

Table of Contents

| | | |
|------------|--|-------------|
| 0.0 | EXECUTIVE SUMMARY | 0-1 |
| 0.1 | EXECUTIVE SUMMARY | 0-1 |
| 0.1.1 | Proposed Action | 0-1 |
| 0.1.2 | Study Area Description | 0-1 |
| 0.1.3 | Purpose and Need | 0-2 |
| 0.1.4 | Alternatives Considered | 0-4 |
| 0.2 | EVALUATION OF ALTERNATIVES | 0-7 |
| 0.2.1 | No-Build Alternative | 0-8 |
| 0.2.2 | Build Alternatives | 0-8 |
| 0.3 | PUBLIC INVOLVEMENT AND AGENCY COORDINATION | 0-12 |
| 1.0 | PURPOSE AND NEED | 1-1 |
| 1.1 | INTRODUCTION | 1-1 |
| 1.2 | PROBLEM STATEMENT | 1-3 |
| 1.3 | PROJECT PURPOSE | 1-3 |
| 1.4 | PROJECT NEEDS | 1-4 |
| 1.4.1 | Population and Employment Growth | 1-4 |
| 1.4.2 | Environmental Justice and Transit-Dependent Populations | 1-5 |
| 1.4.3 | Land Use and Economic Development | 1-5 |
| 1.4.4 | Effects of Projected Growth on Transportation | 1-6 |
| 1.5 | PLANNING CONTEXT | 1-8 |
| 1.5.1 | Transportation Vision Plans | 1-8 |
| 1.5.2 | Planned Development | 1-9 |
| 1.6 | PROJECT GOALS AND OBJECTIVES | 1-12 |
| 2.0 | ALTERNATIVES CONSIDERED | 2-1 |
| 2.1 | ALTERNATIVES DEVELOPMENT PROCESS | 2-1 |
| 2.1.1 | Study Area Definition | 2-1 |
| 2.1.2 | Background and Initial Screening of Alternatives | 2-1 |
| 2.1.3 | Public Involvement and Conceptual Engineering | 2-3 |
| 2.1.4 | Feasibility Screening of Initial Build Alternatives | 2-4 |
| 2.2 | NO-BUILD ALTERNATIVE | 2-6 |
| 2.3 | TRANSIT BUILD ALTERNATIVES | 2-6 |
| 2.3.1 | Transit Alternatives Using CSX Corridor | 2-8 |
| 2.3.2 | Transit Alternatives Adjacent to But Outside the CSX Corridor | 2-11 |
| 2.3.3 | Transit Alternatives Adjacent to But Outside the Norfolk Southern Corridor | 2-13 |
| 2.3.4 | Evaluation of Transit Alternatives | 2-13 |
| 2.3.5 | MARTA Station Connectivity and Infill Station Alternative Areas | 2-16 |
| 2.3.6 | Transit Mode Technologies | 2-16 |

| | | |
|------------|---|-------------|
| 2.4 | TRAIL BUILD ALTERNATIVES..... | 2-18 |
| 2.5 | SUPPLEMENTAL TRANSIT FEATURES..... | 2-19 |
| 2.5.1 | Transit Station Locations..... | 2-21 |
| 2.5.2 | Operational Characteristics..... | 2-24 |
| 2.5.3 | Vehicle Storage and Maintenance Facilities..... | 2-24 |
| 2.5.4 | Transit and Multi-Use Trail Cross Sections..... | 2-25 |
| 3.0 | AFFECTED ENVIRONMENT..... | 3-1 |
| 3.1 | TRANSPORTATION SYSTEMS AND FACILITIES..... | 3-1 |
| 3.1.1 | Methodology..... | 3-1 |
| 3.1.2 | Travel Patterns..... | 3-2 |
| 3.1.3 | Transit Services..... | 3-8 |
| 3.1.4 | Roadway System..... | 3-11 |
| 3.1.5 | Freight Rail..... | 3-19 |
| 3.1.6 | Passenger Rail..... | 3-25 |
| 3.1.7 | Pedestrian and Bicycle..... | 3-28 |
| 3.1.8 | Consistency with Transportation Plans..... | 3-32 |
| 3.1.9 | Potential Avoidance, Minimization, and Mitigation Measures..... | 3-32 |
| 3.1.10 | Subsequent Analysis..... | 3-35 |
| 3.2 | LAND USE AND ZONING..... | 3-35 |
| 3.2.1 | Methodology..... | 3-35 |
| 3.2.2 | Land Use..... | 3-36 |
| 3.2.3 | Zoning..... | 3-44 |
| 3.2.4 | Local Plans..... | 3-47 |
| 3.2.5 | Economic Conditions and Development Strategies..... | 3-48 |
| 3.2.6 | Potential Avoidance, Minimization, and Mitigation Measures..... | 3-50 |
| 3.2.7 | Subsequent Analysis..... | 3-50 |
| 3.3 | NEIGHBORHOODS AND COMMUNITY FACILITIES..... | 3-50 |
| 3.3.1 | Methodology..... | 3-50 |
| 3.3.2 | Affected Environment..... | 3-50 |
| 3.3.3 | Preliminary Environmental Consequences..... | 3-51 |
| 3.3.4 | Potential Avoidance, Minimization, and Mitigation Measures..... | 3-55 |
| 3.3.5 | Subsequent Analysis..... | 3-55 |
| 3.4 | SOCIOECONOMICS AND ENVIRONMENTAL JUSTICE..... | 3-55 |
| 3.4.1 | Methodology..... | 3-55 |
| 3.4.2 | Affected Environment - Socioeconomics..... | 3-56 |
| 3.4.3 | Affected Environment - Environmental Justice..... | 3-66 |
| 3.4.4 | Preliminary Environmental Consequences..... | 3-71 |
| 3.4.5 | Potential Avoidance, Minimization, and Mitigation Measures..... | 3-75 |
| 3.4.6 | Subsequent Analysis..... | 3-76 |
| 3.5 | VISUAL AND AESTHETIC RESOURCES..... | 3-76 |
| 3.5.1 | Methodology..... | 3-76 |

| | | |
|-------------|--|--------------|
| 3.5.2 | Affected Environment | 3-76 |
| 3.5.3 | Preliminary Environmental Consequences..... | 3-77 |
| 3.5.4 | Potential Avoidance, Minimization, and Mitigation Measures | 3-79 |
| 3.5.5 | Subsequent Analysis..... | 3-79 |
| 3.6 | CULTURAL, HISTORIC, AND ARCHAEOLOGICAL RESOURCES..... | 3-79 |
| 3.6.1 | Methodology..... | 3-79 |
| 3.6.2 | Affected Environment | 3-82 |
| 3.6.3 | Potential Avoidance, Minimization, and Mitigation Measures | 3-85 |
| 3.6.4 | Subsequent Analysis..... | 3-85 |
| 3.7 | PARKS AND RECREATIONAL RESOURCES | 3-86 |
| 3.7.1 | Methodology..... | 3-86 |
| 3.7.2 | Affected Environment | 3-86 |
| 3.7.3 | Planning Context..... | 3-88 |
| 3.7.4 | Preliminary Environmental Consequences..... | 3-88 |
| 3.7.5 | Potential Avoidance, Minimization, and Mitigation Measures | 3-91 |
| 3.7.6 | Subsequent Analysis..... | 3-92 |
| 3.8 | SAFETY AND SECURITY..... | 3-92 |
| 3.8.1 | Methodology..... | 3-92 |
| 3.8.2 | Affected Environment | 3-92 |
| 3.8.3 | Environmental Consequences..... | 3-93 |
| 3.8.4 | Potential Avoidance, Minimization, and Mitigation Measures | 3-95 |
| 3.8.5 | Subsequent Analysis..... | 3-95 |
| 3.9 | CONTAMINATED AND HAZARDOUS MATERIALS | 3-95 |
| 3.9.1 | Methodology..... | 3-95 |
| 3.9.2 | Legal and Regulatory Context..... | 3-96 |
| 3.9.3 | Affected Environment | 3-96 |
| 3.9.4 | Preliminary Environmental Consequences..... | 3-100 |
| 3.9.5 | Potential Avoidance, Minimization, and Mitigation Measures | 3-101 |
| 3.9.6 | Subsequent Analysis..... | 3-102 |
| 3.10 | UTILITIES..... | 3-102 |
| 3.10.1 | Methodology..... | 3-102 |
| 3.10.2 | Legal and Regulatory Context..... | 3-103 |
| 3.10.3 | Affected Environment | 3-103 |
| 3.10.4 | Preliminary Environmental Consequences..... | 3-104 |
| 3.10.5 | Potential Avoidance, Minimization, and Mitigation Measures | 3-106 |
| 3.10.6 | Subsequent Analysis..... | 3-106 |
| 3.11 | AIR QUALITY..... | 3-106 |
| 3.11.1 | Methodology..... | 3-106 |
| 3.11.2 | Legal and Regulatory Context..... | 3-108 |
| 3.11.3 | Affected Environment | 3-108 |
| 3.11.4 | Preliminary Environmental Consequences..... | 3-108 |

| | | |
|-------------|--|--------------|
| 3.11.5 | Transportation Conformity Determination..... | 3-110 |
| 3.11.6 | Potential Avoidance, Minimization, and Mitigation Measures | 3-110 |
| 3.11.7 | Subsequent Analysis..... | 3-111 |
| 3.12 | NOISE AND VIBRATION | 3-111 |
| 3.12.1 | Methodology..... | 3-111 |
| 3.12.2 | Affected Environment | 3-112 |
| 3.12.3 | Preliminary Environmental Consequences..... | 3-112 |
| 3.12.4 | Potential Avoidance, Minimization, and Mitigation Measures | 3-115 |
| 3.12.5 | Subsequent Analysis..... | 3-115 |
| 3.13 | ENERGY | 3-116 |
| 3.13.1 | Methodology..... | 3-116 |
| 3.13.2 | Affected Environment | 3-116 |
| 3.13.3 | Preliminary Environmental Consequences..... | 3-117 |
| 3.13.4 | Potential Avoidance, Minimization, and Mitigation Measures | 3-118 |
| 3.13.5 | Subsequent Analysis..... | 3-119 |
| 3.14 | WATER RESOURCES..... | 3-119 |
| 3.14.1 | Methodology..... | 3-119 |
| 3.14.2 | Affected Environment | 3-119 |
| 3.14.3 | Environmental Consequences..... | 3-122 |
| 3.14.4 | Potential Avoidance, Minimization, and Mitigation Measures | 3-126 |
| 3.14.5 | Potentially Required Permits and Approvals | 3-126 |
| 3.14.6 | Subsequent Analysis..... | 3-126 |
| 3.15 | BIOLOGICAL RESOURCES | 3-126 |
| 3.15.1 | Methodology..... | 3-127 |
| 3.15.2 | Affected Environment | 3-127 |
| 3.15.3 | Preliminary Environmental Consequences..... | 3-129 |
| 3.15.4 | Potential Avoidance, Minimization, and Mitigation Measures | 3-130 |
| 3.15.5 | Potentially Required Permits | 3-130 |
| 3.15.6 | Subsequent Analysis..... | 3-130 |
| 3.16 | GEOLOGIC RESOURCES..... | 3-131 |
| 3.16.1 | Methodology..... | 3-131 |
| 3.16.2 | Topography | 3-131 |
| 3.16.3 | Geology..... | 3-131 |
| 3.16.4 | Soils | 3-132 |
| 3.16.5 | Preliminary Environmental Consequences..... | 3-132 |
| 3.16.6 | Potential Avoidance, Minimization, and Mitigation Measures | 3-132 |
| 3.16.7 | Subsequent Analysis..... | 3-133 |
| 4.0 | SECONDARY AND CUMULATIVE EFFECTS..... | I |
| 4.1 | METHODOLOGY | 4-1 |
| 4.2 | LEGAL AND REGULATORY CONTEXT..... | 4-1 |
| 4.2.1 | Secondary Impacts..... | 4-1 |

| | | |
|------------|---|-------------|
| 4.2.2 | Cumulative Impacts..... | 4-2 |
| 4.3 | POTENTIAL FOR SECONDARY AND CUMULATIVE IMPACTS..... | 4-2 |
| 4.3.1 | Potential Sensitive Resources..... | 4-2 |
| 4.3.2 | Potential Area of Effect..... | 4-2 |
| 4.3.3 | Potential for Secondary Effects..... | 4-3 |
| 4.3.4 | Potential for Cumulative Effects..... | 4-3 |
| 5.0 | CONSTRUCTION IMPACTS..... | 5-1 |
| 5.1 | PROBABLE IMPACTS AND POTENTIAL MITIGATION STRATEGIES..... | 5-1 |
| 5.1.1 | Disruption to Existing Businesses..... | 5-1 |
| 5.1.2 | Neighborhoods and Community Cohesion..... | 5-1 |
| 5.1.3 | Visual and Aesthetic Quality..... | 5-2 |
| 5.1.4 | Freight Rail Operations..... | 5-2 |
| 5.1.5 | Air Quality..... | 5-3 |
| 5.1.6 | Noise and Vibration..... | 5-3 |
| 5.1.7 | Water Resources..... | 5-4 |
| 5.1.8 | Infrastructure and Utilities..... | 5-5 |
| 5.1.9 | Contamination..... | 5-5 |
| 6.0 | PRELIMINARY SECTION 4(F) EVALUATION..... | 6-1 |
| 6.1 | METHODOLOGY..... | 6-1 |
| 6.2 | LEGAL AND REGULATORY CONTEXT..... | 6-1 |
| 6.2.1 | Section 4(f)..... | 6-1 |
| 6.3 | AFFECTED ENVIRONMENT..... | 6-2 |
| 6.3.1 | Section 4(f)/6(f) Properties..... | 6-2 |
| 6.4 | PRELIMINARY SECTION 4(F) ANALYSIS..... | 6-2 |
| 6.4.1 | No-Build Alternative..... | 6-2 |
| 6.4.2 | Build Alternatives..... | 6-3 |
| 6.5 | CONCLUSIONS..... | 6-4 |
| 7.0 | PRELIMINARY EVALUATION OF ALTERNATIVES..... | 7-1 |
| 7.1 | EVALUATION METHODOLOGY..... | 7-2 |
| 7.2 | EVALUATION RESULTS..... | 7-3 |
| 7.2.1 | Transit Mode Analysis..... | 7-3 |
| 7.2.2 | Transit Mode Conclusions..... | 7-4 |
| 7.2.3 | Transit and Trail Alignment Analysis..... | 7-5 |
| 7.2.4 | Transit and Trail Alignment Conclusions..... | 7-13 |
| 7.2.5 | Required Right-of-Way by Alternative..... | 7-14 |
| 7.3 | PRELIMINARY COST ESTIMATES..... | 7-15 |
| 8.0 | PUBLIC INVOLVEMENT..... | 8-1 |
| 8.1 | PUBLIC INVOLVEMENT AND AGENCY COORDINATION PLAN SUMMARY | 8-1 |
| 8.2 | PUBLIC INVOLVEMENT ACTIVITIES..... | 8-1 |

| | | |
|------------|---|------------|
| 8.3 | PUBLIC INVOLVEMENT: SCOPING, WORKSHOPS, AND MEETINGS..... | 8-2 |
| 8.3.1 | Fall 2008 Public Scoping Meetings | 8-2 |
| 8.3.2 | Spring 2009 Public Workshops | 8-3 |
| 8.3.3 | Fall 2009 and 2010 Public Meetings | 8-5 |
| 8.4 | AGENCY INVOLVEMENT: COORDINATION, COMMITTEES, AND MEETINGS . | 8-6 |
| 8.4.1 | Lead Agencies and the Technical Advisory Committee (TAC) | 8-6 |
| 8.4.2 | Stakeholder Advisory Committee (SAC) | 8-8 |
| 8.5 | COMMUNICATION TOOLS | 8-9 |
| 8.5.1 | Stakeholder Contact Database..... | 8-9 |
| 8.5.2 | Project Website and Email | 8-10 |
| 8.5.3 | Newsletter | 8-10 |
| 8.5.4 | Study Update..... | 8-10 |
| 8.5.5 | Telephone Hotline and Business Card | 8-10 |
| 8.5.6 | Media Relations..... | 8-11 |
| 8.5.7 | Comment Form | 8-11 |

List of Tables

| | |
|---|------|
| Table 0-1: Mode Characteristics and Constraints as Applied to the Atlanta BeltLine Project..... | 0-9 |
| Table 0-2: Transit Alternative Characteristics and Constraints in Northwest Zone..... | 0-10 |
| Table 0-3: Trail Alternative Characteristics and Constraints in Northwest Zone..... | 0-11 |
| Table 1-1: Environmental Justice and Transit-Dependent Populations..... | 1-6 |
| Table 1-2: Atlanta BeltLine Goals, Objectives, and Performance Measures..... | 1-14 |
| Table 2-1: Feasibility Screening of Initial Build Alternatives | 2-5 |
| Table 2-2: Transit Alternative Characteristics and Constraints in Northwest Zone..... | 2-15 |
| Table 2-3: Summary of Typical Mode Characteristics..... | 2-18 |
| Table 2-4: Mode Characteristics and Constraints as Applied to the Atlanta BeltLine Project..... | 2-19 |
| Table 2-5: Trail Alternative Characteristics and Constraints in Northwest Zone..... | 2-21 |
| Table 2-6: Potential Station Locations..... | 2-22 |
| Table 3-1: Preliminary Travel Times and Travel-Time Savings..... | 3-6 |
| Table 3-2: Population and Employment within ½-mile of the Proposed Transit Stations | 3-7 |
| Table 3-3: Transit-Dependent, Low-Income, and Minority Populations within ½-mile of the Proposed Transit Stations - 2000 | 3-7 |
| Table 3-4: MARTA Rail Stations | 3-8 |
| Table 3-5: Potential Effects of At-Grade Crossings..... | 3-15 |
| Table 3-6: Potential Effects, Proposed In-Street Sections..... | 3-16 |
| Table 3-7: Characteristics of Active Freight Rail Corridors..... | 3-19 |
| Table 3-8: On-Street Bicycle Routes Intersecting the Build Alternatives..... | 3-30 |
| Table 3-9: Estimated Exclusive Right-of-Way and Proposed Access Points for Multi-Use Trails...3-31 | |
| Table 3-10: Atlanta BeltLine Projects in <i>Envision6</i> RTP/TIP | 3-32 |
| Table 3-11: Acres of Potential Direct or Indirect Land Use Effect: Transit Alternatives..... | 3-36 |
| Table 3-12: Acres of Direct Land Use Effect: Trails Alternatives..... | 3-36 |
| Table 3-13: Direct Land Use Effects | 3-38 |

| | |
|---|-------|
| Table 3-14: Potential Changes in Land Use in Service Areas | 3-42 |
| Table 3-15: Underutilized Land within ½-mile of the Potential Station Locations | 3-44 |
| Table 3-16: Potential Residential and Commercial Development Capacity | 3-44 |
| Table 3-17: Zoning of ROWs..... | 3-45 |
| Table 3-18: Neighborhoods..... | 3-53 |
| Table 3-19: Potentially Served or Affected Neighborhoods and Community Facilities..... | 3-54 |
| Table 3-20: Population - 1990 to 2030 | 3-57 |
| Table 3-21: Employment - 1990 to 2030 | 3-57 |
| Table 3-22: Households - 1990 to 2030 | 3-60 |
| Table 3-23: Housing Units and Housing Unit Growth - 1990 to 2030..... | 3-63 |
| Table 3-24: Population below Poverty Level | 3-66 |
| Table 3-25: Minority Populations - 2000..... | 3-69 |
| Table 3-26: Zero-Car Households and Percent of Workers Using Public Transportation - 2000 ... | 3-69 |
| Table 3-27: Population and Employment within ½-mile of the Proposed Transit Station Locations | 3-71 |
| Table 3-28: Housing and Employment within ½-mile of the Proposed Trail Build Alternatives..... | 3-72 |
| Table 3-29: Transit-Dependent, Low-Income, and Minority Populations within ½-mile of the Proposed Transit Station Locations - 2000 | 3-73 |
| Table 3-30: Potential Effects on Environmental Justice Populations within the Study Area | 3-74 |
| Table 3-31: Potentially Sensitive Views and Visual Resources by Zone..... | 3-78 |
| Table 3-32: Number of Historic and Archaeological Resources by Zone | 3-82 |
| Table 3-33: Potential Impacts to Cultural Resources | 3-84 |
| Table 3-34: No-Build Alternative: Planned Park, Pedestrian, and Multi-Use Trail Resource Improvements within the Study Area | 3-89 |
| Table 3-35: Number of Parks and Recreational Resources Accessible by Build Alternatives..... | 3-90 |
| Table 3-36: Estimated Exclusive Right-of-Way and Access Points for Multi-Use Trails..... | 3-94 |
| Table 3-37: Preliminary Federal and State Reports and Database Reports | 3-97 |
| Table 3-38: Preliminary Recognized Environmental Condition (REC) Sites | 3-98 |
| Table 3-39: Preliminary Number of REC and CERCLA-Related Sites near Build Alternatives | 3-100 |
| Table 3-40: Preliminary Number of Potential Direct Impact to REC Sites, CERCLA-Related Sites, and Buildings | 3-101 |
| Table 3-41: Potential Utility Effects | 3-105 |
| Table 3-42: Ridership Estimates - 2030 | 3-109 |
| Table 3-43: Existing and Projected Traffic Growth and Roadway Congestion - 2000 and 2030 .. | 3-110 |
| Table 3-44: Number of Residences within the FTA Noise Screening Distances | 3-114 |
| Table 3-45: Number of Residences within the FTA Vibration Screening Distances | 3-114 |
| Table 3-46: Annual Energy Savings..... | 3-118 |
| Table 3-47: Water Resource Terminology..... | 3-119 |
| Table 3-48: Stream Crossings by Zone..... | 3-120 |
| Table 3-49: Potential Impacts to Streams | 3-125 |
| Table 3-50: Amount of New Impervious Surface Outside of MARTA Rail Station Areas | 3-125 |
| Table 3-51: Listed Plant and Animal Species in Fulton County..... | 3-128 |
| Table 6-1: Parks and Recreational Properties..... | 6-3 |

| | |
|--|------|
| Table 6-2: Significant Historic Sites Potentially Affected | 6-4 |
| Table 6-3: Publicly Owned Park and Recreation Properties within the Study Area and Relationship to Build Alternatives | 6-5 |
| Table 7-1: Rating System for Quantitative and Qualitative Measures | 7-3 |
| Table 7-2: Summary of Performance Measure Results – Modes | 7-4 |
| Table 7-3: Summary of Performance Measure Results By Alignments for Goal 1 | 7-6 |
| Table 7-4: Summary of Performance Measure Results By Alignments for Goal 2 | 7-7 |
| Table 7-5: Summary of Performance Measure Results By Alignments for Goal 3 | 7-8 |
| Table 7-6: Summary of Performance Measure Results By Alignments for Goal 4 | 7-9 |
| Table 7-7: Summary of Performance Measure Results By Alignments for Goal 5 | 7-10 |
| Table 7-8: Summary of Performance Measure Results By Alignments for Goal 6 | 7-11 |
| Table 7-9: Summary of Performance Measure Results By Alignments for Goal 7 | 7-12 |
| Table 7-10: Summary of Performance Measure Results By Alignments for Goal 8 | 7-13 |
| Table 7-11: Build Alternative Alignments Performance – Distinguishing Measures | 7-14 |
| Table 7-12: Development Status of Required ROW by Alternative in the Northwest Zone | 7-15 |
| Table 7-13: Preliminary Capital Cost Estimates, Transit Alternatives | 7-16 |
| Table 7-14: Preliminary Capital Cost Estimates, Trail Alternatives | 7-16 |
| Table 7-15: Preliminary Operating and Maintenance Cost Estimates* | 7-17 |
| Table 7-16: Preliminary Capital Cost Estimates per Mile, Transit Alternatives | 7-17 |
| Table 7-17: Preliminary Capital Cost Estimates per Mile, Trail Alternatives | 7-18 |
| Table 7-18: Preliminary Operating & Maintenance Cost Estimates per Seat Mile* | 7-18 |

List of Figures

| | |
|--|------|
| Figure 0-1: Atlanta BeltLine Study Area Map | 0-3 |
| Figure 0-2: Transit and Trail Build Alternatives | 0-6 |
| Figure 1-1: Atlanta BeltLine Study Area and Zones | 1-2 |
| Figure 1-2: Population Growth 1990 to 2030 | 1-4 |
| Figure 1-3: Employment Growth 1990 to 2030 | 1-5 |
| Figure 1-4: Existing and Proposed Activity Centers | 1-10 |
| Figure 1-5: Economic Development Focus Areas | 1-13 |
| Figure 2-1: Atlanta BeltLine Timeline | 2-2 |
| Figure 2-2: Transit Build Alternatives Using CSX Corridor | 2-10 |
| Figure 2-3: Transit Build Alternatives Adjacent to but Outside the CSX Corridor | 2-12 |
| Figure 2-4: Transit Build Alternatives Adjacent to the Norfolk Southern Corridor | 2-14 |
| Figure 2-5: Areas Surrounding MARTA Station Connectivity and Infill Station Alternatives | 2-17 |
| Figure 2-6: Trail Build Alternatives | 2-20 |
| Figure 2-7: Typical Section of Trail and Transit | 2-25 |
| Figure 3-1: Existing Transit Service | 3-9 |
| Figure 3-2: 2030 Roadway Volumes and Congestion Levels | 3-13 |
| Figure 3-3: In-Street Sections – C- CSX Marietta Boulevard, D- Marietta Boulevard, and All Build Alternatives | 3-17 |
| Figure 3-4: In-Street Sections – F- Atlantic Station Alternatives | 3-18 |
| Figure 3-5: Freight Rail Corridors and Facilities | 3-20 |

| | |
|---|-------|
| Figure 3-6: Freight and Amtrak Rail Traffic Volumes | 3-21 |
| Figure 3-7: Typical Section of Transit and Trails Elements in Freight Rail ROW | 3-24 |
| Figure 3-8: Proposed Commuter Train Routes | 3-26 |
| Figure 3-9: Planned On-Street Bicycle Routes and Multi-Use Trails..... | 3-29 |
| Figure 3-10: Existing Land Use | 3-37 |
| Figure 3-11: Future Land Use Map (FLUM) | 3-39 |
| Figure 3-12: Additional Required Right-of-Way..... | 3-41 |
| Figure 3-13: Zoning in the Study Area | 3-46 |
| Figure 3-14: Subarea Master Plans | 3-49 |
| Figure 3-15: Neighborhoods..... | 3-52 |
| Figure 3-16: Population Density - 2008..... | 3-58 |
| Figure 3-17: Population Density - 2030..... | 3-59 |
| Figure 3-18: Employment Density - 2008..... | 3-61 |
| Figure 3-19: Employment Density - 2030..... | 3-62 |
| Figure 3-20: Household Density - 2008..... | 3-64 |
| Figure 3-21: Household Density - 2030..... | 3-65 |
| Figure 3-22: Population below Poverty Level - 2000..... | 3-67 |
| Figure 3-23: Minority Population - 2000 | 3-68 |
| Figure 3-24: Zero-Car Households - 2000..... | 3-70 |
| Figure 3-25: Historic Resources..... | 3-83 |
| Figure 3-26: Parks..... | 3-87 |
| Figure 3-27: Preliminary REC and Current and Former CERCLA Sites within the 300-Foot Study Area..... | 3-99 |
| Figure 3-28: Typical A-Weighted Noise Levels | 3-112 |
| Figure 3-29: Typical Ground-Borne Vibration Levels | 3-113 |
| Figure 3-30: Study Area Surface Water Resources | 3-121 |
| Figure 3-31: Study Area Floodplains..... | 3-123 |
| Figure 3-32: Potential Crossings of Water Resources | 3-124 |