ADDRESS

*1824 Piedmont Ave NE
Atlanta, GA 30324*

TRAVEL INFO

- ❖ This location is accessible via MARTA bus #27 operating between the Lindbergh and Midtown stations. See itsmarta.com for complete map and schedule.
- ❖ Please consider biking or walking, if you are able.
- ❖ Free parking is available on site.

FOR MORE INFORMATION:

engage@atlbeltline.org // 404-477-3552



Meeting: _____

Location: _____

Date: _____

PLEASE SIGN-UP AND PRINT LEGIBLY TO RECEIVE FUTURE COMMUNICATION REGARDING UPCOMING MEETINGS AND EVENTS

FIRST NAME	LAST NAME	EMAIL <u>OR</u> POSTAL MAILING ADDRESS	BEST CONTACT TELEPHONE	ZIP CODE	FIRST TIME ATTENDING A BELTLINE PUBLIC MEETING? Y/N?	HOW DID YOU LEARN ABOUT TONIGHT'S MEETING? (e.g. E-Newsletter, Website, Other)
Lucy	Bigham					
GERRY	NEUMARK	gneumark@gsu.edu				
Brad	Whitcomb	whitcomb70@icloud.com		30309	N	Newslett
Bob	Glascock	Bob@harrynorman.com	4-7547581		N	Newsletter
Mike, John	MARTIN, KOLE	MIKEJ.MARTIN@BELLSOUTH.NET	4-771.0244	30319	N	EMAIL
Patrick	FITZMAURICE	PTFITZSR@OUTLOOK.COM	—	—	—	
Math	Cochard	MRCOCHARD@GMAIL.COM		30309	N	Social Media
Christopher	Higgins	Christopher@mixatt.net	4) 034. 0164	30303	N	Email
Michele	Scollard	msscollard@me.com	4-702-7281	30224	Y	



Meeting:

Location:

Date:

PLEASE SIGN-UP AND PRINT LEGIBLY TO RECEIVE FUTURE COMMUNICATION REGARDING UPCOMING MEETINGS AND EVENTS

FIRST NAME	LAST NAME	EMAIL <u>OR</u> POSTAL MAILING ADDRESS	BEST CONTACT TELEPHONE	ZIP CODE	FIRST TIME ATTENDING A BELTLINE PUBLIC MEETING? Y/N?	HOW DID YOU LEARN ABOUT TONIGHT'S MEETING? (e.g. E-Newsletter, Website, Other)
Elizabeth	Clubb	ewclubb@mac.com	4-846-3021	30324	N	newsletter
Paul	Fortson	paulbfortson@gmail.com	4-713-1122	30309		SG
Jerry	Sasser	jsasser3@yahoo.com	864-770-3214	30309	Y	
Dwayne	Bontroyer	db dbontroyer@me.com	404-669-9107	30309	N	email



Meeting: _____

Location: _____

Date: _____

PLEASE SIGN-UP AND PRINT LEGIBLY TO RECEIVE FUTURE COMMUNICATION REGARDING UPCOMING MEETINGS AND EVENTS

FIRST NAME	LAST NAME	EMAIL <u>OR</u> POSTAL MAILING ADDRESS	BEST CONTACT TELEPHONE	ZIP CODE	FIRST TIME ATTENDING A BELTLINE PUBLIC MEETING? Y/N?	HOW DID YOU LEARN ABOUT TONIGHT'S MEETING? (e.g. E-Newsletter, Website, Other)
Roger	Gruj	PO Box 8748 ATH, GA 31106	4-892-1009		Y	Other
GARY	DRESSER			30309	N	Social Media
RICH	KENATH	RKenath@ATLANTAthink.org	404-231-961	30324	N	
Denise	STARLING	Denise@Livablebuckhead.org	4-842-2680	30326	Y	email
Pam	Irwin	pirwin@mac.com	—	30324	N	social media
DARYN	KARAN	DARYN@KARAGAN.COM	4-309-0243	30309	N	FB
John	Uffenhove	uffenhovej@gmail.com		30309	Y	
Tim Berube	Berube	TimBerube@gmail.com	6-431-1982	30324	N	PHCA
NATCHA	O-CHAROEN	n-ochaoen@gatech.edu	404-886-4325	80308	Y	Facebook



Meeting:

Location:

Date:

PLEASE SIGN-UP AND PRINT LEGIBLY TO RECEIVE FUTURE COMMUNICATION REGARDING UPCOMING MEETINGS AND EVENTS

FIRST NAME	LAST NAME	EMAIL <u>OR</u> POSTAL MAILING ADDRESS	BEST CONTACT TELEPHONE	ZIP CODE	FIRST TIME ATTENDING A BELTLINE PUBLIC MEETING? Y/N?	HOW DID YOU LEARN ABOUT TONIGHT'S MEETING? (e.g. E-Newsletter, Website, Other)
Chuck	Podgurski	chuckpodgurski@gmail.com	404 662 8589	30324	N	Angel
Robert	Smith	rsmith3@gmail.com	706 370 1193	30335	Y	E-news
John	Coynne	jcoynne@gmail.com	704 231 2968	30324	Y	FB
GENINE	BRYANT	gbryant@dot.ga.gov	404-631-1526	30308	N	GDOT
Tom	Stokes	tstokes@EpiCity.com	404-995-9595	30324	N	Piedmont Heights Neighborhood
Sandy	Stoke					
Jeff	PARAMORE	JDPATL@aol.com		30324	Y	Email
Cliff Bill	Harris	wharris@aol.com		30309	Y	Friend



Meeting: _____

Location: _____

Date: _____

PLEASE SIGN-UP AND PRINT LEGIBLY TO RECEIVE FUTURE COMMUNICATION REGARDING UPCOMING MEETINGS AND EVENTS

FIRST NAME	LAST NAME	EMAIL <u>OR</u> POSTAL MAILING ADDRESS	BEST CONTACT TELEPHONE	ZIP CODE	FIRST TIME ATTENDING A BELTLINE PUBLIC MEETING? Y/N?	HOW DID YOU LEARN ABOUT TONIGHT'S MEETING? (e.g. E-Newsletter, Website, Other)
Angela	Poventud	Another Loud person. YPHU	404-892-8306	3310	N	Email
Bruce & Anne	Spengler	spengler@highlandsoftware.com	404 964-6877	30305	N	Park Pride
Sally	Sears	sally@southfork	412 13-0127	30306	N	Email
Justin	Martorana	justinmartorana@gmail.com	212 274-4421	30324	N	
Sally	Flocks	sally@flocks@gmail.com	416 45-8722	30309	N	email
Fred	Weiner					
Bill	Sear	BILL SEAR@WELL SOUTH.WEST	4-556-4726	30324	N	NOTICE
Jim	Stoker	jim.stoker@gmail.com	415 51-7244	30309	N	notice
Mark	Campis	campis@hcarch.net	404 431 6043	30324	Y	council person email



Meeting: _____

Location: _____

Date: _____

PLEASE SIGN-UP AND PRINT LEGIBLY TO RECEIVE FUTURE COMMUNICATION REGARDING UPCOMING MEETINGS AND EVENTS

FIRST NAME	LAST NAME	EMAIL <u>OR</u> POSTAL MAILING ADDRESS	BEST CONTACT TELEPHONE	ZIP CODE	FIRST TIME ATTENDING A BELTLINE PUBLIC MEETING? Y/N?	HOW DID YOU LEARN ABOUT TONIGHT'S MEETING? (e.g. E-Newsletter, Website, Other)
Caleb	Stubbs	calebstubbs@gmail.com		30324	N	Shawn
Amy	Linton	edisaurus@mindspring.com	404-217-6778	30305	N	PHCA
Mark	Littman	mark.littman@gmail.com			Y	Facebook
Dennis	Hooper	dennis@buildingfutureleaders.com	404-575-3050	30324	N	PHCA e-mail
WAYNE	Hoffman	h@h30324@bellsouth.net	404-817-9662	30324	N	PHCA FB
Chris	Rosselli	chris_rosselli@omohawkind.com	404-560-1249	30305	Y	PHCA
Raymond	Myer	raymondmyerone@aol.com	404-874-3880	30324	N	family
Matt	Lambert	MATT1241@gmail.com	646-672-5828	30306	N	APCA



Meeting: _____

Location: _____

Date: _____

PLEASE SIGN-UP AND PRINT LEGIBLY TO RECEIVE FUTURE COMMUNICATION REGARDING UPCOMING MEETINGS AND EVENTS

FIRST NAME	LAST NAME	EMAIL <u>OR</u> POSTAL MAILING ADDRESS	BEST CONTACT TELEPHONE	ZIP CODE	FIRST TIME ATTENDING A BELTLINE PUBLIC MEETING? Y/ <u>N</u> ?	HOW DID YOU LEARN ABOUT TONIGHT'S MEETING? (e.g. E-Newsletter, Website, Other)
Darcel	Stewart	store0334@theupsstore.com	470-503-4714	30324		E-Mail
John	Matthews	jrmattthews98@gmail.com	561-236 7834	30305	no	various
Jay	McClure	jmcclure@gmail.com		30309	NO	
MARK	RINDER	MRINDER@Safepoint.com		30309	NO	
Laura	Dobson	crittercare2003@yahoo.com		30305	yes.	Facebook
Campbell	Walmsley	cmck06@gmail.com	9175897607	30309	yes	email



Meeting:

Location:

Date:

PLEASE SIGN-UP AND PRINT LEGIBLY TO RECEIVE FUTURE COMMUNICATION REGARDING UPCOMING MEETINGS AND EVENTS

FIRST NAME	LAST NAME	EMAIL <u>OR</u> POSTAL MAILING ADDRESS	BEST CONTACT TELEPHONE	ZIP CODE	FIRST TIME ATTENDING A BELTLINE PUBLIC MEETING? Y/N?	HOW DID YOU LEARN ABOUT TONIGHT'S MEETING? (e.g. E-Newsletter, Website, Other)
ALLAN	KEITER	allan.keiter@gmail.com	4731-3012	30324	NO	Facebook
Harry	Shuman	hasatl@mac.com	404 875-2303	30324	NO	e-mail
Bill	Compton	william@zode.net	404 849-9351	30324	NO	email
CHARLOTTE	Gilke				NO	
Nail	Rhoney	hrhoney@gmail.com	404-275 1456	30309	NO	DHCA + APHA
Tracy	Montgomery	tracym_1098@yahoo	4-403 7009	30305	NO	11
Jessica	Kern	jkern@dot.ga.gov				GDOT NEPA
Lauren	Lewis	Laurenseymour365@gmail.com	404 386-4511	30324	NO	e-mail



Meeting:

Location:

Date:

PLEASE SIGN-UP AND PRINT LEGIBLY TO RECEIVE FUTURE COMMUNICATION REGARDING UPCOMING MEETINGS AND EVENTS

FIRST NAME	LAST NAME	EMAIL <u>OR</u> POSTAL MAILING ADDRESS	BEST CONTACT TELEPHONE	ZIP CODE	FIRST TIME ATTENDING A BELTLINE PUBLIC MEETING? Y/N?	HOW DID YOU LEARN ABOUT TONIGHT'S MEETING? (e.g. E-Newsletter, Website, Other)
Betty	HANACEK	bhanacek@bellsouth.net	404) 734-	382130305	N	eNewsletter
Debbie	Skopczynski	chair@npuatlanta.org	(404) 433-8561	30306	N	email
Erin	Martin	equinn141@yahoo.com	404 713-0322	30309	N	email
Hayley Brooks Jeff Behm	Brooks Behm	hayleykbrooks@gmail.com	770-596-2746	30307	Y	online
Jim LAZAR	LAZAR	GYMLAZAR@GMAIL.COM	7702749365	30306	Y	ON LINE
Kathie	McClure	kathie.mccclure@gmail.com		30324	N	email
Rogers	Barry	rogerspbarry@gmail.com			N	email
Richard	Sussman	npuatlanta.org		30324	X	NPU-F
Michael	STOEN	MICHAEL.STOEN@GMAIL.com	404-326-2022	30309	Y	BWH

[illegible]



Meeting: _____

Location: _____

Date: _____

PLEASE SIGN-UP AND PRINT LEGIBLY TO RECEIVE FUTURE COMMUNICATION REGARDING UPCOMING MEETINGS AND EVENTS

FIRST NAME	LAST NAME	EMAIL <u>OR</u> POSTAL MAILING ADDRESS	BEST CONTACT TELEPHONE	ZIP CODE	FIRST TIME ATTENDING A BELTLINE PUBLIC MEETING? Y/N?	HOW DID YOU LEARN ABOUT TONIGHT'S MEETING? (e.g. E-Newsletter, Website, Other)
Eric	Haley	j.eric.haley@gmail.com		30068	Y	FA
Jon	Duke	jduke99@gmail.com				
Cary	Aiken	carya@earthlink.net	404 815 5880	30306	No - about my 200th one	email
Emily	Compton	Emily@zede.net		30324	NO	email
Bruce	Hawthorne	ghawthorne@comcast.net	404-233-7202	30305	1	11
Jeff	Rehm	JEFFREY.N.REHM@GMAIL.COM	404 754 3821	30309	Y	WEBSITE
ANGELA	PARKER	parkerblum@comcast.net	404 797 9807		N	WEBSITE
JEFF	BLUM	11	404 375 2915	30309	Y	11



Location:

Date:

[illegible]

[illegible]

- *If you are a member of the public information industry including media, social media, digital content communications or freelance journalism please sign in to the media sign in sheet at the check-in table.*
- *Please be advised that by participating in an Atlanta BeltLine public meeting you may be photographed or recorded and that these materials may be used in Atlanta BeltLine printed and electronic materials.*

Agenda

I. Welcome & Introductions

II. Presentation

III. Questions & Answers

IV. Break Out Activity

V. Adjourn

Meeting materials can be found at: beltline.org/engage-meetings

Please see the reverse side for Study Group Participation Guidelines

If you have any questions or concerns, please contact the Office of Community Engagement:
beltline.org/engage | engage@atlbeltline.org | 404-477-3552

Study Group Participation Guidelines

- ✓ Everyone is responsible for the success of the meeting.
- ✓ Keep an open mind. Be open to new concepts and to concepts presented in new ways. Appreciate other points of view and respect differences.
- ✓ Everyone should participate and respect and support the right to be heard.
- ✓ We will give feedback directly and openly; it will be given in a timely fashion, and we will provide information that is specific and focuses on the topic and process and not on personalities or people.
- ✓ Speak one person at a time and listen when others are talking. Do not dominate the conversation, interrupt, or participate in side conversations or make unnecessary comments while others are speaking.
- ✓ Parties agree not to blame, attack, or engage in put-downs.
- ✓ Never interrupt anyone - even if you disagree strongly.
- ✓ Watch for "trigger words" -- language IS important.
- ✓ Be honest.

Notes



**Atlanta
BeltLine**
Where Atlanta Comes Together



OVERALL MEETING EVALUATION

1. How convenient was the location?

1) Very convenient

2) Convenient

3) Neither convenient nor inconvenient

4) Inconvenient (Specify): _____

5) Very Inconvenient (Specify): _____

Not enough parking

2. How did you hear about the meeting? (Check all that apply)

☐ Flyer at Place of Worship, Senior Center, or Library

☐ Atlanta BeltLine e-newsletter

☐ Atlanta BeltLine Postcard

☐ Atlanta BeltLine Website

☐ Robocall

☐ Facebook

☐ LinkedIn

☐ Reddit

☐ Flyer at Local Business

☐ BeltLine Signs on Street

☒ Another Community Organization

(Specify): *PHCA - Peachtree Hills Civic*

☐ Other (Specify): _____

Assoc.

3. Please provide feedback about your experience today. (Please circle)

	Poor	Fair	Satisfactory	Good	Excellent
Usefulness of Content	1	2	3	4	5
Meeting Execution	1	2	3	4	5
Overall Experience	1	2	3	4	5

Please share any general comments or suggestions on how we can improve Atlanta BeltLine public meetings on the back of this evaluation:

Want more info @ North Line

4. Please print your name in the box where requested. Atlanta BeltLine Inc., (ABI) asks that you provide the additional information requested on a voluntary basis. You are not required to provide information regarding your race, sex, color, and national origin. Thank you for your participation.

Name (Optional) (Please print) <i>AMY CINTON</i>		Sex: <input type="checkbox"/> Male <input checked="" type="checkbox"/> Female
General Ethnic Identification Categories (Check as many as apply) <input type="checkbox"/> African American <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input checked="" type="checkbox"/> Caucasian <input type="checkbox"/> Hispanic <input type="checkbox"/> Other _____		
Race and/or Color <i>W</i>	National Origin <i>US</i>	

Questions or concerns: Please contact the ABI Community Engagement team at engage@atlbeltline.org



**Atlanta
BeltLine**
Where Atlanta Comes Together



OVERALL MEETING EVALUATION

1. How convenient was the location?

- ☒ 1) Very convenient
- ☐ 2) Convenient
- ☐ 3) Neither convenient nor inconvenient
- ☐ 4) Inconvenient (Specify): _____
- ☐ 5) Very Inconvenient (Specify): _____

2. How did you hear about the meeting? (Check all that apply)

- ☐ Flyer at Place of Worship, Senior Center, or Library
- ☒ Atlanta BeltLine e-newsletter
- ☐ Atlanta BeltLine Postcard
- ☐ Atlanta BeltLine Website
- ☐ Robocall
- ☐ Facebook
- ☐ LinkedIn
- ☐ Reddit
- ☐ Flyer at Local Business
- ☐ BeltLine Signs on Street
- ☐ Another Community Organization (Specify): _____
- ☐ Other (Specify): _____

3. Please provide feedback about your experience today. (Please circle)

	Poor	Fair	Satisfactory	Good	Excellent
Usefulness of Content	1	<u>2</u>	3	4	5
Meeting Execution	1	2	<u>3</u>	4	5
Overall Experience	1	<u>2</u>	3	4	5

Please share any general comments or suggestions on how we can improve Atlanta BeltLine public meetings on the back of this evaluation:

Since the last meeting focused on the area Georgia Power is
working, we all expected an update on that segment
See comments on Back

4. Please print your name in the box where requested. Atlanta BeltLine Inc., (ABI) asks that you provide the additional information requested on a voluntary basis. You are not required to provide information regarding your race, sex, color, and national origin. Thank you for your participation.

Name (Optional) (Please print) <u>Lauren Lewis</u>		Sex: <input type="checkbox"/> Male <input checked="" type="checkbox"/> Female
General Ethnic Identification Categories (Check as many as apply) <input checked="" type="checkbox"/> African American <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Caucasian <input type="checkbox"/> Hispanic <input type="checkbox"/> Other _____		
Race and/or Color		National Origin

Questions or concerns: Please contact the ABI Community Engagement team at engage@atlbeltline.org

We anticipated that the segment between Westminster and Mayson where GA Power is working would be completed first because of the work GA Power is doing.

Since there is a parallel trail in Piedmont Park, the portion going through the park is redundant and should be the lowest priority.



**Atlanta
BeltLine**
Where Atlanta Comes Together



OVERALL MEETING EVALUATION

1. How convenient was the location?

- 1) Very convenient
2) Convenient — Traffic was awful - not enough parking.
3) Neither convenient nor inconvenient
4) Inconvenient (Specify): _____
5) Very Inconvenient (Specify): _____

2. How did you hear about the meeting? (Check all that apply)

- | | |
|--|---|
| <input type="radio"/> Flyer at Place of Worship, Senior Center, or Library | <input type="radio"/> LinkedIn |
| <input type="radio"/> <u>Atlanta BeltLine e-newsletter</u> | <input type="radio"/> Reddit |
| <input type="radio"/> Atlanta BeltLine Postcard | <input type="radio"/> Flyer at Local Business |
| <input type="radio"/> Atlanta BeltLine Website | <input type="radio"/> BeltLine Signs on Street |
| <input type="radio"/> Robocall | <input type="radio"/> Another Community Organization (Specify): _____ |
| <input type="radio"/> Facebook | <input type="radio"/> Other (Specify): _____ |

3. Please provide feedback about your experience today. (Please circle)

	Poor	Fair	Satisfactory	Good	Excellent
Usefulness of Content	1	<u>2</u>	3	4	5
Meeting Execution	1	<u>2</u>	3	4	5
Overall Experience	1	<u>2</u>	3	4	5

Please share any general comments or suggestions on how we can improve Atlanta BeltLine public meetings on the back of this evaluation:

At the last Beltline meeting, representatives explained the GA Power was pulling up new power lines and as soon as they were done, Beltline would start reconstruction of the East Side Trail right up to 85. Tonight, representatives said there's no money for that!! What happened?

Please print your name in the box where requested. Atlanta BeltLine Inc., (ABI) asks that you provide the additional information requested on a voluntary basis. You are not required to provide information regarding your race, sex, color, and national origin. Thank you for your participation.

Name (Optional) (Please print) MARK B RINDER		Sex: <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female
General Ethnic Identification Categories (Check as many as apply) <input type="checkbox"/> African American <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input checked="" type="checkbox"/> Caucasian <input type="checkbox"/> Hispanic <input type="checkbox"/> Other _____		
Race and/or Color		National Origin

M RINDER @ SAFEGUARD IT. COM

Questions or concerns: Please contact the ABI Community Engagement team at engage@atlbeltline.org



**Atlanta
BeltLine**
Where Atlanta Comes Together



OVERALL MEETING EVALUATION

1. How convenient was the location?

- ☒ 1) Very convenient
- ☐ 2) Convenient
- ☐ 3) Neither convenient nor inconvenient
- ☐ 4) Inconvenient (Specify): _____
- ☐ 5) Very Inconvenient (Specify): _____

2. How did you hear about the meeting? (Check all that apply)

- ☐ Flyer at Place of Worship, Senior Center, or Library
- ☒ Atlanta BeltLine e-newsletter
- ☐ Atlanta BeltLine Postcard
- ☐ Atlanta BeltLine Website
- ☐ Robocall
- ☐ Facebook
- ☐ LinkedIn
- ☐ Reddit
- ☐ Flyer at Local Business
- ☐ BeltLine Signs on Street
- ☐ Another Community Organization (Specify): _____
- ☐ Other (Specify): _____

3. Please provide feedback about your experience today. (Please circle)

	Poor	Fair	Satisfactory	Good	Excellent
Usefulness of Content	1	2	3	4	5
Meeting Execution	1	2	3	4	5
Overall Experience	1	2	3	4	5

Please share any general comments or suggestions on how we can improve Atlanta BeltLine public meetings on the back of this evaluation:

1. SPOKE TO THREE DIFFERENT REPS
AND GOT THREE DIFFERENT ANSWERS!
COME ON GUYS. AT LEAST COME PREPARED

4. Please print your name in the box where requested. Atlanta BeltLine Inc., (ABI) asks that you provide the additional information requested on a voluntary basis. You are not required to provide information regarding your race, sex, color, and national origin. Thank you for your participation.

Name (Optional) (Please print) JOHN PERNOLE		Sex: <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female
General Ethnic Identification Categories (Check as many as apply) <input type="checkbox"/> African American <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input checked="" type="checkbox"/> Caucasian <input type="checkbox"/> Hispanic <input type="checkbox"/> Other _____		
Race and/or Color		National Origin

Questions or concerns: Please contact the ABI Community Engagement team at engage@atlbeltline.org



**Atlanta
BeltLine**
Where Atlanta Comes Together



OVERALL MEETING EVALUATION

1. How convenient was the location?

- ☒ 1) Very convenient
- ☐ 2) Convenient
- ☐ 3) Neither convenient nor inconvenient
- ☐ 4) Inconvenient (Specify): _____
- ☐ 5) Very Inconvenient (Specify): _____

2. How did you hear about the meeting? (Check all that apply)

- ☐ Flyer at Place of Worship, Senior Center, or Library
- ☐ Atlanta BeltLine e-newsletter
- ☐ Atlanta BeltLine Postcard
- ☐ Atlanta BeltLine Website
- ☐ Robocall
- ☐ Facebook
- ☐ LinkedIn
- ☐ Reddit
- ☐ Flyer at Local Business
- ☐ BeltLine Signs on Street
- ☒ Another Community Organization (Specify): PHCA
- ☐ Other (Specify): _____

3. Please provide feedback about your experience today. (Please circle)

	Poor	Fair	Satisfactory	Good	Excellent
Usefulness of Content	1	2	3	<u>4</u>	5
Meeting Execution	1	2	3	<u>4</u>	5
Overall Experience	1	2	<u>3</u>	4	5

Please share any general comments or suggestions on how we can improve Atlanta BeltLine public meetings on the back of this evaluation:

too many apology comments: "if that makes any sense at all," "sorry that I flew through that", "

4. Please print your name in the box where requested. Atlanta BeltLine Inc., (ABI) asks that you provide the additional information requested on a voluntary basis. You are not required to provide information regarding your race, sex, color, and national origin. Thank you for your participation.

Name (Optional) (Please print) <u>Dennis Hooper</u>		Sex: <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female
General Ethnic Identification Categories (Check as many as apply) <input type="checkbox"/> African American <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input checked="" type="checkbox"/> Caucasian <input type="checkbox"/> Hispanic <input type="checkbox"/> Other _____		
Race and/or Color		National Origin

Questions or concerns: Please contact the ABI Community Engagement team at engage@atlbeltline.org



**Atlanta
BeltLine**
Where Atlanta Comes Together



OVERALL MEETING EVALUATION

1. How convenient was the location?

- ☒ 1) Very convenient
- ☐ 2) Convenient
- ☐ 3) Neither convenient nor inconvenient
- ☐ 4) Inconvenient (Specify): _____
- ☐ 5) Very Inconvenient (Specify): _____

2. How did you hear about the meeting? (Check all that apply)

- ☐ Flyer at Place of Worship, Senior Center, or Library
- ☒ Atlanta BeltLine e-newsletter
- ☐ Atlanta BeltLine Postcard
- ☐ Atlanta BeltLine Website
- ☐ Robocall
- ☐ Facebook
- ☐ LinkedIn
- ☐ Reddit
- ☐ Flyer at Local Business
- ☐ BeltLine Signs on Street
- ☐ Another Community Organization (Specify): _____
- ☐ Other (Specify): _____

3. Please provide feedback about your experience today. (Please circle)

	Poor	Fair	Satisfactory	Good	Excellent
Usefulness of Content	1	2	3	<input checked="" type="radio"/> 4	5
Meeting Execution	1	2	3	<input checked="" type="radio"/> 4	5
Overall Experience	1	2	3	<input checked="" type="radio"/> 4	5

Please share any general comments or suggestions on how we can improve Atlanta BeltLine public meetings on the back of this evaluation:

General Comments: consider accessibility, comfort + safety for all ages. We need BeltLine e-newsletter fast travel on bikes doesn't make people (over)

4. Please print your name in the box where requested. Atlanta BeltLine Inc., (ABI) asks that you provide the additional information requested on a voluntary basis. You are not required to provide information regarding your race, sex, color, and national origin. Thank you for your participation.

Name (Optional) (Please print) <u>Elizabeth W. Clubb</u>		Sex: <input type="checkbox"/> Male <input checked="" type="checkbox"/> Female
General Ethnic Identification Categories (Check as many as apply) <input type="checkbox"/> African American <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input checked="" type="checkbox"/> Caucasian <input type="checkbox"/> Hispanic <input type="checkbox"/> Other _____		
Race and/or Color		National Origin

Questions or concerns: Please contact the ABI Community Engagement team at engage@atlbeltline.org

fearful of walking on Beltline. Can we have ride
on right "lanes" like the park/trail system in
Roswell, etc.

(have a strong focus on aging in place and how
to make The Beltline a joyful place for all
ages? Can we put benches for resting along
the way, for example?

Love, love, love where we are going. Yay Beltline!

OVERALL MEETING EVALUATION

1. How convenient was the location?

- ☒ 1) Very convenient
 2) Convenient
 3) Neither convenient nor inconvenient
 4) Inconvenient (Specify): _____
 5) Very Inconvenient (Specify): _____

2. How did you hear about the meeting? (Check all that apply)

- ☐ Flyer at Place of Worship, Senior Center, or Library
☐ Atlanta BeltLine e-newsletter
☐ Atlanta BeltLine Postcard
☐ Atlanta BeltLine Website
☐ Robocall
☐ Facebook
☐ LinkedIn
☐ Reddit
☐ Flyer at Local Business
☐ BeltLine Signs on Street
☒ Another Community Organization (Specify): PIEDMONT HEIGHTS
☐ Other (Specify): _____

3. Please provide feedback about your experience today. (Please circle)

	Poor	Fair	Satisfactory	Good	Excellent
Usefulness of Content	<input checked="" type="radio"/> 1	2	3	4	5
Meeting Execution	<input checked="" type="radio"/> 1	2	3	4	5
Overall Experience	<input checked="" type="radio"/> 1	2	3	4	5

Please share any general comments or suggestions on how we can improve Atlanta BeltLine public meetings on the back of this evaluation:

TOTAL WASTE OF TIME
TOO MANY TECHNICAL UNKNOWN FOR THE
LAY PUBLIC TO HAVE AN INFORMED OPINION

4. Please print your name in the box where requested. Atlanta BeltLine Inc., (ABI) asks that you provide the additional information requested on a voluntary basis. You are not required to provide information regarding your race, sex, color, and national origin. Thank you for your participation.

Name (Optional) (Please print) <u>UNIMPORTANT</u>		Sex: <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female
General Ethnic Identification Categories (Check as many as apply)		
<input type="checkbox"/> African American	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
<input type="checkbox"/> Caucasian	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Other <u>AMERICAN FOR GOD'S SAKE!</u>
Race and/or Color <u>YES</u>	National Origin <u>AMERICAN</u>	

OVERALL MEETING EVALUATION

1. How convenient was the location?

- ☒ 1) Very convenient
☐ 2) Convenient
☐ 3) Neither convenient nor inconvenient
☐ 4) Inconvenient (Specify): _____
☐ 5) Very Inconvenient (Specify): _____

2. How did you hear about the meeting? (Check all that apply)

- ☐ Flyer at Place of Worship, Senior Center, or Library
☐ Atlanta BeltLine e-newsletter
☐ Atlanta BeltLine Postcard
☒ Atlanta BeltLine Website
☐ Robocall
☐ Facebook
☐ LinkedIn
☐ Reddit
☐ Flyer at Local Business
☐ BeltLine Signs on Street
☐ Another Community Organization (Specify): _____
☐ Other (Specify): _____

3. Please provide feedback about your experience today. (Please circle)

	Poor	Fair	Satisfactory	Good	Excellent
Usefulness of Content	1	2	3	4	5
Meeting Execution	1	2	3	4	5
Overall Experience	1	2	3	4	5

Please share any general comments or suggestions on how we can improve Atlanta BeltLine public meetings on the back of this evaluation:

4. Please print your name in the box where requested. Atlanta BeltLine Inc., (ABI) asks that you provide the additional information requested on a voluntary basis. You are not required to provide information regarding your race, sex, color, and national origin. Thank you for your participation.

Name (Optional) (Please print) <u>Caleb Stubbs</u>		Sex: <input checked="" type="checkbox"/> Male <input type="checkbox"/> Female
General Ethnic Identification Categories (Check as many as apply)		
<input type="checkbox"/> African American	<input type="checkbox"/> American Indian/Alaskan Native	<input type="checkbox"/> Asian/Pacific Islander
<input checked="" type="checkbox"/> Caucasian	<input type="checkbox"/> Hispanic	<input type="checkbox"/> Other _____
Race and/or Color		National Origin



**Atlanta
BeltLine**
Where Atlanta Comes Together



OVERALL MEETING EVALUATION

1. How convenient was the location?

☒ 1) Very convenient

☐ 2) Convenient

☐ 3) Neither convenient nor inconvenient

☐ 4) Inconvenient (Specify): _____

☐ 5) Very Inconvenient (Specify): _____

2. How did you hear about the meeting? (Check all that apply)

☐ Flyer at Place of Worship, Senior

Center, or Library

☒ Atlanta BeltLine e-newsletter

☐ Atlanta BeltLine Postcard

☐ Atlanta BeltLine Website

☐ Robocall

☒ Facebook

☐ LinkedIn

☐ Reddit

☐ Flyer at Local Business

☐ BeltLine Signs on Street

☐ Another Community Organization
(Specify): _____

☐ Other (Specify): _____

3. Please provide feedback about your experience today. (Please circle)

	Poor	Fair	Satisfactory	Good	Excellent
Usefulness of Content	1	2	3	4	5
Meeting Execution	1	2	3	4	5
Overall Experience	1	2	3	4	5

Please share any general comments or suggestions on how we can improve Atlanta BeltLine public meetings on the back of this evaluation:

4. Please print your name in the box where requested. Atlanta BeltLine Inc., (ABI) asks that you provide the additional information requested on a voluntary basis. You are not required to provide information regarding your race, sex, color, and national origin. Thank you for your participation.

Name (Optional) (Please print)		Sex: <input type="checkbox"/> Male <input type="checkbox"/> Female
General Ethnic Identification Categories (Check as many as apply) <input type="checkbox"/> African American <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Asian/Pacific Islander <input type="checkbox"/> Caucasian <input type="checkbox"/> Hispanic <input type="checkbox"/> Other _____		
Race and/or Color		National Origin

Questions or concerns: Please contact the ABI Community Engagement team at engage@atlbeltline.org

Public Information Meeting
June 25, 2019



**Atlanta
BeltLine®**

Where Atlanta Comes Together

NORTHSIDE + NORTHEAST STUDY GROUP: NORTHEAST TRAIL DESIGN

*Join us for our next meeting to
discuss the Northeast Trail design!*

Come hear the latest updates on the Northeast Trail, which will run between Monroe Drive and the Lindbergh MARTA station.

This meeting will discuss potential trail alignments and provide an opportunity to give feedback which will help inform the design process.

Additional meeting materials can be found at www.beltline.org/engage-meetings



DATE

*Tuesday,
June 25, 2019*

TIME

6:30-8:00pm

LOCATION

*Rock Spring
Presbyterian Church*

ADDRESS

*1824 Piedmont Ave NE
Atlanta, GA 30324*

TRAVEL INFO

- ❖ This location is accessible via MARTA bus #809 operating between the Lindbergh and Midtown stations. See itsmarta.com for complete map and schedule.
- ❖ Please consider biking or walking, if you are able.
- ❖ Limited free parking is available on site.

FOR MORE INFORMATION:

engage@atlbeltline.org // 404-477-3552

From: [Engage](#)
To: [Shaun Green](#)
Subject: FW: New submission from Community Engagement Comment Card
Date: Wednesday, June 26, 2019 12:04:42 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Feedback from last night to be added to the comments....enjoy the typos

Nathan Soldat, AICP

Community Engagement Manager

Atlanta BeltLine, Inc.

Office: 404.477.3552 // Fax: 404.477.3006 // nsoldat@atlbeltline.org // beltline.org

<http://www.beltline.org/greenjar/signatures/abl/images/signature-full.png>



[Visit](#) // [Explore](#) // [Get Involved](#) // [Programs](#) // [Events](#)



Atlanta BeltLine, Inc. // 100 Peachtree Street, NW, Suite 2300, Atlanta, GA 30303

From: engage@atlbeltline.org <engage@atlbeltline.org>
Sent: Wednesday, June 26, 2019 11:36 AM
To: Engage <E@atlbeltline.org>
Subject: New submission from Community Engagement Comment Card

This message was sent from outside the company by someone with a display name matching a current or former user in your organization. Please do not click links or open attachments unless you recognize the source of this email and know the content is safe. Please contact helpdesk if you have any questions.

Contact Details

Name

paul raulet

Email

paul@raulet.com

Phone

(404) 695-0410

Meeting Details**Select meeting attended:**

June 25, 2019 - 6:30pm | Rock Spring Presbyterian Church (1824 Piedmont Ave NE, Atlanta, GA 30324)

Select how you attended the meeting:

In person

Provide question, feedback or comments:

good job on meeting. I believe c is the one of best routes and the most visual appealing except take it straight by the church instead of going over to cheshire bridge area. also e seems the most resonsible and the quickest to get built. I would say what ever you do really the only thing the armour ottley area need s is a big feed trail similiar to booby Jones. We don't need full blow beltline in my option. Too complicated. Would rather see trail built in the quickest time and let ed mcbray slap some feeder trails in

From: [Engage](#)
To: [Shaun Green](#)
Subject: FW: New submission from Community Engagement Comment Card
Date: Wednesday, June 26, 2019 12:03:14 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Feedback from last night to be added to the comments.

Nathan Soldat, AICP

Community Engagement Manager

Atlanta BeltLine, Inc.

Office: 404.477.3552 // Fax: 404.477.3006 // nsoldat@atlbeltline.org // beltline.org

<http://www.beltline.org/greenjar/signatures/abl/images/signature-full.png>



[Visit](#) // [Explore](#) // [Get Involved](#) // [Programs](#) // [Events](#)



Atlanta BeltLine, Inc. // 100 Peachtree Street, NW, Suite 2300, Atlanta, GA 30303

From: engage@atlbeltline.org <engage@atlbeltline.org>
Sent: Wednesday, June 26, 2019 8:56 AM
To: Engage <E@atlbeltline.org>
Subject: New submission from Community Engagement Comment Card

This message was sent from outside the company by someone with a display name matching a current or former user in your organization. Please do not click links or open attachments unless you recognize the source of this email and know the content is safe. Please contact helpdesk if you have any questions.

Contact Details

Name

Howard Kaplan

Email

howkap@outlook.com

Phone

(678) 427-0504

Meeting Details**Select meeting attended:**

June 25, 2019 - 6:30pm | Rock Spring Presbyterian Church (1824 Piedmont Ave NE, Atlanta, GA 30324)

Select how you attended the meeting:

In person

Provide question, feedback or comments:

Of the 5 options presented, it is my belief that the experts will have to weigh the pros and cons of each alternative. I would just ask them to think big to include long-term aspects of the project. For example, it is highly likely with all of the trails converging that a lot of the side trails will be developed for one reason or another and those side trails will either be a bonus to the end product, will mitigate the cost of the goal of getting towards the Lindbergh Marta station. So, it might be best to take the direct route to Lindbergh for expediency and realize that some of the side trails will be developed anyway. For example, the beltline may not need to develop the Brookwood Hills reserve area as part of this project, because that neighborhood will want to develop it anyway overtime if it connects to the beltline. It is likely best for the beltline to try to tackle the most difficult route with the greatest long-term implications because ABI has more clout than any neighborhood group.

From: [Engage](#)
To: [Shaun Green](#)
Subject: FW: New submission from Community Engagement Comment Card
Date: Wednesday, June 26, 2019 12:02:16 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Feedback from last night to be added to the comments.

Nathan Soldat, AICP

Community Engagement Manager

Atlanta BeltLine, Inc.

Office: 404.477.3552 // Fax: 404.477.3006 // nsoldat@atlbeltline.org // beltline.org

<http://www.beltline.org/greenjar/signatures/abl/images/signature-full.png>



[Visit](#) // [Explore](#) // [Get Involved](#) // [Programs](#) // [Events](#)



Atlanta BeltLine, Inc. // 100 Peachtree Street, NW, Suite 2300, Atlanta, GA 30303

From: engage@atlbeltline.org <engage@atlbeltline.org>
Sent: Tuesday, June 25, 2019 9:22 PM
To: Engage <E@atlbeltline.org>
Subject: New submission from Community Engagement Comment Card

This message was sent from outside the company by someone with a display name matching a current or former user in your organization. Please do not click links or open attachments unless you recognize the source of this email and know the content is safe. Please contact helpdesk if you have any questions.

Contact Details

Name

Harvey Wadsworth

Email

harveywadsworth@gmail.com

Phone

(404) 917-3253

Meeting Details

Select meeting attended:

June 25, 2019 - 6:30pm | Rock Spring Presbyterian Church (1824 Piedmont Ave NE, Atlanta, GA 30324)

Select how you attended the meeting:

In person

Provide question, feedback or comments:

Thanks for taking the time to present different options to the community regarding the Northeast trail design. My preference is option E due to the shortest and most straightforward path. The one change would be to connect to Peachtree Hills like the other options. I am biased as I live in that neighborhood, but it would connect a lot of homes sooner than waiting on the NW trail. It would also be easier for the neighborhoods North of Peachtree Hills to connect through Peachtree Hills instead of crossing the rail line to the East and connecting closer to Lindbergh which is a major barrier to the neighborhoods.

From: [Engage](#)
To: [Shaun Green](#)
Subject: FW: New submission from Community Engagement Comment Card
Date: Wednesday, July 3, 2019 10:57:54 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

More feedback.

Nathan Soldat, AICP

Community Engagement Manager

Atlanta BeltLine, Inc.

Office: 404.477.3552 // Fax: 404.477.3006 // nsoldat@atlbeltline.org // beltline.org

<http://www.beltline.org/greenjar/signatures/abl/images/signature-full.png>



[Visit](#) // [Explore](#) // [Get Involved](#) // [Programs](#) // [Events](#)



Atlanta BeltLine, Inc. // 100 Peachtree Street, NW, Suite 2300, Atlanta, GA 30303

From: engage@atlbeltline.org <engage@atlbeltline.org>
Sent: Tuesday, July 2, 2019 2:05 PM
To: Engage <E@atlbeltline.org>
Subject: New submission from Community Engagement Comment Card

This message was sent from outside the company by someone with a display name matching a current or former user in your organization. Please do not click links or open attachments unless you recognize the source of this email and know the content is safe. Please contact helpdesk if you have any questions.

Contact Details

Name

Charles Paine

Email

painecr@g.cofc.edu

Phone

(678) 814-8911

Meeting Details

Select meeting attended:

June 25, 2019 - 6:30pm | Rock Spring Presbyterian Church (1824 Piedmont Ave NE, Atlanta, GA 30324)

Select how you attended the meeting:

In person

Provide question, feedback or comments:

Please don't put the BeltLine on Armour drive , Piedmont Rd. or adjacent to the Marta heavy rail. We are to build an Armour Station already; therefore, extending the BeltLine (rather than a spur) to Lindbergh really won't make sense. Focus on bridging Armour Drive & Peachtree Hills. # FREEADAC

From: [Engage](#)
To: [Shaun Green](#)
Subject: FW: New submission from Community Engagement Comment Card
Date: Thursday, June 27, 2019 3:36:49 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

More meeting feedback.

Nathan Soldat, AICP

Community Engagement Manager

Atlanta BeltLine, Inc.

Office: 404.477.3552 // Fax: 404.477.3006 // nsoldat@atlbeltline.org // beltline.org

<http://www.beltline.org/greenjar/signatures/abl/images/signature-full.png>



[Visit](#) // [Explore](#) // [Get Involved](#) // [Programs](#) // [Events](#)



Atlanta BeltLine, Inc. // 100 Peachtree Street, NW, Suite 2300, Atlanta, GA 30303

From: engage@atlbeltline.org <engage@atlbeltline.org>
Sent: Thursday, June 27, 2019 12:45 PM
To: Engage <E@atlbeltline.org>
Subject: New submission from Community Engagement Comment Card

This message was sent from outside the company by someone with a display name matching a current or former user in your organization. Please do not click links or open attachments unless you recognize the source of this email and know the content is safe. Please contact helpdesk if you have any questions.

Contact Details

Name

Hal Franch

Email

hfranch@emory.edu

Meeting Details

Select meeting attended:

June 25, 2019 - 6:30pm | Rock Spring Presbyterian Church (1824 Piedmont Ave NE, Atlanta, GA 30324)

Select how you attended the meeting:

By reviewing meeting materials online at beltline.org

Provide question, feedback or comments:

I like #4. Straight, more efficient travel

From: [Engage](#)
To: [Shaun Green](#)
Subject: FW: New submission from Community Engagement Comment Card
Date: Wednesday, June 26, 2019 12:04:42 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Feedback from last night to be added to the comments....enjoy the typos

Nathan Soldat, AICP

Community Engagement Manager

Atlanta BeltLine, Inc.

Office: 404.477.3552 // Fax: 404.477.3006 // nsoldat@atlbeltline.org // beltline.org

<http://www.beltline.org/greenjar/signatures/abl/images/signature-full.png>



[Visit](#) // [Explore](#) // [Get Involved](#) // [Programs](#) // [Events](#)



Atlanta BeltLine, Inc. // 100 Peachtree Street, NW, Suite 2300, Atlanta, GA 30303

From: engage@atlbeltline.org <engage@atlbeltline.org>
Sent: Wednesday, June 26, 2019 11:36 AM
To: Engage <E@atlbeltline.org>
Subject: New submission from Community Engagement Comment Card

This message was sent from outside the company by someone with a display name matching a current or former user in your organization. Please do not click links or open attachments unless you recognize the source of this email and know the content is safe. Please contact helpdesk if you have any questions.

Contact Details

Name

paul raulet

Email

paul@raulet.com

Phone

(404) 695-0410

Meeting Details**Select meeting attended:**

June 25, 2019 - 6:30pm | Rock Spring Presbyterian Church (1824 Piedmont Ave NE, Atlanta, GA 30324)

Select how you attended the meeting:

In person

Provide question, feedback or comments:

good job on meeting. I believe c is the one of best routes and the most visual appealing except take it straight by the church instead of going over to cheshire bridge area. also e seems the most resonsible and the quickest to get built. I would say what ever you do really the only thing the armour ottley area need s is a big feed trail similiar to booby Jones. We don't need full blow beltline in my option. Too complicated. Would rather see trail built in the quickest time and let ed mcbray slap some feeder trails in

From: [Engage](#)
To: [Shaun Green](#)
Subject: FW: New submission from Community Engagement Comment Card
Date: Wednesday, June 26, 2019 12:03:14 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Feedback from last night to be added to the comments.

Nathan Soldat, AICP

Community Engagement Manager

Atlanta BeltLine, Inc.

Office: 404.477.3552 // Fax: 404.477.3006 // nsoldat@atlbeltline.org // beltline.org

<http://www.beltline.org/greenjar/signatures/abl/images/signature-full.png>



[Visit](#) // [Explore](#) // [Get Involved](#) // [Programs](#) // [Events](#)



Atlanta BeltLine, Inc. // 100 Peachtree Street, NW, Suite 2300, Atlanta, GA 30303

From: engage@atlbeltline.org <engage@atlbeltline.org>
Sent: Wednesday, June 26, 2019 8:56 AM
To: Engage <E@atlbeltline.org>
Subject: New submission from Community Engagement Comment Card

This message was sent from outside the company by someone with a display name matching a current or former user in your organization. Please do not click links or open attachments unless you recognize the source of this email and know the content is safe. Please contact helpdesk if you have any questions.

Contact Details

Name

Howard Kaplan

Email

howkap@outlook.com

Phone

(678) 427-0504

Meeting Details**Select meeting attended:**

June 25, 2019 - 6:30pm | Rock Spring Presbyterian Church (1824 Piedmont Ave NE, Atlanta, GA 30324)

Select how you attended the meeting:

In person

Provide question, feedback or comments:

Of the 5 options presented, it is my belief that the experts will have to weigh the pros and cons of each alternative. I would just ask them to think big to include long-term aspects of the project. For example, it is highly likely with all of the trails converging that a lot of the side trails will be developed for one reason or another and those side trails will either be a bonus to the end product, will mitigate the cost of the goal of getting towards the Lindbergh Marta station. So, it might be best to take the direct route to Lindbergh for expediency and realize that some of the side trails will be developed anyway. For example, the beltline may not need to develop the Brookwood Hills reserve area as part of this project, because that neighborhood will want to develop it anyway overtime if it connects to the beltline. It is likely best for the beltline to try to tackle the most difficult route with the greatest long-term implications because ABI has more clout than any neighborhood group.

From: [Engage](#)
To: [Shaun Green](#)
Subject: FW: New submission from Community Engagement Comment Card
Date: Wednesday, June 26, 2019 12:02:16 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Feedback from last night to be added to the comments.

Nathan Soldat, AICP

Community Engagement Manager

Atlanta BeltLine, Inc.

Office: 404.477.3552 // Fax: 404.477.3006 // nsoldat@atlbeltline.org // beltline.org

<http://www.beltline.org/greenjar/signatures/abl/images/signature-full.png>



[Visit](#) // [Explore](#) // [Get Involved](#) // [Programs](#) // [Events](#)



Atlanta BeltLine, Inc. // 100 Peachtree Street, NW, Suite 2300, Atlanta, GA 30303

From: engage@atlbeltline.org <engage@atlbeltline.org>
Sent: Tuesday, June 25, 2019 9:22 PM
To: Engage <E@atlbeltline.org>
Subject: New submission from Community Engagement Comment Card

This message was sent from outside the company by someone with a display name matching a current or former user in your organization. Please do not click links or open attachments unless you recognize the source of this email and know the content is safe. Please contact helpdesk if you have any questions.

Contact Details

Name

Harvey Wadsworth

Email

harveywadsworth@gmail.com

Phone

(404) 917-3253

Meeting Details

Select meeting attended:

June 25, 2019 - 6:30pm | Rock Spring Presbyterian Church (1824 Piedmont Ave NE, Atlanta, GA 30324)

Select how you attended the meeting:

In person

Provide question, feedback or comments:

Thanks for taking the time to present different options to the community regarding the Northeast trail design. My preference is option E due to the shortest and most straightforward path. The one change would be to connect to Peachtree Hills like the other options. I am biased as I live in that neighborhood, but it would connect a lot of homes sooner than waiting on the NW trail. It would also be easier for the neighborhoods North of Peachtree Hills to connect through Peachtree Hills instead of crossing the rail line to the East and connecting closer to Lindbergh which is a major barrier to the neighborhoods.

From: [Shaun Green](#)
To: [Patrick Peters](#); [Carlos Perez \(cperez@perezpd.com\)](mailto:cperez@perezpd.com)
Subject: FW: NorthEast Trail Alternatives Analysis - Feedback
Date: Monday, July 15, 2019 11:35:24 AM

FYI.

From: Taylor Baird <taylormbaird@yahoo.com>
Sent: Friday, July 12, 2019 3:03 PM
To: ABI Info <info@atlbeltline.org>
Subject: NorthEast Trail Alternatives Analysis - Feedback

I attended the NorthEast Trail public meeting on June 24th and have reviewed the alternatives being considered, and wanted to provide the following feedback.

I believe that Concept Alignment B would be the best alternative for the following reasons.

-As the BeltLine crosses over Buford highway as it comes up from Ansley, it should go to the South. This will allow for the trail to go through Armour Drive. That portion of Armour Drive does not have heavy traffic and is relatively safe. This will also bring further business development to this area of town, and will also provide for the opportunity for there to be existing businesses that are reachable from the beltline (Sweetwater, ASW) etc. This area would not be able to be connected to the BeltLine if the Wye Bridge to the North is used for walking path.

-We can avoid going under I-85 with this path, which will not be an attractive area and will be very noisy.

-I think avoiding Piedmont road is also important, as Piedmont is a very busy road and anything that can hurt the ability of Piedmont to allow folks to go between Buckhead and Midtown should be avoided. Crossing Piedmont on foot is also quite dangerous. Path 400 needs to ultimately connect to the BeltLine, but this can be done through a spur trail between Adina and Garson Dr.

Alignment B allows for both a fairly direct path from Lindbergh to the connection point between the NorthEast Trail and the Northside Trail, while also providing some opportunity for the BeltLine to connect to a business district. This will provide both functionality and variety to BeltLine users of this section of the trail.

Just my two cents.

Thanks,

-Taylor

From: [Shaun Green](#)
To: ["Todd Finch"](#); [Nathan Soldat](#)
Subject: RE: Post Meeting Info
Date: Friday, June 28, 2019 12:00:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Atlanta BeltLine Inc. does not have any control over City Zoning. The [Subarea 7 Master Plan from 2009](#) can provide some insight into the frameworks that were established back then. We are revisiting some assumptions in our trail and transit alignments as part of my design project, as much has changed since 2009. There is an intention to update this master plan, over the next year or two...

Armour/Ottley is absolutely constrained by having only one way to get in or get out. BeltLine access would provide a second means of access/egress, both trail and transit...

thanks,
-sg

From: Todd Finch <tfinch@magnumco.com>
Sent: Friday, June 28, 2019 10:50 AM
To: Nathan Soldat <NSoldat@atlbeltline.org>
Cc: Shaun Green <SGreen@atlbeltline.org>
Subject: Re: Post Meeting Info

Hey Guys

Thought of another one last night, if you don't mind.

As you can probably tell, I am in the Armour/Ottley area and just trying to understand how this could affect our business one way or the other.

The question... currently this area is zoned as Light Industrial... partly because of the business make up and what was back here for so long and the other, I believe, is because there is only one way in and out of here, Armour Drive. I am curious, in the options, has it been discussed with the city about this zoning? Would it need to be and would it indeed change with any of these options? I bring it up from the single entrance and exit perspective... if we are potentially adding to the gross number of people in the area and there is only one way in and out, is that safe? Does the city think so?

This isn't something I know the answer to nor something that I am just kick up dirt over... in the end, I probably have little say and little to say on the subject but I would like to know that was explored going in and not a post construction realization.

Thanks again for listening. I look forward to hearing from you.

Have a good weekend.

—

Todd Finch | Principal

MAGNUM

D 404.872.0553 | C 404.925.6997

[Email](#) | [Website](#) | [Facebook](#) | [Instagram](#) | [Twitter](#)

From: Nathan Soldat <NSoldat@atlbeltline.org>

Date: Wednesday, June 26, 2019 at 3:50 PM

To: Todd Finch <tfinch@magnumco.com>

Cc: Shaun Green <SGreen@atlbeltline.org>

Subject: RE: Post Meeting Info

Mr. Finch,

I have copied the project manager Shaun Green to address your question below. We are still taking feedback on the 5 alignments to help inform which alignment(s) should move forward for further study. He may be able to provide additional details.

Nathan Soldat, AICP

Community Engagement Manager

Atlanta BeltLine, Inc.

Office: 404.477.3552 // Fax: 404.477.3006 // nsoldat@atlbeltline.org // beltline.org

<http://www.beltline.org/greenjar/signatures/abl/images/signature-full.png>



[Visit](#) // [Explore](#) // [Get Involved](#) // [Programs](#) // [Events](#)



Atlanta BeltLine, Inc. // 100 Peachtree Street, NW, Suite 2300, Atlanta, GA 30303

From: Todd Finch <tfinch@magnumco.com>

Sent: Wednesday, June 26, 2019 10:44 AM

To: ABI Info <info@atlbeltline.org>

Subject: Post Meeting Info

Hi

I attended the NE Trail Design meeting last night. I am curious... Can someone explain the process

going forward on the 5 options presented last night? That wasn't really covered in the meeting. Also, post the meeting last night and this morning I have had a few thoughts/questions on this... is there a particular person I can pose these to?
Thank you.

—

Todd Finch | Principal

MAGNUM

205 Armour Drive Atlanta, GA 30324

D 404.872.0553 | C 404.925.6997

[Email](#) | [Website](#) | [Facebook](#) | [Instagram](#) | [Twitter](#)

From: [Shaun Green](#)
To: ["Todd Finch"](#); [Nathan Soldat](#)
Subject: RE: Post Meeting Info
Date: Friday, June 28, 2019 12:00:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Atlanta BeltLine Inc. does not have any control over City Zoning. The [Subarea 7 Master Plan from 2009](#) can provide some insight into the frameworks that were established back then. We are revisiting some assumptions in our trail and transit alignments as part of my design project, as much has changed since 2009. There is an intention to update this master plan, over the next year or two...

Armour/Ottley is absolutely constrained by having only one way to get in or get out. BeltLine access would provide a second means of access/egress, both trail and transit...

thanks,
-sg

From: Todd Finch <tfinch@magnumco.com>
Sent: Friday, June 28, 2019 10:50 AM
To: Nathan Soldat <NSoldat@atlbeltline.org>
Cc: Shaun Green <SGreen@atlbeltline.org>
Subject: Re: Post Meeting Info

Hey Guys

Thought of another one last night, if you don't mind.

As you can probably tell, I am in the Armour/Ottley area and just trying to understand how this could affect our business one way or the other.

The question... currently this area is zoned as Light Industrial... partly because of the business make up and what was back here for so long and the other, I believe, is because there is only one way in and out of here, Armour Drive. I am curious, in the options, has it been discussed with the city about this zoning? Would it need to be and would it indeed change with any of these options? I bring it up from the single entrance and exit perspective... if we are potentially adding to the gross number of people in the area and there is only one way in and out, is that safe? Does the city think so?

This isn't something I know the answer to nor something that I am just kick up dirt over... in the end, I probably have little say and little to say on the subject but I would like to know that was explored going in and not a post construction realization.

Thanks again for listening. I look forward to hearing from you.

Have a good weekend.

—

Todd Finch | Principal

MAGNUM

D 404.872.0553 | C 404.925.6997

[Email](#) | [Website](#) | [Facebook](#) | [Instagram](#) | [Twitter](#)

From: Nathan Soldat <NSoldat@atlbeltline.org>

Date: Wednesday, June 26, 2019 at 3:50 PM

To: Todd Finch <tfinch@magnumco.com>

Cc: Shaun Green <SGreen@atlbeltline.org>

Subject: RE: Post Meeting Info

Mr. Finch,

I have copied the project manager Shaun Green to address your question below. We are still taking feedback on the 5 alignments to help inform which alignment(s) should move forward for further study. He may be able to provide additional details.

Nathan Soldat, AICP

Community Engagement Manager

Atlanta BeltLine, Inc.

Office: 404.477.3552 // Fax: 404.477.3006 // nsoldat@atlbeltline.org // beltline.org

<http://www.beltline.org/greenjar/signatures/abl/images/signature-full.png>



[Visit](#) // [Explore](#) // [Get Involved](#) // [Programs](#) // [Events](#)



Atlanta BeltLine, Inc. // 100 Peachtree Street, NW, Suite 2300, Atlanta, GA 30303

From: Todd Finch <tfinch@magnumco.com>

Sent: Wednesday, June 26, 2019 10:44 AM

To: ABI Info <info@atlbeltline.org>

Subject: Post Meeting Info

Hi

I attended the NE Trail Design meeting last night. I am curious... Can someone explain the process

going forward on the 5 options presented last night? That wasn't really covered in the meeting. Also, post the meeting last night and this morning I have had a few thoughts/questions on this... is there a particular person I can pose these to?
Thank you.

—

Todd Finch | Principal

MAGNUM

205 Armour Drive Atlanta, GA 30324

D 404.872.0553 | C 404.925.6997

[Email](#) | [Website](#) | [Facebook](#) | [Instagram](#) | [Twitter](#)

PI#(s): 0009395, County: Fulton

Virtual Q&A Meeting
May 14, 2020



Questions & Answers

Northeast Study Group

Northeast Trail Design and Construction Updates

5.14.20

1. **Q:** When will there be rail on the BeltLine?

A: This section of the BeltLine Transit is in the More MARTA funding program. I apologize that I misspoke in the meeting; the most recent More MARTA program schedule shows BeltLine Northeast Light Rail Transit in operations in 2037.

2. **Q:** How will the Northeast Trail Connect to Peachtree Hills?

A: That remains to be determined. Once the trail goes over Peachtree Creek and CSX railroad, it is in Peachtree Hills. There are a lot of opportunities for different connections.

3. **Q:** Are there plans to install public restrooms on the BeltLine?

A: There has not been a plan to do this, as this creates a lot of maintenance and operations obligations. There are public restroom facilities in parks that are immediately adjacent to the trail. It could potentially be a duplicative service since there are many restaurants and businesses along the trail.

4. **Q:** Is the funding for the next section of the trail still in the pipeline or has it been upended by the impact virus lockdown will have on public funds?

A: We are currently in budget season. We are still trying to determine where this fits in the budget. We are looking at a few creative options to move this forward in the next fiscal year. We do not yet know what level of impact COVID will have on future budgets.

5. **Q:** How many persons are attending this virtual meeting?

A: This virtual meeting peaked at 170 attendees between Zoom and Facebook live.

6. **Q:** Are there any improvement plans for Peachtree Hills Park?

A: We do not have a project planned for Peachtree Hills Park at this time.

7. **Q:** When will Mayson to Westminster be open for pedestrians, bicyclists, etc. to use?

A: The paved concrete trail should be done in July and the ramp should be done in August and ready for use, with interim gravel trail connections to Mayson and Westminster. In the meantime, please stay out of the construction site.

8. **Q:** How will the multiple grade changes be dealt with to make the evenness of the trail useable for all people.

A: At this level of design, we have stayed within 5% or less for the design to comply with the Americans with Disabilities Act. As we shift from planning-level data to field-run survey data, we may end up at steeper grades (8% max) allowed by bicycle/trail design guidelines to ensure we can get over/under a particular obstacle.



9. **Q:** What's the timing on starting construction of the trail from the current closure point near Ansley Mall south to Westminster Drive?
A: The timing for this segment has not been finalized. We will have more information once the budget is approved.
10. **Q:** When is design for the Piedmont Park segment expected to be completed? Is there an anticipated construction start date?
A: This section is still in concept validation. Once concept validation is completed this summer, we plan to have construction documents within 2 years. We do not yet have construction funding identified for this segment.
11. **Q:** What is a fiber duct bank?
A: A fiber duct bank is a flexible duct system for fiber optic cables to run through. Communications cables are thread through plastic conduits, and some are reserved for future transit and lighting and camera cables. It is owned by the BeltLine.
12. **Q:** Given that this portion of the Beltline is going through an area of Atlanta which is already viewed as having income disparities, what measures are being taken to ensure that stays in line with the design standards already set forth and combat the idea that the Beltline serves as a divisive mechanism?
A: This portion of the trail will be different because it does not have the abandoned railroad corridor, so it will be a lot windier as we weave our way around existing infrastructure. The BeltLine connects over 45 different neighborhoods which are all diverse so each section of the trail will be a little different. The materials palette we use will be the same throughout the entire BeltLine, to help tie all the differences together aesthetically.
13. **Q:** How will Northeast Trail connect to the Tanyard Creek section?
A: It will connect but the alignment has not been finalized.
14. **Q:** What are the BeltLine's plans to provide parking along the Northeast Trail?
A: Historically, the BeltLine has not gotten involved in parking, whether for cars, bikes or e-scooters. There are many ways to get to the BeltLine without needing to park a car, but parking is a function of the zoning of the adjacent developments.
15. **Q:** You noted the connection to PATH400, and Peachtree Creek Greenway is considered a spur line. Will the spur line be funded as part of the mainline project?
A: Although it has not been determined yet, we hope that it will be funded as a part of the mainline project.
16. **Q:** Does the BeltLine or the City of Atlanta issuing fence permits to homeowners along the trail from Mayson to Westminster?
A: The BeltLine does not issue permits. There is a zoning overlay that prohibits certain types of fencing. The Design Review Committee ensures the applicants are adhering to the overlay requirements.



17. **Q:** What is a sky hook?

A: (noun) A structural engineering device that provides an object the ability to hang from the sky. Like the portable hole, it does not exist, though we all wish it could.