4.0 ENVIRONMENTAL CONSEQUENCES

4.1 Wetlands/Waters of the U.S. and State

Jurisdictional waters of the U.S. are defined by 33 CFR Part 328.3 (b) and are protected by Section 404 of the Clean Water Act (33 USC 1344), which is administered and enforced by the U.S. Army Corps of Engineers (USACE). This EER assessment used USGS topography maps, NWI maps, and county soil survey maps to identify jurisdictional waters of the U.S. that the proposed action would affect. Subsequent field investigations allowed for refinements to the assessments of jurisdictional waters. Wetland locations were determined using the 1987 USACE Wetlands Delineation Manual. The USACE manual's multi-parameter approach requires positive evidence of three criteria:

- hydrophytic vegetation;
- hydric soils; and
- wetland hydrology.

Jurisdictional wetlands exhibit evidence of all three of the above wetland parameters. Jurisdictional intermittent or perennial streams exhibit a definite channel and wrested vegetation, and show evidence of water flow at times other than major storm events. Ephemeral streams exhibit wrested vegetation and evidence of flow only during and immediately after storm events. In addition, ephemeral streams do not have hydric soils or base flow as in intermittent and perennial streams. Ephemeral streams are non-jurisdictional if they do not provide a significant nexus between two separate Waters of the U.S.

Within the study area are eight perennial streams, three intermittent streams, two wetlands and one ephemeral stream. Figure 4-1, Figure 4-2, and Figure 4-3 identify the locations of wetlands, Waters of the U.S. and Waters of the State along the Northeast Zone study area. These resources are between the Lindbergh Center MARTA Station to the north and Piedmont Park to the south.

4.1.1 Assessment of Effects

Table 4-1 lists wetlands/Waters of the U.S. and State potentially affected by the proposed Build Alternative. The proposed action avoids direct impacts to several of the water resources. However, most of the water resources also have a 25-foot vegetative buffer. Table 4-1 also summarizes the impacts to each of the water resources and associated buffers. The following sections detail each of the water resources in the study area.

Table 4-1: Impacts to Wetlands/Waters of the U.S. and State

Study Area Water Resource	Actions in Impacted Area	Area of Impact (fill)[1]	25-foot Buffer Impact
Stream 1	None – beyond LOD	0.0	No
Stream 2	Culvert – new	43 linear feet	Yes
Stream 3	None – bridged	0.0	Yes
Stream 4	None – bridged	0.0	Yes
Wetland 5	None – beyond LOD	0.0	n/a
Stream 6 (Ephemeral)	None – beyond LOD	0.0	n/a
Stream 7	Culvert – extension	80 linear feet	No
Stream 8	Culvert – extension	72 linear feet	No
Stream 9	Culvert – new	94 linear feet	No
Stream 10	None – beyond LOD	0.0	Yes
Stream 11	Culvert – new	60 linear feet	No
Stream 12	Culvert – new	65 linear feet	No
Stream 13	None – beyond LOD	0.0	Yes
Wetland 14	None – beyond LOD	0.0	n/a

[1] Permanent fill of stream channels due to new/extended culverts or other construction activities.

Stream 1

Stream 1, an unnamed tributary of Peachtree Creek, is a somewhat impaired perennial stream with a substrate of silt, sand, pebble, cobble, and boulder. By Georgia DNR definition, a stream is somewhat impaired if it does not satisfy DNR criteria as a fully functional stream, and if the stability and resilience of the stream have been compromised to a limited degree. Somewhat impaired streams systems have a moderate probability of recovering naturally. The stream location is north and south of Peachtree Hills Avenue NE, approximately 0.3 miles southwest of the Lindbergh Drive NE/Peachtree Hills Avenue NE intersection. The stream flows along the west side of Peachtree Hills Park. Near Peachtree Hills Park, the placement of a rock wall armors the east bank of this stream. At the time of the survey, there was normal flow in the channel. The depth of the water in the channel ranged from 4 inches to 1 foot. An assessment of water clarity showed moderate turbidity (cloudiness). The direction of flow crosses the project corridor from north to south, passing beneath Peachtree Hills Avenue NE in a 10-foot wide arched culvert. Channel width varies from 15 to 20 feet, and the channel

Figure 4-1: Wetlands/Waters of the U.S. and State (Armour/Lindbergh Area)

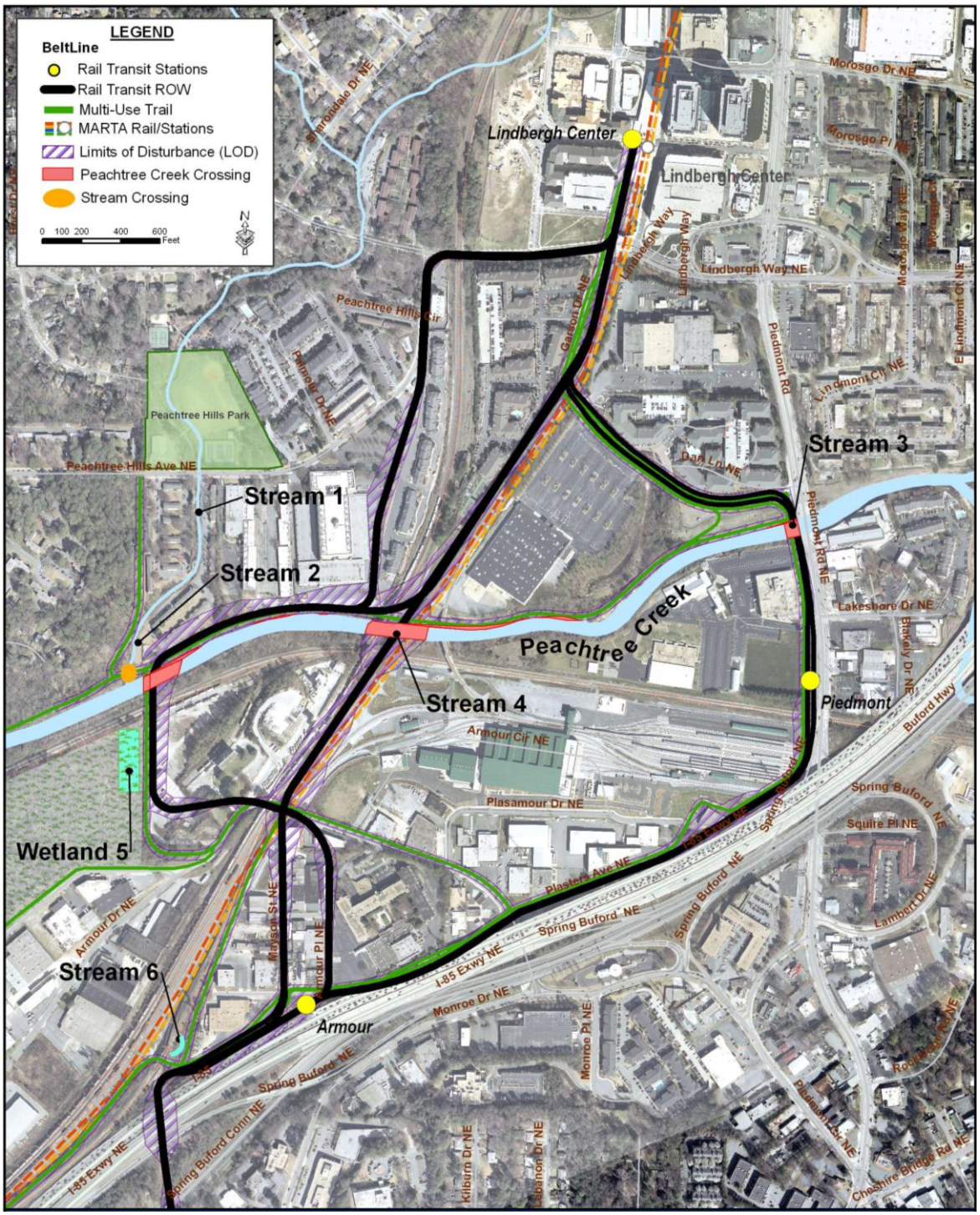


Figure 4-2: Wetlands/Waters of the U.S. and State (Montgomery Ferry/Ansley Area)

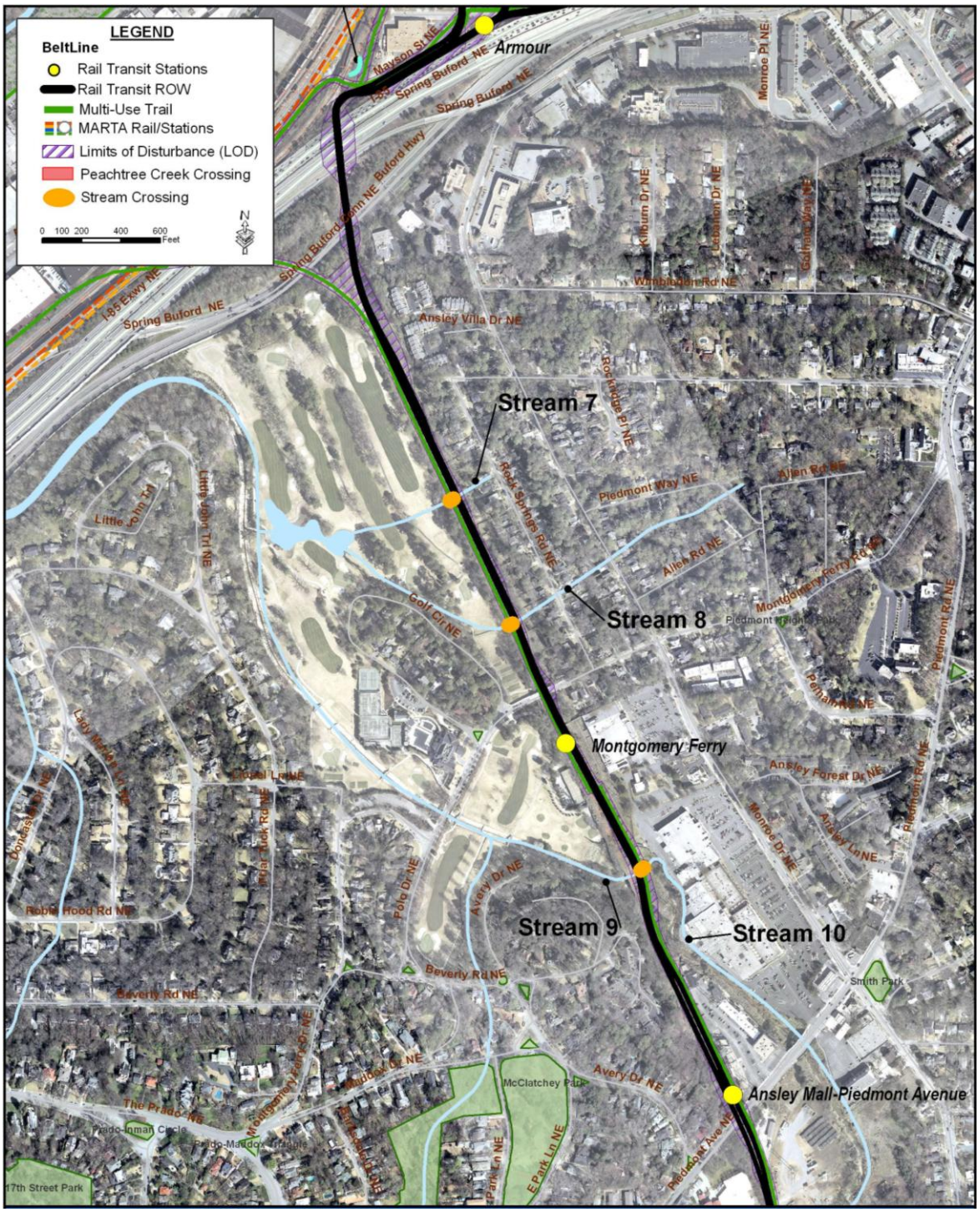


Figure 4-3: Wetlands/Waters of the U.S. and State (Piedmont Park Area)

depth ranges from 1 to 2 feet.

Bankfull conditions represent the stage where additional volume in the channel can result in stream overflow into nearby floodplains. The bankfull width of the stream varies from 10 to 15 feet, and the bankfull depth of the resource ranges from 6 inches to 1.5 feet. The stream has a low-quality riparian buffer (the area of transition between aquatic and upland ecosystems) that extends zero to 15 feet from the left downstream bank and 10 to 25 feet from the right downstream bank. Urban development has affected the stream buffer. Residential apartment complexes and Peachtree Hills Park are beyond the stream's riparian buffer. The channel exhibits moderate erosion and siltation. The channel displays low sinuosity, or meandering movement, and the stream banks are moderately stable. Stream 1 receives surface water runoff from the maintained transportation ROW, residential apartment buildings, a city park, and hardwood forestland.

Stream 1 is not on the 2008 Georgia 303(d) stream listing, but is a tributary of a listed stream (Peachtree Creek). Peachtree Creek does not support its designated use of fishing. The criterion violated is fecal coliform bacteria levels. The potential causes for the violation are urban runoff/urban effects and combined sewer overflow. Stream 1 does not provide any potential habitat for protected species. There were no migratory birds or migratory bird nests within the existing Peachtree Hills Avenue NE culvert.

The proposed action would not impact Stream 1. The stream is beyond the proposed project's LOD.

In certain circumstances, when stream buffer protection is not practical, the Georgia Environmental Protection Division (EPD) may grant a variance permitting construction to intrude into the stream buffer and documenting provisional erosion control measures and mitigation practices to minimize buffer impacts. Stream 1 would not require a Stream Buffer Variance.

Stream 2

Stream 2, an unnamed tributary of Peachtree Creek, is a somewhat impaired perennial stream with a substrate of silt, sand, pebble, cobble, and boulder. Stream 2 is the same resource (Peachtree Creek) as Stream 1. The portion of Peachtree Creek that comprises Stream 2 is downstream of Stream 1. The stream location is approximately 950 feet south of Peachtree Hills Avenue NE and approximately 0.68 mile west of Piedmont Road NE.

At the time of the survey, there was normal flow in the channel. The depth of the water in the channel ranged from 6 inches to 1.5 feet. An assessment of water clarity showed moderate turbidity. The direction of flow crosses the project corridor from north to south, passing through a narrow corridor of hardwood forestland before joining Peachtree Creek. The channel width varies from 15 to 20 feet, and depth ranges from 3 to 4 feet. The bankfull width of the stream varies from 10 to 15 feet, and the bankfull depth of the resource ranges from 2 to 3 feet.

The stream has a medium-quality riparian buffer that extends 10 to 15 feet from the left downstream bank and greater than 50 feet from the right downstream bank. Urban development has affected the stream buffer. An apartment complex is beyond the

stream's riparian buffer. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel exhibits moderate erosion and siltation. The channel displays moderate sinuosity, and the stream banks are moderately stable. Stream 2 receives surface water runoff from residential apartment buildings and hardwood forestland.

This stream is not on the 2008 Georgia 303(d) stream listing, but is a tributary of a listed stream (Peachtree Creek). Peachtree Creek does not support its designated use of fishing. The criterion violated is fecal coliform bacteria levels. The potential causes for the violation are urban runoff/urban effects and combined sewer overflow. Stream 2 does not provide any potential habitat for protected species.

The placement of a new box culvert for the multi-use trail portion of the project would impact Stream 2. Construction of the proposed project would result in 43 linear feet (0.02 acre) of permanent impact to Stream 2. As a result of the location of the proposed multi-use trail portion of the project, a Stream Buffer Variance permit from the Georgia Environmental Protection Division (EPD) would be required for work proposed within the 25-foot buffer of Stream 2. The multi-use trail would longitudinally encroach upon the 25-foot vegetative buffer of Stream 2 along the stream's west (right downstream) bank.

Stream 3

Stream 3, Peachtree Creek, is a somewhat impaired perennial stream with a substrate of silt, sand, pebble, cobble, boulder, and bedrock. Peachtree Creek is a tributary of the Chattahoochee River. The stream location is east and west of Piedmont Road NE, approximately 175 feet south of Garson Drive NE.

At the time of the survey, there was normal flow in the channel. The depth of the water in the channel ranged from 1 to 4 feet. An assessment of water clarity showed high turbidity. The direction of flow crosses the project corridor from east to west, passing beneath a Piedmont Road NE bridge. Channel width varies from 35 to 45 feet, and the channel depth ranges from 6 to 8 feet. The bankfull width of the stream varies from 30 to 40 feet, and the bankfull depth of the resource ranges from 5 to 7 feet.

The stream has a low-quality riparian buffer that extends 15 to 30 feet from each bank. Urban development has affected the stream buffer. Commercial property and the transportation ROW are beyond the stream's riparian buffer. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel exhibits moderate erosion and siltation. The channel exhibits low sinuosity, and the stream banks are moderately stable. Stream 3 receives surface water runoff from the maintained transportation ROW, commercial property, and hardwood forestland.

Stream 3 is on the 2008 Georgia 303(d) stream listing. Peachtree Creek does not support its designated use of fishing. The criterion violated is fecal coliform bacteria levels. The potential causes for the violation are urban runoff/urban effects and combined sewer overflow. Stream 3 does not provide any potential habitat for protected species. There were several migratory bird nests beneath the existing Piedmont Road NE bridge. However, the proposed action would not impact this bridge.

The proposed action would not impact Stream 3. The project would clear-span Peachtree Creek with the construction of a new bridge. The project would require a Stream Buffer

Variance for proposed work within the 25-foot buffer Stream 3 resulting from the location of the proposed multi-use trail portion. The multi-use trail would longitudinally encroach upon the 25-foot vegetative buffer of Stream 3 along the creek's north (right downstream) bank.

Stream 4

Stream 4, Peachtree Creek, is a somewhat impaired perennial stream with a substrate of silt, sand, pebble, cobble, boulder, and bedrock. Stream 4 is the same resource (Peachtree Creek) as Stream 3. The portion of Peachtree Creek that comprises Stream 4 is downstream of Stream 3. Peachtree Creek is a tributary of the Chattahoochee River. The stream location is approximately 780 feet south of Peachtree Hills Avenue NE and 0.43 mile west of Piedmont Road NE.

At the time of the survey, there was normal flow in the channel. The depth of the water in the channel ranged from 1 to 4 feet. An assessment of water clarity showed high turbidity. The direction of flow crosses the project corridor from east to west, passing beneath an active MARTA rail transit bridge and through a narrow corridor of invasive plant species and hardwood trees. Channel width varies from 35 to 45 feet, and the channel depth ranges from 6 to 8 feet. The bankfull width of the stream varies from 30 to 40 feet, and the bankfull depth of the resource ranges from 5 to 7 feet.

The stream has a low-quality riparian buffer that extends 15 to 35 feet from each bank. Urban development has affected the stream buffer. Commercial buildings, railroad beds, apartment complexes, and an industrial area are beyond the stream's riparian buffer. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel exhibits moderate erosion and siltation. The channel exhibits moderate sinuosity, and the stream banks are moderately stable. Stream 4 receives surface water runoff from the maintained transportation ROW, hardwood forestland, commercial property, and residential property.

Stream 4 is on the 2008 Georgia 303(d) stream listing. Peachtree Creek does not support its designated use of fishing. The criterion violated is fecal coliform bacteria levels. The potential causes for the violation are urban runoff/urban effects and combined sewer overflow. Stream 4 does not provide any potential habitat for protected species. There were no migratory birds or migratory bird nests beneath the active MARTA rail transit bridge.

The proposed action would not impact Stream 4. The proposed project would clear-span Peachtree Creek with the construction of a new bridge. As a result of the location of the proposed multi-use trail portion of the project, the project would require a Stream Buffer Variance for Stream 4. The multi-use trail would longitudinally encroach upon the 25-foot vegetative buffer of Stream 4 along the creek's north (right downstream) bank.

Wetland 5

Wetland 5 is an intermittently flooded, palustrine, forested wetland north of Armour Drive and approximately 0.67 mile west of Piedmont Road NE. This wetland location is near Peachtree Creek (Stream 4). The wetland is in fragmented habitat and receives runoff from industrial property. Wetland 5 also supports the growth of invasive plant species. This USACE system classification is medium quality resulting from its relative maturity

and ability to retain floodwater, provide limited wildlife habitat, and filter pollutants from the environment. Wetland 5 does not provide any potential habitat for protected species. Construction of the proposed project would not impact Wetland 5. The wetland is beyond the proposed project's LOD.

Stream 6 (Ephemeral)

Stream 6 (Ephemeral) is an unnamed, low-quality stream with a substrate of silt, sand, clay, cobble and vegetative debris. The stream location is north of Mayson Street NE, approximately 500 feet southwest of Plasters Avenue.

At the time of the survey, there was no flow in the channel. Additionally, there was no pooling of water within the channel. The direction of flow would cross the project corridor from northeast to southwest, beginning in a mixed pine/hardwood forest adjacent to a railroad bed. The channel width varies from 1 to 3 feet, and the channel depth ranges from 6 inches to 1 foot.

The stream has a low-quality riparian buffer that extends 10 to 25 feet from each bank. Urban development has affected the stream buffer. The transportation ROW, a railroad bed, and commercial businesses are beyond the stream's riparian buffer. The stream does not have an ordinary high water mark, and the soils of the streambed are non-hydric. The channel exhibits slight erosion and siltation. The channel exhibits low sinuosity, and the stream banks are stable. Stream 6 receives surface water runoff from the maintained transportation ROW, industrial property, and mixed pine/hardwood forestland.

This stream is not on the 2008 Georgia 303(d) stream listing, and it is not a tributary of a listed stream. Stream 6 does not provide potential habitat for protected species.

The proposed action would not impact Stream 6. The ephemeral stream is beyond the project's proposed LOD. Stream 6 does not join two separate Waters of the U.S., and therefore provides no significant nexus for jurisdictional waters. The ephemeral stream carries storm water runoff from surrounding uplands to a culvert that empties into the city sewer system. Stream 6 is not among the jurisdictional Waters of the U.S., but it is among the Waters of the State. This ephemeral stream does not require a Clean Water Act – Section 404 Permit for Stream 6. The project would not require a Stream Buffer Variance.

Stream 7

Stream 7, an unnamed tributary of Clear Creek, is a fully impaired intermittent stream with a substrate of silt, sand, pebble, cobble, and vegetative debris. Unlike somewhat impaired streams, Georgia DNR designates fully impaired streams where there is a high loss of system stability and resilience, and where stream system recovery is unlikely to occur naturally without further bank erosion and/or sediment accumulation. The stream location is approximately 1,150 feet north of Polo Drive NE and approximately 575 feet west of Monroe Drive NE. Piping of the stream occurs, for most of its length, beneath a residential neighborhood and golf course.

At the time of the survey, there was low flow in the channel. The depth of the water in the channel ranged from 2 to 5 inches. An assessment of water clarity showed moderate

turbidity. The direction of flow crosses the project corridor from east to west, passing beneath an inactive railroad bed in a 3-foot diameter cylindrical culvert. Channel width varies from 6 to 10 feet, and the channel depth ranges from 2 to 4 feet. The bankfull width of the stream varies from 5 to 8 feet, and the bankfull depth of the resource ranges from 1 to 3 feet.

The stream has a low-quality riparian buffer that extends from zero to 20 feet from each bank. Residential and recreational development has heavily affected the stream buffer. Maintained residential lawns and a golf course are beyond the stream's riparian buffer. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel exhibits moderate erosion and siltation. The channel has low sinuosity, and the stream banks are moderately stable. Stream 7 receives surface water runoff from mixed pine/hardwood forestland, abandoned railroad ROW, a golf course, and residential property.

This stream is not on the 2008 Georgia 303(d) stream listing, but it is a tributary of a listed stream (Clear Creek). Clear Creek does not support its designated use of fishing. The criteria violated are fecal coliform bacteria and dissolved oxygen levels. The potential causes for the violation are urban runoff/urban effects and combined sewer overflow. Stream 7 does not provide any potential habitat for protected species. There were no migratory birds or migratory bird nests within the existing Stream 7 culvert.

The culvert extension under the proposed action would impact Stream 7. Construction of the proposed project would result in 80 linear feet (0.02 acre) of impact to Stream 7. The project would not require a Stream Buffer Variance.

Stream 8

Stream 8, an unnamed tributary of Clear Creek, is a fully impaired intermittent stream with a substrate of silt, sand, pebble, and vegetative debris. The stream location is approximately 385 feet north of Polo Drive NE and approximately 650 feet west of Monroe Drive NE. Piping of the stream occurs beneath a residential neighborhood and channelized within a golf course.

At the time of the survey, there was low flow in the channel. The depth of the water in the stream ranged from 2 to 4 inches. An assessment of water clarity showed moderate turbidity. The direction of flow crosses the project corridor from east to west, passing beneath an inactive railroad bed in a 2-foot diameter cylindrical culvert. Channel width varies from 6 to 10 feet, and the channel depth ranges from 1 to 3 feet. The bankfull width of the stream varies from 3 to 9 feet, and the bankfull depth of the resource ranges from 6 inches to 1.5 feet.

The stream has a low-quality riparian buffer that extends zero to 15 feet from each bank. Residential and recreational development has heavily affected the stream buffer. Maintained residential lawns and a golf course are beyond the stream's riparian buffer. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel exhibits moderate erosion and siltation. The channel has low sinuosity, and the stream banks are stable. Stream 8 receives surface water runoff from mixed pine/hardwood forestland, a golf course, abandoned railroad ROW, and residential property.

This stream is not on the 2008 Georgia 303(d) stream listing, but it is a tributary of a listed stream (Clear Creek). Clear Creek does not support its designated use of fishing. The criteria violated are fecal coliform bacteria and dissolved oxygen levels. The potential causes for the violation are urban runoff/urban effects and combined sewer overflow. Stream 8 does not provide any potential habitat for protected species. There were no migratory birds or migratory bird nests within the existing Stream 8 culvert.

The culvert extension under the proposed action would impact Stream 8. Construction of the proposed project would result in 72 linear feet (0.02 acre) of impact to Stream 8. The project would not require a Stream Buffer Variance.

Stream 9

Stream 9, Clear Creek, is a somewhat impaired perennial stream with a substrate of silt, sand, pebble, cobble, and boulder. Clear Creek is a tributary of Peachtree Creek. The stream location is approximately 1,000 feet southeast of Polo Drive NE and approximately 650 feet west of Monroe Drive NE.

At the time of the survey, there was normal flow in the channel. The water in the channel was approximately 6 inches to 3 feet deep. An assessment of water clarity showed moderate turbidity. The direction of flow crosses the project corridor from east to west, passing beneath an inactive railway bridge. Channel width varies from 15 to 25 feet, and the channel depth ranges from 2 to 6 feet. The bankfull width of the stream varies from 12 to 20 feet, and the bankfull depth of the resource ranges from 1 to 5 feet. The stream has a low-quality riparian buffer that extends five to 25 feet from each bank. Urban development has affected the stream buffer. Maintained residential lawns, commercial buildings, and a golf course are beyond the stream's riparian buffer. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel exhibits moderate erosion and siltation. The channel has moderate sinuosity, and the stream banks are moderately stable. Stream 9 receives surface water runoff from mixed pine/hardwood forestland, residential property, commercial property, abandoned railroad ROW, and a golf course. Clear Creek is on the 2008 Georgia 303(d) stream listing. Clear Creek does not support its designated use of fishing. The criteria violated are fecal coliform bacteria and dissolved oxygen levels. The potential causes for the violation are urban runoff/urban effects and combined sewer overflow. Stream 9 does not provide any potential habitat for protected species. There were approximately four migratory bird (barn swallow) nests beneath the existing Stream 9 bridge.

The placement of a new box culvert as part of the proposed action would impact Stream 9. Construction of the proposed project would result in 94 linear feet (0.05 acre) of impact to Stream 9. The project would not require a Stream Buffer Variance.

Stream 10

Stream 10, Clear Creek, is a somewhat impaired perennial stream with a substrate of silt, sand, pebble, cobble, and boulder. Stream 10 is the same resource (Clear Creek) as Stream 9. The portion of Clear Creek that comprises Stream 10 is upstream of Stream 9. Clear Creek is a tributary of Peachtree Creek. The stream location is approximately 900 feet northwest of Piedmont Avenue NE and approximately 675 feet west of Monroe Drive NE.

At the time of the survey, there was normal flow in the channel. The water in the channel was approximately 6 inches to 2 feet deep. An assessment of water clarity showed moderate turbidity. The direction of flow parallels the project corridor from south to north, passing through an area of commercial and residential development. Channel width varies from 10 to 15 feet, and the channel depth ranges from 3 to 6 feet. The bankfull width of the stream varies from 8 to 12 feet, and the bankfull depth of the resource ranges from 2 to 4 feet.

The stream has a low-quality riparian buffer that extends 10 to 25 feet from each bank. Urban development has affected the stream buffer. Maintained residential lawns, commercial buildings, and an inactive railroad bed are beyond the stream's riparian buffer. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel exhibits moderate erosion and siltation. The channel has moderate sinuosity, and the stream banks are moderately stable. Stream 10 receives surface water runoff from mixed pine/hardwood forestland, abandoned railroad ROW, and commercial property.

Clear Creek is on the 2008 Georgia 303(d) stream listing. Clear Creek does not support its designated use of fishing. The criteria violated are fecal coliform bacteria and dissolved oxygen levels. The potential causes for the violation are urban runoff/urban effects and combined sewer overflow. Stream 10 does not provide any potential habitat for protected species.

The proposed action would not impact Stream 10. The stream is beyond the project's proposed LOD. The project would require a Stream Buffer Variance for proposed work within the 25-foot buffer of Stream 10. The project would longitudinally encroach upon the 25-foot vegetative buffer of Stream 10 along the creek's west (left downstream) bank.

Stream 11

Stream 11, Clear Creek, is a somewhat impaired perennial stream with a substrate of silt, sand, pebble, cobble, boulder, and bedrock. Stream 11 is the same resource (Clear Creek) as Stream 9 and Stream 10. The portion of Clear Creek that comprises Stream 11 is upstream of Stream 9 and Stream 10. Clear Creek is a tributary of Peachtree Creek. The stream location is approximately 550 feet southeast of Piedmont Avenue NE and approximately 875 feet west of Monroe Drive NE.

At the time of the survey, there was normal flow in the channel. The water in the channel was approximately 6 inches to 3 feet deep. An assessment of water clarity showed moderate turbidity. The direction of flow crosses the project corridor from southwest to northeast, passing beneath an inactive railroad bridge. Channel width varies from 30 to 35 feet, and the channel depth ranges from 5 to 9 feet. The bankfull width of the stream varies from 25 to 30 feet, and the bankfull depth of the resource ranges from 3 to 6 feet.

The stream has a low-quality riparian buffer that extends from 25 to 35 feet from each bank. Urban development has affected the stream buffer. Residential apartment complexes and commercial buildings are beyond the stream's riparian buffer. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel exhibits moderate erosion and siltation. The channel has moderate sinuosity, and the stream banks are moderately stable. Stream 11 receives surface water runoff

from mixed pine/hardwood forestland, residential property, abandoned railroad ROW, and commercial property.

Clear Creek is on the 2008 Georgia 303(d) stream listing. Clear Creek does not support its designated use of fishing. The criteria violated are fecal coliform bacteria and dissolved oxygen levels. The potential causes for the violation are urban runoff/urban effects and combined sewer overflow. Stream 11 does not provide any potential habitat for protected species. There were no migratory birds or migratory bird nests beneath the existing Stream 11 bridge.

The placement of a new box culvert as part of the proposed action would impact Stream 11. Construction of the proposed project would result in 60 linear feet (0.05 acre) of impact to Stream 11. The project would not require a Stream Buffer Variance.

Stream 12

Stream 12, an unnamed tributary of Clear Creek, is a fully impaired (disturbed) intermittent stream with a substrate of silt, sand, pebble, cobble, and boulder. At the point where the proposed alignment intersects the resource, the stream location is approximately 800 feet southeast of Piedmont Avenue NE and approximately 900 feet west of Monroe Drive NE.

At the time of the survey, there was no flow in the channel. However, pooling of water existed in several locations within the channel. The depth of the water in the pools ranged from approximately 1 to 4 inches. An assessment of water clarity showed high turbidity. The direction of flow crosses the project corridor from southeast to northwest, passing through commercial and municipal development. Channel width varies from 3 to 6 feet, and the channel depth ranges from 2 to 4 feet. The bankfull width of the stream varies from 2 to 5 feet, and the bankfull depth of the resource ranges from 1 to 3 feet.

The stream has a low-quality riparian buffer that extends zero to 25 feet from the right downstream bank and zero to 45 feet from the left downstream bank. Urban development has affected the stream buffer. Commercial buildings and a construction site are beyond the stream's riparian buffer. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel exhibits moderate erosion and siltation. The channel has moderate sinuosity, and the stream banks are somewhat unstable. Trash and debris were scattered throughout the channel. Stream 12 receives surface water runoff from mixed pine/hardwood forestland, a construction site, abandoned railroad ROW, and commercial property.

This stream is not on the 2008 Georgia 303(d) stream listing, but it is a tributary of a listed stream (Clear Creek). Clear Creek is on the 2008 Georgia 303(d) stream listing. Clear Creek does not support its designated use of fishing. The criteria violated are fecal coliform bacteria and dissolved oxygen levels. The potential causes for the violation are urban runoff/urban effects and combined sewer overflow. Stream 12 does not provide any potential habitat for protected species.

The placement of a new culvert as part of the proposed project would impact Stream 12. Construction of the proposed project would result in 65 linear feet (0.01 acre) of impact to Stream 12. The project would not require a Stream Buffer Variance.

Stream 13

Stream 13, Clear Creek, is a somewhat impaired perennial stream with a substrate of silt, sand, pebble, cobble, boulder, and bedrock. Stream 13 is the same resource (Clear Creek) as Stream 9, Stream 10, and Stream 11. The portion of Clear Creek that comprises Stream 13 is upstream of Stream 9, Stream 10, and Stream 11. Clear Creek is a tributary of Peachtree Creek. The stream location is approximately 1,110 feet southeast of Piedmont Avenue NE and approximately 1,010 feet west of Monroe Drive NE.

At the time of the survey, there was normal flow in the channel. The water in the channel was approximately 6 inches to 3 feet deep. An assessment of water clarity showed moderate turbidity. The direction of flow crosses the project corridor from south to north, emerging from a municipal water treatment facility. Channel width varies from 30 to 35 feet, and the channel depth ranges from 5 to 9 feet. The bankfull width of the stream varies from 25 to 30 feet, and the bankfull depth of the resource ranges from 3 to 6 feet.

The stream has a low-quality riparian buffer that extends 5 to 35 feet from each bank. Urban development has affected the stream buffer. Commercial buildings, a water treatment facility, a construction site, and a city park are beyond the stream's riparian buffer. The stream has an ordinary high water mark, and the soils of the streambed are hydric. The channel exhibits moderate erosion and siltation. The channel has moderate sinuosity, and the stream banks are moderately stable. Stream 13 receives surface water runoff from mixed pine/hardwood forestland, municipal land, abandoned railroad ROW, and a construction site.

Clear Creek is on the 2008 Georgia 303(d) stream listing. Clear Creek does not support its designated use of fishing. The criteria violated are fecal coliform bacteria and dissolved oxygen levels. The potential causes for the violation are urban runoff/urban effects and combined sewer overflow. Stream 13 does not provide any potential habitat for protected species.

The proposed action would not impact Stream 13. The stream is beyond the project's proposed LOD. The project would require a Stream Buffer Variance for proposed work within the 25-foot buffer of Stream 13. The proposed project would longitudinally encroach upon the 25-foot vegetative buffer of Stream 13 along the creek's east (right downstream) bank.

Wetland 14

Wetland 14 is a saturated, palustrine scrub/shrub wetland along the edge of Piedmont Park near a Park Drive NE bridge. The wetland encompasses a low-lying area between the existing railbed and the public park. The wetland receives runoff from the transportation ROW, abandoned railroad ROW, and a public park (Piedmont Park). The USACE system classification is low quality resulting from its presence in fragmented habitat, being of limited size, and supporting the growth of invasive plant species. Wetland 14 does not provide any potential habitat for protected species. Construction of the proposed project would not impact Wetland 14.

4.1.2 Avoidance and Minimization

In accordance with USEPA Section 404(b)(1) guidelines for specification of disposal sites for dredged or fill material (under the federal Clean Water Act), the EER assessment considered alternatives to avoid and minimize wetland and stream impacts. GEPA and other regulations require consideration of a number of other environmental factors during the assessment of project alternatives. Considerations of alternatives were to avoid impacts to environmental resources, including waters of the U.S. and State, as much as possible.

The project would consist of both construction along existing transportation corridors and construction on the proposed location alignment. The proposed alignment, approximately 6.5 miles in length, would permanently impact up to 414 linear feet (0.17 acre) of jurisdictional perennial and intermittent streams. Construction of the proposed project would not result in any impacts to jurisdictional wetlands, open waters, or ephemeral streams.

The project would not impact the following six systems, which are outside of the LOD of the proposed transit and trail alignment options: Stream 1, Wetland 5, Ephemeral Stream 6, Stream 10, Stream 13, and Wetland 14. The project would also avoid impacts to Stream 3 and Stream 4 because the proposed transit and trail alignment options would utilize a bridge at these crossings.

The proposed project would cross Stream 2 perpendicularly by the portion of the multi-use trail that extends along the north bank of Peachtree Creek (Stream 3 and Stream 4). The project proposes placement of a new box culvert for this stream crossing. The project cannot avoid the stream crossing by shifting the alignment of the multi-use trail to the north. Shifting the alignment of the multi-use trail to the south would either introduce longitudinal stream channel impacts to Peachtree Creek or require a crossing of Peachtree Creek. A crossing of Peachtree Creek at this location could be very costly (construction of a new bridge or placement of a new bottomless culvert) and could introduce impacts to the creek (bridge piers placed in the stream channel or placement of a box culvert). The proposed project could avoid impacts to Stream 2 by constructing a bridge or placing a bottomless culvert at the multi-use trail crossing, but it would not be very cost effective. The most practical alternative for the multi-use trail crossing of Stream 2 is the placement of a new box culvert along the currently proposed alignment.

The proposed project would cross Stream 7 and Stream 8 perpendicularly by the alignment that follows the former railroad ROW east of Ansley Golf Club. The project proposes the extension of an existing cylindrical culvert for these stream crossings. The project could avoid the culvert extensions by shifting the alignment either to the east or considerably to the west. However, shifting the alignment to the east would result in the displacements of several private residences, and shifting the alignment to the west would result in impacts to a private golf course. The project could avoid impacts to Streams 7 and 8 by placing a new bottomless culvert at the existing stream crossings; however, this would not be very cost effective. The most practical alternatives for the proposed crossings of Stream 7 and Stream 8 are the extensions of the existing culvert along the currently proposed alignment.

The proposed project would cross Stream 9 (Clear Creek) perpendicularly by the alignment that follows the former railroad ROW east of Ansley Golf Club. The project

proposes the placement of a new box culvert for this stream crossing. The project cannot avoid the stream crossing by shifting the alignment to the west. The project could avoid the placement of a new box culvert by shifting the alignment to the east, but this would result in the displacements of several commercial businesses. The project could avoid impacts to Stream 9 by the construction of a new bridge or the placement of a new bottomless culvert at the existing stream crossing, but this would not be very cost effective. The most practical alternative for the proposed crossing of Stream 9 is the placement of a new box culvert along the currently proposed alignment.

The proposed project would cross Stream 11 (Clear Creek) perpendicularly by the alignment that follows the former railroad ROW east of Piedmont Park. The project proposes the placement of a new box culvert for this stream crossing. The project cannot avoid the stream crossing by shifting the alignment to the east. The project could avoid placement of a new box culvert by shifting the alignment to the west, but this would result in impacts to Piedmont Park. The project could avoid impacts to Stream 11 by the construction of a new bridge or the placement of a new bottomless culvert at the existing stream crossing, but this would not be very cost effective. The most practical alternative for the proposed crossing of Stream 11 is the placement of a new box culvert along the currently proposed alignment.

The proposed project crosses Stream 12 perpendicularly by the alignment that follows the former railroad ROW east of Piedmont Park. The project proposes the placement of a new box culvert for this stream crossing. The project cannot avoid the stream crossing by shifting the alignment of the proposed project to the east. Shifting the alignment of the proposed project to the west would either introduce longitudinal stream channel impacts to Clear Creek (Stream 13) or require a crossing of Clear Creek. A crossing of Clear Creek at this location could be very costly (construction of a new bridge or placement of a new bottomless culvert) and could introduce impacts to the creek (e.g., bridge piers placed in the stream channel or placement of a box culvert). A crossing of Clear Creek at this location could also result in impacts to Piedmont Park and the Atlanta Botanical Gardens. The project could avoid impacts to Stream 12 by placing a bottomless culvert at the proposed stream crossing, but this would not be very cost effective. The most practical alternative for the proposed crossing of Stream 12 is the placement of a new box culvert along the currently proposed alignment.

4.1.3 Wetland and Ephemeral Stream Mitigation

Construction of the proposed project would not require compensatory wetland and ephemeral stream mitigation.

The proposed action would not impact jurisdictional wetlands. The field survey resulted in the identification of two wetlands, Wetland 5 and Wetland 14. The wetlands are beyond the proposed project's LOD.

The proposed action would not impact jurisdictional ephemeral streams. Ephemeral streams mitigation would be equivalent to mitigation for impacted wetlands. The field survey identified one ephemeral stream, Stream 6. The ephemeral stream is beyond the proposed project's LOD.

4.1.4 Perennial and Intermittent Stream Mitigation

The proposed action would impact six jurisdictional perennial and intermittent streams (Stream 2, Stream 7, Stream 8, Stream 9, Stream 11, and Stream 12) for as much as 414 linear feet (0.17 acre). The placement of new culverts or the extension of existing structures would impact these streams. Project implementation would require approximately 1,306 compensatory stream mitigation credits. The Atlanta Development Authority and/or MARTA would purchase mitigation credits from an approved mitigation bank that services the project area.

4.1.5 Stream Buffer Mitigation

The proposed action would not encroach on any land within 25 feet of open water (e.g., pond or lake). However, the project would longitudinally encroach on the 25-foot vegetative stream buffer of the following streams: Stream 2, Stream 3, Stream 4, Stream 10, and Stream 13. Therefore, based on the criteria outlined in Rule 391-3-7.05 under the DNR Environmental Protection Division (EPD) Erosion and Sedimentation Control Branch, in accordance with the Georgia Erosion and Sedimentation Act of 1975, as amended, the project would require Stream Buffer Variances for project implementation.

4.1.6 Summary of Findings

Project implementation would require approximately 1,306 compensatory stream mitigation credits. A Clean Water Act – Section 404 Permit would be required for the impacts associated with this project. Stream Buffer Variances would be required for five streams.

4.2 Floodplains

As required by the provisions of Executive Order 11988, Floodplain Management, a survey of the project corridor for floodplains has identified transverse crossings and longitudinal encroachments of the 100-year floodplains of Peachtree Creek and Clear Creek. Construction of the project would require the placement of fill material in the floodplains.

Figure 4-4, Figure 4-5, and Figure 4-6 illustrate the encroachments of floodplains in the Armour/Lindbergh, Montgomery Ferry/Ansley, and Piedmont Park areas, respectively. No encroachment areas exist south of the Piedmont Park area.

The project design would ensure there would be no significant encroachment on these floodplains. The total affected area in the 100-year floodplain for Peachtree Creek would be:

- 360,824 square feet (8.28 acres) for Transit/Trails Option 1;
- 362,515 square feet (8.32 acres) for Transit Option 1A/Trails Option 1;
- 185,936 square feet (4.27 acres) for Transit/Trails Option 2; and
- 252,584 square feet (5.80 acres) for Transit/Trails Option 3.

Figure 4-4: 100-Year Floodplain (Armour/Lindbergh Area)

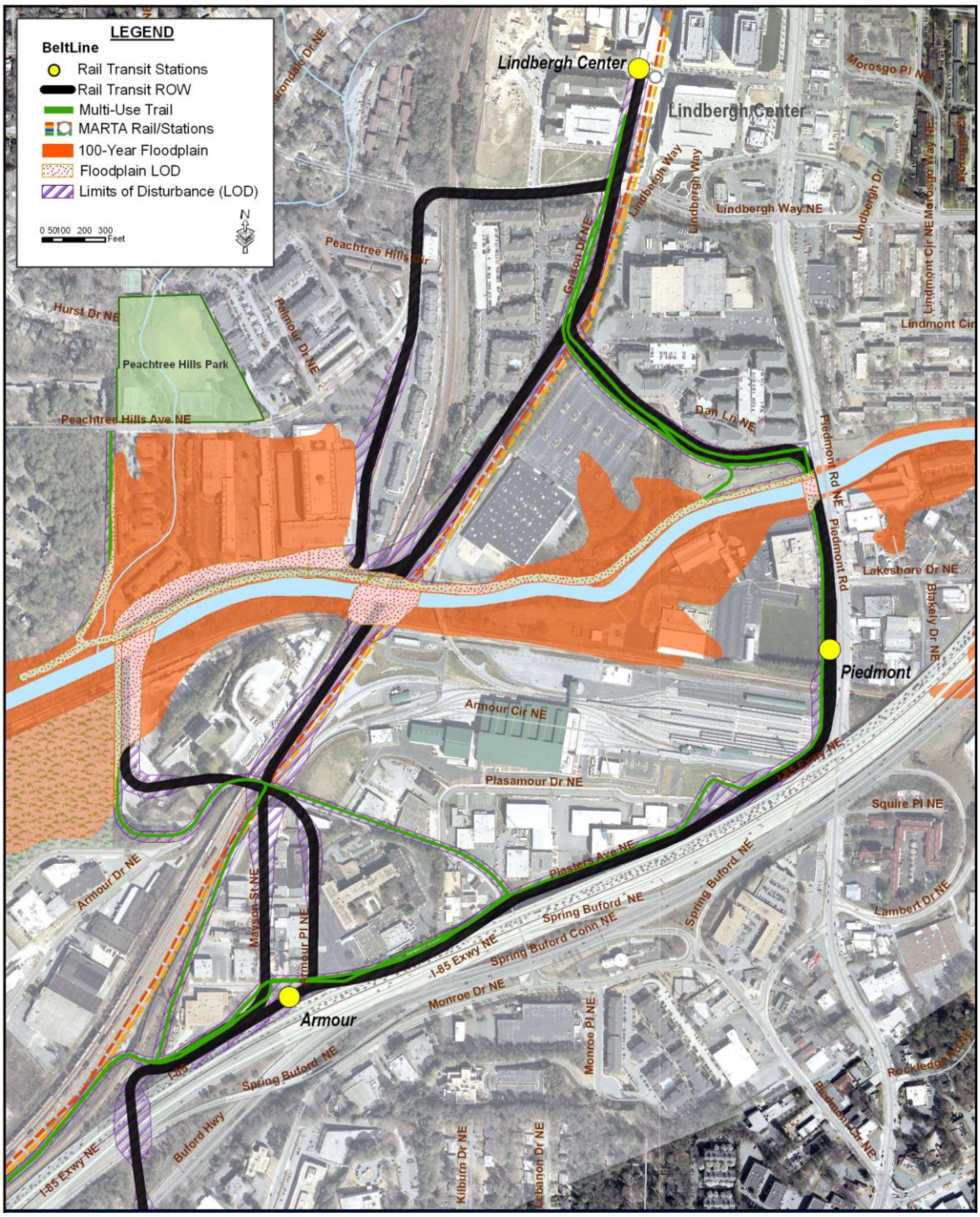


Figure 4-5: 100-Year Floodplain (Montgomery Ferry/Ansley Area)

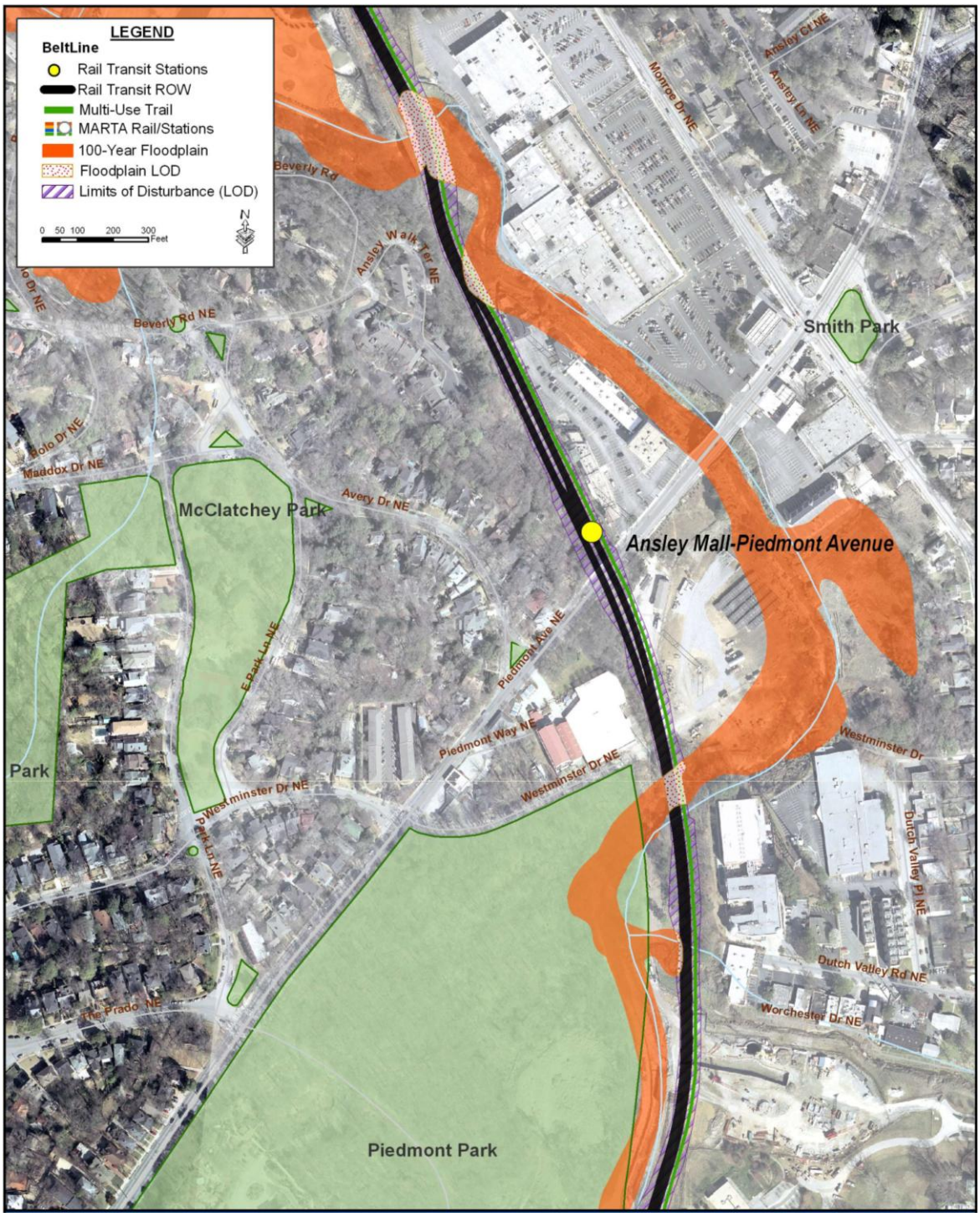
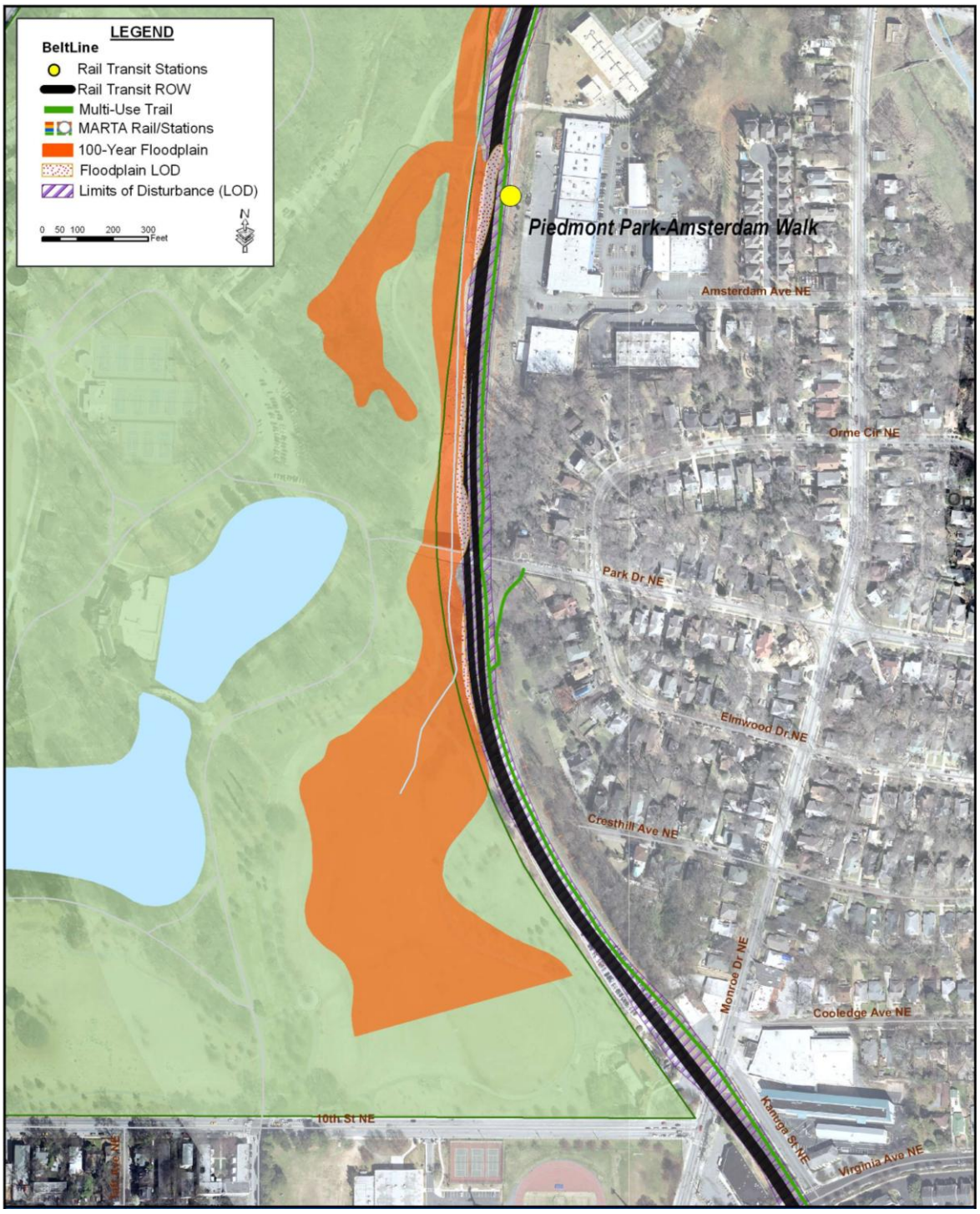


Figure 4-6: 100-Year Floodplain (Piedmont Park Area)



South of I-85, all of the options would impact 62,337 square feet (1.43 acres) of the 100-year floodplain associated with Clear Creek.

Applying criteria of significance to the above floodplain encroachments, the project would not:

- represent a significant risk to life or property;
- have a significant impact on natural and beneficial floodplain values;
- support incompatible floodplain development; or
- interrupt or terminate a transportation facility necessary for emergency vehicles or providing a community's only evacuation route.

Fulton County and the City of Atlanta are participating members of the National Flood Insurance Program. The proposed action would result in encroachments on the regulatory floodways of Peachtree Creek and Clear Creek. The proposed project design would minimize impacts on these regulatory floodways. After MARTA and ABI select an alternative alignment, and the project enters the design phase, these parties will initiate coordination with the Federal Emergency Management Agency (FEMA), and will notify the Georgia DNR of the project's regulatory floodway involvement.

4.3 Storm Water

The proposed action would contribute no more than the current rate of runoff to downstream properties and drainage facilities. The project would construct a system of storm water management that contains all storm runoff resulting from additional impervious surface attributed to the proposed project construction. The system would include erosion, sedimentation, and pollution control structures to prevent contaminants from entering the storm water system.

4.4 Waste Water

All waste water from the facilities constructed via the proposed action would be collected and properly disposed in accordance with local, state, and federal waste water treatment and disposal regulations.

4.5 Air Quality

Metropolitan Atlanta is currently designated a nonattainment area for ozone and fine particulate matter (PM2.5) by the USEPA. According to the ARC, the BeltLine is contained in the *Envision6* RTP and the FY 2008-2013 TIP. As such, the project is contained in the air quality models for the Metropolitan Atlanta nonattainment area for ozone and fine particulates. Therefore, the project conforms on a regional level to the National Ambient Air Quality Standards (NAAQS) for both ozone and PM2.5 because the project is part of a conforming RTP and TIP.

A mesoscale analysis is not necessary to disclose regional emissions resulting from the project because quantification of these emissions occurred during development of the RTP. Discharges and releases of any contaminants into the air resulting from the

construction and operation of facilities for transit and multi-use trails are subject to regulation under the Georgia Air Quality Control Act and the NAAQS.

4.6 Solid Wastes/Solid Waste Landfills

The rules and regulations incorporated in the Georgia Comprehensive Solid Waste Management Act and codified as Georgia Environmental Rule 391-3-4 govern the generation and disposal of solid waste in the State of Georgia. This EER reviewed solid waste landfills and the generation or disposal of solid waste, in accordance with the GEPA guidelines issued on July 1, 1991 by the Georgia EPD, to determine any applicable impacts.

4.6.1 Solid Waste

Solid waste generated during the development of the proposed alignment would be primarily attributable to Construction and Demolition (C&D). The State of Georgia defines C&D as waste resulting from construction, remodeling, repair, and demolition operations on pavements, houses, commercial buildings and other structures. Examples include asbestos, wood, bricks, metal, concrete, wallboard, asphalt shingles, and other inert waste from C&D operations. Additional C&D waste generation could occur during the operations of the BeltLine Corridor by way of maintenance activities to the stations, facilities, and the railbed including relic railroad ties. During project design, MARTA and ABI would examine the feasibility of reusing any potential C&D material.

During the operations of the BeltLine Corridor, disposal activities could also include removal of industrial wastes relating to the maintenance and operations of the rail line, rail cars, engines, and ancillary facilities. These materials could be either non-hazardous or hazardous waste (e.g., waste oil). Solid waste generation would also occur from operation of the stations and ancillary facilities, characterized as municipal solid waste (MSW). The BeltLine Corridor project design process will allow estimations of the potential types and amounts of waste generation.

The construction and operation of the BeltLine project would generate solid and/or hazardous waste. Management and disposal of all wastes generated during the development of the project would be in accordance with all federal, state, and local regulations inclusive of the State of Georgia rules and regulations shown in Table 4-2, as applicable.

4.6.2 Solid Waste Landfills

The EER assessment included an evaluation of the proposed project's potential effect on available landfill space. The number of operating landfills and capacity in the State of Georgia has increased in recent years. The evaluation included a review of the February 2004 Active Georgia Municipal Solid Waste (MSW) and Construction and Demolition (C&D) Landfills report by the Georgia Department of Community Affairs (DCA) Office of Environmental Management. There were 58 MSW landfills (including six older unlined landfills) and 51 C&D landfills operating and accepting solid waste in the State of Georgia in 2003. The latter number is an increase from an average of 34 C&D facilities operating between 1994 and 2001.

Table 4-2: Georgia Environmental Rules and Laws Governing Solid and Hazardous Waste

Environmental Rule	Authorizing Statute (Law)
• GA Environmental Rule 391-3-4 • Solid Waste Management	• Georgia Comprehensive Solid Waste Management Act of 1990 • Georgia Litter Control Law • Georgia Waste Control Law
• GA Environmental Rule 391-3-11 • Hazardous Waste Management	• Georgia Hazardous Waste Management Act • Georgia Hazardous Site Response Act • Georgia Hazardous Site Reuse and Redevelopment Act • Oil or Hazardous Spills or Releases • Mitigating Effect of Hazardous Materials Discharge
• GA Environmental Rule 391-3-14 • Asbestos Removal & Encapsulation	• Georgia Asbestos Safety Act
• GA Environmental Rule 391-3-19 • Hazardous Site Response	• Georgia Hazardous Waste Management Act • Georgia Hazardous Site Response Act • Georgia Hazardous Site Reuse and Redevelopment Act
• GA Environmental Rule 391-3-24 • Lead Based Paint Abatement, Certification and Accreditation	• Georgia Lead Poisoning Prevention Act of 1994

According to the EPD Solid Waste Disposal Facilities November 2008 database, the number of landfills operating in 2007 included 51 MSWs and 48 C&D facilities, which is relatively consistent with the DCA's February 2004 report.

The available permitted landfill capacity also grew steadily from 1994 through 2002. Based upon the disposal practices observed in 2003, there is a projection of slightly over 25 years of remaining disposal capacity for the 58 MSW landfills. As indicated in the EPD *Solid Waste Trust Fund Activity Report*, during Fiscal Year 2007, a little over 4 million tons of construction / demolition debris were disposed into Georgia landfills.

A review of solid waste permitted disposal facilities with available capacity revealed seven C&D landfills and three MSW landfills currently operating within DeKalb and Fulton Counties. At least one MSW and two C&D sites in these counties will have remaining landfill space available between 2016 and 2099. The proposed action, therefore, will not result in significant impacts to available landfill capacity.

The EER assessment included an environmental records review for all sites within a 0.25-mile distance of the proposed project corridor. According to the findings, there were no solid waste landfills within the 0.25-mile radius of the proposed alignment.

4.7 Soil Stability/Erodibility

The proposed construction would require grading of areas adjacent to existing paving and, in doing so, would increase the potential for soil erosion. Such erosion could result in the pollution of nearby streams and/or sediment washing onto adjacent properties.

Section 4.1.5 of this EER identifies potential stream encroachments and buffer variance requirements, in accordance with the Georgia Erosion and Sedimentation Control Act.

Provisions in the construction contract for the proposed project would require the contractor to exercise every reasonable precaution during construction to prevent the pollution of streams in the project vicinity. Early re-vegetation of disturbed areas, where possible, would hold soil movement to a minimum.

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

4.8 Historic Resources

The EER assessment included a review of existing information on previously identified historic properties to determine if any are within the Area of Potential Effect (APE) of this undertaking. The APE represents the geographic area(s) within which an undertaking may alter the character or use of historic properties. This review included properties listed in the National Register of Historic Places (NRHP, or National Register) or the Georgia Register of Historic Places, proposed National Register nominations, National Historic Landmarks and the updated Georgia Historic Bridge Survey (GHBS). The EER assessment did not include consultation of the 1976 Georgia DNR Fulton County Survey, as it was not reliable because of its age. The assessment also did not include consultation of the 1992 Georgia DNR Atlanta (Martin Luther King, Jr. National Historic Landmark District only, inclusive of parcels outside of the APE) and the 1995 Georgia DNR Fulton County (North Fulton and Sandy Springs only) Surveys, which encompassed areas currently outside the project study area. The EER assessment did include consultation of the Natural, Archaeological, and Historic Resources Geographical Information System (NAHRGIS) database of previously identified properties, maintained by the University of Georgia.

Following the review of existing information on previously identified historic properties, the EER assessment also included the identification of potential consulting parties in the Section 106 process. In addition to the Georgia Statewide Historic Preservation Office (SHPO), the EER assessment included identification and early consultation of other potential parties, based on the nature of the undertaking and guidance contained in state and federal cultural resource survey guidelines. Section 7.1 of the EER lists agencies solicited for early consultation.

The study team coordinated with the Georgia SHPO and other agencies with an interest in cultural resources during the surveys for archaeological and historic resources. The study team met with the Atlanta Urban Design Commission (AUDC) in late August and September 2008 to discuss AUDC's efforts in identifying and surveying historic resources around the entire BeltLine Corridor. The AUDC provided copies of their survey reports, maps and building summaries, and additional background research materials, which assisted with resource identification.

In September 2008, the team met with SHPO representatives to introduce the project and discuss the environmental study process, survey methodology, and design considerations. The second meeting, in December 2008, updated the SHPO on the status and progress of the survey. The third meeting, in January 2009, included discussions of conceptual planning of selected areas along the Northeast Zone. The meeting included discussions on the *Historic Resources Survey Report*.

Additional information received from consulting parties, field surveys, and background research within the APE of the proposed project served to identify any historic properties or archaeological sites eligible for listing in the National Register. The survey included the application of NRHP criteria (Table 4-3) to assess eligibility for individual resources. During the field survey and while conducting research on historic resources found along the project corridor, interviews were conducted with various property owners regarding the history of the resources. The *Historic Resources Survey Report* and a *Phase I Archaeological Survey* summarized the results of the field surveys and background research. Section 4.9 includes a discussion of the findings from the latter survey.

Table 4-3: NRHP Criteria for Evaluation of Cultural Resources

NRHP Criterion	Description
A	Association with events that have made a significant contribution to the broad patterns of our history
B	Association with the lives of persons significant in our past
C	Embodiment of distinctive characteristics of a type, period, or method of construction; representation of the work of a master; possession of high artistic values; or representation of a significant and distinguishable entity whose components may lack individual distinction
D	Yielded, or is likely to yield, information important in prehistory or history

From these efforts, the EER assessment resulted in the identification of 39 National Register listed or eligible historic properties and districts within the proposed project's 0.25-mile study area. These included 17 National/Georgia Register listed properties/districts and 22 National/Georgia Register eligible properties/districts.

Of those 39 properties and districts, the following 20 have been determined to be outside of the APE:

- Oakland Cemetery (248 Oakland Avenue SE);
- Cabbagetown Historic District;
- Reynoldstown Historic District;
- Midtown Historic District;
- Atlanta Fire Department Station No. 29, (2167 Monroe Drive NE);

- American Red Cross Building (1955 Monroe Drive NE);
- Trust Company Bank (2160 Monroe Drive NE);
- Morningside Shopping Center (Piedmont Avenue NE at Monroe Drive NE);
- Morningside Historic District;
- Morningside Hills Historic District;
- Boulevard Substation Complex (north of Amsterdam Avenue NE, east of Monroe Drive NE);
- 790 Ponce de Leon Avenue;
- South of Ponce de Leon Avenue Historic District;
- Willoughby Way Historic District;
- WSB-TV (766 Willoughby Way NE);
- Rhodes House (346 Copenhill Avenue NE);
- Ray House (729 Krog Street NE)
- Monroe Drive Houses (Monroe Drive NE between Amsterdam Avenue NE and Cumberland Road NE)
- North Highland Historic District; and
- The Eifrid Building (753 Edgewood Avenue NE).

Therefore, 19 properties and districts are within the APE of the project. A copy of the NRHP nomination form for each listed property/district and a copy of the Property Information Form for each eligible property/district are included in the report *Historic Resources Survey Report, Atlanta BeltLine Northeast Zone, Atlanta, Fulton County, Georgia, (February 2009),* bound under separate cover. Table 4-4 lists the properties and districts within the APE and Figure 4-7 through Figure 4-14 illustrate historic properties and districts in relation to the Northeast Zone study area.

Table 4-4: National/Georgia Register Listed/Eligible Properties in Area of Potential Effect

ID #	Name of Resource	Property Type	Location	National/Georgia Register Status or Recommendation
1	Ansley Park Historic District	Residential Historic District and Golf Club	Bounded by 15th Street NE, Atlanta Development Authority right-of-way, and Piedmont Avenue NE	LISTED 04-20-1979
2	Piedmont Park	Public Park and Exposition Site	Bounded by 10th Street NE, Piedmont Road NE, and Atlanta Development Authority right-of-way	LISTED 05-13-1976
3	Virginia-Highland Historic District	Residential District	Bounded by Ponce de Leon Avenue NE, Amsterdam Avenue NE, Atlanta Development Authority right-of-way, and Rosedale Road NE	LISTED 05-10-2005

ID #	Name of Resource	Property Type	Location	National/Georgia Register Status or Recommendation
4	Martin Luther King, Jr. Historic District	Residential, Commercial, Institutional, and Industrial District	Bounded by Edgewood Avenue NE, Irwin Street NE, Courtland Street NE, John Wesley Dobbs Avenue NE, and Freedom Parkway NE	LISTED 1974 Boundary Increases 1980, 1994, 2001
5	Inman Park Historic District	Residential District	Bounded by DeKalb Avenue NE, Lake Avenue NE, Krog Street NE, and Hurt Street NE	LISTED 1973 Boundary Increase 2001
6	Inman Park-Moreland Historic District	Residential District	Bounded by DeKalb Avenue NE, Cleburne Avenue NE Freedom Park, and Moreland Avenue NE, Battery Place NE	LISTED 1986 Boundary Increase 2003

ID #	Name of Resource	Property Type	Location	National/Georgia Register Status or Recommendation
7	Historic Railroad Resources of the Atlanta BeltLine Northeast Zone	Railroad structures and building and bridge structures	• Armour Yard • Former Southern Railway Corridor (including railway within ADA right-of-way) • Hulsey Yards • Terminal Building (240 Highland Avenue NE) • Norfolk Southern bridge over Lindbergh Drive NE (GDOT Bridge 121-0507-0) • Norfolk Southern bridge over Armour Drive NE (GDOT Bridge 121-5135-0) • Norfolk Southern bridge over I-85 (GDOT Bridge 121-0488-0) • Clear Creek Trestle • Clear Creek Bridge • Clear Creek Brick Arch Culvert • Park Drive NE bridge over ADA right-of-way and Peachtree Creek tributary (GDOT Bridge 121-5088-0) • Piedmont Avenue NE bridge over ADA right-of-way (GDOT Bridge 121-0036-0) • Virginia Avenue NE bridge over ADA right-of-way (GDOT Bridge 121-0408-0) • ADA right-of-way bridge over Ponce de Leon Avenue NE (GDOT Bridge 121-0491-0) • ADA right-of-way bridge over Ralph McGill Boulevard NE (GDOT Bridge 121-0515-0) • Edgewood Avenue NE bridge over ADA right-of-way (GDOT Bridge 121-0024-0) • CSX bridge over Boulevard SE (GDOT Bridge 121-0527-0) • CSX bridge Estoria Street SE/Krog Street NE (GDOT Bridge 121-5148-0)	ELIGIBLE
8	Atlanta's Historic Apartment Complexes 430 Lindbergh Drive	Apartment Complexes	430 Lindbergh Drive NE	ELIGIBLE
9	Peachtree Hills	Residential District	Bounded by Sharondale Drive NE, Peachtree Creek, Glenwood Road NE, Lindbergh Drive NE, and Sharondale Court NE	ELIGIBLE

ID #	Name of Resource	Property Type	Location	National/Georgia Register Status or Recommendation
10	Orkin-Rollins Building	Office and Warehouse Buildings	2162, 2170 Piedmont Road NE	ELIGIBLE
11	441 Armour Drive	Commercial Building	441 Armour Drive NE	ELIGIBLE
12	2131 Old Plasters Bridge Road	Commercial Building	2131 Old Plasters Bridge Road NE	ELIGIBLE
13	Mason Chapel Baptist Church/Masonic Lodge	Front Gabled Church and Lodge	113 Mayson Street NE	ELIGIBLE
14	1904 Monroe Drive	Office International Style Building	1904 Monroe Drive NE	ELIGIBLE
15	Piedmont Heights	Residential District	Bounded by Piedmont Road NE, Montgomery Ferry Road NE, Flagler Avenue NE, north ends of Kilburn Drive NE and Lebanon Drive NE, and Gotham Way NE	ELIGIBLE
16	Pylant-Drewry-Greenwood Historic District	Commercial and Industrial District	• 665 Pylant Street NE • 675, 680 Drewry Street NE • 686 Greenwood Avenue NE • 710, 712, 729, 730, 740, 750 Ponce de Leon Place NE	ELIGIBLE
17	Ponce de Leon-Ralph McGill Historic District	Industrial District	• 675, 699 Ponce de Leon Avenue NE • 710, 712, 729, 730, 740, 750 Ponce de Leon Place NE • 621, 695 North Avenue NE • 575, 650 Glen Iris Drive NE • 723, 750, 794, 820 Ralph McGill Boulevard NE • 568, 580, 591 Somerset Terrace NE	ELIGIBLE
18	Krog Street-Southern Railway Historic District	Commercial and Industrial District	• 154, 130, 112, 99 Krog Street NE • 700 Lake Avenue NE • 151 Sampson Street NE • 660, 716, 724 Edgewood Avenue NE • 710 DeKalb Avenue NE	ELIGIBLE
19	Inman Motor Works	Commercial and Industrial	820, 834 DeKalb Avenue NE	ELIGIBLE

Figure 4-7: Historic Resources (Armour/Lindbergh Area, Option 1 and Option 1A)

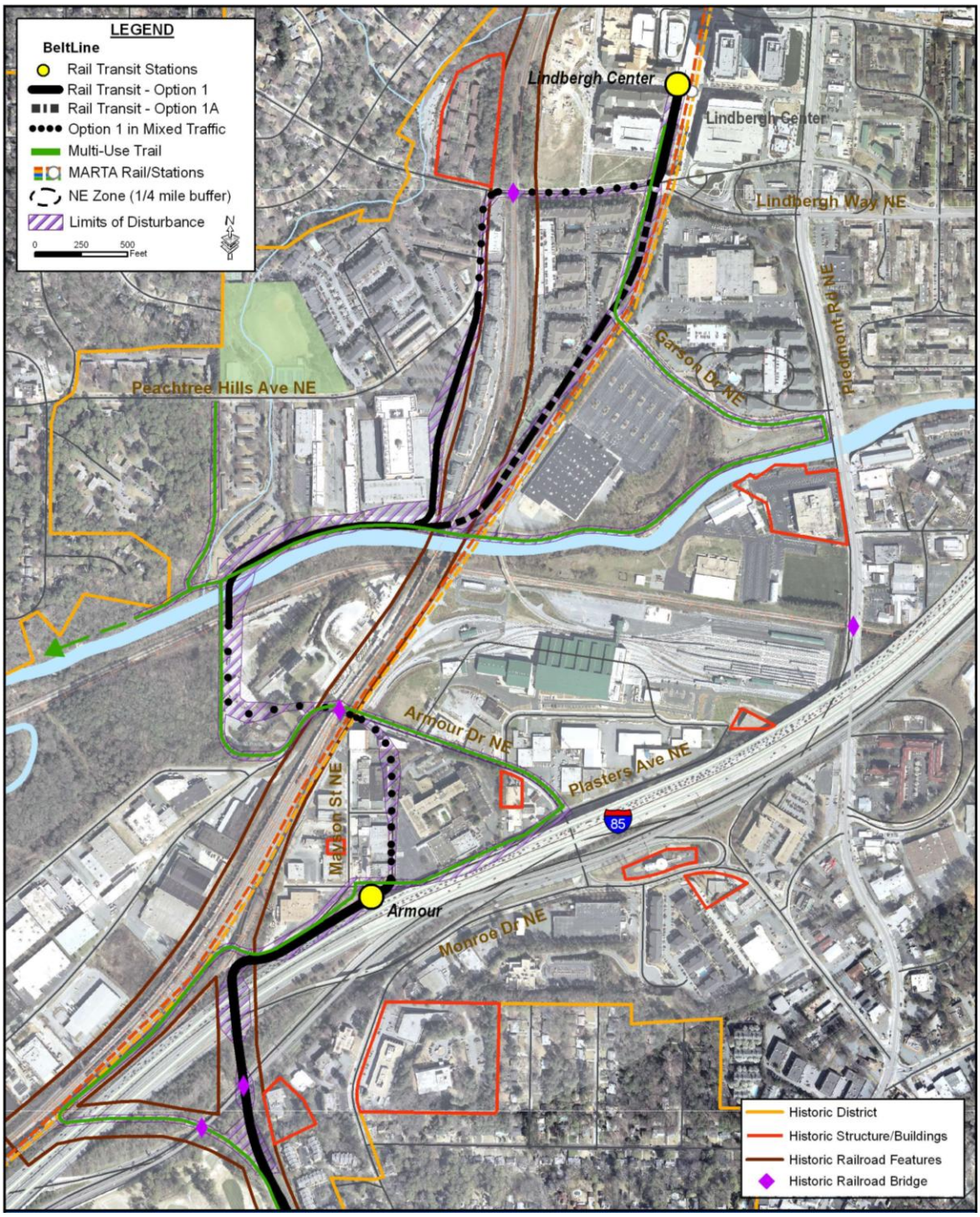


Figure 4-8: Historic Resources (Armour/Lindbergh Area, Option 2)

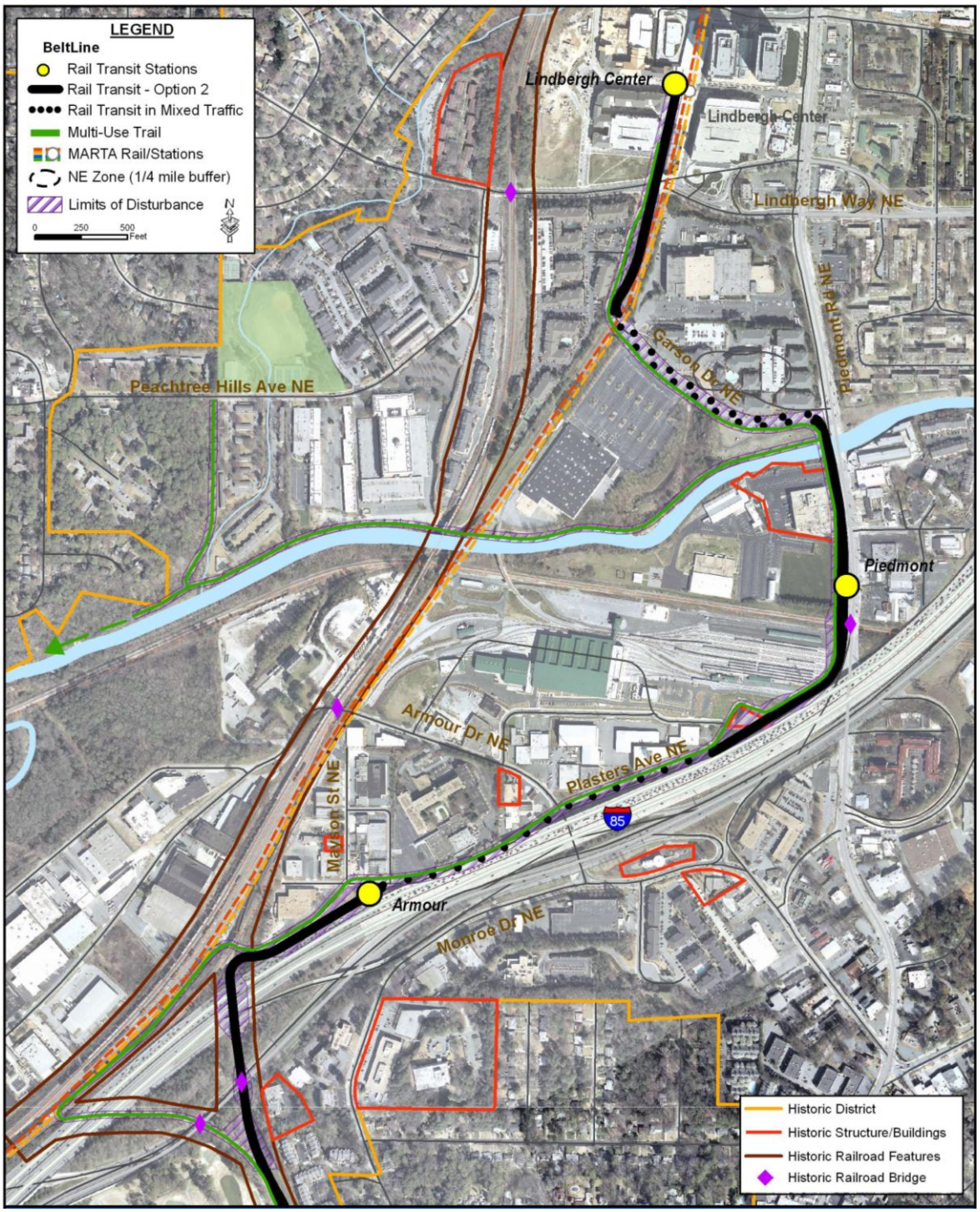


Figure 4-9: Historic Resources (Armour/Lindbergh Area, Option 3)

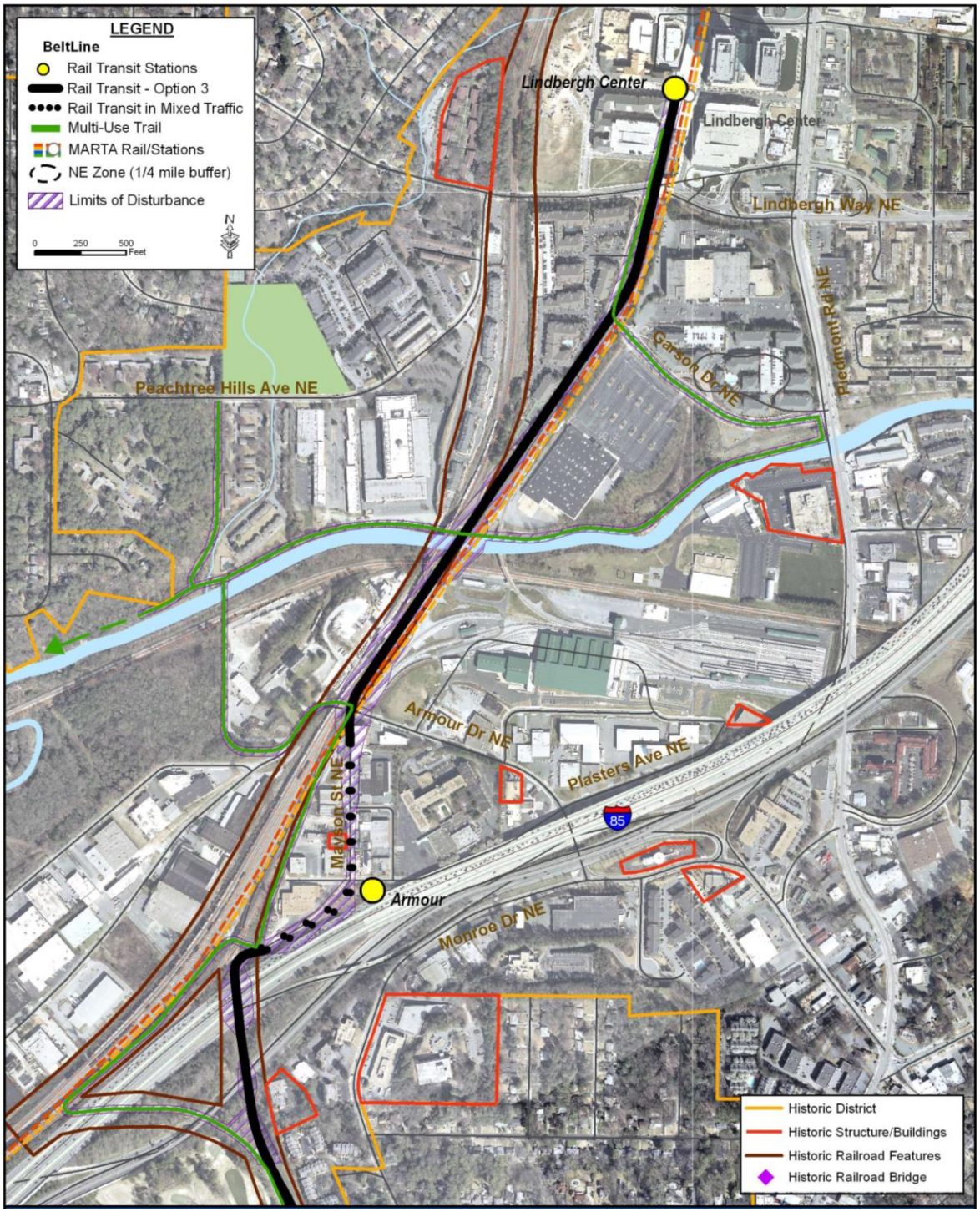


Figure 4-10: Historic Resources (Montgomery Ferry/Ansley Area)

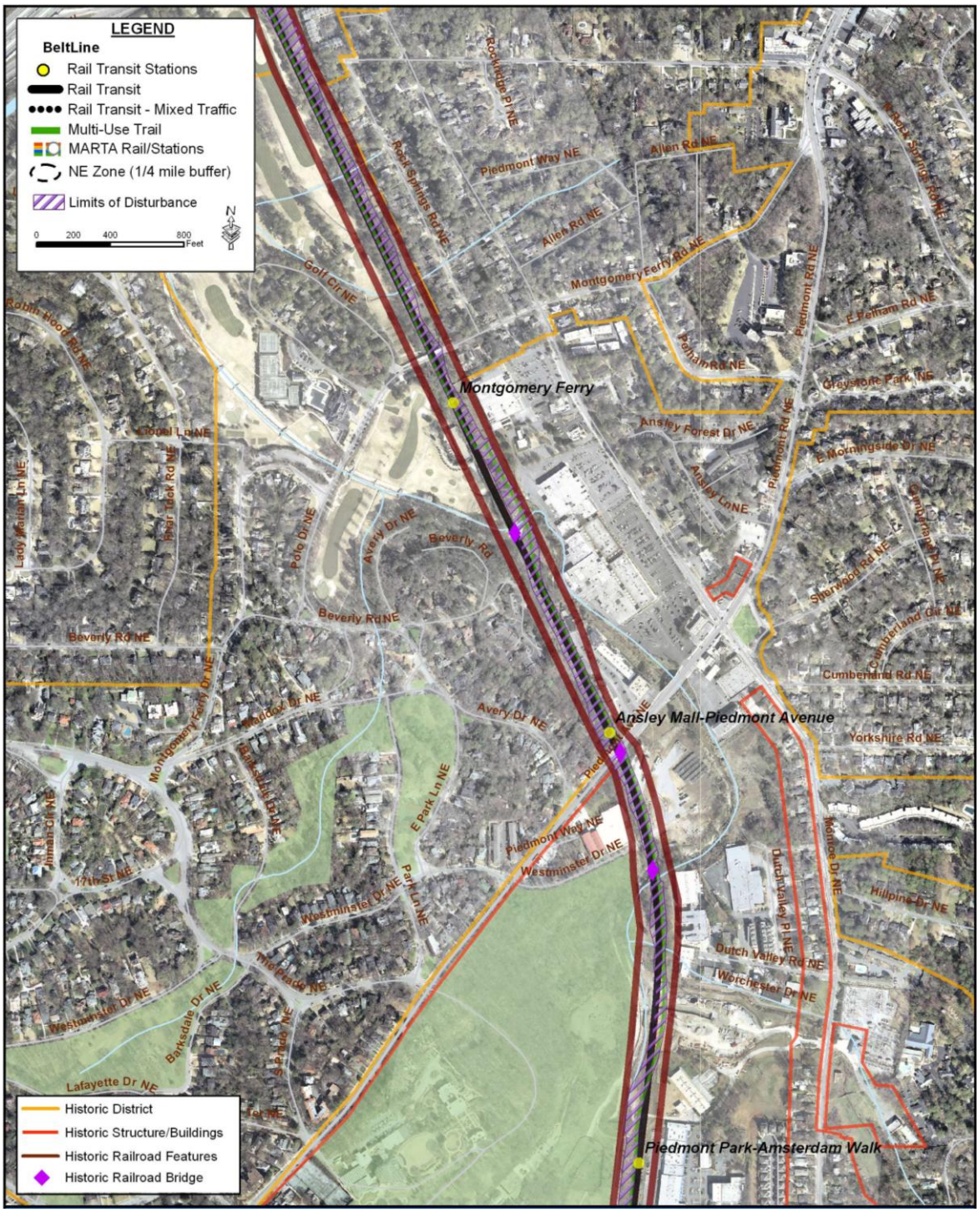


Figure 4-11: Historic Resources (Piedmont Park/Ponce de Leon Area)

Figure 4-12: Historic Resources (Freedom Parkway Area)

Figure 4-13: Historic Resources (Old Fourth Ward/Cabbagetown Area)

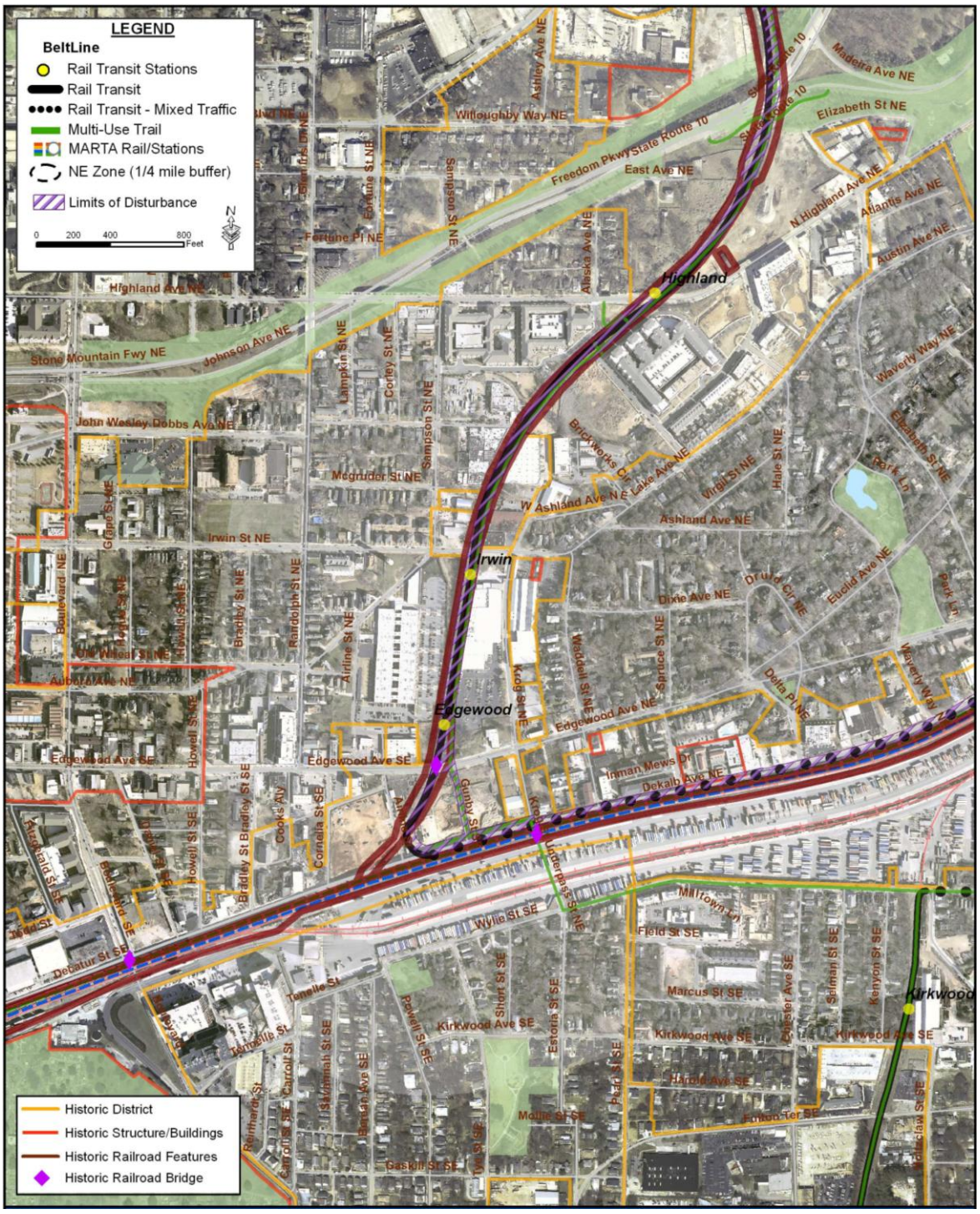
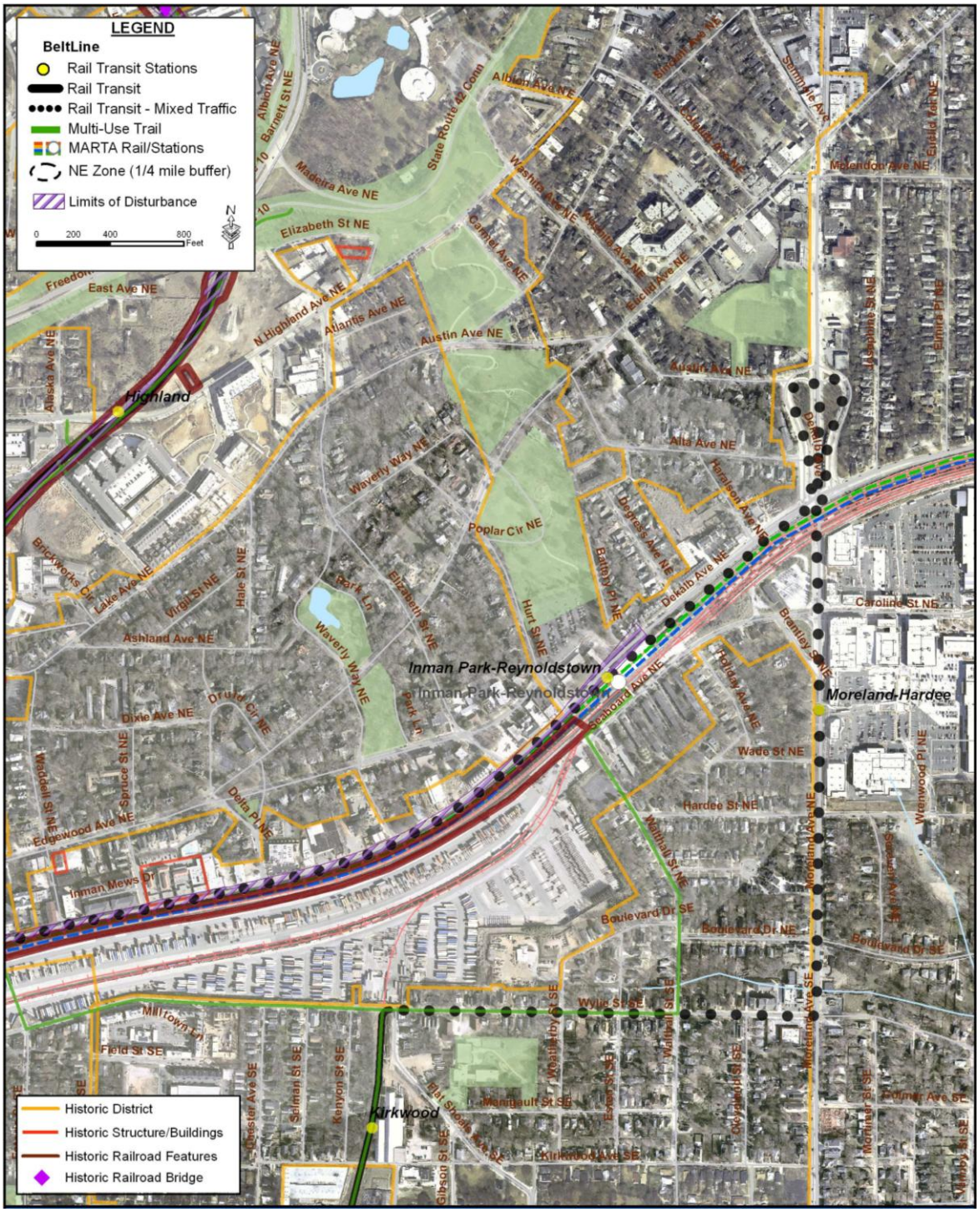


Figure 4-14: Historic Resources (Inman Park/Reynoldstown Area)



4.8.1 Description of Historic Properties

Ansley Park Historic District (Resource 1)

The Ansley Park Historic District (Figure 4-10) is an early 20th century suburban residential district situated between Peachtree Street NE and Piedmont Avenue NE. Developed between 1904 and 1913, with construction substantially completed by 1930, Ansley Park is historically and architecturally significant for its picturesque landscape design and development plan.

The EER assessment included an evaluation of this district for eligibility as a listing in the National Register under Criteria A and C. The district possesses a local level of significance in the areas of architecture, community planning and landscape architecture as a planned suburban community from the early 20th century.

The listed National Register boundary of the district comprises approximately 202.5 acres.

Piedmont Park (Resource 2)

Piedmont Park (Figure 4-10, Figure 4-11) is an early 20th century park bounded by Tenth Street NE, Piedmont Road NE, and the former Southern Railway (Atlanta Development Authority right-of-way). The area was formerly the driving grounds and race track of the Gentleman's Driving Club prior to its selection as the site of the 1895 Cotton States and International Exposition. In 1909, the City of Atlanta purchased the land for a park. At this time, the Olmsted Brothers, sons of Frederick Law Olmsted, Sr., designed the urban space utilizing the ideas of their father who consulted initially on developing landscape plans for the Exposition.

The EER assessment included an evaluation of this property for eligibility as a listing in the National Register under Criteria A and C. The property possesses a local level of significance in the areas of landscape architecture, urban planning and history as an urban park designed utilizing the principles of the nationally renowned landscape architect, Frederick Law Olmsted, Sr.

The listed National Register boundary of the property comprises approximately 185 acres.

Virginia-Highland Historic District (Resource 3)

The Virginia-Highland Historic District (Figure 4-11) is a late-19th to mid-20th century residential district situated between Ponce de Leon Avenue NE, Amsterdam Avenue NE, the former Southern Railway (Atlanta Development Authority right-of-way), and the Atlanta city limits. Developed between 1889 and 1955, the neighborhood incorporated the major planning characteristics of American suburbs in the early 20th century. Prominent local architects designed houses within the neighborhood. The district also includes a small historic commercial area, the 1923 Samuel Inman School, several churches and neighborhood parks.

The EER assessment included an evaluation of this district for eligibility as a listing in the National Register under Criteria A and C. The district possesses a local level of

significance in the areas of architecture, commerce, community planning and development, and landscape architecture as an intact 20th century suburban neighborhood.

The listed National Register boundary of the district comprises approximately 612 acres.

Martin Luther King, Jr., Historic District (Resource 4)

The Martin Luther King, Jr., Historic District (Figure 4-13) is a residential, commercial, institutional and industrial district north of DeKalb Avenue NE, south of Freedom Parkway NE, east of I-75/85, and west of the former Southern Railway (Atlanta Development Authority right-of-way). Spanning the period from c. 1853 – 1968, the district includes vernacular house, community landmark buildings, such as the David T. Howard School; and several industrial resources important to the development of the Auburn Avenue neighborhood, including the Atlantic/Southeastern Compress and Warehouse constructed in 1905 to store cotton.

The EER assessment included an evaluation of this district for eligibility as a listing in the National Register under Criteria A, B, and C. The district possesses a local and national level of significance in the areas of Ethnic Heritage: Black, Social History, Community Planning and Development and Architecture as a turn of the 20th century neighborhood that became a thriving African-American community where several key leaders of the black community, including Martin Luther King, Jr., resided.

The listed National Register boundary of the district comprises approximately 280.4 acres. An enlargement of the district boundaries in 2001 included parcels within the APE for the Northeast Zone.

Inman Park Historic District (Resource 5)

The Inman Park Historic District (Figure 4-13, Figure 4-14) is a primarily residential district east of downtown Atlanta. Developed in 1899, Inman Park was the first planned residential suburb in Atlanta and incorporated curvilinear streets and broad avenues following the natural topography of the area. Several commercial buildings and prominent community structures comprise the neighborhood, including the Inman Park School, the Inman Park Car Barn and the Inman Park Methodist Church as well as several small landscaped parks.

The EER assessment included an evaluation of this district for eligibility as a listing in the National Register under Criteria A and C. The district possesses a local level of significance in the areas of architecture, landscape architecture, community planning and development and transportation as a late 19th to mid-20th century residential suburb utilizing landscape plans and tenets of landscape gardener Joseph Forsyth Johnson and landscape architect Frederick Law Olmsted.

The listed National Register boundary of the district comprises approximately 135 acres.

Inman Park-Moreland Historic District (Resource 6)

The Inman Park-Moreland Historic District (Figure 4-14) is a primarily residential district east of downtown Atlanta. The late 19th to early 20th century neighborhood is comprised

houses wherein many of the city's political and business leaders resided; the commercial area of Little Five Points; and two historic schools, the Moreland School and the William A. Bass Junior High School and Gymnasium.

The EER assessment included an evaluation of this district for eligibility as a listing in the National Register under Criteria A, B, and C. The district possesses a local level of significance in the areas of architecture, community planning and development, commerce, education and local history as an intact turn-of-the-20th century residential district with commercial properties notable for its association with prominent Atlantans.

The listed National Register boundary of the district comprises approximately 85 acres.

Historic Railroad Resources of the Atlanta BeltLine Northeast Zone (Resource 7)

The Historic Railroad Resources of the Atlanta BeltLine Northeast Zone (Figure 4-7 through Figure 4-13) is a multiple property listing. This listing consists of the railroad belt lines and structures constructed on or adjacent to the former Southern Railway corridor from 1875 to 1960 and situated between DeKalb Avenue NE near Oakland Cemetery and Hulsey Yard northeasterly to Armour Yard north of I-85. Developed to interconnect the various railroads and freight yards that ringed the city, Atlanta's belt lines relieved rail congestion within the city, shifted rail cars at the various industrial complexes connected to the belt lines, and provided access to the city's passenger stations. Contributing resources to the Historic Railroad Resources are the remaining intact segments of the former single- and double-track system of the Southern Railway corridor, 13 bridge structures constructed between 1890 and 1954, an undated traffic signal device, a ca. 1911-1928 terminal building, and remaining extant masonry walls used to construct elevated sections of the line.

The EER assessment included an evaluation of this resource for eligibility as a listing in the National Register under Criteria A and C. The resource possesses local and state levels of significance in the areas of engineering, transportation, commerce, and industry as an important line that facilitated commerce and industrial development in the eastern half of the city of Atlanta from the late-19th century through the end of the 20th century. The remaining rail beds are a significant designed feature, as are the secondary features, inclusive of the bridges and terminal building, which are relatively intact and are good examples of their type.

The eligible National Register boundary of the Historic Railroad Resources includes the portion of the remaining Southern Railway corridor, associated secondary features within the former railroad ROW that are found within the project study area, and a separate proposed discontinuous boundary around the associated Terminal Building. The eligible boundary contains all National Register qualifying characteristics and features of this resource and includes the rail bed, bridges, building, and designed features.

Because the historic boundary of the Terminal Building is no longer intact and because there are no other features within the legal boundaries that contribute to the architectural significance of the property, the eligible National Register boundary consists of a visual boundary. The eligible boundary, consisting of approximately 0.15 acre, contains all National Register qualifying characteristics and features of the property and includes the building and the immediate surrounds.

Atlanta's Historic Apartment Complexes – 430 Lindbergh Drive NE (Resource 8)

430 Lindbergh Drive NE (Figure 4-7, Figure 4-8, or Figure 4-9) is a 1957 garden apartment complex. The development is comprised of 12 identical freestanding, two-story, rectangular, brick buildings. The complex is sited in a linear fashion with two rows of six buildings separated by a tree-lined, central paved walkway and grassed areas.

The EER assessment included an evaluation of this property for eligibility as a listing in the National Register under Criteria A and C. The property possesses a local level of significance in the areas of architecture, landscape architecture and community planning and development as a mid-20th century garden apartment complex within a landscaped setting constructed in a developing residential area and reflecting the scale and style of architecture of the adjoining residential neighborhood.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 4.1 acres. All significant and character defining features of the property are included within the legal boundary.

Peachtree Hills (Resource 9)

Peachtree Hills (Figure 4-7, Figure 4-8, or Figure 4-9) is a residential district bounded roughly by Peachtree Creek on the south and southwest, by Lindbergh Drive NE and Sharondale Court NE on the north, by Glenwood Road NE on the west, and by Sharondale Drive NE, Kinsey Court NE, and Peachtree Creek on the east. Peachtree Hills is comprised of three historic suburbs: Peachtree Hills Place, Peachtree Terrace, and Birch Wood. Developed between 1911 and 1958, the neighborhood is comprised of a variety of early- to mid-20th century house types and styles.

The EER assessment included an evaluation of this property for eligibility as a listing in the National Register under Criteria A and C. The property possesses a local level of significance in the areas of architecture, community planning and development and landscape architecture as an intact garden suburb that evolved over four decades and contains good and representative examples of early- to mid-20th century residential architecture.

Because the historic boundary is no longer intact and because there are no other significant or character defining features within the legal boundary that contribute to the architectural significance of the property, the eligible National Register boundary consists of a visual boundary. The eligible boundary, comprising approximately 147 acres, contains all National Register qualifying characteristics and features of the property and includes the houses, associated outbuildings and the immediate surrounds.

Orkin-Rollins Building (Resource 10)

The Orkin-Rollins Building (Figure 4-7, Figure 4-8, or Figure 4-9) is a three-story glass, concrete and steel symmetrical block building at 2170 Piedmont Road NE. Construction of the building was in 1962, in the New Formalism style.

The EER assessment included an evaluation of this property for eligibility as a listing in the National Register under Criteria A and C. The property represents a local level of significance in the areas of architecture, commerce and community planning and

development. The property is a mid-20th century commercial building in the New Formalism style and was the suburban headquarters of two major pest industries, one of which acquired the other through a leveraged buy-out, a type of business transaction that altered the development of American commerce.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 4.02 acres. All significant and character defining features of the property are included within the legal boundary.

441 Armour Drive (Resource 11)

441 Armour Drive NE (Figure 4-7, Figure 4-8, or Figure 4-9) is a large rectangular industrial/warehouse building with office space.

The EER assessment included an evaluation of this property for eligibility as a listing in the National Register under Criteria A and C. The property possesses a local level of significance in the area of architecture as a mid-century industrial/warehouse type building with combination office and warehouse facilities. Because there was no evidence that the property provided a unique service to the local community, that it was associated with any historic event, or that it was important to the development of the local area, it is not significant under Criterion A in the areas of industry or community planning and development.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 0.49 acre. All significant and character defining features of the property are included within the legal boundary.

2131 Old Plasters Bridge Road NE (Resource 12)

2131 Old Plasters Bridge Road NE (Figure 4-7, Figure 4-8, or Figure 4-9) is a warehouse building.

The EER assessment included an evaluation of this resource for eligibility as a listing in the National Register under Criteria A and C. The property possesses a local level of significance in the area of architecture as a mid-century industrial-warehouse type building with combination office and warehouse facilities. As there was no evidence that the property provided a unique service to the local community, that it was associated with any historic event, or that it was important to the development of the local area, it is not significant under Criterion A in the areas of commerce or community planning and development.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 0.33 acre. All significant and character defining features of the property are included within the legal boundary.

Mason Chapel Baptist Church/Masonic Lodge (Resource 13)

The Mason Chapel Baptist Church/Masonic Lodge (Figure 4-7, Figure 4-8, or Figure 4-9) is a combination church and lodge at 113 Mayson Avenue NE.

The EER assessment included an evaluation of this property for eligibility as a listing in the National Register under Criteria A and C. The property possesses a local level of significance in the areas of architecture, social history and community planning and development. The resource appears to be a unique combination of church and Masonic lodge for the local community and possesses significance in the area of architecture as a good and representative example of a front-gabled vernacular mid-20th century church.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 0.16 acre. All significant and character defining features of the property are included within the legal boundary.

1904 Monroe Drive NE (Resource 14)

1904 Monroe Drive NE (Figure 4-7, Figure 4-8, or Figure 4-9) is a low-rise office building of an unrecognized type in the International style.

The EER assessment included an evaluation of this property for eligibility as a listing in the National Register under Criterion C. The property possesses a local level of significance in the area of architecture as an intact example of an International style low-rise office building from the mid-20th century.

The eligible National Register boundary of the property corresponds to the legal property boundary and comprises approximately 0.49 acre. All significant and character defining features of the property are included within the legal boundary.

Piedmont Heights (Resource 15)

Piedmont Heights (Figure 4-7, Figure 4-8, or Figure 4-9; Figure 4-10) is a residential district roughly bounded by Montgomery Ferry Road NE to the south, the north ends of Kilburn and Lebanon Drives NE and Gotham Way NE, Piedmont Road NE to the east, and Flagler Avenue NE to the east. Piedmont Heights, dating from the 1880s to the 1960s, consists of three subdivisions and includes the original layouts for Piedmont Heights, the Ansley Park Annex, and a development planned by the Suburban Realty Company.

The EER assessment included an evaluation of this property for eligibility as a listing in the National Register under Criteria A and C. The property possesses a local level of significance in the areas of architecture and community planning and development for its collection of primarily early- to mid-20th century residences within suburban neighborhoods developed north of downtown Atlanta over several decades.

Because the historic boundary is no longer intact and because there are no other significant or character defining features within the legal boundary that contribute to the architectural significance of the property, the eligible National Register boundary consists of a visual boundary. The eligible boundary, comprising approximately 70 acres, contains all National Register qualifying characteristics and features of the district.

Pylant-Drewry-Greenwood Historic District (Resource 16)

The Pylant-Drewry-Greenwood Historic District (Figure 4-11) is district of five industrial buildings at 665 Pylant Street NE; 675 and 680 Drewry Street NE; and 675 and 686 Greenwood Avenue NE. The buildings are roughly bounded by Greenwood Avenue NE to the south, Pylant Street NE to the north, the former Southern Railway to the west, and Ponce de Leon Place NE to the east. Constructed between 1925 and 1949, the buildings include:

- two block-long attached warehouse-type buildings of sheet metal;
- a long rectangular brick building with a gable-roof clad in asphalt shingles and bands of metal-frame awning windows that served as a printing company;
- a one-story, L-shaped building serving as a dairy products manufacturer with concrete block and vinyl sidings;
- a brick building housing a variety of construction activities of which one was the namesake “B. Mifflin Hood Brick Co” as written on the façade; and
- a long one- to three-story trapezoid-shaped former industrial building with the original arched and flat-headed brick entrance and replacement stucco exterior.

The EER assessment included an evaluation of these properties for eligibility as a listing in the National Register under Criteria A and C. The properties possess a local level of significance in the areas of architecture, commerce, industry, and community planning and development as good examples of the prevailing building methods, materials, and styles of commercial and industrial buildings in the first half of the 20th century. The properties are also significant for their proximate location to the former Southern Railway indicating their relationship to the history and development of industry and commerce in Atlanta during this time.

Boundary areas for four NRHP-eligible properties in this district correspond to the legal property boundary and are as follows:

- 665 Pylant Street NE - approximately 1.70 acres;
- 675 Drewry Street NE - approximately 0.36 acre;
- 680 Drewry Street NE- approximately 0.25 acre; and
- 686 Greenwood Avenue NE - approximately 0.22 acre.

All significant and character defining features of the properties are included within the legal boundaries. Because the historic boundary of 675 Greenwood Avenue NE is no longer intact and because there are no other features within the legal boundaries that contribute to the architectural significance of the property, the proposed National Register boundary is a visual boundary, and contains approximately 0.76 acres. The proposed boundary contains all National Register qualifying characteristics and features of the district and includes the buildings and the immediate surrounds.

Ponce de Leon-Ralph McGill District (Resource 17)

The Ponce de Leon-Ralph McGill Historic District (Figure 4-12) dates from the early-to-mid-20th century and contains twenty contributing industrial and commercial buildings bounded roughly by Ralph McGill Boulevard NE (formerly Forrest Road) to the south, Ponce de Leon Avenue NE to the north, Glen Iris Drive NE to the west, and the Southern Railway to the east. Six National Register listed properties within this district include:

- Ford Motor Company (1914),
- Troy Peerless Laundry Building (1928),
- Southern Dairies (1935),
- Empire Manufacturing (1939),
- National NuGrape Company (1937), and
- Western Electric (1939-41).

Fourteen National Register eligible properties within this district include the following:

- Excelsior Mill (c. 1901);
- 712 Ponce de Leon Avenue NE (1909 and 1925);
- Sears, Roebuck and Company building (1926);
- 729 Ponce de Leon Place NE (1940);
- 730 Ponce de Leon Place NE (1945);
- 740 Ponce de Leon Place NE (1945);
- 750 Ponce de Leon Place NE (1945);
- 710 Ponce de Leon Avenue NE (1945);
- American Sprinkler Corporation of America building (1949);
- National Linen Company (1954);
- 750 Ralph McGill Boulevard NE (1949);
- 591 Somerset Terrace NE (1955);
- 580 Somerset Terrace NE (1955); and
- 723 Ralph McGill Boulevard NE (c. 1940), formerly the Akers Motor Line Building.

The EER assessment included an evaluation of this district for eligibility as a listing in the National Register under Criteria A and C. The properties possess a local level of significance in the areas of architecture, engineering, and industry and are comprised of largely intact and good examples of the prevailing building methods, materials, and styles of the different decades of the first half of the 20th century. Collectively, they clearly illustrate the changes in commercial and industrial design throughout this period and the development of industry in the Atlanta area during the first half of the 20th century.

The proposed National Register boundary for the Ponce de Leon- Ralph McGill Historic District is a discontiguous boundary that is comprised of the National Register boundaries of the 6 listed properties and the legal property boundaries of 14 eligible properties.

Krog Street-Southern Railway Historic District (Resource 18)

The Krog Street-Southern Railway Historic District (Figure 4-13) is comprised of nine commercial and industrial buildings situated adjacent to the former Southern Railway corridor and Krog Street NE, in an area that extends from north of Irwin Avenue NE south to Edgewood Avenue NE. Constructed between 1890 and 1955, the buildings include:

- 154 Krog Street NE(1890)
- 130 Krog Street NE (1952)
- 99 Krog Street NE (c. 1932-1950), also formerly of the Atlanta Stove Works
- 700 Lake Avenue NE (1940)
- 151 Sampson Street NE (1950) (a double-arched Quonset Hut)
- 660 Edgewood Avenue NE (1957)
- 710 DeKalb Avenue NE (1935)
- 716 Edgewood Avenue NE (1920)
- 724 Edgewood Avenue NE (1920)

The EER assessment included an evaluation of these resources for eligibility as a listing in the National Register under Criteria A and C. The properties possess a local level of significance in the areas of architecture, commerce, industry and community planning and development. These nine buildings retain original materials and architectural features and are good, representative examples of late-19th to mid-20th century commercial and industrial buildings that collectively convey their relationship to the history and development of the city that took advantage of proximity to the rail line during this period.

Inman Motor Works (Resource 19)

The Inman Motor Works (Figure 4-13, Figure 4-14) is comprised of four industrial buildings at 820 and 834 DeKalb Avenue NE.

The EER assessment included an evaluation of this property for eligibility as a listing in the National Register under Criteria A and C. The property possesses a local level of significance in the areas of architecture, industry and community planning and development. The complex of buildings gives evidence to a substantial mid-20th century business within a mixed industrial/residential district of Atlanta.

Because the historic boundary is no longer intact and because there are no other significant or character defining features within the legal boundary that contribute to the architectural significance of the property, the eligible National Register boundary consists of a visual boundary. The eligible boundary, comprising approximately 1.64 acres,

contains all National Register qualifying characteristics and features of the property and includes the buildings and the immediate surrounds.

4.8.2 Effects to Historic Resources

The Proposed State Action involves the disturbance of land within the BeltLine Corridor Northeast Zone for the construction of a fixed rail transit guideway and multi-use trails. Land disturbance is likely to include clearing, grading, or excavating of land owned by either MARTA or the Atlanta Development Authority.

There are 19 listed or eligible historic properties within the APE of the proposed action. A summary of anticipated adverse effects to the resources resulting from the proposed action follows. These findings are pending concurrence with the SHPO, as coordination is ongoing.

There would be no atmospheric effect to these resources resulting from project implementation. The proposed project is consistent with the State Implementation Plan for air quality in the region.

Pending SHPO concurrence with the assessment of effects, No Adverse Effect findings are anticipated for the following resources:

- Ansley Park Historic District (Resource 1)
- Piedmont Park (Resource 2)
- Virginia-Highland Historic District (Resource 3)
- Martin Luther King, Jr. Historic District (Resource 4)
- Inman Park Historic District (Resource 5)
- Inman Park-Moreland Historic District (Resource 6)
- 430 Lindbergh Drive NE - Atlanta's Apartment Complexes (Resource 8)
- Peachtree Hills (Resource 9)
- 441 Armour Drive NE (Resource 11)
- 2131 Old Plasters Bridge Road NE (Resource 12)
- Mason Chapel Baptist Church/Masonic Lodge (Resource 13)
- 1904 Monroe Drive NE (Resource 14)
- Piedmont Heights (Resource 15)
- Pylant-Drewry-Greenwood Historic District (Resource 16)
- Ponce de Leon-Ralph McGill Historic District (Resource 17)
- Krog Street-Southern Railway Historic District (Resource 18)
- Inman Motor Works (Resource 19)

Additionally, a conditional No Adverse Effect finding is anticipated for one historic resource.

Historic Railroad Resources of the Atlanta BeltLine Northeast Zone (Resource 7)

Pending SHPO concurrence, this conditional finding relates to the relocation or modification of bridge features to support the BeltLine Corridor right-of-way and access to trails and station areas. BeltLine Corridor design guidelines will incorporate strategies to preserve-in-place and re-use features and materials contributing to the historic character and/or use of these structures. In addition, where possible, other features of the Historic Railroads, including the railbed, other bridge structures, extant masonry walls, the terminal building, and the signal device, will remain intact.

Finally, an adverse effect finding is possible for one historic resource.

Orkin-Rollins Building (Resource 10)

Pending the SHPO finding, an adverse effect is anticipated for this resource under Transit and Multi-Use Trail Option 2, resulting from the proposed action crossing over and above the pedestrian entrance to the resource at Piedmont Road NE. No adverse effect is anticipated as a result of Option 1/1A or Option 3.

4.9 Archaeological Resources

The EER assessment included a Phase I archaeological survey of the Northeast Zone of the BeltLine Corridor. Consultation of the state archaeological site files at the University of Georgia and existing survey reports resulted in the location of previously identified archaeological sites within the APE. Further, reviews of topographic maps and aerial photography resulted in the identification of areas with high potential for archaeological sites within the APE. A review of the Georgia Archaeological Site Files at the University of Georgia in Athens showed that eight archaeological sites are within a 1-kilometer (0.62 mile) radius of the project corridor. The proposed action would have no effect on seven of these sites since they are outside the APE of the present undertaking.

The location of one previously identified archaeological site, 9FU77 (Battle of Atlanta), is in or adjacent to the proposed project corridor. Application of NRHP significance Criterion A (association with events that have significantly contributed to the broad patterns of history) and Criterion D (ability to yield information significant to prehistory or history) resulted in a recommendation of eligibility for this site.

The current investigation identified one previously unrecorded archaeological resource, 9FU549 (masonry wall remnant of former Atlanta Stove Works, at Krog Street NE and Irwin Street NE). A recommendation that this site is not eligible for the NRHP results from its limited potential to yield additional significant information. Also identified during the current undertaking were two isolated finds. Isolated Find 1 is a single stoneware sherd and Isolated Find 2 is a prehistoric quartz thinning flake. A recommendation that the isolated finds are not eligible for the NRHP results from their low research potential.

As a result of the urbanized nature of the proposed corridor, archaeological surveying in specific areas of the APE was inconclusive. Investigation could not occur for some paved locations, including areas near 9FU77, resulting from the limitations of manual Phase I survey methods. Documentary evidence indicates a high probability of Civil War remains in this area, which may be in a preserved state beneath urban fill. Further archaeological testing at 9FU77 would be necessary if the project design impacts potentially preserved

portions of the site. Additionally, the area near Isolated Find 2 contained a wide broadcast of modern debris, which hampered efforts to survey that location for Civil War remains believed to be in the vicinity. While Isolated Find 2 holds little research value on its own, it indicates the area exhibits little disturbance below the modern humic zone (the organic soil layer derived from decomposition of plant or animal matter). Based on historical research, further investigation would be necessary if the proposed action extends into relatively undisturbed portions of the area.

4.10 Parks/Recreation

Fourteen parks/recreational resources are within the study area for the Northeast Zone. Among these resources, ten of these parks are public park resources, two of these parks are under private ownership, and two are planned parks. Table 4-5 below lists and describes these park and recreation resources within the study area for the proposed action. Figure 4-15 through Figure 4-22 identify park and recreation resources near the Northeast Zone study area.

Based on a preliminary assessment of the transit and trails alignment provided to date, seven of the park resources near the proposed project are well outside the LOD for the proposed transit and trail alignments. The following parks would not likely experience any effects:

- Smith Park;
- McClatchey Park;
- Ansley Park;
- Cabbagetown Park;
- Inman Park;
- Springvale Park; and
- Lang Carson Park

The remaining seven park resources are immediately adjacent to the proposed right-of-way for the proposed project. These resources include:

- Peachtree Hills Park;
- Brookwood Hills Conservation Easement;
- Ansley Golf Club;
- Piedmont Park;
- (Planned) Piedmont Park Expansion Areas;

Table 4-5: Park and Recreation Resources

Park[1]	Location/Description	Size (acres)	Impact
Peachtree Hills Park[2]	• Neighborhood park at 308 Peachtree Hills Avenue NE. • Offers a gym, softball and soccer fields, tennis courts, a playground, and a picnic area. • Recently undergoing renovations by local area residents.	7.20	No impact
Brookwood Hills Conservation Easement	• Private easement between Armour Drive NE and Peachtree Creek . • Brookwood Hills Community Club is private owner. • Has no public access.	47.80	No impact
Ansley Golf Club	• Private golf course at 196 Montgomery Ferry Drive NE.	63.30	Potential proximity impacts as a result of visual and vibration impacts
McClatchey Park	• Neighborhood park at Avery Drive/Westminster Drive NE.	5.00	No impact
Smith Park	• Garden park at 1571 Piedmont Avenue NE / 1547 Monroe Drive.	0.41	No impact
Ansley Park	• Neighborhood park at Maddox Drive / E. Park Lane NE.	6.11	No impact
Piedmont Park[3]	• Regional park in the Midtown area at 400 Park Drive NE. • Created in 1887 and described by many as the "Central Park" of Atlanta. • Includes landscape design by noted historical figures Joseph Forsyth Johnson and the sons of Frederick Law Olmsted. • Often considered the focal point of the Midtown community. • Home to various annual celebrations and events.	185.00	Potential proximity impacts as a result of visual and vibration impacts; loss of parking at Park Tavern
Proposed Piedmont Park Expansion[3]	• Includes North Piedmont Park, Piedmont Commons, and Piedmont Gardens.	53.00	Potential proximity impacts as a result of visual and vibration impacts
Historic Fourth Ward Park at North Avenue	• Planned public park in Old Fourth Ward neighborhood. • Planned primarily as a passive park with lakes, open meadows and a system of multi-use trails.	40.00	Potential proximity impacts as a result of visual and vibration impacts

Freedom Park[4]	• Regional park at North Avenue NE/Moreland Avenue. • Transportation right-of-way previously purchased by the Georgia Department of Transportation (GDOT) for the development of a new interchange. • GDOT cancelled the interchange project because of public opposition, and the City of Atlanta transformed the space into a public park. • In the Poncey-Highlands, Old Fourth Ward, Inman Park, and Candler Park neighborhoods. • Popular among joggers, bicyclists, and dog-walkers.	188.59	No impact
Cabbagetown Park[5]	• Neighborhood park at 701 Kirkwood Avenue SE. • City of Atlanta designated this old school property was as greenspace in 1999. • Includes a community center.	3.10	No impact
Inman Park	• Garden park at Euclid Avenue/Edgewood Avenue NE	0.28	No impact
Springvale Park	• Neighborhood park at Euclid Avenue/Waverly Way NE. • Created in 1903.	4.60	No impact
Lang-Carson Park	• Neighborhood park at 100 Flat Shoals Avenue SE. • Includes a community center, basketball and tennis courts, a meeting room, weight room, arts and crafts room, aerobics studio, and exercise room.	3.24	No impact

1 City of Atlanta Office of Parks http://www.atlantaga.gov/government/ (accessed June 2008)

2 Peachtree Hills Park Civic Association http://www.peachtree-hills.org/facility_list.asp (accessed June 2008)

3 Piedmont Park Conservancy http://www.piedmontpark.org/ (accessed June 2008)

4 Freedom Park http://www.freedompark.org/ (accessed June 2008)

5 Cabbagetown Initiative Community Development Organization http://www.cabbagetowninitiative.org/ (accessed June 2008)

Figure 4-15: Parks and Recreation (Armour/Lindbergh Area, Option 1 and Option 1A)

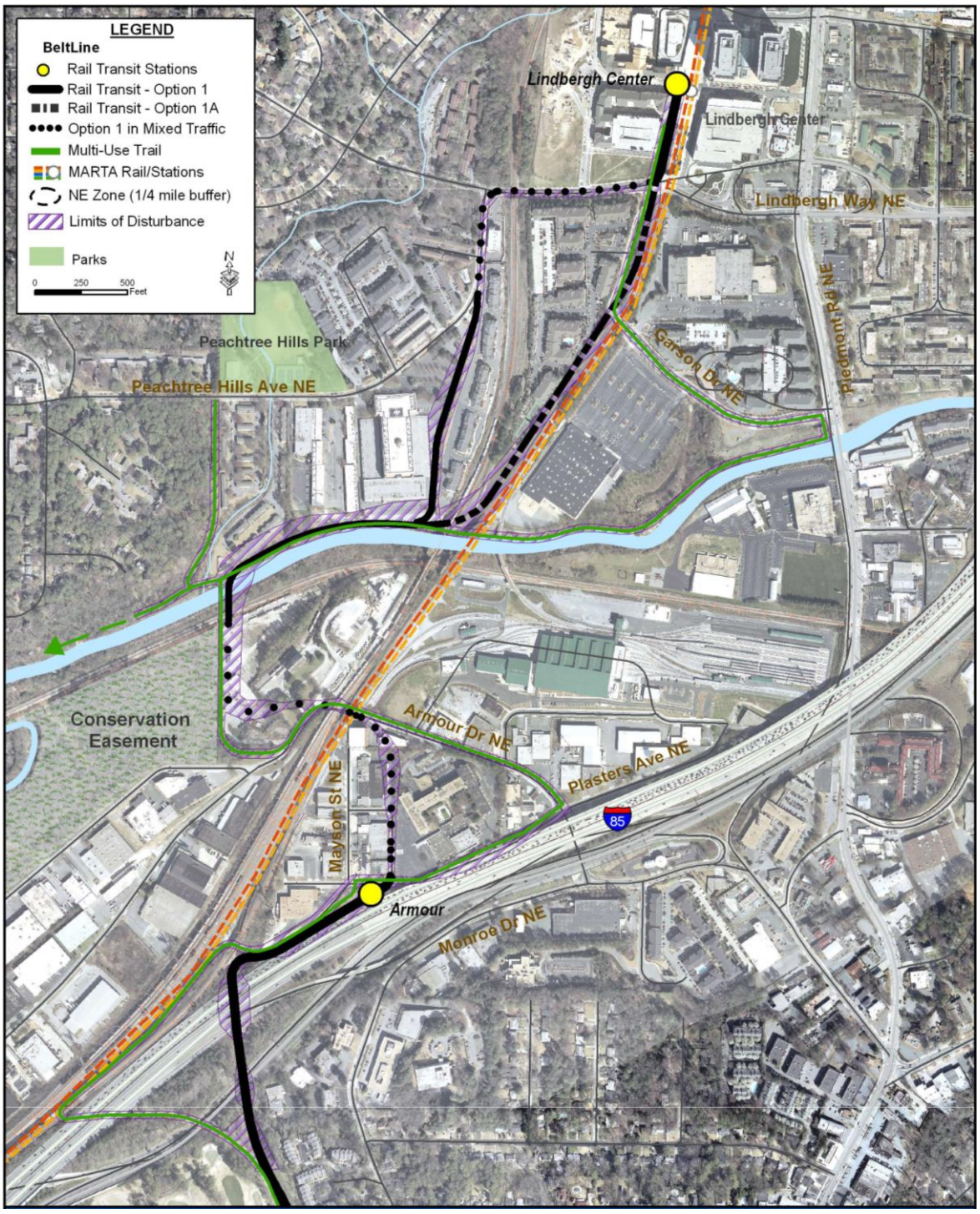


Figure 4-16: Parks and Recreation (Armour/Lindbergh Area, Option 2)

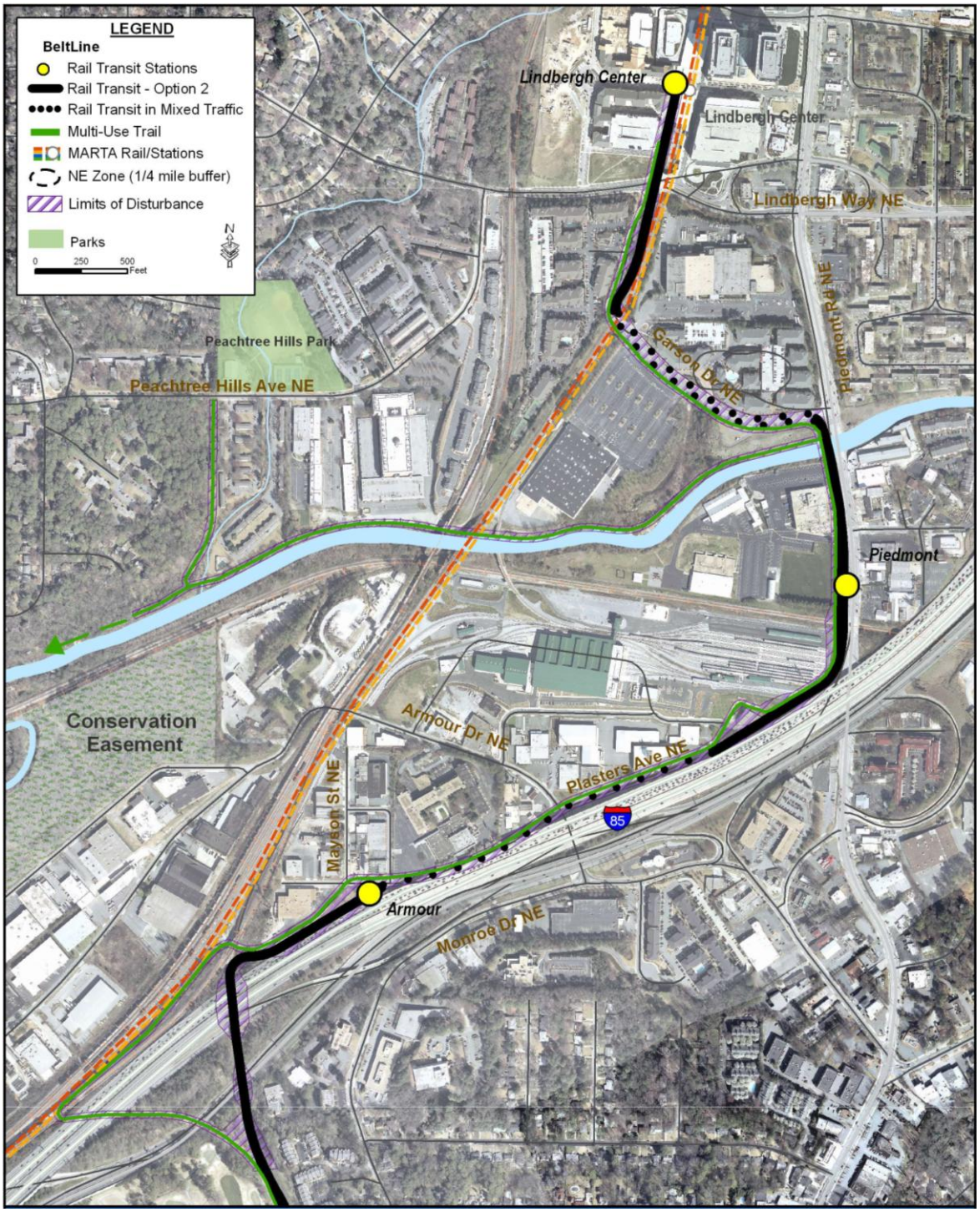


Figure 4-17: Parks and Recreation (Armour/Lindbergh Area, Option 3)

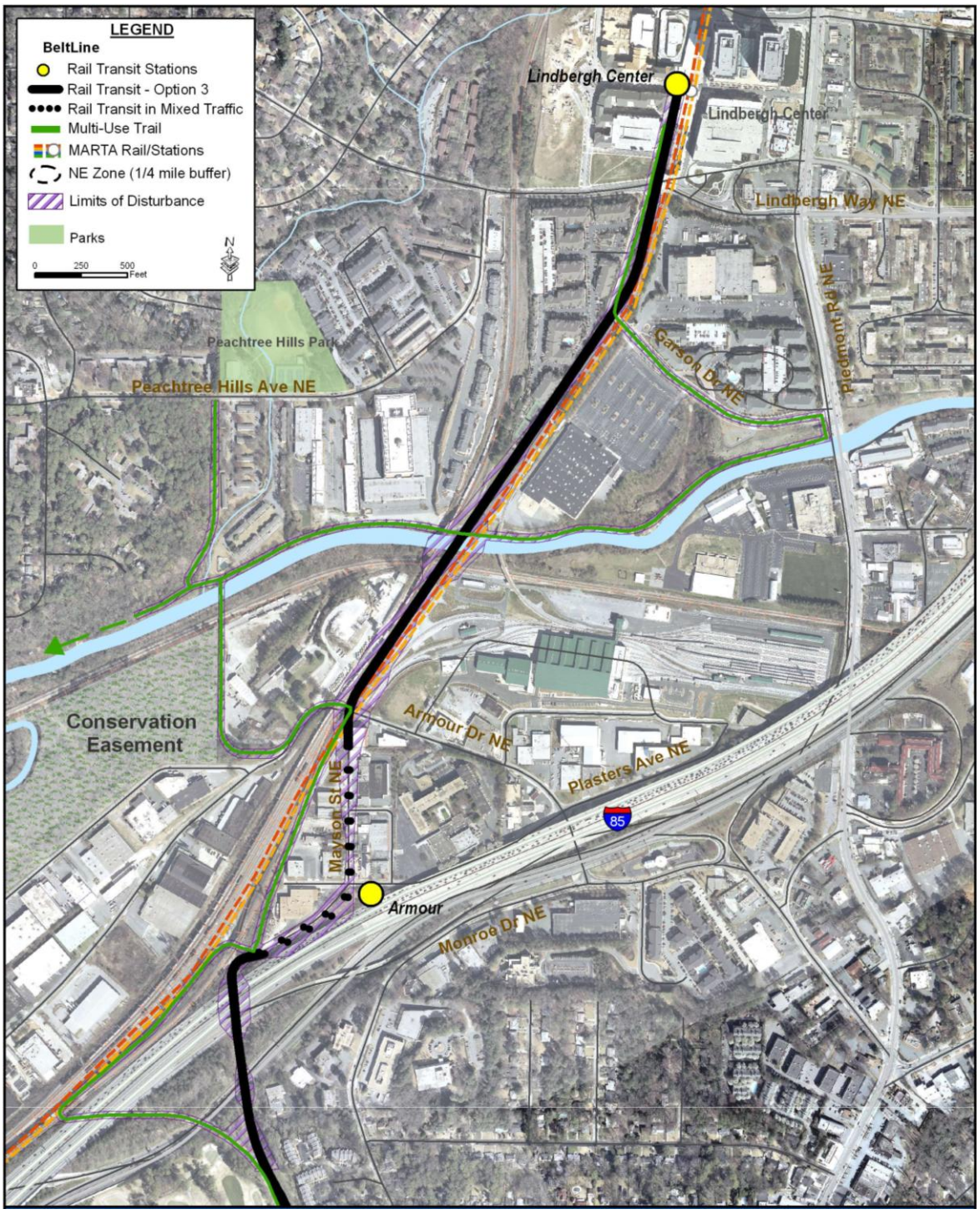


Figure 4-18: Parks and Recreation (Montgomery Ferry/Ansley Area)

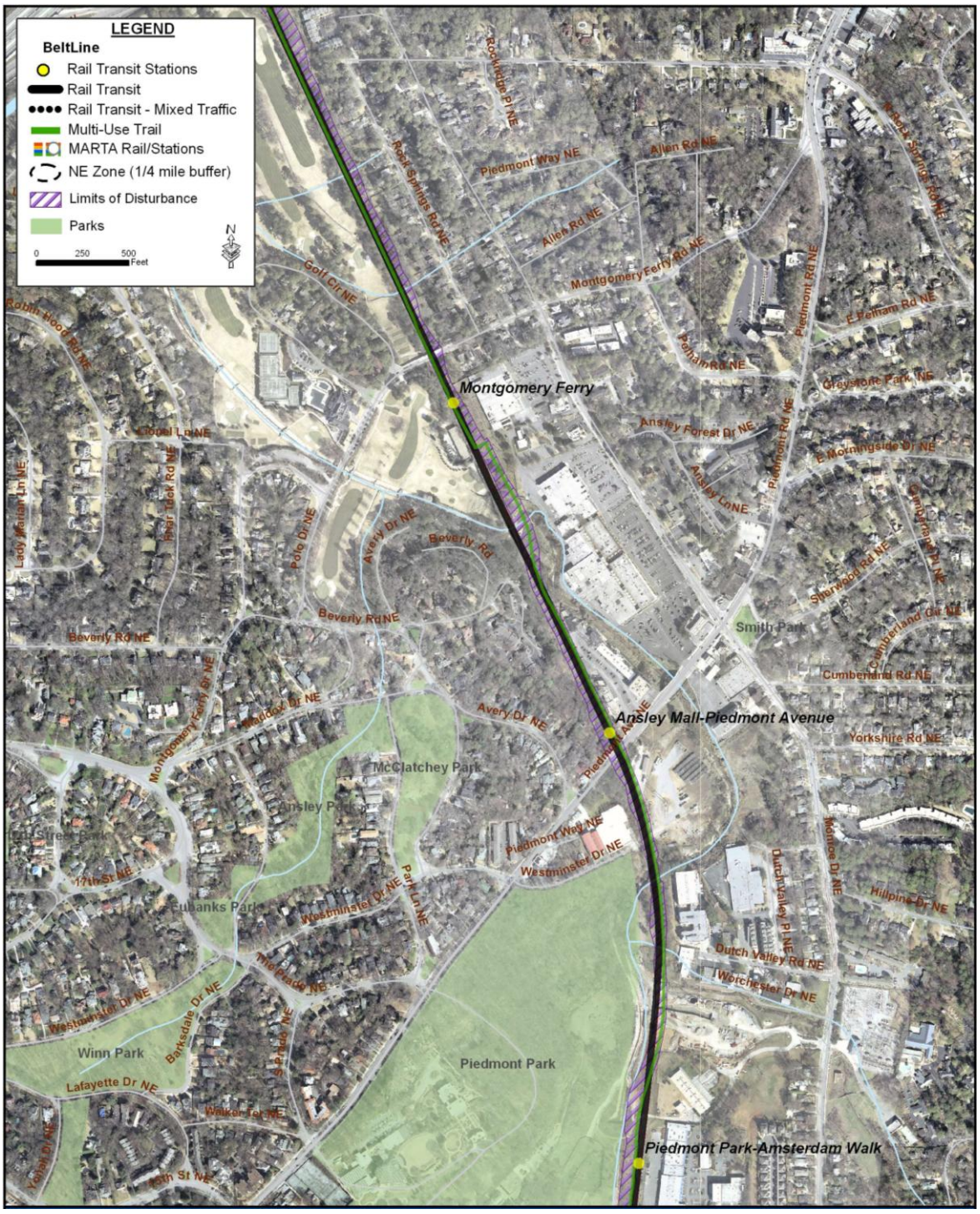


Figure 4-19: Parks and Recreation (Piedmont Park Area)

Figure 4-20: Parks and Recreation (Freedom Parkway Area)

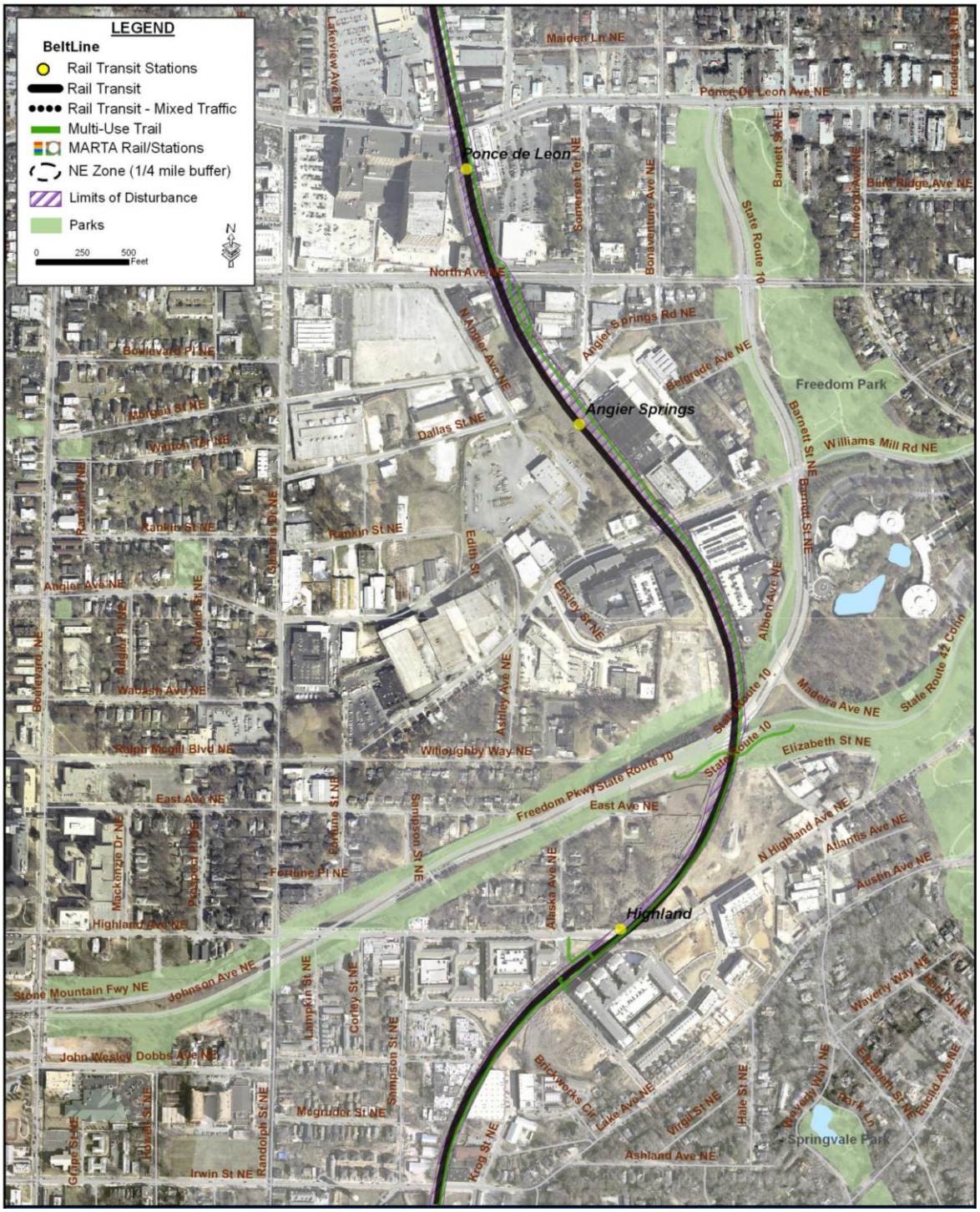
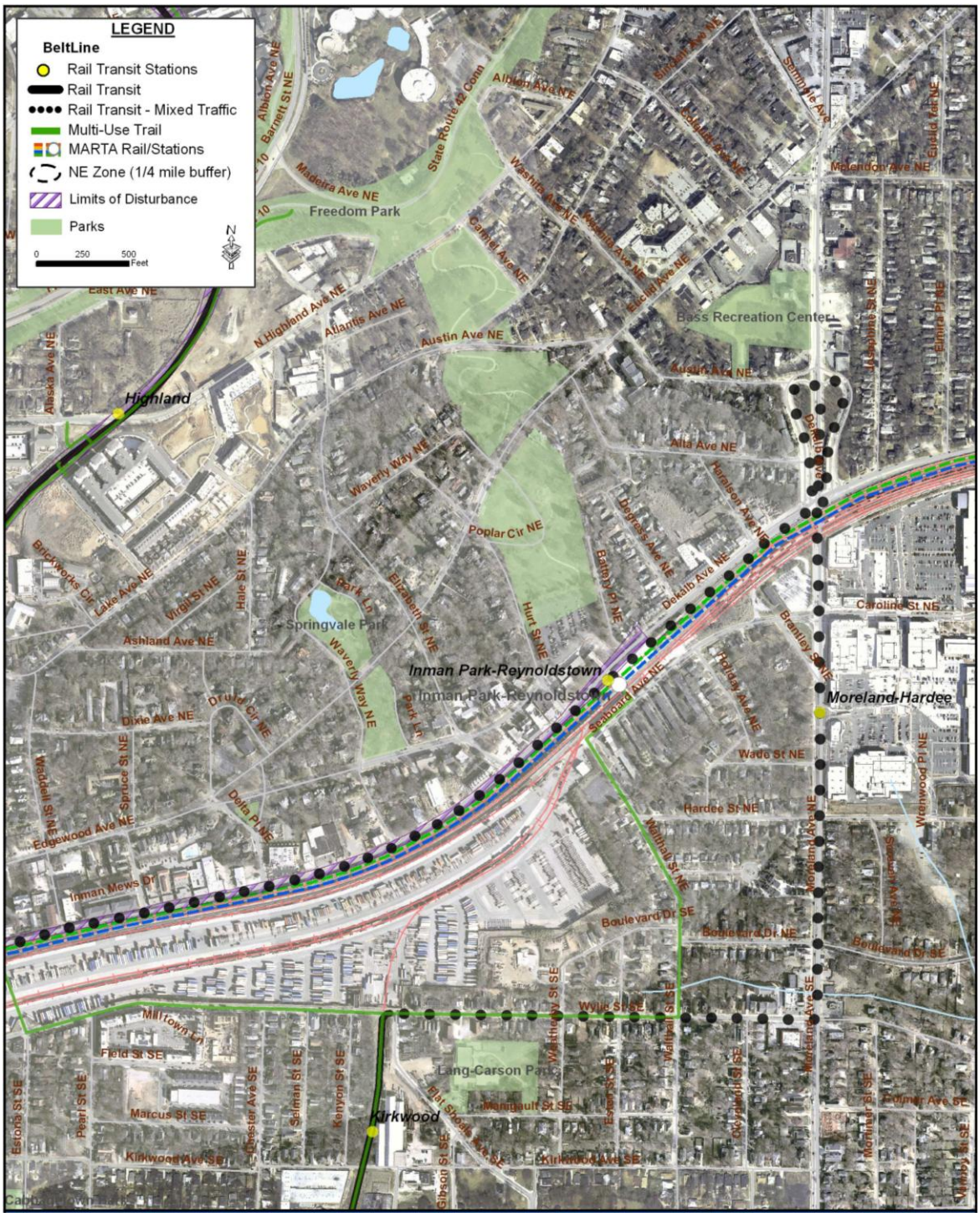


Figure 4-21: Parks and Recreation (Old Fourth Ward/Cabbagetown Area)

Figure 4-22: Parks and Recreation (Inman Park/Reynoldstown Area)



- (Planned) Historic Fourth Ward Park at North Avenue; and
- Freedom Park

While the proposed project does not pose direct impacts on the seven park resources adjacent to the ROW, four park resources may experience proximity impacts because of visual and vibration effects resulting from the project. These resources include Ansley Golf Club, Piedmont Park, planned Piedmont Park expansion areas, and the planned Historic Fourth Ward Park at North Avenue. These park resources are found south of I-85, where there is a single proposed transit and trail alignment under the Build Alternative. Descriptions of potential impacts for these resources follow.

Ansley Golf Club

South of I-85, the proposed alignment would run parallel to the Ansley Golf Club, a private establishment. The proposed alignment of the trails and transit would not require the use of any of the property owned by the Ansley Golf Club. The golf club would likely experience some visual and aesthetic effects and may experience some vibration effects.

Piedmont Park and Planned Expansion Areas

As the proposed transit and trails alignment continues south, it runs parallel to Piedmont Park. Piedmont Park is a regional park and a historic resource. The proposed alignment would not use any park property within Piedmont Park. The proposed alignment runs immediately east of and adjacent to the majority of the park. Piedmont Park is also a historic resource, as noted in Section 4.8.1. Coordination with staff at Piedmont Park indicates that a new access road to the Atlanta Botanical Garden is being designed, which is on the Piedmont Park property. The proposed alignment would intersect at-grade with this access road. During the more detailed design phases of the project, MARTA and ABI will identify specific features to enhance safety in the Piedmont Park area.

The planned park expansions of Piedmont Park would be adjacent to the proposed transit and trails alignment. It is likely that where the expansion areas abut the alignment, the potential for proximity effects could occur. Potential effects may include changes to the visual and aesthetic character and the potential for vibration impacts.

A review of Land and Water Conservation Fund (LWCF) grants shows that Piedmont Park has been a recipient of LWCF grants. While the proposed action does not include Piedmont Park ROW, if the proposed project alignment changes in the future to include such ROW, any portions of the park purchased, developed, or enhanced with LWCF funds would receive special protection, including the possible requirement to replace impacted portions in-kind. MARTA and ABI would continue to coordinate with the City of Atlanta and Piedmont Park Conservancy to determine which portions of the park have received LWCF grants.

Given the close location of the transit alignment in relation to the park, there may be proximity effects associated with transit operations. It is likely that Piedmont Park would experience impacts as a result of vibration. In addition to the potential for vibration

impacts, introducing BeltLine transit service in the area would potentially change the visual and aesthetic character of the park property near the proposed alignment. The addition of the Virginia-Monroe Station near the Park Tavern and the intersection of 10th Street NE and Monroe Drive NE would also have some effect of the visual character of the area resulting from the addition of new visual elements. However, the proposed station, transit, and trails would benefit Piedmont Park by providing access to a greater number of area residents.

The existing Atlanta Development Authority ROW is adjacent to the Park Tavern, which currently utilizes the underutilized ROW for vehicle parking. The proposed alignments could impact parking availability for the Park Tavern, as this is the only apparent option near the establishment. As part of the detailed design process, ABI and MARTA will coordinate with the City of Atlanta and the Piedmont Park Conservancy to identify alternative parking options for Park Tavern, in coordination with active City roadway realignment and park-area expansion and transportation access plans.

Historic Fourth Ward Park at North Avenue (Planned Park)

Based on a review of the ABI subarea master plans, the Historic Fourth Ward Park at North Avenue is planned within the Northeast Zone study area. The southern portion of this park would abut the proposed alignment. Potential impacts would likely result from proximity effects such as alterations to the visual and aesthetic character and the potential for vibration impacts.

4.11 Energy Supplies

The expected source of energy for the BeltLine is electricity provided by Georgia Power. However, the qualitative findings of this assessment can apply to either electricity or diesel fuel use, the two typical sources of energy for LRT or Modern Streetcar transit systems. Energy would be necessary to power the BeltLine transit equipment, as well as station facilities (i.e., lighting, fare boxes, etc.) and maintenance yard operations. Of these sources, the transit equipment would be the highest source of energy need.

This EER assessment evaluated potential energy use by the BeltLine as a function of forecast ridership and savings in vehicle miles traveled by personal car. The 2007 MARTA transit alternatives analysis forecast a ridership rate on the BeltLine of 26.4 million boardings annually and an annual travel savings of 113,000 vehicle miles.[1] Using the industry standard for automobile energy use, 6,233 British Thermal Units (BTUs) per vehicle mile,[2] the energy savings by diverting personal car drivers to BeltLine riders would be up to approximately 704 million BTUs annually.

Transit typically uses 12 times more energy, or BTUs, than an automobile based on an average energy-efficiency of approximately 70,000 BTU per vehicle mile.[3] However,

[1] MARTA, January 2007. *BeltLine Inner Core Alternatives Analysis: Detailed Screening Results*.

[2] Federal Transit Administration, July 1999. *Technical Guidance on Section 5309 New Starts Criteria.*

[3] Oak Ridge National Laboratory, Center for Transportation Analysis. *Transportation Energy Data Book: 2006-2007.*

each rider on an LRT or streetcar vehicle uses approximately 8 percent of the energy that a person in an automobile uses. Therefore, the energy efficiency or the amount of BTUs saved by a transit rider is significant in comparison to that of a single driver. As a result, although BeltLine operations would be a new energy generator, the effect of the project on overall energy supply and use would be a substantial savings. Other savings, such as reduced congestion and delays on roadways in the Atlanta region, are additional energy benefits of the BeltLine.

Upon a decision to proceed with the proposed action, MARTA and ABI would coordinate with Georgia Power in relation to its energy needs to operate the BeltLine. Georgia Power operates under its proactive plan to expand its energy sources to meet the growing demand in the Atlanta region. Complementing this plan is a series of strategies Georgia Power is actively pursuing to more efficiently operate their facilities and incorporate sustainable technologies. This EER assessment anticipates that adequate power would be available to serve the BeltLine.

The Northeast Zone of the BeltLine Corridor contains a number of energy transmission and distribution lines owned and operated by Georgia Power and other energy utilities. Project design efforts would strive to avoid or minimize impacts to these facilities. Where impacts are unavoidable, MARTA would coordinate with the owning utility regarding relocation or other appropriate mitigative action. This EER assessment anticipates that construction of the proposed action would not interrupt energy supplies to the Atlanta region.

4.12 Hazardous Materials

This EER assessment included an inventory of hazardous materials/contaminated sites and potential brownfield locations for the proposed transit and multi-use trail alignments of the BeltLine Corridor Northeast Zone. The investigation included both a review of available federal and state databases and reports, and confirmatory site reconnaissance to ascertain the current conditions of the alignment and recognized environmental conditions that may exist along the proposed transit and trail alignments.

There are 214 sites within a 0.25-mile radius of the proposed transit and trail alignments of the Northeast Zone. Of that number, the database search confirmed 61 sites, or “recognized environmental conditions” (RECs), to be within or immediately adjacent to the 200-foot buffer of the proposed alignments. Figure 4-23 through Figure 4-30 illustrate the hazardous materials sites in relation to the Northeast Zone.

The proposed maintenance yard location currently includes warehouses and other one- and two-story buildings. Some of these locations have had reported releases (expenditures of hazardous substances) and were reported to generate hazardous waste. The development of the maintenance yard at this location would require prior determination of any potential spills or releases produced from historic or current operations at these properties and/or to determine the presence of any underground storage tanks (USTs) at these facilities prior to any demolition of the properties. In addition, should demolition of the buildings be necessary, the identification and abatement of asbestos containing materials (ACM) shall be in accordance with all state, local and federal regulations. The Atlanta Development Authority (via ABI) and MARTA would follow this programmatic protocol for any property acquisition and/or wherever

Figure 4-23: Hazardous Materials Sites (Armour/Lindbergh Area, Option 1 and 1A)

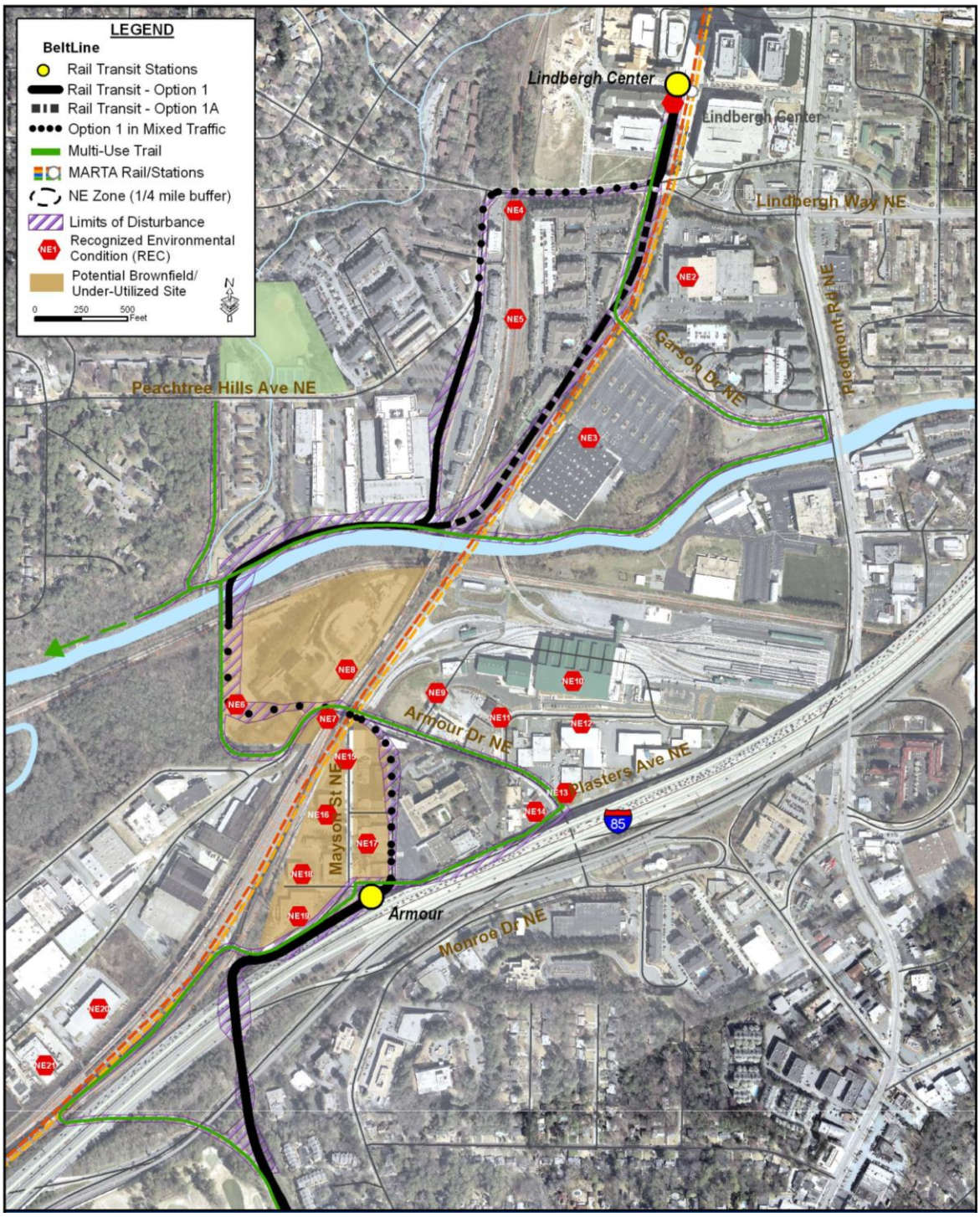


Figure 4-24: Hazardous Materials Sites (Armour/Lindbergh Area, Option 2)

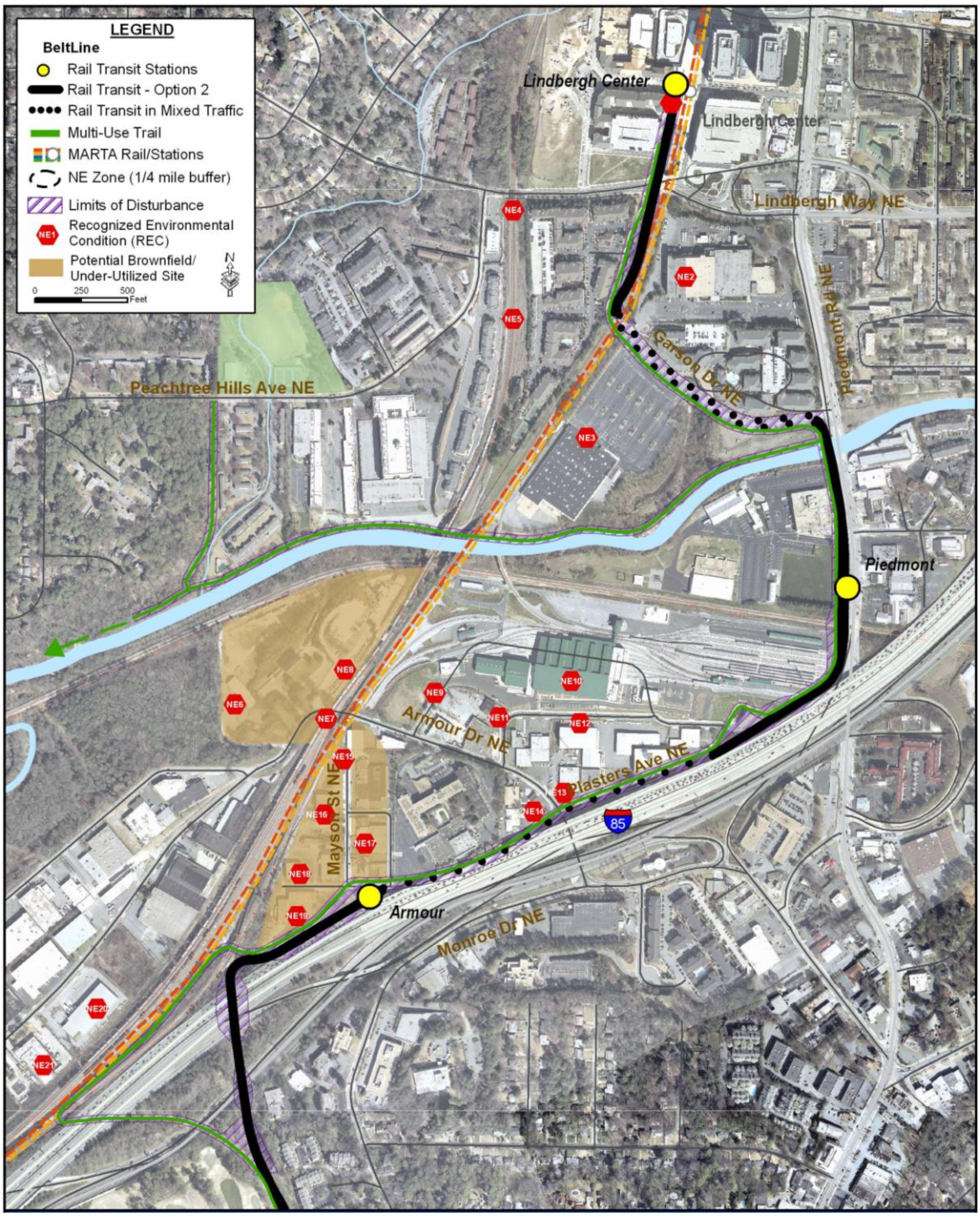


Figure 4-25: Hazardous Materials Sites (Armour/Lindbergh Area, Option 3)

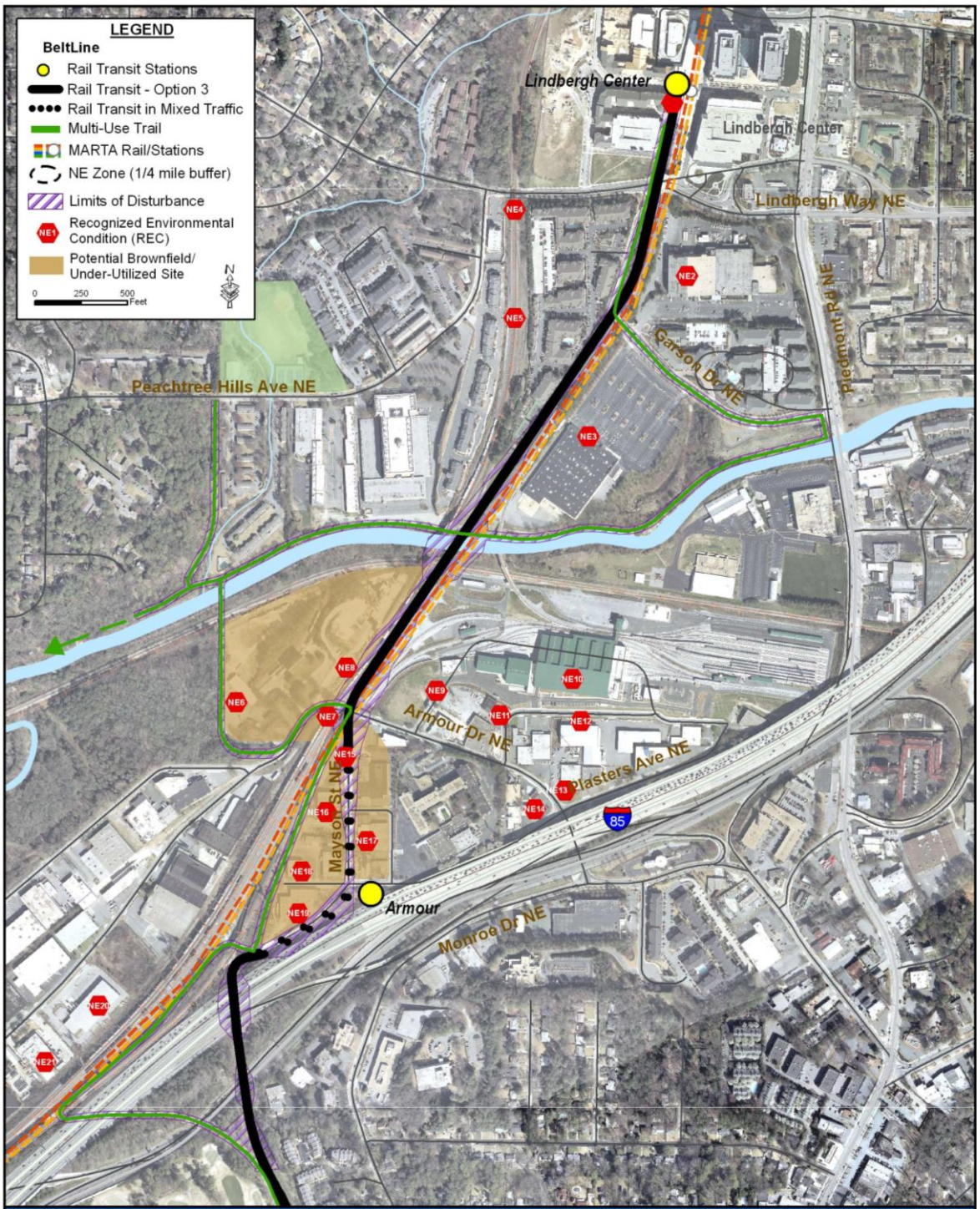


Figure 4-26: Hazardous Materials Sites (Montgomery Ferry/Ansley Area)

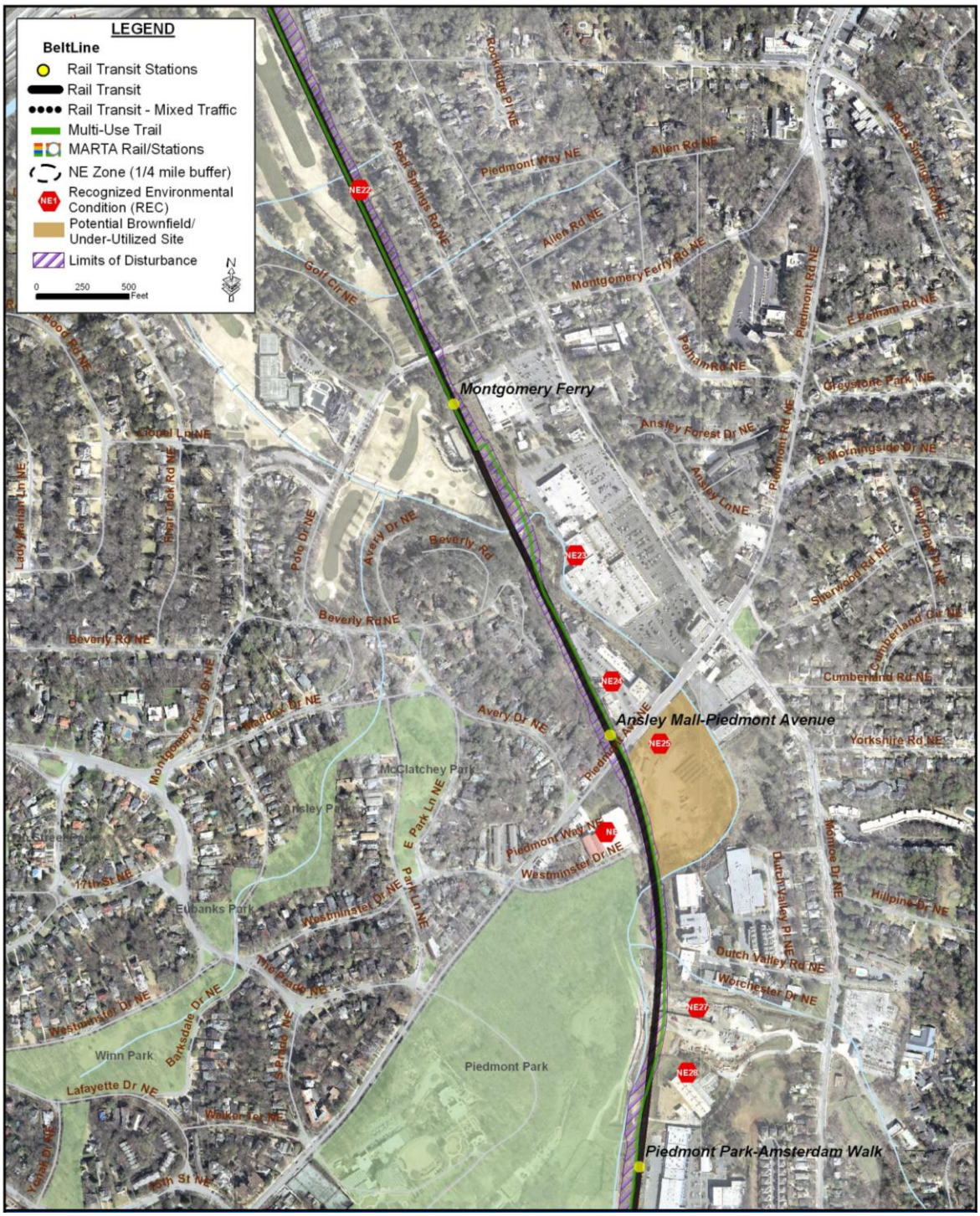


Figure 4-27: Hazardous Materials Sites (Piedmont Park/Ponce de Leon Area)

Figure 4-28: Hazardous Materials Sites (Freedom Parkway Area)

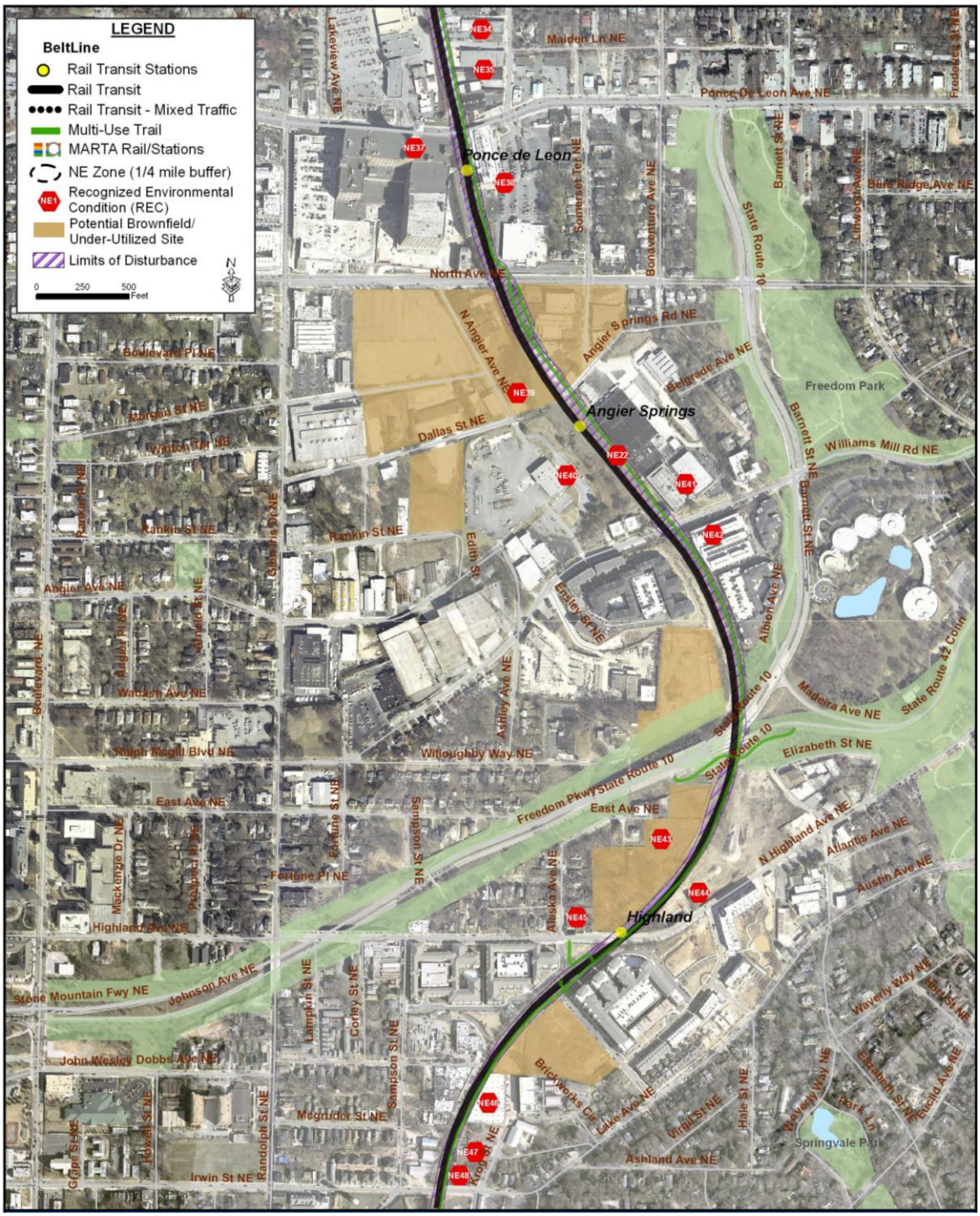


Figure 4-29: Hazardous Materials Sites (Old Fourth Ward/Cabbagetown Area)

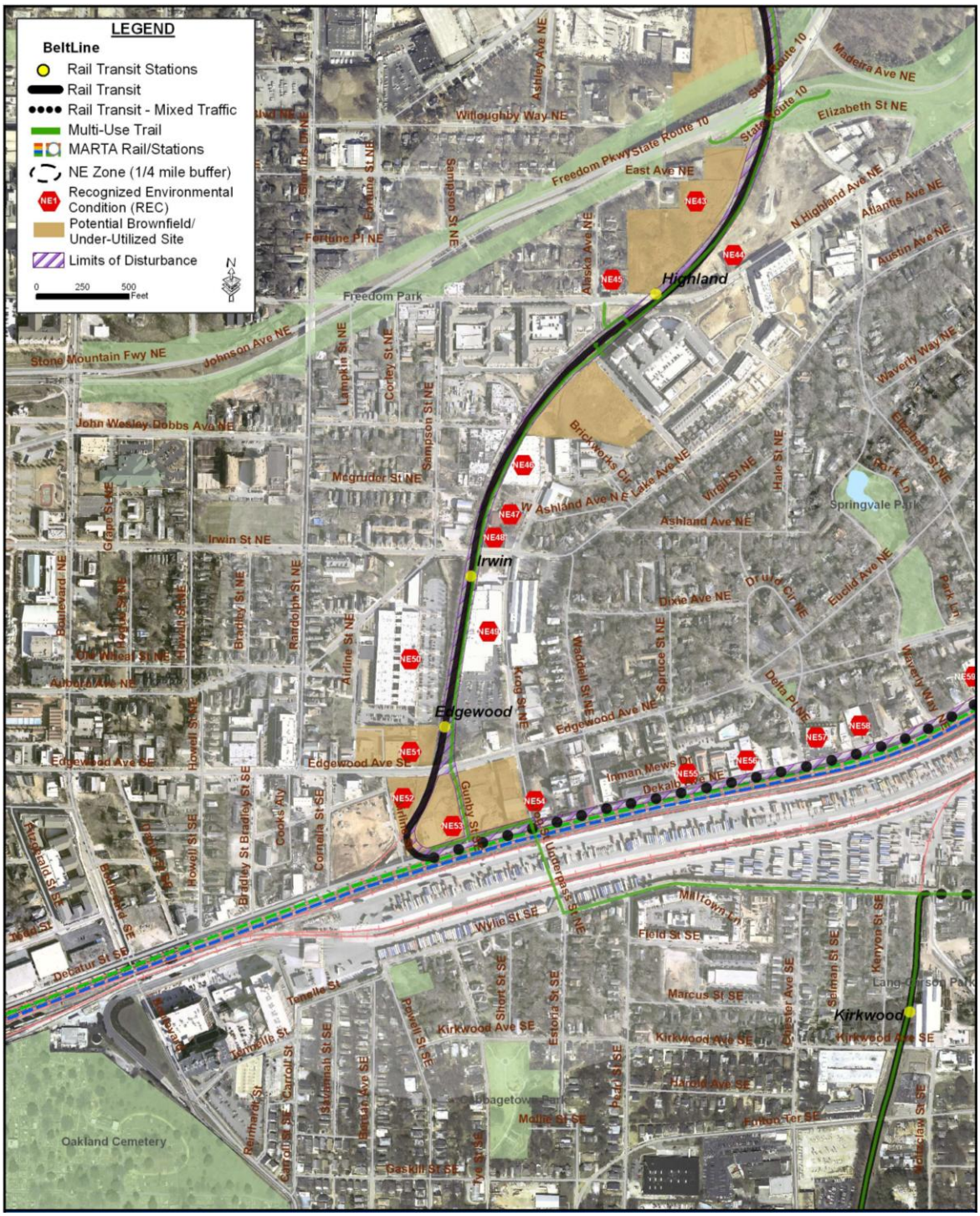


Figure 4-30: Hazardous Materials Sites (Inman Park/Reynoldstown Area)

demolition is necessary for the development of the proposed action.

Eleven potential brownfields or under-utilized locations were determined to be present within the 200-foot buffer of the proposed action. Many of the sites were either vacant at the time of the survey or contained apparent under-utilized or abandoned single-story warehouses. In situations where redevelopment is supportive of the *BeltLine Redevelopment Plan*, ABI will coordinate with the City of Atlanta and MARTA to identify strategic opportunities for assessment and remediation of brownfield sites.

4.13 Evaluation of Alternatives and Options

Representing the Proposed State Action in this EER, the Build Alternative would result in minor effects in the following resource categories:

- Wetlands/Waters of the U.S. and State;
- Floodplains;
- Storm Water;
- Waste Water;
- Air Quality;
- Solid Wastes/Solid Waste Landfills;
- Soil Stability/Erodibility;
- Historic Resources;
- Archaeological Resources;
- Parks/Recreation Areas;
- Energy Supplies; and
- Hazardous Materials/Contaminated Sites

For the Build Alternative scenario, MARTA and ABI would implement avoidance and mitigation strategies outlined for each resource area in the preceding sections, in coordination with federal, state, and local/regional stakeholders during detailed design phases, to limit the degrees of impact.

The No Build Alternative would avoid the occurrence of these environmental effects. However, the existing and planned transportation facilities and services within the No Build Alternative would not offer an adequate or comparable level of support in the Northeast Zone to goals improving regional mobility, accessibility between neighborhoods, public health, and community redevelopment.

Within the No Build Alternative, while multiple bus transit routes intersect or operate partially within the Northeast Zone, a single existing bus transit route, MARTA Route 6, connects the Inman Park/Reynoldstown and Lindbergh Center MARTA Station areas. Oriented to serve the Emory University and Clifton Road corridor activity centers in DeKalb County, east of the study area, the route does not connect with other communities and destinations in the Northeast Zone. With exception to the Freedom

Parkway trail, which generally crosses the Northeast Zone in east-west direction, there are no continuous pedestrian or bicycle facilities connecting communities, parks, and recreation areas in the study area.

There were several alignment options in the Armour/Lindbergh area, north of I-85, under consideration in the EER. As each option is adjacent to at least one hazardous materials site and poses potential impacts to floodplains in this area, none of the alignment options completely avoid adverse environmental effects in the absence of mitigation strategies.

There is no significant differential in environmental effects among the transit technology options.

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