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

<table>
<thead>
<tr>
<th>Resource Name</th>
<th>Permitted Construction Activity</th>
<th>Refer to</th>
<th>Name and Date of Report or Transmittal</th>
<th>Correctly Shown?</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1 Intermittent Stream (IS) 0</td>
<td>Temporary easements</td>
<td></td>
<td>Ecology Assessment of Effects, December 11, 2017</td>
<td>Yes</td>
</tr>
<tr>
<td>A-2 IS 0 Buffer</td>
<td>Temporary easements</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-3 Wetland (WL) 1</td>
<td>No activity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-4 WL 2A</td>
<td>No activity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-5 Perennial Stream (PS) 2</td>
<td>No activity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-6 PS 2 Buffer</td>
<td>Activities within 50 ft of the proposed culvert are exempt</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-7 Intermittent Stream (IS) 3</td>
<td>Morphological change of 43 linear feet (LF) (&lt;0.01 acre); rip rap placement for 32 LF (&lt;0.01 acre)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-8 IS 3 Buffer</td>
<td>Activities within 50 ft of the proposed culvert are exempt</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-9 PS 4</td>
<td>No Activity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-10 PS 4 Buffer</td>
<td>Construction of three support piers for elevated ramp and buffer tree planting</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-11 Buffered State Water (BSW) B1</td>
<td>No Activity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-12 Bridge 121-0055-0 (McDonough Boulevard and Tunnel)</td>
<td>New trail construction through the tunnel, installation of lighting along interior tunnel walls, and construction of retaining walls outside the tunnel for a ramp connection from McDonough Boulevard to the new trail</td>
<td></td>
<td>Cultural Resources Assessment of Effects, September 27, 2018</td>
<td></td>
</tr>
<tr>
<td>A-13 Bridge 121-0528-0 (Ormewood Avenue)</td>
<td>New trail construction and pedestrian bridge on the west side of the existing bridge</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A-14 Capitol View National Register District</td>
<td>Reconstruction of sidewalks along Metropolitan Parkway and construction of a pedestrian bridge; new trail and access ramp construction and drainage near, but</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Estimated Costs are for planning purpose only, in current dollars as of date updated.
| A-15 | Capitol View Manor National Register District | Cuts, temporary easements, two detention ponds, and ditch reconstruction associated with new trail construction |  |
| A-16 | Old Stewart Avenue Historic District | New trail construction and associated access ramps, drainage structures, a detention pond, retaining walls, ditch and sidewalk reconstruction, and related cut and fill, right-of-way, and temporary/permanent easements for maintenance and construction of slopes |  |
| A-17 | Historic Railroad Resources (BeltLine Railway) | New trail construction and associated design features including pedestrian bridges, trail access ramps, retaining walls, and drainage ditches. | Addendum 1 to the Approved Assessment of Effects, October 3, 2019 |
| A-18 | Former Southern Railway | Trail construction and associated design features on the former CSX right-of-way | Cultural Resources Assessment of Effects, September 27, 2018 |
| A-19 | Leete Hall | No Activity |  |
| A-20 | Grady Substation | No Activity |  |
| A-21 | Trestletree Apartments | Construction of a new trail, pedestrian bridge and elevated ramp, and detention pond and landscaping along the north and south of the existing railroad |  |
| A-22 | Expanded Ormewood Park Historic District | Signage and lane markings, installation of drainage structures and a new pedestrian bridge on the west side of the Ormewood Avenue bridge |  |
| A-23 | Expanded Grant Park Historic District | New trail construction, signage and lane markings, construction of retaining walls and a detention pond, and construction of access ramps to the trail at Delmar Avenue, Ormewood Avenue, and Mercer Street |  |

Estimated Costs are for planning purpose only, in current dollars as of date updated.
## ENVIRONMENTAL COMMITMENTS TABLE

**PI#: 0009397, County: Fulton**

**Date Updated: 11/5/2019 | Stage: CE Approval**

**Transmittal Date for Plans Reviewed by OES (if applicable): 7/14/2017**

<table>
<thead>
<tr>
<th>A-24</th>
<th>Potential UST Site Parcel 14 010600110134 (1190 Allene Avenue SW)</th>
<th>Construction of University Ave Extension</th>
<th>E-1</th>
<th>Phase I Environmental Site Assessment, 2010</th>
<th>“”</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-25</td>
<td>Potential UST Site Parcel 32 (1246 Allene Avenue SW)</td>
<td>Construction of Stormwater Inlets and Pipe</td>
<td>E-1</td>
<td>“”</td>
<td>“”</td>
</tr>
<tr>
<td>A-26</td>
<td>Potential UST Site Parcel 63 (290 University Avenue SW)</td>
<td>Temporary Easement and Permanent Drainage Easement</td>
<td>E-1</td>
<td>“”</td>
<td>“”</td>
</tr>
<tr>
<td>A-27</td>
<td>Potential UST Site Parcel 64 (1275 Pryor Road)</td>
<td>Construction of New Trail</td>
<td>E-1</td>
<td>“”</td>
<td>“”</td>
</tr>
<tr>
<td>A-28</td>
<td>Potential UST Site Parcel 65 (100 University Avenue)</td>
<td>Construction of New Trail and Permanent Drainage Easement</td>
<td>E-1</td>
<td>“”</td>
<td>“”</td>
</tr>
<tr>
<td>A-29</td>
<td>Potential UST Site Parcel 67 (72, 78, &amp; 80 Milton Avenue SE)</td>
<td>Construction of New Trail</td>
<td>E-1</td>
<td>“”</td>
<td>“”</td>
</tr>
<tr>
<td>A-30</td>
<td>Potential UST Site Parcel 74 (1146 Englewood Avenue)</td>
<td>Construction of New Ramp</td>
<td>E-1</td>
<td>“”</td>
<td>“”</td>
</tr>
<tr>
<td>A-31</td>
<td>Potential UST Site Parcel 14 004200080193 (460 Englewood Avenue)</td>
<td>Construction of New Ramp</td>
<td>E-1</td>
<td>“”</td>
<td>“”</td>
</tr>
<tr>
<td>A-32</td>
<td>Potential UST Site Parcel 78 (655 Mead Street)</td>
<td>Construction of New Retaining Wall</td>
<td>E-1</td>
<td>“”</td>
<td>“”</td>
</tr>
<tr>
<td>A-33</td>
<td>Potential UST Site Parcel 79 (Former Industrial Property at the Enclave @ Grant Park and Burnette @ Grant Park)</td>
<td>Construction of New Retaining Wall</td>
<td>E-1</td>
<td>“”</td>
<td>“”</td>
</tr>
<tr>
<td>A-34</td>
<td>Potential UST Site Parcel 93 (915 Glenwood Avenue)</td>
<td>Temporary Easement</td>
<td>E-1</td>
<td>“”</td>
<td>“”</td>
</tr>
<tr>
<td>A-35</td>
<td>Resource 1</td>
<td>No Activity</td>
<td>C-1</td>
<td>Boundary Transmittal, July 10, 2017</td>
<td>“”</td>
</tr>
<tr>
<td>A-36</td>
<td>Resource 2</td>
<td>No Activity</td>
<td>C-2</td>
<td>“”</td>
<td>“”</td>
</tr>
<tr>
<td>A-37</td>
<td>Historic Streetcar Tracks</td>
<td>Trail Construction</td>
<td>B-1</td>
<td>Geophysical Survey Report, June 2018</td>
<td>“”</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Special Provision</th>
<th>Purpose</th>
<th>Est. Cost</th>
<th>SP’s Latest Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-1</td>
<td>107.13J</td>
<td>For the monitoring of potential historic streetcar resources at Milton Avenue between the Hank Aaron Drive SW intersection (Station 31+92.70) and the Milton Avenue SE Limit of Construction (Station 45+54.30)</td>
<td>June 26, 2018</td>
</tr>
</tbody>
</table>

Estimated Costs are for planning purpose only, in current dollars as of date updated.
C. ERIT Comments and Design Features (Description: For ERIT Comments, provide exact wording for the comments section of the ERIT)

<table>
<thead>
<tr>
<th>ERIT Comment or Design Feature</th>
<th>Description</th>
<th>Est. Cost</th>
<th>Correctly Shown?</th>
</tr>
</thead>
<tbody>
<tr>
<td>C-1 ERIT Comment</td>
<td>In accordance with Specification 107.23F, Resource 1 is designated an ESA. This resource is located on the west side of McDonough Boulevard near the Carver High School, roughly corresponding with mainline station 177+65. The Contractor shall install, maintain, and replace as necessary orange barrier fence at ESA-Resource 1 pursuant to Specification 643.5.</td>
<td>Negligible</td>
<td>Yes</td>
</tr>
<tr>
<td>C-2 ERIT Comment</td>
<td>In accordance with Specification 107.23F, Resource 2 is designated an ESA. This resource is located on the south side of the project corridor approximately 1,000 feet east of Milton Avenue, roughly corresponding with mainline Station 199+83.06. The Contractor shall install, maintain, and replace as necessary orange barrier fence at ESA-Resource 2 pursuant to Specification 643.5.</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
</tbody>
</table>

D. Necessary Permits, Buffer Variances and Mitigation Credits

<table>
<thead>
<tr>
<th>Permit, Variance, etc.</th>
<th>Add’l Info (permit expiration date, number of credits needed, etc…)</th>
<th>Est. Cost</th>
<th>Acquired?</th>
</tr>
</thead>
<tbody>
<tr>
<td>D-1 Notice of Intent (NOI) for NPDES</td>
<td>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.</td>
<td>Negligible</td>
<td>Will be acquired following letting</td>
</tr>
<tr>
<td>D-2 Section 404, Nationwide 14 Permit</td>
<td>The Georgia DOT will apply for a Section 404 Nationwide 14 Permit from the U.S. Army Corps of Engineers (USACE). This permit shall be obtained prior to any construction activities impacting waters of the U.S.</td>
<td>Negligible</td>
<td>Will be acquired prior to letting</td>
</tr>
<tr>
<td>D-5 Buffer Variance</td>
<td>The Georgia DOT will apply for a Buffer Variance Permit from the Georgia Environmental Protection Division. The permit shall be obtained prior to any construction activities impacting waters of state buffers.</td>
<td>Negligible</td>
<td>Will be acquired prior to letting</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Pre-, During, or Post</th>
<th>Commitment</th>
<th>Responsible party</th>
<th>Est. Cost</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-1 Preconstruction</td>
<td>Complete Phase II testing for potential UST/Hazmat sites</td>
<td>Atlanta BeltLine, Inc./Office of Materials and Testing</td>
<td>Negligible</td>
<td>Will be completed prior to let certification</td>
</tr>
<tr>
<td>E-2 Preconstruction</td>
<td>Complete Phase I Environmental Site Assessment for potential UST/Hazmat sites</td>
<td>Atlanta BeltLine Inc./Office of Materials and Testing</td>
<td>Negligible</td>
<td>Completed May 8, 2017</td>
</tr>
<tr>
<td>E-3 Preconstruction</td>
<td>Risk reduction standards will be identified and implemented for Georgia Voluntary Brownfield Program sites based on Phase II testing and reporting results.</td>
<td>Atlanta BeltLine Inc./Office of Materials and Testing</td>
<td>Currently unknown</td>
<td>Will be completed prior to let certification</td>
</tr>
</tbody>
</table>

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.

Estimated Costs are for planning purpose only, in current dollars as of date updated.
Estimated Costs are for planning purpose only, in current dollars as of date updated.
Add the following to Subsection 107.13:

J. Monitoring for Potential Historic Streetcar Resources

The following condition is intended as a minimum to protect and record possible historic streetcar resources within the project’s area of potential effect along Milton Avenue SE.

1. The Georgia Department of Transportation (GDOT) will ensure that an archaeologist who meets the Secretary of Interior’s Guidelines for Professional Qualifications Standards supervises the monitoring of all construction activities within the project’s area of potential effect along Milton Avenue SE between the Hank Aaron Drive SW intersection (Station Number 31+92.70) and the Milton Avenue SE Limit of Construction (Station Number 45+54.30). The monitoring will adhere to the Standard Treatment Plan as outlined in the Historic Streetcar Archaeological Sites Programmatic Agreement. The monitoring will include the recordation and reporting of all exposed subsurface archaeological features or artifact concentrations located during construction. If any such features or concentrations are located during monitoring, construction activity shall be halted in the immediate vicinity of the resource(s) to provide no more than five days time for the project archaeologist, in accordance with GDOT’s Programmatic Agreement with the Georgia State Historic Preservation Office, to evaluate their significance, and allow for their proper excavation and recovery. The work stoppage will not exceed the minimum time necessary for completion of this work for each occurrence of significant archaeological resources (see Standard Specifications of Road and Bridges, 1993, Section 107.13(A), paragraphs 4 and 5). The project archaeologist shall be notified no later than one week prior to ground disturbance on the above project at (404) 631-1072.
Monitoring Location
I. General Information

<table>
<thead>
<tr>
<th>Project Name:</th>
<th>BeltLine Corridor from Glenwood Avenue to University Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Number:</td>
<td>CSSTP-0009-00(397)</td>
</tr>
<tr>
<td>GDOT District #:</td>
<td>7</td>
</tr>
<tr>
<td>STIP/TIP #:</td>
<td>AR-450C</td>
</tr>
<tr>
<td>Funding Codes:</td>
<td>LOC</td>
</tr>
<tr>
<td>Funded Years</td>
<td>Right of Way: 2018 Construction: 2020</td>
</tr>
<tr>
<td>Project Limits:</td>
<td>Beginning approximately 0.3 miles west of University Avenue and continuing approximately 3.85 miles to Glenwood Avenue</td>
</tr>
</tbody>
</table>

Prepared By: Patrick Smith, RPA NEPA Planner Kimley-Horn and Associates, Inc.

Reviewed By: Ryan Perry, Ph.D. Senior Transportation Planner Georgia Department of Transportation

Concurred By: Eric Duff State Environmental Administrator Georgia Department of Transportation

Approved By: Moises Marrero Division Director Federal Highway Administration

12/02/19 Date

12/12/2019 Date

12/12/2019 Date

1-7-2020 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)

<table>
<thead>
<tr>
<th>A. Actions Requiring Concurrences Prior to CE Approval (See Attachment 3 for concurrences, if applicable)</th>
<th>Yes</th>
<th>If yes, date of concurrence*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section 106/Assessment of Effects (SHPO Concurrency)</td>
<td>☒</td>
<td>10/30/2018</td>
</tr>
<tr>
<td>Section 106/Memorandum of Agreement (Agencies’ Concurrency)</td>
<td>☐</td>
<td></td>
</tr>
<tr>
<td>Draft Individual Section 4(f) Evaluation (Final submitted with CE)</td>
<td>☐</td>
<td></td>
</tr>
<tr>
<td>De Minimis Acknowledgement/Requirements</td>
<td>☒</td>
<td>10/30/2018</td>
</tr>
<tr>
<td>Protected Species/No Effect</td>
<td>☒</td>
<td>12/11/2017</td>
</tr>
<tr>
<td>Protected Species/Section 7 Consultation with USFWS</td>
<td>☐</td>
<td>NA</td>
</tr>
<tr>
<td>Protected Species/Section 7 Consultation with NMFS</td>
<td>☐</td>
<td>NA</td>
</tr>
<tr>
<td>Essential Fish Habitat Coordination with NMFS</td>
<td>☐</td>
<td>NA</td>
</tr>
<tr>
<td>FWCA/USFWS Coordination</td>
<td>☐</td>
<td>NA</td>
</tr>
<tr>
<td>USCG Navigable Water Determination</td>
<td>☐</td>
<td>NA</td>
</tr>
</tbody>
</table>

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

The project is minor in scope and no public involvement is required; however, several Community Meetings and one Public Involvement Meeting were held by Atlanta BeltLine, Inc. See Attachment 1, Effects Evaluation and Attachment 4, Public Involvement Materials for more information.

**V. Effects Evaluation**

Effects Evaluation categories are defined as follows: (1) Involvement: a resources 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 resources do 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.

<table>
<thead>
<tr>
<th>A. Social Environment</th>
<th>Evaluation</th>
<th>Attachments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Land Use Changes</td>
<td>Involvement</td>
<td>1</td>
</tr>
<tr>
<td>2. Community Impacts and Title VI/E.O.</td>
<td>Involvement</td>
<td>1, 2</td>
</tr>
<tr>
<td>“Environmental Justice”</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Relocation Potential</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>4. Churches, Cemeteries, and Institutions</td>
<td>Involvement</td>
<td>1, 2</td>
</tr>
<tr>
<td>5. Parks, Recreation Areas, and Wildlife Refuges</td>
<td>Involvement</td>
<td>1, 2, &amp; 3</td>
</tr>
<tr>
<td>6. Public Controversy Potential</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>7. Public Involvement</td>
<td>Involvement</td>
<td>1, 4</td>
</tr>
<tr>
<td>8. Economic Impacts</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>9. Other</td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>B. Cultural Environment</th>
<th>Evaluation</th>
<th>Attachments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Historic Sites</td>
<td>Involvement</td>
<td>1, 2, &amp; 3</td>
</tr>
<tr>
<td>2. Archaeological Sites</td>
<td>No Involvement</td>
<td>1, 3</td>
</tr>
<tr>
<td>3. Other</td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>D. Physical Environment</th>
<th>Evaluation</th>
<th>Attachments</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Noise Assessment</td>
<td>Involvement</td>
<td>1, 3</td>
</tr>
<tr>
<td>2. Air Assessment</td>
<td>Involvement</td>
<td>1, 3</td>
</tr>
<tr>
<td>3. Energy/Mineral Resources</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>4. Underground Storage Tanks/Hazardous Waste</td>
<td>Involvement</td>
<td>1, 3</td>
</tr>
<tr>
<td>5. Other</td>
<td>None</td>
<td></td>
</tr>
</tbody>
</table>
E. Permits/Variances/Commitments Required

<table>
<thead>
<tr>
<th>E.</th>
<th>CWA USACE Section 404 Permit</th>
<th>Yes, See C.1, E.1.</th>
<th>1</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.</td>
<td>GEPD Buffer Variance</td>
<td>Yes, See E.1.</td>
<td>1</td>
</tr>
<tr>
<td>3.</td>
<td>404 and/or Buffer Mitigation Needed</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Tennessee Valley Authority Permit</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Coastal Zone Management Coordination</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Cemetery Permit</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>NPDES</td>
<td>Yes</td>
<td>1</td>
</tr>
<tr>
<td>8.</td>
<td>U.S. Coast Guard</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>9.</td>
<td>Forest Service/USACE Land (Section 408)</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>10.</td>
<td>Other</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

F. Section 4(f) Applicability

<table>
<thead>
<tr>
<th>F.</th>
<th>De Minimis</th>
<th>Yes</th>
<th>1, 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.</td>
<td>Programmatic</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Individual</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Section 6(f) Applicability</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

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. Figures
3. Report Coordination and Correspondence
4. Public Involvement Materials
5. Early Coordination

cc: Via email: Genine Bryant, GDOT Project Manager; State Project Review Engineer; Environmental Compliance Bureau

Add a PDF to the NEPA folder of the project’s Projectwise file
Attachment 1
Effects Evaluation
Attachment 1 – Effects Evaluation

II. Need and Purpose:

The need for the Atlanta BeltLine Project (Atlanta BeltLine) stems from existing and forecasted population and employment growth and the effects of that growth on the transportation system today and in the foreseeable future. Growth in population and employment in the Atlanta BeltLine vicinity by 2030 will be equal to or greater than rates projected for the City of Atlanta and the region. Growth in minority, low-income, and non-motorized and transit-dependent populations within the vicinity of the Atlanta BeltLine by 2030 will also equal or exceed city and regional rates. By 2030, a greater number of residents and workers will be present in the study area compared to today.¹ The purpose of the Atlanta BeltLine Project is to make a substantive contribution to alleviating problems resulting from Atlanta’s existing insufficient supply of non-motorized transportation options and its existing roadway congestion by utilizing the existing railroad corridor to construct a multi-use trail. When completed, the Atlanta BeltLine would contribute to an integrated regional and multi-modal transportation network that promotes seamless intermodal connectivity, provides increased connectivity between neighborhoods along the Atlanta BeltLine corridor, and increases community access to the existing transit and trails network.

The Atlanta BeltLine was first conceived in 1999 as a master’s thesis by a Georgia Tech student. From there, the idea developed into a vision of an integrated approach to transportation, land use, greenspace, and sustainable growth. The Atlanta BeltLine Redevelopment Plan was adopted by the City of Atlanta in 2005, and serves as the initial framework for the Atlanta BeltLine. The plan recommended a range of convenient mobility choices, hubs of mixed use activity, better access to new and existing recreational and cultural amenities including trails, cultural resources, parks and green spaces along with providing trails and pedestrian-friendly streets to connect to existing neighborhoods. The current plan for the overall Atlanta BeltLine includes a loop around Atlanta for approximately 22 miles consisting of modern streetcar, 33 miles of multi-use trail, and 2,000 acres of parks. Four trails are already open to the public, the Eastside Trail, Northside Trail, Southwest Connector Spur Trail, and West End Trail, along with several new or renovated parks: Boulevard Crossing Park, Arthur Langford, Jr. Park, D.H. Stanton Park, Gordon White Park, Historic Fourth Ward Park, Historic Fourth Ward Skatepark, and Perkerson Park.

PI 0009397 would provide multi-modal transportation options in the southern portion of the City of Atlanta by constructing a bicycle and pedestrian multi-use trail, known as the “Southside Trail”, that would offer easy access to neighborhoods, community resources, and businesses between University Avenue and Glenwood Avenue. The Southside Trail would consist of approximately 3.8 miles of 14-foot multi-use trail that would provide connections to numerous neighborhoods from the Allene Avenue to the Glenwood Avenue communities, parks, institutions, and community and commercial facilities including, but not limited

¹ Tier 1 Final Environmental Impact Statement completed by the Atlanta BeltLine, Inc. with a Record of Decision from the Federal Transit Administration on August 28, 2012.
to, the Capitol View, Adair Park, High Point, Peoplestown, Grant Park, Boulevard Heights, Ormewood Park, and Glenwood Park communities; Maynard Holbrook Jackson High School, Beulah Heights University, Carver High School, and Slater Elementary School; D. H. Stanton Park and Boulevard Crossing Park; and Samson Food Wholesale, Southeastern Stages, Carey Limousine, and C & S Wholesale Meats.

III. Project Description:

Existing Facility:

The existing project area consists of former, now abandoned, CSX railroad right-of-way (ROW). The railroad tracks and supporting cross ties have been removed from the corridor by CSX. The abandoned railroad property was acquired from CSX by Atlanta BeltLine, Inc. (ABI) in March of 2018, and an interim hiking trail was opening within the corridor in early September 2019.

Existing freight rail bridges are located along the project corridor at Metropolitan Parkway, Hill Street, Pryor Street, United Avenue, and Ormewood Avenue. The City of Atlanta officially renamed Confederate Avenue to United Avenue on October 3, 2018; therefore, some of the previous documentation completed for PI 0009397, such as figures and correspondence that are located within the appendix of this Categorical Exclusion (CE), refer to Confederate Avenue, while more recent documentation and the narrative of this CE refer to United Avenue. The former CSX railroad bridge that currently exists over United Avenue (Structure ID #121-0526-0) is 50-feet long and 32-feet wide and was constructed in 1914. The bridge has a low vertical clearance that is substandard for current design standards. Trucks have repeatedly hit the bridge, and the bridge is not salvageable in its current state.

Proposed Project:

The proposed project, PI 0009397, would begin along the former CSX rail corridor at University Avenue near the intersection of Allene Avenue and Avon Avenue, and continue east along the railroad ROW for approximately 3.8 miles to the intersection of Glenwood Avenue (see Figure 1, Project Vicinity). The trail would be constructed on the north side of the existing railroad bed. Based on current design plans, new pedestrian bridges would be constructed adjacent to the existing freight bridges. The project would utilize existing underpasses under Interstate 75/85, McDonough Boulevard, and Berne Street to accommodate the trail. At-grade trail crossings would also be constructed at the trail’s intersection with Milton Avenue, Boulevard SE, and Glenwood Avenue. Concrete retaining walls would be constructed at various locations along the alignment in order to minimize impacts to property adjacent to the rail corridor.

The proposed project is identified in the Atlanta Regional Commission’s Plan 2040 Regional Transportation Plan and Fiscal Year 2018-2023 Transportation Improvement Program by reference number AR-450C.
The initial Southside Trail alignment for the proposed project overlapped the existing railroad bridge at United Avenue, and, as a result, removal of the existing railroad bridge was anticipated as part of PI No. 0009397 in order to construct the Southside Trail. Removal of the railroad bridge as a part of PI No. 0009397 would result in an Adverse Effect to the Historic Railroad Resources, which would also create Individual Section 4(f) impacts. Based on this, an alternative alignment further to the north at United Avenue was developed for the proposed Southside Trail to avoid removing the existing railroad bridge as part of PI No. 0009397. Updated environmental study documentation is provided in the appendix of this CE to address this change and any potential impacts associated with it. (See Attachment 3, Report Coordination and Correspondence and Section III.B.1 Historic Sites for additional information.)

A. Social Environment

1. Land Use Changes

The project area consists primarily of abandoned railroad ROW with commercial and residential properties adjacent to the corridor. In addition to approximately 53.9 acres of existing railroad ROW being utilized for the project, approximately 6.2 acres of ROW, 1.9 acres of permanent easement, and 8.9 acres of temporary easement were previously determined to be required for conversion to transportation use. Approximately 0.042 acre of ROW and 0.024 acre of temporary easement are required in addition to the previous amount of ROW and easement in order to construct the previously described northern shift in alignment at United Avenue. No displacements are anticipated as a result of the proposed project.

2. Community Impacts

The Southside Trail would connect communities, schools, parks, and employment areas via a multi-modal transportation facility. This would improve the quality of life for surrounding communities and the trail could also serve as a source of recreation and exercise activities for the communities.

Approximately 0.72 acre of the D.H. Stanton Park would be required to construct the proposed facility. See Section III.A.5. Parks, Recreation Areas, and Wildlife Refuges for additional information. The impact to the park property would not affect the use of the park or its facilities and is considered minimal.

4. Churches, Cemeteries, and Institutions

G.W. Carver High School, Slater Elementary School, and Carver Early College are located in the southeastern quadrant of the Pryor Road and proposed Southside Trail intersection (see Figure 2, Community Resources). Approximately 0.12 acres of ROW and 0.23 acres of temporary easement would be required from this Atlanta Public Schools property to construct an 8-foot concrete sidewalk connection from the Southside Trail to McDonough Boulevard.

Beulah Heights University is located in the northeast quadrant of the Berne Street SE/Southside Trail intersection. This university offers degrees in religious studies and business. The university is also
located within the Ormewood Park Historic District. No ROW or easements would be required from the Beulah Heights University property.

Maynard Holbrook Jackson High School is located just outside the project limits, west of Chester Avenue. No ROW or easements are required from this property.

There are no places of worship or cemeteries located within the project study area.

5. Parks, Recreation Areas, and Wildlife Refuges

D.H. Stanton Park is located on the north side of the proposed Southside Trail just east of Milton Avenue in the Peoplestown community. This park is approximately 8 acres in size and includes a baseball field, large multi-use athletic fields, playground with splashpad, and large pavilion. ROW and easements are not required at this location. Proposed project improvements specific to the existing park land would utilize approximately 0.72 acre of the City of Atlanta’s D.H. Stanton Park property to construct a 10-foot ramp system and two, 8-foot sidewalk connections from the park to the Southside Trail (see Figure 2, Community Resources). Associated grading, drainage structures, and retaining walls are also proposed within this area of the park property. The 0.72 acre of affected park property is located along the south and west sides of the park and consist of trees and vegetation that are not currently maintained. A portion of an existing retaining wall would be removed in order to tie the ramp system into the existing sidewalk within D.H. Stanton Park. The D.H. Stanton Park Master Plan was developed by ABI in partnership with the City of Atlanta’s Department of Parks and Recreation in 2009 as part of the larger Atlanta BeltLine Subarea 2 Master Plan. The D.H. Stanton Park Master Plan is part of the Peoplestown Parks Master Plan found within Appendix 5 of the Atlanta BeltLine Subarea 2 Master Plan (see https://beltlineorg-wpengine.netdna-ssl.com/wp-content/uploads/2012/05/ABI-Subarea-2-Master-Plan-Appendices.pdf). The 2009 D.H. Stanton Park master plan showed a ramp and stair connection to the Atlanta BeltLine multi-use trail in the southwest quadrant of the park. This property is considered a “Joint Development” according to Section 4(f) use, and the official with jurisdiction over D.H. Stanton Park has concurred with this determination (see letter signed on November 20, 2017 in Attachment 3, Report Coordination and Correspondence). The use of this portion of park property would not harm the activities, features, or attributes of the park property. In contrast, the ramp connection and Southside Trail would enhance access to the park. No further Section 4(f) evaluation is required for this resource.

Atlanta Public School (APS) property is located between Pryor Road and Metropolitan Avenue along the south side of the proposed Southside Trail. The G.W. Carver High School, T.H. Slater Elementary School, and Carver Early College are located within this APS property. An 8-foot sidewalk is proposed within the APS property that would connect the Southside Trail to McDonough Boulevard. Based on current design, approximately 0.12 acre of ROW and 0.23 acre of temporary easement are required from the APS property. According to the official with jurisdiction over the APS property, the school facilities such as the track, football field, softball, baseball fields, and other amenities are not “open to the public” as defined by
Section 4(f) regulations; therefore, Section 4(f) does not apply to the APS property. (See letter signed March 30, 2018 by APS in Attachment 3, Report Coordination and Correspondence.)

Boulevard Crossing Park is located on the southside of the proposed Southside Trail corridor, just west of Boulevard SE. More than 20 acres of land was initially acquired for the park by the Trust for Public Land for the City of Atlanta. Currently five acres along Englewood Avenue have been restored to green space which contain two large multi-use activity fields. The rest of the property closer to the proposed trail has not been developed. No ROW, easements, or work is proposed within the Boulevard Crossing Park property for the proposed Southside Trail.

6. **Title VI / E.O. 12898 “Environmental Justice”**

Executive Order 12898 was issued in 1994 requiring all Federal agencies to make environmental justice part of each agency’s mission. Each agency is required to examine and address the effects of all programs, policies, and activities on minority and low-income populations.

The primary principles of environmental justice are to:

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects on minority or low-income populations;
2. Ensure the full and fair participation by all potentially affected communities in the transportation decision making-process;
3. Prevent the denial of, reduction in or significant delay in, the receipt of benefits by minority or low-income populations.

Census data was collected from American Factfinder (2012-2016 American Community Survey 5-Year Estimates) which identified seventeen census tracts (CT) and block groups (BG) within an approximately 0.5-mile area surrounding the project corridor (see Figure 3, Minority and Low-Income Populations). These seven BGs serve as the survey area for environmental justice evaluation, and data acquired can be found in Table 1, Race Populations and Table 2, Low-Income Populations. Four of those block groups, CT 50, BG 1; CT 52, BG 1; CT 52, BG 3; and CT 53, BG 3, have minority or low-income populations that are below Fulton County’s corresponding minority and low-income populations. The other thirteen block groups have minority and/or low-income populations that exceed Fulton County’s populations and are identified in Figure 3, Minority and Low-Income Populations.

The data indicates the following:

- There is a large African American population in the survey area for ten of the block groups that exceeds 50% and is above Fulton County’s African American population of 44.1%: CT 58, BG 1; CT 65, BG 3; CT 65, BG 4; CT 63, BG 1; CT 65, BG 1; CT 67, BG 2; CT 120, BG 2; CT 55.01, BG 2; CT 55.02, BG 1; and CT 64, BG 1.
- There is a notable low-income population for twelve of the block groups that exceeds Fulton County’s low-income population of 17%: CT 58, BG 1; CT 65, BG 3; CT 65, BG 4; CT 63,
BG 1; CT 65, BG 1; CT 67, BG 2; CT 55.02, BG 1; CT 120, BG 2; CT 55.01, BG 2; CT 64, BG 1; CT 52, BG 2; and CT 53, BG 1.

- There is a notable Hispanic/Latino population for four of the block groups that exceeds the Fulton County’s Hispanic/Latino population of 7.4%: CT 52, BG 2; CT 55.01, BG 2; CT 64, BG 1; and CT 69, BG 3.
- There is a notable American Indian population that exceeds Fulton County’s American Indian population of 0.4% in CT 64, BG 1.

An observational survey of the area was conducted on March 12, 2018 by Kimley-Horn and Associates, Inc. (Kimley-Horn). Overall, the housing is mixed through the entire survey area with boarded up homes, renovated older homes, and newer homes that were either constructed as infill development, redevelopment of previous industrial sites, or at older, demolished home sites. Some of the older homes show signs of a lack of maintenance which could indicate potential low-income residents.

No relocations are anticipated as a result of the proposed project. The project utilizes the existing railroad corridor for construction of the Southside Trail to minimize the amount of ROW and easements required. The proposed trail would provide multi-modal access to the surrounding communities, linking them to services, community resources, and jobs through the area, and thus is considered to be a benefit to the area’s residents. Disproportionately high or adverse human health and environmental effects are not anticipated as a result of the proposed project.
### Table 1
**Race Populations (%)**

<table>
<thead>
<tr>
<th>Location</th>
<th>White Alone</th>
<th>Black/African American</th>
<th>American Indian/Alaskan Native</th>
<th>Asian Alone</th>
<th>Native American/Pacific Islander</th>
<th>Hispanic/ Latino</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgia</td>
<td>59.8</td>
<td>31.2</td>
<td>0.3</td>
<td>3.7</td>
<td>0.05</td>
<td>9.2</td>
</tr>
<tr>
<td>Fulton County</td>
<td>45.2</td>
<td>44.1</td>
<td>0.4</td>
<td>6.4</td>
<td>0.04</td>
<td>7.4</td>
</tr>
<tr>
<td>Census Tract (CT) 50, Block Group (BG) 1</td>
<td>76.3</td>
<td>20</td>
<td>0.15</td>
<td>1.7</td>
<td>0.0</td>
<td>4.7</td>
</tr>
<tr>
<td>CT 52, BG 1</td>
<td>80.1</td>
<td>14.5</td>
<td>0</td>
<td>3.4</td>
<td>0.0</td>
<td>3.8</td>
</tr>
<tr>
<td>CT 52, BG 2</td>
<td>64.4</td>
<td>27.7</td>
<td>0</td>
<td>1</td>
<td>0.0</td>
<td>12.3</td>
</tr>
<tr>
<td>CT 52, BG 3</td>
<td>62.3</td>
<td>28.5</td>
<td>0</td>
<td>4.7</td>
<td>0.0</td>
<td>6.1</td>
</tr>
<tr>
<td>CT 53, BG 1</td>
<td>56.9</td>
<td>36.3</td>
<td>0</td>
<td>2.3</td>
<td>0.6</td>
<td>4.4</td>
</tr>
<tr>
<td>CT 53, BG 3</td>
<td>73.5</td>
<td>25.1</td>
<td>0</td>
<td>0</td>
<td>0.0</td>
<td>6.5</td>
</tr>
<tr>
<td>CT 55.01, BG 2</td>
<td>16.9</td>
<td>79.3</td>
<td>0.3</td>
<td>2.5</td>
<td>0.0</td>
<td>8.4</td>
</tr>
<tr>
<td>CT 55.02, BG 1</td>
<td>14</td>
<td>80.7</td>
<td>0</td>
<td>4.5</td>
<td>0.05</td>
<td>0.7</td>
</tr>
<tr>
<td>CT 63, BG 1</td>
<td>4.5</td>
<td>94.3</td>
<td>0</td>
<td>1.2</td>
<td>0.0</td>
<td>0.7</td>
</tr>
<tr>
<td>CT 64, BG 1</td>
<td>20.8</td>
<td>54.9</td>
<td>5.1</td>
<td>0</td>
<td>0.0</td>
<td>33.6</td>
</tr>
<tr>
<td>CT 65, BG 1</td>
<td>26.4</td>
<td>70.3</td>
<td>0</td>
<td>0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>CT 65, BG 3</td>
<td>24.8</td>
<td>73.7</td>
<td>0</td>
<td>0</td>
<td>0.0</td>
<td>7.0</td>
</tr>
<tr>
<td>CT 67, BG 2</td>
<td>47.2</td>
<td>91.3</td>
<td>0</td>
<td>0.4</td>
<td>0.0</td>
<td>1.7</td>
</tr>
<tr>
<td>CT 69, BG 3</td>
<td>52.9</td>
<td>39.4</td>
<td>0</td>
<td>0</td>
<td>0.0</td>
<td>23.7</td>
</tr>
<tr>
<td>CT 120, BG 2</td>
<td>4.3</td>
<td>93.9</td>
<td>0</td>
<td>0</td>
<td>0.0</td>
<td>0.5</td>
</tr>
<tr>
<td>CT 65, BG 4</td>
<td>12.9</td>
<td>80</td>
<td>0</td>
<td>1.7</td>
<td>0.0</td>
<td>1.5</td>
</tr>
</tbody>
</table>

Note: Highlighted cells indicate a minority population percentage that is higher for a particular BG than the percentage for Fulton County.

THE REST OF THIS PAGE INTENTIONALLY LEFT BLANK
Table 2
Low-Income Populations (%)

<table>
<thead>
<tr>
<th>Location</th>
<th>Below Poverty Level Populations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Georgia</td>
<td>17.8</td>
</tr>
<tr>
<td>Fulton County</td>
<td>17</td>
</tr>
<tr>
<td>CT 50, BG 1</td>
<td>14.4</td>
</tr>
<tr>
<td>CT 52, BG 1</td>
<td>11.3</td>
</tr>
<tr>
<td>CT 52, BG 2</td>
<td>25</td>
</tr>
<tr>
<td>CT 52, BG 3</td>
<td>10.3</td>
</tr>
<tr>
<td>CT 53, BG 1</td>
<td>19.5</td>
</tr>
<tr>
<td>CT 53, BG 3</td>
<td>12.4</td>
</tr>
<tr>
<td>CT 55.01, BG 2</td>
<td>49.8</td>
</tr>
<tr>
<td>CT 55.02, BG 1</td>
<td>45.7</td>
</tr>
<tr>
<td>CT 58, BG 1</td>
<td>38.9</td>
</tr>
<tr>
<td>CT 63, BG 1</td>
<td>44.7</td>
</tr>
<tr>
<td>CT 64, BG 1</td>
<td>23.9</td>
</tr>
<tr>
<td>CT 65, BG 1</td>
<td>39.4</td>
</tr>
<tr>
<td>CT 65, BG 3</td>
<td>31.3</td>
</tr>
<tr>
<td>CT 67, BG 2</td>
<td>36.1</td>
</tr>
<tr>
<td>CT 69, BG 3</td>
<td>17.8</td>
</tr>
<tr>
<td>CT 120, BG 2</td>
<td>44.3</td>
</tr>
<tr>
<td>CT 65, BG 4</td>
<td>38.1</td>
</tr>
</tbody>
</table>

Note: Highlighted cells indicate a low-income population percentage that is higher for a particular CT and BG than the percentage for Fulton County.

**Indirect and Cumulative Effects**

The Council of Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act (40 CFR 1500-1508) requires that direct impacts as well as indirect and cumulative impacts be evaluated by Federal agencies. These regulations define indirect, and cumulative effects as follows:

- **Indirect effects**, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable.

- **Cumulative effects** are impacts on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such
other actions. Cumulative impacts can result from individually minor but collectively significant actions taken place over a period of time.

**Indirect and Cumulative Effects Analysis Methodology**

For this Categorical Exclusion (CE), indirect and cumulative effects (ICE) were analyzed for Environmental Justice populations. To assess the potential for ICE induced by the proposed project, an Area of Influence (AOI) beyond the limits of the proposed Southside Trail had to be defined. The CTs and BGs, used for analysis of environmental justice populations, go beyond the limits of the proposed trail a minimum of 0.5 mile. It is believed that potential development or redevelopment would tend to be concentrated within 0.5 mile of the trail project, as the trail would be within convenient walking distance from local communities. This is not to say that potential development or redevelopment would not occur beyond the 0.5 mile area surrounding the project, but rather, that a concentration of development or redevelopment within the 0.5 mile area would tend have the highest potential to impact the environmental justice community. Therefore, based on these considerations, the AOI used for this ICE assessment is equivalent to the outside boundaries of the CTs and BGs (see Figure 3, Minority and Low-Income Populations).

In addition to setting a geographic boundary for the indirect and cumulative effects studies, a reasonable timeframe for the ICE was determined. Planning for the Atlanta BeltLine began in the early 2000’s. As previously indicated, the Atlanta BeltLine was first conceived in 1999 as a master’s thesis by a Georgia Tech student. From there, the idea developed into a vision of an integrated approach to transportation, land use, greenspace, and sustainable growth. The Atlanta BeltLine Redevelopment Plan was adopted by the City of Atlanta in 2005, and serves as the initial framework for the Atlanta BeltLine. Considering that the first plan adopted in preparation for the Atlanta BeltLine was the Atlanta BeltLine Redevelopment Plan, 2005 was chosen as the base year for ICE evaluation.

The horizon year chosen for reasonably foreseeable land use changes was 2040. Although the Atlanta BeltLine Redevelopment Plan covers up to 2030, the current Atlanta Regional Commission (ARC) Plan, The Atlanta Region’s Plan 2040 Regional Transportation Plan (updated September 2018) covers the regional transportation needs through 2040 and the design year for PI 0009397 is also 2040. This timeframe between 2005 and 2040 is deemed sufficient to take into account the past, present, and reasonably foreseeable future actions for the ICE analysis.

**Indirect Effects**

There have been recent news accounts indicating public concern for potential increases in home values, taxes, and rent associated with the development of the Atlanta BeltLine. This concern is related to what is called “gentrification”, and according to the Merriam-Webster Dictionary, gentrification is defined as “the process for repairing and rebuilding homes and businesses in a deteriorating area (such as an urban neighborhood) accompanied by an influx of middle-class, affluent people and that often result in the
displacement of earlier, usually poorer residents”. Gentrification can be seen a potential indirect impact concern, resulting from construction of a transportation project.

As previously mentioned, there are known low-income and minority populations present within the project study area based on the CTs and BGs analyzed for environmental justice. Aware of the public’s concern for potential gentrification and the overall make-up of community populations, ABI has been proactive, taking measures to try and avoid potential indirect impacts to these populations during and prior to project development for the Southside Trail. In 2004, the Atlanta City Council voted to create the Atlanta BeltLine Tax Allocation District (TAD) to fund the Atlanta BeltLine. In 2005, the Fulton County Board of Commissioners and Atlanta Public Schools voted to participate as investors in the Atlanta BeltLine, and as partners, assume the risks and rewards in the Atlanta BeltLine’s development. Invest Atlanta, formerly known as the Atlanta Development Authority, is a key partner with ABI as the economic development arm and redevelopment agent for the Atlanta BeltLine TAD. Invest Atlanta formed in 2006 and manages resources and funding sources for the Atlanta BeltLine TAD.

ABI approved the Beltline Equitable Development Plan in 2009 which asserts that the BeltLine intends to “enrich Atlanta’s quality of life with parks, trails, transit, and economic development” and programmatically address “key social capital issues through jobs and affordable housing creation while solidifying the social fabric of the city and creating connectivity among disparate and diverse communities.” The plan emphasizes preservation of existing subsidized and affordable housing and creation of new affordable housing through the creation of an affordable housing trust fund.

In 2015, ABI completed the Integrated Action Plan as a part of their commitment to provide affordable housing in the Atlanta BeltLine area. The plan concentrates on economic and development goals set by the 2005 Atlanta BeltLine Redevelopment Plan and is focused on development in years 2016 through 2030. ABI’s goals outlined in this plan include providing 30,000 new permanent jobs; 48,000 one-year construction jobs; and 28,000 new housing units with 5,600 affordable workforce units stretched along the Atlanta BeltLine corridor. ABI’s website www.beltline.org, provides information for homeowners and business owners about affordable housing and taxes. According to ABI’s website, approximately 11,200 permanent jobs have been created in the Atlanta BeltLine planning area through 2015 and approximately 29,500 temporary construction jobs were created where workers were employed for at least a year through 2017. (These jobs were not located solely within the AOI, but within the area surrounding the larger Atlanta BeltLine corridor). In 2015, ABI partnered with the Federal Home Loan Bank of Atlanta on the Housing Initiative Program which provided down payment assistance and owner-occupied rehabilitation for homes along the Atlanta BeltLine. During the windshield survey conducted on March 12, 2018 by Kimley-Horn, a sign advertising new affordable homes being built was observed within the Environmental Justice survey area, west of I-75/85.

In addition to the 2015 Integrated Action Plan, ABI completed the ABI Affordable Housing Working Group Final Report in August 2018. The report details progress to date and a specific plan for building affordable housing. According to the report, which is available on ABI’s website (www.beltline.org), 2,642
affordable housing units have been created within the BeltLine Tax Allocation District (TAD) and BeltLine Planning Area by Invest Atlanta/ABI, Department of Community Affairs and Atlanta Housing Authority. The report also identifies the following specific targets for affordable housing creation by ABI and its public partners through 2030:

- 250 units annually through 2020
- 320 units annually between 2021-2025
- 380 units annually between 2026 and 2030

The ABI’s *Environmental Justice Policy* is available online at [http://beltlineorg.wpengine.netdna-cdn.com/wp-content/uploads/2012/09/Atlanta-BeltLine-Environmental-Justice-Policy.pdf](http://beltlineorg.wpengine.netdna-cdn.com/wp-content/uploads/2012/09/Atlanta-BeltLine-Environmental-Justice-Policy.pdf). According to the website, the plan explains ABI’s “commitment to the fair treatment of people of all races, age, cultures and incomes; and how they shall all be fully considered during the Atlanta BeltLine’s planning, decision-making, development and implementation of programs, policies, and activities.”

According to the Cultural Resources AOE concurred with by the State Historic Preservation Officer (SHPO) on October 30, 2018, the abandoned railroad, formerly known as the Louisville & Nashville (L&N) Railroad was constructed in the 1870’s. Based on this and the proposed project predominately utilizing the existing railroad ROW to the construct the Southside Trail, the project will not divide existing neighborhoods. The opposite may occur due to the new connectivity and transportation option that the Southside Trail will provide to the area and surrounding communities; bringing the communities together, providing more cohesion within the area as an indirect effect of the project. Direct access to the trail including both sidewalk and ramp connections is being provided to communities surrounding the project alignment. Proposed ramp connections include those at Metropolitan Parkway, Pryor Road, Grant Terrace, Hill Street, Grant Street, United Avenue, Delmar Avenue (west side of the trail), Ormewood Avenue, and Mercer Street. Proposed sidewalk connections include those near University Avenue, the Annie E. Casey site, Carver High School/McDonough Boulevard, D.H. Stanton Park, Delmar Avenue (east side of the trail), and Killian Street/Chester Street.

ABI will continue to offer community meeting opportunities for the public to voice their concerns as the project progresses through final design and will continue to address the public’s concern for potential gentrification. Given that the City of Atlanta is a partner with ABI and a supporter of the Southside Trail project, and since the city determines the land use and rezoning of the area around the Southside Trail, it is believed that indirect impacts associated with potential gentrification would be minor.

**Cumulative Effects**

In considering past, present, and reasonably foreseeable future projects, prior to 2005, the area located within the defined AOI was already predominately developed and consisted of minor amounts of infill areas available for new development. Very little large project redevelopment occurred between 2005 and 2018 within the AOI. Redevelopment currently is occurring within the AOI; however, most of this redevelopment appears to consist of demolishing older ranch homes to construct new multi-story homes.
This redevelopment appears to be occurring on a home by home basis; versus redevelopment of an entire area at once. Some of this redevelopment may be attributed to the lack of maintenance of existing homes. As previously indicated, during the windshield survey conducted March 12, 2018, there was a mix of boarded up homes, renovated homes, and newly constructed homes within the AOI.

As redevelopment and/or development occurs, property values could increase, which in turn could cause displacement of current residents through construction and increases to rental costs. However, as previously mentioned, ABI has been focused, since the inception of the Atlanta BeltLine, on addressing the communities’ concern for potential gentrification.

Beneficial cumulative effects for all groups in the area are anticipated as a result of the planned light-rail transit proposed along the Atlanta BeltLine ROW which would operate alongside the Southside Trail and the rest of the Atlanta BeltLine Trail. The addition of light rail transit will further increase operational efficiency and mobility of the transportation network within the AOI and surrounding areas. Any future projects utilizing federal funds, such as the light rail project, would be required to ensure that minority and low-income populations are not disproportionately affected. The increased mobility could in turn be very attractive to businesses that want to relocate to the area which could increase job opportunities. This would be an additional beneficial cumulative effect for all groups including environmental justice populations. Public transportation options are often critical to the mobility of environmental justice populations. Based on the planned light rail transit project, redevelopment and/or development, and potential job opportunities within the AOI, PI No. 0009397 is not anticipated to result in disproportionate or adverse cumulative impacts to minority or low-income populations.

8. Public Involvement

Several community meetings have been conducted by ABI through their on-going public involvement process (see Table 3, Community Meetings). Meeting announcements and communication regarding the proposed project included:

- A “Notice of Survey and Engineering Data Collection” letter was sent to 418 adjacent property owners on May 12, 2016.
- An “Upcoming Public Meetings” letter was sent to 376 adjacent properties and/or property owners on July 25, 2016. (The number of letters sent out this round was less than the May 2016 mail-out based on returned mail received.)
- Each community meeting entailed emailing meeting flyers to ABI’s email distribution list which consists of over 4,000 addresses and mailing meeting flyers to at least 31 locations around the city including libraries, places of worship, recreation centers, senior centers, etc.
### Table 3
**Community Meetings**

<table>
<thead>
<tr>
<th>Location</th>
<th>Meeting Date</th>
<th>Focus of the Meeting</th>
<th>Overall Comments/Concerns</th>
<th>Public Involvement Materials included in Attachment 4</th>
<th>Number of Attendees</th>
</tr>
</thead>
</table>
| Trees Atlanta    | 7/12/16      | Solicited feedback on community goals and priorities for the portion of the project from United Avenue to Glenwood Drive. | The community provided input on preferences for vertical connections at grade crossings via voting dots on maps and feedback on location and desired design elements for public spaces at Berne Street, Ormewood Avenue and Delmar Avenue. | • Summary of Comments  
• Graphics                                                      | 51                  |
| Zoo Atlanta      | 8/9/16       | Solicited feedback on community goals and priorities for the portion of the project from Pryor Road to United Ave. | The community provided input on preferences for vertical connections at grade crossings via voting dots on maps and feedback on location and desired design elements for public spaces at D.H. Stanton Park and Carver Schools. | • Summary of Comments  
• Graphics                                                      | 70                  |
| Carver Market    | 9/13/16      | Solicited feedback on community goals and priorities for the portion of the project from University Ave to Pryor Road. | The community provided input on preferences for vertical connections at grade crossings via voting dots on maps and feedback on location and desired design elements for public spaces at the I-75/85 underpass and Annie E Casey redevelopment site. Desire for connection to Capitol View Manor neighborhood was expressed. | • Summary of Comments  
• Graphics                                                      | 86                  |
| Carver Market    | 11/3/16      | Presented concepts for the entire project                                              | The community expressed general                                                              | • Summary of Comments  | 40                  |
Based on feedback from the 7/12/16, 8/9/16, and 9/13/16 meetings, support for proposed concepts.

- Power Point Presentation
- Presentation Board Graphics

| Carver Market | 4/24/17 | Followed up with the public to present modifications to concepts initially presented on 11/3/16 at I-75/85, the Annie E. Casey redevelopment site, and United Avenue connection. | The community expressed general support for proposed concepts | Graphics | 70 |

| Arthur Langford Jr. Recreation Center | 4/26/2018 | General Community update | The meeting was a summary of activities to date. No notable comments were received. | Sign-In Sheet | Meeting Flyer | Power Point Presentation | 72 |

As specified in Table 3, Community Meetings, graphics and a brief summary of public comments received from community meetings are provided in Attachment 4, Public Involvement Materials along with other supporting materials as indicated. Summaries of comments are not provided for the April 2017 and April 2018 meeting as the community expressed general support for the project and provided no notable comments for those meetings. Additional community meetings are anticipated by ABI in the future as design progresses to solicit continued input from the public.

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

As a result of the survey efforts, two NRHP listed and ten eligible and/or contributing historic resources were identified within the proposed project’s area of potential effect (APE) (see Figures 4A-4C, Cultural Resources Map). Three previously recorded archaeological sites, 9FU727, 9FU728, and 9FU729, were identified during the Phase I survey. Two of these sites, 9FU728 and 9FU729, could not be
fully evaluated beyond the project survey boundaries; therefore, these sites have an overall unknown NRHP eligibility determination. Site 9FU727 was fully delineated and determined to be ineligible for the NRHP under Criterion D. During the survey efforts, streetcar features were recorded at McDonough Boulevard and Milton Avenue.

1. **Historic Sites**

   According to the Historic Resources Survey Report concurred with by the SHPO on December 22, 2017, two NRHP listed and ten NRHP eligible and/or contributing resources were identified within the proposed project’s APE. The NRHP listed sites are Capitol View National Register District and Capitol View Manor National Register District. The NRHP eligible and/or contributing resources are Old Stewart Avenue Historic District, ExpandedOrmewood Park Historic District, Expanded Grant Park Historic District, Leete Hall, Grady Substation, Trestletree Apartments, Former Southern Railway (Norfolk Southern Railroad), Historic Railroad Resources (BeltLine Railway), GDOT Bridge #121-0055-0 (McDonough Boulevard over the former CSX Railroad), and GDOT Bridge #121-0528-0 (the former CSX Railroad over Ormewood Avenue). Other bridges along the BeltLine Railway that are contributing resources to the NRHP eligible Historic Railroad Resources include: GDOT Bridge #121-0522-0 (former CSX Railroad over Hill Street), GDOT Bridge #121-0525-0 (former CSX Railroad over Pryor Road), GDOT Bridge #121-0526-0 (former CSX Railroad over United Avenue), and GDOT Bridge #121-0539-0 (former CSX Railroad over Metropolitan Parkway). The Grant Park Historic District and Ormewood Park Historic District have been previously NRHP listed; however, since the districts can be further expanded to include new areas and contributing features, the expanded versions of these two districts are considered eligible for listing in the NRHP. The SHPO concurred on October 30, 2018 with the effect determinations for each resource as identified in the Cultural Resources Assessment of Effects (Cultural Resources AOE). The effect determinations that SHPO concurred with in 2018 included an Adverse Effect for impacts to the Historic Railroad Resources due to the anticipated removal of the existing railroad bridge at United Avenue. The initial Southside Trail alignment for the proposed project overlapped the existing railroad bridge at United Avenue, and, as a result, removal of the existing railroad bridge was anticipated as part of PI No. 0009397. An alternative alignment of the proposed Southside Trail (see Figure 5), further to the north, was developed to avoid removing the existing railroad bridge as part of PI No. 0009397. As a result, updated environmental studies were conducted and the previous Adverse Effect determination for the Historic Railroad Resources was revised to a No Adverse Effect determination which was concurred with by the SHPO on 10/3/2019. The final effect determinations are indicated in the following pages.

**Capitol View National Register District**

A finding of No Adverse Effect was made for Capitol View National Register District. This district is located in southwest Atlanta and is roughly bounded by Hartford Place, Metropolitan Parkway, Fairbanks, Street, Perkerson Park, Sylvan Road, and Division Place. The district was NRHP listed on April 22, 2016.
and consists of mainly residential resources. The resource’s eligible historic boundary comprises approximately 270 acres.

In the area of the resource, project implementation would consist of the reconstruction of sidewalks along Metropolitan Parkway, construction of a trail access ramp and drainage features near, but not within the resource’s eligible historic boundary, and construction of a new pedestrian bridge on the north side of the existing railroad bridge over Metropolitan Parkway to access the proposed Southside Trail. Impacts associated with this resource would be:

- Reconstruction of sidewalks along Metropolitan Parkway within the NRHP boundary.
- A 70-foot by 10-foot strip of temporary easement from within the legal property boundary of a contributing property within the district for construction of a slope. The contributing property is located on the east side of Metropolitan Parkway adjacent to the CSX Railroad. The slope is associated with the construction of a trail access ramp just north of the property and outside the resource’s eligible historic boundary.
- Construction of a pedestrian bridge on the north side of the existing railroad bridge within the resource’s eligible historic boundary. This would not require removal of the existing bridge which is a contributing feature of the district.

**Capitol View Manor National Register District**

A finding of No Adverse Effect was made for Capitol View Manor National Register District. Capitol View Manor National Register District is located in southwest Atlanta and is roughly bounded by the Norfolk Southern Railway, Hillside Drive Southwest (SW), Interstate (I)-75/85, Deckner Avenue SW, and Metropolitan Parkway SW. The district was NRHP listed on December 3, 2013 and consists mainly of residential resources. The resource’s eligible historic boundary comprises approximately 96 acres.

In the area of this resource, project implementation would consist of cuts, temporary easements, two detention ponds, and ditch reconstruction associated with construction of the Southside Trail. Impacts associated with this resource would be:

- A 170-foot by 15-foot temporary easement for construction of a slope adjacent to a proposed trail access ramp would be required along the northwestern edge of the resource’s eligible historic boundary.
- A 380-foot by 4-foot temporary easement associated with the construction of a rip rap channel would be required along the northern edge of the resource’s eligible historic boundary.
- A 210-foot by 10-foot temporary easement associated with the construction of a detention pond would be required along the northern edge of the resource’s eligible historic boundary.
- Two easements, one temporary and one permanent, both for the construction of slopes and a drainage ditch, which total approximately 560 feet in length and vary in width from
10 feet to 160 feet would be required along the northeastern edge of the resource boundary.

**Old Stewart Avenue Historic District**

A finding of No Adverse Effect was made for the Old Stewart Avenue Historic District that is located in southwest Atlanta along the east and west sides of Metropolitan Avenue. The district includes residential, commercial, industrial, and institutional development. The resource’s eligible historic boundary includes approximately 832 acres.

In the area of the resource, project implementation would consist of construction of the Southside Trail, associated trail access ramps, drainage structures, a detention pond, retaining walls, ditch and sidewalk reconstruction, related cut and fill, ROW, and temporary and permanent easements. Impacts associated with this resource consist of:

- An approximately 40-foot by 40-foot temporary easement is required for the construction of a slope on the east side of the proposed trail, immediately north of University Avenue. The area of the easement covers two land parcels, one of which is vacant and another which consists of a single apartment building that is part of a larger apartment complex within the boundary of the district.

- A temporary driveway easement would be required from within the resource’s eligible historic boundary the apartment complex north of University Avenue.

- Existing sidewalks would be reconstructed form the apartment complex driveway and extending east for approximately 900 feet to Metropolitan Parkway. A 10-foot wide temporary easement extending the entire length of the sidewalk reconstruction would be required for the reconstruction of a slope behind the sidewalk. An approximately 5-foot strip of ROW would also be required from the apartment buildings fronting University Avenue for the sidewalk reconstruction and construction of an approximately 280-foot long retaining wall beginning east of the apartment complex’s driveway.

- West of Metropolitan Parkway, a trail access ramp would be constructed north of the proposed Southside Trail and connect with the pedestrian bridge to be constructed over Metropolitan Parkway. Approximately 180 feet of the 210-foot long ramp would be constructed within the resource’s eligible historic boundary on a lot currently comprised of a non-historic service station. The service station would be removed for the ramp’s construction. An approximately 100-foot by 20-foot temporary easement would be required on the north side of the proposed ramp for the construction of a slope.

- A 500-foot by 10-foot temporary easement would be required from within the resource’s eligible historic boundary on the east side of Metropolitan Parkway, directly across from the proposed trail access ramp, for the construction of a slope associated with the construction of the Southside Trail.
**Expanded Ormewood Park Historic District**

A finding of No Effect was made for the Expanded Ormewood Park Historic District that is located in southeast Atlanta between the former CSX rail line and Moreland Avenue, south of I-20, and north of East United Avenue. The district consists mainly of residential resources. The resource’s eligible historic boundary comprises approximately 375 acres.

In the area of the historic resource, project implementation would consist of construction of the Southside Trail, associated trail access ramps, drainage structures, a detention pond, retaining walls, ditch and sidewalk reconstruction, related cut and fill, and temporary and permanent easements for the maintenance and construction of slopes. All construction and ground-disturbing activity associated with these activities would occur outside the resource’s eligible historic boundary.

**Expanded Grant Park Historic District**

A finding of No Adverse Effect was made for the Expanded Grant Park Historic District that is located in southeast Atlanta and generally bounded on the east by the former CSX rail line, on the south by Mead Street, on the west by Hill Street, and on the north by Memorial Drive and Glenwood Avenue. The district consists of residential, commercial, and community buildings. The resource’s eligible historic boundary comprises approximately 745 acres.

In the area of the resource, project implementation would consist of construction of the Southside Trail, signage and lane markings, construction of retaining walls and a detention pond, and construction of access ramps to the trail at Delmar Avenue, Ormewood Avenue, and Mercer Street. Impacts associated with this resource consist of:

- The proposed trail access ramps at Ormewood Avenue and Mercer Street would require land acquisition from within the resource’s eligible historic boundary. An approximately 200-foot segment of the ramp, ranging between 0 feet to 10 feet would be located within the resource’s eligible historic boundary along with an approximately 260-foot by 10-foot temporary easement for the construction of a slope.
- A 70-foot by 5-foot temporary easement is required within the resource’s eligible historic boundary where the proposed access ramp would extend along Mercer Street and connect to the proposed Southside Trail.
- At the grade-separated intersection of Ormewood Avenue and the existing rail line, an approximately 200-foot segment of ramp ranging in width between 0 feet and 10 feet would be located within the resource boundary along with an approximately 260-foot by 10-foot temporary easement for the construction of a slope.

The proposed pedestrian bridge to be constructed adjacent to the Ormewood Avenue Bridge along with the proposed trail access ramp would introduce visual elements that were not historically part of the district’s visual character, but these visual elements would not diminish the view-shed.
Leete Hall

A finding of No Effect was made for Leete Hall that is located on the Carver High School campus at 55 McDonough Boulevard. Leete Hall is a Collegiate Gothic Revival style school building constructed between 1920 and 1933. The resource’s eligible historic boundary consists of a visual boundary that includes the footprint of the Leete Hall building.

In the area of the resource, project implementation would consist of the construction of the Southside Trail. No construction or ground-disturbing activity would occur within the resource’s eligible historic boundary.

Grady Substation

A finding of No Effect was made for Grady Substation that is located at 1000 Cherokee Avenue, on the north side of the former CSX Rail line. Grady Substation is a 1930 electrical power substation. The resource’s eligible historic boundary comprises approximately 6.2 acres.

In the area of the resource, project implementation would consist of construction of a drainage structure southwest of the resource’s eligible historic boundary. Permanent and temporary easements would be required for this work; however, all construction and ground-disturbing activity would occur outside the resource’s eligible historic boundary.

Trestletree Apartments

A finding of No Adverse Effect was made for Trestletree Apartments that are located at 970 East United Avenue on the north side of the road, just east of the former CSX rail line. Trestletree Apartments consist of a 27-building apartment complex that was constructed in 1953. The resource’s eligible historic boundary comprises approximately 13.61 acres.

In the area of the resource, project implementation would consist of constructing the Southside Trail, a concrete pedestrian bridge adjacent to the existing railroad bridge crossing over United Avenue, and an elevated concrete ramp connecting United Avenue to the proposed Southside Trail. The ramp would start at-grade and gradually increase to a maximum height of approximately 20 feet. A stormwater detention pond would be constructed in the infield of the ramp. Landscaping would be installed around the ramp, pond, and nearby stream located just north of the proposed ramp. Construction and ground-disturbing activity would occur within the southwest quadrant of the property’s eligible historic boundary. Approximately 0.35 acre, or 0.02% of ground disturbance would occur within the resource’s eligible historic boundary, and this disturbance would not remove or damage any of the 27 apartment buildings, sidewalks, parking lots, retaining walls, or historic vegetation within the property’s eligible historic boundary.

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 considered adverse. The historic setting of the property has already been substantially compromised in the view-shed immediately beyond the property’s history boundary where large-scale development in the form of detached single-family residences and blocks of townhomes have been constructed.
**Former Southern Railway**

A finding of No Effect was made for the Former Southern Railway, currently the Norfolk Southern Railroad, which crosses the project area near the intersection of the former CSX rail line and McDonough Boulevard/University Avenue. The resource’s eligible historic boundary includes the portion of the railroad corridor and associated secondary features within the extent of the railroad ROW.

In the area of the resource, project implementation would consist of construction of the Southside Trail and associated design features on the former CSX Railroad ROW which runs under the Former Southern Railway where University Avenue, Hank Aaron Drive, McDonough Boulevard, and the Former Southern Railway intersect. All construction and ground-disturbing activity associated with the project would occur outside the resource’s eligible historic boundary.

**Historic Railroad Resources**

A No Adverse Effect determination for the Historic Railroad Resources was concurred with by SHPO via letter dated 10/3/2019 (see Attachment 3, Report Coordination and Correspondence). The Historic Railroad Resources consist of the former CSX railbed or “BeltLine Railway” which is an approximately 22-mile loop around the City of Atlanta. The southern section of this loop from near Allene Avenue on the west to near Glenwood Avenue on the east is the location of the proposed Southside Trail project. The resource’s eligible historic boundary includes the portion of the Atlanta BeltLine corridor for the Southside Trail construction and associated secondary features within the railroad ROW that are located within the proposed project.

In the area of the resource, project implementation would consist of the construction of an approximately 14-foot multi-use trail (Southside Trail) along the project corridor. Other design features associated with the trail, including pedestrian bridges, trail access ramps, retaining walls, and drainage ditches and detention ponds, would be constructed at various locations along the railroad corridor. The proposed multi-use trail would be located along the former CSX Railroad ROW. Eight bridges and one tunnel are located along this project and include:

- GDOT Bridge #121-0539-0 (over Metropolitan Parkway)
- GDOT Bridge #121-0136-0 (I-75/I-85 bridge over the former CSX Railroad)
- GDOT Bridge #121-0525-0 (over Pryor Road)
- GDOT Bridge #121-0055-0 (McDonough Boulevard Bridge and Tunnel)
- GDOT Bridge #121-0522-0 (over Hill Street)
- GDOT Bridge #121-0526-0 (over United Avenue)
- GDOT Bridge #121-0528-0 (over Ormewood Avenue)
- GDOT Bridge #121-0427-0 (Berne Street bridge over the former CSX railroad)

The tunnel and all of the bridges listed above would remain intact after project implementation. New pedestrian bridges would be constructed north of the existing bridges at Metropolitan Parkway, Pryor Road,
Hill Street, United Avenue, and Ormewood Avenue. As for the railroad line itself, construction of the Southside Trail would not occur on the existing railroad line but rather north of the existing rail line within the railroad ROW. Additional ROW and easement are required on the north side of the proposed Southside Trail in order to avoid impacts to the existing railroad bridge over United Avenue. No realignment of the existing rail line or any substantial modifications to the current grade of the rail line are required as a part of PI No. 0009397.

Other impacts associated with the Historic Railroad Resources consist of:

- A detention pond with associated handrails would be constructed in the area south of University Avenue and east of Allene Avenue where the proposed Southside Trail would connect to the existing Westside Trail at the University Avenue dead-end. There are no significant landscape or structure features within or adjacent to the railroad ROW that would be modified or removed by project implementation in this area.

- Approximately 600 feet east of Allene Avenue, the rail line merges to one track and sits atop a fill slope that proceeds east to the bridge over Metropolitan Parkway. In this area, the proposed Southside Trail would be constructed on the north side of the existing railroad with a retaining wall located at trail grade and extending east where it would connect with the proposed trail access ramp on the west side of Metropolitan Parkway. An approximately 10-foot wide temporary easement for the construction of the slope would be required on the north side of the rail line at this location. On the south side of the rail line, a cut and variable width temporary easement for construction of a slope would be required at the bottom of the existing slope. This construction activity would not disrupt the linear quality of the railroad corridor, nor would it alter the grade of the existing rail line.

- Just west of Metropolitan Parkway, a proposed trail access ramp would be constructed on the north side of the existing railroad where it would connect to the proposed pedestrian bridge that would be constructed north of the existing railroad bridge over the roadway. In this area, modification to the existing rail bed slope would be more extensive due to fill required for construction of both the trail and ramp. On the south side of the existing rail line, areas of permanent easement for the construction and maintenance of a slope would be required from an adjacent vacant lot. This easement would not cut into the existing southern slope of the rail bed.

- For approximately 1000 feet east of Metropolitan Parkway, the proposed Southside Trail would continue along the north side of the existing railroad on an elevated slope and require the same variable width temporary easement for construction of a slope.

- Beginning more than 1000 feet east of Metropolitan Parkway is a former industrial, currently vacant, site known as the Annie E. Casey site. It is at this location where the most extensive construction activity would occur. The proposed trail would follow the same path of construction north of the existing rail line. Temporary grading of a portion of the existing
railroad bed at this site would be undertaken to create a path connection to the Capitol View Manor neighborhood at Manford Road. This path connection was included in the project design based on strong feedback from the Capitol View Manor neighborhood. The grade of the former railroad bed would be restored in the future when the streetcar transit tracks and transit station are constructed as a separate project from PI 0009397. At that time, the proposed path proposed in PI 0009397 between the Southside Trail and the Capitol View Manor neighborhood would be maintained by constructing a tunnel under the graded rail bed.

- A detention pond would be constructed to the east of the proposed path connection at the Anne E. Casey site, and landscaping would be installed along both sides of the trail and around the proposed tunnel area.

**McDonough Boulevard Bridge (#121-0055-0)**

A finding of No Adverse Effect was made for the McDonough Boulevard Bridge, #121-0055-0, a brick deck-arch bridge built in 1899. This bridge provides an underpass for the former CSX rail line below the Norfolk Southern rail line and McDonough Boulevard. This resource is a contributing element of the Historic Railroad Resources, but is also individually NRHP eligible, as it possesses a local level of significance in the area of engineering as a good example of brick-arch construction. The resource’s eligible historic boundary includes only the materials and supports of the bridge itself, which includes a single 27-foot long and 150-foot wide brick arch.

Changes occurring on the inside of the McDonough Tunnel include the continuation of the Southside Trail and the installation of lighting along the inside of the tunnel that would require the mounting of conduits and wall packs on the tunnel walls. A ramp connection would be provided from McDonough Boulevard down to the proposed Southside Trail which would require earth retaining walls to construct.

**Ormewood Avenue Bridge (#121-0528-0)**

A finding of No Adverse Effect was made for the Ormewood Avenue Bridge, #121-0528-0, a reinforced concrete deck-arch bridge built in 1914. This bridge carries the former CSX rail line over Ormewood Avenue. This resource is a contributing element of the Historic Railroad Resources, but is also individually NRHP eligible, as it possesses a state level of significance in the area of engineering as possibly one of the earliest reinforced concrete bridges in Georgia. The resource’s eligible historic boundary includes only the materials and supports of the bridge itself, which includes a single span, 63-foot long reinforced concrete arch.

Granite walls would be constructed on the west side of the existing bridge to support the new pedestrian bridge over Ormweed Avenue. Construction of these walls would require cuts into portions of the existing earthen embankments and direct attachment of the walls to the existing bridge.
Other Contributing Bridges for the Historic Railroad Resources

Other than the McDonough Bridge and Ormewood Avenue Bridge, there are four other bridges that contribute to the Historic Railroad Resources eligibility, and those include:

- **GDOT Bridge #121-0522-0** (former CSX Railroad over Hill Street) is a steel stringer bridge built in 1927. This bridge carries the former CSX rail line over Hill Street. This bridge is considered a contributing element of the Historic Railroad Resources, but is not individually NRHP eligible. The resource’s eligible historic boundary includes only the materials and supports of the bridge itself, which includes three spans along a 109-foot length.

- **GDOT Bridge #121-0525-0** (former CSX Railroad over Pryor Road) is a steel stringer bridge built in 1936. This bridge carries the former CSX rail line over Pryor Road. This bridge is considered a contributing element of the Historic Railroad Resources, but is not individually NRHP eligible. The resource’s eligible historic boundary includes only the materials and supports of the bridge itself, which has a single span and is 74-foot long.

- **GDOT Bridge #121-0526-0** (former CSX Railroad over United Avenue) is a steel stringer bridge built in 1914. This bridge carries the former CSX rail line over United Avenue. This bridge is considered a contributing element of the Historic Railroad Resources, but is not individually NRHP eligible. The resource’s eligible historic boundary includes only the materials and supports of the bridge itself, which has three spans and is 56-foot long and 45-foot wide.

- **GDOT Bridge #121-0539-0** (former CSX Railroad over Metropolitan Parkway) is a steel girder-floor beam bridge built in 1914. This bridge carries the former CSX rail line over Metropolitan Parkway. This bridge is considered a contributing element of the Historic Railroad Resources, but is not individually NRHP eligible. The resource’s eligible historic boundary includes only the materials and supports of the bridge itself, which has a single span and is 56-foot long.

**Summary**

Implementation of the proposed project would result in a finding of No Effect for: Leete Hall, Grady Substation, Expanded Ormewood Park Historic District, and the Former Southern Railway, and a finding of No Adverse Effect for: Capitol View National Register Historic District, Capitol View Manor National Register Historic District, Old Stewart Avenue Historic District, Expanded Grant Park Historic District, Trestletree Apartments, Historic Railroad Resources, GDOT Bridge #121-0055-0 (McDonald Boulevard Bridge), and GDOT Bridge #121-0528-0 (Ormewood Avenue Bridge). FHWA and GDOT recommended a de minimis finding of No Adverse Effect for the following resources for impacts occurring within the boundaries of the historic resources, and that finding was concurred with by SHPO on October 30, 2018 as part of their review of the Cultural Resources AOE: Capitol View Manor National Register District, Expanded Grant Park
Historic District, Old Stewart Avenue Historic District, and Trestletree Apartments (see Section III.F.1. De Minimis).

2. Archaeological Sites

According to the Phase I Archaeology Survey Report concurred with by SHPO on August 31, 2017, three previously recorded archaeology sites were identified during the Phase I survey (see Attachment 3, Report Coordination and Correspondence). Two of these archaeological sites identified, 9FU728 and 9FU729, could not be fully evaluated beyond the project survey boundaries and therefore, have an overall unknown eligibility determination. An Environmentally Sensitive Area is shown in the design plans for these two sites to protect them beyond the APE. One archaeological site, 9FU727, was fully delineated and is regarded as ineligible for the NRHP under Criterion D.

According to the Phase I Archaeology Survey Report, two potential streetcar resources were also identified at McDonough Boulevard and Milton Avenue. Per the historic streetcar resources Programmatic Agreement (PA) between the GDOT, the FHWA, and the SHPO, pre-Georgia Power Streetcar System (GPSS) tracks require identification during survey, and, if present in locations where ground disturbance is necessary, a Special Provision is required for archaeological monitoring during construction so that any pre-GPSS features encountered can be properly documented and mitigated. Based on current design plans, the track remnants at McDonough Boulevard are located away from any proposed ground-disturbing activity associated with the construction of the Southside Trail, and no further archaeological studies were recommended at McDonough Boulevard.

Further investigation was required at the Southside Trail crossing of Milton Avenue, and a Geophysical Survey Report (GPR) was conducted on October 10, 2016 to investigate the buried historic streetcar resources and to refine the location of potential historic streetcar tracks relative to the proposed construction activities at the Southside Trail crossing of Milton Avenue.

GPR results indicated that potentially intact archaeological resources associated with the Atlantic Electric Street Railway may be present beneath the existing abandoned railroad bed where the proposed trail crosses Milton Avenue. Since avoidance of potential streetcar resources at Milton Avenue is not possible, a Special Provision is required. Special Provision 107.13J dated June 26, 2018 will be utilized to monitor and document findings during construction. This Special Provision indicates that an archaeologist who meets the Secretary of Interior’s Guidelines for Professional Qualifications Standards supervises the monitoring of all construction activities within the project’s APE along Milton Avenue between the Hank Aaron Drive intersection and the Milton Avenue construction (between Stations 31+92.70 and 45+54.30). The monitoring will include recordation and reporting of all exposed subsurface archaeological features or artifact concentrations located during construction.

By letter dated August 21, 2018, the SHPO concurred with the Special Provision, GPR results provided in the Geophysical Survey Report for Addendum Phase I Archaeology Survey of Atlanta Beltline Southside Trail, Fulton County, and the Memorandum of Record (see Attachment 3, Report Coordination...
and Correspondence). The SHPO did indicate that the project impacts were an Adverse Effect on the NRHP-eligible Historic Streetcar Archaeological resource; however, the resource’s significance is not based on preservation in place, but rather on the information potential the site may hold. Based on this, Section 4(f) does not apply to this resource (see Section III. F. Section 4(F) Applicability). The Memorandum of Record, concurred with by the SHPO, outlines the appropriate monitoring and archaeological documentation required during construction in accordance with Stipulations II and III of the PA to address the mitigation of impacts.

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, two wetlands, four streams, and no open waters were identified in the proposed project corridor and documented in the Ecology Resources Survey Report transmitted to FHWA on March 3, 2017. Figures 6A-6F, State and Federal Waters show the locations of all identified waters.

a. Wetlands

Two 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. Table 4 describes the wetland sites identified along with the area of impact anticipated by implementation of the project.

<table>
<thead>
<tr>
<th>Wetland Site</th>
<th>Wetland Description and Value</th>
<th>Area of Temporary Impact (acres)</th>
<th>Area of Permanent Impact (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wetland (WL) 1</td>
<td>Class IV wetland of approximately 1.26 acres that lacks canopy trees and exhibits some evidence of hydrologic alteration due to adjacent developments</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>WL 2A</td>
<td>Class IV wetland of approximately 0.28 acre that lacks canopy trees and exhibits some evidence of hydrologic alteration due to adjacent developments</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Totals</td>
<td></td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>
No temporary or permanent impacts are anticipated to WL 1 and WL 2A.

b. Streams

Four 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. Table 5 describes the streams identified along with the area of impact anticipated by implementation of the proposed project.

<table>
<thead>
<tr>
<th>Stream Site</th>
<th>Type</th>
<th>Stream Description</th>
<th>On 303(d) List?</th>
<th>Length of Temporary Impact (feet)</th>
<th>Length of Permanent Impact (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intermittent Stream</td>
<td>Intermittent</td>
<td>IS 0 is a somewhat-impaired stream consisting of low flow conditions and runs with small riffles.</td>
<td>No</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PS 2</td>
<td>Perennial</td>
<td>PS 2 is a somewhat-impaired stream consisting of low flow conditions and runs with small riffles.</td>
<td>No</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>IS 3</td>
<td>Intermittent</td>
<td>IS 3 is a somewhat-impaired stream with no baseflow consisting of runs with small riffles.</td>
<td>No</td>
<td>0</td>
<td>Morphologic change of 46 linear feet (LF) (&lt; 0.01 acre); rip-rap placement for 32 LF (&lt; 0.01 acre)</td>
</tr>
<tr>
<td>PS 4</td>
<td>Perennial</td>
<td>PS 4 is a somewhat-impaired stream consisting of low flow conditions and runs with small riffles.</td>
<td>No</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

**Table 5: Summary of Stream Impacts**

A total of 78 LF (0.01 acre) of permanent impacts are anticipated for IS 3 as a result of the proposed project. The project would impact 46 LF (< 0.01 acre) of IS 3 due to a morphologic change necessary for construction access for the installation of stormwater infrastructure and grading and would impact 32 LF (<0.01 acre) of IS 3 due to rip-rap placement with the channel.

c. Open Waters

No open waters were identified within the proposed project corridor.

d. 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, sub-surface and cross drains, designed as appropriate or needed, so that discharge would occur in locations and in such a manner that surface and sub-surface 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);
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.

e. Mitigation

According to the Ecology Assessment of Effects Report approved by the GDOT on December 11, 2017, a total of 78 LF of permanent stream impacts to IS 3 are anticipated as a result of the proposed project, and no impacts are anticipated to wetlands. A Section 404, Nationwide Permit 14 is required, however, because when stream impacts do not exceed 100 LF, or wetland impacts do not exceed 0.10 acre, compensatory mitigation is not required.

2. Water Quality/303(d) List

There are no 303(d) listed resources within the proposed project limits; however, Intrenchment Creek, which is on the 2014 Not Supporting 303(d) list, is located approximately 0.1 mile east of PS 4. PS 4 drains east from the project corridor. Intrenchment Creek is 303(d) listed due to fecal coliform contamination and biota impaired fish and macroinvertebrate communities.

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 of streams or impoundments, or natural or manmade channels leading thereto, would be prohibited.

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

A survey of the project corridor for floodplains as required by the provisions of Executive Order 11988 has identified a Zone X floodplain on the north side of the proposed trail between Hill Street and Boulevard SE (see Figure 7, Floodplain). Within this area, which is south of the Grady Substation, a detention pond is proposed for PI 0009397.

No other floodplains fall within the project area, and the project does not lie within the 100-year floodplain. Flood Insurance Rate Maps (FIRMs) produced by the Federal Emergency Management Agency (FEMA) were used for this identification. The following are FEMA definitions of floodplains as they correspond to Figure 7, Floodplain:

- **Zone X (0.2%) Floodplain:** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.
- **Zone A Floodplain:** The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled to or exceeded in any given year. No Base Flood Elevations have been determined for this category.
- **Zone AE Floodplain:** The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled to or exceeded in any given year. Base Flood Elevations have been determined for this category.
- **Zone X (Outside 0.2%) Floodplain:** Areas determined to be outside the 0.2% annual chance flood.

*Procedures for Coordinating Highway Encroachments on Floodplains* with FEMA are being followed. Early Coordination was initiated with FEMA and the Georgia Department of Natural Resources, Environmental Protection Division (EPD), Floodplain Management Unit on September 26, 2016. EPD’s Floodplain Management Unit responded by letter on October 19, 2016 (see *Attachment 5, Early Coordination*).

7. **Protected Species**

In compliance with Section 7 of the Endangered Species Act, the GDOT must identify the presence of threatened and endangered species and their designated habitat as well as evaluate project impacts. The GDOT has reviewed the U.S. Fish and Wildlife Service (USFWS) monthly update of Threatened and Endangered Species, Habitat Listing for Fulton County, and list of state protected species provided by the GDNR. A field survey was conducted to identify federally and state listed protected species or potential habitat for protected species within the project corridor. Table 6 lists those species along with the project effect.
Table 6
Protected Species Known to Occur in Fulton County

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Federal Status</th>
<th>State Status</th>
<th>Project Effect on Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>purple bankclimber</td>
<td>Elliptodeus sloatianus</td>
<td>T</td>
<td>T</td>
<td>No Effect</td>
</tr>
<tr>
<td>Cherokee darter</td>
<td>Etheostoma scotti</td>
<td>E</td>
<td>E</td>
<td>No Effect</td>
</tr>
<tr>
<td>shinyrayed pocketbook</td>
<td>Hamiota subangulata</td>
<td>E</td>
<td>E</td>
<td>No Effect</td>
</tr>
<tr>
<td>Gulf moccasinshell</td>
<td>Medionidus penicillatus</td>
<td>E</td>
<td>E</td>
<td>No Effect</td>
</tr>
<tr>
<td>oval pigtoe</td>
<td>Pleurobema pyriforme</td>
<td>E</td>
<td>E</td>
<td>No Effect</td>
</tr>
<tr>
<td>dwarf sumac</td>
<td>Rhus michauxii</td>
<td>E</td>
<td>E</td>
<td>No Effect</td>
</tr>
<tr>
<td>peregrine falcon</td>
<td>Falco peregrinus</td>
<td>NL</td>
<td>R</td>
<td>No Effect</td>
</tr>
<tr>
<td>Bachman’s sparrow</td>
<td>Peucaea aestivalis</td>
<td>NL</td>
<td>R</td>
<td>No Effect</td>
</tr>
<tr>
<td>bay star-vine</td>
<td>Schisandra glabra</td>
<td>NL</td>
<td>T</td>
<td>No Effect</td>
</tr>
</tbody>
</table>

Key: E=Endangered, T=Threatened, NL=Not Listed, R=Rare

There are no federal candidate species known to occur in Fulton County. According to the Ecology Assessment of Effects Report approved by the GDOT on December 11, 2017, no suitable habitat was identified for federal or state listed species. On December 19, 2017, the FHWA made a biological determination of No Effect for the species included in Table 6, Protected Species Known to Occur in Fulton County (see Attachment 3, Report Coordination and Correspondence).

**Bald Eagle**

The Bald and Golden Eagle Protection Act of 1940 provides for the protection of the bald eagle (Haliaeetus leucocephalus) and the golden eagle (Aquila chrysaetos) by prohibiting, except under certain specified conditions, the taking, possession, and commerce of such birds. There are no bald eagle nests known or observed within one mile of the proposed project, and the project survey area lacks suitable nesting and foraging habitat. Therefore, the proposed project would have No Effect on the bald eagle.

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 the Department as having the highest priority due to environmental and economic impacts. Both the selected species and the management practices would be re-evaluated and revised as more information is obtained.

The invasive species identified within the project area include Chinese privet (Ligustrum sinense), English ivy (Hedera helix), kudzu (Pueraria montana), bush honeysuckle (Lonicera morrowii), Japanese honeysuckle (Lonicera japonica), autumn olive (Elaeagnus umbellate), princess tree (Paulownia tomentosa), and mimosa (Albizia julibrissin).
During the construction process, the GDOT would take measures to prevent or minimize the spread of these species as appropriate for the time of the year. These measures would 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 would 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.

9. Wildlife and Habitat

Migratory Birds

The GDOT identifies foraging, nesting, or edge habitat for migratory birds, and what effect, if any, the proposed project would have on that habitat. The Migratory Bird Treaty Act (MBTA) and the Executive Order on the Responsibility of Federal Agencies to Protect Migratory Birds (EO 13186), requires the protection of migratory birds and their habitats. Actions must be taken to avoid or minimize impacts to migratory bird resources and to prevent or abate the detrimental alteration of the environment for the benefit of migratory birds, as practicable. According to the Ecology Assessment of Effects approved by the GDOT on December 11, 2017, evidence of nesting migratory birds was observed under the bridge over I-75/85 and the bridge over Berne Street. Migratory birds would be protected under the GDOT Supplemental Specification 107.23G.

Bats

There are no federally or state listed bats in Fulton County. According to the Ecology AOE approved by the GDOT on December 11, 2017, during the field survey, suitable roosting habitat was identified under the I-75/85, Hill Street, and United Avenue bridges; however, no evidence of bat roosting or bats were identified during the survey. The proposed project would have no impacts to state protected bats.

D. Physical Environment

1. Noise Assessment

In compliance with 23 United State Code (USC) Section 109 (h) and (i), the FHWA established guidelines for the assessment of highway generated traffic 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 would protect the public health and welfare. The project was analyzed in July of 2017 to determine whether it is a Type I noise project in accordance with federal regulations and the GDOT’s Highway Noise Abatement Policy for Federal-Aid Projects (effective February 1, 2016).

No additional roadway capacity is planned for this project. The proposed project would construct a 14-foot multi-use trail on the south side of Atlanta utilizing existing railroad ROW.
According to the Noise Screening Assessment approved by the GDOT on July 26, 2017 (see Attachment 3, Report Coordination and Correspondence), none of the conditions for a Type I project were met by the proposed project, and PI 0009397 met the criteria for a Type III project (see Table 7, FHWA Project Noise Types). As such, a full noise analysis was not required.

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type I</td>
<td>A federal-aid project that generally adds capacity or significantly alters the horizontal or vertical alignment.</td>
</tr>
<tr>
<td>Type II</td>
<td>A federal project to abate noise on an existing facility. Georgia does not have a Type II program.</td>
</tr>
<tr>
<td>Type III</td>
<td>A federal or federal-aid highway project that does not meet the classification of a Type I or Type II project. Type III projects do not require the preparation 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.</td>
</tr>
</tbody>
</table>

2. **Air Assessment**

The Clean Air Act (CAA) Section 176 (c) requires that federal transportation projects are consistent with state air quality goals found in the State Implementation Plan (SIP). Determinations for Ozone, PM$_{2.5}$, Carbon Monoxide, and Mobile Source Air Toxics are described below for the proposed project. An Air Assessment was approved by the GDOT for the proposed project on July 26, 2017 (see Attachment 3, Report Coordination and Correspondence).

**Ozone**

The proposed project is located outside of an Ozone (O$_3$) non-attainment area; therefore, no project level analysis for O$_3$ was required. The proposed project is included in the Fiscal Year 2018-2021 STIP.

**Fine Particulate Matter (PM$_{2.5}$)**

Transportation conformity is required for federal transportation projects in areas that have been designated by the EPA as not meeting the National Ambient Air Quality Standards (NAAQS). These areas are called non-attainment areas if they currently do not meet air quality standards or maintenance areas, or if they have previously violated air quality standards, but currently meet them and have an approved maintenance plan. On August 25, 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 PM2.5. 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 PM2.5 standards in the State of Georgia is no longer required, and the State of Georgia is considered to be in attainment for PM2.5, so no further analysis of PM2.5 emissions was warranted for the proposed project.
Carbon Monoxide (CO)

The proposed project was evaluated for the potential to result in increased Carbon Monoxide (CO) concentrations in the project area. Based on the project type, it has been determined that the project would not increase traffic congestion, idle emissions, or CO concentrations. The proposed project would construct a multi-use trail. There are signalized intersections within the project corridor that would result in idling emissions, and CO concentrations are anticipated to be below state and federal regulatory limits. Therefore, the project is consistent with state and federal air quality goals for CO.

Mobile Source Air Toxics (MSATs)

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 Air Toxic Analysis in the National Environmental Policy Act (NEPA) Documents dated October 18, 2016, the proposed project would be classified as a project with no meaningful MSAT impacts. In addition to the criteria air pollutants that must meet the NAAQS, EPA also regulates air toxics. Most air toxics originate from human-made sources, including on-road mobile sources, non-road mobile sources (e.g., airplanes), area sources (e.g., dry cleaners), and stationary sources (e.g., factories or refineries).

The proposed project has been determined to generate minimal air quality impacts for Clean Air Act 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.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA’s MOVES2014 model forecasts a combined reduction of over 90 percent in the total annual emissions rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 45 percent (Updated Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents, Federal Highway Administration, October 12, 2016). This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Construction

All phases of construction operations would temporarily contribute to air pollution. Particulates would increase slightly in the corridor as dust from construction collects in the air surrounding the project. The construction equipment would also produce slight amounts of exhaust emissions. The rules and regulations for air quality control outlined in chapter 391-3-1, rules of Georgia Department of Natural Resources’ Environmental Protection Division, would be followed during the construction of the project. These include covering earth-moving trucks to keep dust levels down, watering haul roads, and refraining from open burning, except as may be permitted by local regulations.

The EPA has listed a number of approved diesel retrofit technologies; many of these can be deployed as emissions mitigation measures for equipment used in construction. This listing can be found at www.epa.gov/otag/retrofit/retroverifiedlist.htm.
4. Underground Storage Tanks/Hazardous Waste

In 2010, MACTEC Engineering and Consulting, Inc. prepared a Phase I Environmental Site Assessment (ESA) for ABI which covered a portion of the proposed Atlanta BeltLine corridor from Simpson Road to DeKalb Avenue, extending beyond the limits of PI 0009397. Due to the passage of time since the Phase I was completed, in February 2017, a review of possible land-use changes for PI 0009397 was undertaken. Site visits were conducted in November 2016 and January 2017 to investigate changes, and a Memorandum dated February 3, 2017 documented the results (see Attachment 3, Report Coordination and Correspondence). According to the 2010 Phase I, the railroad corridor is considered a Recognized Environmental Concern (REC) requiring additional assessment. Letters dated May 18, 2010 and December 21, 2017 from the Georgia Department of Natural Resources’ Environmental Protection Division to ABI enrolled portions of the railroad corridor into the Georgia Voluntary Brownfield Program. This obligated ABI to implement a Corrective Action Plan (CAP) approved by the EPD. The section that is covered by the CAP and pertinent to PI 0009397 is the former CSX “Sand Line” (Glenwood Avenue to Murphy) which covers approximately 61.3 acres of existing railroad right-of-way.

Based on the 2010 Phase I, the following sites have either ROW or easement required from them to construct the proposed project and pose a concern due to their potential to impact groundwater migrating to the rail corridor; thus, recommendations according to the 2010 Phase I include the installation of monitoring wells, groundwater sampling, and pertinent soil borings as necessary. A Phase II Environmental Site Assessment would be completed for the proposed project prior to construction to determine any additional remediation costs and environmental commitments required for hazmat sites located adjacent to the railroad corridor (see Table 8, Sites Adjacent to the Railroad Requiring Phase II Testing and Appendix 3, Report Coordination and Correspondence, Physical Environment for additional information on the former use of these hazmat sites). The Phase II testing will also identify “hot spot” areas of hazmat contamination along the railroad corridor. These “hot spot” areas would then be further delineated to identify the appropriate risk reduction standards for remediation of the railroad as a Georgia Voluntary Brownfield Program site such as, but not limited to, the removal and replacement of contaminated soil and/or capping the contaminated soil.

Table 8
Sites Adjacent to the Railroad Requiring Phase II Testing

<table>
<thead>
<tr>
<th>Finding No.</th>
<th>Parcel Nos.</th>
<th>Address/Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW-8</td>
<td>3</td>
<td>1190 Allene Avenue SW</td>
</tr>
<tr>
<td>SW-10</td>
<td>5</td>
<td>1246 Allene Avenue SW</td>
</tr>
<tr>
<td>SE-1</td>
<td>35</td>
<td>290 University Avenue</td>
</tr>
<tr>
<td>SE-4</td>
<td>36</td>
<td>1275 Pryor Road</td>
</tr>
</tbody>
</table>
**E. Permits/Variances/Commitments Required**

1. **CWA USACE Section 404 Permit**

   According to the Ecology Assessment of Effects approved by the GDOT on December 11, 2017, the proposed project would impact approximately 78 linear feet (0.01-acre) of IS 3 due to morphologic change and rip-rap installation as a result of the proposed project. A Section 404, Nationwide 14 Permit is required; however, since stream impacts are less than 100 linear feet and wetland impacts are less than 0.10 acre, no mitigation is required as a result of PI 0009397.

2. **GEPD Buffer Variance**

   According to the Ecology Assessment of Effects approved by the GDOT on December 11, 2017, a buffer variance is required for impacts to the PS 4 buffer due to providing three, 3-foot diameter concrete support piers for an elevated ramp which is required for pedestrian access to a portion of the elevated Southside Trail. Buffer mitigation is not required for the proposed project.

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 would be submitted prior to construction.

---

| SE-5 | 37 | 100 University Avenue |
| SE-16 | N/A – Owned by ABI | 95 Milton Avenue |
| SE-17 | 39 | 72, 78, & 80 Milton Avenue |
| SE-19 | 48 | 1146 Englewood Avenue |
| E-1 | 52 | 655 Mead Street |
| E-2 | 53 | 761 Commonwealth Ave |
| E-3 | 63 | 915 Glenwood Ave |
| N/A | 33 | 1241 Metropolitan Pkwy (Quik Stop Food Mart and gas station) |
F. Section 4(F) Applicability

Section 4(f) of the Department of Transportation (USDOT) Act of 1966 prohibits USDOT agencies from using land from a significant historic site, publicly owned park, recreation area, or wildlife and waterfowl refuge, unless there is no feasible and prudent alternative to that use and the action includes all possible planning to minimize harm. Use is defined as temporary and/or permanent use and constructive use of a Section 4(f) protected property. There are no publicly owned recreation areas or wildlife and waterfowl refuges located within the project corridor. D.H. Stanton Park is publicly owned park that is considered a “Joint Use” under Section 4(f) regulations, and as such, de minimis, programmatic, or individual Section 4(f) do not apply (see Section III.A.5. Parks, Recreation Areas, and Wildlife Refuges).

Investigation of the project corridor identified two NRHP listed and ten NRHP eligible and/or contributing resources within the proposed project’s APE. The SHPO concurred on October 30, 2018 (see Attachment 3, Report Coordination and Correspondence) with the effect determinations for each resource as identified in the Cultural Resources AOE and the following information:

- NRHP listed sites:
  - Capitol View National Register District - Finding of No Adverse Effect
  - Capitol View Manor National Register District – Finding of No Adverse Effect

- NRHP eligible and contributing (where applicable) resources:
  - Old Stewart Avenue Historic District – Finding of No Adverse Effect
  - Expanded Ormewood Park Historic District – Finding of No Effect
  - Expanded Grant Park Historic District – Finding of No Adverse Effect
  - Leete Hall – Finding of No Effect
  - Grady Substation – Finding of No Effect
  - Trestletree Apartments – Finding of No Adverse Effect
  - Former Southern Railway (Norfolk Southern Railroad) – Finding of No Effect
  - Historic Railroad Resources (BeltLine Railway) – Finding of No Adverse Effect
  - GDOT Bridge #121-0055-0 (McDonough Boulevard over the former CSX Railroad) – Finding of No Adverse Effect
  - GDOT Bridge #121-0528-0 (the former CSX Railroad over Ormewood Avenue) – Finding of No Adverse Effect

- Other bridges along the BeltLine Railway that are contributing resources to the NRHP eligible Historic Railroad Resources include:
  - GDOT Bridge #121-0522-0 (former CSX Railroad over Hill Street)
  - GDOT Bridge #121-0525-0 (former CSX Railroad over Pryor Road)
  - GDOT Bridge #121-0526-0 (former CSX Railroad over United Avenue)
  - GDOT Bridge #121-0539-0 (former CSX Railroad over Metropolitan Parkway)

The Grant Park Historic District and Ormewood Park Historic District were previously NRHP listed; however, since the districts can be further expanded to include new areas and contributing features, the expanded versions of these two districts are considered eligible for listing in the NRHP.

1. De Minimis

In accordance with 23 CFR Part 774 (Sections 774.3(b) and 774.17) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), FHWA and GDOT
recommended a *de minimis* finding of No Adverse Effect for the following resources and impacts occurring within the boundaries of the historic resources, and that finding was concurred with by SHPO on October 30, 2018 (see Attachment 3, Report Coordination and Correspondence) as part of their review of the Cultural Resources AOE:

**Table 9**  
**De Minimis Resource Impacts**

<table>
<thead>
<tr>
<th>Resource</th>
<th>Nature of Impact as a Result of the Proposed Project</th>
<th>Total Acreage of Land Use Within the Eligible Historic Resource Boundary</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capitol View Manor National Register District</td>
<td>Minor use of non-contributing pavement and vegetation for reconstruction of retaining wall and construction of slopes</td>
<td>0.31 acre</td>
</tr>
<tr>
<td>Expanded Grant Park Historic District</td>
<td>Minor use of non-contributing vegetation for construction of slope and trail access ramp</td>
<td>0.07 acre</td>
</tr>
<tr>
<td>Old Steward Avenue Historic District</td>
<td>Minor use of non-contributing pavement and vegetation for reconstruction of retaining wall and construction of slopes</td>
<td>1.21 acre</td>
</tr>
<tr>
<td>Trestletree Apartments</td>
<td>Minor use of grassed area for construction of trail access ramp and stormwater detention pond</td>
<td>0.07 acre</td>
</tr>
</tbody>
</table>
Attachment 2
Figures
Figure 1: Project Vicinity

P.I. No. 0009397
Fulton County, Georgia

Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue
Figure 2: Community Resources
P.I. No. 0009397
Fulton County, Georgia

Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue
Figure 3: Minority and Low-Income Populations

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community

CT = Census Tract
BG = Block Group
L.I. = Low Income

Legend
- Southside Trail Project Area
- Census Tract (CT), Block Group (BG) Boundary
- Minority/Low Income Population Lower Than Fulton County
- Over 50% African American Population (Exceeds Fulton County)
- Notable American Indian Populations (Exceeds Fulton County)
- Notable Hispanic/Latino Populations (Exceeds Fulton County)
- Notable Low-Income Population (Exceeds Fulton County)

Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue

Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, East Japan, METI, East China (Hong Kong), East Korea, East (TH), DigiGlobe,MapQuest, and the GIS User Community.
Figure 4A - Historic Resources Map
Figure 4C - Historic Resources Map

- Expanded Grant Park Historic District
- Expanded Ormewood Park Historic District
- Grady Substation

Legend:
- Bridges - Determined Eligible
- National Register Listed Districts
- Historic Resources - Determined Eligible
- Project Alignment

Layer Source: ESRI Imagery
Figure 5. Proposed Improvements in the Area of the Historic Railroad Resources – United Avenue Bridge 121-0526-0
Figure 6A: State and Federal Waters

P.I. No. 0009397
Fulton County, Georgia

Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue

Legend
- Project/Survey Area
- Matchline
- Non-buffered State Water (NBSW)
- Buffered State Water (BSW)
- Perennial Stream (PS)
- Intermittent Stream (IS)
- Wetland (W/L)
- Wetland/Upland Data Forms
Figure 6B: State and Federal Waters
P.I. No. 0009397
Fulton County, Georgia
Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue

Legend
- Project/Survey Area
- Matchline
- Non-buffered State Water (NBSW)
- Buffered State Water (BSW)
- Perennial Stream (PS)
- Intermittent Stream (IS)
- Wetland (W/L)
- Wetland/Upland Data Forms

Source: Esri, DigitalGlobe, GeoEye, FULTON COBB GWINNETT DEKALB HENRY BARTOW CHEROKEE FORSYTH COWETA CARROLL CLAYTON HENRY BUTTS

Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue
Figure 6E: State and Federal Waters
P.I. No. 0009397
Fulton County, Georgia
Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue

Legend
- Project/Survey Area
- Matchline
- Non-buffered State Water (NBSW)
- Buffered State Water (BSW)
- Perennial Stream (PS)
- Intermittent Stream (IS)
- Wetland (W/L)
- Wetland/Upland Data Forms

Source: Esri, DigitalGlobe, GeoEye, National Geospatial-Intelligence Agency, NASA, USGS
Figure 6F: State and Federal Waters

Project/Survey Area
Matchline
Non-buffered State Water (NBSW)
Buffered State Water (BSW)
Perennial Stream (PS)
Intermittent Stream (IS)
Wetland (W/L)
Wetland/Upland Data Forms

Source: Esri, DigitalGlobe, GeoEye, FULTON COBB GWINNETT DEKALB HENRY BARTOW CHEROKEE FORSYTH PAULING COBB DEKALB WALTON ROCKDALE CARROLL CLAYTON HENRY BURKS

P.I. No. 0009397
Fulton County, Georgia
Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue

Legend
0 0.08 0.16 0.16 Miles

Figure 6F: State and Federal Waters
P.I. No. 0009397
Fulton County, Georgia
Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue

Legend
Project/Survey Area
Matchline
Non-buffered State Water (NBSW)
Buffered State Water (BSW)
Perennial Stream (PS)
Intermittent Stream (IS)
Wetland (W/L)
Wetland/Upland Data Forms
Figure 7: Floodplain

P.I. No. 0009397
Fulton County, Georgia

Atlanta Beltline Southside Trail from Glenwood Avenue to University Avenue
Attachment 3
Report Coordination and Correspondence
Attachment 3
Report Coordination and Correspondence
Cultural Environment
Dear Mr. Duff:

The Historic Preservation Division (HPD) has received the documentation for 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.

The subject project consists of constructing the southside Atlanta Beltline Corridor. The project was previously determined to have an adverse effect on GDOT Bridge 121-0526-0, which is contributing to the National Register of Historic Places (NRHP)-eligible Historic Railroad Resources, due to the removal of the bridge. Based on the additional information provided in the Assessment of Effects Addendum report prepared by Edwards-Pitman Environmental, Inc. and dated September 10, 2019, it is HPD’s understanding that the project design has changed and no longer includes the removal of GDOT Bridge 121-0526-0. As such, it appears that the adverse effect determination is no longer applicable. Therefore, HPD concurs with GDOT’s determination that the proposed project will have no adverse effect on the NRHP-eligible Historic Railroad Resources, as defined in 36 CFR Part 800.5(d)(1).

Please refer to project number HP-160520-001 in any future correspondence regarding this project. If we may be of further assistance, please contact Whitney Rooks, Environmental Review Historian, at (770) 389-7855 or Whitney.rooks@dnr.ga.gov.

Sincerely,

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

JAD/wmr

cc: Moises Marrero, P.E., FHWA, (Attn: Jennifer Giersch)
    Allison Duncan, Atlanta Regional Commission
    Terri Lotti, GDOT
    Dennis Cheek, GDOT
September 11, 2019

Dr. David Crass, Director,
Deputy State Historic Preservation Officer
DNR Historic Preservation Division
Jewett Center for Historic Preservation
2610 GA Hwy 155, SW
Stockbridge, GA 30281

RE: GDOT P# 0009397, Fulton County: HP-160520-001
Section 106 Compliance - Federal Highway Administration
Revised Assessment of Effects

Dear Dr. Crass:

The above referenced project consists of the proposed construction of the Atlanta BeltLine Southside Trail in Fulton County. Please find enclosed the revised Section 106 documentation for Historic Railroad Resources, a National Register eligible historic property located within the proposed project’s area of potential effects (APE).

The enclosed documentation was prepared for use by Edwards-Pitman Environmental, Inc. of Atlanta in compliance with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments. The Department concurs with this report. The documentation consists of the revised Effects Assessment and a copy of the Survey Report Property Information Form for the property. The Survey Report and previous Assessment of Effects were previously submitted to your office and to the Federal Highway Administration (FHWA) and to all other consulting parties in the Section 106 process for this project. In compliance with 36 CFR 800.4(c)(2), the aforementioned property was considered an eligible National Register property by the FHWA and the SHPO.

A copy of the enclosed documentation has been forwarded to the FHWA and to all consulting parties. Please notify this office of the scheduled consultation date, if any, with the FHWA to discuss this project. Please respond to this documentation within thirty (30) days of receiving this information.

If additional information is required, please contact Cayley Champeau (404-631-1060 or cchampeau@dot.ga.gov) or Terri Lotti (404-631-1284 or tlotti@dot.ga.gov) of the Office of Environmental Services. We appreciate your assistance in this matter.

Sincerely,

Eric Duff
State Environmental Administrator

ED/cjc
Phase I Second Addendum Survey of the Atlanta BeltLine Southside Trail, Fulton County, Georgia

RESULT:

☒ 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: Richard A. Moss, MS, RPA
Email Address: rmoss@edwards-pitman.com

Project Archaeologist: Charles Brummeler
Email Address: cbrummeler@edwards-pitman.com

Document Author: Richard A. Moss, MS, RPA
Email Address: rmoss@edwards-pitman.com

CONSULTANT CERTIFICATION:

I, Richard A. Moss, RPA, 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: Richard A. Moss
Date: 5/16/2019

GDOT REVIEW AND APPROVAL:

Reviewer (Print & Sign): J. W. Jahnke
Approval Date: 6/28/2019

SHPO CONCURRENCE (when applicable):

SHPO Signature: Dr. David Crass, Director and Deputy SHPO
Date:

REPORT DISTRIBUTION:

Dr. David Crass, Director and Deputy SHPO
Mr. Moises Marrero, Georgia Division Administrator, FHWA (Attn: Jennifer Giersch)
Muscogee (Creek) Nation, Muscogee (Creek) National Council, Poarch Band of Creek Indians, Seminole Nation of Oklahoma, Thlopthlocco Tribal Town, Cherokee Nation, Alabama-Coushatta Tribe of Texas
Ryan Perry, GDOT NEPA
October 30, 2018

Eric Duff
State Environmental Administrator
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street NW, 16th Floor
Atlanta, Georgia 30308
Attn: Amber Rhea

RE: PI 009397: Construct Beltline Southside Corridor, Atlanta
Fulton County, Georgia
HP-160520-001

Dear Mr. Duff:

The Historic Preservation Division (HPD) has received the documentation for 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 October 4, 2018, Assessment of Effects document, HPD concurs with GDOT’s finding of no effect on the National Register of Historic Places (NRHP)-eligible Leete Hall, Grady Substation, Expanded Ormewood Park historic district, and former Southern Railway, as defined in 36 CFR Part 800.4(d)(1).

Additionally, HPD concurs with GDOT’s determination that the proposed project will have no adverse effect on the NRHP-eligible Old Stewart Avenue historic district (hd), Expanded Grant Park hd, Trestletree Apartments, McDonough Boulevard Bridge/GDOT Bridge 121-0055-0, and the Ormewood Avenue Bridge/GDOT Bridge 121-0528-0, along with the NRHP-listed Capitol View Historic District (HD) and Capitol View Manor HD, as defined in 36 CFR Part 800.5(d)(1).

Furthermore, HPD concurs with GDOT’s determination that the proposed project will have an adverse effect on the NRHP-eligible Historic Railroad Resources, as defined in 36 CFR Part 800.5(d)(1). Based on the information provided, HPD finds that adequate measures have been taken to attempt to minimize or avoid the adverse effect. Therefore, it appears that the adverse effect resulting from the demolition of GDOT Bridge #121-0526-0 is unavoidable. As such, HPD concurs with the proposed mitigation to include a Permanent Archival Record (PAR) for GDOT Bridge #121-0526-0 and a context-sensitive design for the replacement bridge, based upon existing design typologies developed by the Atlanta Beltline, and looks forward to receiving the draft Memorandum of Agreement (MOA), once available.

HPD acknowledges that, based on the concurrence of no adverse effect on the Old Stewart Avenue hd, Expanded Grant Park hd, Trestletree Apartments, and Capitol View Manor HD, GDOT and FHWA intend to make a de minimis finding for the proposed project in accordance with Section 6009(1) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). HPD’s acknowledgement of de minimis includes any potential use of additional land from these properties so long as the change is coordinated with HPD and the finding remains no adverse effect.
Mr. Duff
HP-160520-001
October 30, 2018
Page 2

Please refer to project number HP-160520-001 in any future correspondence regarding this project. If we may be of further assistance, please contact Stacy Rieke, Environmental Review Historian, by telephone at (770) 389-7854 or by email at Stacy.Rieke@dnr.ga.gov.

V/r,

[Signature]

David Crass
Division Director
Deputy State Historic Preservation Officer

DCC/smr

cc: Jermaine Hannon, P.E., FHWA, (Attn: Jennifer Giersch)
Allison Duncan, Atlanta Regional Commission
Terri Lotti, GDOT
Dennis Cheek, GDOT
August 21, 2018

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

RE: Draft Archaeological Report
PI 0009397: Construct Beltline Southside Corridor, Atlanta
Fulton County, Georgia
HP-160520-001

Dear Mr. Duff:

The Historic Preservation Division (HPD) has received the Special Provisions document, draft Memorandum of Record, and the report entitled, Geophysical Survey Report for Addendum Phase I Archaeological Survey of Atlanta Beltline Southside Trail, Fulton County, Georgia, prepared by Edwards-Pitman, Inc. (n.d.). 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 of 1966, as amended, and are in accordance with the Programmatic Agreement (PA) among Federal Highway Administration (FHWA), the Georgia Department of Transportation (GDOT), and the Georgia State Historic Preservation Officer Regarding Historic Streetcar Archaeological Sites in Georgia, which HPD signed June 25, 2015.

Based on the information contained in the report, HPD concurs that the Ground Penetrating Radar (GPR) survey results indicate that National Register of Historic Places (NRHP)-eligible Historic Streetcar Archaeological Sites are likely present and cannot be avoided where the proposed Southside Trail crosses Milton Avenue, SE. Per the Programmatic Agreement, HPD finds this to be an adverse effect on the NRHP-eligible Historic Streetcar Archaeological Sites, as defined in 36 CFR Part 800.5(a)(2). Therefore, HPD concurs with the proposed Memorandum of Record, which outlines proposed monitoring and archaeological documentation methodology during construction, in accordance with Stipulations II and III of the PA.

Please mail one electronic copy of the final GPR report to HPD. Please ensure the electronic copy is an optical character enabled .pdf. For your information, the electronic file will be uploaded to the Georgia Archaeological Site File at the University of Georgia, Athens for permanent retention.

Please refer to project number HP-160520-001 in any future correspondence regarding this project. If you have any questions, or if we may be of further assistance, please feel free to contact Jennifer Bedell, Archaeology Compliance Unit Manager, by phone at (770) 389-7861 or by email at jennifer.bedell@dnr.ga.gov.
Sincerely,

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

JAD/jdb

cc: Rodney N. Barry, P.E., FHWA (Attn: Jennifer Giersch)
Heather Mustonen, GDOT
Dennis Cheek, GDOT
The following Special Provision is requested for the construction contract on the above referenced project and shall appear as notations on all applicable plan sheets, the environmental green sheet, and should be included on the Environmental Resource Impact Table (including utilities, erosion control, etc.). This provision is necessary to ensure the protection of possible historic streetcar resources along Milton Avenue SE in Fulton County, Georgia.

1. The Georgia Department of Transportation (GDOT) will ensure that an archaeologist who meets the Secretary of Interior’s Guidelines for Professional Qualifications Standards supervises the monitoring of all construction activities within the project’s area of potential effect along Milton Avenue SE between the Hank Aaron Drive SW intersection (Station Number 31+92.70) and the Milton Avenue SE Limit of Construction (Station Number 45+54.30). The monitoring will adhere to the Standard Treatment Plan as outlined in the Historic Streetcar Archaeological Sites Programmatic Agreement and the sampling plan determined in consultation with the Georgia State Historic Preservation Office.

If any such features or concentrations are located during monitoring, construction activity shall be halted in the immediate vicinity of the resource(s) to provide no more than five days time for the project archaeologist, in accordance with GDOT’s Programmatic Agreement with the Georgia State Historic Preservation Office, to evaluate their significance, and allow for their proper excavation and recovery. The work stoppage will not exceed the minimum time necessary for completion of this work for each occurrence of significant archaeological resources (see Standard Specifications of Road and Bridges, 1993, Section 107.13(A), paragraphs 4 and 5). The project archaeologist shall be notified no later than one week prior to ground disturbance on the above project at (404) 631-1234.

Please provide the GDOT Office of Environmental Services, Archaeology Unit, a copy of the special provisions section of the contract and the applicable revised construction plan sheet(s) when available. Thank you for your cooperation in this matter. If you have any questions please contact Lauren Falvey (404) 631-1234, of the Office of Environmental Services.

EADHLMMLWF
Attachment

Cc: Shun Pringle, District 7 Construction Engineer
    Jason Moore, District 7 Maintenance Engineer
    Nicholas Fields, District 7 Utilities Engineer
    Scott Lee, District 7 Preconstruction Engineer
    Andy Casey, State Roadway Design Engineer
    Daryl L. Williams, Bureau of Environmental Compliance
RichWilliams, State Transportation Office Engineer, Construction Division
Troy Byers, State ROW Administrator
Hershel Thompson, ROW State Property Manager, Demolition & Removal
Patrick Allen, State Utilities Engineer
William Edwards, Erosion Control Liaison
Ryan Perry, NEPA
December 22, 2017

Eric Duff
State Environmental Administrator
Georgia Department of Transportation
One Georgia Center
600 West Peachtree Street NW, 16th Floor
Atlanta, Georgia 30308
Attn: Amber Rhea

RE: PI 0009397: Construct Beltline Southside Corridor, Atlanta
Fulton County, Georgia
HP-160520-001

Dear Mr. Duff:

The Historic Preservation Division (HPD) has received the additional 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 of 1966, as amended.

Based on the March 15, 2017 Survey Report and the additional information, dated November 30, 2017, prepared by Edwards-Pitman Environmental, Inc. and provided for the above-referenced project, it is HPD’s understanding that Southern Freight and Resource 16 are no longer within the proposed project’s area of potential effect (APE). Additionally, HPD acknowledges that the aspects of integrity noted in our letter dated April 18, 2017, for the NRHP-eligible Leete Hall, Grady Substation, and Trestletree Apartments will be taken into account in the forthcoming Assessment of Effects. Furthermore, HPD concurs that Resources 2 and 3 are not eligible for listing in the NRHP, due to a lack of significance, and concurs with the revised boundaries for the NRHP-eligible Grady Substation and the Expanded Ormewood historic district.

Please refer to project number HP-160520-001 in any future correspondence regarding this project. If we may be of further assistance, please do not hesitate to contact Barbara Fisher, Environmental Review Historian, by email at Barbara.Fisher@dnr.ga.gov or by phone at (770) 389-7854.

Sincerely,

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

JAD/blf

cc: Rodney N. Barry, P.E., FHWA, (Attn: Jennifer Giersch)
Allison Duncan, Atlanta Regional Commission
Terri Lotti, GDOT
Dennis Cheek, GDOT
August 31, 2017

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

RE: Final Archaeology Report  
PI 0009397: Construct Beltline Southside Corridor, Atlanta  
Fulton County, Georgia  
HP-160520-001

Dear Mr. Duff:

The Historic Preservation Division (HPD) has reviewed the information submitted concerning 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 of 1966, as amended.

Thank you for providing HPD with a copy of the final archaeological report entitled, Phase I Archaeological Survey of Atlanta Beltline Southside Trail, Fulton County, Georgia, prepared by Edwards-Pitman Environmental, Inc., and dated August 2017. For your information, the electronic copy will be uploaded to the Georgia Archaeological Site File at the University of Georgia-Athens for permanent retention.

Please refer to project number HP-160520-001 in any future correspondence regarding this project. If we may be of further assistance, please feel free to contact me by phone at (770) 389-7861 or by email at Jennifer.Bedell@dnr.ga.gov.

Sincerely,

Jennifer Bedell  
Archaeology Compliance Unit Manager

cc: Rodney N. Barry, P.E., FHWA (Attn: Jennifer Giersch)  
Heather Mustonen, GDOT  
Dennis Cheek, GDOT
July 26, 2017

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

RE: Draft Archaeology Report
PI 0009397: Construct Beltline Southside Corridor, Atlanta
Fulton County, Georgia
HP-160520-001

Dear Mr. Duff:

The Historic Preservation Division (HPD) has received the draft archaeology report entitled, *Phase I Archaeological Survey of Atlanta Beltline Southside Trail, Fulton County, Georgia*, prepared by Edwards-Pitman Environmental, Inc. and dated June 2017. 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 of 1966, as amended.

Based on the information contained in the report, HPD concurs that archaeological site 9FU727 is not eligible for listing in the National Register of Historic Places (NRHP). Additionally, HPD concurs that sites 9FU728 and 9FU729 are of overall unknown eligibility for listing in the NRHP and that the portion of the sites within the subject project’s area of potential effect (APE) lacks data potential. Furthermore, HPD concurs that if ground disturbance cannot be avoided below the depth of the suspected pre-GPSS streetcar resources, per the GPR survey, a special provision would be appropriate, in accordance with the streetcar Programmatic Agreement between HPD, GDOT, and FHWA.

Please mail one electronic copy of the final report to HPD. Please ensure the electronic copy is an optical character enabled .pdf. For your information, the electronic file will be uploaded to the Georgia Archaeological Site File at the University of Georgia, Athens for permanent retention.

Please refer to project number HP-160520-001 in any future correspondence regarding this project. If you have any questions, or if we may be of further assistance, please feel free to contact Jennifer Bedell, Archaeology Compliance Unit Manager, by phone at (770) 389-7861 or by email at Jennifer.Bedell@dnr.ga.gov.

Sincerely,

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

cc: Rodney N. Barry, P.E., FHWA (Attn: Jennifer Giersch)
Heather Mustonen, GDOT
Dennis Cheek, GDOT
Attachment 3
Report Coordination and Correspondence
Natural Environment
July 1, 2019

Mr. Moises Marrero, Georgia Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W., Suite 17T100
Atlanta, Georgia 30303-3104
ATTN: Jennifer Giersch

Re: Transmittal of Memorandum #1 to the Ecology Resource Survey and Assessment of Effects Report
PI# 0009397, Fulton County
Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue

Dear Mr. Marrero,

Please find attached the Memorandum #1 to Ecology Resource Survey and Assessment of Effects Report (ERS-AOER) for the above referenced project. The project proposes a multiuse path located in the city limits of Atlanta, Georgia. The purpose of this memorandum (memo) is to update the information presented in the ERS-AOER, dated December 2017. This memo addresses a northern shift in alignment of the Southside Trail at United Avenue (formerly known as Confederate Avenue). The new alignment will allow the trail to be constructed without removing the existing railroad bridge over United Avenue.

In an email dated December 19, 2017 the Federal Highway Administration made a determination of “no effect” to the federally threatened purple bankclimber (Elliptoideus sloatianus), federally endangered Cherokee darter (Etheostoma scotti), federally endangered shinyrayed pocketbook (Hamiota subangulata), Gulf moccasinshell (Medionidus penicillatus), federally endangered oval pigtoe (Pleurobema pyriforme), and the federally endangered dwarf sumac (Rhus michauxii). No changes to these effect determinations are recommended. Impacts to Waters of the United States have not changed as a result of minor changes in required right-of-way and construction limits.

The Department respectfully requests that your office make an updated determination of effect to the above federally listed species potentially occurring within the project area. Please copy the Department on your correspondence with the U.S. Fish and Wildlife Service (USFWS) notifying them of your determination. In particular, please ensure that the GDOT ecologist and environmental analyst assigned to the project are copied on this correspondence. If you have any questions or require any additional information, please contact GDOT Ecologist Ty Sprayberry (tsprayberry@dot.ga.gov) at 404-631-1968 or GDOT Ecology Team Leader Jeffrey Garnett (jgarnett@dot.ga.gov) at 404-631-1699.
Mr. Moises Marrero  
PI No. 0009397, Fulton County  
July 1, 2019

Sincerely,

Eric Duff  
State Environmental Administrator

ED/JG/dh

Enclosures

cc: Genine Iesha Bryant, GDOT Project Manager (gbryant@dot.ga.gov)  
Ryan Perry, GDOT Environmental Analyst (vperry@dot.ga.gov)  
Daryl Williams, GDOT ECB  
Lisa Westberry, GDOT Mitigation  
Brett Toney, EPD E&S Unit  
Eric Prowell, USFWS  
Eric Somerville, EPA
Hello Eric,

The subject project provides for construction of the Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue in Fulton County, Atlanta, Georgia. Please reference the project Ecology Assessment of Effects transmitted with the GDOT’s letter dated December 11, 2017.

Based on the information provided by the GDOT, we have determined that the project will have no effect to the federally protected purple bankclimber, Cherokee darter, shinyrayed pocketbook, Gulf moccasinshell, oval pigtoe and dwarf sumac.

Please let us know if you need additional information or if you do not concur with our determination.

Regards,
Jen Giersch
404.562.3653
December 11, 2017

Mr. Rodney N. Barry, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W., Suite 17T100
Atlanta, Georgia 30303-3104
ATTN: Jennifer Giersch

Re: Transmittal of Ecology Assessment of Effects and Request for No Effect Determination under the Endangered Species Act
GDOT PI# 0009397, Fulton County
Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue

Dear Mr. Barry:

Please find attached the Ecology Assessment of Effects for the above referenced project. Georgia Department of Transportation (GDOT) Project P.I. No. 0009397 proposes a 14-foot multiuse trail within the City of Atlanta along the CSX rail corridor and existing railroad right-of-way for approximately 3.8 miles. The attached report contains details on the findings related to ecological resources.

The project corridor was surveyed in November 2016, December 2016, and July 2017 and no suitable habitat was identified for federally protected species. A biological determination of “no effect” is recommended for the federally protected purple bankclimber (Elliptoideus sloatianus), Cherokee darter (Etheostoma scotti), shinyrayed pocketbook (Hamiota subangulata), Gulf moccasinshell (Medionidus penicillatus), oval pigtoe (Pleurobema pyriforme), and dwarf sumac (Rhus michauxii).

The Department respectfully requests that your office make a determination of effect to the above federally listed species potentially occurring within the project area. Please copy the Department on your correspondence with the U.S. Fish and Wildlife Service (USFWS) notifying them of your determination. If you have any questions or need additional information, please contact GDOT Ecologist Ty Sprayberry at (404) 631-1968 (TSprayberry@dot.ga.gov) or GDOT Ecology Team Leader Morgan Niccoli at (404) 631-1887 (MNiccoli@dot.ga.gov).

Sincerely,

Eric Duff
State Environmental Administrator

ED/MN/em

Cc: Bryan Corazzini: GDOT Project Manager
    Ryan Perry: GDOT NEPA
    Daryl Williams: GDOT ECB
    Lisa Westberry: GDOT Mitigation
    Karsen Schottleutner: GA EPD, E&S Unit
    Eric Prowell: USFWS
    Anna Yellin: GADNR, WRD
    Eric Somerville: USEPA
March 20, 2017

Mr. Rodney N. Barry, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W., Suite 17T100
Atlanta, Georgia 30303-3104
ATTN: Jennifer Giersch

Re: Transmittal of Ecology Resource Survey Report
GDOT PI# 0009397, Fulton County
Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue

Dear Mr. Barry:

Please find attached the Ecology Resource Survey Report for the above referenced project. Georgia Department of Transportation (GDOT) Project P.I. No. 0009397 proposes the improvement of the bicycle and pedestrian network on the south side of Atlanta by providing a multiuse trail facility along the Atlanta BeltLine corridor from University Avenue to Glenwood Avenue in Fulton County. The attached report contains details on the findings related to ecological resources.

This report is being provided for your information and files. If you should have any questions or need additional information, please contact GDOT Ecologist Jeffrey Garnett at (404) 631-1699 (jgarnett@dot.ga.gov) or GDOT Ecology Section Manager Chris Goodson at (404) 631-1850 (cgoodson@dot.ga.gov).

Sincerely,

Eric Duff
State Environmental Administrator

ED/CG/em

Cc: Bryan Corazzini: GDOT Project Manager
    Jordan Allen: GDOT NEPA
    Daryl Williams: GDOT ECB
    Lisa Westberry: GDOT Mitigation
    Sophia Grant-Branklyn: GA EPD, E&S Unit
    Eric Prowell: USFWS
    Anna Yellin: GADNR, WRD
    Eric Somerville: USEPA
Attachment 3
Report Coordination and Correspondence
Physical Environment
Afton,

The referenced project is for the construction of a 14-foot wide multi-use concrete trail with three-foot wide shoulders on the south side of Atlanta for bicycle and pedestrian use. The project would begin along the CSX rail corridor at University Avenue near the intersection of Allene Avenue and Avon Avenue, and continue east along the existing railroad right-of-way for approximately 3.8 miles to the intersection of Glenwood Avenue. The original air and noise assessments were approved on July 26, 2017.

This Addendum is being prepared to address the following changes:

- The City of Atlanta officially renamed Confederate Avenue to United Avenue on October 3, 2018. Previous documentation refers to Confederate Avenue.
- A shift in the proposed trail alignment to the north of the previously proposed alignment at United Avenue to avoid impacting the existing railroad bridge over United Avenue which is a contributing resource to the Historic Railroad Resources. See attached Figures 1A and 1B, Previous United (Confederate) Avenue Design for the previous trail alignment design at United Avenue, and Figure 2, Current Proposed United Avenue Design which is the currently proposed trail alignment design (use the link provided to download these files).
- Approximately 0.042 acre of right-of-way and 0.024 acre of temporary easement are required to construct the northern shift in the Southside Trail alignment at United Avenue. These quantities are in addition to previously identified right-of-way and easements required to build the project (53.9 acres of existing railroad ROW, 6.2 acres of right-of-way outside of the railroad property, 1.9 acres of permanent easement, and 8.9 acres of temporary easement).

AIR ANALYSIS

OZONE

Previous Finding: The project was identified in the Atlanta Region’s Plan Transportation Element and the Atlanta Regional Commission (ARC) Fiscal Year (FY) 2016-2021 Transportation Improvement Program by reference number AR-450C. Inclusion in a conforming plan serves as project level analysis for Ozone (O₃); therefore, no further analysis of O₃ emissions was warranted.

Current Finding: This project is identified in the Atlanta Region’s Plan Transportation Element and the ARC FY 2018-2023 Transportation Improvement Program by reference number AR-450C. No further analysis is required.

PM₂.₅

Previous Finding: The project was not located within a PM₂.₅ non-attainment area; therefore, an assessment was not required.
Current Finding: On August 24, 2016, the EPA revoked the 1997 Primary Annual PM2.5 National Ambient Air Quality Standards (NAAQS) that designated 24 counties and three partial counties in Georgia as non-attainment areas for fine particulate matter, called PM2.5. 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 PM2.5 standards in the State of Georgia is no longer required, and the State of Georgia is considered to be in attainment for PM2.5, so no further analysis of PM2.5 emissions is warranted.

CO
Previous Finding: Based on project type (multi-use trail construction), the project was not subjected to a qualitative CO analysis, and it was determined that the proposed project would not increase traffic congestion or increased idle emissions and CO concentrations. The proposed project was consistent with state and federal air quality goals for CO.
Current Finding: The current changes to the project would not alter the project type, and a quantitative CO analysis is not required. The project remains consistent with state and federal air quality goals for CO.

MSAT
Previous Finding: The proposed project was classified as a project with no meaningful MSAT effects.
Current Finding: Further action is not required. Based on current design, no changes would occur that would alter the determination that the proposed project is still classified as a project with no meaningful MSAT effects.

The proposed project remains consistent with the State Implementation Plan for the attainment of clean air quality in Georgia and is in compliance with both state and federal air quality standards.

NOISE ANALYSIS

Previous Finding: Based on the project type consisting of constructing a multi-use trail, conditions for a Type I project were not met. The project met the criteria for a Type III project established in 23 CFR 277, and no analysis for highway traffic noise impacts was required.

Current Finding: Although the changes proposed in this Addendum would alter the horizontal alignment of the proposed multi-use trail, the project type (multi-use trail construction) and proposed elevation has not changed; and based on the project type, this project is still considered a Type III noise project. Therefore, the previously approved noise assessment remains valid for this project.

We are requesting your approval of this email as Addendum I for the air and noise assessments for the proposed project.

Please let us know if you have any questions or require further information. Please note that as of May 21st, Patrick Smith will be taking over this project as the NEPA Project Lead for Kimley-Horn and Associates. His contact information is as follows: patrick.smith@kimley-horn.com and (678) 710-9497.

Thanks,

---

Citrix Attachments

| Figure 1Aand 1B.pdf | 3.6 MB |
| Figure 2.pdf       | 3.6 MB |
Heather Dunn uses Citrix Files to share documents securely.

Heather Dunn, P.E. (AL)
Kimley-Horn | 3930 East Jones Bridge Road, Suite 350, Peachtree Corners, GA 30092
Direct: (678) 533-3940 | Mobile: (334) 549-3748
July 26, 2017

Mr. Rodney N. Barry, P.E.
Division Administrator
Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17 T100
Atlanta, Georgia 30303-3104

ATTN: Jennifer Giersch

Dear Mr. Barry:

Re: Project: PI No. 0009397, Fulton County, Atlanta Beltline Corridor from Glenwood Avenue to University Avenue

Please find enclosed the Air and Noise Type III Assessments for the above noted project. It is being sent to you for your information and files.

Should you need further information, please contact Afton Tankersley at (404) 631-1125 or Miles Kemp at (404) 631-1127.

Sincerely,

[Signature]

Eric Duff
State Environmental Administrator

ED/AT
Enclosures

cc: ProjectWise
Hey Bryan,

Sorry it took so long to get back to you on this. OMAT does not need to approve this memo, we just need a copy which you have provided. So yes it goes into the file. I do need an electronic copy of the Phase I and Phase II however as I couldn’t find these in projectwise. Please let me know when it has been uploaded.

Thanks,

Adebola Adelakun, PE, MSCE
Geotechnical, Environmental and Pit & Quarry Bureau
Georgia Department of Transportation
Office of Materials and Testing
15 Kennedy Drive,
Forest Park, GA 30297
404 608-4773
aadelakun@dot.ga.gov

Hi Ade,

The following is in reference to a UST/HW study, which I am told you are handling now. If this is not the case, please redirect me appropriately.

We had a meeting in October regarding an existing 2010 Phase I study that was completed for this project. It was under a separate PI number, but this project’s footprint was included. Ian teleconferenced into the meeting and his direction was to re-evaluate to determine if the land use has changed for any of the parcels. This was completed by Atlanta Beltline Inc.’s consultant and the attached memo was prepared.

I’m looking for guidance on what needs to be done with this memo. Does it need OMAT’s approval or does it simply go into the file? I have also attached my notes from that meeting since there were no minutes distributed. They’re rough, but should provide a reasonable synopsis of what was discussed.

Thank you,

Bryan Corazzini, E.I.T.
From: Sean.Johnston@kimley-horn.com [mailto:Sean.Johnston@kimley-horn.com]
Sent: Wednesday, March 22, 2017 4:38 PM
To: Corazzini, Bryan <bcorrazzini@dot.ga.gov>
Cc: COWens@atlbeltline.org; Debbie.Wilson@kimley-horn.com; Patrick.Smith@kimley-horn.com; SGreen@atlbeltline.org
Subject: 0009397 ABI Southside Trail - Phase I Evaluation Memo

Bryan,

Attached is the memorandum summarizing our review of the previously completed Phase I project for the Atlanta BeltLine Southside Trail project.

As discussed at our meeting with OES, our evaluation focused on land use changes along the corridor since the 2010 Phase I was completed, in order to determine if there are any additional sites of concern that were not previously documented.

In summary, there are eight properties whose land use has changed since 2010. Based on our evaluation of the corridor in general and these sites in particular, we believe that no additional Phase I studies are necessary, and our scope for Phase II assessment should cover additional documentation that may be required for NEPA and right-of-way acquisition.

Thanks, and let me know if you have questions before sharing with OES and OMAT staff. Also, my apologies for the mix-up – I thought I’d sent this to you back in February!

Sean Johnston, P.E. | Vice President
Kimley-Horn | 817 W. Peachtree Street NW, The Biltmore Suite 601, Atlanta, GA 30308
Direct: 404 419 8716 | sean.johnston@kimley-horn.com
www.kimley-horn.com

Pedestrian deaths continue to surge in Georgia - 236 walkers died in 2016. That’s a 40% increase in just two years! Georgia DOT’s SEE & BE SEEN campaign, in partnership with PEDS, aims to make it safer to walk in Georgia. Safety is a shared responsibility. Walkers and drivers: Pay attention. Walkers: make sure you can SEE & BE SEEN. Drivers: Slow down (speed kills). Visit www.dot.ga.gov/DS/SafetyOperation/SBS. #ArriveAliveGA
MEMORANDUM

Date: February 3, 2017

To: Catherine Owens, Principal Engineer, Atlanta BeltLine, Inc.

From: Kimley-Horn and Associates, Inc.

Re: Review of Land Use Changes for Properties Described in 2010 Phase I ESA Report

In 2010, MACTEC Engineering and Consulting, Inc. prepared a Phase I Environmental Site Assessment (ESA) for Atlanta Beltline, Inc. (ABI) that covered a portion of the proposed Atlanta Beltline Corridor from Simpson Road to DeKalb Ave. Due to the passage of time, a review of possible land-use changes was undertaken for the segment of the proposed Beltline from Murphy Avenue SW to Glenwood Avenue SE, which includes the following parcels of environmental concern previously identified in the 2010 Phase I ESA: SW-5 through SW-11; SE-1 through SE-21; and E-1 through E-3 (see table). The review included a comparison of aerial photos from 2010 with more recent 2016 photos, as well as site visits in November 2016 and January 2017 to investigate changes noted from the aerial photo comparison.

The review determined that the land-use status has changed at the following eight locations since 2010:

- **1160 Allene Avenue SW** (coincides with Finding # SW-7) – Standing structures have been removed; greenhouse and detention structure have been added; currently functioning as an urban farm (Aluma Farm).

- **1241 Metropolitan Pkwy SW** – Quik Stop Food Mart and gas station has been opened on the site of the former Fast Fill Foodmart filling station. This location does not have a LUST listing.

- **1240 Metropolitan Pkwy SW** – Dixie Pulp & Paper has been replaced by multiple businesses including Absolute Body Symmetry Fitness Studio; Raydeo Construction; a dance studio; and an online radio station/music studio.

- **125 Milton Avenue SE** (coincides with Finding # SE-15) – Currently in use as a paintball range.

- **80 Milton Avenue SE** (coincides with Finding # SE-17) – The 2010 Phase I ESA records this site as vacant at the time. Aerial photos from the same time confirm this and show the site to be bare. During the 2017 revisit, the site was noted to be a vacant, gravel-surfaced lot; however, Google Street View imagery dating to 2016 shows the lot occupied by a modular corrugated metal building, a bucket loader, stockpiled gravel, and precast concrete manholes. At that time, the site was apparently being used as a temporary field office by a construction contractor.
• 213 Haygood Ave SE (DH Stanton Park) -- In 2010, the park was shown as under renovation. The park was re-opened in 2011.

• 1110 Hill Street SE (coincides with a portion of Finding # SE-19) -- Site is currently occupied by the Center for Hard to Recycle Materials (CHaRM). Some of the materials CHaRM handles include paint, household chemicals, electronics, tires, mattresses, propane tanks, large appliances, thermometers, smoke detectors, alkaline batteries, bulbs, and CFL bulbs.

• Flotilla Drive and Callister Court – The 2010 aerial shows lots along these streets and adjacent (north) to the proposed Beltline Corridor as under residential development. The homes have been completed.

Based on the nature of the land-use changes noted above, the recommendations offered by MACTEC in the 2010 Phase I ESA (see table) are still appropriate. An updated Phase I ESA is unlikely to uncover any substantive issues that weren’t already noted in the 2010 assessment. Consequently, additional Phase I effort is not recommended. Furthermore, the scope of the Phase II testing plan submitted by United Consulting, which was based on the findings of the 2010 Phase I ESA, should still be adequate. This testing plan is generally consistent with the recommendations offered by MACTEC in the 2010 report (see table).
<table>
<thead>
<tr>
<th>Finding No.</th>
<th>Location Global Stationing</th>
<th>Finding Type</th>
<th>Finding Source</th>
<th>Description and Opinion</th>
<th>Conclusion</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW-5</td>
<td>Figure 3 G785 to G788</td>
<td>Off-site, Regulatory, Adjacent, upgradient</td>
<td>GA Non-HSI listing</td>
<td>Parcel located south of the corridor at 1006 Murphy Avenue SW. Originally constructed in the late 1940s as a State Farmers Market that included fourteen warehouses. In addition to its use as a farmers market, this property has been used as a State of Georgia Government Surplus Material and Food Storage and Distribution facility and most recently as the Fulton County Department of Corrections Warehouse Facility. The northwestern most portion of this parcel is listed as a GA Non-HSI site addressed as 1006 Murphy Avenue. This was reported as having lead in the groundwater in October 2001.</td>
<td>Initially conduct a file review to assist in the development of the subsurface sampling program. Install one monitoring well to check for regulated impacts. Test for VOCs, SVOCs, and metals.</td>
</tr>
<tr>
<td>SW-6</td>
<td>Figure 3 G801 to G803</td>
<td>Off-site, Regulatory, 150 feet upgradient</td>
<td>CERCLIS NFRAP listed facility</td>
<td>1121 Allene Avenue SW. This property was developed in the early 1950s as a tire recap and warehouse facility. This site is listed as a CERCLIS facility with a status of NFRAP under the name of J&amp;W Pallet &amp; Drum Co. It has a removal action date of 5/23/05. This facility is still in place.</td>
<td>Initially conduct a file review to assist in the development of the subsurface sampling program. The groundwater monitoring wells described for W-7 will also serve to evaluate impacts W-6.</td>
</tr>
<tr>
<td>SW-7</td>
<td>Figure 3 G807 to G807</td>
<td>Off-site, Regulatory, Adjacent, upgradient</td>
<td>GA UST and LUST listings</td>
<td>1160 Allene Avenue SW. This property was developed in the early 1950s with a filling station, a truck rental facility and a truck repair facility. This facility is still in operation as Harmon Brothers Charter Service. This facility is listed as having a confirmed release from a UST in January 1999. The cleanup status is listed as No Further Action. The facility is listed as having two USTs containing diesel currently in use and 3 USTs removed from the ground. In May 2007, the City of Atlanta engaged MACTEC to perform a delineation of impacted soil in the southeastern portion of this property. 12 soil borings were advanced and 13 soil samples analyzed for petroleum. The results of the sample analysis indicated that petroleum impacted soils could have migrated onto the subject site.</td>
<td>Initially conduct a file review to assist in the development of the subsurface sampling program. Install one to two monitoring wells to check for regulated impacts. Test for VOCs, SVOCs, and metals. Advance a series of soil borings adjacent to the southeastern portion of the property to check for regulated impacts. Test for VOCs, SVOCs, and metals.</td>
</tr>
<tr>
<td>SW-8</td>
<td>Figure 3 G807 to G813</td>
<td>Off-site, Regulatory, Historical, Adjacent, upgradient</td>
<td>Historical Records, GA UST listing</td>
<td>1190 Allene Avenue SW. This property was developed in the early 1920s as the National Oil Company, Inc. with an oil storage structure, a garage, and gasoline and oil tanks. This facility was demolished in the early 1960s and the property remained undeveloped until the current facility, a communications switching facility owned and operated by Sprint Communications Company LP, was constructed in the mid 1980s. This facility is listed as having three USTs containing diesel currently in use.</td>
<td>Install one to two monitoring wells to check for regulated impacts. Test for VOCs, SVOCs, and metals.</td>
</tr>
<tr>
<td>SW-9</td>
<td>Figure 3 G799 to G801</td>
<td>Off-site, Historical, 150 feet upgradient.</td>
<td>Historical Records</td>
<td>783 Warner Street SW. This property was developed in the mid to late 1920s as a structural and ornamental steel fabrication facility which included a steel crane and associated gasoline tank. This facility operated in such a capacity until the late 1940s when it was converted to a produce and meat warehouse facility.</td>
<td>Install one monitoring well to check for regulated impacts. Test for VOCs, SVOCs, and metals.</td>
</tr>
<tr>
<td>Finding No.</td>
<td>Location Global Stationing</td>
<td>Finding Type</td>
<td>Finding Source</td>
<td>Description and Opinion</td>
<td>Conclusion</td>
</tr>
<tr>
<td>------------</td>
<td>----------------------------</td>
<td>--------------</td>
<td>----------------</td>
<td>-------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>SW-10</td>
<td>Figure 3 G810 to G824</td>
<td>Off-site, Regulatory, Historical, Adjacent, upgradient</td>
<td>Historical Records, GA SHWS listing</td>
<td>This property was developed in the late 1940s to early 1950s with a battery manufacturing facility and a butane gas storage area. The battery manufacturing facility is still in existence but is no longer in business. This facility is listed as a State Hazardous Waste Site (SHWS) with a known release of lead in soil at levels exceeding the reportable quantity. Investigations are being conducted to determine how much cleanup is necessary for source materials, soil, and groundwater. Corrective action is pending.</td>
<td>Initially conduct a file review to assist in the development of the subsurface sampling program. Install a series of monitoring wells to check for regulated impacts. Test for VOCs, SVOCs, and metals.</td>
</tr>
<tr>
<td>SW-11</td>
<td>Figure 3 G808 to G809</td>
<td>Off-site, Historical, 450 feet upgradient.</td>
<td>Historical Records,</td>
<td>Southeast corner of the intersection of Allene Avenue SW and Woodrow Avenue SW – This parcel was developed as a coal yard from at least 1932 through the mid 1950s when it was developed as a parking area and a warehouse. This parcel also had a gasoline tank located on it during this time period.</td>
<td>Initially conduct a file review to assist in the development of the subsurface sampling program. The groundwater monitoring wells described for W-7 and W- 8 will also serve to evaluate impacts of W-11.</td>
</tr>
<tr>
<td>SE-1</td>
<td>Figure 4 G853 to G857</td>
<td>Off-site, Historical, Adjacent, Upgradient</td>
<td>Historical Records</td>
<td>Baggett Transportation Company – Truck Repair and Maintenance 290 University Ave SW</td>
<td>Install one groundwater monitoring well near station G855 inner side to check for regulated impacts. Test for VOCs, SVOCs, and Metals.</td>
</tr>
<tr>
<td>SE-2</td>
<td>Figure 4 G853 to G857</td>
<td>Off-site, Historical, 350 feet Upgradient</td>
<td>Historical Records</td>
<td>Capitol Truck Center – Truck Repair and Maintenance 260 University Ave SW</td>
<td>The groundwater monitoring well described in Finding No. SE-1 will also serve to evaluate the past operations at Finding No. SE-2.</td>
</tr>
<tr>
<td>SE-3</td>
<td>Figure 4 G866-G868</td>
<td>Off-site Regulatory, 350 feet Upgradient</td>
<td>Listed as HSRA Notifier</td>
<td>Property of Balco Realty 1269 Pryor Road</td>
<td>Initially, conduct a file review to assist with the development of the subsurface sampling program. Install one groundwater monitoring well at a location to be selected after file review to check for regulated impacts. Test for PCBs, VOCs, SVOCs and Metals.</td>
</tr>
<tr>
<td>Finding No.</td>
<td>Location Global Stationing</td>
<td>Finding Type</td>
<td>Finding Source</td>
<td>Description and Opinion</td>
<td>Conclusion</td>
</tr>
<tr>
<td>------------</td>
<td>---------------------------</td>
<td>--------------</td>
<td>----------------</td>
<td>------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>SE-4</td>
<td>Figure 4 G861 to G868</td>
<td>Off-site, Regulatory, Historical, Adjacent, Upgradient</td>
<td>Spills Listing, Historical Records</td>
<td>1275 Pryor Road A spill of paint and oil was reported to the Georgia EPD in December 2001. Records indicate that the spill impacted a storm drain pipe. According to the EDR report, the City of Atlanta also responded to this site regarding several spills. No follow-up information was available from the EDR report. Historical records indicate that this property was commercially developed in the mid 1960s. In the 1978 Sanborn map, the property was occupied by an auto repair facility. Historical aerial photographs reveal numerous vehicles, indicative of a salvage yard, on this property and the property to the south on the other side of the railroad tracks. An unimproved road connecting the two properties is evident in the aerial photographs, which was also observed during the field reconnaissance.</td>
<td>The groundwater monitoring well described in Finding No. SE-3 will also serve to evaluate the past operations at Finding No. SE-4. Advance two soil borings along the corridor’s inner boundary to check for shallow soil impacts.</td>
</tr>
<tr>
<td>SE-5</td>
<td>Figure 4 G873 to G876</td>
<td>Off-site, Regulatory, Historical, Adjacent, Upgradient</td>
<td>Multiple Listings as RCRA-CESQG, FINDS, LUST, UST, HSRA Notifier, Historical Records</td>
<td>Cummings Power South 100 University Avenue In 1989 and 1990 four USTS were removed from the ground and two USTs were closed in place. A release to the environment was reported during these activities and the site received “No Further Action Required” status in November 1990. In March 2006 the site notified the EPD of a release of dichloroethane to groundwater. The EPD determined that the release to groundwater did not exceed a reportable quantity and the site was not listed on the HSI. Historical records indicate that an auto repair facility occupied the property from the mid 1960s until the early 1980s.</td>
<td>Install one groundwater monitoring well to check for regulated impacts. Test for PCBs, VOCs, SVOCs and Metals.</td>
</tr>
<tr>
<td>SE-6</td>
<td>Figure 4 G870 to G871</td>
<td>Off-site, Historical, 650 feet Upgradient</td>
<td>Historical Records</td>
<td>Former Filling Station 1238 South Pryor Street Historical records indicate that a former gasoline station was located at the southeastern quadrant of Pryor Street and University Avenue. The former gasoline station appears to have been constructed in the late 1960s and occupied the property until the early 1980s.</td>
<td>The groundwater monitoring well described in Finding No. SE-5 will also serve to evaluate the past operations at Finding No. SE-6.</td>
</tr>
<tr>
<td>Finding No.</td>
<td>Location Global Stationing</td>
<td>Finding Type</td>
<td>Finding Source</td>
<td>Description and Opinion</td>
<td>Conclusion</td>
</tr>
<tr>
<td>------------</td>
<td>---------------------------</td>
<td>--------------</td>
<td>----------------</td>
<td>------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>SE-7</td>
<td>G845+20 to G916+26 Figure 4</td>
<td>Off-site Regulatory, 200 feet Upgradient</td>
<td>Multiple listings as RCRA-NonGen, AST, Finds, ERNS, Spills</td>
<td>Allwaste Tank Cleaning, Allwaste Paint Cleaning and Weaver Trucking 99 University Avenue. The commercial property addressed at 99 University Avenue has been occupied by a number of suspect businesses since the 1960s which include: Huber and Huber Motor Transport, Tank Cleaning Services Inc., Allwaste Tank Cleaning, Southern Freight and Weaver Trucking. Allwaste Tank Cleaning appears on the RCRA generator list and the Georgia Spills list. Allwaste Tank Cleaning business operations consisted of cleaning the interior of chemical and/or food grade tanker trucks. The facility was listed as a RCRA large quantity generator during the occupancy. In 1989 a complaint was filed against Allwaste Tank Cleaning alleging that the site’s waste water treatment tank was inoperable and waste water was being dumped down the storm water drain. The Georgia EPD responded to the complaint and confirmed that the waste water treatment tank was inoperable and employees were draining waste liquids into the storm drain. Additionally, in November 1992 Weaver Trucking notified the Georgia EPD that two pole mounted transformers had been knocked down causing approximately 40 gallons of PCB oil to be released. This site is currently occupied by Southern Freight, Knowles Trucking, Annexus Storage, GES Exposition and RAC Logistics.</td>
<td>The groundwater monitoring well described in Finding No. SE-5 will also serve to evaluate the past operations at Finding No. SE-7.</td>
</tr>
<tr>
<td>SE-8</td>
<td>Figure 4 G876 to G880</td>
<td>Off-site, Regulatory, Adjacent, Upgradient</td>
<td>Listed as RCRA-NonGen, Historical Records</td>
<td>General Oil Recovery 70 University Avenue. General Oil Recovery is listed as a non generator of hazardous waste. According to the EDR report, no deviations from permitted activities or violations have been reported at this facility. This property is currently occupied by University Tire Store. Historical records indicate that a former gasoline station occupied the property from the mid 1960s until the early 1980s.</td>
<td>Install one groundwater monitoring well to check for regulated impacts. Test for VOCs, SVOCs and Metals.</td>
</tr>
<tr>
<td>SE-9</td>
<td>Figure 4 G886 to G887</td>
<td>Off-site, Historical, 400 feet Upgradient</td>
<td>Historical Records</td>
<td>Former Gasoline Station 1161 Ridge Avenue. Historical records indicate that a former gasoline station was present at the southwest intersection of Ridge Avenue and the north-south Southern Railroad from at least the 1950s until the early 1970s.</td>
<td>The groundwater monitoring well described in Finding No. SE-10 will also serve to evaluate the past operations at Finding No. SE-9.</td>
</tr>
<tr>
<td>SE-10</td>
<td>Figure 4 G887 to G889</td>
<td>Off-site, Regulatory, Historical, Upgradient</td>
<td>Historical Records, LUST Listing</td>
<td>Texaco Food Mart 1169 Hank Aaron Drive. Historical records indicate that a former gasoline station and auto repair facility occupied the property located at northeast intersection of Ridge Avenue and Capitol Avenue from at least the 1950s until the early 1990s. The facility has undergone remediation and was granted “no further action” status in June 2004.</td>
<td>Initially, conduct a file review to assist with the development of the subsurface sampling program. Install one groundwater monitoring well at a location to be selected after file review to check for regulated impacts.</td>
</tr>
<tr>
<td>SE-11</td>
<td>Figure 4 G887 to G889</td>
<td>Off-site Historical, 250 feet Upgradient</td>
<td>Historical Records</td>
<td>Former Gas Station 28 McDonough Boulevard. Historical records indicate that a former gasoline station was present at the northeast intersection of McDonough Boulevard and the north-south Southern Railroad from at least the 1950s until the early 1970s.</td>
<td>The groundwater monitoring well described in Finding No. SE-10 will also serve to evaluate the past operations at Finding No. SE-11.</td>
</tr>
<tr>
<td>Finding No.</td>
<td>Location Global Stationing</td>
<td>Finding Type</td>
<td>Finding Source</td>
<td>Description and Opinion</td>
<td>Conclusion</td>
</tr>
<tr>
<td>------------</td>
<td>----------------------------</td>
<td>--------------</td>
<td>----------------</td>
<td>-------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>SE-12</td>
<td>Figure 4 G887 to G889</td>
<td>Off-site, Regulatory, Adjacent, Upgradient</td>
<td>Historical Records</td>
<td>Auto Repair and Junk Yard. A former auto repair facility was historically located adjacent to the corridor on Capitol Avenue from at least the 1950s until the early 1990s. The area north of the auto repair facility consisted of residential apartments from the mid 1950s until the mid 1970s. In the 1978 aerial photograph, the residential apartments were demolished and the property appears to have been used as an auto salvage yard until the late 1990s.</td>
<td>Install one groundwater monitoring well near station G889 inner side to check for regulated impacts. Test for VOCs, SVOCs and Metals.</td>
</tr>
<tr>
<td>SE-13</td>
<td>Figure 4 G887 to G889</td>
<td>Off-site Historical, 400 feet Upgradient</td>
<td>Historical Records</td>
<td>Taxi Cab Company 55 Milton Avenue. The commercial property located at 55 Milton Avenue appears to be developed in the late 1930s. Sanborn Maps show the property was occupied by Universal Concrete Pipe Company from at least the late 1930s until at least the late 1960s. By the late 1960s, this facility was occupied by a taxi cab company. Aerial photographs suggest that routine maintenance and taxi cab repair have been performed at the property since the late 1960s.</td>
<td>Install one groundwater monitoring well near station G893 center line to check for regulated impacts. Test for VOCs, SVOCs and Metals.</td>
</tr>
<tr>
<td>SE-14</td>
<td>G845+20 to G916+26 Figure 4</td>
<td>Off-site Regulatory, Adjacent, Upgradient</td>
<td>Spills Listings, Historical Records</td>
<td>Unknown LUST 79 Milton Ave SE. Historical records indicate that the property adjacent to the corridor, addressed at 79 Milton Avenue, was commercial developed in the 1960s. According to the Sanborn maps, the facility was utilized as a lumber warehouse. The facility addressed appears on the Georgia Spills list as Unknown LUST, although no record of the presence of USTs and or Leaking USTs was identified. The Georgia EPD responded to a reported release of gasoline in December 1996. No follow-up information was available from the EDR report. A gasoline spill was reported on December 17, 1996. The site is currently owned by Fulton County.</td>
<td>The groundwater monitoring well described in Finding No. SE-13 will also serve to evaluate the past operations at Finding No. SE-14.</td>
</tr>
<tr>
<td>SE-15</td>
<td>Figure 4 G891 to G897</td>
<td>Off-site Regulatory, 250 feet Upgradient</td>
<td>RCRA-NonGen, UST, LUST</td>
<td>Standard Trucking Co 125 Milton Ave SE. The property located at 125 Milton Avenue was commercially developed in the 1960s and was occupied by Brown Motor Transport. This property was later occupied by Standard Trucking Company and appears on the LUST list. According to the EDR report, an 8,000-gallon diesel UST, 8,000-gallon UST with contents not listed, and 11,000-gallon gasoline UST were removed prior to 1991. A release to the environment was reported during these activities and the site received “no further action” status in October 1991. A fourth 12,000-gallon diesel UST was removed in June 2005 and “No Further Action Required” status was granted in June 2005. The site is currently owned by Rawson Hill LLC.</td>
<td>The groundwater monitoring well described in Finding No. SE-13 will also serve to evaluate the past operations at Finding No. SE-15. Conduct a file review to evaluate the advisability of an additional monitoring well.</td>
</tr>
<tr>
<td>SE-16</td>
<td>Figure 4 G891 to G897</td>
<td>Off-site, Active, Historical, Adjacent, Upgradient</td>
<td>Observations, Historical Records</td>
<td>JB Distribution Co 95 Milton Ave SE. JB Distribution Company is an active chemical compounding and wholesale company. The facility does not appear on any of the regulatory lists. Historically, this property appears to have been commercially developed since at least the 1930s. According to historical records, the property was utilized as a warehouse for farm equipment and supplies in the 1950s and an ink and insulation warehouse in the 1970s.</td>
<td>The groundwater monitoring well described in Finding No. SE-13 will also serve to evaluate the past operations at Finding No. SE-16.</td>
</tr>
<tr>
<td>Finding No.</td>
<td>Location Global Stationing</td>
<td>Finding Type</td>
<td>Finding Source</td>
<td>Description and Opinion</td>
<td>Conclusion</td>
</tr>
<tr>
<td>------------</td>
<td>---------------------------</td>
<td>--------------</td>
<td>---------------</td>
<td>------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>SE-17</td>
<td>Figure 4 G899 to G903</td>
<td>Off-site Regulatory, Adjacent, Upgradient</td>
<td>Multiple Listings as CERCLA-NFRAP, HSI, Brownfields, UST</td>
<td>US Plating &amp; Bumper Service 72, 78 and 80 Milton Ave SE</td>
<td>Initially, conduct a file review of the US Plating &amp; Bumper Service HSI Site No. 10264. The file review will assist with the development of a more specific subsurface sampling program. Based on the current surveys, it appears that portions of HSI site are included as part of the potential corridor acquisition. As such, a more thorough subsurface sampling program will likely be recommended for the portions included in the potential acquisition.</td>
</tr>
<tr>
<td>SE-17</td>
<td>Figure 4 G908 to G918</td>
<td>Off-site Regulatory, Adjacent, Upgradient</td>
<td>Multiple Listings as LUST, UST, Spills</td>
<td>Fulton Trucking Company and Standard Trucking Company 1195 Milton Terrace Standard Truck and Equipment and Fulton Trucking Company were located south of the corridor immediately west of Hill Street since at least the 1960s. Standard Truck and Equipment refurbished and sold used utility construction trucks. Historical aerial photographs illustrate an extensive area around Standard Truck and Equipment building and extending to the west and north, along the southern border of the corridor, which appears to have been used as an auto salvage yard. The majority of these vehicles have been removed and the area is currently overgrown with vegetation. Fulton Trucking Company appears on the LUST(260,403),(739,902)</td>
<td>Install one groundwater monitoring well near station G906 outer side to check for regulated impacts. Test for VOCs, SVOCs and Metals.</td>
</tr>
<tr>
<td>SE-17</td>
<td>Figure 5 G935 to G937</td>
<td>Off-site Regulatory, Adjacent, Upgradient</td>
<td>UST, LUST Listings</td>
<td>BMTS Satellite St. 1146 Englewood Ave</td>
<td>Initially, conduct a file review to assist with the development of the subsurface sampling program. Install one groundwater monitoring well near station G920 outer side. Test for VOCs, SVOCs and Metals.</td>
</tr>
<tr>
<td>Finding No.</td>
<td>Location Global Stationing</td>
<td>Finding Type</td>
<td>Finding Source</td>
<td>Description and Opinion</td>
<td>Conclusion</td>
</tr>
<tr>
<td>------------</td>
<td>---------------------------</td>
<td>--------------</td>
<td>----------------</td>
<td>-------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>SE-20</td>
<td>Figure 5 G935 to G940</td>
<td>Off-site Reg., Adjacent, Partially Upgradient</td>
<td>RCRA-NonGen, Former RCRA-LQG, Listings</td>
<td>Royal Airline Linen of Atlanta 460 Englewood Ave Parcel</td>
<td>Install one groundwater monitoring wells near station G935 outer side to check for regulated impacts. Test for VOCs, SVOCs and Metals.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Records indicate the property addressed at 460 Englewood Avenue is currently occupied by the National Linen Service which does not appear to perform any dry cleaning activities. However, the site was previously occupied by a commercial dry cleaning and laundering service facility, Royal Airline Linen of Atlanta. According to the EDR report, this site is currently listed as an inactive RCRA generator but was previously classified as a RCRA large quantity generator. Numerous record keeping violations were noted at the facility.</td>
<td></td>
</tr>
<tr>
<td>SE-21</td>
<td>G916+26 to G992+17 Figure 5</td>
<td>Off-site Reg., Adjacent, Partially Upgradient</td>
<td>UST, LUST, Listings</td>
<td>City Wide Wrecker Service 480 Englewood Ave Parcel</td>
<td>Develop sampling program, if any, based on review of prior reports.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>The future Boulevard Crossing Park which was acquired by the City of Atlanta in 2006 and 2007 is located to the south of the corridor along Boulevard. The future park site is comprised of an assemblage of seven tracks of land totaling approximately 21 acres. Reportedly, Peachtree Environmental, Inc., completed a Phase I and limited Phase II of the future Boulevard Crossing Park site in October and November 2005. Additionally, Environmental Technology Resources, Inc., reportedly removed two 3,000-gallon USTs in February 2006. City Wide Wrecker Service was formerly located at 480 Englewood Avenue which is one of the seven tracts acquired by the City of Atlanta. City Wide Wrecker Service appears on the LUST list. According to the EDR report, one 1,000-gallon gasoline UST is temporarily out of service and the site received “no further action” status in March 2007.</td>
<td></td>
</tr>
<tr>
<td>E-1</td>
<td>Figure 5 G957 to G966</td>
<td>Off-site Historical, Adjacent, Upgradient</td>
<td>2004 Phase I, Historical Records, Listed as GA NON-HSI</td>
<td>Former Truck Depot - Generator of Hazardous Waste</td>
<td>Initially conduct a file review to assist with the development of the subsurface sampling program. Install one well to check for regulated impacts. Test for VOCs, SVOCs and Metals.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Historical records (aerial photographs) indicate this property was developed from at least 1955 to 1993. H. B. Fuller, adhesives manufacturer, was in operation on this property along Mead Street in 1978. The City’s 2004 Phase I indicated a former truck depot with a leaking underground storage tank (LUST). However, no current listing for a LUST was noted in the EDR report. The EDR report indicates an initial NON-HSI listing in July 2001 for a release to groundwater of tetrachloroethylene. The EDR report identifies another NON-HSI listing for the Property of Jolynn Wagoner along Mead Street where the same constituent was encountered in September 2004. Since 2004, the property has been redeveloped with the Old Field Condominium complex.</td>
<td></td>
</tr>
<tr>
<td>E-2</td>
<td>Figure 5 G966 to G974</td>
<td>Off-site Historical, Adjacent, Upgradient</td>
<td>Historical Records</td>
<td>Former Industrial Property</td>
<td>Install one well to check for regulated impacts. Test for VOCs, SVOCs and Metals.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Historical records (aerial photographs) indicate this property was developed from at least 1938 to 1993. A steel erecting contractor business is indicated on this property in 1978. Since 2004, the property has been redeveloped with the Enclave @ Grant Park and the Burnette @ Grant Park condominiums. No current listing for this property was noted in the EDR report.</td>
<td></td>
</tr>
<tr>
<td>Finding No.</td>
<td>Location Global Stationing</td>
<td>Finding Type</td>
<td>Finding Source</td>
<td>Description and Opinion</td>
<td>Conclusion</td>
</tr>
<tr>
<td>------------</td>
<td>----------------------------</td>
<td>--------------</td>
<td>----------------</td>
<td>-------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>E-3</td>
<td>Figure 6 G1007 to G1012</td>
<td>Off-site</td>
<td>Historical Records, Listed as RCRA NON GEN, LUST, UST, GA NON HSI</td>
<td>Former Industrial Property. Historical records (Sanborn maps) indicate this property was developed and occupied by the Atlanta Oak Flooring Company from at least 1932 to 1950. By 1960, numerous smaller buildings on-site had been replaced by two large structures located in the northwest and southeast corners of this property. The 1978 Sanborn map indicates Pioneer Plastics, addressed as 915 Glenwood Avenue, was in operation in the northwest building adjacent to the subject site. U.S. Electric, a wholesale business, is currently in operation at this address. Maryland Baking Company of Georgia, addressed as 951 Glenwood Avenue, occupied the building to the southeast in 1978. The Sweetheart Cup Company bought the bakery and operated until 1998. By April 2002, the bakery was demolished and the property was residentially redeveloped. The EDR report indicates the RCRA listing is in reference to the presence of halogenated and non-halogenated solvents in use at the former Pioneer Plastics. Additionally, UST was removed and was granted “no further action” status by the GA-EPD in March 1998 at this facility. The EDR report also indicates the Sweetheart Cup Company received a NON-HSI listing, date not reported, for a release to groundwater of cis-1,2-dichloroethene.</td>
<td>Initially conduct a file review to assist with the development of the subsurface sampling program. Install 1 well to check for regulated impacts. Test for VOCs, SVOCs and Metals.</td>
</tr>
</tbody>
</table>
December 21, 2017

Mr. Lee Harrop
Atlanta Beltline, Inc.
Invest Atlanta
86 Pryor Street
Suite 200
Atlanta, Georgia 30303

RE: Brownfield Corrective Action Plan Amendment No. 9
Atlanta Beltline Properties, Atlanta, Fulton County, Georgia

Dear Mr. Harrop:

With regard to correspondence dated December 14, 2017, the Georgia Environmental Protection Division (EPD) acknowledges your request to incorporate additional parcels into the approved May 18, 2010 corrective action plan (CAP) for the Atlanta Beltline Properties. The following parcels (for which boundary figures are attached as provided to EPD on December 14, 2017) are hereby made a part of the Atlanta Beltline Properties and are henceforth subject to the provisions of the revised CAP and subsequent Amendments:

<table>
<thead>
<tr>
<th>Property Address</th>
<th>Parcel ID</th>
<th>Acreage</th>
<th>Purchaser</th>
</tr>
</thead>
<tbody>
<tr>
<td>CSX “Sand Line” (Glenwood to Murphy)</td>
<td>N/A</td>
<td>61.3 acres</td>
<td>ABI</td>
</tr>
<tr>
<td>CSX “Kudzu Line” (north of Boone to Lowery)</td>
<td>N/A</td>
<td>22.6 acres</td>
<td>ABI</td>
</tr>
</tbody>
</table>

It is important that you continue to maintain the subject property in a manner that protects humans from exposure to hazardous constituents while the property is undergoing corrective action. Should unanticipated events or site conditions require additional changes in the schedule or CAP to achieve compliance with the risk reduction standards for soil and/or source material, the prospective purchaser must notify EPD and obtain approval of the proposed modifications.

If you have questions, or need further assistance, please contact Gary Davis or Courtney Roberts at 404-656-7802.

Sincerely,

Shannon Ridley
Brownfield Coordinator

Attachment: Appendix A of CAP Amendment No. 9

cc: Catherine Owens, Atlanta Beltline, Inc.
    Stacy Patton, Atlanta Beltline, Inc.
May 18, 2010

Mr. Lee Harrop  
Atlanta Beltline, Inc.  
86 Pryor Street  
Suite 200  
Atlanta, Georgia 30303

RE: Brownfields Corrective Action Plan Amendments: Atlanta Beltline Properties, Atlanta, Fulton County, Georgia

Dear Mr. Harrop:

On May 3, 2010, the Georgia Environmental Protection Division (EPD) received a request from Atlanta BeltLine, Inc. and the Atlanta Development Authority to amend six approved prospective purchaser corrective action plans (CAPs) for the Ansley North Beltline, Ansley South Beltline, Corridor Beltline, Corridor Edgewood, North Avenue Beltline, and Piedmont Beltline properties. These properties will comprise part of the northeast corridor of the planned Atlanta Beltline system of parks, trails and transit currently under development by Atlanta BeltLine, Inc. and the Atlanta Development Authority.

The CAPs for the abovementioned properties were submitted as separate applications for limitations of liability under Section 12-8-209 of the Georgia Hazardous Site Reuse and Redevelopment ("Brownfields") Act, and all six were approved by EPD on December 29, 2004. The requested amendment would consolidate all six approved CAPs into a single revised CAP and would consolidate all six properties under the name “Atlanta BeltLine Properties.” In addition, the requested amendment would add certain parcels to the newly consolidated property and render them subject to the newly revised and consolidated “Atlanta BeltLine Properties” CAP.

The requested amendments are approved. The abovementioned properties are hereby consolidated into a single qualifying property under the name “Atlanta BeltLine Properties.” The approved CAPs for the abovementioned properties are also hereby consolidated into a single application for a limitation of liability under one revised prospective purchaser CAP.

The revised CAP for the Atlanta BeltLine Properties is further amended to add certain parcels and incorporate them into the application. The following parcels (for which complete legal descriptions and figures showing property boundaries are attached) are hereby made a part of the Atlanta BeltLine Properties and are henceforth subject to the provisions of the revised CAP:

- GA DOT ROW Property between Wylie Street and Memorial Drive, Atlanta, Fulton County, Georgia,
- GA DOT ROW Property between Allene Street and Washington Park, Atlanta, Fulton County, Georgia, and
- Properties located at 1067, 1071, and 1075 Grant Way, Atlanta, Fulton County, Georgia.
It is EPD's understanding that additional parcels will be incorporated into the Atlanta BeltLine Properties CAP as property acquisition and development proceed. Any such amendment requests should include identifying information for the new parcels, including a figure depicting the property boundaries, along with a request to make any necessary revisions to the approved schedule. Complete legal descriptions will also be required prior to issuance of the limitation of liability letter. These may be submitted with the CAP amendment request or with the brownfields compliance status report or reports.

We look forward to working with Atlanta BeltLine Inc. and the Atlanta Development Authority as the Atlanta BeltLine project unfolds. The Beltline is a complex, multi-year brownfield redevelopment project, and EPD will expend significant resources in the technical review of the various plans, data reports, and certifications which comprise the application for a limitation of liability. As you know, the Director of EPD is empowered to invoice brownfields applicants for any costs to the Division which exceed the initial $3,000 application review fee, and it may be necessary to invoice additional costs as the project proceeds. That having been said, because the six approved CAPs referenced in this letter were separate applications when initially received by EPD (each accompanied by a separate $3,000 fee), EPD's review costs for the Atlanta BeltLine Properties application would have to exceed $18,000 before any additional review costs would be invoiced.

If you have questions, or need further assistance, please contact Shannon Ridley or Gary Davis at 404-656-7802.

Sincerely,

Madeleine Kellam
Brownfields Coordinator

CC: Brian Leery, Atlanta Beltline, Inc.
    Gerald Pouncey, Morris, Manning, and Martin
    Dan Grogan, MACTEC
    Dustin J. Heizer, MACTEC

Files: Ansley North Beltline, Ansley South Beltline, Corridor Beltline, Corridor Edgewood, North Avenue Beltline, Piedmont Beltline, Atlanta Beltline
S:\RDRIVE\BFDU\Brownfields\BF Properties Outstanding\Beltline properties\ATLANTA BELTLINE\Cap Amendment-Atlanta Beltline.doc
Attachment 3
Report Coordination and Correspondence
Section 4(f) Applicability
**FACILITIES SERVICES**

**CONTRACT TRANSMITTAL FORM**

<table>
<thead>
<tr>
<th><strong>Contract Information</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Contractor:</strong></td>
</tr>
<tr>
<td><strong>Services:</strong></td>
</tr>
<tr>
<td><strong>Amount:</strong></td>
</tr>
</tbody>
</table>

To have the Superintendent execute the attached letter indicating that the subject property at Carver High School is not open to the public.

---

**Signatures of Approval**

<table>
<thead>
<tr>
<th>Name</th>
<th>Signature</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alvah Hardy</td>
<td></td>
<td>3/27/18</td>
</tr>
<tr>
<td>Larry Hoskins</td>
<td></td>
<td>3/28/18</td>
</tr>
<tr>
<td>Legal Department</td>
<td></td>
<td>3/29/18</td>
</tr>
<tr>
<td>Dr. Meria Carstarphen</td>
<td></td>
<td>3/30/18</td>
</tr>
</tbody>
</table>
January 6, 2018

Mr. Alvah Hardy, Executive Director
Atlanta Public Schools
130 Trinity Ave. SW.
Atlanta, Georgia 30303

RE: Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue
Project No. CSSTP-0009-00(397), Fulton County
P.I. No. 0009397

Dear Mr. Alvah Hardy:

Atlanta BeltLine, Inc. (ABI) in coordination with the Georgia Department of Transportation and the Federal Highway Administration (FHWA) has initiated PI 0009397 to construct a 14-foot multi-use trail from University Avenue to Glenwood Avenue on the south side of the City of Atlanta, known as the Southside Trail (the project). The project would begin along the CSX rail corridor at University Avenue near the intersection of Allene Avenue and Avon Avenue, and continues east along existing railroad right-of-way for approximately 3.8 miles to the intersection of Glenwood Avenue. Existing freight rail bridges are located at Metropolitan Parkway, Hill Street, Pryor Street, Confederate Avenue, and Ormewood Avenue. Based on current design plans, new pedestrian bridges will be constructed adjacent to these existing freight bridges, except in the case of the bridge over Confederate Avenue, which will be replaced with a new bridge in order to accommodate the proposed trail and future transit corridor. The project would utilize existing underpasses under Interstate 75/85, McDonough Boulevard, and Berne Street to accommodate the trail. At-grade trail crossings would be constructed at the trail’s intersection with Milton Avenue, Boulevard, Glenwood Avenue, and possibly University Avenue. Retaining walls would be constructed at various locations along the alignment in order to minimize impacts to property adjacent to the rail corridor, and to preserve right-of-way for the future ABI transit alignment. Additional right-of-way and easements are required along the project corridor for construction of the proposed project.

The Southside Trail alignment is proposed along old railroad right-of-way that is parallel to the Atlanta Public School’s (APS) northwest property line between Pryor Road and Metropolitan Avenue which include the T.H. Slater Elementary School, G.W. Carver High School, and Carver Early College. Please see the attached graphic for your use. An 8-foot sidewalk is also proposed in this same area that will connect the Southside Trail to McDonough Boulevard. Based on current design, approximately 0.12 acres of right-of-way and 0.23 acres of temporary easement will be required from the APS property. The proposed right-of-way and easements necessary to construct the project will be located just outside (approximately 10 feet away from) the existing ball fields on the northwest side of the APS property.

Consideration for Section 4(f) Applicability
The U.S. Department of Transportation Act of 1966 provides for consideration of park and recreation lands during transportation project development when federal funds are utilized. According to the statute of this law, known as Section 4(f), publicly owned school playgrounds, running tracks, ball fields, etc. can provide recreational opportunities for the surrounding community that may qualify as Section 4(f) properties. If any of the recreational type facilities located on the school grounds such as playgrounds, running tracks, ball fields, etc. are open to the general public (during non-school hours and not just to students of the school) for organized recreational purposes such as ball games or other sporting events, the property may be considered "open to the public". A public-school facility that serves only school activities and functions is not subject to Section 4(f) requirements.

If the property's facilities are not considered "open to the public", then Section 4(f) does not apply, and no further consideration is given to the subject property under this specific law. If the property is considered "open to the
public", and thereby falls under Section 4(f) provisions, then additional considerations need to be made as to whether the proposed impacts to be incurred by the facility are considered adverse. If the proposed project would result in adverse effects to the park or recreation facility, the transportation agency must conduct an evaluation to demonstrate that there is no prudent and feasible alternative to the use of the Section 4(f) property. An exemption to this is provided in cases where the official with jurisdiction over the park or recreation area concurs in a determination that the impacts are not adverse. This concurrence enables the Federal Highway Administration, who is overseeing the federal transportation project, to make a de minimis (minimal impact) finding, which satisfies the requirements of Section 4(f) and precludes the need for a full Section 4(f) evaluation.

Because there are potential facilities located on the APS property that may be considered "open to the public" and right-of-way and easements are required from this same property to construct the Southside Trail and its features, ABI, the Georgia Department of Transportation, and the Federal Highway Administration need confirmation from the school that the ball fields on your campus are not publicly available or "open to the public" as defined above. Please see the descriptions below.

---

**Determination of whether Carver High School facilities are "open to the public"**

Please indicate by checking the appropriate space below, whether you agree or disagree that the school ball fields or other recreational type amenities located on the APS campus are "open to the public" as previously defined. Please provide your signature and date under the box that you check.

☐ AGREE "OPEN TO PUBLIC"

☐ DISAGREE "OPEN TO PUBLIC"

[Signature]

[Date]

Please note that if you checked "Disagree" above, the property is not considered a Section 4(f) concern; therefore, no further information is required and the below information does not apply. Otherwise, if you checked "Agree" above, please read the following and sign if appropriate.

**Concurrence with the No Adverse Effects Determination**

If you agree that the APS property ball fields and amenities qualify as a Section 4(f) property, then the next step is to determine whether the proposed work associated with the Southside Trail project is considered to be an adverse effect to the use of the recreational facilities. The proposed project will be converting the subject property into permanent transportation right-of-way and easements.

If you agree that the proposed work on the property as shown on the attached figure would not adversely affect the recreational activities, features, and attributes that qualify the property for protection under Section 4(f), ABI requests that you sign and date this letter in the space below.

As the official with jurisdiction for the APS property which includes T.H. Slater Elementary School, G.W. Carver High School, and Carver Early College, I concur in a determination that the proposed project as described in this letter and shown on the accompanying attachment would not adversely affect the
activities, features, and attributes that qualify the subject property for projection under Section 4(f). I have also been informed that, based on my concurrence, the FHWA intends to make a de minimis finding regarding impacts to the subject APS facilities, thus satisfying the requirements of Section 4(f).

Signature: [signature] Date: 3/30/18

If the statement above for "No Adverse Effects" does not apply, please contact Catherine Owens so that the next appropriate steps can be taken to comply with federal requirements.

After signing and dating this letter, we ask that you return a copy to the attention of Catherine Owens at Atlanta BeltLine, Inc. at 100 Peachtree Street NW, Suite 2300, Atlanta, Georgia 30303. ABI appreciates your assistance in making this project possible. Should have any questions or concerns, please call Catherine Owens at (404) 477-3643.

Sincerely,

[signature]

Brian McGowan, President & CEO
Atlanta BeltLine, Inc.

APPROVED AS TO LEGAL FORM

[Signature]

CO/hd [KHA]
October 18, 2017

Mr. Dan Calvert, GISP, CPRP
City of Atlanta
Department of Parks and Recreation
Office of Park Design
233 Peachtree Street, NE
Harris Tower Suite 1600
Atlanta, Georgia 30303

RE: Atlanta BeltLine Southside Trail from University Avenue to Glenwood Avenue
Project No. CSSTP-0009-00(397), Fulton County
P.I. No. 0009397

Dear Mr. Calvert:

Atlanta BeltLine, Inc. (ABI) in coordination with the Georgia Department of Transportation and the Federal Highway Administration (FHWA) has initiated PI 0009397 to construct a 14-foot multi-use trail from University Avenue to Glenwood Avenue on the south side of the City of Atlanta, known as the Southside Trail (the project). The project would begin along the CSX rail corridor at University Avenue near the intersection of Allene Avenue and Avon Avenue, and continue east along existing railroad right-of-way for approximately 3.8 miles to the intersection of Glenwood Avenue. Existing freight rail bridges are located at Metropolitan Parkway, Hill Street, Pryor Street, Confederate Avenue, and Ormewood Avenue. Based on current design plans, new pedestrian bridges will be constructed adjacent to these existing freight bridges, except in the case of the bridge over Confederate Avenue, which will be replaced with a new bridge in order to accommodate the proposed trail and future transit corridor. The project would utilize existing underpasses under Interstate 75/85, McDonough Boulevard, and Berne Street to accommodate the trail. At-grade trail crossings would be constructed at the trail's intersection with Milton Avenue, Boulevard, Glenwood Avenue, and possibly University Avenue. Retaining walls would be constructed at various locations along the alignment in order to minimize impacts to property adjacent to the rail corridor, and to preserve right-of-way for the future ABI transit alignment. Additional right-of-way and easements are required along the project corridor for construction of the proposed project.

The proposed improvements specific to existing park land would utilize approximately 0.72 acres of the City of Atlanta's D.H. Stanton Park property to construct a 10-foot ramp and two, 6-foot wide sidewalk connections from the park to the Southside Trail (see attached graphic). Associated grading, drainage structures, and retaining walls are also proposed within this area of the park property. The 0.72 acres required for the proposed project construction are located along the south and west sides of the park and consist of trees and vegetation that are not currently maintained. As a public recreation facility owned by the City of Atlanta, D.H. Stanton Park is afforded special protections under Section 4(f) of the Department of Transportation Act (23 CFR 774).

**Joint Development under Section 4(f)**

According to Section 4(f) regulations, a "joint development" involves planning for a park and a transportation facility that occurs at the same time wherein a portion of land is reserved or set aside from the Section 4(f) property for future transportation purposes. Because it is assumed during the planning process that the reserved land may be used at some point in the future, Section 4(f) does not apply. According to Section 4(f), documented evidence must be provided to demonstrate that the area in question was reserved for transportation purposes before or at the same time that the adjacent portions were designated as a park in order for the construction within the park property not to be deemed a Section 4(f) use.
The park was renovated in 2011 as one of the first projects facilitated by ABI. Previous to 2011, the park area consisted of a small playground for the neighborhood and a landfill site. After the soil remediation process, eight acres of greenspace were reclaimed from the City of Atlanta property for public use. This eight acres of greenspace currently contain amenities that include a little league baseball field, large multi-use athletic fields, a splashpad, and a pavilion and are located north and east of the proposed trail.

A main objective of the trail, since its inception by ABI in the early 2000’s, has been to tie together neighborhoods via the proposed 22-mile Atlanta BeltLine Trail loop that consists of multi-use trails and parks and eventually, modern streetscapes. ABI and the Department of Parks and Recreation (DPR) have coordinated between our individual agencies to verify that the goals of the ABI program are met as it relates to increasing park space, increasing access to park space, and improving existing park lands. The master plan for DH Stanton Park was developed by ABI in partnership with the DPR in 2009 as part of the larger Atlanta BeltLine Subarea 2 Master Plan. The 2009 DH Stanton Park master plan showed a ramp and stair connection to the Atlanta BeltLine multi-use trail in the southwest quadrant of the park. The current proposed design for the Southside Trail calls for a ramp and stair connection in a similar location, consistent with the 2009 master plan. The proposed ramp and stair connection will be constructed on an existing slope between the former CSX Railroad Corridor and the existing concrete path that circumvents the park. The slope area where the ramp and stair connection will be constructed is currently un-programmed (i.e. unused) park property. The proposed ramp and stair connection will effectively expand the park and create opportunities for new public art features on the park property, and do not preclude future construction of any of the long-term park features shown in the 2009 master plan. ABI is of the opinion that the proposed improvements meet the intended goals of providing improved connectivity between the surrounding transportation corridors and D.H. Stanton Park, specifically non-motorized transportation modes. ABI has included the DPR in our project development process for the Southside Trail project through regular team meetings, community meetings and design charrettes attended by ABI and DPR staff to ensure that a sensitive connection to the park land is provided.

**Adverse Effects Determination**

If the project is not determined to be a “Joint Development” under Section 4(f), then the impacts of the temporary use of the park property must be taken into consideration. Under the provisions of Section 4(f), if the proposed project would result in adverse effects to the park or recreation facility, the transportation agency must conduct an evaluation to demonstrate that there is no prudent and feasible alternative to the use of the Section 4(f) property. An exemption to this is provided in cases where the official with jurisdiction over the park or recreation area concurs in a determination that the impacts are not adverse. This concurrence enables FHWA to make a de-minimis (minimal impact) finding, which satisfies the requirements of Section 4(f) and precludes the need for a full Section 4(f) evaluation.

**A Summary of Project Impacts**

As previously noted, approximately 0.72 acres of the D.H. Stanton Park property would be incorporated into the proposed construction of the ABI Southside Trail project. Within the 0.72 acres, construction would consist of a ramp and two sidewalk connections from the park to the Southside Trail along with associated grading, drainage, and retaining walls. This connection to the proposed trail is an overall benefit to the community and the park. The local community will be able to easily access the trail from the park, and the park will serve as a destination for trail users that live outside of the immediate community. No right-of-way or easements are required from the park to complete this construction.

As the official with jurisdiction over D.H. Stanton Park, please review the following two options below and sign the appropriate signature line that you feel applies to the park property. Please note that only one signature is needed, as the construction associated with the proposed project on the subject property cannot be classified as both a “Joint Development” and “No Adverse Effect Determination” under Section 4(f).
Concurrence with the Joint Development Determination
If you agree that the construction of the proposed ramp and sidewalk connections from the park to the Southside Trail along with associated grading, drainage, and retaining walls fall under the Section 4(f) "Joint Development" consideration, please sign and date this letter in the space below:

As the official with jurisdiction over D.H. Stanton Park, I concur with a determination that the proposed transportation project as described in this letter and shown on the accompanying attachment constitutes a “Joint Development” as described in Section 4(f) regulations.

Signature: [Signature] Date: 11/20/2017

Concurrence with the No Adverse Effects Determination
If you disagree that the proposed work constitutes a "Joint Development" consideration under Section 4(f) for D.H. Stanton Park, then the proposed work within the park property would be considered a “temporary use” under Section 4(f) regulations. As such, the next consideration under Section 4(f) would be to determine whether the work proposed is considered an adverse effect to the park.

If you agree that the proposed work as shown within D.H. Stanton Park on the attached figure would not adversely affect the recreational activities, features, and attributes that qualify D.H. Stanton for protection under Section 4(f), ABI requests that you sign and date this letter in the space below.

As the official with jurisdiction over D.H. Stanton Park, I concur in a determination that the proposed project as described in this letter and shown on the accompanying attachment would not adversely affect the activities, features, and attributes that qualify D.H. Stanton Park for projection under Section 4(f). I have also been informed that, based on my concurrence, the FHWA intends to make a de minimis finding regarding impacts to D.H. Stanton Park, thus satisfying the requirements of Section 4(f).

Signature: [Signature] Date: [Signature]

After signing and dating this letter, we ask that you return a copy to the attention of Catherine Owens at Atlanta BeltLine, Inc. at 100 Peachtree Street NW, Suite 2300, Atlanta, Georgia 30303. ABI appreciates your assistance in making this project possible. Should you have any questions or concerns, please call Catherine Owens at (404) 477-3643.

Sincerely,

[Signature]

Brian McGowan, President & CEO
Atlanta BeltLine, Inc.

CO/hd [KHA]
Attachment 4
Public Involvement Materials

Includes Information for Community Meetings Held on:
   April 24, 2017
   November 3, 2016
   September 13, 2016
   August 9, 2016
   July 12, 2016
Attachment 4
Public Involvement Materials April 26, 2018
Community Meeting

Includes:
Sign-in Sheet from meeting
Meeting Flyer
Power Point Presentation shown at meeting
<table>
<thead>
<tr>
<th>HOW DID YOU LEARN</th>
<th>ZIP CODE</th>
<th>TELEPHONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Friends</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Family</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighbors</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Work</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meetups</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Website, Other</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EMAIL OR POSTAL MAILING ADDRESS</th>
<th>NAME</th>
<th>LAST NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>CITY, STATE, ZIP</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Please sign-up and print legibly to receive future communication regarding upcoming meetings and events.**

**Welcome to the Atlanta Beltline!**
Ali Gross
Christie Peters
Laurin Bowden
Kimberly Mace
Menelik Tega
Nabatanzi Bewayo
Jeffery Sheppard
Mark Tamer
Cynthia Rintye
Jim Williamson

ALEIGHCAT@GMAIL.COM
president@capitalviewdc.org: 678-644-2552 303-12
laurin.bowden@rescue.org: 678-636-8712 303-12
kimberlymace@gmail.com: 678-596-6020 303-15
menelikt@gmail.com: 678-596-6020 303-15
nbewayo@yahoo.com: 678-636-9228 303-31
j159@cdc.gov: 678-636-9228 303-31
deathwearing@gmail.com: (678) 230-4742

Cynthia Rintye: 678-636-9228 303-15
Jim Williamson: 718-522-1232 303-15
<table>
<thead>
<tr>
<th>NAME</th>
<th>FIRST NAME</th>
<th>LAST NAME</th>
<th>EMAIL</th>
<th>ZIP CODE</th>
<th>BEST CONTACT</th>
<th>MEETING LOCATION</th>
<th>MEETING DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Molly</td>
<td>Ho</td>
<td>Patrick</td>
<td><a href="mailto:molly@atlanta.com">molly@atlanta.com</a></td>
<td>30310</td>
<td>678-733-2022</td>
<td>Website</td>
<td>3/8/2022</td>
</tr>
<tr>
<td></td>
<td>Ho</td>
<td>Connor</td>
<td><a href="mailto:Connor@gmail.com">Connor@gmail.com</a></td>
<td>30310</td>
<td>678-733-2022</td>
<td>Website</td>
<td>3/8/2022</td>
</tr>
<tr>
<td></td>
<td>Ho</td>
<td>John</td>
<td><a href="mailto:John@gmail.com">John@gmail.com</a></td>
<td>30310</td>
<td>678-733-2022</td>
<td>Website</td>
<td>3/8/2022</td>
</tr>
<tr>
<td></td>
<td>Ho</td>
<td>Sarah</td>
<td><a href="mailto:Sarah@gmail.com">Sarah@gmail.com</a></td>
<td>30310</td>
<td>678-733-2022</td>
<td>Website</td>
<td>3/8/2022</td>
</tr>
<tr>
<td></td>
<td>Ho</td>
<td>James</td>
<td><a href="mailto:James@gmail.com">James@gmail.com</a></td>
<td>30310</td>
<td>678-733-2022</td>
<td>Website</td>
<td>3/8/2022</td>
</tr>
</tbody>
</table>

**PLEASE SIGN-UP AND PRINT LEGIBLY TO RECEIVE FUTURE COMMUNICATION REGARDING UPCOMING MEETINGS AND EVENTS.**
Join Councilmember Joyce Sheperd and Atlanta BeltLine Inc. to discuss the final design of the Southside Trail and what to expect now that Atlanta BeltLine, Inc. (ABI) owns the corridor.

ABI has secured funding to complete final design for the Southside Trail and we hope you can join us to be reminded of work performed to date and hear how to stay engaged. In addition to the design work, you may have heard that we recently purchased the land where the future trail and transit will go. While the trail is not yet open, we are working to activate the corridor. Come hear what you can expect in the next 12 months.

The opportunity for additional community input and supporting meeting materials can be found at: beltline.org/engage-meetings. These materials will be posted the day of the meeting.

DATE
Thursday, April 26, 2018

TIME
6:00-8:00pm

LOCATION
Arthur Langford Jr. Recreation Center

ADDRESS
1614 Arthur Langford
Atlanta, GA 30315

GETTING THERE
- This location is accessible via MARTA bus #42. See itsmarta.com for complete bus map and schedule.
- Please consider biking or walking, if you are able.
- Free parking is available on site.

FOR MORE INFORMATION:
engage@atlbeltline.org // 404-477-3574
The Atlanta BeltLine
Southside Trail Update
26 April 2018
@atlantabeltline
@atlantabeltline
@atlantabeltline
@atlantabeltline

Southside Trail looking west to Boulevard
TONIGHT’S AGENDA

• SST Design Update
• Interim Hiking Trail
• SST Design History
• Your Questions
Southside Trail Design

4 miles, University Ave to Glenwood Ave

Additional design funding awarded by ARC

Kicking off final design now

12 month design process

...then real estate
With the purchase of the SST, ABI will spend the next 12 months preparing this corridor for an interim hiking trail (similar to the NE Corridor). Activities will include:

- Continue final design and identify construction funding
- Removal of rail
- Sample and remediate, as necessary
- Install bridge railings
- Create access points
- Repair erosion issues
Eastside Trail
Design to Date

Trail Alignment

Art placement

Nodes

Access Points
- High interest in access from existing streets
- Concern for safety
- ADA Accessibility
- Usability for cyclists
Thank you!

@AtlantaBeltLine // engage@atlbeltline.org

The future Southside Trail
Attachment 4
Public Involvement Materials
April 24, 2017 Community Meeting

Includes:
Graphics shown at meeting
SOUTHSIDE TRAIL
I-75/85 NODE-PERSPECTIVE

EXISTING CONDITION

SLOPED LANDSCAPE
STEPS
Attachment 4
Public Involvement Materials
November 3, 2016 Community Meeting

Includes:
Summary of comments from meeting
Power Point Presentation shown at meeting
Presentation Board Graphics shown at the meeting
Southside Trail Community Meeting #4 Notes

Meeting held November 3, 2016 at Carver Marketplace

SUMMARY OF COMMENTS ON BOARDS:

Killian Street Node Plan
- Signs for bikers to verbalize their presence
- Safety – tunnel at 4th St to GA Tech closed due to crime
- Revise key map to move orange dot from Mercer to Berne
- Need to find site plans for US electric

Killian Street Node Perspective
No comments.

Ormewood Avenue Vertical Connection
- Access looks good
- Lighting for ramp and stairs?
- Try to keep existing bridge, nice design
- Orient North to the top!

Delmar Avenue Node
- Concerned about step grade – easier to go to Ormewood

Delmar Avenue Perspective
- Not sure access is necessary

Confederate Avenue Vertical Connection
No comments.

Hill Street Vertical Connection
No comments.

D.H. Stanton Node Plan
No comments.

D.H. Stanton Node Perspective
No comments.

Carver High School Node Plan
- S+S site
- Please acquire tire shop
- Silver Comet is example of bike channel at stairs
- School of the Arts Mo Mohammad, Early College program Ms Thornton
- Park plan for adjacent property?
- Magnolia Lane – historically residences for Clark College
- Marcy St – residential behind trees
Carver High School Node Perspective
  •  Connection here? (note placed far left end of page along BeltLine trail)
  •  Theft could be an issue/ambush, example 4th St, cameras? Bike cops?

Pryor Road Vertical Connection
  •  SW Corner Retail/Mixed Use

I-75/85 Node Hand-drawn Options
No comments.

I-75/85 Node 3D Model Options
  •  Widen tunnel to include transit path

Annie E. Casey Site Node Plan
No comments.

Annie E. Casey Site Node Perspective
No comments.

Metropolitan Parkway Vertical Connection
No comments.
COMMUNITY MEETING RECAP

WE ASKED FOR YOUR FEEDBACK ON
- ACCESS
- ART
- NODE OPPORTUNITIES

COMMUNITY MEETING 1
JULY 12, 2016
TREES ATLANTA

COMMUNITY MEETING 2
AUGUST 9, 2016
ZOO ATLANTA

COMMUNITY MEETING 3
SEPTEMBER 13, 2016
CARVER MARKET
ACCESS

HIGH INTEREST FOR CONNECTIONS AT
• MCDONOUGH BLVD
• DH STANTON PARK
• PRYOR ROAD
• BERNE STREET
• ORMEOOD AVE

KEY THEMES
• SAFETY
• INCLUDE STAIRS AND RAMPS WHERE POSSIBLE
• ACCESS POINTS SHOULD CONSIDER CYCLISTS AND ADA

EXAMPLE
• ORMEOOD AVE
SOUTHSIDE TRAIL
ORMEWOOD AVENUE VERTICAL CONNECTION

PERSPECTIVE VIEW

NOVEMBER 2016
NODES

KEY THEMES
- SAFETY
- ART
- STORMWATER
- CONNECTIONS

EXAMPLES
- DH STANTON PARK
- MCDONOUGH BLVD/CARVER SCHOOLS
- I-75/85
SOUTHSIDE TRAIL
ORMEWOOD AVENUE VERTICAL CONNECTION

PERSPECTIVE VIEW

ATLANTA BELTLINE TRAIL

ORMEWOOD AVENUE

FUTURE TRANSIT

Atlantic BeltLine Trail

KEY MAP
SOUTHSIDE TRAIL

NOVEMBER 2016

FUTURE TRANSIT

ATLANTA BELTLINE TRAIL

I-75/85

I-75/85 NODE

GARSCUBE LANDSCAPE LINK, GLASGOW

SUPERKILEN, COPENHAGEN, DENMARK

PLAN VIEW - OPTION A

PLAN VIEW - OPTION B

TYPICAL SECTION

SOUTHSIDE TRAIL
I-75/85 NODE

GARSCUBE LANDSCAPE LINK, GLASGOW

GARSCUBE LANDSCAPE LINK, GLASGOW

SUPERKILEN, COPENHAGEN, DENMARK

Atlanta BeltLine
Where Atlanta Comes Together

NOVEMBER 2018
SOUTHSIDE TRAIL

I-75/85 NODE

NOVEMBER 2018

EXISTING CONDITION
Attachment 4
Public Involvement Materials
September 13, 2016 Community Meeting

Includes:
Summary of comments from meeting
Graphics shown at meeting
Southside Trail Community Meeting #3 Notes

Meeting held September 13, 2016 at Carver Marketplace

SUMMARY OF COMMENTS ON BOARDS:

Nodes and Vertical Connections
- Requested Connections
  - Berne (1)
  - Ormewood (1)
  - Hill Street (1)
  - D.H. Stanton (3)
  - McDonough (13)
  - Pryor (18)
  - Anne E Casey (4)
  - Metropolitan (13)

Landmarks and Active Future Development
- No comments on board

Vertical and At-Grade Connections
- Consider future connection to Murphy along CSX spur lines – and Dill
- Angel Park
- Don’t create too much cut through traffic
- Priority access (at Metropolitan)
- Transit Here? (at Metropolitan)
- Maintain construction sites better. Allene Park is bad.
- Consider water feature (at Anne E Casey)
- Clear/translucent/ see through at vistas
- Consider future access to Aaron’s Amphitheatre
- Auto salvage yard at Pryor and University – best views of city at train 😊
- Ormewood Arch bridge with faded pastel red clay is my favorite reminiscent of Da Chirico
- Dots
  - One red, one yellow at Metropolitan
  - Anne E Casey (1)
  - Pryor (1)

Metropolitan Vertical Access Plan View
- This terrible gas station needs to be a restaurant like Brakepad please 😊
- Why these curvy ramps?! What a waste!
- Too many speeding cars
- Keep historic bridge
- Reuse existing blocks as play opportunities
- Traffic calming needed
- Needed (at potential transit stop, with sketch - see note)
- Prioritize SE connection for library, neighborhoods and general lack of access from South
- Sidewalks widened
• Lots of seniors live here
• (Dot at Northwest corner of SST and Metropolitan)

Location of Nodes
• Angel Park
• Why no planning for the connection on spurs to Murphy, Sylvan, and Dill
• No road connection Allene to University
• This is priority access point (at Metropolitan)
• Very visible safe and helps marketability
• Storm retention/water park
• Outdoor classroom and/or small group community gathering space amidst funky graffiti/art décor
• Who owns this? (Southwest corner of intersection at Pryor and SST)
• Who owns this? Can we make it a space? (Southwest corner of intersection at Pryor and SST)
• Would we consider making University Ave and Pryor intersection a node?
• Major activity zone at Pryor (at University intersection)
• Consider Pryor street connection to Downtown

I-75/85 – Micro Analysis – Topography
• Security cameras are police call buttons to alert them or focus on that camera
• Scale down make it feel interior create rooms
• Save the art under the bridge
• Security lighting artistic would be nice
• Love graffiti keep it
• (Three dots at tunnel)

I-75/85 – Micro Analysis – Section
• New art under the bridge, outdoor speakers under the bridge for light music, improved lighting under the bridge
• Terraced seating using the existing slope

Anne E Casey – Opportunity Diagram – Landscape Features
• Vista here?
• Push Anne E Casey to move forward!!! It’s been 15 years!!!
• Complete streets on university moving forward? Improved crosswalks and need sidewalks & yes already in plans, renew atlanta
• Public fishing pond for the community (dot)
• Make sure closed water plant is secure/safe
• Low grade ramp is good – we have a lot of seniors (dot)
• A lot of trash cans
• Ramps should be considered for all access points having different levels – easy for all Beltline users. Stairs are not really necessary.
• Bike trails along Manford
• Security during construction before its open
• Protect neighborhood property/backyards
• Fill in the empty spaces – for safer security (I-75/85)
• Well lit and fill in gaps behind wall (I-75/85)
• Do not continue Manford across highway
• (Dot at Anne E Casey)
• (Two dots at I-75/85)
NODE

A place of special **INTERPRETIVE, CULTURAL, or NATURAL SIGNIFICANCE**

A **FOCAL POINT** for nearby communities or commerce - **A MEETING PLACE**

A place that offers **SPECIAL VIEWS, VISTAS, or EXPERIENCES**

A place that contains **SUFFICIENT LAND AREA** for the development of the above
SOUTHSIDE TRAIL
LOCATION OF NODES

LEGEND
- NODE
- VERTICAL CONNECTION OPPORTUNITY
- AT GRADE ACCESS OPPORTUNITY
- PLANNED ROAD CONNECTION

SOUTHSIDE TRAIL
SEPTEMBER 2016
SOUTHSIDE TRAIL

AREA OF FOCUS - I-75/85 NODE

LEGEND
- I-75/85 NODE
- VERTICAL CONNECTION OPPORTUNITY
- AT GRADE ACCESS OPPORTUNITY
- PLANNED ROAD CONNECTION

SOUTHSIDE TRAIL
SEPTEMBER 2016

AREA OF FOCUS - I-75/85 NODE
SOUTHSIDE TRAIL
SEPTEMBER 2016
ANNE E CASEY - OPPORTUNITY DIAGRAM - LANDSCAPE FEATURES
BREAKOUT SESSION

WE WANT YOUR FEEDBACK ON...

- Prioritization of access points along ENTIRE corridor
- Vertical connection concepts at grade crossing - Metropolitan Pkwy
- Node opportunities - Pryor Road to University Ave.
Attachment 4
Public Involvement Materials
August 9, 2016 Community Meeting

Includes:
Summary of comments from meeting
Graphics shown at meeting
SUMMARY OF COMMENTS ON BOARDS:

DH Stanton Park – Opportunity Diagram – Landscape Features:

- Parking on access streets like Mercer – what’s the control?
- Reconsidering land use for vista space and yoga
- Historic whistle post reuse for AM
- Let’s drive activity: winter/early spring activity, please plant camellias and azaleas
- Make all on ramps to the beltline bikeable by limiting the angle of any switch backs
- Meeting/kids space (at intersection of Beltline and Milton Ave)
- Art that engages people (at intersection of Beltline and Milton Ave)
- Seating along track or indicate old tracks, integrate
- Expanded park space (industrial site west of DH Stanton Park)
- Meeting space: original vendors i.e. coffee shops, vending machines with Gatorade, water, healthy snacks, kids space/water parks/playground, first aid/paramedics
- Requested Connection
  - Milton Ave (1)

Location of Nodes

- Stormwater: how will it be handled? Make a feature? Maybe in the corridor?
- Agricultural farm college (historic, further down corridor)
- What are the plans for brownfield mitigation and remediation?
- Implement rain gardens along Milton Ave.
- Cistern and stormwater draining from interstate to Milton and neighborhood
- Historic sites: old Clark College
- Plant southern classic garden plants, azaleas, camellias – beautiful flowers in winter, fruit bearing trees - ie pecan
- Habitat for Humanity Houses – potential financial predators, consider education in financing (directly east of DH Stanton Park, currently has entrance to park from neighborhood)
- Is this triangle a part of future park plans? From here to Boulevard? (near intersection of Beltline and Boulevard)
- Why wouldn’t we connect to all the parks? (Boulevard Crossing)
- Connection Beltline from the park? (Boulevard Crossing)
- How do the increases in taxes affect homes within how close to proximity of Beltline?
- When will construction take place?
- Requested Connections on board
  - Middle of where DH Stanton Park meets Beltline (1)
  - Middle of where Boulevard Crossing Park meets Beltline (1)
  - Intersection of Beltline and Grant Street SE (2)

Hill Vertical Access Plan View

- Plant camellias and azaleas along the walkways.
- Be mindful of homes in area/many are built by Habitat for Humanity along Grant
- Ramp on North side of Hill Street

**Pryor Vertical Access Plan View**

- Straight connection to street, more direct
- Wide ramps + bike radius incorporated into ramp for riding, Beltline wide
- Multi. Ramps for wheelchairs and bikes
- Include ramps and stairs
- Quick access – stairs – important!
- Skatepark nodes

**Nodes and Vertical Connections**

- Incentives to businesses on Beltline to make space for artists to create artwork ie Foundary
- Create “parades” so that community can stroll down altogether
- Economic development – work with businesses to bring in more people friendly markets
- Requested Connections
  - Pryor Road SW (5)
  - Hank Aaron/McDonough/Carver High (11)
  - Four Corners Park (1)
  - Milton Ave (2)
  - DH Stanton Park (7)
  - Hill Street (4)
  - Grant Street (4)
  - Boulevard Crossing Park (8)
  - Boulevard (5)
  - Confederate (4) – (+2 notes against connection)
  - Delmar Ave (2)
  - Ormewood Ave (6)
  - Mercer Street (1)
  - Berne St (10)

**Vertical and At-Grade Connections**

- McDonough is key connection, okay to build stairs first to get direct connectivity
- Whistle post art opportunity (at DH Stanton Park)
- Connection to Grant Park important
- Node by Chick-fil-a at Bill Kennedy

**Carver High School – Opportunity Diagram – Landscape Features**

- Economic development: carver market community grounds
- On external face of tunnel paint a mural that says what neighborhoods you are entering
- Create space for graffiti artists at the bridge tunnel
- Connection to Notch8 art gallery on Blashfield Ave nearest tunnel
- Interactive LED lighting installation at tunnel
- Magnolia Way – old access to Clark Atlanta
- Solar powered seating area with shade
- 1906 Atlanta race riot Henderson Crossing sheriff shot
- Please deal with standing water, just south of RR connection, going south
- Community garden space and learning gardens – teach kids and it fits in with Carver Market and community grounds
- Map of 1880 450 acre by Freedman’s society
- Football hall of fame permanent artwork
- There are many historic foot paths that are being used today that access the neighborhood to university that should be utilized built up as access to transit – ie school access
- History of Carver High School Alums
- Railroad history
- Research to recognize the contributions of slave labor and/or convict leasing labor used in the original railway construction
- Meeting points, private franchise vendors, vending machines with water, Gatorade, and healthy snacks, first aid/paramedics, kids space/water park/playground
- 1906 riots
- Historical info – South Atlanta was originally called Brownsville was the original home of Clark University and Seminary neighborhood
- Settled by Freeman Carver High School main building was the original structure of Clark Atlanta
- hanibey3@gmail.com

Landmarks and Active Future Development

- Mt Nebo Baptist Church: check location, may be at McDonough and Moreland Ave (There is a facility at this location)
- Abundant Life Church of God may be at a different location (verify)
- Requested Connections
  - McDonough at University (2)
  - Hank Aaron (2)
  - Milton (3)
  - DH Stanton (9)
  - Grant (7)
  - ACC Wholesale (1)
  - Boulevard Crossing (1)
  - Boulevard (6)
  - E Confederate (7)

+1 Requested McDonough connection through email.

TOTAL SUMMARY OF VOTING DOTS (FOR ACCESS POINT PRIORITIZATION):

- Pryor Road SW (5)
- Hank Aaron/McDonough/Carver High (15)
- Four Corners Park (1)
- Milton Ave (6)
- DH Stanton Park (17)
- Hill Street (4)
• Grant Street (12)
• Boulevard Crossing Park (10)
• Boulevard (11)
• Confederate (11) – (+2 notes against connection)
• Delmar Ave (2)
• Ormewood Ave (6)
• Mercer Street (1)
• Berne St (10)

SUMMARY OF COMMENTS ON PRESENTATION:

Hill Street connection

• Are we considering in our design the information that came out with the new LCI (Turner Field)?
• What are we proposing to handle the current storm water issues in the neighborhoods?
• Are we proposing any “green” infrastructure? (the response was tell us what specific areas and specific technologies you’d like to see green infrastructure implemented)
• Lighting should be considered along the entire corridor and it should be solar powered
• We should reference/include the Chosewood Park plan in our drawings
• There was a concern that a “9 story building would be allowed in front of Hill Streets Lofts and block views”

Pryor Street connection

• How do we plan to address safety? Ex: at the tunnel?
• Will we be installing the “blue emergency call posts”?
• We should reach out to students and faculty of schools to provide input
• Do we have a way to allow students to charrette or provide input with the design team?
• Are we proposing aesthetic barriers to handle potential safety issues that grade changes impose? Ex: University Ave?
• Will we be installing cameras that are tied to the Atlanta police system?

PUBLIC COMMENTS AND FEEDBACK

• Think Carver High School could be the History site because it was the first black vocational high school. People like Herman Russell attended there in construction.
• Be cognizant of the “order” of the presentation boards, suggest presenting them in the same order as they exist on the Beltline.
• For the individual boards, suggest keeping north to the top of the board for proper orientation.
• Make the public art functional (benches, lights and signage).
• Request that Catherine Owens send our completed “comments spreadsheet” to Steve Carr.
• Tunnel safety was brought up (lighting, exist strategies, open public space, visibility)
• Design to accommodate elderly and aging populations.
• Solar lighting (save money and energy).
• Design team to review Chosewood Park neighborhood master plan.
• Concern about ABI Sub area 3 Master Plan showing 9 story buildings in Chosewood Park area, would block views of parks.
• Public school safety at Carver High School and Slater elementary (need dialogue with them, connect with students, and get their feedback).
• Aesthetic barrier along University Avenue to buffer noise from vehicles?
• Any police cameras?
• Team should consult the Chosewood Park Plan to see how Beltline plans can work with that neighborhood’s vision.
• The team should consult the (redevelopment?) plan for the area around Hank Aaron stadium (need a name for the organization).
• A citizen suggested meeting with student organizations at Carver High School as well as with administration. Carver has an early college program that could inform educational/interpretive opportunities.
• Project South, a regional human rights non-profit organization, has a presence and an interest in the area (9 Gammon Street). Project South and residents of the neighborhood south of McDonough (South Atlanta) need to be made part of this planning process.
• The Hunger coalition currently farms 7 acres near the Project South office building and wishes to expand operations.
• Keeping or re-establishing shade along the Beltline is very important.
• There was an interest in recalling/celebrating the history of Carver HS and some of the alumni who have gone on to prominence in their careers.
• The tunnel is a great opportunity to apply creative lighting to the interior and exterior structure.
• Creative seating and other types of art could indicate where railroad tracks once existed.
• Whistle sounds could be used to mark the oncoming presence of trains or transit.
• Historical markers should be used to indicate historic aspects of the Carver School.
• Water retention structures could have an aesthetic component.
• A graffiti wall could be placed outside the tunnel for artists to express themselves.

**History of Carver/South Atlanta**

The area has a long history and at one time was a center for African American higher education and middle class.

**Overview**

Around 1880, the historically black university of Clark College relocated its campus to that area. Middle class African Americans established a neighborhood surrounding the campus (originally Brownsville, now South Atlanta). In the 1920, Leete Hall was built for the Gammon Theological Seminary (the seminary was originally part of Clark College).

In 1941 Clark College relocated to the Atlanta University Center and the neighborhood subsequently declined.
In 1946, the Atlanta Board of Education purchased Leete Hall and created George Washington Carver High School (now the New Schools at Carver). Originally, it would have been a segregated school for African Americans. Leete Hall is now the main building at Carver.

References and further reading

From Clark Atlanta University website's History Page:

Clark College was founded in 1869 as Clark University by the Freedmen's Aid Society of the Methodist Episcopal Church, which later would become the United Methodist Church. The University today celebrates its historic bond with the denomination. Clark University was named for Bishop Davis W. Clark, who was the first president of the Freedmen's Aid Society and became bishop in 1864. The first Clark College class was housed in a sparsely furnished room in Clark Chapel, a Methodist Episcopal Church in Atlanta's Summer Hill section. In 1871, the school relocated to a newly purchased property at Whitehall and McDaniels streets. In 1877, the school was chartered as Clark University.

A Distinguished Heritage

An early benefactor, Bishop Gilbert Haven, visualized Clark as "the university of all the Methodist schools founded for the education of freedmen. Strategically located in Atlanta, the gateway to the South, the institution was founded to "give tone" to all other institutions of the Methodist Episcopal Church providing education for Negro youth. After several changes in location, Bishop Haven (who was Bishop Clark's successor) helped acquire 450 acres in South Atlanta where, in 1880, the school conferred its first degree. In 1883, Clark established a department in honor of Dr. Elijah H. Gammon, known as Gammon School of Theology. By 1888, Gammon School of Theology became an independent seminary and, today, is part of the Interdenominational Theological Center.

For purposes of economy and efficiency, during the 1930's, it was decided that Clark would join the Atlanta University Complex. While students on the South Atlanta campus fretted over final examinations in the winter of 1939, work was begun across town on an entirely new physical plant adjoining Atlanta University, Morehouse College, and Spelman College.

The 1892 Sanborn Fire Map, Sheet 48, Clark University shows the several buildings of the campus.

The 1911 Sanborn Fire Index Map for Volume 4 shows significant development around Clark College at a time when most of the city was still within the bounds of the various belt lines.

I found this History of South Atlanta to be interesting but without footnotes (or even an author with a last name).

The Wikipedia article about South Atlanta has this quote from a 1907 book, The Atlanta Riot by Ray Stannard Baker:

“When I went out to Brownsville, knowing of its bloody part in the riot, I expected to find a typical negro slum. I looked for squalor, ignorance, vice. And I was surprised to find a large settlement of negroes practically every one of whom owned his own home, some of the houses being as attractive without and as well furnished within as the ordinary homes of middle class white people. Near at hand, surrounded by beautiful grounds, were two negro colleges — Clark University and Gammon Theological Seminary. The post office was kept by a negro. There were several stores owned by negroes. The schoolhouse, though supplied with teachers by the county, was built wholly with money personally contributed by the negroes of the neighborhood, in order that there might be
adequate educational facilities for their children. They had three churches and not a saloon. The residents were all of the industrious, property-owning sort, bearing the best reputation among white people who knew them.”

The complete book can be found online.

The Architectural Tourist, Terry Kearns, has a blog with some great photos of Leete Hall. Think about the architectural audacity of that building, built in 1920. A school built for blacks in the segregated south high atop a hill that looked that fabulous.

The book Black Atlanta in the Roaring Twenties by Herman Mason has a chapter on Clark University that is available online.

For further research (that is not online), I would suggest The Clark College Legacy by James P. Brawley which is available as a reference item at both the central library and the Auburn Ave Research Library.
NODE

A place of special **HISTORICAL**, **CULTURAL**, or **NATURAL SIGNIFICANCE**

A **FOCAL POINT** for nearby communities or commerce - **A MEETING PLACE**

A place that offers **SPECIAL VIEWS**, **VISTAS**, or **EXPERIENCES**

A place that contains **SUFFICIENT LAND AREA** for the development of the above
LEGEND

NODE

VERTICAL CONNECTION OPPORTUNITY

AT GRADE ACCESS OPPORTUNITY

SOUTHSIDE TRAIL

LOCATION OF NODES

AUGUST 2016
LEGEND

MILTON AVE & D.H. STANTON PARK NODE

VERTICAL CONNECTION OPPORTUNITY

AT GRADE ACCESS OPPORTUNITY

VIEW DIRECTION

SOUTHSIDE TRAIL

AREA OF FOCUS - MILTON AVE & D.H. STANTON PARK

AUGUST 2016
BREAKOUT SESSION

WE WANT YOUR FEEDBACK ON...

- Prioritization of access points along ENTIRE corridor
- Vertical connection concepts at grade crossing - Hill Street and Pryor Road
- Node opportunities - Confederate Avenue to Pryor Road
Attachment 4
Public Involvement Materials
July 12, 2016 Community Meeting

Includes:
Summary of comments from meeting
Graphics shown at meeting
Southside Trail Community Meeting #1 Notes

SUMMARY OF COMMENTS ON BOARDS:

Vertical Connections:

- Existing bridge has historic value (at Confederate)
- Alley access to Beltline from Edie
- Uneconomic remnant exists along Edie
- High pedestrian traffic on Ormewood
- SRTS project along Ormewood is creating connection to schools.
- Art opportunity (at Berne)
- Glenwood Green – apartment residents want access.
- Bern bike lane + sand plant access should be considered
- Summary of Voting Dots (for Access Point Prioritization):
  - Lee Street (1 dot)
  - Allene Ave (1 dot)
  - University Ave (2 dots)
  - McDaniel Landing (3 dots)
  - Hank Aaron Dr/McDonough Blvd (3 dots)
  - Milton Ave (2 dots)
  - DH Stanton Park (4 dots)
  - Hill Street (3 dots)
  - Boulevard Crossing Park (2 dots)
  - Delmar Ave (1 dot)

Ormewood Vertical Access Plan View:

- Consider multiple access points at each crossing

Confederate Vertical Access Plan View:

- Bridge raised when rebuilt?? Trucks not allowed on this street. Cut thru traffic. If bridge is raised, elevation of trail goes up. Impact on neighbors.
- Keep steel bridge structure and date on south side 192?
- Elevators at Ormewood and at confederate
- Concern over truck traffic- consider height of bridge in design
- Consider fencing at critical points for both biking safely (heights) but also security- access to paths into complexes, increase theft potential
- Artistic outdoor classroom spaces (youth oriented)
- Preserve aesthetics of old steel RR bridges if replacements are deemed necessary

Location of Notes:

- Delmar- a big to do about a crossing that may not be utilized that much (lower priority)
- Add garden/soft areas-may be real community garden near areas of high density
- Between the Enclave and Trestletree, there’s a lot of density here-should there be a node at this access point?
- Art opportunity
- Yes Berne, no Mercer
• Is both sides access from Mercer necessary? No need to connect to dirt road

Analysis – Landmarks

• Consider activity node here (Confederate/Trestlletree/Creek area)
• There is going to be greenspace at Avondale and E Confederate on the south side of E Confederate/east side of Avondale- old waste deposit site
• Ormewood- full bike lane being implemented (+1)
• Art sculpture- maybe granite pillars like used at Boulevard/Atlanta and in Grant Park-emphasize the Grant Park character of area
• Berne street access- bike way
• Connections that do not have on street hills to grade change on Beltline

Delmar Avenue- Opportunity Diagram-Landscape Features

• Red Bull Skate Park
• Skate-Able Art (Seattle, ex) 214-799-4749
• Climbing wall! Wherever there is a straight vertical
• Above grade piping here
• Something that provides shade would be good here
• Artistic outdoor classroom spaces (youth oriented)
• Honor and reflect the Railroad history in themes of public art and design styles
• Cascading fountains stormwater with steps
• Is east side of Delmar going to work for a trail? The homes in the cul-de-sac butt up to the beltline

Ormewood Avenue-Opportunity Diagram-Landscape Features

• Arch and pastel red is reminiscent of “mystery and melancholy” of a street by Giorgio de Chirico
• Can you put a small ramp alongside the steps for walking bikes up the steps?
• Elevators in addition to ramps and stairs- just like other civilized cities. Plan space for it in future.
• The underside of the trestle is a great place for a barrel vault mural
• OR and audio installation to utilize the echo under the trestle
• The kudzu here is tall and makes you feel like you’re in an open tunnel which is cool. Maintain somehow.
• Please do not over right the Beltline!

Killian Street- Opportunity Diagram- Landscape Features

• Mr. Carr 678-886-8666
• Wilson Wes (Beulah Hts) 404-627-268
• 220 Units, Jetha Wagner, VP of Bev coa Killian
• Steve Rothoran Attn. 404-853-3050
• Proposed AA ramp down to BL trail
• Put some cool murals here
• Currently a view to downtown
• Happy you’re keeping this- cool feature
• Suggest using Beltline North/West to get to Stock code
• Berne is officially city- Bire street can we connect?
• Currently wildflowers here- keep please
• Yes, keep those tracks. Second that!
• Beulah Heights access
• Propose development at Killian paver street Glenwood for future res stormwater

OTHER COMMENTS RECEIVED BY DESIGN TEAM MEMBERS:

Public Art Feedback (A. Odeleye)

• Comments suggested a sculpture with seating opportunity at the Berne and Mercer street access connections to the beltline.
• Possible artistic treatments for the Confederate avenue bridge received several comments related to mural work on the lower interior and exterior wall surfaces with a possible three dimensional artwork on top of the bridge near the stairs as a gateway marker. Artwork could relate to the history of the bridge.
• One educator wanted to see a multipurpose art enhanced node with three dimensional art and public seating that could serve as a gathering place for students in a classroom type setting. The space, which might include a shading element, could also be a resting stop for trail users.
• The space could employ structures for changing photographic exhibits on the history of the area as an educational component.
• Use rainwater harvesting containers as artistic elements.
• Combine 3d earthwork art with water retention sites.
• Utilize the history of the railroad as content for mural and sculptural artwork in various locations like the confederate ave. bridge.
• Retaining walls throughout the corridor could be sites for murals.

Node Feedback (S. Pinnell).

• A node/crossing at Delmar is a big “to do” about nothing.
• Crossing at Berne YES
• Crossing at Mercer NO to both sides...access to gravel road doesn’t make a lot of sense
• Would like to see a node near the “Enclave” and “Trestletree” as there is a lot of density there. Would like to see access node. Could there be a community garden in the area that will receive future rail?
• Would like to see a node/greenspace at Avondale and E. Confederate on the south side of E. Confederate/ E side of Avondale.
Attachment 5
Early Coordination
<table>
<thead>
<tr>
<th>Name</th>
<th>Letter TYPE to send</th>
<th>Title</th>
<th>Agency/Company</th>
<th>Address 1</th>
<th>Address 2</th>
<th>Address 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mayor Kasim Reed</td>
<td>Local</td>
<td>Director, Office of Planning</td>
<td>City of Atlanta</td>
<td>55 Trinity Avenue SW, Suite 2500</td>
<td></td>
<td>Atlanta, GA 30303</td>
</tr>
<tr>
<td>Charletta Wilson Jacks</td>
<td>Local</td>
<td>Commissioner</td>
<td>City of Atlanta</td>
<td>55 Trinity Avenue, Suite 3350</td>
<td></td>
<td>Atlanta, GA 30303</td>
</tr>
<tr>
<td>Amy Phuong</td>
<td>Local</td>
<td>Superintendent</td>
<td>City of Atlanta, Department of Parks and Recreation</td>
<td>233 Peachtree Street, NE, Suites 1600/1700</td>
<td></td>
<td>Atlanta, GA 30303</td>
</tr>
<tr>
<td>George Turner</td>
<td>Local</td>
<td>Police Chief</td>
<td>City of Atlanta, Police Department</td>
<td>226 Peachtree Street</td>
<td></td>
<td>Atlanta, GA 30303</td>
</tr>
<tr>
<td>Joel Baker</td>
<td>Local</td>
<td>Fire Chief</td>
<td>City of Atlanta, Fire Rescue Department</td>
<td>226 Peachtree Street, SW</td>
<td></td>
<td>Atlanta, GA 30303</td>
</tr>
<tr>
<td>Meria Joel Carstarphen</td>
<td>Local</td>
<td>Superintendent</td>
<td>Atlanta Public Schools</td>
<td>130 Trinity Avenue SW</td>
<td></td>
<td>Atlanta, GA 30303</td>
</tr>
<tr>
<td>County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Joan Garner</td>
<td>Local</td>
<td>District 4 Commissioner</td>
<td>Fulton County Board of Commissioners</td>
<td>141 Pryor Street SW, 10th Floor</td>
<td></td>
<td>Atlanta, GA 30303</td>
</tr>
<tr>
<td>Regional Commission or Metropolitan Planning Organization</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mike Alexander</td>
<td>Local</td>
<td>Director, Center for Livable Communities</td>
<td>Atlanta Regional Commission</td>
<td>40 Courtland St. NE</td>
<td></td>
<td>Atlanta, GA 30303</td>
</tr>
<tr>
<td>State and Federal Agencies</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sarah Kathmann</td>
<td>State/Fed</td>
<td>Regional Environmental Officer, Regional Office of Environment</td>
<td>U.S. Department of Housing and Urban Development</td>
<td>4th Floor Five Points Plaza Building</td>
<td>40 Marietta Street</td>
<td>Atlanta, GA 30303</td>
</tr>
<tr>
<td>Dr. Patrick Breysse, PhD, CIIH, Director</td>
<td>State/Fed</td>
<td>Center for Disease Control</td>
<td>National Center for Environmental Health</td>
<td>Mailstop: D69</td>
<td>1600 Clifton Road NE</td>
<td>Atlanta, GA 30329</td>
</tr>
<tr>
<td>Jesse Munoz</td>
<td>Floodplain</td>
<td>Mitigation Division Director</td>
<td>Federal Emergency Management Agency</td>
<td>5003 Chamblee-Tucker Road</td>
<td></td>
<td>Atlanta, GA 30341</td>
</tr>
<tr>
<td>Tom Shillock</td>
<td>Floodplain</td>
<td>State Floodplain Management Coordinator, Floodplain Management Office</td>
<td>Georgia Department of Natural Resources, Environmental Protection Division</td>
<td>200 Piedmont Ave SE, Suite 418</td>
<td></td>
<td>Atlanta, GA 30334</td>
</tr>
<tr>
<td>Gary LeCall</td>
<td>State/Fed</td>
<td>Chief, Environmental Affairs Program</td>
<td>U.S. Geological Survey</td>
<td>12201 Sunrise Valley Drive</td>
<td>Mail Stop 423</td>
<td>Reston, VA 20192</td>
</tr>
<tr>
<td>Name</td>
<td>Type</td>
<td>Title</td>
<td>Organization</td>
<td>Address</td>
<td>City, State</td>
<td></td>
</tr>
<tr>
<td>------------------------</td>
<td>------------</td>
<td>--------------------------------------------</td>
<td>---------------------------------------------------</td>
<td>------------------------------</td>
<td>---------------</td>
<td></td>
</tr>
<tr>
<td>Kenneth Lapierre</td>
<td>State/Fed</td>
<td>Assistant Regional Administrator, Office of Policy and Management</td>
<td>U.S. Environmental Protection Agency, Region 4</td>
<td>Atlanta Federal Center, 61 Forsyth Street, SW</td>
<td>Atlanta, GA 30303</td>
<td></td>
</tr>
<tr>
<td>Dr. Benson Karanja</td>
<td>Local</td>
<td>President</td>
<td>Beulah Heights University</td>
<td>692 Berne St SE</td>
<td>Atlanta, GA 30316</td>
<td></td>
</tr>
<tr>
<td>Homeowners Associations</td>
<td>Local</td>
<td>President</td>
<td>Enclave at Grant Park</td>
<td>1465 Northside Dr, Suite 128</td>
<td>Atlanta, GA 30318</td>
<td></td>
</tr>
</tbody>
</table>
September 26, 2016

Local Government/Agency Recipients

RE: Early Coordination Request for PI#: 0009397, Fulton County, Atlanta Beltline Corridor from Glenwood Avenue to University Avenue

Dear Adressee:

The Georgia Department of Transportation (GDOT) in partnership with the Atlanta BeltLine, Inc. (ABI) are in the beginning stages of project development for the above noted project. The proposed project would begin along the CSX rail corridor at University Avenue near the intersection of Allene Avenue and Avon Avenue, and continue east along existing railroad right-of-way for approximately 4.08 miles to the intersection of Glenwood Avenue in the Glenwood Park neighborhood. The determination of the eastern terminus location, either Chester Avenue at Glenwood Avenue or Bill Kennedy Way at Glenwood Avenue will be made as the proposed project’s design advances. Along this alignment, the project will construct a 14-foot wide multi-use concrete trail with three-foot wide shoulders and a ten-foot vertical clear zone. The project will involve new pedestrian bridges constructed adjacent to existing rail bridges at Metropolitan Parkway, Hill Street, Pryor Street, and Ormewood Avenue, replacement of the existing rail bridge at Confederate Avenue, and utilization of existing underpasses under Interstate 75/85, McDonough Boulevard, and Berne Street. At-grade trail crossings will also be constructed at the trail’s intersection with Milton Avenue, Boulevard and Glenwood Avenue. Concrete retaining walls with granite fascia will be constructed at various locations along the alignment in order to minimize impacts to property adjacent to the rail corridor, and to preserve right-of-way for the future Atlanta BeltLine transit alignment (see attached Figure 1, Project Vicinity). It is unknown at this time if additional right-of-way or easement would be required. Those determinations will be made as the proposed project’s design advances.

The design for the project is being developed concurrently with the Categorical Exclusion 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 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 and ABI 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 GDOT NEPA Analyst, Andrew Cobb, at 404-631-1255 or the NEPA Planner, Heather Dunn with Kimley-Horn and Associates at 678-533-3940. Please send any responses by email to heather.dunn@kimley-horn.com or by mail to 2 Sun Court; Suite 450; Peachtree Corners, Georgia 30092.

Sincerely,

Heather Dunn, P.E. (AL)
NEPA Planner
HD

Attachments: Figure 1, Project Vicinity

cc: Bryan Corazzini, GDOT Project Manager (via email)
    Catherine Owens, Atlanta BeltLine, Inc. (via email)
    PDF for Project File; Hardcopy to General File
Figure 1: Project Vicinity

P.I. No. 0009397
Fulton County, Georgia

Atlanta Beltline Southside Trail from Glenwood Avenue to University Avenue

Legend

- Southside Trail Study Area

1:48,000

Begin P.I. No. 0009397
End P.I. No. 0009397
RE: Early Coordination Request for PI#: 0009397, Fulton County, Atlanta Beltline Corridor from Glenwood Avenue to University Avenue

Dear Addressee:

The Georgia Department of Transportation (GDOT) in partnership with the Atlanta BeltLine, Inc. (ABI) are in the beginning stages of project development for the above noted project. The proposed project would begin along the CSX rail corridor at University Avenue near the intersection of Allene Avenue and Avon Avenue, and continue east along existing railroad right-of-way for approximately 4.08 miles to the intersection of Glenwood Avenue in the Glenwood Park neighborhood. The determination of the eastern terminus location, either Chester Avenue at Glenwood Avenue or Bill Kennedy Way at Glenwood Avenue will be made as the proposed project’s design advances. Along this alignment, the project will construct a 14-foot wide multi-use concrete trail with three-foot wide shoulders and a ten-foot vertical clear zone. The project will involve new pedestrian bridges constructed adjacent to existing rail bridges at Metropolitan Parkway, Hill Street, Pryor Street, and Ormewood Avenue, replacement of the existing rail bridge at Confederate Avenue, and utilization of existing underpasses under Interstate 75/85, McDonough Boulevard, and Berne Street. At-grade trail crossings will also be constructed at the trail’s intersection with Milton Avenue, Boulevard and Glenwood Avenue. Concrete retaining walls with granite fascia will be constructed at various locations along the alignment in order to minimize impacts to property adjacent to the rail corridor, and to preserve right-of-way for the future Atlanta BeltLine transit alignment (see attached Figure 1, Project Vicinity). It is unknown at this time if additional right-of-way or easement would be required. Those determinations will be made as the proposed project’s design advances.

The design for the project is being developed concurrently with the Categorical Exclusion 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 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 GDOT NEPA Analyst, Andrew Cobb, at 404-631-1255 or the NEPA Planner, Heather Dunn with Kimley-Horn and Associates at 678-533-3940. Please send any responses by email to heather.dunn@kimley-horn.com or by mail to 2 Sun Court; Suite 450; Peachtree Corners, Georgia 30092.

Sincerely,

Heather Dunn, P.E. (AL)
NEPA Planner

HD

Attachments: Figure 1, Project Vicinity

cc: Bryan Corazzini, GDOT Project Manager (via email)
    Catherine Owens, Atlanta BeltLine, Inc. (via email)
    PDF for Project File; Hardcopy to General File
Figure 1: Project Vicinity

P.I. No. 0009397
Fulton County, Georgia

Atlanta Beltline Southside Trail from Glenwood Avenue to University Avenue

Legend

- Southside Trail Study Area

Sources: Esri, HERE, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, swisstopo, and the GIS User Community
September 26, 2016

Jesse Munoz  
Mitigation Division Director  
Federal Emergency Management Agency  
3003 Chamblee-Tucker Road  
Atlanta, GA 30341

RE: Early Coordination Request for PI#: 0009397, Fulton County, Atlanta Beltline Corridor from Glenwood Avenue to University Avenue

Dear Mr. Munoz,

The Georgia Department of Transportation (GDOT) in partnership with the Atlanta BeltLine, Inc. (ABI) are in the beginning stages of project development for the above noted project. The proposed project would begin along the CSX rail corridor at University Avenue near the intersection of Allene Avenue and Avon Avenue, and continue east along existing railroad right-of-way for approximately 4.08 miles to the intersection of Glenwood Avenue in the Glenwood Park neighborhood. The determination of the eastern terminus location, either Chester Avenue at Glenwood Avenue or Bill Kennedy Way at Glenwood Avenue will be made as the proposed project’s design advances. Along this alignment, the project will construct a 14-foot wide multi-use concrete trail with three-foot wide shoulders and a ten-foot vertical clear zone. The project will involve new pedestrian bridges constructed adjacent to existing rail bridges at Metropolitan Parkway, Hill Street, Pryor Street, and Ormewood Avenue, replacement of the existing rail bridge at Confederate Avenue, and utilization of existing underpasses under Interstate 75/85, McDonough Boulevard, and Berne Street. At-grade trail crossings will also be constructed at the trail’s intersection with Milton Avenue, Boulevard and Glenwood Avenue. Concrete retaining walls with granite fascia will be constructed at various locations along the alignment in order to minimize impacts to property adjacent to the rail corridor, and to preserve right-of-way for the future Atlanta BeltLine transit alignment (see attached Figure 1, Project Vicinity). It is unknown at this time if additional right-of-way or easement would be required. Those determinations will be made as the proposed project’s design advances.

The design for the project is being developed concurrently with the Categorical Exclusion 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 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.

The proposed project will encroach upon Zone X floodplains that are located within the project area; however, minimal impacts are anticipated. No encroachment or impacts are anticipated on Zone A or Zone AE floodplains. A project location map and floodplain map are enclosed for your use.

Your assistance is appreciated. If you have any questions or need additional information, please contact the GDOT NEPA Analyst, Andrew Cobb, at 404-631-1255 or the NEPA Planner, Heather Dunn with Kimley-Horn and Associates at 678-533-3940. Please send any responses by email to heather.dunn@kimley-horn.com or by mail to 2 Sun Court; Suite 450; Peachtree Corners, Georgia 30092.

Sincerely,

Heather Dunn, P.E. (AL)
NEPA Planner

HD

Attachments: Figure 1, Project Vicinity and Figure 2, Floodplain

cc: Bryan Corazzini, GDOT Project Manager (via email)
    Catherine Owens, Atlanta BeltLine, Inc. (via email)
    PDF for Project File; Hardcopy to General Files
September 26, 2016

Tom Shillock  
State Floodplain Management Coordinator, Floodplain Management Office  
Georgia Department of Natural Resources, Environmental Protection Division  
200 Piedmont Ave SE  
Suite 418  
Atlanta, Georgia 30334

RE: Early Coordination Request for PI#: 0009397, Fulton County, Atlanta Beltline Corridor from Glenwood Avenue to University Avenue

Dear Mr. Shillock,

The Georgia Department of Transportation (GDOT) in partnership with the Atlanta BeltLine, Inc. (ABI) are in the beginning stages of project development for the above noted project. The proposed project would begin along the CSX rail corridor at University Avenue near the intersection of Allene Avenue and Avon Avenue, and continue east along existing railroad right-of-way for approximately 4.08 miles to the intersection of Glenwood Avenue in the Glenwood Park neighborhood. The determination of the eastern terminus location, either Chester Avenue at Glenwood Avenue or Bill Kennedy Way at Glenwood Avenue will be made as the proposed project’s design advances. Along this alignment, the project will construct a 14-foot wide multi-use concrete trail with three-foot wide shoulders and a ten-foot vertical clear zone. The project will involve new pedestrian bridges constructed adjacent to existing rail bridges at Metropolitan Parkway, Hill Street, Pryor Street, and Ormewood Avenue, replacement of the existing rail bridge at Confederate Avenue, and utilization of existing underpasses under Interstate 75/85, McDonough Boulevard, and Berne Street. At-grade trail crossings will also be constructed at the trail’s intersection with Milton Avenue, Boulevard and Glenwood Avenue. Concrete retaining walls with granite fascia will be constructed at various locations along the alignment in order to minimize impacts to property adjacent to the rail corridor, and to preserve right-of-way for the future Atlanta BeltLine transit alignment (see attached Figure 1, Project Vicinity). It is unknown at this time if additional right-of-way or easement would be required. Those determinations will be made as the proposed project’s design advances.

The design for the project is being developed concurrently with the Categorical Exclusion 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.

The proposed project will encroach upon Zone X floodplains that are located within the project area; however, minimal impacts are anticipated. No encroachment or impacts are anticipated on Zone A or Zone AE floodplains. A project location map and floodplain map are enclosed for your use.

Your assistance is appreciated. If you have any questions or need additional information, please contact the GDOT NEPA Analyst, Andrew Cobb, at 404-631-1255 or the NEPA Planner, Heather Dunn with Kimley-Horn and Associates at 678-533-3940. Please send any responses by email to heather.dunn@kimley-horn.com or by mail to 2 Sun Court; Suite 450; Peachtree Corners, Georgia 30092.

Sincerely,

Heather Dunn, P.E. (AL)
NEPA Planner

HD

Attachments: Figure 1, Project Vicinity and Figure 2, Floodplain

cc: Bryan Corazzini, GDOT Project Manager (via email)
    Catherine Owens, Atlanta BeltLine, Inc. (via email)
    PDF for Project File; Hardcopy to General Files
Figure 1: Project Vicinity

P.I. No. 0009397
Fulton County, Georgia

Atlanta Beltline Southside Trail from Glenwood Avenue to University Avenue

Legend

Southside Trail Study Area

1:48,000
Figure 2: Floodplain

P.I. No. 0009397
Fulton County, Georgia

Atlanta Beltline Southside Trail from Glenwood Avenue to University Avenue

Legend

- Southside Trail Study Area
- 0.2 Floodplain
- A Floodplain
- AE Floodplain
- X Floodplain

Begin P.I. No. 0009397
End P.I. No. 0009397
Early Coordination Responses
October 19, 2016

Ms. Heather Dunn, P.E.
Kimley Home
2 Sun Court, Ste. 450
Peachtree Corners, GA 30092

RE: Early Coordination Request, PI 9397, Fulton
    Atlanta Beltline Corridor from University Ave. to Glenwood Ave.

Dear Ms. Dunn:

In response to your Early Coordination Request dated September 26, 2016 I offer the following comments.

The project description is attached. The description will not be repeated here. Briefly, the proposed project would begin at University Ave. near the intersection of Allene Ave. and Avon Ave. and would continue 4.08 miles to Glenwood Ave. in Glenwood Park. The project termini are not final and may change.

The closest AE-Zone (high risk) floodplain is south of the project and is associated with Entrenchment Creek. The Entrenchment Creek limit of detailed study is located downstream of Boulevard.

An area of 0.2% annual chance floodplain (Shaded X) is just north of the proposed alignment.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Panel No.</th>
<th>Effective Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clayton</td>
<td>13063C0025E</td>
<td>September 5, 2007</td>
</tr>
<tr>
<td></td>
<td>13063C0050E</td>
<td>September 5, 2007</td>
</tr>
<tr>
<td>Dekalb</td>
<td>13089C0126J</td>
<td>May 16, 2013</td>
</tr>
<tr>
<td>Fulton</td>
<td>13121C0376G</td>
<td>September 18, 2013</td>
</tr>
</tbody>
</table>
Should you have any questions regarding the floodplain, please contact me at (404.651.8478).

Sincerely,

Thomas Tkacs, P.E.
Georgia DNR

CC: Haydn Blaize/GA DNR

Attachments: Floodplain graphics
Hi Heather,

I just received a letter from your office about early input for the GDOT/AtlantaBeltline project that would connect the Atlanta Beltline from Glenwood Ave. to University Ave along the CSX rail. Beulah Heights University is located next to the CSX railway in between Glenwood and Berne St. bridge. We have been at this location for 98 years and are very active in the community. We currently host the monthly meetings for the Southeast Atlanta Neighborhood Association and also the city of Atlanta Neighborhood Planning Unit. We could assist in identifying low income and minority neighborhoods, neighborhood leaders etc. I would love to have a conversation with you regarding our interest in having access from the beltline that would connect the University campus, Berne St. neighborhood (including the current bike trails on Berne St.). I think that this would be a great opportunity and location for this. Let me know when you are available to discuss. I have copied Stacy Patton, Lee Harrop and Dave Pierce from the Atlanta Beltline since we met a couple of weeks ago to initiate talks regarding the master plan. I have also copied David Smith who is in the final stages of receiving rezoning on a piece of real estate that we are under contract to sell him. That potential project will be adjacent to our campus on the east side on Vernon Ave. and Berne St. (Plan attached). Thanks for your informative letter and we look forward to collaborating on this project as we strive to make our community better. Have a great day!

Warmest Regards,

Peter W.M. Karanja
Vice President of Operations & Technology
Office of University Communications
www.beulah.edu | Peter.Karanja@beulah.org
892 Berne St. SE, Atlanta, GA 30316
P.O. Box 18145
404.627.2681/Ext. 152 | 1.888.777.2422
FAX: 404.627.0702

Follow us! Facebook | Twitter | LinkedIn | Instagram

Developing Global Leaders through Christ-Centered Education