APPENDIX H-2

DEMOGRAPHIC, SOCIAL, ECONOMIC, AND COMMUNITY PROFILE ANALYSIS

May 2024

I-285 Top End Express Lanes

Cobb, Fulton, and DeKalb Counties, PI 001758

GDOT Georgia Department of Transportation

Table of Contents

Table of Exhibits

Acronyms and Abbreviations

ACS	American Community Survey
ADA	Americans with Disabilities Act
AIP	Advanced Improvement Project
AOI	area of influence
ARC	Atlanta Regional Commission
AVE	area of visual effect
BG	block group
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CO	carbon monoxide
CRNRA	Chattahoochee River National Recreation Area
CT	census tract
EIS	Environmental Impact Statement
EJ	environmental justice
EL	express lane
EO	Executive Order
EPA	U.S. Environmental Protection Agency
FCS	Fulton County Schools
FHWA	Federal Highway Administration
FTE	full-time equivalent
GDP	gross domestic product
Georgia DOT	Georgia Department of Transportation
GP	general purpose
GSU	Georgia State University
HHS	Health and Human Services
HOT	high-occupancy toll
LEP	Limited English Proficiency
LOS	level of service
MARTA	Metropolitan Atlanta Rapid Transit Authority
MMIP	Major Mobility Investment Program
MSA	Metropolitan Statistical Area
MSAT	mobile source air toxic
N/A	not applicable
NEPA	National Environmental Policy Act
NIA	noise impact area

O_3	ozone
PIOH	Public Information Open House
$PM_{2.5}$	particulate matter 2.5 micrometers or less
Proposed Project	I-285 Top End Express Lanes Project
ROW	right-of-way
RTP	Regional Transportation Plan
SR	State Route
SRTA	State Road and Tollway Authority
TAZ	traffic analysis zone
TMP	Transportation Management Plan
U.S.C.	United States Code
USDOT	U.S. Department of Transportation

Executive Summary

Introduction

The project setting, need and purpose, and legal requirements for addressing social, economic and community impacts are outlined. The methodology for the analysis includes identifying potential impacts to social and economic conditions, and community facilities and services as a result of the Preferred Alternative. A discussion of the No-Build Alternative is included to provide comparison to conditions in the Study Area in Project Design Year 2057 if the proposed improvements are not made. The analysis documented in this report describes direct, indirect, and cumulative effects from the Preferred Alternative within the Study Area.

Proposed Project

Details about the No-Build Alternative and Preferred Alternative are presented for context. The Study Area comprises Cobb, Fulton, and DeKalb Counties which establishes existing demographic, social, economic and community conditions. The Project Area extends 1,000 feet beyond the existing Georgia DOT right-of-way (ROW) and is used to analyze social/demographic impacts.

Economic Conditions and Employment

The Study Area is the U.S. Office of Management and Budget's Atlanta-Sandy Springs-Alpharetta Metropolitan Statistical Area (Atlanta MSA). The Atlanta MSA encompasses 29 counties, including those encompassing the Preferred Alternative Corridor: Cobb, DeKalb, and Fulton Counties. The Preferred Alternative would improve the transfer of people and goods, leading to potential economic benefits across the region. There would be local economic impacts resulting from displacement of 17 commercial buildings containing 44 active businesses and 5 vacant spaces.

Population and Housing

Population, community, and housing data are provided on the existing neighborhoods and seven cities located within and adjacent to the Proposed Project area. A qualitative discussion on the presence or absence of current community cohesion is presented. Georgia DOT does not expect any workforce migrations during construction that would create strains on short-term demands for local housing, public services, or schools. The Preferred Alternative would require acquisition of 91 acres of new ROW, which would displace 21 residential buildings comprising 12 single-family homes, 20 townhomes, 4 condominiums, and 42 apartments; the majority of new ROW is located within impervious areas of transportation facilities and the existing I-285 ROW.

Environmental Justice

Demographic data percentages for the 106 census block groups and seven cities that encompass the Proposed Project were compared to their respective counties, the ARC 10-county region, and the state. Neighborhoods within identified EJ census block groups were noted and assessed for impacts; a total of 120 "readily identifiable" EJ neighborhoods were analyzed. Adverse impacts would occur to EJ communities from displacements, noise

impacts, visual impacts, and tolling. These impacts would be similar in magnitude or even reduced compared to the impacts to non-EJ populations; therefore, impacts to EJ populations would not be disproportionate when compared with impacts to non-EJ populations.

Communities of Concern

This section addresses impacts to LEP individuals, disabled, and elderly populations as well as the health of children. LEP individuals are present within the Study Area, and Spanish tends to be the most common primary language spoken by LEP individuals in the area. However, there are many block groups that have a high percentage of LEP individuals that speak an Asian language. Individuals living with disabilities within the seven cities represent 7.9% of the population and individuals over the age of 65 represent 12.6% of the population in the Project Area (U.S. Census Bureau, 2023i). Children represent 22.7% of the Project Area population (U.S. Census Bureau, 2023j).

LEP individuals could be impacted by residential displacements. No businesses would be displaced within the identified LEP commercial areas and none of the commercial displacements exhibit signage that caters to LEP clientele. Impacts specific to elderly and disabled populations are not anticipated. Temporary construction impacts would affect all individuals in the Study Area, including elderly and disabled populations. There would be no environmental health risks or safety risks that may disproportionately affect children because of the Preferred Alternative.

Community Facilities and Services

Forty-seven community facilities, including day care centers, places of worship, public facilities, and recreational facilities are present within the Project Area. ROW acquisition would be required from four school properties and four church properties as well as a commercial facility that hosts a church. These ROW acquisitions would displace The Spanish Preschool and require ROW from Tabula Rasa, Heards Ferry Elementary, and Riverwood International Charter High School, and eliminate 59 parking spaces for three churches, including First Baptist Church Atlanta, Encounter Church Atlanta, and Tribe Church Atlanta. These impacts would not change the ability for the identified community facilities to provide related services to the public. Impacts to trails include temporary, short-term closures during construction; permanent, minor shifts of portions of two trails from their original alignment; minor use of NPS-managed lands within the Chattahoochee River; and minor ROW acquisition from one trail. There could be potential impacts to structures that serve as the boundary of Jewish *eruvin*. There could be visual impacts related to construction of elevated express lane (EL) structures and possible noise barrier construction as well as temporary detours and modified access to community facilities.

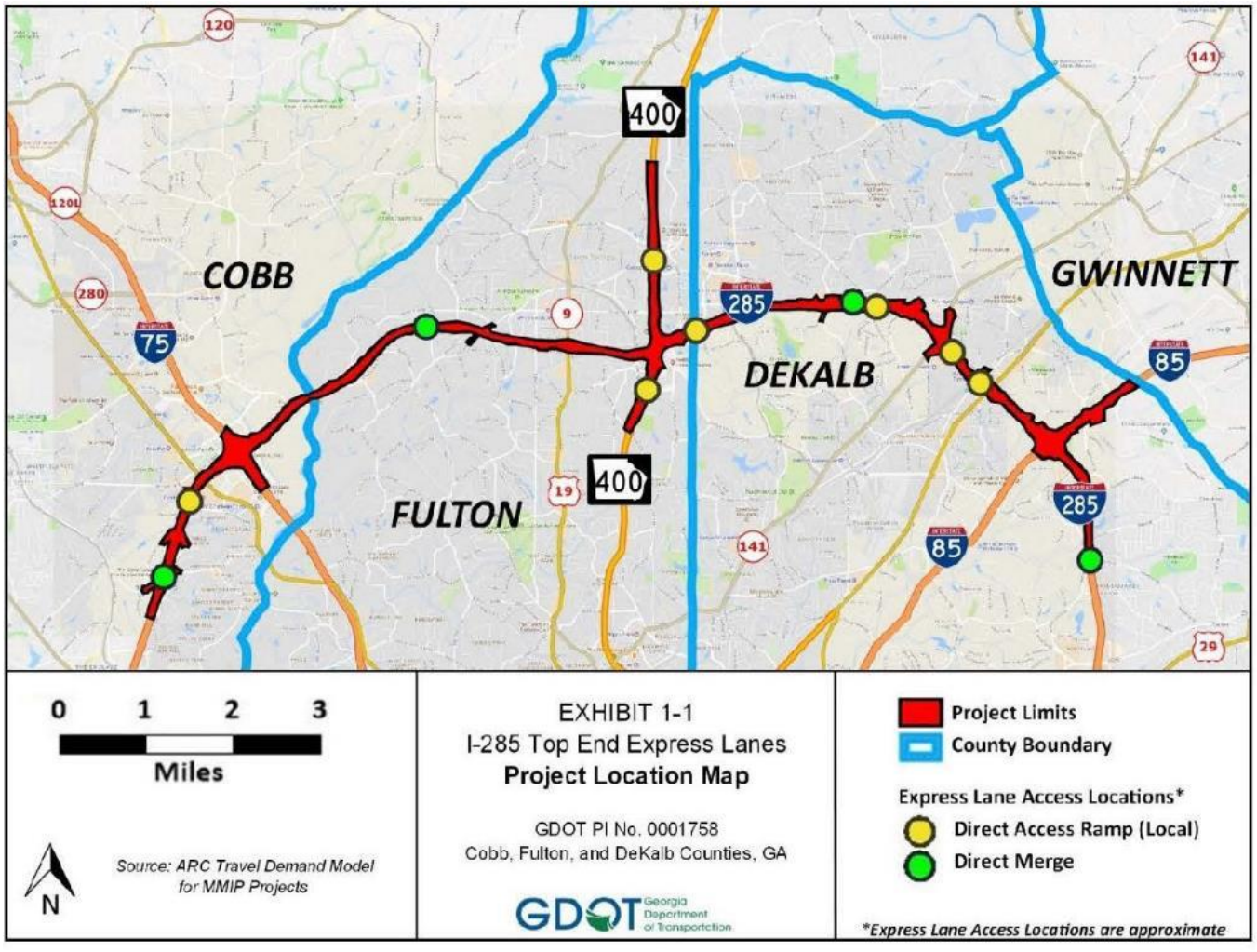
1. Introduction

This technical report supports the Draft Environmental Impact Statement (EIS) and documents the existing demographic, social, economic, and community conditions along the Interstate 285 (I-285) Top End Express Lanes Project (Proposed Project), at both a local and regional level, and evaluates the impacts of the Preferred Alternative on these related conditions and resources.

1.1 Project Location and Setting

The Project Area is along the "top end" perimeter of I-285 and State Route (SR) 400 in the northern Atlanta Metropolitan area (**Exhibit 1-1**). It is part of the 20-county Atlanta Regional Commission (ARC) region and spans seven cities and unincorporated communities along the top end corridor. The existing I-285 corridor is part of the ARC-approved Regional Strategic Transportation System that consists of routes considered the most critically important in the region and is classified as a regional freight corridor and a priority corridor for mass transit.

Exhibit 1-1: Project Location Map



1.2 Need and Purpose

The planning basis for the Proposed Project is documented in local and ARC planning initiatives, including the ARC Transportation Improvement Program, *2010 Atlanta Managed Lane Strategic Plan*, *2015 Managed Lane Implementation Plan*, *Plan 2040 Regional Transportation Plan* (RTP), and 2015 Transportation Funding Act. The Proposed Project's needs and objectives are the result of much consideration of current and anticipated future travel demand in the Proposed Project corridor. The Proposed Project would also provide a critical link between existing Northwest Corridor express lanes (ELs) and I-85 high-occupancy toll (HOT) lanes and other proposed EL projects, including the I-285 Eastside ELs, I-285 Westside ELs, and SR 400 ELs.

The I-285 top end corridor is an important link in the Atlanta region's transportation system—a link that is experiencing significant delays and congestion, resulting in unreliable trip times. The corridor lacks transportation choices that can provide reliable trip times, which affects the traveling public and businesses daily. The Preferred Alternative would conform to the ARC and Georgia Department of Transportation's (Georgia DOT's) guiding policies for new managed lanes.

As documented in **Draft EIS Chapter 1, Need and Purpose** and **Draft EIS Appendix C, Need and Purpose Memo**, the purpose of the Proposed Project is to:

- Provide reliable trip time for commuters
- Improve regional accessibility and connectivity through priced ELs that integrate with the greater Metropolitan (Metro) Atlanta EL network
- Accelerate project delivery following the Transportation Funding Act legislation in response to the urgency of traffic conditions

Exhibit 1-2 summarizes the Proposed Project's need, purpose, and metrics for project evaluation.

Exhibit 1-2: Project Need and Purpose Summary

			
Needs	Trip times on I-285 Top End Corridor are anticipated to become more unreliable in the future as traffic volumes and corresponding delays increase.	The existing EL network is missing a connection in this part of Atlanta, which creates interruptions in driver route options.	Delayed solutions to the current and future traffic concerns will be inconsistent with TFA legislation.
Metric	Reliability of trip times provided through option to use express lanes with congestion pricing during periods of congestion in general purpose lanes.	Trip time indices from outside project limits from end to end	Consistency with regional plans Accountable use of Public-Private Partnership (P3) delivery model
Purpose	Provide reliable trip times for commuters	Improve regional accessibility and connectivity through priced ELs that integrate with the greater metro Atlanta EL network	Accelerate project delivery following the TFA legislation in response to the urgency of traffic conditions

Source: I-285 Top End Express Lanes Project Draft EIS Appendix C, Need and Purpose Memo

1.3 Regulatory Setting

Several federal statutes, regulations, executive orders (EOs), and policies address analyses of demographic, social, economic, and community conditions. This section outlines the regulations that drive Georgia DOT policy and procedures related to such analyses, which are designed to ensure compliance with the legal orders discussed in the following sections.

1.3.1 Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act is codified at *United States Code* (U.S.C.) Title 42, Part 2000d (1-7). This law states, "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." This substantive law requires any recipient of federal funding, which includes Georgia DOT, to ensure nondiscrimination for all persons under Title VI and states that agency actions are subject to judicial review of compliance with Title VI.

1.3.2 National Environmental Policy Act of 1969

Passed in 1969, the National Environmental Policy Act (NEPA) (42 U.S.C. 4321-4335) and subsequent amendments to NEPA are codified at *Code of Federal Regulations* (CFR) Title 40, Part 1508. NEPA requires agencies to consider effects including "ecological…aesthetic, historic, cultural, economic, social, or health…" (40 CFR 1508.8). NEPA also established the Council on Environmental Quality (CEQ) to oversee federal actions conducted under NEPA.

The CFR provides additional details for compliance with laws in the U.S.C., and the regulations promulgating the CEQ rules to implement NEPA are outlined in 40 CFR 1500 to 1508. Impacts to communities are one example of the types of effects studied to determine a project's potential effects on the "quality of the human environment." In April 2022, CEQ published its final rule, which generally restores provisions that were in effect for decades before being modified in 2020. These amendments addressed the purpose and need, agency NEPA procedures, and the definition of "effects"

1.3.3 Federal-Aid Highway Act of 1970

The Federal-Aid Highway Act of 1970, 23 U.S.C. 109(h), requires that U.S. Department of Transportation (USDOT) "assure that possible adverse economic, social, and environmental effects relating to any proposed project on any federal-aid system have been fully considered in developing such project, and that the final decisions on the project are made in the best overall public interest, taking into consideration the need for fast, safe, and efficient transportation, public services, and the costs of eliminating or minimizing such adverse effects and the following:

- Air, noise, and water pollution;
- Destruction or disruption of man-made and natural resources, aesthetic values, community cohesion, and the availability of public facilities and services;
- Adverse employment effects, and tax and property value losses;
- Injurious displacement of people, businesses, and farms; and

- Disruption of desirable community and regional growth."

1.3.4 Uniform Relocation Assistance and Real Property Acquisition Policies Act (1970, referred to as the "Uniform Act") as amended in 1987

The Uniform Act of 1970 (42 U.S.C. 61) establishes policies that provide protections and assistance for people whose property is acquired or who are displaced for a federally funded project. Additional details for compliance with laws in the U.S.C. and the regulations promulgating the rules to implement the Uniform Act are outlined in 49 CFR 24. The purpose of the regulations is, in part, to ensure that owners of real property proposed for acquisition for federal and federally assisted projects are treated fairly, consistently, and equitably so that such displaced persons will not suffer disproportionate injuries caused by projects designed for the benefit of the public as a whole.

Generally, rights afforded to persons considered eligible include receipt of the following: a notice as soon as it is feasible, an appraisal of the property, a written offer not less than the appraised fair-market value, an opportunity to consider the offer and partake in negotiations, and payment for moving expenses. The regulations at 49 CFR 24 also provide that no person displaced shall be required to move from his or her dwelling unless at least one comparable replacement dwelling has been made available to the person. According to the definition in the regulations, a comparable replacement dwelling must be decent, safe, and sanitary, among other requirements. Finally, the regulations require that agencies' relocation assistance satisfy the requirements of Title VI.

1.3.5 Executive Orders 12898 and 14096 on Environmental Justice

The environmental justice (EJ) analysis was conducted in compliance with EO 12898, *Federal Actions to Address EJ in Minority Populations and Low-Income Populations* (1994). EO 12898 directs each federal agency to develop an agency-wide EJ strategy and identify and address disproportionate and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations to the greatest extent practicable and permitted by law.

In addition to EO 12898, EO 14096 directs each federal agency to incorporate EJ into their missions, to identify and address barriers to meaningful public involvement, and to better protect overburdened communities from pollution and environmental harms. EO 14096 launches a new Office of Environmental Justice within the White House Council on Environmental Quality and promotes greater transparency and accountability in federal EJ policy by directing the Office of Management and Budget, the CEQ, and the U.S. Digital Services to publish a "Phase One of the Environmental Justice Scorecard" to help track progress across federal agencies.

As stated in **Section 1.3.1**, **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000[d] *et seq.*), for federally funded transportation projects, no person, on the grounds of race, color, or national origin, will be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

The Federal Highway Administration (FHWA) Title VI Program (23 CFR 200) includes other nondiscrimination statutes and authorities, including EO 12898. While the principles of EO 12898 and the Title VI statute intersect, they each have distinct requirements. The Title VI Program ensures that FHWA policies, programs, and activities, and recipients of federal aid such as state transportation agencies uphold additional protections provided in

Section 162(a) of the Federal-Aid Highway Act of 1973 (23 U.S.C. 324), the Age Discrimination Act of 1975 (45 CFR 91), and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act of 1990.

1.3.6 FHWA Order 6640.23A and U.S. Department of Transportation Order 5610.2C

FHWA and USDOT have existing policies in place to identify and address impact disparities in the decision-making involved with transportation projects. FHWA Order 6640.23A, *Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, is the primary guidance for FHWA, but other requirements relate to and support this Order. These policies include FHWA NEPA regulations (23 CFR 771); FHWA Guidance on EJ and NEPA Memorandum; Federal-Aid Highway Act of 1970 (23 U.S.C. 109[h]); USDOT EJ Order 5610.2(c); USDOT EJ Strategy; Uniform Act; EO 13166, *Improving Access to Services for Persons with Limited English Proficiency*; and planning statutes (23 U.S.C. 134 and 135) and planning regulations (23 CFR 450).

1.3.7 Americans with Disabilities Act (1990) as amended in 2008 and Section 504 of the Rehabilitation Act of 1973

The Americans with Disabilities Act (ADA) (42 U.S.C. 126) signed in 1990 prohibits discrimination and guarantees that people with disabilities have opportunities equal to others for participating in mainstream American life. The primary focus of the FHWA ADA program is to ensure that pedestrians with disabilities have the opportunity to use the transportation system in an accessible and safe manner. As part of the FHWA's regulatory responsibility under Title II of the ADA and Section 504 of the Rehabilitation Act of 1973, FHWA ensures the following:

- Recipients of federal aid and state and local entities responsible for roadways and pedestrian facilities do not discriminate on the basis of disability in any highway transportation program, activity, service, or benefit they provide to the general public.
- People with disabilities have equitable opportunities to use the public rights-of-way (ROWs) system.

1.3.8 Executive Order 13166 on Improving Access to Services for Persons with Limited English Proficiency (2000)

EO 13166, *Improving Access to Services for Persons with Limited English Proficiency* (LEP), directs each federal agency to "examine the services it provides and develop and implement a system by which LEP persons can meaningfully access those services." Identifying any LEP persons and making accommodations for communication in languages other than English ensures that agencies do not violate the Title VI prohibition against national origin discrimination.

EO 13166 requires Georgia DOT to take reasonable steps to ensure LEP persons have meaningful access to programs and services.

1.3.9 The Age Discrimination Act of 1975

The Age Discrimination Act of 1975, as amended, is designed to prohibit discrimination on the basis of age in programs or activities receiving federal financial assistance. The Act also permits federally assisted programs or activities, and recipients of federal funds, to continue to use certain age distinctions and factors other than age, which meet the requirements of the Act and these regulations.

1.4 Assessment Process and Methodology

The iterative analysis documented in this report uses demographic data as a tool to evaluate social, economic, and community effects of the Proposed Project. Public engagement is central to the assessment process and is an integral element of all the analyses conducted in this document. The analysis in this technical report incorporates the following:

- Need and purpose
- Project alternatives
- Affected environment and environmental impacts for economics, population and housing, EJ populations, community facilities, and communities of concern
- Avoidance, minimization, and mitigation measures for impacts
- Public outreach

This analysis identifies potential impacts to social and economic conditions, and community facilities and services as a result of the Preferred Alternative. In contrast, discussion of the No-Build Alternative reflects conditions in the Study Area in Project Design Year 2057 if the proposed improvements are not made. The analysis documented in this report describes direct, indirect, and cumulative effects from the Preferred Alternative within the Study Area.

This assessment also identifies the income and racial characteristics of the area's population and serves as the basis for identifying potential EJ (that is, minority and low-income) populations to determine if the Preferred Alternative would result in disproportionate and adverse impacts to those communities.

The U.S. Census Bureau's 2020 Decennial and 2017–2021 American Community Survey (ACS) Five-Year Estimates data were used to identify the population, race/ethnicity, age, housing, economic, and disability data for the various census geographies within the analysis areas (**Section 2.2**). The data included in this assessment provides the most accurate data for the in-depth analyses while presenting current demographic numbers to establish the scope of the population to be benefited and affected by the Preferred Alternative.

2. Proposed Project

The Proposed Project, led by FHWA and Georgia DOT, consists of proposed highway ELs along the top end portion of I-285. The Proposed Project is part of Georgia DOT's Major Mobility Investment Program (MMIP).The Proposed Project would improve travel-time reliability and regional connectivity along a 19-mile stretch of I-285 between South Atlanta Road (Exit 16) and Henderson Road, as well as 3.5 miles of SR 400 from south of Glenridge Connector to the vicinity of the North Springs Metropolitan Atlanta Rapid Transit Authority (MARTA) Station, and 1 mile of I-85 from I-285 to the vicinity of Pleasantdale Road. This project would add two new, at-grade or elevated ELs in both directions that are barrier-separated from the existing general purpose lanes along I-285 and SR 400. The Proposed Project spans three counties of the Atlanta region (Cobb, Fulton, and DeKalb) and crosses several cities including Smyrna, Sandy Springs, Dunwoody, Brookhaven, Chamblee, Doraville, and Tucker. Unincorporated areas along the Proposed Project corridor include Cumberland, Perimeter Center, and Embry Hills. The Proposed Project corridor is part of the ARC RTP and is classified as a regional freight corridor and a priority corridor for mass transit implementation.

2.1 Project Alternatives

Two alternatives were considered for analysis: the No-Build Alternative and the Preferred Alternative. The following sections describe these alternatives, which are analyzed in this report. More information regarding the alternatives considered for this project is in **Draft EIS Appendix E, Alternatives Development Technical Memorandum**.

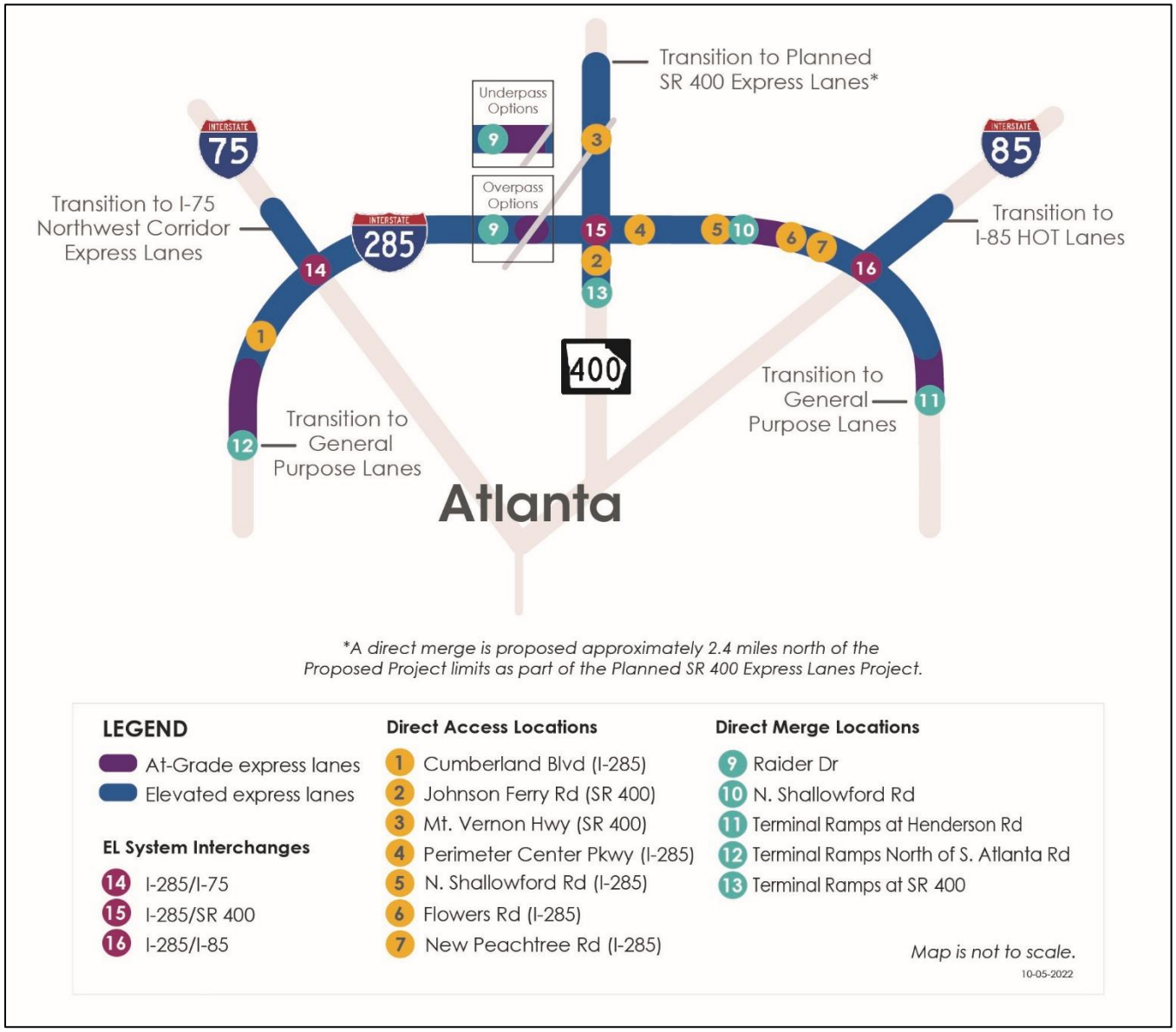
2.1.1 No-Build Alternative

Under the No-Build Alternative, Georgia DOT would take no action to construct the Proposed Project. While this alternative would avoid the impacts associated with the Proposed Project, it would not meet the Proposed Project's stated need and purpose of providing reliable trip times and improved connections through congestion priced ELs that integrate with the greater Metro Atlanta EL network. No-Build conditions would increase traffic volumes in the general purpose (GP) lanes, which would result in associated effects, including but not limited to highway air emissions, increased cut-through traffic on adjacent local roadways, congestion, unreliable trip times, and delays for transit and emergency response vehicles using I-285 in the top end corridor.

2.1.2 Preferred Alternative

The Preferred Alternative would include construction of ELs mostly elevated and outside of existing I-285 GP lanes while connecting with the existing interchange lanes and ramps (**Exhibit 21**). It would construct ELs in both directions along the I-285 top end from South Atlanta Road to Henderson Road and on SR 400 from south of Glenridge Connector to the vicinity of North Springs MARTA Station. The Preferred Alternative would include access to the ELs via a mix of direct access ramps and local access points. Seven local access points would be included: along I-285 at Cumberland Boulevard, Perimeter Center Parkway, North Shallowford Road, Flowers Road, and New Peachtree Road and along SR 400 at Johnson Ferry Road and Mt. Vernon Highway. The Preferred Alternative would provide transportation benefits to all users of the I-285 top end corridor both in the GP lanes and the proposed ELs.

Exhibit 2-1: Preferred Alternative Overview



In order to cross the Chattahoochee River, the ELs would be built on new bridges within the gaps between the existing bridges on I-285 and frontage roads (Interstate North Parkway and Powers Ferry Road). Direct merge access would be added between SR 400 and I-85, as well as on the western side of the Preferred Alternative at Paces Ferry Road and Raider Drive. Access to Paces Ferry Road via GP lanes would remain as in existing conditions for drivers coming from Northwest Corridor ELs. Reconstruction of I-285 GP lanes would be limited to the termini at connections with the proposed Westside EL (South Atlanta Road) and Eastside EL (Henderson Road) projects.

2.2 Analysis Areas

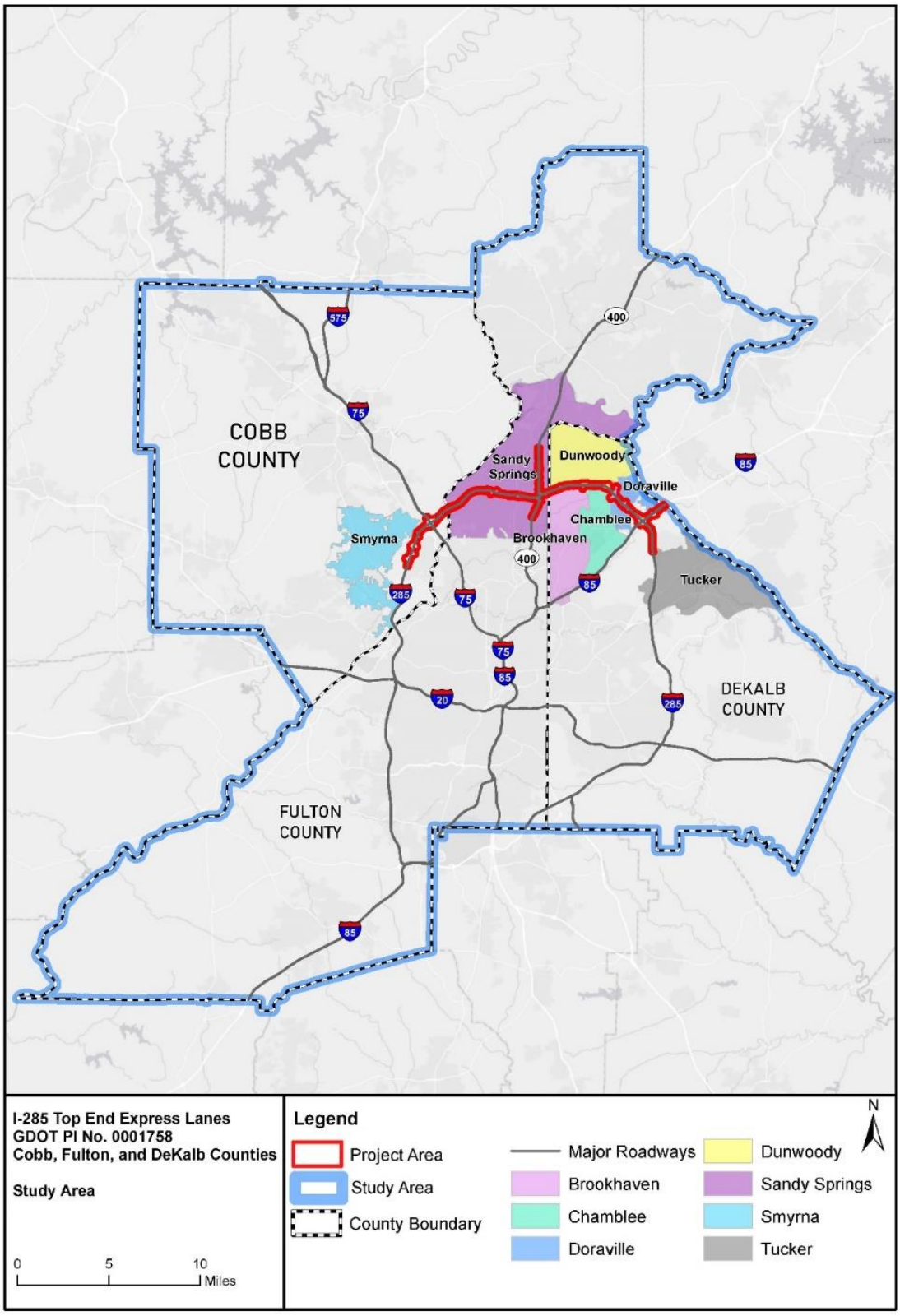
This analysis of demographic, social, economic, and community conditions covers the area that would potentially be directly affected by the Proposed Project and its activities. To understand how the Proposed Project would affect these conditions, federal, state, and local data sources were referenced and compared, when appropriate, throughout this analysis. To incorporate all pertinent data, two areas have been identified and are discussed throughout this analysis: the Study Area and the Project Area.

2.2.1 Study Area

The Study Area is composed of Cobb, Fulton, and DeKalb Counties. This includes the seven cities that intersect the Proposed Project corridor: Smyrna, Sandy Springs, Dunwoody, Doraville, Chamblee, Brookhaven, and Tucker (**Exhibit 2-2**). At the eastern and western limits of the Proposed Project, the MMIP projects presented in **Exhibit 2-4** would construct ELs that connect with the Proposed Project. Impacts of these other proposed EL projects along I-285 through Tucker and Smyrna will be considered within the I-285 Westside and I-285 Eastside NEPA documents.

Presenting data from within this Study Area establishes the existing demographic, social, economic, and community conditions that contextualize the Proposed Project corridor, but it is too large to identify the specific social structure such as schools, neighborhoods and businesses that could be impacted by the Proposed Project. To analyze the direct effects of the Proposed Project, a Project Area has also been identified.

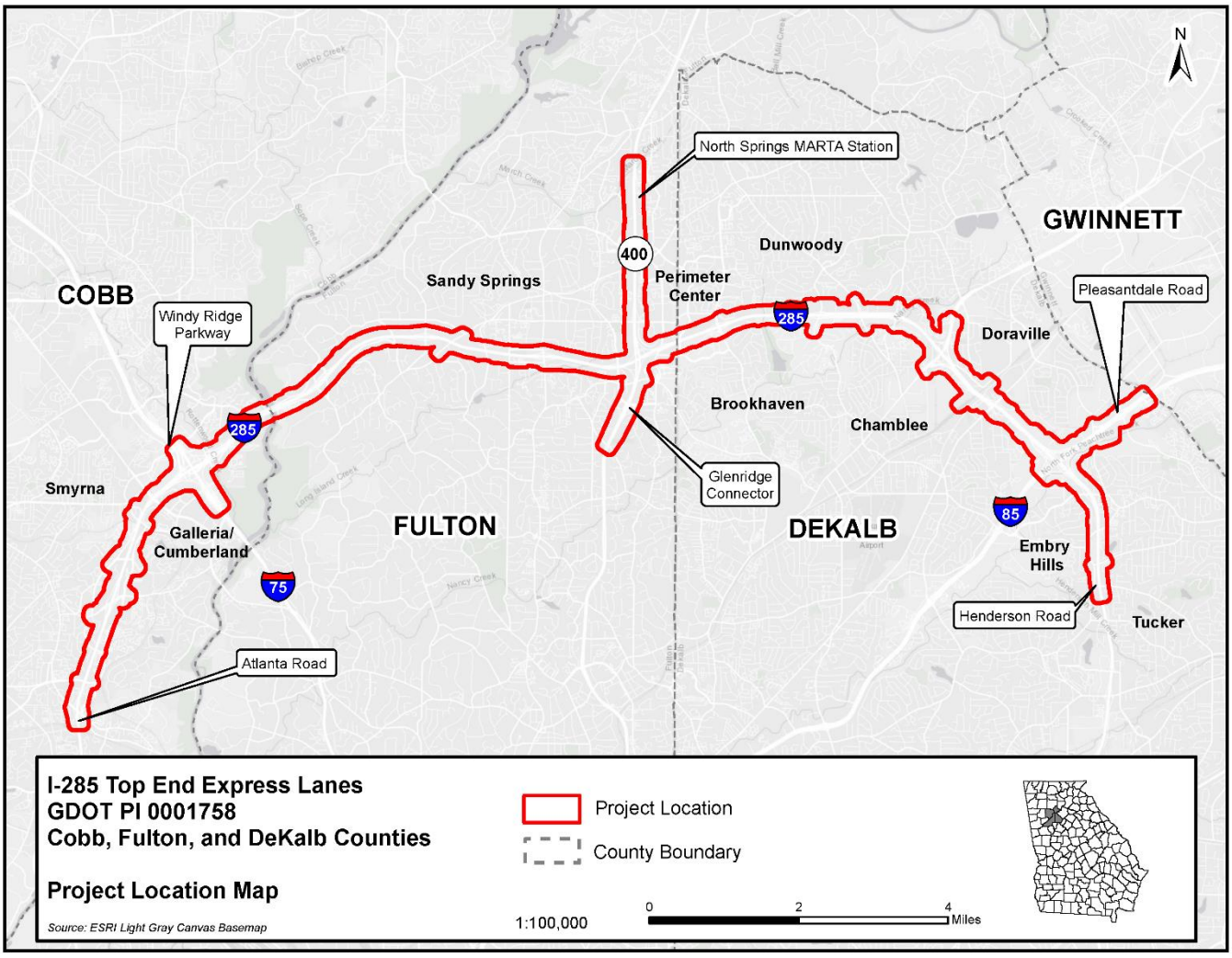
Exhibit 2-2: Study Area



2.2.2 Project Area

In **Draft EIS Appendix C, Need and Purpose Memo**, the Project Area is identified as the Proposed Project corridor **(Exhibit 2-3)**. For this analysis, the Project Area has been extended to encompass the area 1,000 feet beyond the existing Georgia DOT ROW.

Exhibit 2-3: Project Area



Source: I-285 Top End Express Lanes Project Draft EIS Appendix C, Need and Purpose Memo

3. Economic Conditions and Employment

This chapter discusses economic and employment conditions in the Study Area as well as the region. The U.S. Bureau of Economic Analysis and U.S. Bureau of Labor Statistics compile economic data at a broad scale. Federally defined economic and employment data sets cover the 29-county region known as the Atlanta MSA. Using this level of data, impacts to the economy and employment are discussed as well as opportunities to minimize or reduce impacts on the public and/or private sectors.

During the environmental analysis of the Proposed Project, COVID-19 became a global health crisis. COVID-19 affected communities and businesses nationally and internationally. During this unprecedented global pandemic, the long-term effects of COVID-19 on the local and regional economy are not yet known. The COVID-19 health crisis will likely exacerbate some local and regional challenges while mitigating others. For example, increased teleworking may reduce strains on existing transportation networks, but the virus will likely continue to expose health inequities. While the overall economic uncertainty posed by COVID-19 will likely continue to be an important near-term topic, the focus of this study and the **Draft EIS** is primarily on projected conditions during and beyond construction of the Proposed Project (with a corridor-wide Project Opening Year of 2037 and Project Design Year of 2057).

3.1 Affected Environment

3.1.1 Local Economic Conditions

The Study Area for local economic conditions is the same as what is presented in **Section 2.2, Study Area,** and includes the three counties and seven cities that intersect the Project Area. These cities have developed land use plans that reference economic growth and community development (refer to **Draft EIS Appendix D, Indirect and Cumulative Effects Report** for more details). Several transit plans (City of Smyrna, 2017; City of Chamblee, 2016; City of Doraville, 2016; City of Dunwoody, 2015; City of Sandy Springs; DeKalb County, 2017; Cobb County, 2019) for the area highlight the importance of connecting regional employment centers with the established cities and residential areas throughout the Study Area.

Exhibit 3-1 includes housing and per capita income data for the seven cities and three counties that intersect the Project Area. Housing and rent prices, as well as income, are generally higher in these geographies than Georgia as a whole. Further information on local socioeconomic conditions is in **Chapter 4, Population and Housing** and **Chapter 5, Environmental Justice** of this analysis.

Exhibit 3-2 presents employment figures for these same geographies. As indicated in the table, the size of the labor force and number of persons employed in the civilian labor force have grown in all geographies since 2010. Unemployment rates in all geographies have declined since 2010. The national and international COVID-19 health crisis began affecting Georgia during the middle of March 2020, as reflected by a reversal in declining unemployment trends with a statewide increase from 2.7% in February to 4.2% as of March 2020 (National Conference of State Legislature, 2020). As of December 2022, Georgia's unemployment rate is 2.8%, which is comparable to pre-COVID-19 rates (National Conference of State Legislatures, 2022). In terms of gender breakdowns, all geographies in the Study Area have between 58% and 73% of females age 16 years and older in the labor force, with most geographies being higher than Georgia's rate of 58% (U.S. Census Bureau, 2022b).

Exhibit 3-1: Housing and Per Capita Income Data

Geography	Median Home Value (Owner-Occupied Units)	Median Rent	Per capita income in the past 12 months (in 2021 inflation-adjusted dollars)
Georgia	$206,700	$1,110	$34,516
Cobb County	$293,800	$1,367	$44,448
DeKalb County	$255,600	$1,312	$39,994
Fulton County	$345,100	$1,367	$52,842
Brookhaven	$548,600	$1,511	$67,388
Chamblee	$332,400	$1,494	$42,749
Doraville	$251,100	$1,395	$25,647
Dunwoody	$468,000	$1,610	$57,873
Sandy Springs	$490,200	$1,490	$68,652
Smyrna	$328,600	$1,396	$55,671
Tucker	$287,600	$1,242	$41,694

Source: U.S. Census Bureau. 2023b. 2017-2021 American Community Survey 5-Year Estimates. Tables DP04 and B19301. https://data.census.gov/cedsci/.

Note: The American Community Survey 5-Year Estimates present 5 years of data as one number, which requires adjusting the dollar amounts to represent the most current year of the dataset. This is 2021 for the 2017-2021 estimates.

Exhibit 3-2: Employment

	Number or Persons in Labor Force		Number of Persons Employed Civilian Labor Force		Unemployment Rate [a]	
Geography	2010	2020	2010	2020	2010	2020
Georgia	4,770,546	5,254,983	4,296,760	4,910,269	8.8%	5.6%
Cobb County	379,845	418,017	351,327	396,989	7.2%	4.8%
DeKalb County	382,174	412,543	337,587	384,519	11.5%	6.7%
Fulton County	479,759	580,377	436,762	545,793	8.8%	5.8%
Brookhaven [b]	28,938	34,078	27,086	33,105	6.2%	2.6%
Chamblee [c]	6,097	18,092	5,815	17,350	4.6%	3.8%
Doraville	4,577	5,648	4,175	5,502	8.8%	2.6%
Dunwoody	24,123	25,910	22,835	25,216	5.3%	2.6%
Sandy Springs	53,846	66,246	51,394	63,744	4.4%	3.6%
Smyrna	31,616	34,383	29,274	33,157	7.2%	3.4%
Tucker [d]	14,784	19,718	13,724	18,668	6.8%	5.3%

Source: U.S. Census Bureau. 2022b. 2016-2020, 2009-2013, and 2006-2010 American Community Survey 5-Year Estimates. Table DP03. https://data.census.gov/cedsci/.

Notes:

[a] *This parameter was referred to as "percent unemployed" in the 2010 American Community Survey.*

[b] *Brookhaven 2010 American Community Survey data were not available, so 2013 was used because that is the closest year to 2010 available.*

[c] *Chamblee annexed the Dresden East Civic Association adding approximately 12,000 residents in 2014 (*City of Chamblee, 2020).

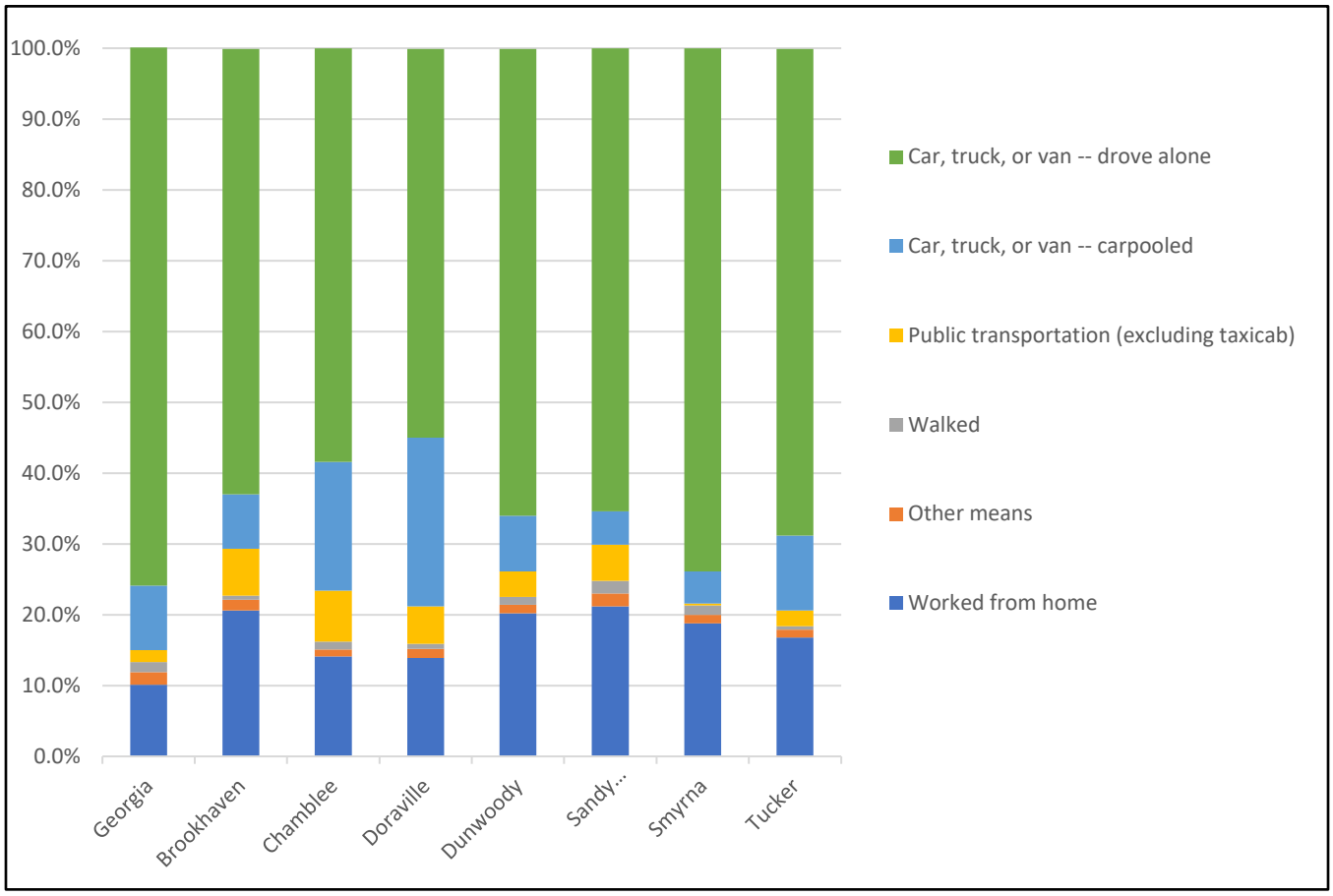
[d] *Tucker was a Census-Designated Place in the 2010 American Community Survey.*

For commuting, most workers travel by car, truck, or van and drive alone, as presented in **Exhibit 3-3**. In the geographies, except for Doraville, this mode of commuting represents more than 60% of all workers. In Doraville, "car, truck, or van—drove alone" was the commuting mode of more than 50% of workers, with "car, truck, or van—carpooled" making up greater than 20% of commutes. Combined, these two modes of commute made up between 70% and 85% of commutes in each of the seven cities.

Among these workers, the management, business, science, and arts occupations are the most common, as reflected in the top three industries employing workers in these seven cities as presented in **Exhibit 3-4.** In six of the cities that intersect the Project Area (Brookhaven, Chamblee, Doraville, Dunwoody, Sandy Springs, and Smyrna), the largest employer by percentage in U.S. Census Bureau categories is the "professional, scientific, and management, and administrative and waste management services" sector. In the city of Tucker and Georgia as a whole, that sector is the second largest employer by percentage. The "educational services, and healthcare and social assistance" sector is the largest employer by percentage in Tucker. Statewide, the "retail trade" is closely behind "professional, scientific, and management, and administrative and waste management services" as the third largest sector of employment. Further details are presented in **Exhibit 3-4**, where each geography's largest sector of employment by percentage is bracketed in black.

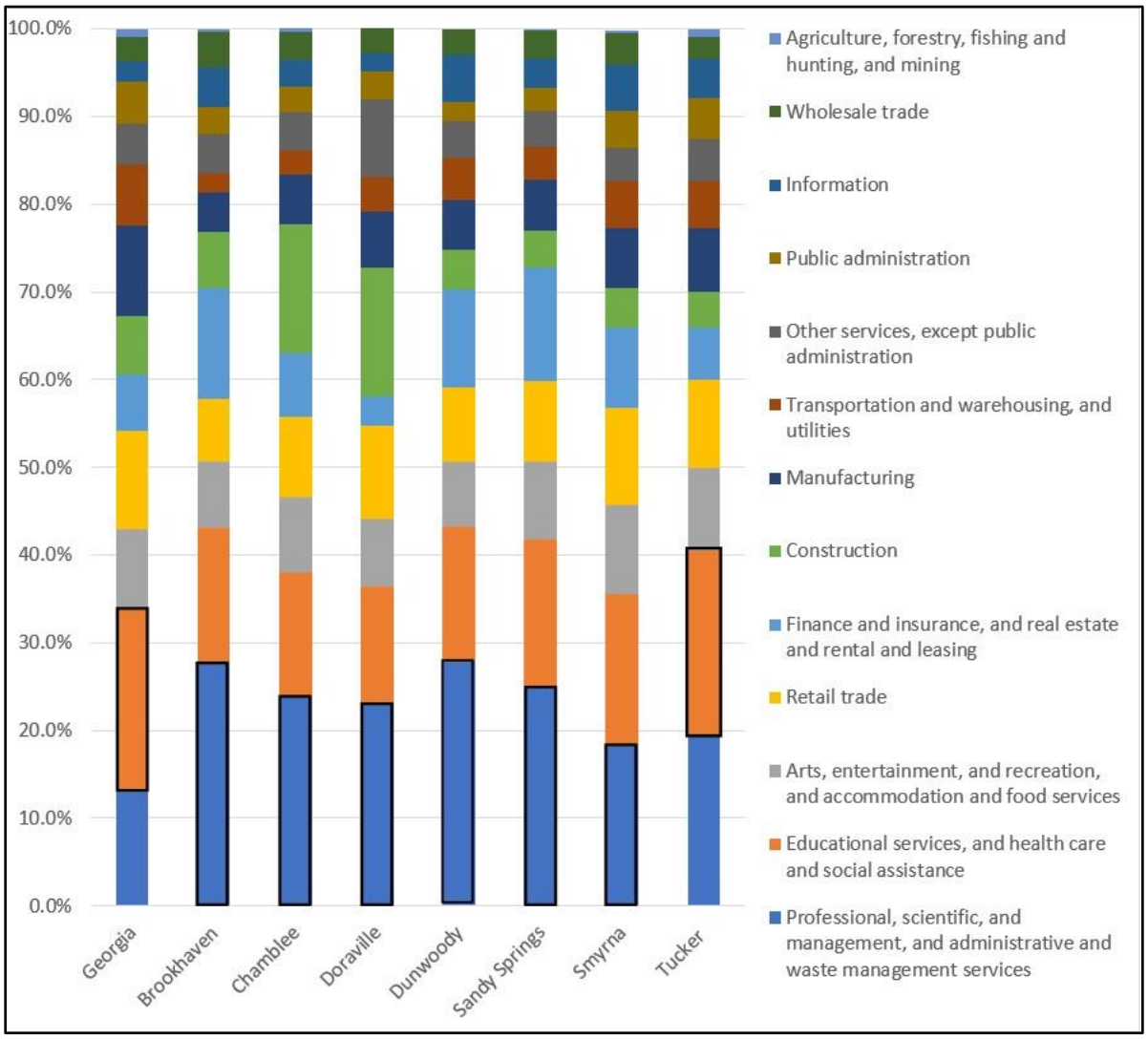
In terms of worker education levels, more than 90% of the population age 25 or over has achieved an education level of high school graduation or higher in each of the seven cities, except for Chamblee and Doraville. In Chamblee and Doraville, that education level was attained by 79% and 74%, respectively, of the population age 25 or over. The percentage of the population age 25 years or over that has achieved a bachelor's degree or higher is more varied across the seven cities, ranging from a low of 32% in Doraville to a high of 71% in Dunwoody. Other than Doraville, the seven cities tend to have higher education attainment rates than Georgia as a whole (U.S. Census Bureau, 2022d). These numbers are presented in greater detail in **Exhibit 3-5**.

Exhibit 3-3: Mode of Commuting to Work



Source: U.S. Census Bureau. 2023a. 2017-2021 American Community Survey 5-Year Estimates. Table DP03. https://data.census.gov/cedsci/.

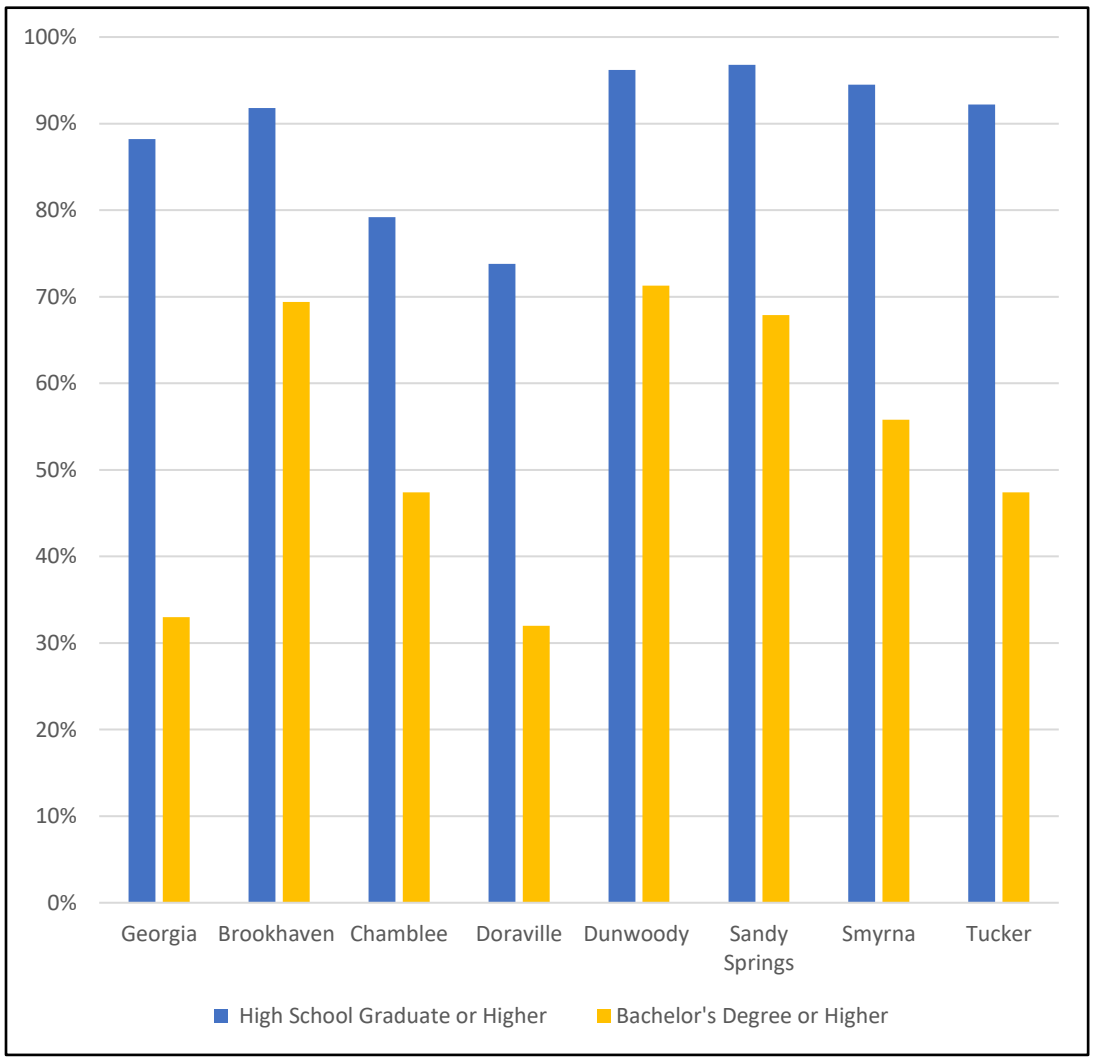
Exhibit 3-4: Employment Industry Percentages



Source: U.S. Census Bureau. 2023a. 2017-2021 American Community Survey 5-Year Estimates. Table DP03. https://data.census.gov/cedsci/.

Note: Bracketed blocks indicate each geography's largest sector of employment by percentage.

Exhibit 3-5: Education Attainment Levels by Percentage of the Population Age 25 Years and Older

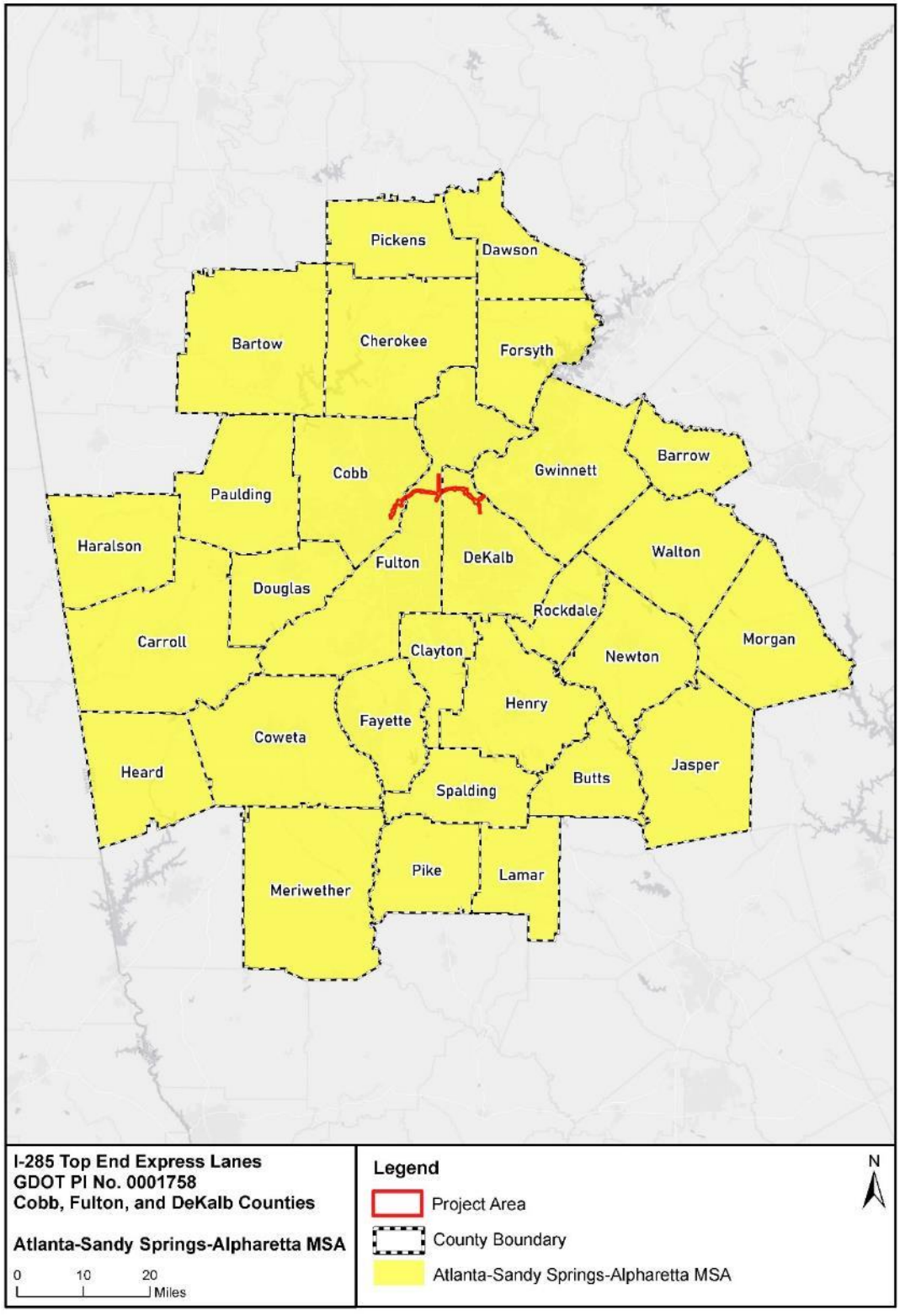


Source: U.S. Census Bureau. 2023c. 2017-2021 American Community Survey 5-Year Estimates. Table S1501. https://data.census.gov/cedsci/.

3.1.2 Regional Economic Conditions

The U.S. Office of Management and Budget's Atlanta MSA (see **Exhibit 3-6)** was used to evaluate regional economic conditions. The Atlanta MSA encompasses 29 counties, including those encompassing the Preferred Alternative corridor: Cobb, DeKalb, and Fulton Counties. The seven cities that intersect or are adjacent to the Preferred Alternative – Brookhaven, Doraville, Chamblee, Dunwoody, Sandy Springs, Smyrna, and Tucker – are within these three counties. Where applicable, Atlanta MSA data are supplemented by ARC data for the 20-county ARC region. The ARC's 20-county region is entirely within the Atlanta MSA, except for Hall County.

Exhibit 3-6: Atlanta-Sandy Springs-Alpharetta Metropolitan Statistical Area



The Atlanta MSA is a key economic driver for the State of Georgia. With roughly half of the state's population, the area was responsible for 69% of Georgia's gross domestic product (GDP) in 2020 (Bureau of Economic Analysis, 2022). As of December 2022, the unemployment rate in the Atlanta MSA was 2.8%, down from 4.5% in June 2021 (BLS, 2022a), and as of 2022, the Atlanta MSA's annual mean wage was approximately $59,100 (BLS, 2022b), about $840 higher than the national annual mean wage (BLS, 2022c).In 2020, the Atlanta MSA's GDP was $425 billion in current dollars and had grown steadily every year since 2009, by between $5 billion and $27 billion annually, after falling each year between 2007 and 2009 (Bureau of Economic Analysis, 2021a). However, Atlanta's per capita personal income ($58,773) is lower than the U.S. metropolitan average and has been documented to be below the values of Washington D.C. ($76,771), Dallas-Ft. Worth ($61,554), Chicago ($67,671), and Nashville ($62,076), (Bureau of Economic Analysis, 2021b). The Atlanta MSA GDP trends are included in **Exhibit 3-7**.

Exhibit 3-7: Atlanta MSA Current-Dollar GDP 2010-2020 (billions of current dollars)

2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
$272	$281	$292	$305	$325	$347	$369	$389	$411	$438	$426

Source: Bureau of Economic Analysis. 2021. Regional Data GDP and Personal Income Atlanta-Sandy Springs-Alpharetta, GA (Metropolitan Statistical Area). https://apps.bea.gov/itable/iTable.cfm?ReqID=70&step=1.

Employment and wages have generally grown in the Atlanta MSA and ARC region in recent periods, and ARC projections indicate increasing employment through 2050. As of June 2022, total nonfarm employment in the Atlanta MSA grew 6.4% in the preceding 12 months. The COVID-19 health crisis caused employment in the Atlanta MSA to drop approximately 12% in April 2020, but current data indicate the economy is recovering. (BLS, 2022d). For wages and salaries, the Atlanta MSA's employment cost index has grown every year between 2018 and 2022 by approximately 1.7% and 3.4%. In June 2022, the Atlanta MSA's employment cost index grew by approximately 4.4%, slightly lower than the U.S. growth of approximately 5.7% in the preceding 12 months (BLS, 2020).

The region is expected to continue growing in both population and employment over the next three decades, as indicated in the ARC forecasts for 2050 (adopted February 2020). According to ARC, the 20-county region's (the closest equivalent geography to the Atlanta MSA for which growth data are available) population is projected to grow from 6,156,325 in 2020 to 8,467,766 by 2050, with employment projected to grow from 2,086,246 in 2020 to 3,811,010 in 2050 (ARC, 2020). These projections are based on ARC research and long-term trend analysis, without factoring recent trends during the COVID-19 health crisis.

In general, over the last five decades, the Atlanta MSA has experienced an increase in urbanization, with associated land use and economic changes, transitioning from rural and industrial to commercial and service-based economies, especially around I-285. That shift is reflective of the entire State of Georgia, where the agricultural sector employed more than 21% of residents in 1950, but only 1.4% by 2000. Statewide, farm earnings as a percent of total personal income dropped from 10.0% in 1950 to 2.7% in 1970 and 0.7% in 2000. Within the Atlanta MSA, those numbers dropped from 0.4% in 1970 to 0.1% in 2000 (Kassis and Boldt, 2005). More detailed and recent employment trends for the Atlanta MSA since 2000 are presented in **Exhibit 3-8**, in terms of the role of each employment sector. The years 2000, 2010, and 2020 are included as benchmarks to demonstrate trends in 10-year increments and over the last 20 years. Today, research and development and

healthcare are frequently cited as key industries in the region (Atlanta Small Business Network, 2020) (refer to **Exhibit 3-4**, **Exhibit 3-8,** and **Exhibit 3-9)** with service-producing industries employing nearly 80% of workers in the region (Georgia Department of Labor, 2022).

Exhibit 3-8: Regional Employment Trends: Total Employment Breakdown by Sectors (Bureau of Labor Statistics Major Occupation Titles)

Occupation Title	2000	2010	2020
Office and Administrative Support Occupations	19.8%	18.5%	13.2%
Sales and Related Occupations	10.9%	11.3%	10.7%
Transportation and Material Moving Occupations	8.1%	7.7%	10.1%
Food Preparation and Serving-Related Occupations	7.0%	8.5%	7.9%
Business and Financial Operations Occupations	4.6%	6.3%	7.6%
Management Occupations	7.5%	6.7%	7.6%
Educational Instruction and Library Occupations*	5.2%	6.7%	5.7%
Production Occupations	7.2%	4.8%	5.3%
Healthcare Practitioners and Technical Occupations	3.7%	4.6%	5.1%
Computer and Mathematical Occupations	3.6%	3.6%	4.7%
Installation, Maintenance, and Repair Occupations	4.2%	4.0%	3.7%
Construction and Extraction Occupations	4.8%	3.2%	3.1%
Healthcare Support Occupations	1.5%	1.9%	2.9%
Building and Grounds Cleaning and Maintenance Occupations	2.9%	2.7%	2.3%
Protective Service Occupations	2.5%	2.2%	2.3%
Personal Care and Service Occupations	1.6%	1.9%	1.6%
Arts, Design, Entertainment, Sports, and Media Occupations	1.1%	1.1%	1.8%
Architecture and Engineering Occupations	1.8%	1.6%	1.6%
Community and Social Service Occupations*	0.7%	1.1%	1.0%
Legal Occupations	0.6%	0.9%	1.1%
Life, Physical, and Social Science Occupations	0.6%	0.5%	0.7%
Farming, Fishing, and Forestry Occupations	0.1%	0.1%	0.1%

Sources: BLS, 2000; BLS, 2010; BLS, 2020.

Notes:

Note 1: Percentages represent percentages of total employment.

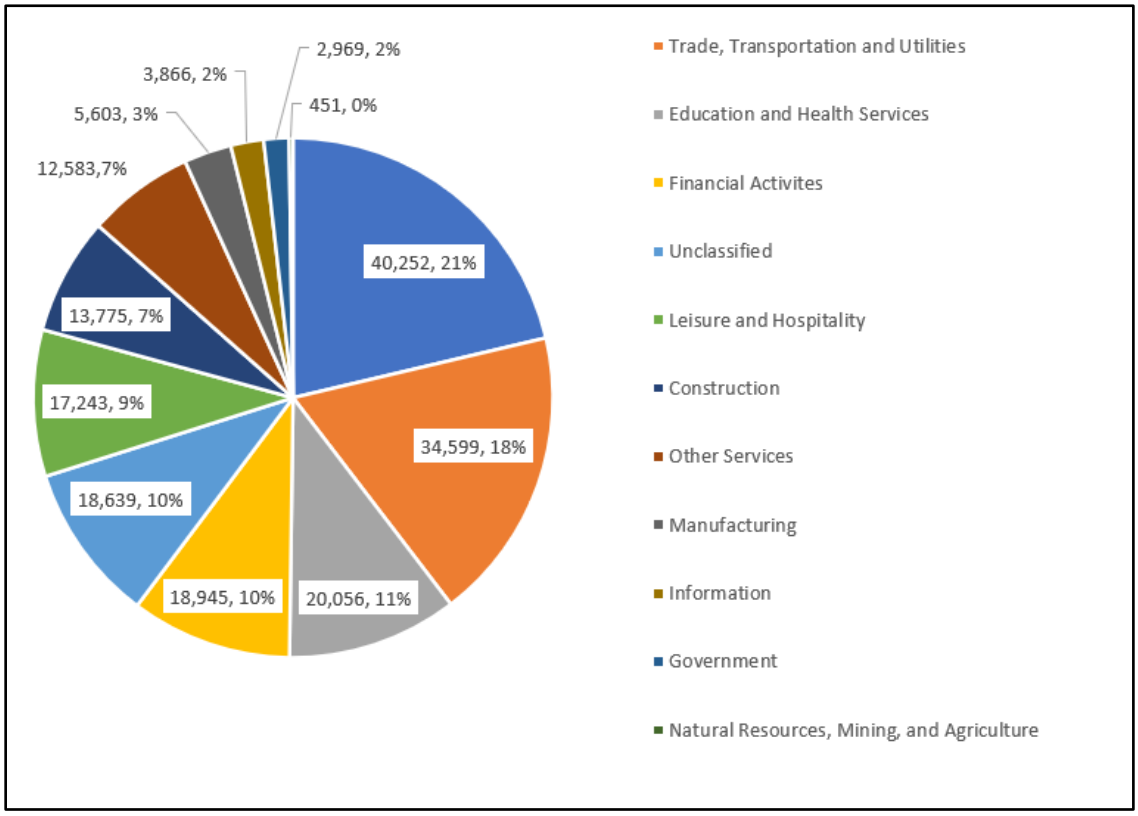
*Note 2: **Bolded** percentages represent top three sectors for each year.*

**These two title names changed slightly across years. The 2020 title is used here.*

In total, 188,981 "super sector industries" employment establishments were in the Atlanta MSA in 2021, up from 175,546 in 2021. These industries are construction; education and health services; financial activities; information; leisure and hospitality; natural resources, mining, and agriculture; other services; professional and business services; trade, transportation, and utilities; unclassified; and government. More than half of the "super

sector industries" employment establishments in 2022 were in three industries: professional and business services; trade, transportation, and utilities; and education and health services (Georgia Department of Labor, 2022). The full breakdown of establishments by sector is included in **Exhibit 3-9**.

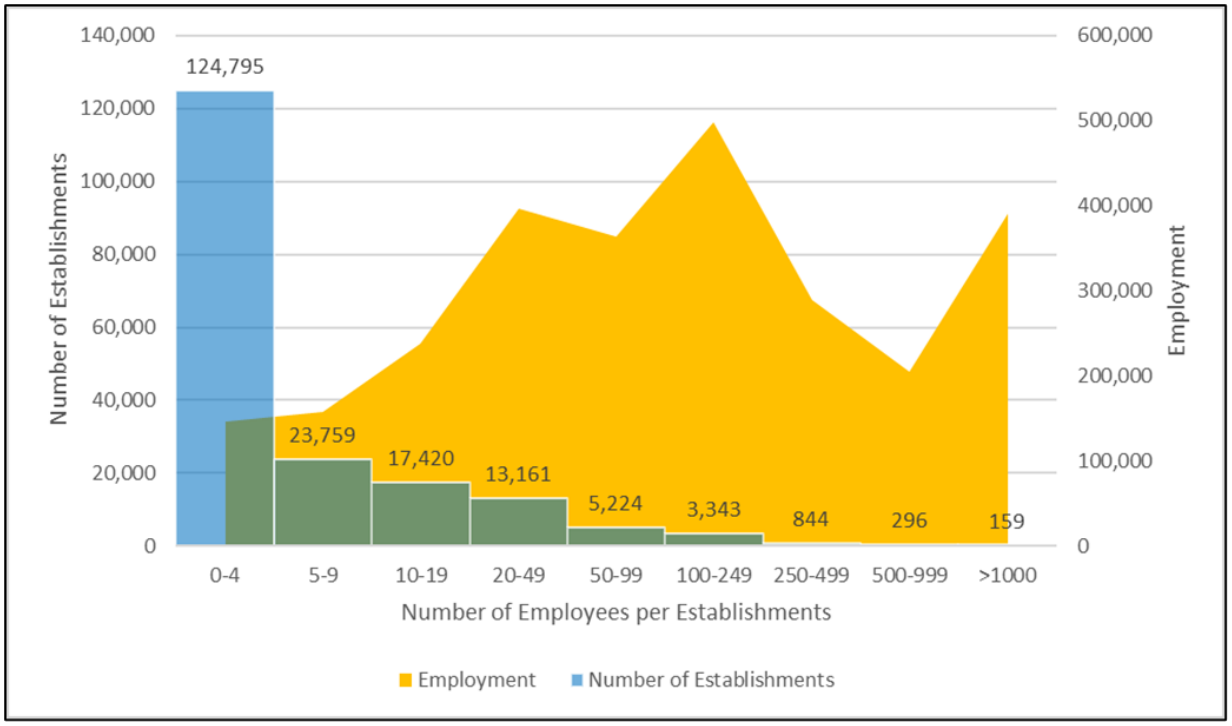
Exhibit 3-9: Number and Percentage of Total Employment Establishments by Super Sector Industry



Source: Georgia Department of Labor. 2022. Atlanta-Sandy Springs-Roswell, GA Metropolitan Statistical Area Georgia Area Labor Profile. https://explorer.gdol.ga.gov/vosnet/mis/Profiles/msa/Atlanta.pdf.

These employment establishments vary by size in the Atlanta MSA. The largest number of employment establishments (124,795) have between zero and four employees, while those establishments between 100 and 249 employees employ the largest number of people (497,902), followed by those establishments between 20 and 49 employees (397,092), and then those establishments greater than 1,000 employees (391,489) (Georgia Department of Labor, 2022). These breakdowns are presented in **Exhibit 3-10**.

Exhibit 3-10: Employment and Number of Establishments by Establishment Size



Source: Georgia Department of Labor. 2022. Atlanta-Sandy Springs-Roswell, GA Metropolitan Statistical Area Georgia Area Labor Profile. https://explorer.gdol.ga.gov/vosnet/mis/Profiles/msa/Atlanta.pdf.

Additionally, 16 Fortune 500 companies have their headquarters in the region, including several in northern Atlanta (McKinsey & Company, 2019). According to fiscal year 2020 annual revenue, the five largest companies are Home Depot with $132 billion, United Parcel Service with $84 billion, The Coca-Cola Company with $33 billion, Southern Company with $20 billion, and WestRock with $17 billion (Metro Atlanta Chamber of Commerce, 2021).

The top five employers in the Atlanta MSA by number of full-time equivalent (FTE) employees is presented in **Exhibit 3-11 (**Atlanta Business Chronicle, 2022). Again, reflecting the presence of healthcare in the Atlanta MSA, three of these employers are in the healthcare sector. These data reflect the earlier information presented in **Exhibit 3-4** and **Exhibit 3-7** about the large portion of employees in service and healthcare industries.

Exhibit 3-11: Largest Regional Employers by FTE

Employer	FTE Headcount	Primary Facility Type
Emory University and Emory Healthcare	32,482	Educational Institution/Healthcare
Delta Air Lines	31,834	Corporate Headquarters/Airport (Fortune #178)
Northside Hospital	25,296	Healthcare
Piedmont Healthcare	25,110	Healthcare
The Home Depot	25,000	Corporate Headquarters (Fortune #18)

Source: Atlanta Business Chronicle. 2022. Atanta's 25 Largest Employers. https://www.bizjournals.com/atlanta/subscriber-only/2022/07/15/atlantas-25-largest-employers.html.

3.2 Environmental Consequences

The effects of the Preferred Alternative on the economy and employment were considered against the No-Build Alternative to identify any direct impacts, as presented in the following subsection. Potential environmental consequences were determined based on a desktop review of the data and local and regional economic development activity information from regional planning agencies, the U.S. Census Bureau, and other government sources in the previous sections. The following qualitative analysis was conducted by comparing anticipated impacts of the No-Build Alternative and the Preferred Alternative and incorporating expected economic trends. Because of the potential for other resource categories to impact economics, other sections of this document are also relevant to this section. Other sections of particular relevance to economics include **Chapter 5, Environmental Justice** and **Chapter 7, Community Facilities and Services** of this analysis.

3.2.1 Local

Limited land is available for development because the Proposed Project is within densely developed urban areas (Georgia DOT, 2020a). Therefore, local economic impacts would be limited to the removal of properties within required ROW and potential short-term disruption and inconveniences during construction. Unavoidable displacements under the Preferred Alternative would consist of 17 commercial buildings and their 49 associated business spaces (44 active and 5 vacant), within Cobb and Dekalb counties (**Exhibit 3-12**). The five vacant business spaces are five vacant business suites within commercial office buildings (primarily the Flowers Road buildings presented in the exhibit below). One commercial building with 26 tenants was acquired through early acquisition procedures allowed per 23 CFR 710.501. It is anticipated that Georgia Power (office building) and the Atlanta Noland Company (shed) would relocate the two displaced structures within their existing parcels.

Exhibit 3-12: Business Displacements

No.	Business Address	Description	Estimated Jobs FTE	Property Value (2022)
1.	2555 Cumberland Parkway SE Atlanta 30339 Cobb County	JE Dunn Construction	25	$4,836,700
2.	4470 Chamblee Dunwoody Road Dunwoody 30338 DeKalb County	Shared Space - 26 tenants[1]	75	$7,160,000
3.	4308 N. Peachtree Road Atlanta 30341 DeKalb County	Texaco Food Mart Convenience Store	3-5	$763,400
4.	4016 Flowers Road Suite 400 Doraville 30360 DeKalb County	Vacant	N/A	$7,837,500[1]
	4016 Flowers Road Suite 410 Doraville 30360 DeKalb County	Vacant	N/A	

Exhibit 3-12: Business Displacements (continued)

No.	Business Address	Description	Estimated Jobs FTE	Property Value (2022)
4	4016 Flowers Road Suite 420 Doraville 30360 DeKalb County	Vacant	N/A	$7,837,500[1]
	4016 Flowers Road Suite 430 Doraville 30360 DeKalb County	William Harris Lee & Co.	3-5	
	4016 Flowers Road Suite 440 Doraville 30360 DeKalb County	IT Works	15-20	
	4016 Flowers Road Suite 450 Doraville 30360 DeKalb County	Vacant	N/A	
	4016 Flowers Road Suite 460 Doraville 30360 DeKalb County	Diversified Commercial	10-15	
5.	4048 Flowers Road Suite 200 Doraville 30360 DeKalb County	Allied Universal Security Company	10-15	
	4048 Flowers Road Suite 210 Doraville 30360 DeKalb County	Two tenants	10	
6.	4038 Flowers Road Suite 300 Doraville 30360 DeKalb County	Vacant	5-10	
7.	4064 Flowers Road Doraville 30360 DeKalb County	Creole●ish Catering	2-5	
8.	2626 School Drive Doraville 3036 DeKalb County	Royel	10-15	$712,272
9.	2660 School Drive Doraville 30360 DeKalb County	Two tenants	12	$946,100
10.	3883 Flowers Road Atlanta 30360 DeKalb County	Doraville Maintenance Department	10	N/A
11.	3890 Flowers Road Atlanta 30340 DeKalb County	Underfoot Design	10	$1,501,400

Exhibit 3-12: Business Displacements (continued)

No.	Business Address	Description	Estimated Jobs FTE	Property Value (2022)
12.	2861 N. DeKalb Drive Atlanta 30340 DeKalb County	The Spanish Preschool	5	$650,000
13.	3545 McCall Place Atlanta 30340 DeKalb County	Janilink Janitorial Supply (Office/Warehouse)	25	$4,130,000
14.	3500 McCall Place Atlanta 30340 DeKalb County	Tucker Castleberry Printing Inc. (Office/Warehouse)	40	$3,338,600
15.	3595 Clearview Place Doraville 30340 DeKalb County	EMDEE International (Office/Warehouse)	3-7	$4,447,550[2]
16.	4404 N. Shallowford Rd Dunwoody 30338 DeKalb County	Georgia Power[3]	N/A	N/A
17.	4084 Presidential Pkwy Atlanta 30340 DeKalb County	Atlanta Noland Company[3]	N/A	N/A

Sources: DeKalb County. 2022. DeKalb County Appraisal District. https://propertyappraisal.dekalbcountyga.gov/maps/mapadv.aspx
Cobb County. 2022. Cobb County Appraisal District. https://qpublic.schneidercorp.com/Application.aspx?AppID=1051&LayerID=23951&PageTypeID=1&PageID=9966
N/A = not applicable
FTE = full-time employees
[1]= property was acquired via Early Acquistion procedures
[2]= property value includes buildings that would not be displaced by the Proposed Project
[3] = No parcel acquisition, only building relocation

From a local tax perspective, the collective value of the taxable properties converting to permanent transportation use would be $4,836,700 for Cobb County and $31,486,822 for DeKalb County. At the 40% assessment rate, the taxable value is $1,934,680 for Cobb County and $12,594,728 for DeKalb County. Applying the applicable 2022 millage rates (approximately 0.038 and 0.042 for the respective counties), the potential lost property tax revenue is approximately $73,518 for Cobb County and $528,979 for DeKalb County (2022 dollars), equivalent to 0.02% of the Cobb County proposed 2022 tax revenue ($331,484,727 [Cobb County 2022]) and 0.26% of the DeKalb County anticipated 2022 tax revenue ($200,358,458 [DeKalb County 2022]).

Displacement of these businesses could affect up to 300 employees. However, many of the businesses are tenants and would be offered assistance to relocate within the same area, which may limit impacts to employees. The top end corridor is highly urbanized with both commercial and industrial facilities available to rent. As of July 2022, there are 239 commercial/industrial/medical facilities listed for lease on Loopnet.com within DeKalb County and 329 commercial/industrial/medical facilities for lease within Cobb County. Retail employees affected by the Preferred Alternative may be able to find comparable work within the area prior to displacement leading to no loss of income. As noted previously, the unemployment rate in the Atlanta MSA is 2.8% indicating a healthy economy for displaced employees. Employees with specialized skills at industrial facilities that require a specific

type of building and/or equipment may be economically impacted if a new facility cannot be found in the same area or in a timely manner.

Commercial displacements associated with the Preferred Alternative would occur in Chamblee, Dunwoody, Doraville, and unincorporated Cobb County. Only one of the commercial displacements, The Spanish Preschool, is considered a community facility that provides a needed service to a specific community group (children). The displacement of the Texaco gas station may affect local members of the community who use it regularly but there are two other gas stations that offer the same services within 300 feet of the Texaco.

The other commercial displacements are a mixture of owner/operator facilities, such as JE Dunn Construction; leased office space, such as Shared Space; or warehouses, such as Janilink Janitorial Supply. While some of the businesses to be displaced, like Tucker Castleberry Printing, likely have repeat customers, the services provided are not specific to the community around them and are focused on the delivery of goods or provision of services (like construction and catering) within a wide service area. Community cohesion within nearby neighborhoods is unlikely to be impacted by the business displacements because they do not serve as a local meeting spot or engage with the nearby communities regularly through repeat walk-in business. Community cohesion within each city would also remain unchanged because the number of businesses to be displaced is small in comparison to the total number of businesses in each city, plus the businesses may be able to relocate within the same city.

The improved access to I-285 and consistent travel times benefits would improve the transfer of people and goods, leading to potential benefits to the remaining local businesses and employers. Implementation of the Preferred Alternative would benefit the local economy by providing work opportunities for people in construction, transportation/material moving, management, and engineering trade, among others. Georgia DOT anticipates that the regional and local labor force will fulfill the workforce employed to construct the Proposed Project and does not expect a large number of workers to move to the region to fill roles on the Proposed Project. A full discussion of temporary impacts related to construction of the Proposed Project is in **Draft EIS Section 3.14, Construction Impacts**.

3.2.2 Regional

The Preferred Alternative is in a densely developed urban region, with limited areas of undisturbed land for additional new development. In addition, the Preferred Alternative would not make widespread changes to regional land use or transportation patterns. As a result, it would not lead to far-reaching regional economic consequences. The improved access to I-285 and consistent travel times benefits would improve the transfer of people and goods, leading to potential economic benefits across the region. Implementation of the Preferred Alternative would benefit regional economy by providing work opportunities for people in construction, transportation/material moving, management, and engineering trade, among others. Furthermore, the Proposed Project would require significant manufactured resources that would be acquired from businesses throughout the region.

3.3 Indirect Impacts

Minimal negative indirect economic consequences are anticipated as a result of the Preferred Alternative. The Preferred Alternative is in an urban corridor with local planning documents designating most adjacent land uses for future redevelopment or zoning compatible with a highway corridor. As noted in **Draft EIS Appendix D,**

Indirect and Cumulative Effects Report, the Preferred Alternative would not precipitate wholesale revisions to these current planning documents, but the ELs may require changes from existing land uses containing residential components to more compatible land uses, such as commercial, in several locations adjacent to I-285. These include 21 parcels of land in Chamblee and 66 parcels of land in Doraville. While indirect economic effects may be a consequence of induced growth, the Preferred Alternative would have minimal potential to induce new development of undisturbed land as most of the corridor is already highly developed. Additionally, the adjacent cities have already identified areas of redevelopment and infill development through their land use plans. The Preferred Alternative would not lead to new development but could influence local approvals for redevelopment projects and new developments that are anticipated to occur with or without the Proposed Project. This project has the potential to serve as an element of decision-making for development, including development triggered by anticipated growth and redevelopment, but it is not expected to precipitate development on its own.

3.4 Cumulative Impacts

This section assesses the cumulative effects of the Preferred Alternative on economic conditions, defined in 40 CFR, Section 1508.1(g)(3), as "...the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions."

Local and regional planning entities have identified and planned the land use and economic development projects that are considered reasonably foreseeable. The Preferred Alternative would lead to small changes in land use designations within Chamblee and Doraville, but there would be no major impacts to current plans. Cumulative impacts related to land use changes induced or facilitated by the Proposed Project, some of which are relevant to economic conditions and employment, are included in **Draft EIS Appendix D, Indirect and Cumulative Effects Report.**

The Preferred Alternative would not preclude construction of future transportation or transit projects, including those proposed by others. The No-Build Alternative would result in a less effective transportation system for the region than implementation of the Preferred Alternative. The Preferred Alternative and all other components of the MMIP and other EL projects would work together to create a more efficient, effective roadway network. Georgia DOT would ensure smooth connections between existing facilities and proposed elements of the MMIP to effectively assist the transfer of people and goods, leading to potential beneficial cumulative effects in terms of consistent travel times and improved mobility. According to Georgia DOT's MMIP Fact Sheet, the Preferred Alternative would contribute to $3.28 billion in travel-time savings, reduce commercial fleet operating costs by $355 million, and yield a benefit of $1.10 for every $1 invested (Georgia DOT, 2021). Overall, cumulative economic impacts from the Preferred Alternative and other regional transportation improvements are expected to be beneficial.

3.5 Avoidance, Minimization, and Mitigation Measures

To minimize potential adverse impacts from ROW acquisition, compensation and relocation assistance would be provided to eligible recipients for full and partial property acquisitions, as required by the Uniform Act (defined in **Draft EIS Appendix B, Applicable Laws and Regulations**). The Uniform Act directs that when an agency acquires property for a federal aid project, requirements are in place to provide benefits, protection, and payment of

just compensation. When a project displaces an individual, family, business, farm or non-profit organization, additional services and payments are required. FHWA does not consider compensation to be a mitigation measure.

During construction, Georgia DOT would work with local authorities and key economic sectors and development projects to minimize any local disruptions as much as possible. Specific minimization measures may include timing construction to avoid peak traffic hours, sharing information on the project website to inform local stakeholders about any potential disruptions so that they can plan accordingly, and coordinating with local businesses, planning agencies, and projects. A community outreach program would be developed and implemented to inform the community about the Proposed Project construction activities. A Transportation Management Plan (TMP) would also be developed and implemented to maintain access to and from affected commercial areas through signage, detours, flaggers, etc.

4. Population and Housing

This chapter describes the affected environment, direct effects of the Preferred Alternative, and potential avoidance, minimization, and mitigation measures for the following:

- Population characteristics, including demographics and socioeconomic characteristics
- Neighborhoods, communities, community character
- Housing

This chapter discusses existing neighborhoods and cities located within and adjacent to the Proposed Project area and qualitatively notes the presence or absence of current community cohesion. *Community cohesion* is the degree to which residents have a sense of belonging to their neighborhood, their level of commitment to the community, or a strong attachment to neighbors, groups, or institutions, usually as a result of continued association over time (California Department of Transportation, 2011). Neighborhoods and *community character*, including its history, present conditions, and anticipated future, are important elements to consider when understanding the affected environment and evaluating impacts (USDOT-FHWA, 2018).

Neighborhoods are areas where people reside. They may be areas that are predominantly residential in character, or mixed-use areas. A sense of community may or may not exist, depending on factors such as how long residents have lived in the area, whether friends and family live nearby, and the extent of shared activities within the neighborhood. *Neighborhood cohesion* is likely in areas where residents have engaged in the neighborhood planning process, organized a neighborhood association, and/or have a well-known or long-established identity with the area.

4.1 Affected Environment

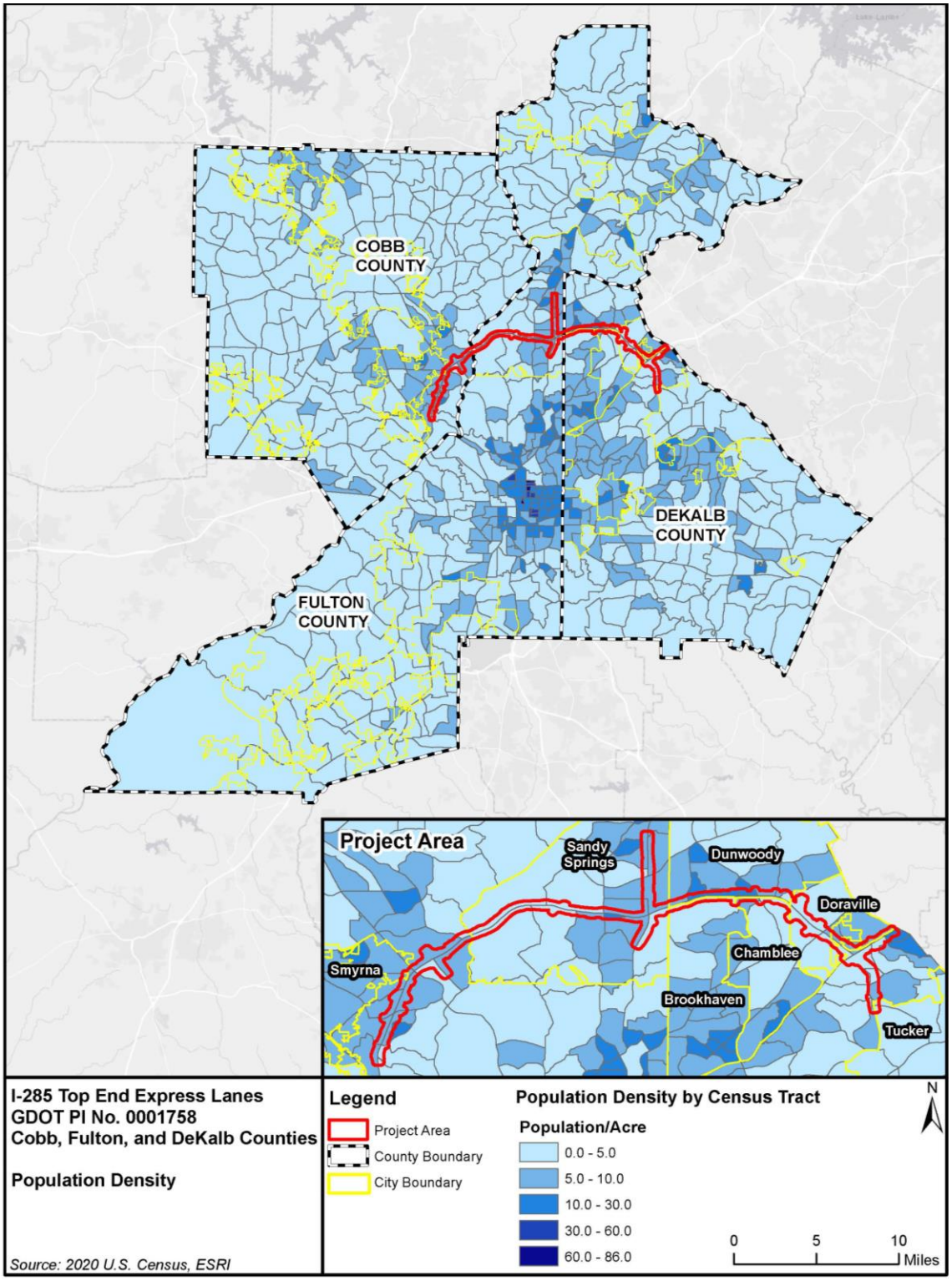
The Study Area is defined in **Section 2.2.1, Study Area**, and consists of three counties and seven cities. Data presented in this section is for the Study Area unless otherwise noted. Neighborhoods were identified within the Project Area, which is defined as within 1,000 feet of the existing Georgia DOT ROW.

4.1.1 Cobb County (including City of Smyrna)

As of 2020, Cobb County has a population of 766,149, approximately 7% of Georgia's population of 10,711,908 (U.S. Census Bureau, 2022e). As presented in **Exhibit 4-1**, 74.3% of Cobb County's population density (defined through census tracts) ranges between 0 and 5 people per acre. The next largest population density in its census tracts is 5 to 10 people per acre, accounting for 24.3%.

In contrast, Cobb County's census tracts within the Project Area (that is, their boundaries at least partially overlap), presented in **Exhibit 4-1**, are more evenly distributed between population densities of 0 to 5, and 5 to 10 people per acre. Its largest percentage is a population density of 5 to 10 people per acre (72.9%), with the next largest density ranging from 0 to 5 people per acre (23.6%), and 10 to 30 people per acre (3.5%). The Project Area has a higher population density than the balance of the county, indicating that more people live within the Project Area and would be served by the transportation improvements.

Exhibit 4-1: Study Area Population Density



Cobb County's population is about half White (50.6%) followed by Black or African American (26.6%) (**Exhibit 4-3;** U.S. Census Bureau, 2022e). Its median age of 37.1 is consistent with the state's median age. The age range that accounts for the greatest population in Cobb County is split fairly evenly between 25 to 34 years of age, 35 to 44 years of age, and 45 to 54 years of age. These age ranges each account for 14% to 15%, totaling approximately 43% of the county's population (**Exhibit 4-5;** U.S. Census Bureau, 2022f).

As shown in **Exhibit 4-2**, the median age in the census tracts around the Project Area predominantly ranges from 26.6 to 32.3 years of age (52.1%). The next greatest age range is 40.0 to 44.4 years of age, accounting for 39.1% of the population. The remaining 8.8% has a median age of 32.3 to 36.0 years of age.

Cobb County has 306,434 housing units of which 287,426 are occupied. Within these occupied units, 190,391 are owned and 97,035 rented. The median house value is $293,800 and median rent is $1,367 (U.S. Census Bureau, 2022c). Several neighborhoods are present within the Project Area in Cobb County, including 18 apartment complexes, 9 condominium complexes, 11 single-family/townhome neighborhoods, 11 townhome complexes, and 2 assisted living facilities. All of these neighborhoods are located within unincorporated areas of Cobb County. **Exhibit 4-4** provides a list of these neighborhoods.

Exhibit 4-2: Study Area Median Age Range

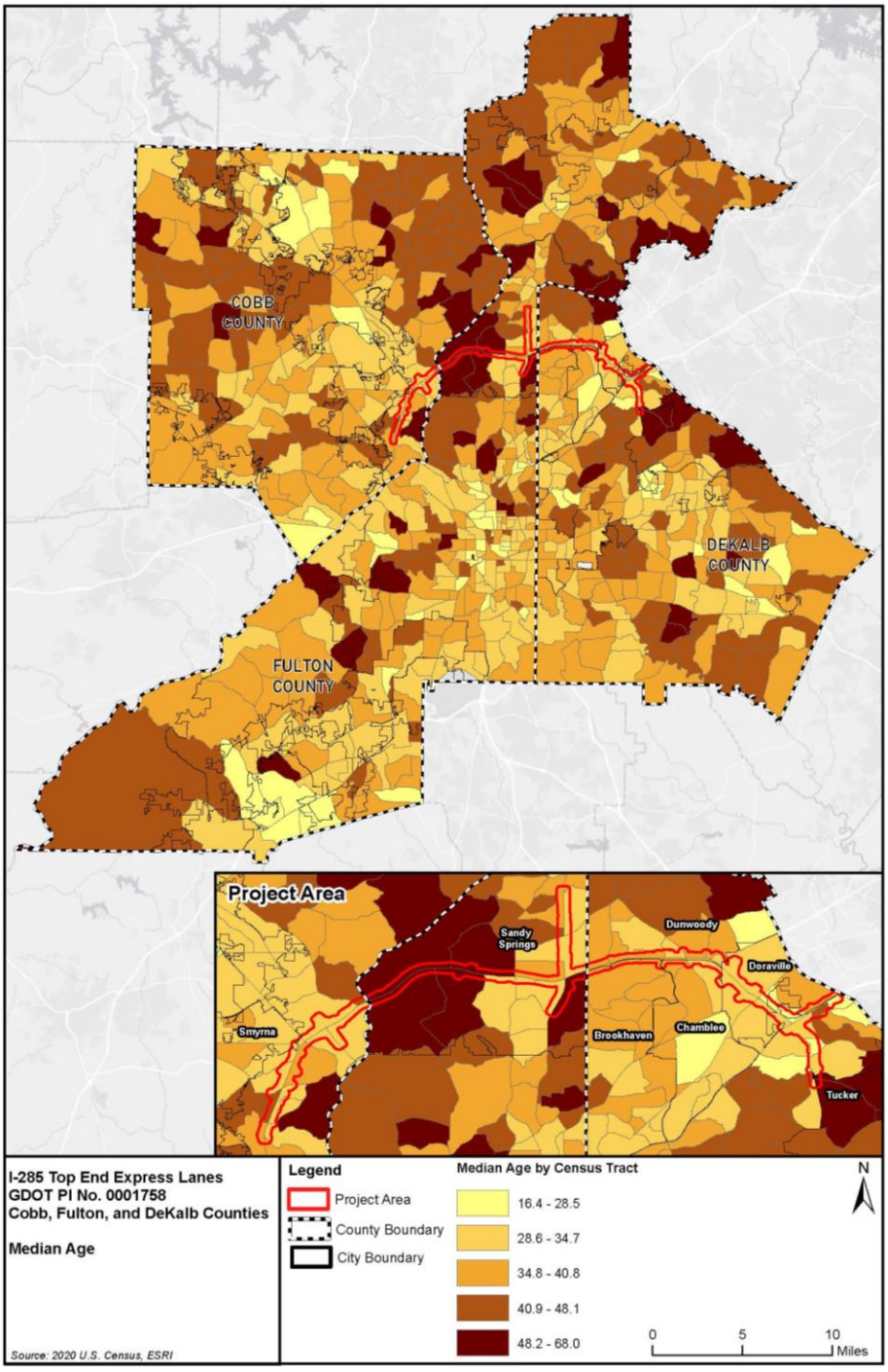


Exhibit 4-3: Racial Composition of the City of Smyrna and Cobb County

Race	Smyrna		Cobb County		Smyrna Percentage of Cobb County
	Total	Percentage	Total	Percentage	
White	25,394	45.6%	387,625	50.6%	6.6%
Black or African American	17,415	31.3%	203,840	26.6%	8.5%
Asian	3,724	6.7%	42,810	5.6%	8.7%
American Indian or Alaska Native	259	0.5%	4,260	0.6%	6.1%
Native Hawaiian and Other Pacific Islander	26	0.0%	395	0.1%	6.6%
Some other race	3,444	6.2%	54,070	7.1%	6.4%
Two or more races	5,401	9.7%	73,149	9.5%	7.4%

Source: U.S. Census Bureau. 2022a. 2020 Decennial Census. Table P1. https://data.census.gov/cedsci/.
Note: Each of these racial categories are inclusive of Hispanic or Latino populations.

Exhibit 4-4: Neighborhoods within Project Area in Cobb County

N.O.	Name	Address	City	ZIP Code	Type
C01	West Village Townhomes	West Village Lane	Smyrna	30080	Townhome Complex
C02	Flats at West Village	4805 West Village Way	Smyrna	30080	Condominium
C03	Towns at West Village	4606 West Village Crossing	Smyrna	30080	Townhome Complex
C04	Elevate West Village	4520 Pine Street	Smyrna	30080	Apartment Complex
C05	MAA West Village	West Village Lane	Smyrna	30080	Apartments Complex
C06	Gates at Ivy Walk	2112 Peach Lane	Smyrna	30080	Townhome Complex
C07	Olde Ivy at Vinings	4735 Ivy Ridge Drive SE	Atlanta	30339	Condominium Complex
C08	The Manor at Old Ivy	4810 Ivy Ridge Drive	Smyrna	30339	Condominium Complex
C09	Ivywood Park at Vinings	4475 Beech Haven Trail	Atlanta	30339	Apartment Complex
C10	Winchester Apartments Homes	400 Winchester Trail SE	Atlanta	30339	Apartment Complex
C11	Albright	146 Beech Haven Trail	Atlanta	30339	Townhome Complex
C12	Terraces at Cumberland	Beech Haven Trail	Smyrna	30080	Townhome Complex
C13	Peachtree Creek Memory Care	4375 Beech Haven Trail SE	Atlanta	30339	Assisted Living Facility
C14	Vinings Heights	Brookview Dr SE	Atlanta	30339	Single-Family
C15	Vinings Heights	Valley Trail Dr SE	Atlanta	30339	Single-Family
C16	Paces Ferry Registry	Gilmore Road SE	Smyrna	30080	Single-Family
C17	Parkwood Place	1250 Parkwood Circle	Atlanta	30339	Condominium Complex

Exhibit 4-4: Neighborhoods within Project Area in Cobb County (continued)

N.O	Name	Address	City	ZIP Code	Type
C18	Paces Ferry Park	West Lane Drive	Smyrna	30080	Single-Family
C19	Paces Ferry Registry	Norbury Drive	Smyrna	30080	Single-Family
C20	Paces Ferry Park	Oberon Walk SE	Smyrna	30080	Single-Family
C21	Orchard Gate	Orchard Road	Smyrna	30080	Single-Family
C22	Vinings Heights	Orchard Road	Smyrna	30080	Single-Family
C23	Ridgewood Heights	Hillcrest Drive	Smyrna	30080	Single-Family
C24	Magnolia Vinings Apartments	2151 Cumberland Parkway SE	Atlanta	30339	Apartment Complex
C25	Sync	2158 Cumberland Parkway SE	Atlanta	30339	Apartment Complex
C26	James Creek	2203 Cumberland Parkway SE	Atlanta	30339	Townhome Complex
C27	Vinings Vineyard	4100 Paces Walk SE	Atlanta	30339	Condominium
C28	Reverie on Cumberland	3825 Paces Walk SE	Atlanta	30339	Townhome Complex
C29	Charter Senior Living of Vinings	2401 Cumberland Parkway SE	Atlanta	30339	Assisted Living Facility
C30	Vinings Chase	2400 Cumberland Parkway	Atlanta	30339	Condominium
C31	The Aberdeen	Paces Ferry Road	Atlanta	30339	Condominium
C32	Paces View	Paces Lookout Drive	Atlanta	30339	Single-Family/ Townhome
C33	Vinings Crest	Spring Hill Parkway SE	Smyrna	30080	Townhome Complex
C34	MMA Spring	3375 Spring Hill Parkway SE	Smyrna	30080	Apartment Complex
C35	Highpointe at Vinings	Spring Hill Parkway SE	Smyrna	30080	Single-Family
C36	Vinings Run	3250 Spring Hill Parkway SE	Smyrna	30080	Condominium
C37	Park at Vinings	3000 Spring Hill Parkway	Smyrna	30080	Apartment Complex
C38	Sutton Park	Spring Hill Parkway SE	Smyrna	30080	Townhome Complex
C39	The Pointe at Vinings	Cumberland Parkway SE	Atlanta	30339	Apartment Complex
C40	Stone Ridge at Vinings	Cumberland Club Drive SE	Atlanta	30339	Apartment Complex
C41	Cumberland Station	Blackburn Ct SE	Smyrna	30080	Townhome Complex
C42	Courtland at the Battery 2	Battery Ave SE	Atlanta	30339	Apartment Complex
C42	Courtland at the Battery 3	Battery Ave SE	Atlanta	30339	Apartment Complex
C42	Courtland at the Battery 1	Battery Ave SE	Atlanta	30339	Apartment Complex
C43	Riverside House	Shadowood Parkway	Atlanta	30339	Apartment Complex
C44	Stockbridge Wildwood Ridge	Shadowood Parkway	Atlanta	30339	Apartment Complex

Exhibit 4-4: Neighborhoods within Project Area in Cobb County (continued)

N.O	Name	Address	City	ZIP Code	Type
C45	Kinstone River	2550 Akers Mill Road SE	Atlanta	30339	Apartment Complex
C46	The Highlands at Akers Mill	3600 Akers Drive SE	Atlanta	30339	Condominium
C47	Gables Mill	100 Akers Ridge Drive	Atlanta	30339	Apartment Complex
C48	Avana Cumberland	2383 Akers Mill Road SE	Atlanta	30339	Apartment Complex
C49	Walton on the Chattahoochee	2281 Akers Mill Road SE	Atlanta	30339	Apartment Complex
C50	Chattahoochee Chase	Powers Ferry Road SE	Atlanta	30339	Townhome Complex
C51	Rockledge Apartments	2075 Powers Ferry Road	Marietta	30067	Apartment Complex

Smyrna intersects the Study Area within Cobb County at the Proposed Project's western terminus. Smyrna, incorporated in 1872, consists of established neighborhoods with new residential additions and was rated one of the Best Places to Live in America in *Money Magazine*'s 2018 list (City of Smyrna, 2020a). Smyrna is approximately 10 miles northwest of Atlanta and has an active downtown area that includes a library, community center, retail and mixed-use developments, a city hall, and quaint houses (City of Smyrna, 2020b). Residential neighborhoods within Smyrna do not fall within the Project Area. Smyrna was established before I-285 was developed; therefore, the corridor was introduced to the community and its character. As of 2020, the city of Smyrna had a population of 55,663, approximately 7.3% of Cobb County's population. **Exhibit 4-3**, presents the racial composition of the city of Smyrna and the composition relative to Cobb County. The racial composition of the city of Smyrna is predominately White (45.6 %, inclusive of Hispanic/Latino) and Black or African American residents (31.3%, inclusive of Hispanic/Latino). By percentage, the city of Smyrna has a slightly lower White population and slightly higher Black or African American population, compared to Cobb County as a whole. The Hispanic or Latino population (inclusive of all races) makes up about 14% of the city of Smyrna, which is a higher percentage compared to the entire county (U.S. Census Bureau, 2022e).

The city of Smyrna has approximately 26,522 housing units of which 24,696 units are occupied, with 13,915 owned and 10,781 rented. The median house value is $328,600, higher than the county's value of $293,800. The median rent is $1,396, which is slightly higher than the county's value of $1,367 (U.S. Census Bureau, 2022c).

Exhibit 4-5 presents the age distribution in Smyrna compared to Cobb County. The median age in the city of Smyrna is 35.8, slightly younger than Cobb County's median age of 37.1. The age range with the highest population is 25 to 34 years old and makes up the approximately 10.1% of Cobb County's population within this age group. The age range with the lowest population in the city is 85 years and over and makes up approximately 8.6% of Cobb County's population within this age group.

Exhibit 4-5: Age Distribution of the City of Smyrna and Cobb County

	Smyrna		Cobb County		
Age Range	Total	Percentage	Total	Percentage	Smyrna Percentage of Cobb County
Under 5 years	4,262	7.7%	45,289	5.9%	9.4%
5 to 9 years	4,062	7.3%	49,895	6.5%	8.1%
10 to 14 years	2,731	4.9%	51,146	6.7%	5.3%
15 to 19 years	2,101	3.8%	51,915	6.8%	4.0%
20 to 24 years	2,319	4.2%	48,168	6.3%	4.8%
25 to 34 years	11,132	20.1%	110,461	14.5%	10.1%
35 to 44 years	9,867	17.8%	108,534	14.2%	9.1%
45 to 54 years	8,042	14.5%	107,967	14.2%	7.4%
55 to 59 years	2,670	4.8%	51,008	6.7%	5.2%
60 to 64 years	2,658	4.8%	42,992	5.6%	6.2%
65 to 74 years	3,356	6.1%	61,264	8.0%	5.5%
75 to 84 years	1,484	2.7%	24,796	3.3%	6.0%
85 years and over	776	1.4%	9,065	1.2%	8.6%
Median Age	35.8	-	37.1		-

Source: U.S. Census Bureau. 2023d. 2017-2021 American Community Survey 5-Year Estimates. Table DP05. https://www.census.gov/programs-surveys/acs.

4.1.2 Fulton County (including City of Sandy Springs)

As of 2020, Fulton County has a population of 1,066,710, accounting for approximately 10% of Georgia's population of 10,711,908 (U.S. Census Bureau, 2022e). As presented in **Exhibit 4-1**, 55.9% of Fulton County's population density (defined through census tracts) ranges from 0 to 5 people per acre. The next largest population density in its census tracts is 5 to 10 people per acre, accounting for 25.9%. In the county, 15.4% has a population density of 10 to 30 people per acre, and 2.8% has a population density of 30 to 60 people per acre.

Fulton County's census tracts within the Project Area, presented in **Exhibit 4-1**, show the largest percentage of population density is between 5 and 10 people per acre (48.8%). The next largest density ranging from 0 to 5 people per acre (43.5%), followed by the remaining (7.7%) has a population density of 10 to 30 people per acre. The Project Area has a similar population density to that of the county. **Exhibit 4-1** demonstrates that the highest density areas in Fulton County are within the Atlanta city limits, indicating that a greater number of people may not benefit from the Proposed Project in Fulton County.

Fulton County's demographic is mostly Black or African American (42.5% inclusive of Hispanic/Latino) and White (39.3% inclusive of Hispanic/Latino) (**Exhibit 4-6**). The median age is 35.9. The age range with the

greatest population in Fulton County is 25 to 34 years, totaling approximately 17% of the county's population (**Exhibit 4-8;** U.S. Census Bureau, 2022f).

As shown in **Exhibit 4-2**, the median age in the census tracts around the Project Area ranges from 44.4 to 51.7 years of age (60.2%).

There are 487,896 housing units in the county of which 441,958 units are occupied. Within these occupied units, 234,576 are owned and 207,382 are rented. The median house value is $345,100 and median rent is $1,367 (U.S. Census Bureau, 2022c). Several neighborhoods are present within the Project Area in Fulton County. The majority are single-family/townhomes, accounting for 40 of the 89 neighborhoods in the Fulton County Project Area. Additionally, there are 13 townhome complexes, 10 condominium complexes, 25 apartment complexes, and 1 assisted living facilities. **Exhibit 4-7** provides a list of these neighborhoods. All of the neighborhoods within the Project Area are located in the city of Sandy Springs, which is the one city in Fulton County that intersects the Study Area. The city was established after I-285 was developed; therefore, I-285 has always been a part of the community's landscape. Sandy Springs is known for its charm and service to businesses. Incorporated as a city in 2005, Sandy Springs is the sixth largest city in Georgia (Sandy Springs, Georgia, 2020). The city of Sandy Springs has a population of 108,080, accounting for approximately 10% of Fulton County's population.

Exhibit 4-6: Racial Composition of the City of Sandy Springs and Fulton County

	Sandy Springs		Fulton County		Sandy Springs Percentage of Fulton County
Race	Total	Percentage	Total	Percentage	
White	60,066	55.6%	418,700	39.3%	14.3%
Black or African American	20,230	18.7%	453,834	42.5%	4.5%
Asian	10,194	9.4%	80,949	7.6%	12.6%
American Indian or Alaska Native	404	0.4%	3,255	0.3%	12.4%
Native Hawaiian and Other Pacific Islander	64	0.1%	452	0.0%	14.2%
Some other race	7,291	6.7%	38,612	3.6.%	18.9%
Two or more races	9,831	9.1%	70,908	6.6%	13.9%

Source: U.S. Census Bureau. 2022a. 2020 Decennial Census Survey. Table P1. https://data.census.gov/cedsci/.
Note: Each of these racial categories are inclusive of Hispanic or Latino populations.

Exhibit 4-7: Neighborhoods within Project Area within Sandy Springs

No.	Name	Address	City	Zip	Type
F01	One River Place	1014 River Vista Drive	Sandy Springs	30339	Condominium/Townhome
F02	Brickstone Heights	6230 Powers Ferry Road NW	Sandy Springs	30339	Townhome Complex
F03	Heritage Oaks	5590 Dupree Drive NW	Sandy Springs	30327	Condominium/Townhome
F04	Cameron Glen	Heards Ferry Road NW	Sandy Springs	30328	Single-Family

Exhibit 4-7: Neighborhoods within Project Area within Sandy Springs (continued)

No.	Name	Address	City	Zip	Type
F05	Heards Forest	Heards Ferry Road NW	Sandy Springs	30328	Single-Family
F06	Avallon	Powers Ferry Road NW	Sandy Springs	30327	Single-Family
F07	Riley Place	Powers Ferry Road NW	Sandy Springs	30327	Single-Family
F08	Fair Oaks Manor	Powers Ferry Road NW	Sandy Springs	30327	Single-Family
F09	Heards Point	Heards Ferry Road	Sandy Springs	30328	Single-Family
F10	Wesley Oaks	Heards Drive	Sandy Springs	30328	Single-Family
F11	Coldstream	Riverside Drive NW	Sandy Springs	32328	Single-Family
F12	Foxridge	Riverside Drive NW	Sandy Springs	30327	Single-Family
F13	Glen Vernon Estates	Mt. Vernon Highway NW	Sandy Springs	30327	Single-Family
F14	Highland Valley	Mt. Vernon Highway NW	Sandy Springs	30327	Single-Family
F15	Glen Errol	Glen Errol Road NW	Sandy Springs	30327	Single-Family
F16	Lake Island Estates	Long Island Drive NW	Sandy Springs	30327	Single-Family
F17	Hardin Ridge	Mt. Vernon Highway NW	Sandy Springs	30328	Single-Family
F18	De Clair	Mt. Vernon Highway NW	Sandy Springs	30328	Single-Family
F19	Greywalls	Long Island Drive NW	Sandy Springs	30328	Single-Family
F20	Montrose	Long Island Drive NW	Sandy Springs	30328	Single-Family
F21	The Vineyard	Long Island Drive NW	Sandy Springs	30327	Single-Family
F22	Marchman Estates	Lake Forrest Drive NE	Sandy Springs	30342	Single-Family
F23	Long Island Walk	Long Island Drive NW	Sandy Springs	30328	Single-Family
F24	Manchester Place	Mitchell Road	Sandy Springs	30328	Single-Family
F25	Lancaster	Lake Forrest Drive	Sandy Springs	30328	Single-Family
F26	The Grosvenor	Mitchell Road	Sandy Springs	30328	Single-Family
F27	Cameron Hall	Lake Forrest Drive	Sandy Springs	30328	Single-Family
F28	Sandy Springs Cove	Cliffwood Drive	Sandy Springs	30328	Single-Family
F29	Atwater	Sandy Springs Circle	Sandy Springs	30328	Single-Family/Townhome
F30	Sterling Place	Allen Road NE	Atlanta	30328	Apartment Complex
F31	The Cliftwood	185 Cliftwood Drive	Sandy Springs	30328	Apartment Complex
F32	Monarch Villas	66 Northwood Drive NE	Sandy Springs	30342	Apartment Complex
F33	Highland Springs	55 Northwood Drive NE	Sandy Springs	30342	Apartment Complex
F34	Charleston Square	5547 Kingsport Drive NE	Sandy Springs	30342	Apartment Complex
F35	Lake Placid	5801 Kingsport Drive NE	Sandy Springs	30342	Apartment Complex
F36	Prado North	145 Northwood Drive NE	Sandy Springs	30342	Apartment Complex

Exhibit 4-7: Neighborhoods within Project Area within Sandy Springs (continued)

No.	Name	Address	City	Zip	Type
F37	Highland Circle	201 Northwood Drive NE	Sandy Springs	30342	Apartment Complex
F38	The Harrison	5675 Roswell Road	Sandy Springs	30342	Apartment Complex
F39	Brighton Court	5641 Roswell Road	Sandy Springs	30342	Condominium
F40	The Whitney	Roswell Road	Sandy Springs	30342	Apartment Complex
F41	Benton Woods	Glenridge Drive NE	Sandy Springs	30342	Single-Family
F42	Perimeter Circle	5470 Glenridge Drive	Sandy Springs	30342	Apartment Complex
F43	Colton Drive	Glenridge Drive NE	Sandy Springs	30342	Single-Family
F44	Perimeter 5550	5550 Glenridge Drive	Sandy Springs	30342	Apartment Complex
F45	Glenridge Point	Glenridge Drive NE	Sandy Springs	30342	Townhome Complex
F46	Glenridge Heights	Glenridge Drive NE	Sandy Springs	30342	Townhome Complex
F47	Windsor at Glenridge	5610 Glenridge Drive	Sandy Springs	30342	Apartment Complex
F48	Ridgeview Forest	High Point Road NE	Sandy Springs	30342	Single-Family
F49	High Point Chase	Sheridan Point Ln NE	Sandy Springs	30342	Single-Family
F50	Glenridge Forest	Hammond Drive	Sandy Springs	30328	Single-Family
F51	Hammond Hills	Hammond Drive	Sandy Springs	30328	Single-Family
F52	Parkside Sandy Springs	300 Carpenter Drive	Sandy Springs	30328	Apartment Complex
F53	Boulevard at Sandy Springs	Carpenter Drive	Sandy Springs	30328	Townhome Complex
F54	Campbell-Stone	350 Carpenter Drive NE	Sandy Springs	30328	Apartment Complex
F55	Carpenter Creek	Carpenter Drive	Sandy Springs	30328	Townhome Complex
F56	Mountain Creek	Carpenter Drive	Sandy Springs	30328	Single-Family
F57	Laurel Grove	Carpenter Drive	Sandy Springs	30328	Condominium
F58	Terraces at Glenridge	Glenridge Drive	Sandy Springs	30328	Townhome Complex
F59	Glenn Perimeter Apartments	5755 Glenridge Drive	Sandy Springs	30328	Apartment Complex
F60	Glenridge 400	5445 Peachtree Dunwoody Road	Sandy Springs	30328	Apartment Complex
F61	The Eva	789 Hammond Drive	Sandy Springs	30328	Apartment Complex
F62	Woodmoore	South Trimble Road NE	Sandy Springs	30342	Single-Family
F63	Falcon Chase	Falcon Chase Lane NE	Sandy Springs	30342	Single-Family
F64	Clementstone Estates	Clementstone Drive NE	Sandy Springs	30342	Single-Family
F65	High Point	West Kingston Drive NE	Sandy Springs	30342	Single-Family
F66	Westbury Square	6100 Barfield Road	Sandy Springs	30328	Townhome Complex
F67	Autumn Chace	Barfield Road	Sandy Springs	30328	Townhome Complex

Exhibit 4-7: Neighborhoods within Project Area within Sandy Springs (continued)

No.	Name	Address	City	Zip	Type
F68	The Granville	Barfield Road	Sandy Springs	30328	Condominium
F69	The Promenade at North Place	6476 Barfield Road	Sandy Springs	30328	Townhome Complex
F70	Serrano Condo	901 Abernathy Road NE	Sandy Springs	30328	Condominium
F71	Somerby Sandy Springs	25 Glenlake Parkway NE	Sandy Springs	30328	Assisted Living Facility
F72	Aria North Phase I	740 Abernathy Road	Sandy Springs	30328	Single-Family/Townhome
F73	Glenlake	6901 Glenlake NE	Sandy Springs	30328	Apartment Complex
F74	Spalding Woods	Spalding Drive	Sandy Springs	30328	Single-Family
F75	Suffolk Forest	Glenridge Drive	Sandy Springs	30328	Single-Family
F76	Westfair	Peachtree Dunwoody Road	Sandy Springs	30328	Condominium/Townhome
F77	Hawthorn Gates	7200 Peachtree Dunwoody Road	Sandy Springs	30328	Apartment Complex
F78	Avia at North Springs	7150 Peachtree Dunwoody Road	Sandy Springs	30328	Apartment Complex
F79	Flats at North Springs	6850 Peachtree Dunwoody Road	Sandy Springs	30328	Apartment Complex
F80	Village at Dunwoody Townhomes	Peachtree Dunwoody Road	Sandy Springs	30328	Townhome Complex
F81	Oaks of Dunwoody	Peachtree Dunwoody Road	Sandy Springs	30328	Condominium
F82	Dunwoody Row	Crestline Parkway	Sandy Springs	30328	Townhome Complex
F83	Dunwoody Springs	Dunwoody Springs Drive	Sandy Springs	30328	Condominium
F84	The Landings at Dunwoody Springs	Dunwoody Springs Drive	Sandy Springs	30328	Townhome Complex
F85	Parc at Perimeter	6210 Peachtree Dunwoody Road	Sandy Springs	30328	Apartment Complex
F86	The Arbor at Dunwoody Springs	25 Dunwoody Springs Drive	Sandy Springs	30328	Condominium/Townhome
F87	Dunwoody Chace	6135 Peachtree Dunwoody Road	Sandy Springs	30328	Townhome Complex
F88	Sync at Perimeter	1125 Hammond Drive	Sandy Springs	30328	Apartment Complex
F89	The Bishop	1115 Springwood Connector	Sandy Springs	30328	Apartment Complex

Exhibit 4-8 presents the age distribution in Sandy Springs compared to Fulton County. The median age in the city of Sandy Springs is 36.6, similar to Fulton County's median age of 35.9. The age range with the highest population is 25 to 34 years old. This range makes up the approximately 11.7% of Fulton County's population within this age group. The age range with the lowest population in the city is 85 years and over and makes up approximately 18.8% of Fulton County's population within this age group.

Exhibit 4-6 demonstrates the racial composition of the city of Sandy Springs and its contribution to Fulton County. The racial composition of the city of Sandy Springs is predominately White and White Hispanic/Latino, accounting for over half of the city's population. The second largest demographic is Black or African American residents (approximately 18.7%). The city of Sandy Springs has a higher White population, and lower Black or African American population, compared to Fulton County as a whole. The Hispanic or Latino population (inclusive of all races) makes up about 12.2% of the city of Sandy Springs, which is a lower population compared to the entire county (U.S. Census Bureau, 2022e).

The city of Sandy Springs has approximately 53,476 housing units, of which 49,941 units are occupied. Within these occupied units, 24,702 are owned and 25,239 are rented. The median house value is $490,200, higher than the county's value of $345,100. The median rent is $1,490, slightly higher than the county's value of $1,367 (U.S. Census Bureau, 2022c).

Exhibit 4-8: Age Distribution of the City of Sandy Springs and Fulton County

	Sandy Springs		Fulton County		Sandy Springs Percentage of Fulton County
Age Range	Total	Percentage	Total	Percentage	
Under 5 years	5,648	5.3%	59,159	5.6%	9.5%
5 to 9 years	5,247	4.9%	64,149	6.1%	8.2%
10 to 14 years	5,800	5.4%	64,783	6.1%	9.0%
15 to 19 years	5,573	5.2%	72,045	6.8%	7.7%
20 to 24 years	6,345	6.0%	73,728	7.0%	8.6%
25 to 34 years	20,956	19.7%	178,844	17.0%	11.7%
35 to 44 years	16,240	15.2%	151,482	14.4%	10.7%
45 to 54 years	14,273	13.4%	145,226	13.8%	9.8%
55 to 59 years	6,659	6.2%	63,369	6.0%	10.5%
60 to 64 years	5,589	5.2%	57,565	5.5%	9.7%
65 to 74 years	7,604	7.1%	77,207	7.3%	9.8%
75 to 84 years	4,077	3.8%	32,912	3.1%	12.4%
85 years and over	2,594	2.4%	13,817	1.3%	18.8%
Median Age	36.6	-	35.9	-	-

Source: U.S. Census Bureau. 2023d. 2017-2021 American Community Survey 5-Year Estimates. Table DP05. https://data.census.gov/cedsci/.

4.1.3 DeKalb County (Including Cities of Dunwoody, Brookhaven, Chamblee, Doraville, and Tucker)

As of 2020, DeKalb County had a population of 764,382, accounting for approximately 7% of Georgia's population of 10,711,908 (U.S. Census Bureau, 2022e). As presented in **Exhibit 4-1**, 48% of DeKalb County's

population density (defined through census tracts) range between 0 and 5 people per acre, approximately 41.9% of its population density ranges from 5 to 10 people per acre, and the remaining 10.1% has a population density of 10 to 30 people per acre.

DeKalb County's census tracts within the Project Area, presented in **Exhibit 4-1**, generally have a population density of 0 to 5 people per acre (45.5%), followed by the next largest density ranging from 5 to 10 people per acre (41.9%), and the remaining population density ranging from 10 to 30 people per acre is approximately (13.7%). The Project Area has a higher population density than the balance of the county, indicating more people live within the Project Area and would be served by the transportation improvements.

The population in DeKalb County is predominately Black or African American (50.9%) and White and White Hispanic/Latino (29.5%). The median age is 36.2. The age range with the greatest population in DeKalb County is 25 to 34 years, totaling approximately 16.6% of the county's population (**Exhibit 4-10;** U.S. Census Bureau, 2022f).

As shown in **Exhibit 4-2**, the median age in the census tracts around the Project Area is fairly distributed, split as 26.6 to 32.3 years of age (33.4%), 32.3 to 36 years of age (23.4%), 40.0 to 44.4 years of age (16.1%), 36.0 to 40.0 years of age (15.2%), and 44.4 to 51.7 years of age (11.9%).

There are 323,092 housing units of which 286,068 units are occupied. Within these occupied units, 162,485 are owned and 123,583 are rented. The median house value is $255,600 and median rent is $1,312 (U.S. Census Bureau, 2022c). Several neighborhoods are present within the Project Area in DeKalb County. Most of these neighborhoods in the Project Area, totaling 38, are single-family/townhomes. There are 11 townhome complexes, 12 condominium complexes, and 16 apartment complexes. **Exhibit 4-9** provides a list of these neighborhoods.

Five DeKalb County cities (Dunwoody, Brookhaven, Chamblee, Doraville, and Tucker) intersect the Study Area.

Exhibit 4-9: Neighborhoods within Project Area in DeKalb County

No.	Name	Address	City	Zip	Type
D01	Villa Sonoma at Perimeter Summit	10 Perimeter Summit Boulevard	Brookhaven	30319	Condominium
D02	Oak Forest Hills	Ashford Dunwoody Road NE	Brookhaven	30319	Single-Family
D03	Oak Forest Court	Ashwoody Trail NE	Brookhaven	30319	Single-Family
D04	Ashwoody	Long Branch Court NE	Brookhaven	30319	Single-Family
D05	Gainesborough West	East Nancy Creek Drive NE	Brookhaven	30319	Single-Family
D06	Dunwoody Terrace	East Nancy Creek Drive	Brookhaven	30341	Single-Family
D07	Regency Park North	East Nancy Creek Drive	Brookhaven	30341	Single-Family
D08	Bell Perimeter Center Apartments	70 Perimeter Center E	Dunwoody	30346	Apartment Complex

Exhibit 4-9: Neighborhoods within Project Area in DeKalb County (continued)

No.	Name	Address	City	Zip	Type
D09	Townsend at Perimeter	Perimeter Center East	Dunwoody	30346	Townhome Complex
D10	Georgetown	Old Spring House Lane	Dunwoody	30338	Single-Family
D11	Chateau Club	Bethesda Trail	Dunwoody	30338	Townhome Complex
D12	Georgetown Square	Georgetown Square	Dunwoody	30338	Townhome Complex
D13	Dunwoody Towneship	Chamblee Dunwoody Road	Dunwoody	30338	Townhome Complex
D14	Kingston Gate	Chamblee Dunwoody Road	Chamblee	30341	Townhome Complex
D15	Gainesborough	Chamblee Dunwoody Road	Chamblee	30341	Single-Family
D16	Huntley Hills	North Shallowford Road	Chamblee	30341	Single-Family
D17	Dunwoody Exchange	North Shallowford Road	Chamblee	30341	Apartment Complex
D18	Chamblee	North Shallowford Road	Chamblee	30341	Single-Family
D19	Chatsworth Apartments	4700 N. Hill Parkway	Chamblee	30341	Apartment Complex
D20	The Collection of Perimeter Park	Perimeter Park S	Chamblee	30341	Townhome Complex
D21	10 Perimeter Park	10 Perimeter Park Drive	Chamblee	30341	Apartment Complex
D22	The Terraces at Dunwoody	Dunwoody Park	Dunwoody	30338	Condominium
D23	Madison Square at Dunwoody	Cotillion Drive	Atlanta	30338	Condominium
D24	Camden Dunwoody	Peachford Circle	Dunwoody	30338	Apartments
D25	Dunwoody Village Apartment Homes	2311 Dunwoody Crossing	Atlanta	30338	Apartment Complex
D26	The Heights at Carver Hills	North Carver Drive	Doraville	30360	Single-Family/Townhome
D27	McArthur Estates	Ridgeway Drive	Doraville	30360	Single-Family
D28	Avery Park	Peachtree Industrial Boulevard	Doraville	30060	Townhome Complex
D29	Hilldale Homes	Tilly Mill Road	Doraville	30360	Single-Family
D30	Guilford Village	Flowers Road	Doraville	30360	Single-Family
D31	Flowers Gate Townhomes	Flowers Road	Doraville	30360	Townhome Complex
D32	Dorsey Homes	Tilly Mill Road	Doraville	30360	Single-Family
D33	Moon Manor	Flowers Road	Doraville	30360	Single-Family
D34	Chestnut Creek Condominium	Chestnut Drive	Doraville	30340	Condominium
D35	Arbor Woods	Stewart Road	Doraville	30340	Single-Family
D36	C.D. Jones S/D	Wilton Avenue	Doraville	30340	Single-Family
D37	Sequoyah Woods Subdivision	Aztec Road	Atlanta	30340	Single-Family
D38	Ashlyn Pointe	McElroy Road	Atlanta	30340	Townhome Complex

Exhibit 4-9: Neighborhoods within Project Area in DeKalb County (continued)

No.	Name	Address	City	Zip	Type
D39	Dunhill Condominiums	North DeKalb Drive	Atlanta	30340	Condominium
D40	KRC Alderwood Trails	2917 N. DeKalb Drive	Atlanta	30340	Apartment Complex
D41	Rutherford Glen Apartments	7100 Dawson Boulevard	Atlanta	30340	Apartment Complex
D42	Parkway Vista Apartments	100 Parkway Circle S	Atlanta	30340	Apartment Complex
D43	Sonoma Ridge	4659 Dawson Boulevard	Atlanta	30340	Apartment Complex
D44	Wood Terrace Apartments	100 Wood Terrace Place	Doraville	30340	Apartment Complex
D45	Celebrity Business Suites Condominium	Presidential Parkway	Atlanta	33040	Condominium
D46	Rose Arbor	Northcrest Road	Atlanta	30340	Single-Family
D47	Stonecrest Condominiums	Chamblee Tucker Road	Atlanta	30341	Condominium
D48	Ivy's Landing	Northcrest Road	Atlanta	30340	Condominium
D49	Northcrest Condominiums	Northcrest Road	Doraville	30340	Condominium
D50	Northcrest S/D #2	Northcrest Road	Doraville	30340	Single-Family
D51	Villas of Embry Hills Apartment Homes	3343 Chamblee Tucker Road	Atlanta	30341	Apartment Complex
D52	Embry Hills	Chamblee Tucker Road	Unincorporated DeKalb	30341	Single-Family
D53	Montage Embry Hills	1000 Montage Way	Atlanta	30341	Apartment Complex
D54	Henderson Mill Condos	Henderson Mill Road	Chamblee	30341	Condominium
D55	Courtfield Condos	Henderson Mill Road	Atlanta	30341	Condominium
D56	Dunnington #1	Henderson Mill Road	Unincorporated DeKalb	30341	Single-Family
D57	Flowers Park	Henderson Mill Road	Chamblee	30341	Single-Family
D58	Dunnington #2	Henderson Mill Road	Chamblee	30341	Single-Family
D59	Dunnington #4	Henderson Mill Road	Chamblee	30341	Single-Family
D60	The Crossing at Henderson Mill Apartment Homes	3340 Lansbury Village Drive	Atlanta	30341	Apartment Complex
D61	Henderson Reserve	Henderson Mill Road	Atlanta	30341	Townhome Complex
D62	Ashwood Condos	Henderson Mill Road	Atlanta	30341	Condominium
D63	Villas de Solana	3207 Henderson Mill Road	Atlanta	30341	Apartment Complex
D64	The Estuary	3450 Evans Road	Atlanta	30341	Apartment Complex
D65	Greystone North	Evans Road	Atlanta	30341	Single-Family
D66	Evans Ridge- Phase I	Evans Road	Atlanta	30340/41	Single-Family

Exhibit 4-9: Neighborhoods within Project Area in DeKalb County (continued)

No.	Name	Address	City	Zip	Type
D67	Caraway Woods	Henderson Mill Road	Tucker	30384	Single-Family
D68	Candy Heights #2	Peppermint Circle	Tucker	30084	Single-Family
D69	Aspen Court	Henderson Road	Tucker	30384	Single-Family
D70	Candy Heights #1	Hershey Lane	Tucker	30084	Single-Family
D71	Regal Forest	Henderson Road	Tucker	30384	Single-Family
D72	Henderson Chase	Henderson Road	Tucker	30384	Single-Family
D73	Forest Pines	Midvale Forest Drive	Tucker	30084	Single-Family
D74	Dunnington #3	Bolero Drive	Tucker	30341	Single-Family
D75	Brickell	Henderson Mill Road	Atlanta	30341	Single-Family
D76	Glenrose	Glenrose Drive	Atlanta	30341	Single-Family
D77	Salem Crossing Townhomes	Salem Crossing	Tucker	30084	Townhome Complex

4.1.3.1 Dunwoody

The city of Dunwoody was officially established in 2008 and is known for its close and vibrant community (City of Dunwoody, Georgia, 2020). As of 2020, it had a population of 51,683, approximately 7% of DeKalb County's population. **Exhibit 4-10** presents the age distribution in Dunwoody compared to DeKalb County. The median age in the city of Dunwoody is 36.5, similar to DeKalb County's median age of 36.2. The age range with the highest population is 35 to 44 years old, accounting for approximately 7.7% of DeKalb County's population within this age bracket. The age range with the lowest population in the city is 85 years and over and accounts for approximately 8.1% of DeKalb County's population within this age group.

Exhibit 4-11 demonstrates the racial composition of the city of Dunwoody and its contribution to DeKalb County. The racial composition of the city of Dunwoody is predominately White and White Hispanic/Latino, accounting for more than half of the city's population. The second largest racial demographic is Asian (approximately 17%). The city of Dunwoody has a higher White and Asian population, and lower Black or African American population, compared to DeKalb County as a whole. The Hispanic or Latino population (inclusive of all races) accounts for about 20.9% of the city of Dunwoody, which is a higher population compared to the entire county (U.S. Census Bureau, 2022e).

As shown in **Exhibit 4-9,** one single-family neighborhood, four townhome complexes, two apartment complexes, and one condominium are within the Project Area in Dunwoody. Dunwoody was established after I-285 was developed; therefore, I-285 has always been a part of the community's landscape. The city has approximately 22,961 housing units of which 21,043 units are occupied. Within these occupied units, 11,431 are owned and 9,612 are rented. The median house value is $468,000, over 80% more than the county's value of $255,600. The median rent is $1,610, which is also higher than the county's value of $1,312 (U.S. Census Bureau, 2022c).

Exhibit 4-10: Age Distribution of the City of Dunwoody and DeKalb County

Age Range	Dunwoody Total	Dunwoody Percentage	DeKalb County Total	DeKalb County Percentage	Dunwoody Percentage of DeKalb County
Under 5 years	3,643	7.1%	51,229	6.8%	7.1%
5 to 9 years	3,710	7.3%	47,948	6.3%	7.7%
10 to 14 years	3,227	6.3%	48,920	6.4%	6.6%
15 to 19 years	3,134	6.1%	44,689	5.9%	7.0%
20 to 24 years	2,542	5.0%	46,076	6.1%	5.5%
25 to 34 years	8,043	15.7%	125,727	16.6%	6.4%
35 to 44 years	8,441	16.5%	109,266	14.4%	7.7%
45 to 54 years	6,466	12.7%	98,909	13.0%	6.5%
55 to 59 years	2,923	5.7%	48,287	6.4%	6.1%
60 to 64 years	1,956	3.8%	41,990	5.5%	4.7%
65 to 74 years	3,716	7.3%	60,906	8.0%	6.1%
75 to 84 years	2,433	4.8%	23,934	3.2%	10.2%
85 years and over	869	1.7%	10,753	1.4%	8.1%
Median Age	36.5	-	36.2	-	-

Source: U.S. Census Bureau. 2023d. 2017-2021 American Community Survey 5-Year Estimates. Table DP05. https://www.census.gov/programs-surveys/acs.

Exhibit 4-11: Racial Composition of the City of Dunwoody and DeKalb County

Race	Dunwoody Total	Dunwoody Percentage	DeKalb County Total	DeKalb County Percentage	Dunwoody Percentage of DeKalb County
White	28,699	55.5%	225,752	29.5%	12.7%
Black or African American	6,165	11.9%	388,963	50.9%	1.6%
Asian	8,863	17.1%	50,384	6.6%	17.6%
American Indian or Alaska Native	264	0.5%	4,412	0.6%	6.0%
Native Hawaiian and Other Pacific Islander	22	0.0%	250	0.0%	8.8%
Some other race	3,332	6.4%	44,728	5.9%	7.4%
Two or more races	4,338	8.4%	49,893	6.5%	8.7%

Source: U.S. Census Bureau. 2022a. 2020 Decennial Census. Table P1. https://data.census.gov/cedsci/.

Note: Each of these racial categories are inclusive of Hispanic or Latino populations.

4.1.3.2 Brookhaven

The city of Brookhaven was established in 1976 and contains a host of locally owned restaurants, shops, a vibrant arts scene, and parks (City of Brookhaven, Georgia, 2020). As shown in **Exhibit 4-9**, six single-family neighborhoods and one condominium complex are within the Project Area in Brookhaven. Brookhaven was established after I-285 was developed; therefore, I-285 has always been a part of the community's landscape.

Brookhaven has a population of 55,161, accounting for approximately 7.2% of DeKalb County's population. **Exhibit 4-12** presents the age distribution in Brookhaven compared to DeKalb County. The median age in the city of Brookhaven is 34.6, similar to DeKalb County's median age of 36.2. The age range with the highest population is 25 to 34 years old, making up the approximately 9.3% of DeKalb County's population within this age group. The age range with the lowest population in the city is 85 years and over and accounts for approximately 6.1% of DeKalb County's population within this age group.

Exhibit 4-12: Age Distribution of the City of Brookhaven and DeKalb County

	Brookhaven		DeKalb County		Brookhaven Percentage of DeKalb County
Age Range	Total	Percentage	Total	Percentage	
Under 5 years	4,821	8.80%	51,229	6.80%	9.4%
5 to 9 years	3,551	6.50%	47,948	6.30%	7.4%
10 to 14 years	2,462	4.50%	48,920	6.40%	5.0%
15 to 19 years	2,269	4.10%	44,689	5.90%	5.1%
20 to 24 years	3,205	5.80%	46,076	6.10%	7.0%
25 to 34 years	11,726	21.40%	125,727	16.60%	9.3%
35 to 44 years	9,399	17.10%	109,266	14.40%	8.6%
45 to 54 years	6,045	11.00%	98,909	13.00%	6.1%
55 to 59 years	3,310	6.00%	48,287	6.40%	6.9%
60 to 64 years	2,688	4.90%	41,990	5.50%	6.4%
65 to 74 years	3,478	6.30%	60,906	8.00%	5.7%
75 to 84 years	1,290	2.30%	23,934	3.20%	5.4%
85 years and over	658	1.20%	10,753	1.40%	6.1%
Median Age	34.6	-	36.2	-	-

Source: U.S. Census Bureau. 2023d. 2017-2021 American Community Survey 5-Year Estimates. Table DP05. https://www.census.gov/programs-surveys/acs.

Exhibit 4-13 demonstrates the racial composition of the city of Brookhaven and its contribution to DeKalb County. The racial composition of the city of Brookhaven is predominately White and White Hispanic/Latino, accounting for more than half of the city's population. The second largest demographic are Black or African American residents (approximately 11.6%). The city of Brookhaven has about double the White population, and a lower Black or African American population, compared to DeKalb County as a whole. The Hispanic or Latino population (inclusive of all races) makes up about 36.1% of the city of Brookhaven, which is a higher population compared to the entire county (U.S. Census Bureau, 2022e).

The city has approximately 26,614 housing units of which 23,632 are occupied. Within these occupied units, 12,661 are owned and 10,971 are rented. The median house value is $548,600, more than double the county's

value of $255,600. The median rent is $1,511, which is also higher than the county's value of $1,312 (U.S. Census Bureau, 2022c).

Exhibit 4-13: Racial Composition of the City of Brookhaven and DeKalb County

Race	Brookhaven		DeKalb County		Brookhaven Percentage of DeKalb County
	Total	Percentage	Total	Percentage	
White	31,946	57.9%	225,752	29.5%	14.2%
Black or African American	6,380	11.6%	388,963	50.9%	1.6%
Asian	4,002	7.3%	50,384	6.6%	7.9%
American Indian or Alaska Native	595	1.1%	4,412	0.6%	13.5%
Native Hawaiian and Other Pacific Islander	18	0.0%	250	0.0%	7.2%
Some other race	6,763	12.3%	44,728	5.9%	15.1%
Two or more races	5,457	9.9%	49,893	6.5%	10.9%

Source: U.S. Census Bureau. 2022a. 2020 Decennial Census Survey. Table P1. https://data.census.gov/cedsci/.

Note: Each of these racial categories are inclusive of Hispanic or Latino populations.

4.1.3.3 Chamblee

The city of Chamblee is 14 miles from downtown Atlanta and is known for being a vibrant urban city with a diverse community. Its downtown district has had a growth in commercial development, while preserving its vintage buildings and architecture (City of Chamblee, Georgia, 2020). As of 2020, Chamblee had a population of 30,164, accounting for approximately 4% of DeKalb County's population. **Exhibit 4-14** presents the age distribution in Chamblee compared to DeKalb County. The median age in the city of Chamblee is 33.7 compared to DeKalb County's median age of 36.2. The age range with the highest population is 25 to 34 years old, accounting for approximately 5.5% of DeKalb County's population within this age group. The age range with the lowest population in the city is 85 years and over and makes up approximately 2% of DeKalb County's population within this age group.

Exhibit 4-15 demonstrates the racial composition of the city of Chamblee and its contribution to DeKalb County. The racial composition of the city of Chamblee is predominately White and White Hispanic/Latino, accounting for 35% of the city's population. The second largest demographic are Black or African American residents (approximately 13.8%). The city of Chamblee has a higher White population, and lower Black or African American population, compared to DeKalb County as a whole. The Hispanic or Latino population (inclusive of all races) accounts for about 51% of the city of Chamblee, which is a higher population compared to the entire county (U.S. Census Bureau, 2022e).

As shown in **Exhibit 4-9**, six single-family neighborhoods, two townhomes, one condominium, and three apartment complexes are within the Project Area in Chamblee. Chamblee was established prior to I-285; therefore, the corridor was introduced to the community and its character. The city has approximately 13,563 housing units of which 12,384 are occupied. Within these occupied units, 5,029 are owned and 7,355 are rented. The median

house value is $332,400, higher than the county's value of $255,600. The median rent is $1,494, which is also higher than the county's value of $1,312 (U.S. Census Bureau, 2022c).

Exhibit 4-14: Age Distribution of the City of Chamblee and DeKalb County

	Chamblee		DeKalb County		Chamblee Percentage of DeKalb County
Age Range	Total	Percentage	Total	Percentage	
Under 5 years	2,010	6.7%	51,229	6.8%	3.9%
5 to 9 years	1,658	5.5%	47,948	6.3%	3.5%
10 to 14 years	1,609	5.4%	48,920	6.4%	3.3%
15 to 19 years	1,765	5.9%	44,689	5.9%	3.9%
20 to 24 years	1,876	6.3%	46,076	6.1%	4.1%
25 to 34 years	6,906	23.1%	125,727	16.6%	5.5%
35 to 44 years	5,006	16.7%	109,266	14.4%	4.6%
45 to 54 years	4,145	13.9%	98,909	13.0%	4.2%
55 to 59 years	1,274	4.3%	48,287	6.4%	2.6%
60 to 64 years	1,128	3.8%	41,990	5.5%	2.7%
65 to 74 years	1,441	4.8%	60,906	8.0%	2.4%
75 to 84 years	858	2.9%	23,934	3.2%	3.6%
85 years and over	218	0.7%	10,753	1.4%	2.0%
Median Age	33.7	-	36.2	-	-

Source: U.S. Census Bureau. 2023d. 2017-2021 American Community Survey 5-Year Estimates. Table DP05. https://www.census.gov/programs-surveys/acs.

Exhibit 4-15: Racial Composition of the City of Chamblee and DeKalb County

	Chamblee		DeKalb County		Chamblee Percentage of DeKalb County
Race	Total	Percentage	Total	Percentage	
White	10,555	35.0%	225,752	29.5%	4.7%
Black or African American	4,164	13.8%	388,963	50.9%	1.1%
Asian	2,619	8.7%	50,384	6.6%	5.2%
American Indian or Alaska Native	687	2.3%	4,412	0.6%	15.6%
Native Hawaiian and Other Pacific Islander	12	0.0%	250	0.0%	4.8%
Some other race	8,542	28.3%	44,728	5.9%	19.1%
Two or more races	3,585	11.9%	49,893	6.5%	7.2%

Source: U.S. Census Bureau. 2022a. 2020 Decennial Census Survey. Table P1. https://data.census.gov/cedsci/.

Note: Each of these racial categories are inclusive of Hispanic or Latino populations.

4.1.3.4 Doraville

The city of Doraville presents itself as a diverse community ready to serve new businesses, with easy access to I-285, I-85, and MARTA. It is surrounded by a diverse and affordable housing market with historic neighborhoods and active civic organizations (City of Doraville, 2020). As of 2020, Doraville had a population of 10,623, accounting for approximately 1.4% of DeKalb County's population. **Exhibit 4-16** presents the age distribution in Doraville compared to DeKalb County. The median age in the city of Doraville is 35.9, similar to DeKalb County's median age of 36.2. The age range with the highest population is 25 to 34 years old, making up 1.3% of DeKalb County's population within this age group. The age range with the lowest population in the city is 74 to 84 years old and accounts for less than 1% of DeKalb County's population within this age group.

Exhibit 4-16: Age Distribution of the City of Doraville and DeKalb County

	Doraville		DeKalb County		Doraville Percentage of DeKalb County
Age Range	Total	Percentage	Total	Percentage	
Under 5 years	643	6.10%	51,229	6.80%	1.3%
5 to 9 years	737	6.90%	47,948	6.30%	1.5%
10 to 14 years	985	9.30%	48,920	6.40%	2.0%
15 to 19 years	623	5.90%	44,689	5.90%	1.4%
20 to 24 years	405	3.80%	46,076	6.10%	0.9%
25 to 34 years	1,684	15.90%	125,727	16.60%	1.3%
35 to 44 years	1,638	15.40%	109,266	14.40%	1.5%
45 to 54 years	1,374	12.90%	98,909	13.00%	1.4%
55 to 59 years	516	4.90%	48,287	6.40%	1.1%
60 to 64 years	649	6.10%	41,990	5.50%	1.5%
65 to 74 years	1,119	10.50%	60,906	8.00%	1.8%
75 to 84 years	84	0.80%	23,934	3.20%	0.4%
85 years and over	154	1.50%	10,753	1.40%	1.4%
Median Age	35.9	-	36.2	-	-

Source: U.S. Census Bureau. 2023d. 2017-21 American Community Survey 5-Year Estimates. Table DP05. https://www.census.gov/programs-surveys/acs.

Exhibit 4-17 demonstrates the racial composition of the city of Doraville and its contribution to DeKalb County. The racial composition of the city of Doraville is predominately minority with 78.4% of individuals identifying as non-White races. Although the city of Doraville has a comparable percentage of minority individuals, the racial make-up between Doraville and DeKalb County is different. The Black or African American population in Doraville is only 9.7% compared to 50.9% in DeKalb County. Additionally, Some Other Race and Two or More Races combined are 48.4% of the population of Doraville versus 12.4% for the county. The Hispanic or Latino population (inclusive of all races) accounts for about 56% of the city of Doraville, which is a significantly higher population compared to the entire county (U.S. Census Bureau, 2022e).

As shown in **Exhibit 4-9**, nine single-family neighborhoods, two townhome complexes, two condominiums, and one apartment complex are within the Project Area in Doraville. Doraville was established in 1871, before I-285 was developed; therefore, the corridor was introduced to the community and its character. The city has approximately 4,058 housing units of which 3,796 are occupied. Within these occupied units, 3,796 are owned and 2,311 are rented. The median house value is $251,100, lower than the county's value of $255,600. The median rent is $1,395, which is similar to the county's value of $1,312 (U.S. Census Bureau, 2022c).

Exhibit 4-17: Racial Composition of the City of Doraville and DeKalb County

Race	Doraville Total	Doraville Percentage	DeKalb County Total	DeKalb County Percentage	Doraville Percentage of DeKalb County
White	2,296	21.6%	225,752	29.5%	1.0%
Black or African American	1,035	9.7%	388,963	50.9%	.3%
Asian	1,691	15.9%	50,384	6.6%	3.4%
American Indian or Alaska Native	446	4.2%	4,412	0.6%	10.1%
Native Hawaiian and Other Pacific Islander	13	0.1%	250	0.0%	5.2%
Some other race	3,695	34.8%	44,728	5.9%	8.3%
Two or more races	1,447	13.6%	49,893	6.5%	2.9%

Source: U.S. Census Bureau. 2022a. 2020 Decennial Census Survey. Table P1. https://data.census.gov/cedsci/.

Note: Each of these racial categories are inclusive of Hispanic or Latino populations.

4.1.3.5 Tucker

The city of Tucker is in northeastern DeKalb County, and while it has grown over the years since its community was established in 1820, it still presents itself with a small-town charm (City of Tucker, 2020). Tucker has a population of 37,005, accounting for approximately 4.8% of DeKalb County's population. **Exhibit 4-18** presents the age distribution in Tucker compared to DeKalb County. The median age in the city of Tucker is 45.2, older than DeKalb County's median age of 36.2. The age range with the highest population is 45 to 54 years old, accounting for approximately 5.8% of DeKalb County's population within this age group. The age range with the lowest population in the city is 85 years and over and makes up approximately 10.2% of DeKalb County's population within this age group.

Exhibit 4-19 demonstrates the racial composition of the city of Tucker and its contribution to DeKalb County. The racial composition of the city of Tucker has a higher number of White residents (40.2%) than Black or African American residents (36.2%), which is the reverse of the county population. The city of Tucker has a higher White population, and lower Black or African American population, compared to DeKalb County as a whole. The Hispanic or Latino population (inclusive of all races) makes up about 12% of the city of Tucker, which is a higher population compared to the entire county (U.S. Census Bureau, 2022e). The city has approximately 16,630 housing units of which 15,137 are occupied. Within these occupied units, 9,470 are owned and 5,667 are rented. The median house value is $287,600, higher than the county's value of $255,600. The median rent is $1,242, lower than the county's value of $1,312 (U.S. Census Bureau, 2022c).

Exhibit 4-18: Age Distribution of the City of Tucker and DeKalb County

	Tucker		DeKalb County		Tucker Percentage of DeKalb County
Age Range	Total	Percentage	Total	Percentage	
Under 5 years	2,188	6.0%	51,229	6.8%	4.3%
5 to 9 years	1,763	4.8%	47,948	6.3%	3.7%
10 to 14 years	1,635	4.4%	48,920	6.4%	3.3%
15 to 19 years	1,621	4.4%	44,689	5.9%	3.6%
20 to 24 years	1,598	4.3%	46,076	6.1%	3.5%
25 to 34 years	5,047	13.7%	125,727	16.6%	4.0%
35 to 44 years	4,379	11.9%	109,266	14.4%	4.0%
45 to 54 years	5,710	15.5%	98,909	13.0%	5.8%
55 to 59 years	2,802	7.6%	48,287	6.4%	5.8%
60 to 64 years	3,021	8.2%	41,990	5.5%	7.2%
65 to 74 years	3,740	10.2%	60,906	8.0%	6.1%
75 to 84 years	2,160	5.9%	23,934	3.2%	9.0%
85 years and over	1,100	3.0%	10,753	1.4%	10.2%
Median Age	45.2	-	36.2	-	-

Source: U.S. Census Bureau. 2023d. 2017-2021 American Community Survey 5-Year Estimates. Table DP05. https://www.census.gov/programs-surveys/acs.

Exhibit 4-19: Racial Composition of the City of Tucker and DeKalb County

	Tucker		DeKalb County		Tucker Percentage of DeKalb County
Race	Total	Percentage	Total	Percentage	
White	14,888	40.2%	225,752	29.5%	6.6%
Black or African American	13,398	36.2%	388,963	50.9%	3.4%
Asian	3,064	8.3%	50,384	6.6%	6.1%
American Indian or Alaska Native	200	0.5%	4,412	0.6%	4.5%
Native Hawaiian and Other Pacific Islander	7	0.0%	250	0.0%	2.8%
Some other race	2,743	7.4%	44,728	5.9%	6.1%
Two or more races	2,705	7.3%	49,893	6.5%	5.4%

Source: U.S. Census Bureau. 2022a. 2020 Decennial Census Survey. Table P1. https://data.census.gov/cedsci/.

Note: Each of these racial categories are inclusive of Hispanic or Latino populations.

4.2 Environmental Consequences

The No-Build Alternative would maintain the existing configuration of I-285 and would not result in any temporary or permanent changes to existing conditions, such as any changes to, removals of, or relocations of neighborhoods, facilities, or services in the Study Area, outside of routine maintenance and improvements of the corridor. However, the I-285 top end corridor experiences substantial roadway congestion, which results in unreliable trip times. Roadway congestion is expected to worsen under the No-Build Alternative as traffic increases between now and the design year. This congestion is attributed to high travel demand within the corridor, weaving, interchange bottlenecks, reduction in travel lane usability due to vehicle crashes, or other unexpected events (FHWA, 2011). The multiple movements, both planned and unexpected, add friction to the corridor that compounds the congestion caused by high demand. Within the existing I-285 top end corridor, all single-occupancy vehicles, high-occupancy vehicles, transit operators, and emergency response vehicles use the same GP lanes. The No-Build Alternative would not address this congestion issue and could result in future impacts to adjacent residential and commercial areas.

Georgia DOT anticipates that the regional and local labor force will fulfill the workforce employed to construct the Proposed Project based on **Draft EIS Section 3.14, Construction Impacts**. Georgia DOT does not expect a large number of workers to move to the region to fill roles on the Proposed Project. Some workers may move to the Atlanta area as part of typical labor force migrations, but these would likely be relatively few. Therefore, Georgia DOT does not expect any workforce migrations during construction that would create strains on short-term demands for local housing, public services, or schools.

Construction of the Proposed Project may require a relatively small number of specialists (for example, specialist welders). Based on the national demand for some skilled workers, the needs of the Proposed Project might outpace local and regional demand, and those workers might come from outside the Atlanta region. Specialized workers would not generally be employed on the Proposed Project for extended durations, so Georgia DOT assumes their involvement would be temporary, and in most cases, they would reside in local hotels or apartments, and would be unlikely to relocate their families.

The Preferred Alternative would require the acquisition of property and the conversion of existing land uses to transportation use (for example, ELs, access points, ramps, local road intersections, drainage). Direct land use changes would consist of impacts to land parcels that are primarily developed. The Preferred Alternative would require acquisition of 91 acres of new ROW. Much of the Project Area is located within impervious areas of transportation facilities and the existing I-285 ROW; therefore, most acquisitions would occur in strips generally parallel to the existing I-285 ROW.

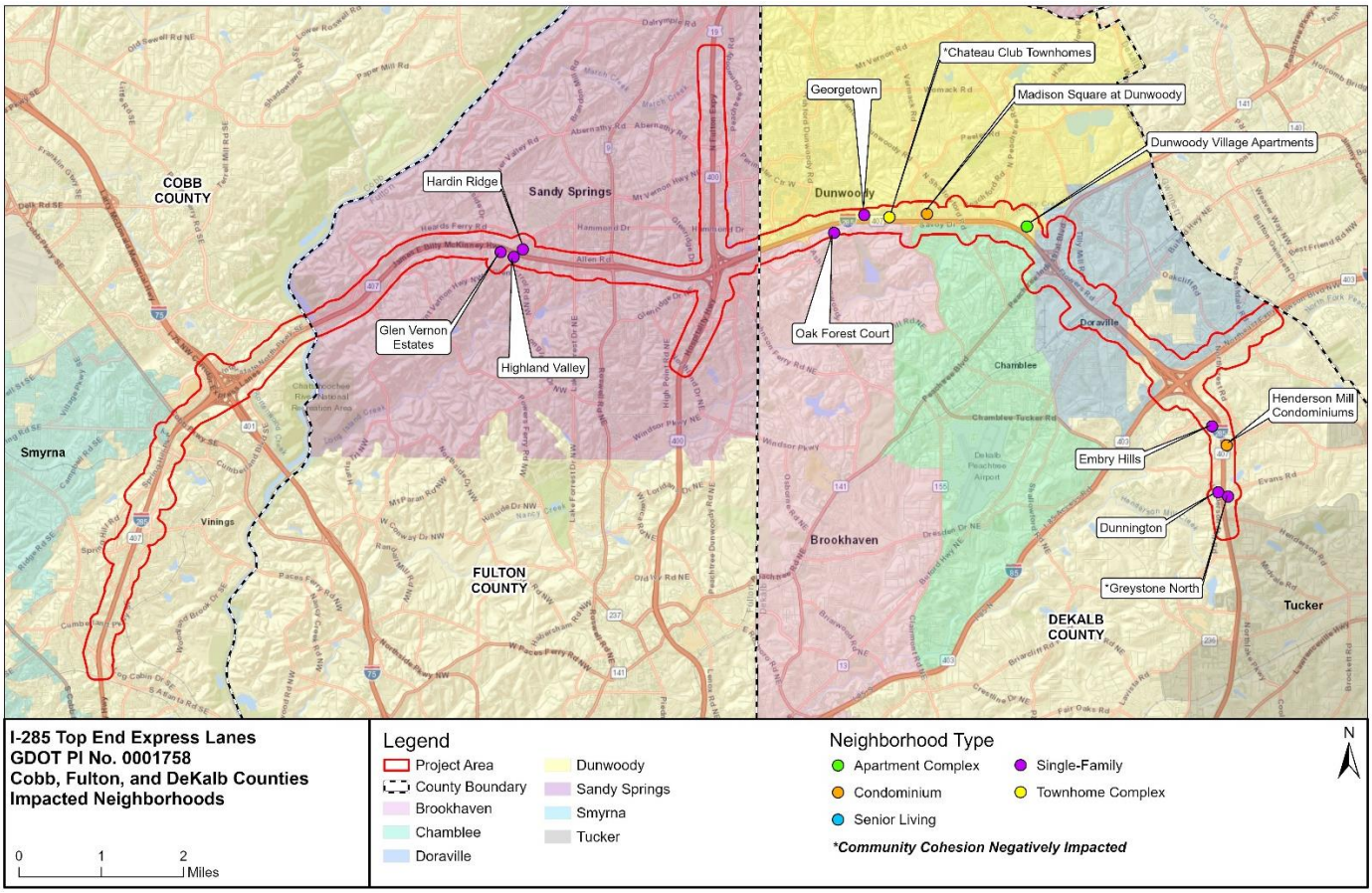
Acquisition of 91 acres for the Preferred Alternative would convert land from the following land use categories to transportation use:

- Commercial: 43.6 acres
- Residential: 31.2 acres
- Parks and Recreation: 0.4 acre
- Industrial: 6.3 acres
- Public/Institutional: 7.2 acres
- Undeveloped: 2.3 acres

Under the Preferred Alternative, residential displacements would consist of 12 single-family dwellings, 20 townhomes, 4 condominiums, and 5 multi-family buildings (42 units at Dunwoody Village Apartment Homes). One single-family dwelling and 20 townhomes have been acquired under the Early Acquisition procedures outlined in 23 CFR 710.501. The displacements would include the following (refer to **Exhibit 4-20** for location):

- Single-family home in Hardin Ridge subdivision, Fulton County (approximately 2,897 square feet, early acquisition)
- Single-family home in Glen Vernon Estates subdivision, Fulton County (approximately 6,174 square feet)
- Single-family home in Highland Valley subdivision, Fulton County (approximately 3,876 square feet)
- Single-family home in Dunnington subdivision, DeKalb County (approximately 2,130 square feet)
- Single-family home in Greystone North subdivision, DeKalb County (approximately 2,876 square feet)
- Single-family home in Greystone North subdivision, DeKalb County (approximately 2,441 square feet)
- Single-family home in Greystone North subdivision, DeKalb County (approximately 2,932 square feet)
- Single-family home in Greystone North subdivision, DeKalb County (approximately 2,884 square feet)
- Single-family home in Greystone North subdivision, DeKalb County (approximately 2,625 square feet)
- Single-family home in Greystone North subdivision, DeKalb County (approximately 4,519 square feet)
- Single-family home in Greystone North subdivision, DeKalb County (approximately 2,105 square feet)
- Single-family home in Greystone North subdivision, DeKalb County (approximately 3,396 square feet)
- Chateau Club Townhomes, DeKalb County (20 townhomes in three buildings, early acquisition)
- Henderson Mill Condominiums, DeKalb County (4 condominiums in one structure)
- Dunwoody Village Apartment Homes in DeKalb County (42 units in five structures)

Exhibit 4-20: Impacted Local Neighborhoods and Communities



Dunwoody Village Apartment Homes, established in Dunwoody in 1982, is an apartment community with 794 units in buildings of approximately six to eight units each. Its amenities include a pool, tennis court, laundry facilities, fitness center, and gated entrance. None of these amenities would be impacted. Approximately 42 housing units would be displaced within five buildings located along the edge of existing I-285 ROW. A sixth building would also be displaced, but it is a maintenance facility and does not house residents.

Chateau Club is a townhome community developed in Dunwoody in 2001 with 20 units. The Preferred Alternative would displace all 20 owner-occupied housing units. These townhomes were acquired by Georgia DOT between April 2021 and January 2022. Per 23 CFR 710.501, a state may undertake early acquisition of ROW "before the completion of the environmental review process for the proposed transportation project for corridor preservation, access management, or other purposes." Relocation assistance was provided to owners and tenants per the Uniform Act.

Henderson Mill Condominiums is a condominium community developed within unincorporated DeKalb County in 1968 with 96 owner-occupied units. The Preferred Alternative would displace four owner-occupied housing units within one building. These housing units are approximately 1,770 square feet. Based on Zillow.com listings from May 2023, 7 condos of comparable size were for sale within 2.5 miles of the Henderson Mill Condominiums and more than 21 of various sizes were within a 4-mile radius, so it is likely that relocations would be able to occur within the same community.

Georgia DOT does not expect the displacements associated with Dunwoody Village Apartment Homes and Henderson Mill Condominiums to substantially disrupt existing neighborhood character or community cohesion as they are located adjacent to the existing interstate corridor. The displacement of all 20 Chateau Club Townhomes in Dunwoody would remove an entire community and disrupt their community cohesion. There may be temporary impacts on community cohesion and character during construction to all neighborhoods with long-term impacts associated with the removal of single-family homes from the Greystone North subdivision. Greystone North was constructed in the late 1990s and comprises 77 homes on less than 0.2-acre lots. Eight residences (10% of the neighborhood) adjacent to the I-285 corridor would be displaced, potentially affecting the existing community cohesion as neighbors adjust to the loss of these residences and the encroachment of the highway. The Preferred Alternative is not anticipated to physically separate or isolate residential areas and community facilities through changes in land use. Community cohesion would ultimately remain intact, as I-285 was developed before most of the neighborhoods and cities, and neighborhood amenities would not be displaced. Neighborhoods in the two cities that were established prior to I-285 (Chamblee and Doraville) would have limited impacts related to the loss of four Henderson Mill Condominiums and overall community cohesion would likely not be affected.

The Preferred Alternative would displace 12 single-family residences (including one early acquisition residence) located adjacent to existing I-285 ROW in the Hardin Ridge, Glen Vernon Estates, Highland Valley, Dunnington, and Greystone North communities. In addition to displacements, the Preferred Alternative would require frontage acquisitions equivalent to 0.50 acre at the Madison Square at Dunwoody Condos, 0.82 acre at the Oak Forest Court neighborhood, 0.14 acre at the Embry Hills neighborhood, and 0.32 acre at the Georgetown neighborhood. These minor strips of land acquisition would occur on the edges of the existing neighborhoods and therefore would not result in substantial changes or disruptions to neighborhood cohesion or diminish access to community facilities. The Preferred Alternative would not construct a new roadway through established neighborhoods; therefore, the Preferred Alternative would not introduce barriers that would disrupt community cohesion or interrupt local traffic access and circulation. Temporary, indirect effects to community cohesion could occur due to traffic shifts during the construction period depending on established detour routes. Any necessary traffic shifts would be temporary and would only occur during construction. **Exhibit 4-20** depicts the locations of these residential buildings and neighborhoods.

In accordance with the Uniform Act, federal relocation assistance would be provided for property acquisitions and displacements. The Uniform Act assures owners of property to be acquired and persons displaced as a result of federally assisted projects are treated fairly, consistently, and equitably. Adhered to by Georgia DOT on all projects, the Uniform Act requires that relocatees receive the appraised fair-market value for their property; that they be offered decent, safe, and sanitary housing within their financial means; and that they have access to a comparable replacement dwelling. Relocation assistance payments on federally funded projects also are available for both owner-occupants and renters to relieve the financial burden of moving costs. Under federal law, the Uniform Act provisions are available only to residents who are either U.S. citizens or “lawfully present” with valid documentation.

The Uniform Act also includes a last resort housing provision that provides additional measures in cases where replacement housing is determined to be scarce or other unusual circumstances apply. The assessment of potential displacements included a review of available housing stock, which confirmed that comparable options are available adjacent to the Proposed Project corridor. The replacement housing options include apartment communities and single-family homes listed for sale with a wide range of market values and monthly rental fees.

Based on this availability, last resort housing is not anticipated to be necessary. Under the Uniform Act, Georgia DOT representatives would coordinate with the affected residents individually to explain the process, conduct appraisals, determine eligible payments, and complete legal requirements for each relocation. Information about the Georgia DOT relocation program is provided at all public meetings for the project and online (with a Spanish translation also available).

Concern over decreasing property values is frequently cited in regard to highway reconstruction projects. Home resale values are affected by numerous variables, including location, home condition, mortgage rates, and the economy. The Preferred Alternative would add ELs to an existing highway and not change the function or designated use of the corridor. To determine a net change to property values due to the right-of-way impacts and ELs would be difficult because the project includes noise walls, visual impacts, and changes in access that may increase or decrease property values. While there has been some research on this topic, it is difficult to rely on the results of a study to draw meaningful conclusions given the variables. As part of any large transportation project, Georgia DOT evaluates the impacts that may lead to diminishing property values and mitigates for specific impacts to the extent practicable and allowed by law, such as noise and visual impacts, to minimize the impacts on property values.

The Preferred Alternative would result in changes in the visual character of the existing I-285 and associated roadways. Vegetation clearing would remove the visual buffer from many residential, commercial, and public-use properties along the corridor. With the addition of ELs to the Proposed Project corridor, the view of the corridor would be substantially different and would be considered an adverse visual effect. **Draft EIS Appendix H-6**, **Visual Impact Assessment** provides a complete discussion of visual effects to adjacent communities.

Neighborhoods and community facilities near the Project Area would experience the most noticeable effects of construction activities. Residents and visitors of properties might experience increased levels of noise, light, traffic, vibration, and dust. Construction activities could cause surface and air movements of dust that might impact motorists, residents, and water sources adjacent to the construction area. During the daytime, people generally tolerate higher levels of noise. Most construction activities would likely occur during daylight hours. The developer might opt to construct some portions of the Preferred Alternative during nighttime hours in areas where daytime construction activities would pose a significant inconvenience to commercial/municipal operations (for example, near schools) or in areas where daytime implementation would cause severe disruption to traffic operations (for example, in areas requiring lane closures).

Residents adjacent to the construction area might experience minor changes to neighborhood access due to short-term detours during construction. Likewise, traffic volumes might increase temporarily on some neighborhood roads when drivers attempt to bypass construction-related traffic delays by driving through residential neighborhoods. Construction-related traffic impacts would vary in intensity and duration depending on construction methodologies and phasing.

Certain roadway construction activities cause ground vibration. While most construction activities cause only imperceptible ground vibration, vibration caused by controlled blasting (using explosives to dislodge bedrock) and pile driving is sometimes noticeable over a relatively wide radius around the source. Also, whereas most construction-related vibration poses no risk to health or property, more severe vibrations can damage nearby buildings and other structures. Details on construction-related impacts can be found in **Draft EIS Section 3.13**, **Construction Impacts**.

4.3 Indirect Impacts

The Preferred Alternative is located in an urban corridor with local planning documents designating most adjacent land uses for future redevelopment or compatible zoning. Indirect effects from induced growth are unlikely because most of the corridor is already highly developed. This Proposed Project has the potential to serve as an element of decision-making for development, including development triggered by anticipated growth and redevelopment, but is not expected to precipitate development on its own. As noted in **Draft EIS Appendix D, Indirect and Cumulative Effects Report,** the Preferred Alternative would have the potential to facilitate future land use changes in approximately 21 parcels in the city of Chamblee that are adjacent to I-285 along Savoy Drive. These parcels encompass 37.4 acres of land that are zoned Commercial Corridor, Village Commercial, and Village Residential. Two apartment complexes are present within these 21 parcels and could be affected by future redevelopment efforts.

The future land use map from the City's One Chamblee Comprehensive Plan shows that these parcels are recommended for redevelopment as office space or high-density residential areas. As described by local planning staff, the proximity of the proposed elevated ELs to these parcels may create a level of increased noise or other effects that are incompatible with the office and residential land use recommended in the plan.

The Preferred Alternative would have the potential to facilitate land use changes in approximately 66 parcels in the city of Doraville that are adjacent to I-285. These parcels encompass 42.5 acres of land that are zoned Urban Center and Urban Core.

Future land use data from the city of Doraville shows that these parcels are recommended for redevelopment as part of the Doraville Town Center and the BuHi Cultural Corridor, which will feature mixed-use environments including office and residential space. The proximity of the elevated ELs to these parcels may create incompatible conditions adjacent to proposed new office and residential land use. Therefore, as identified by local planning staff, the recommended future land use for the identified parcels should be reevaluated with the presence of the elevated ELs factored into the city of Doraville's future redevelopment plans.

4.4 Cumulative Impacts

This section assesses the cumulative effects of the Preferred Alternative on population and housing, defined in 40 CFR, Section 1508.7, as "...the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions."

The growth and expansion of communities in the area have largely occurred in response to construction of I-285, followed by construction of SR 400 and the opening of I-75. Additional development contributors to community growth to date have included the Perimeter Mall, Perimeter Center, Home Depot Headquarters, Northside Hospital Complex, General Motors Plant, the Atlanta Braves stadium, and The Battery Atlanta (refer to **Draft EIS Appendix D, Indirect and Cumulative Effects Report,** for more details). Older buildings and residential areas transitioned with new construction in some locations within communities adjacent to the I-285 top end corridor.

There are also ongoing or planned projects such as mixed-use, commercial, and residential developments or redevelopments. Multiple private development projects adjacent to I-285 are in planning, design, or construction

phases. Most of the adjacent land uses would continue in their current uses or transition toward compatible future land uses including mixed-use, multi-family, and commercial redevelopment projects. The ARC RTP identifies projects being implemented independently of this Preferred Alternative. The RTP is a long-range plan that prioritizes transportation project spending in the Atlanta region through 2050. Projects in the RTP include interchanges with the Preferred Alternative that provide connections to SR 400, I-20 West, and I-20 East.

When considered in conjunction with relevant ongoing or planned projects, the Preferred Alternative is not anticipated to result in permanent cumulative impacts on community character and cohesion since other projects would also be consistent with adopted land use plans and policies related to community character and cohesion.

The Atlanta Metropolitan Region is expected to continue growing in both population and employment over the next three decades, as indicated in the ARC forecasts for 2050 (ARC, 2020). The Preferred Alternative is supportive of the ARC's planning policies in addressing long-term transportation solutions for the projected growth in population, employment, and traffic volumes. In support of this growth, ARC's RTP identifies three goal areas: providing and maintaining world class infrastructure, healthy livable communities, and a competitive economy.

4.5 Avoidance, Minimization, and Mitigation Measures

The Preferred Alternative is complex and large in terms of both the project limits and public investment. Impacts to community resources are unavoidable; therefore, Georgia DOT and FHWA are committed to implementing avoidance, minimization, and mitigation measures for impacts to households, neighborhoods, and cities as part of the Preferred Alternative.

Impacts to neighborhoods through displacements would be avoided to the greatest extent possible. These avoidance measures would further preserve community cohesion with the neighborhoods and cities.

To minimize potential adverse impacts from ROW acquisition, compensation and relocation assistance would be provided to eligible recipients for full and partial property acquisitions, as required by the Uniform Act (defined in **Draft EIS Appendix B, Applicable Laws and Regulations**). The Uniform Act directs that when an agency acquires property for a federal aid project, requirements are in place to provide benefits, protection, and payment of just compensation. When a project displaces an individual, family, business, farm or non-profit organization, additional services and payments are required. FHWA does not consider compensation to be a mitigation measure.

Mitigation measures to avoid or minimize visual impacts can be applied to the natural, cultural or project environments and can be construction or design related. Georgia DOT will receive input during the DEIS Public Review process on visual preferences and a suite of potential mitigation and enhancements to sustain them.

Construction activities that would introduce light or glare would be limited mostly to daylight hours, when additional light and glare would be less noticeable. In some instances, construction activities would occur overnight, and those activities would have the potential to introduce light or glare impacts. In addition, areas used for equipment and materials storage may be lighted overnight for security purposes. The developer would implement mitigation measures as appropriate, such as the use of directional lighting and shielding.

To prevent vibration-related damages and help address public concerns related to construction-related vibration, the developer would evaluate the potential for vibration impacts and develop and implement a Vibration Control Plan that would be reviewed and approved by Georgia DOT. This plan would identify specific triggers of action to prevent damage to existing structures, as well as how the developer would address public concerns about vibration at any level. The developer would use vibration data published by applicable agencies or equipment manufacturers to estimate zones within which vibrations caused by the Proposed Project may impact existing properties and facilities. The plan would also include during-construction monitoring of select locations so that acceptable levels of vibration are maintained, following Georgia DOT's monitoring provisions (Georgia DOT, 2020b).

To mitigate potential impacts to neighborhood access due to short-term detours during construction and traffic volumes temporarily increasing on some neighborhood roads when drivers attempt to bypass construction-related traffic delays by driving through residential neighborhoods, the developer would implement signage detailing detour routes and discourage through-traffic in neighborhoods as feasible. Construction-related traffic impacts would vary in intensity and duration depending on project construction methodologies and phasing.

The developer would establish a Public Involvement and Communications Plan (**Draft EIS Appendix P, Environmental Mitigation Plan**) by which communities and representatives of community facilities could engage the Proposed Project so that the developer may address their concerns. By contract agreement, the construction contractor would be required to submit a work plan outlining work schedules, traffic control, access provisions, and intended mitigation measures before initiating construction.

Potential mitigation to minimize adverse effects to the public include:

- The contractor would be required to plan their activities so that access disruptions are anticipated, scheduled in advance, and as brief as reasonably possible. Advance notification for such disruptions would be provided to affected property owners and businesses.
- Deliveries of construction materials would be controlled to minimize disruptions to surrounding areas.
- A public information and notification program would advise area residents of traffic detours (refer to the **Draft EIS Appendix P, Environmental Mitigation Plan**).

5. Environmental Justice

FHWA defines EJ as identifying disproportionate and adverse effects of transportation projects on minority and low-income populations and avoiding, minimizing, or mitigating these adverse effects to achieve an equitable distribution of project benefits and impacts (USDOT-FHWA, 2015). EJ considerations are important to federally funded transportation improvements because they help to ensure full and fair participation in all phases of transportation decision-making by potentially affected communities. Identifying locations with a high concentration of minority or low-income populations is key to targeting outreach to those communities and including them throughout the transportation decision-making process.

EJ populations are defined as minority or low-income populations. FHWA Order 6640.23A and USDOT Order 5610.2 define these populations as:

- **Minority Individuals:** Including those who are one or more of the following: Black or African American; Hispanic or Latino; Asian American; American Indian and Alaskan Native; or Native Hawaiian and Other Pacific Islander.
- **Minority Population:** Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed Department of Transportation program, policy, or activity.
- **Low-income Individuals:** Persons whose median household income is at or below the Department of Health and Human Services (HHS) poverty guidelines.
- **Low-Income Population:** Any readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed Department of Transportation program, policy, or activity.

5.1 Tools for Identifying Environmental Justice Populations

The Georgia DOT employs four tools to identify communities and EJ populations within a proposed project's study area: census analysis, consultation with planning authorities, a field survey, and public involvement. Efforts to identify communities necessarily focus on "readily identifiable" communities, defined as groups of persons living in close geographic proximity, typically neighborhoods, subdivisions, apartments, and mobile home parks, or communities that make their presence known by providing feedback at public involvement events. Dispersed residents are deemed communities or EJ populations only if they would incur common adverse effects from the project (for example, experience increased traffic or a similar loss of access due to a median) or if they raise common concerns during project development.

Addressing impacts to EJ populations requires identifying an appropriate study area specific to communities, which in this case was established as the 106 census block groups adjacent to the Proposed Project. A preliminary analysis of EJ populations was conducted during the planning stages of the Proposed Project. The three-county area encompassing the cities that intersect the Project Area were selected as the Study Area. The Study Area was used to detect potential EJ populations based on census data percentages. This information is provided and

compared to city-level data for a more exact determination of where EJ populations are located near the Proposed Project. Throughout the analysis, reference is made to these various geographic areas, as appropriate, in order to provide the most thorough assessment of EJ populations and how the Preferred Alternative could affect those communities.

5.1.1 Census Analysis

As noted, census data were evaluated at various levels to identify EJ populations who could be impacted by the Preferred Alternative. Census data consolidated by ARC for the 20-county region were compared with the three-county area of Cobb, DeKalb, and Fulton Counties as well as data from the 106 census block groups intersecting the Project Area. The 2017 – 2021 American Community Survey (ACS) 5-year estimates are the best available data to establish the presence of potential EJ populations. These estimates include data on race, age, ethnicity, language, and income.

While planning public involvement efforts, census tract data adjacent to the Preferred Alternative were mapped based on the percent of minority individuals and low-income households compared to the state average. Additionally, the percent of LEP individuals was mapped. These data guided initial plans for outreach in the communities adjacent to the Preferred Alternative.

5.1.2 Consultation with Local Authorities

The Preferred Alternative intersects the cities of Smyrna, Dunwoody, Sandy Springs, Brookhaven, Chamblee, Doraville, and Tucker. These city governments were identified as key stakeholders and were involved in early meetings with Georgia DOT as well as two series of public meetings in May 2019 and January 2020. City leaders in each of these municipalities were asked to provide local knowledge on the presence of EJ populations within their jurisdictions and to identify any communities at risk of missing an opportunity to participate in public involvement activities. City leaders indicated there were no at-risk communities who may be left out of the meetings. One local official recommended contacting foreign consulates in the area about upcoming public involvement events. In response to this recommendation, promotion for the January 2020 Public Information Open House (PIOH) series included Spanish translations of flyers and posters delivered to the Costa Rican and Mexican consulates. City communications personnel also requested copies of public involvement materials to have available for community leaders within their city limits. Meeting flyers were provided in English and Spanish to the local government personnel as well as other language support before and during the PIOH series (refer to **Section 5.1.4**). A full discussion of public involvement/outreach for the Proposed Project is in **Chapter 5, Consultation and Coordination** of the **Draft EIS**.

5.1.3 Field Survey

Field visits were conducted along the Proposed Project corridor to establish the location of nearby multi-family housing, neighborhoods, shopping centers, and places of worship that could house or be utilized by EJ populations. The locations of 91 local points of interest, including churches, shopping centers, associations, and libraries, were noted as representative of the potential presence of EJ populations.

During the field survey, a multi-family apartment community that is directly adjacent to I-285, Monarch Villas (previously named Sierra Place), was noted as housing minority, low-income, and LEP residents. The property is

directly adjacent to a small retail area with numerous signs in Spanish, including nearby quick cash and pay-by-use phone stores. To the east of Monarch Villas, across Roswell Road, The Harrison multi-family apartment complex was identified as housing a large percentage of minority residents with a range of low to moderate income levels. Informational materials were posted in English and Spanish about upcoming public involvement opportunities at Monarch Villas, The Harrison, and many of the other local points of interest. **Exhibit 5-1** through **Exhibit 5-3** provide maps of the local points of interest and nearby residential neighborhoods. No additional residential areas were identified as having the need for additional public outreach of this type.

Exhibit 5-1: Local Points of Interest: Smyrna and Sandy Springs

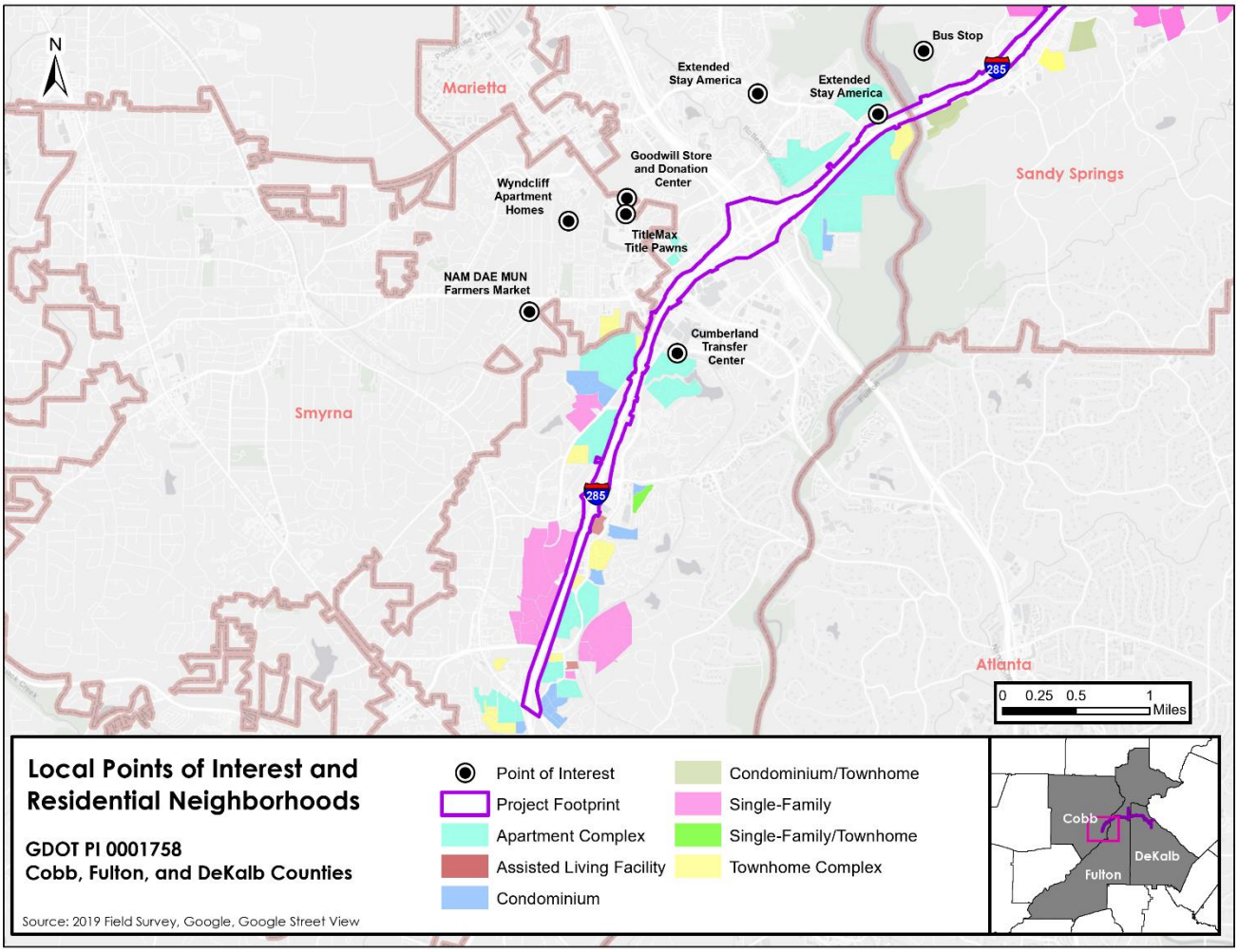


Exhibit 5-2: Local Points of Interest: Sandy Springs, Dunwoody, and Brookhaven

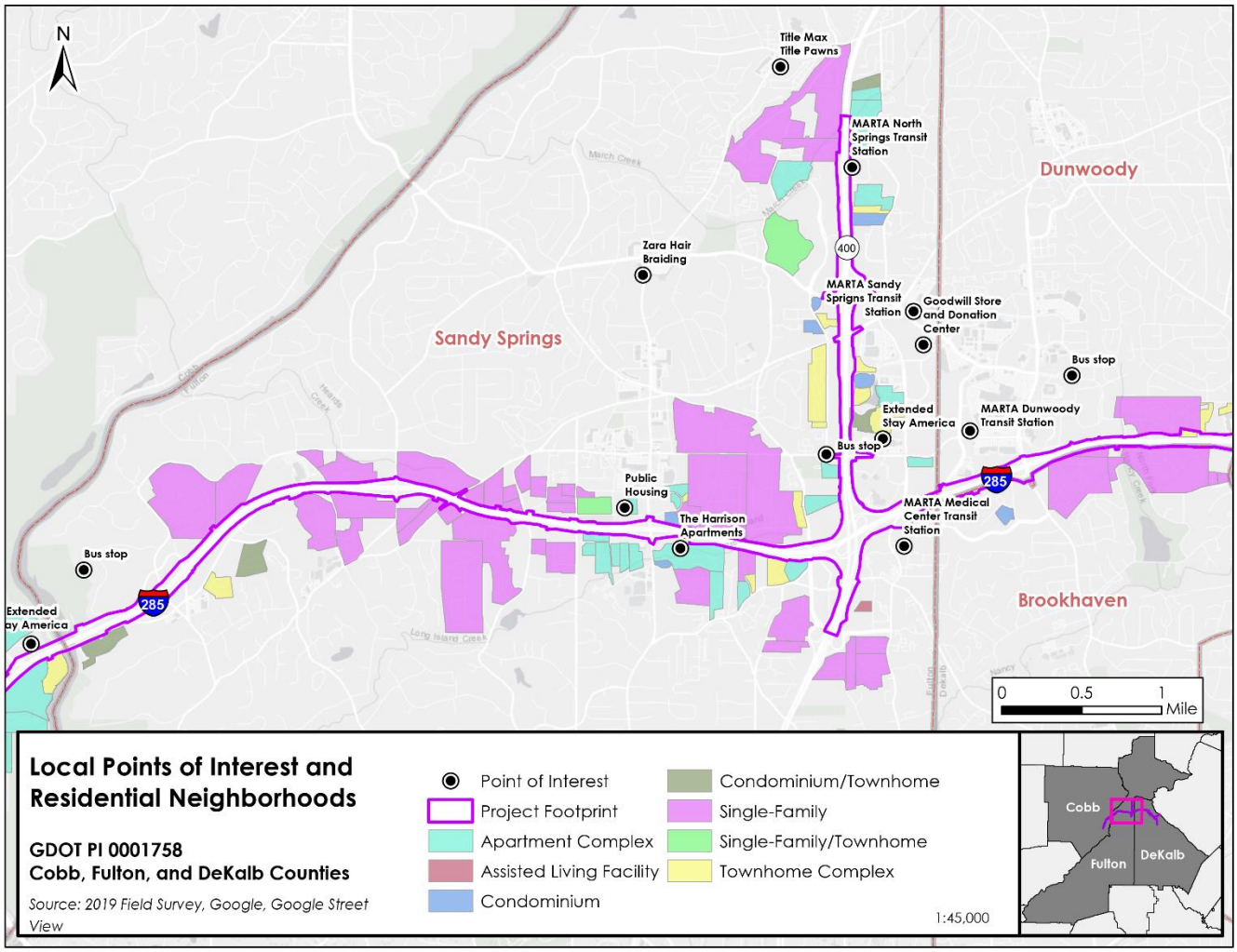
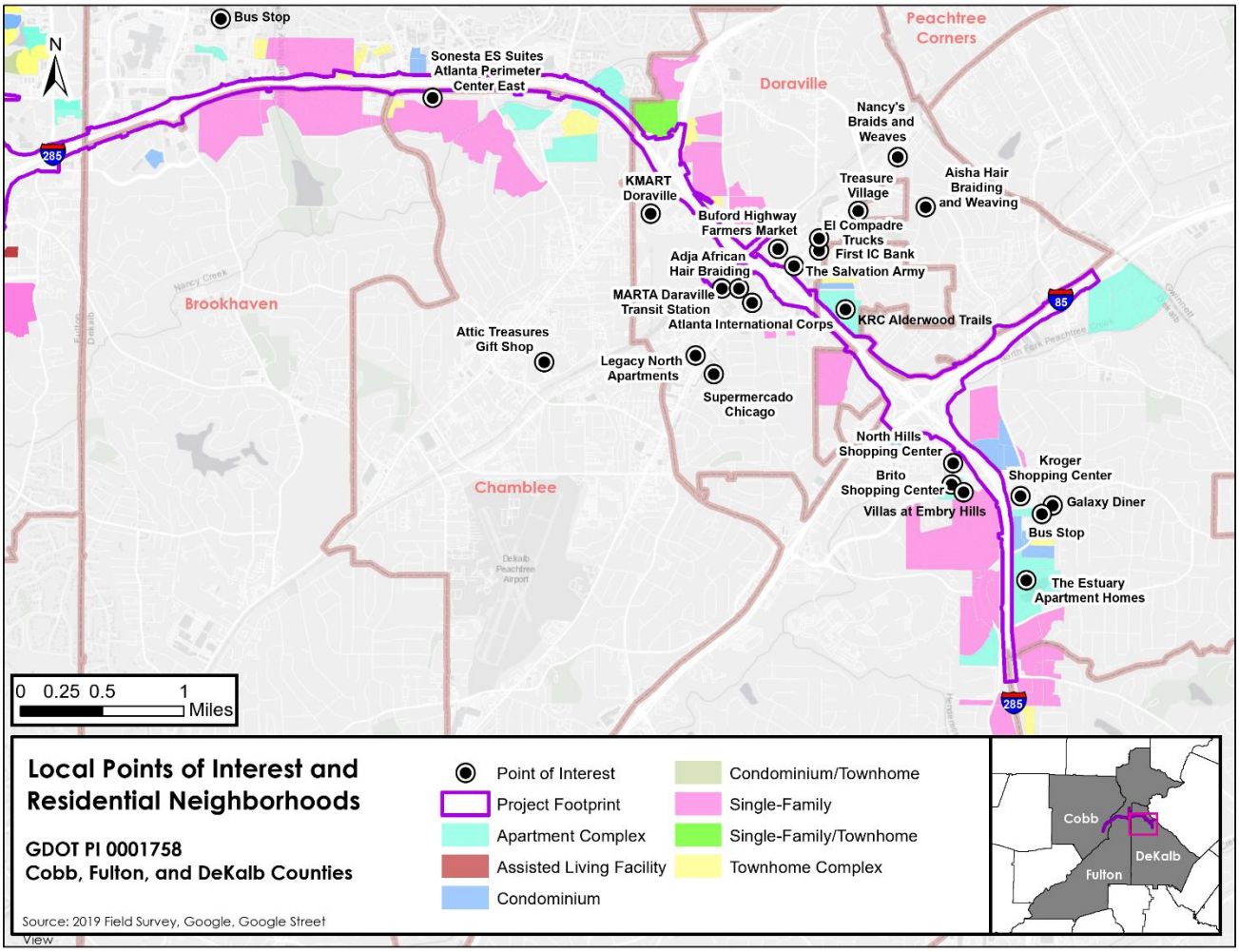


Exhibit 5-3: Local Points of Interest: Chamblee, Doraville, and Tucker



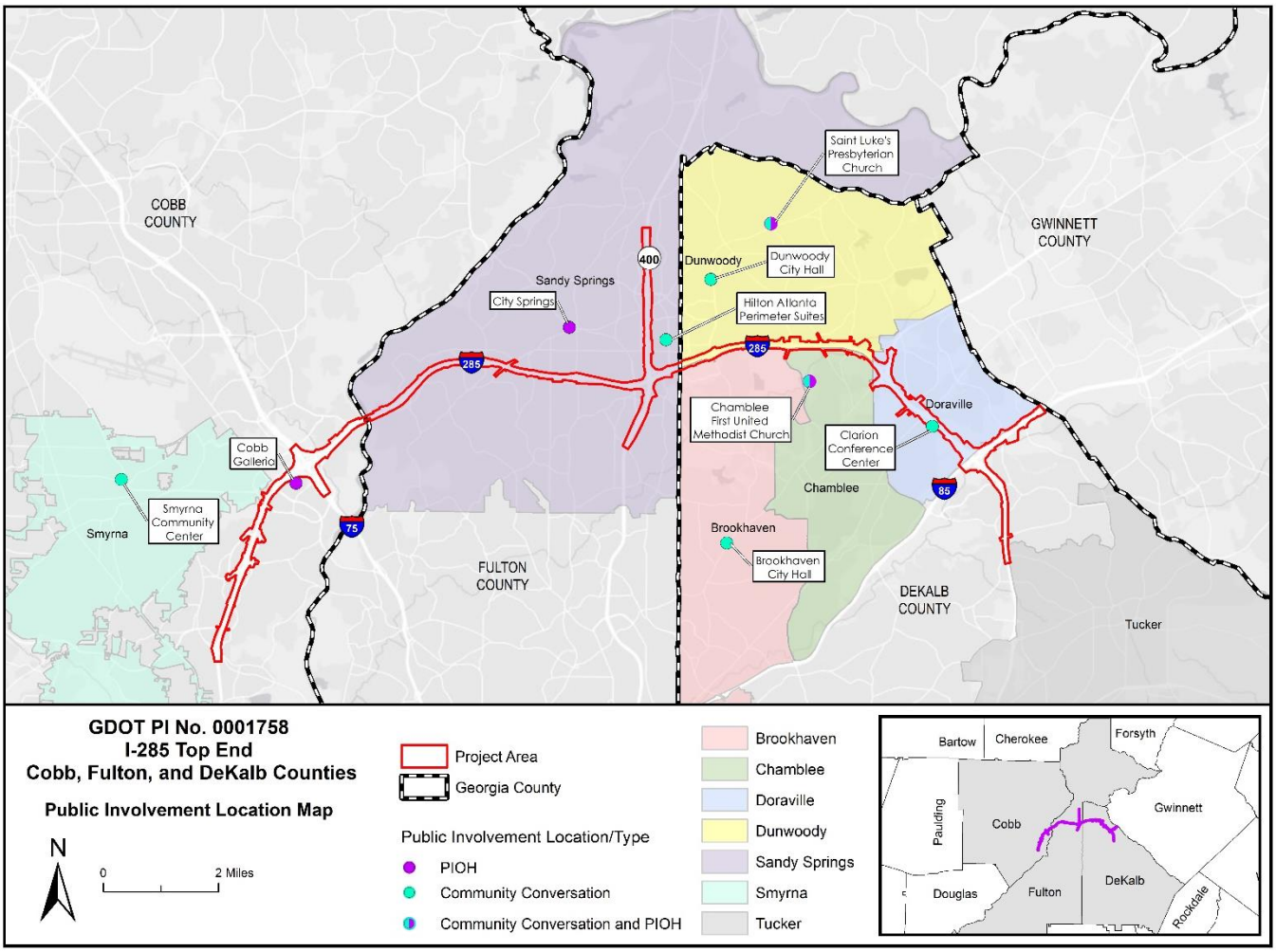
5.1.4 Public Involvement

To address public engagement as part of the NEPA process, a series of public meetings called Community Conversations were held on May 14, May 15, May 21, May 22, and May 23, 2019. The series consisted of seven meetings on 5 days, located at convenient public facilities located in six municipalities that intersect the Proposed Project limits (**Exhibit 5-4**). The series hosted 562 attendees (including some who attended more than one meeting). The locations and times for the Community Conversations provided access to interested parties throughout the Proposed Project corridor, including three afternoons (12-2 p.m.) and four evenings (6-8 p.m.). On May 15 and May 22, 2019, meetings were conducted during both times at different locations. **Draft EIS Chapter 5, Consultation and Coordination**, provides more information on the Community Conversations. Additionally, outreach to EJ populations is discussed in **Draft EIS Appendix I, Public Involvement Plan**.

In addition, Georgia DOT hosted seven PIOHs in January 2020 along the Proposed Project corridor. Meetings were scheduled across two consecutive weeks on Tuesdays and Thursdays to avoid days typically used for religious gatherings. The multi-date schedule provided convenient options for residents to attend near their homes

or workplaces at any of the seven meetings (all of which provided the same materials and format). The meetings included four mid-day and three evening times for a total of 18 hours of open house availability. The locations were selected for convenience, free parking, adequate space, and facilities compliant with the ADA. Locations of both the Community Conversations and PIOH meetings are shown in **Exhibit 5-4**.

Exhibit 5-4: Public Involvement Locations



Language needs were identified through census research, field surveys, and input from local officials. Spanish speakers are the largest population of non-English speakers along the corridor, so resources were focused on hard copy materials in Spanish and a Spanish interpreter present during each open house. In addition, the meetings included access to language identification tools (digital and hard copy) for other non-English speakers if needed. The PIOHs attracted 722 attendees (including some who attended more than one meeting). During the 90 days leading up to these PIOHs, outreach activities focused on the areas identified by the three previous identification tools. These included:

- Posting English and Spanish versions of meeting flyers/posters at seven local libraries, minority and/or low-income multi-family housing communities, and community centers

- Providing copies of English and Spanish meeting flyers/posters to the identified consulate offices and to local government communications personnel for their distribution to minority and Spanish-speaking community contacts.

During the PIOH series, public outreach included the following measures:

- Providing translated materials in Spanish, including a welcome letter, project fact sheet, noise sheet, air quality sheet, and comment cards at the meetings.
- Scheduling a Spanish interpreter with the court reporter at all seven PIOH meetings for transcription of verbal comments or language support. Also, project team individuals were available with native speaker language skills in Spanish and Mandarin Chinese to respond to questions posed in either language.
- Offering language identification tools (hard copy and digital) upon request at each PIOH meeting to determine any other LEP concerns by attendees so that translations or interpreter support could be provided.
- Providing ADA-compliant public meeting space for all PIOH meetings. Public notices advertising the PIOH meetings provided a point of contact for anyone to request additional accommodations.

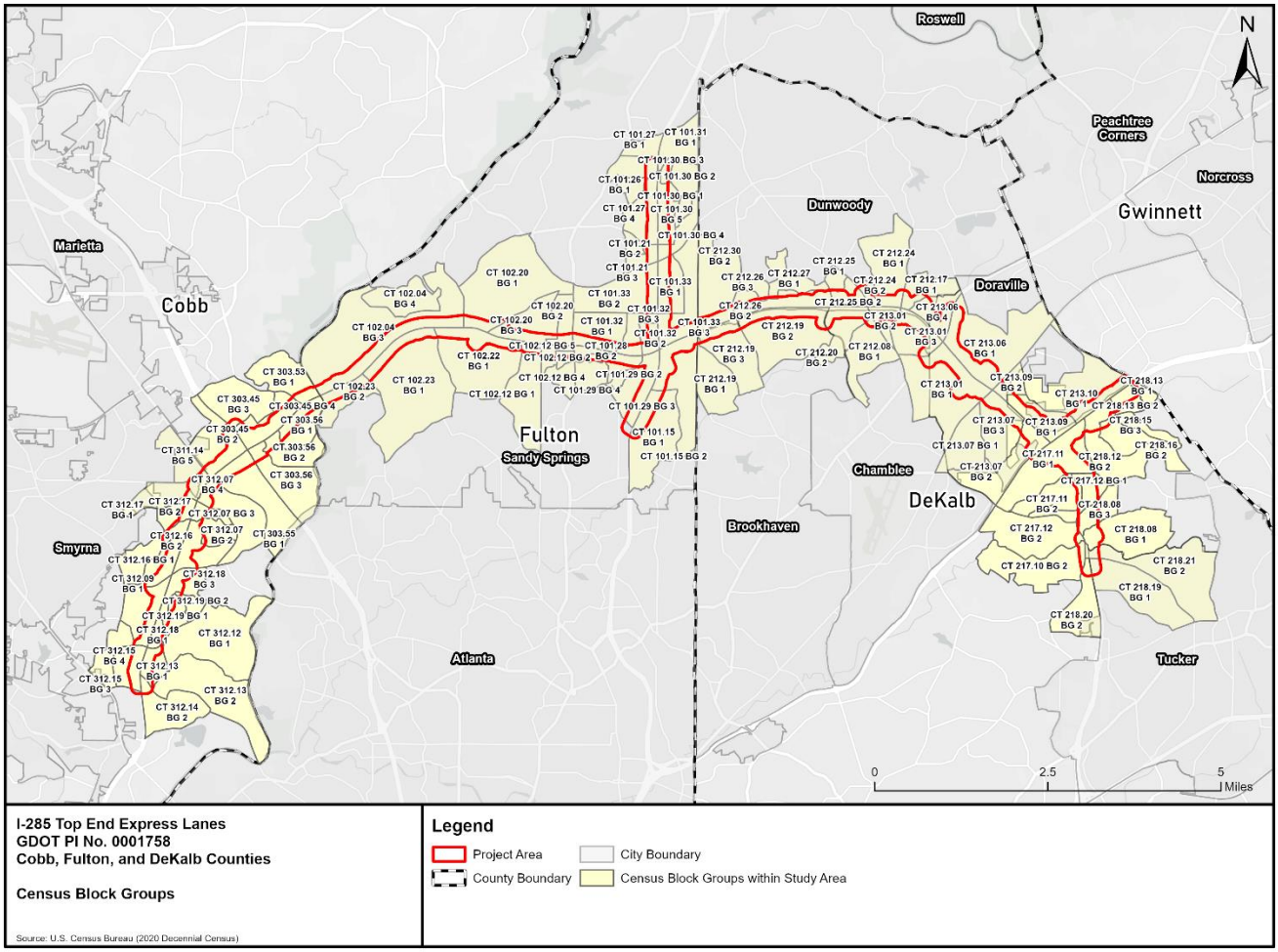
Information was gathered from the public at the Community Conversations via informal surveys that included questions about commute durations, use of I-285, and topics of concern. One hundred and thirty-two surveys were received at the Community Conversations. Topics brought up by municipalities during the Community Conversations included the location of access points, community impacts, transit, and noise impacts. One specific concern raised was the potential for impacts to Monarch Villas. The conversation series provided the project team with insights about community concerns while helping in the future planning and preparations for the larger PIOH series that followed in early 2020.

Formal comment cards were collected at the PIOH and 485 public comments were received in addition to phone calls, letters, and emails. The respondents showed high levels of interest in noise, transit, ROW, traffic, property values, design, and local access points as project topics. **Draft EIS Appendix L, Public Involvement Open House Comments** provides the PIOH comment record and the Georgia DOT response letter that was distributed to commenters and available to the public online. Project changes considered and/or implemented as a result of public input included consideration of an underpass option from Raider Drive to Riverside Drive and the re-design of an off-ramp to avoid impacts to Monarch Villas. No new EJ populations were identified through these public involvement opportunities. A full discussion of public involvement/outreach for the Proposed Project is found in **Draft EIS Chapter 5, Consultation and Coordination**.

5.2 Affected Environment

This section describes the race, ethnicity, and income characteristics of the population within the three-county Study Area and a smaller EJ Project Area that includes the 106 census block groups that intersect the Proposed Project corridor. **Exhibit 5-5** presents this Project Area. This smaller area was analyzed because it relates more directly to the area affected by the impacts of the Proposed Project, particularly related to construction, land use, and noise.

Exhibit 5-5: Environmental Justice Project Area



5.2.1 Minority Populations

As noted at the beginning of this chapter, minority populations were identified based on FHWA and USDOT definitions, which state that minority populations are individuals who identify as one or more of the following: Black or African American; Hispanic or Latino; Asian American; American Indian and Alaskan Native; or Native Hawaiian and Other Pacific Islander.

Exhibit 5-6 presents the racial and ethnic composition of the three-county Study Area, which includes Cobb, DeKalb, and Fulton Counties. Statewide, the entire minority population represents 49.9% of the total population. The Study Area is 61.9% minority, which is almost 5% higher than the value for the 20-county region. The largest minority group is non-Hispanic Black or African Americans, which comprises approximately 39.8% of the population, followed by Hispanic or Latino individuals of any race, which comprise approximately 10.7% of the population.

Exhibit 5-7 provides the breakdown of White, non-Hispanic individuals versus minority individuals within the cities of Smyrna, Dunwoody, Sandy Springs, Brookhaven, Chamblee, Doraville, and Tucker; the counties of

Cobb, DeKalb and Fulton; the three-county Study Area; the 20-county ARC region; and the State of Georgia. Bolded numbers in **Exhibit 5-7** indicate a higher percentage of minority individuals in the city versus the respective county.

The data indicate that the population in Georgia has a large percentage of minority residents, with an almost equal number of minority individuals and White, non-Hispanic individuals. The 20-county region, representing the Metro Atlanta area, has a higher percentage of minority individuals than the state, and DeKalb County has a demonstrably higher percentage of minority individuals than the region. Cobb and Fulton Counties, as well as their associated cities, are equivalent to the state and regional percentages. While these data do not eliminate the need to address impacts to minority populations within Cobb County, Fulton County, and their associated cities, the data emphasize the increased risk for disproportionate impacts to minority populations in DeKalb County. Additionally, the cities of Smyrna and Doraville have a higher percentage of minority individuals within their jurisdiction than their respective counties of Cobb and DeKalb, indicating the potential for a higher number of minority populations near the Proposed Project within those city boundaries.

Exhibit 5-6: Racial Composition in the Study Area

Race	Cobb County		DeKalb County		Fulton County	
	Number of Persons	Percent of Total	Number of Persons	Percent of Total	Number of Persons	Percent of Total
White, Non-Hispanic	369,182	48.2%	215,895	28.2%	404,793	37.9%
Total Minority Population	396,967	51.8%	548,487	71.8%	661,917	62.1%
Black or African American (Non- Hispanic)	200,072	26.1%	384,438	50.3%	448,803	42.1%
Asian (Non-Hispanic)	42,533	5.6%	50,076	6.6%	80,632	7.6%
American Indian and Alaska Native (Non-Hispanic)	1,289	0.2%	1,161	0.2%	1,558	0.1%
Native Hawaiian and Other Pacific Islander (Non-Hispanic)	293	0.0%	202	0.0%	381	0.0%
Other Races (Non- Hispanic)	41,540	5.4%	31,139	4.1%	44,241	4.1%
Hispanic or Latino (any race)	111,240	14.5%	81,471	10.7%	86,302	8.1%

Source: U.S. Census Bureau. 2022b. 2020 Decennial Census Survey. Table P2.https://data.census.gov/cedsci/

Note: The total minority population includes Hispanics of any race and non-Hispanics of any race except the non-Hispanic White population.

Exhibit 5-7: Minority Comparison between Geographic Areas

	White, Non-Hispanic		Total Minority	
Geographic Area	**Total**	**Percentage**	**Total**	**Percentage**
State of Georgia	5,362,156	50.1%	5,349,752	49.9%
20-County ARC Region	2,552,931	42.6%	3,438,451	57.4%
3-County Study Area	989,870	38.1%	1,607,371	61.9%
Cobb County	369,182	48.2%	396,967	51.8%
Smyrna	24,159	43.4%	31,504	**56.6%**
DeKalb County	215,895	28.2%	548,487	71.8%
Dunwoody	27,824	53.8%	23,859	46.2%
Doraville	1,695	16.0%	8,928	**84.0%**
Chamblee	9,421	31.2%	20,743	68.8%
Brookhaven	30,423	55.2%	24,738	44.8%
Tucker	14,387	38.9%	22,618	61.1%
Fulton County	404,793	37.9%	661,917	62.1%
Sandy Springs	58,130	53.8%	49,950	46.2%

Source: U.S. Census Bureau. 2022b. 2020 Decennial Census. Table P2.

Note: The total minority population includes Hispanics of any race and non-Hispanics of any race except the non-Hispanic White population.
***Bolded** numbers indicate a higher percentage of minority individuals in the city versus the respective county.*

All census block groups adjacent to the Proposed Project corridor were analyzed for the presence of minority populations. The percentage of minority individuals for each block group was compared to the percentage of minority individuals at the city, county, and three-county level. For block groups in unincorporated parts of a county, the block group was compared to its respective county and the three-county Study Area. **Exhibit 5-9** shows this comparison graphically.

A block group was identified as a minority block group if the minority population percentage was higher than its respective city, county, and/or three-county average. Fifty-one minority block groups were identified and **Exhibit 5-8** presents the comparison between block group and city and county data. Bolded block groups in **Exhibit 5-8** are identified as EJ block groups.

Exhibit 5-8: Racial Comparison between Census Block Group and City and County

	White, Non-Hispanic		Total Minority	
Comparison Area	**Total**	**Percentage**	**Total**	**Percentage**
Three-County Average	989,870	38.1%	1,607,371	61.9%
Cobb County	369,182	48.2%	396,967	51.8%
CT 303.45, BG 3	**468**	**25.6%**	**1,359**	**74.4%**
CT 303.45, BG 4	**234**	**26.5%**	**649**	**73.5%**
CT 303.53, BG 1	**242**	**22.5%**	**835**	**77.5%**
CT 303.55, BG 1	**952**	**42.1%**	**1,311**	**57.9%**
CT 303.56, BG 1	1,504	50.7%	1,460	49.3%
CT 303.56, BG 2	712	52.9%	633	47.1%
CT 303.56, BG 3	321	57.9%	233	42.1%
CT 312.07, BG 1	727	49.9%	729	50.1%
CT 312.07, BG 2	466	61.9%	287	38.1%
CT 312.07, BG 3	**121**	**23.5%**	**393**	**76.5%**
CT 312.07, BG 4	**917**	**40.9%**	**1,324**	**59.1%**
CT 312.09, BG 1	835	76.3%	260	23.7%
CT 312.12, BG 1	972	90.6%	101	9.4%
CT 312.13, BG 1	**414**	**31.9%**	**885**	**68.1%**
CT 312.13, BG 2	977	61.8%	605	38.2%
CT 312.14, BG 2	964	55.4%	776	44.6%
CT 312.15, BG 4	**280**	**14.7%**	**1,623**	**85.3%**
CT 312.16, BG 1	**486**	**27.9%**	**1,256**	**72.1%**
CT 312.16, BG 2	**280**	**24.7%**	**855**	**75.3%**
CT 312.17, BG 2	428	48.3%	458	51.7%
CT 312.18, BG 1	**188**	**31.1%**	**417**	**68.9%**
CT 312.18, BG 3	936	74.3%	324	25.7%
CT 312.19, BG 1	**397**	**39.1%**	**618**	**60.9%**
CT 312.19, BG 2	603	57.5%	446	42.5%
Smyrna	24,159	43.4%	31,504	56.6%
CT 303.45, BG 2	**945**	**30.4%**	**2,164**	**69.6%**
CT 311.14, BG 5	**127**	**9.1%**	**1,264**	**90.9%**

Exhibit 5-8: Racial Comparison between Census Block Group and City and County (continued)

	White, Non-Hispanic		Total Minority	
Comparison Area	Total	Percentage	Total	Percentage
CT 312.15, BG 3	504	61.8%	312	38.2%
CT 312.17, BG 1	**437**	**45.8%**	**517**	**54.2%**
DeKalb County	215,895	28.2%	548,487	71.8%
CT 217.10, BG 2	1,047	73.0%	388	27.0%
CT 217.11, BG 1	**421**	**24.1%**	**1,324**	**75.9%**
CT 217.11, BG 2	548	55.1%	446	44.9%
CT 217.12, BG 1	445	47.4%	494	52.6%
CT 217.12, BG 2	**280**	**20.8%**	**1,068**	**79.2%**
CT 218.08, BG 1	1,914	78.8%	515	21.2%
CT 218.08, BG 3	**416**	**27.2%**	**1,115**	**72.8%**
CT 218.12, BG 2	**439**	**24.8%**	**1,334**	**75.2%**
CT 218.13, BG 1	**93**	**10.3%**	**811**	**89.7%**
CT 218.13, BG 2	**68**	**6.1%**	**1,044**	**93.9%**
CT 218.15, BG 3	**75**	**8.0%**	**866**	**92.0%**
CT 218.16, BG 2	699	44.7%	865	55.3%
Dunwoody	27,824	53.8%	23,859	46.2%
CT 212.17, BG 1	**763**	**48.1%**	**823**	**51.9%**
CT 212.24, BG 1	788	54.2%	667	45.8%
CT 212.24, BG 2	**303**	**17.9%**	**1,393**	**82.1%**
CT 212.25, BG 1	**335**	**30.3%**	**771**	**69.7%**
CT 212.25, BG 2	**431**	**30.2%**	**996**	**69.8%**
CT 212.26, BG 2	534	57.8%	390	42.2%
CT 212.26, BG 3	**129**	**19.9%**	**519**	**80.1%**
CT 212.27, BG 1	785	89.4%	93	10.6%
CT 212.30, BG 2	**474**	**24.8%**	**1,440**	**75.2%**
Doraville	1,695	16.0%	8,928	84.0%
CT 213.01, BG 1	**185**	**24.9%**	**559**	**75.1%**
CT 213.06, BG 1	521	29.3%	1,255	70.7%
CT 213.06, BG 4	671	51.3%	638	48.7%

Exhibit 5-8: Racial Comparison between Census Block Group and City and County (continued)

	White, Non-Hispanic		Total Minority	
Comparison Area	Total	Percentage	Total	Percentage
CT 213.07, BG 1	507	39.1%	791	60.9%
CT 213.07, BG 2	**187**	**16.4%**	**955**	**83.6%**
CT 213.07, BG 3	414	32.6%	854	67.4%
CT 213.09, BG 1	**0**	**0.0%**	**1,197**	**100.0%**
CT 213.09, BG 2	**27**	**3.8%**	**687**	**96.2%**
CT 213.10, BG 1	**175**	**9.4%**	**1,694**	**90.6%**
Chamblee	9,421	31.2%	20,743	68.8%
CT 212.08, BG 1	1,306	61.3%	826	38.7%
CT 212.20, BG 2	1,054	56.2%	821	43.8%
CT 213.01, BG 2	**133**	**8.0%**	**1,531**	**92.0%**
CT 213.01, BG 3	562	49.3%	577	50.7%
Brookhaven	30,423	55.2%	24,738	44.8%
CT 212.19, BG 1	1,296	91.2%	125	8.8%
CT 212.19, BG 2	2,107	88.3%	278	11.7%
CT 212.19, BG 3	583	67.9%	276	32.1%
Tucker	14,387	38.9%	22,618	61.1%
CT 218.19, BG 1	867	65.7%	453	34.3%
CT 218.20, BG 2	**283**	**35.8%**	**507**	**64.2%**
CT 218.21, BG 2	1,434	81.8%	320	18.2%
Fulton County	404,793	37.9%	661,917	62.1%
Sandy Springs	58,130	53.8%	49,950	46.2%
CT 101.15, BG 1	974	74.1%	341	25.9%
CT 101.15, BG 2	1,070	67.6%	512	32.4%
CT 101.21, BG 2	**30**	**34.5%**	**57**	**65.5%**
CT 101.21, BG 3	525	57.9%	381	42.1%
CT 101.26, BG 1	329	79.1%	87	20.9%
CT 101.27, BG 1	**300**	**46.9%**	**340**	**53.1%**
CT 101.27, BG 2	228	94.2%	14	5.8%
CT 101.27, BG 4	184	84.0%	35	16.0%

Exhibit 5-8: Racial Comparison between Census Block Group and City and County (continued)

	White, Non-Hispanic		Total Minority	
Comparison Area	**Total**	**Percentage**	**Total**	**Percentage**
CT 101.28, BG 1	**191**	**19.1%**	**808**	**80.9%**
CT 101.28. BG 2	**55**	**8.0%**	**632**	**92.0%**
CT 101.29, BG 1	605	79.5%	156	20.5%
CT 101.29, BG 2	**345**	**28.8%**	**855**	**71.3%**
CT 101.29, BG 3	1,086	84.1%	206	15.9%
CT 101.29, BG 4	615	53.9%	527	46.1%
CT 101.30, BG 1	**0**	**0.0%**	**11**	**100.0%**
CT 101.30, BG 2	627	61.1%	400	38.9%
CT 101.30, BG 3	**56**	**7.6%**	**677**	**92.4%**
CT 101.30, BG 4	**472**	**41.7%**	**659**	**58.3%**
CT 101.30, BG 5	**339**	**34.5%**	**645**	**65.5%**
CT 101.31, BG 1	**527**	**29.8%**	**1,244**	**70.2%**
CT 101.32, BG 1	724	64.8%	394	35.2%
CT 101.32, BG 2	**63**	**39.4%**	**97**	**60.6%**
CT 101.32, BG 3	**957**	**47.7%**	**1,050**	**52.3%**
CT 101.33, BG 1	656	57.4%	486	42.6%
CT 101.33, BG 2	1,547	71.2%	625	28.8%
CT 101.33, BG 3	**771**	**53.2%**	**677**	**46.8%**
CT 102.04, BG 3	894	80.0%	223	20.0%
CT 102.04, BG 4	829	100.0%	0	0.0%
CT 102.12, BG 1	551	90.0%	61	10.0%
CT 102.12, BG 2	**16**	**1.1%**	**1,394**	**98.9%**
CT 102.12, BG 4	876	76.3%	272	23.7%
CT 102.12, BG 5	**602**	**38.4%**	**967**	**61.6%**
CT 102.20, BG 1	1,984	89.9%	224	10.1%
CT 102.20, BG 2	**399**	**49.9%**	**400**	**50.1%**
CT 102.20, BG 3	665	72.0%	259	28.0%
CT 102.22, BG 1	1,276	91.1%	125	8.9%
CT 102.23, BG 1	1,421	80.2%	351	19.8%

Exhibit 5-8: Racial Comparison between Census Block Group and City and County (continued)

	White, Non-Hispanic		Total Minority	
Comparison Area	**Total**	**Percentage**	**Total**	**Percentage**
CT 102.23, BG 2	535	79.1%	141	20.9%

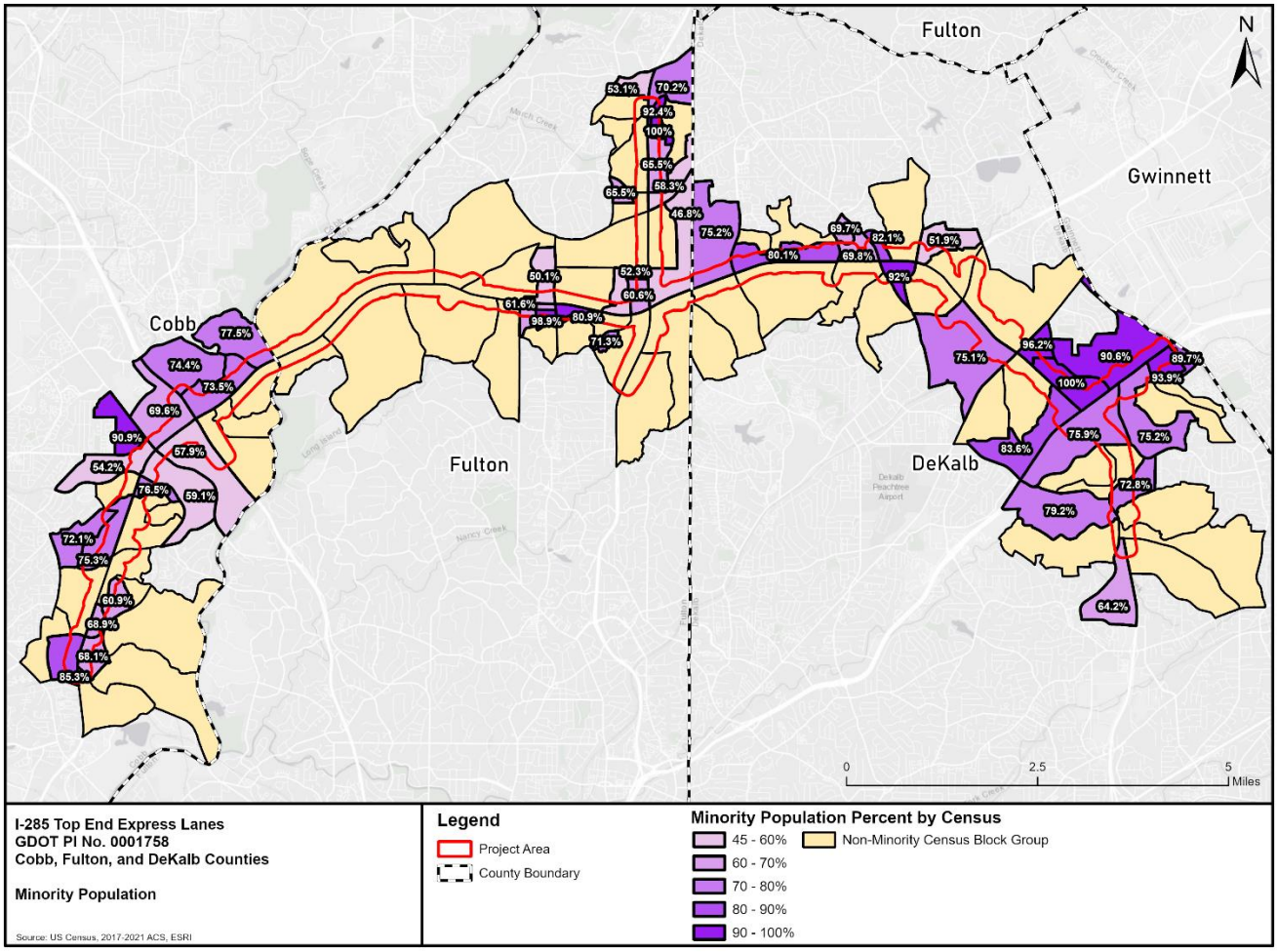
Source: U.S. Census Bureau. 2023e. 2017-2021 American Community Survey 5-Year Estimates, B03002. https://data.census.gov/cedsci/.

CT – Census Tract; BG – Block Group

*Note 1: **Bolded** block groups are minority block groups (their minority percentage is greater than the respective city, county, and/or three-county average).*

Note 2: Block groups are not always encompassed by one city. Some block groups extend into more than one city but are listed in the table under the city that contains most of the block group.

Exhibit 5-9: Minority Populations in the Environmental Justice Study Area



5.2.2 Low-Income Populations

In addition to identifying minority populations, census data on low-income households were obtained and compared to city and county data to identify potential EJ populations based on income. As noted at the beginning

of this section, low-income individuals and households were identified based on FHWA and USDOT definitions, which states that low-income individuals are persons whose median household income is at or below the HHS poverty guidelines, which for 2021 was $26,500 for a family of four. The USDOT and FHWA use the HHS poverty guidelines to establish low-income populations; however, the U.S. Census Bureau uses different thresholds to determine households in poverty. The HHS Poverty Guideline of $26,500 is slightly lower than the weighted average threshold of $26,740 used by the U.S. Census Bureau to report poverty levels but close enough to provide a similar number of households living below the poverty threshold. The analysis presented below is based on U.S. Census data, which has a slightly higher income threshold for poverty.

Exhibit 5-10 presents income and poverty data in the three-county Study Area and **Exhibit 5-11** provides a comparison between different geographic areas. Statewide, the low-income households represent 13.4% of the population. Per capita income (2021 inflation-adjusted dollars) in the Study Area is $45,761, which is higher than that of the 10-county region. The median household income ($77,690) is similar to that of the region. The percentage of individuals below the poverty level is estimated at 11.7% while the percentage of households living below the poverty level is estimated at 10.6%, both higher than the region. DeKalb County had the highest number of individuals (13.5%) living below the poverty level, while Fulton County had the highest percent of households (12.1%) living below the poverty level of the three counties in the Study Area. DeKalb County also had the lowest per capita income and median household income of the three counties.

Exhibit 5-10: Income and Poverty in the Study Area

Characteristic	Cobb County	DeKalb County	Fulton County	Three-County Average
Per Capita Income (2021 Inflation-Adjusted Dollars)	$44,448	$39,994	$52,842	$45,761
Median Household Income (2021 Inflation-Adjusted Dollars)	$86,013	$69,423	$77,635	$77,690
Percent of Persons Below Poverty Level	8.6%	13.5%	12.9%	11.7%
Percent of Households Below Poverty Level	8.2%	11.5%	12.1%	10.6%

Source: U.S. Census Bureau. 2023f. 2017-2021 American Community Survey 5-Year Estimates, B19301, B19013, S1701, and B17017. https://data.census.gov/cedsci/.

Exhibit 5-11: Low-Income Comparison between Geographic Areas

Geographic Area	Total Households	Households Below Poverty Level	
		Total	Percentage
State of Georgia	3,885,371	519,640	13.4%
3-County Study Area	1,015,452	110,256	10.9%
Cobb County	287,426	23,578	8.2%
Smyrna	24,696	1,865	7.6%
DeKalb County	286,068	32,984	**11.5%**
Dunwoody	21,043	1,230	5.8%
Doraville	3,796	458	**12.1%**
Chamblee	12,384	1,305	10.5%
Brookhaven	23,632	2,244	9.5%
Tucker	15,137	1,584	10.5%
Fulton County	441,958	53,694	**12.1%**
Sandy Springs	49,941	3,323	6.7%

Source: U.S. Census Bureau. 2023g. 2017-2021 American Community Survey 5-Year Estimates, B17017. https://data.census.gov/cedsci/.
Note: **Bolded** numbers indicate a higher percentage of low-income households in the city or county versus the respective county and/or three-county average.

All census tract block groups adjacent to the Proposed Project corridor were analyzed for the presence of households living below federal poverty thresholds. The percentage of households below the poverty level for each block group was compared to the percentage of households below the poverty level at the city, county, and three-county level. A block group was identified as low-income if the percentage of households in poverty was greater than the respective city, county, or three-county area. For block groups in unincorporated parts of a county, the block group is compared to its respective county and the three-county Study Area. Thirty-seven low-income block groups were identified and **Exhibit 5-12** presents the comparison between block group and city/county data. Bolded block groups in **Exhibit 5-12** are identified as EJ block groups because they have a higher percentage of households below poverty level than their respective city, county, and/or three-county average. **Exhibit 5-13** shows this comparison graphically.

Exhibit 5-12: Households Below the Poverty Level in the Past 12 Months

Comparison Area	Households Below Poverty in Past 12 Months		
	Total	Households Below Poverty Level	Percentage
Three-County Study Area	1,015,452	110,256	10.9%
Cobb County	287,426	23,578	8.2%
CT 303.45, BG 3	**1,086**	**109**	**10.0%**

Exhibit 5-12: Households Below the Poverty Level in the Past 12 Months (continued)

Comparison Area	Households Below Poverty in Past 12 Months		
	Total	Households Below Poverty Level	Percentage
CT 303.45, BG 4	423	0	0.0%
CT 303.53, BG 1	**565**	**94**	**16.6%**
CT 303.55, BG 1	**1,098**	**114**	**10.4%**
CT 303.56, BG 1	1,582	44	2.8%
CT 303.56, BG 2	724	19	2.6%
CT 303.56, BG 3	333	0	0.0%
CT 312.07, BG 1	1,082	13	1.2%
CT 312.07, BG 2	583	0	0.0%
CT 312.07, BG 3	215	0	0.0%
CT 312.07, BG 4	1,340	29	2.2%
CT 312.09, BG 1	426	8	1.9%
CT 312.12, BG 1	422	4	0.9%
CT 312.13, BG 1	**590**	**83**	**14.1%**
CT 312.13, BG 2	**789**	**76**	**9.6%**
CT 312.14, BG 2	1,041	28	2.7%
CT 312.15, BG 4	856	0	0.0%
CT 312.16, BG 1	1,090	48	4.4%
CT 312.16, BG 2	605	24	4.0%
CT 312.17, BG 2	608	0	0.0%
CT 312.18, BG 1	373	0	0.0%
CT 312.18, BG 3	715	0	0.0%
CT 312.19, BG 1	626	42	6.7%
CT 312.19, BG 2	**501**	**55**	**11.0%**
Smyrna	24,696	1,865	7.6%
CT 303.45, BG 2	**1,578**	**152**	**9.6%**
CT 311.14, BG 5	**669**	**79**	**11.8%**
CT 312.15, BG 3	397	0	0.0%
CT 312.17, BG 1	469	0	0.0%
DeKalb County	286,068	32,984	11.5%
CT 217.10, BG 2	657	0	0.0%
CT 217.11, BG 1	**529**	**98**	**18.5%**
CT 217.11, BG 2	**265**	**71**	**26.8%**
CT 217.12, BG 1	467	17	3.6%
CT 217.12, BG 2	**786**	**174**	**22.1%**
CT 218.08, BG 1	706	70	9.9%

Exhibit 5-12: Households Below the Poverty Level in the Past 12 Months (continued)

Comparison Area	Households Below Poverty in Past 12 Months		
	Total	Households Below Poverty Level	Percentage
CT 218.08, BG 3	472	33	7.0%
CT 218.12, BG 2	**578**	**119**	**20.6%**
CT 218.13, BG 1	**349**	**96**	**27.5%**
CT 218.13, BG 2	647	53	8.2%
CT 218.15, BG 3	**463**	**74**	**16.0%**
CT 218.16, BG 2	526	18	3.4%
Dunwoody	21,043	1,230	5.8%
CT 212.17, BG 1	**544**	**45**	**8.3%**
CT 212.24, BG 1	**1,039**	**62**	**6.0%**
CT 212.24, BG 2	**1,005**	**407**	**40.5%**
CT 212.25, BG 1	**590**	**91**	**15.4%**
CT 212.25, BG 2	**915**	**65**	**7.1%**
CT 212.26, BG 2	682	0	0.0%
CT 212.26, BG 3	472	0	0.0%
CT 212.27, BG 1	253	0	0.0%
CT 212.30, BG 2	1,070	0	0.0%
Doraville	3,796	458	12.1%
CT 213.01, BG 1	**279**	**40**	**14.3%**
CT 213.06, BG 1	**613**	**126**	**20.6%**
CT 213.06, BG 4	621	23	3.7%
CT 213.07, BG 1	480	40	8.3%
CT 213.07, BG 2	**377**	**47**	**12.5%**
CT 213.07, BG 3	**443**	**71**	**16.0%**
CT 213.09, BG 1	**251**	**28**	**11.2%**
CT 213.09, BG 2	**222**	**40**	**18.0%**
CT 213.10, BG 1	**399**	**136**	**34.1%**
Chamblee	12,384	1,305	10.5%
CT 212.08, BG 1	838	57	6.8%
CT 212.20, BG 2	869	29	3.3%
CT 213.01, BG 2	**635**	**113**	**17.8%**
CT 213.01, BG 3	829	35	4.2%
Brookhaven	23,632	2,244	9.5%
CT 212.19, BG 1	488	0	0.0%
CT 212.19, BG 2	822	0	0.0%
CT 212.19, BG 3	383	0	0.0%
Tucker	15,137	1,584	10.5%
CT 218.19, BG 1	619	43	6.9%

Exhibit 5-12: Households Below the Poverty Level in the Past 12 Months (continued)

Comparison Area	Households Below Poverty in Past 12 Months		
	Total	Households Below Poverty Level	Percentage
CT 218.20, BG 2	384	0	0.0%
CT 218.21, BG 2	779	24	3.1%
Fulton County	441,958	53,694	12.1%
Sandy Springs	49,941	3,323	6.7%
CT 101.15, BG 1	455	25	5.5%
CT 101.15, BG 2	**692**	**60**	**8.7%**
CT 101.21, BG 2	81	0	0.0%
CT 101.21, BG 3	646	21	3.3%
CT 101.26, BG 1	264	15	5.7%
CT 101.27, BG 1	287	0	0.0%
CT 101.27, BG 2	**161**	**17**	**10.6%**
CT 101.27, BG 4	166	0	0.0%
CT 101.28, BG 1	**457**	**145**	**31.7%**
CT 101.28. BG 2	348	0	0.0%
CT 101.29, BG 1	427	0	0.0%
CT 101.29, BG 2	727	19	2.6%
CT 101.29, BG 3	591	0	0.0%
CT 101.29, BG 4	624	0	0.0%
CT 101.30, BG 1	1	0	0.0%
CT 101.30, BG 2	**494**	**67**	**13.6%**
CT 101.30, BG 3	457	0	0.0%
CT 101.30, BG 4	536	13	2.4%
CT 101.30, BG 5	461	27	5.9%
CT 101.31, BG 1	662	24	3.6%
CT 101.32, BG 1	**696**	**107**	**15.4%**
CT 101.32, BG 2	95	0	0.0%
CT 101.32, BG 3	1,012	26	2.6%
CT 101.33, BG 1	664	33	5.0%
CT 101.33, BG 2	812	16	2.0%
CT 101.33, BG 3	**917**	**86**	**9.4%**
CT 102.04, BG 3	377	22	5.8%
CT 102.04, BG 4	264	0	0.0%
CT 102.12, BG 1	219	0	0.0%
CT 102.12, BG 2	**355**	**156**	**43.9%**
CT 102.12, BG 4	711	8	1.1%

Exhibit 5-12: Households Below the Poverty Level in the Past 12 Months (continued)

Comparison Area	Households Below Poverty in Past 12 Months		
	Total	Households Below Poverty Level	Percentage
CT 102.12, BG 5	614	0	0.0%
CT 102.20, BG 1	815	0	0.0%
CT 102.20, BG 2	**603**	**111**	**18.4%**
CT 102.20, BG 3	**501**	**59**	**11.8%**
CT 102.22, BG 1	**505**	**37**	**7.3%**
CT 102.23, BG 1	735	22	3.0%
CT 102.23, BG 2	298	0	0.0%

Source: U.S. Census Bureau. 2023g. 2017-2021 American Community Survey 5-Year Estimates, B17017. https://data.census.gov/cedsci/.

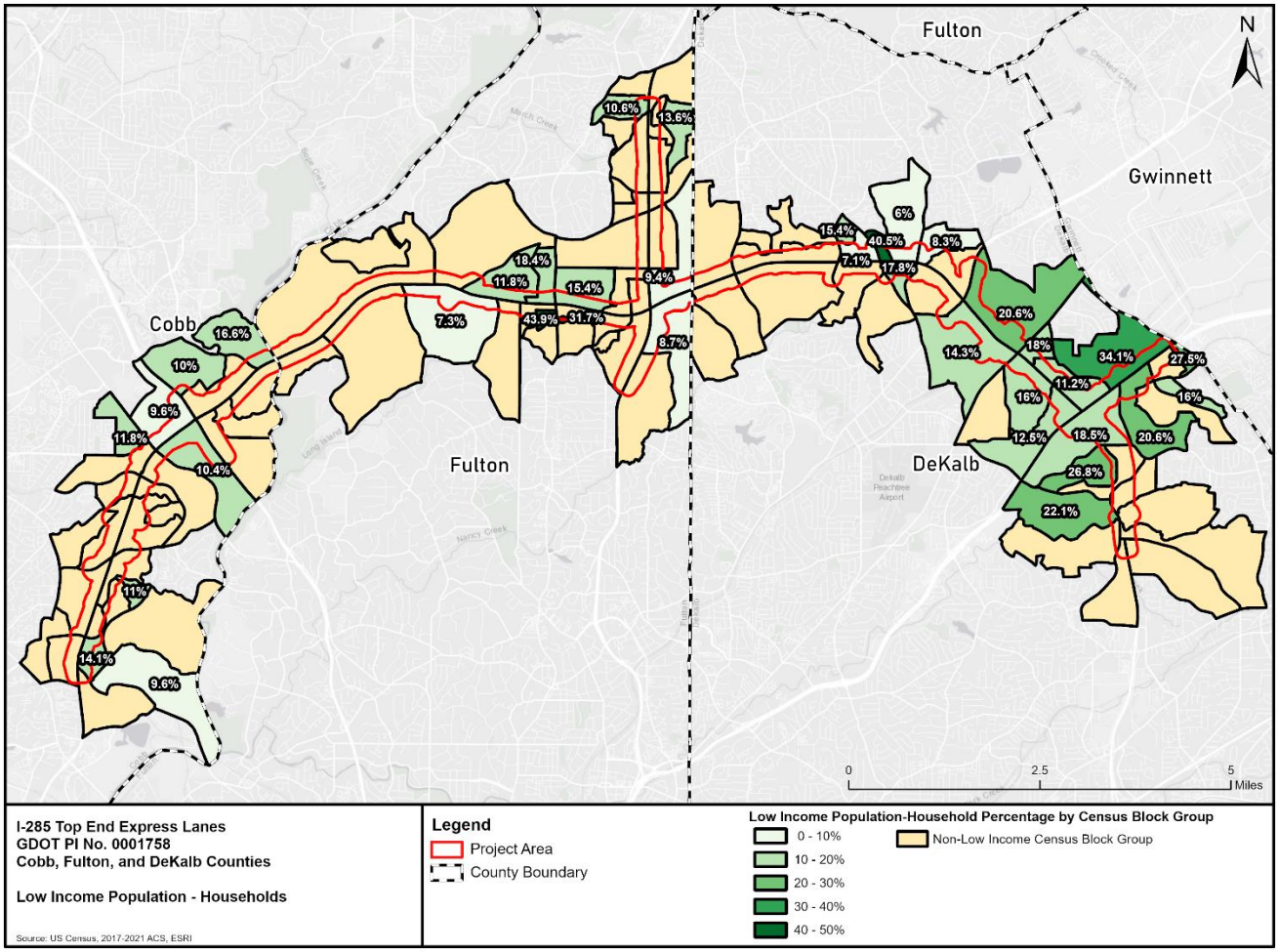
CT – Census Tract

BG – Block Group

*Note 1: **Bolded** block groups have a higher percentage of households below poverty level than their respective city, county, and/or three-county average.*

Note 2: Block groups are not always encompassed by one city. Some block groups extend into more than one city but are listed in the table under the city that contains most of the block group.

Exhibit 5-13: Low-income Households in the Environmental Justice Study Area



5.2.3 Environmental Justice Communities

Although census tract data were evaluated for potential EJ populations before conducting public involvement activities, it was a preliminary analysis that did not delineate individual communities. A closer inspection of detailed census data at the block group level (as presented in the above sections), neighborhood boundaries, and community and economic centers along with a comparison to appropriate city and county data is necessary to accurately ascertain the presence of EJ populations in the EJ Study Area that could be impacted by the Proposed Project.

Once census data have established the presence of EJ populations within the Study Area, it is important to connect those populations to known communities with established boundaries, such as neighborhoods, to methodically assess impacts to EJ populations. As noted in the methodology section, Georgia DOT focuses on "readily identifiable" communities, defined as groups of persons living in close geographic proximity, typically neighborhoods, subdivisions, apartments, and mobile home parks to assist in determining whether EJ populations are present in the Study Area. Neighborhoods provide a sense of community and place whether they are single-family subdivisions or multi-family condominiums or apartment complexes. Residents meet with their neighbors

through formal meetings and non-formal interactions, creating a bond based on the place they choose to live. Level of income, lifestyle, language, and culture can be commonalities of neighborhoods, which helps to identify EJ populations.

One method for identifying low-income neighborhoods is to research properties that participate in the federal Housing Choice Voucher Program Section 8 (Section 8), which is a federal program assisting low-income families, elderly, and the disabled to afford decent, safe, and sanitary housing in the private market.[1] A second method for identifying low-income neighborhoods is to research properties that received a Low-Income Housing Tax Credit (LIHTC). These properties must provide affordable rent to tenants that qualify based on their income. Information on both programs within the Study Area was retrieved from the U.S. Department of Housing and Urban Development website (HUD, 2022).

Section 8 and LIHTC properties within 1,000 feet of the Proposed Project corridor include:

- Sterling Place 144 Allen Road NW, Sandy Springs, GA 30328
- Campbell-Stone North Apartments 350 Carpenter Drive NE, Atlanta, GA 30328

Both of these properties are included in the list of potential EJ neighborhoods below.

Neighborhoods within 1,000 feet of the existing Georgia DOT ROW that are located within EJ block groups are presented in **Exhibit 5-14**, and a map of those neighborhoods within the census block groups is provided in **Exhibit 5-15** through **Exhibit 5-21**.

Exhibit 5-14: Potential Minority and Low-income Neighborhoods

Map ID	Name	Address	City	Zip	Type
Potential Minority Neighborhoods					
C1	West Village Townhomes	West Village Lane	Smyrna	30080	Townhome Complex
C2	Flats at West Village	4805 West Village Way	Smyrna	30080	Condominium
C3	Towns at West Village	4606 West Village Crossing	Smyrna	30080	Townhome Complex
C4	Elevate West Village	4520 Pine Street	Smyrna	30080	Apartment Complex
C5	MAA West Village	West Village Lane	Smyrna	30080	Apartments Complex
C6	Gates at Ivy Walk	2112 Peach Lane	Smyrna	30080	Townhome Complex
C24	Magnolia Vinings Apartments	2151 Cumberland Parkway SE	Atlanta	30339	Apartment Complex
C25	Sync	2158 Cumberland Parkway SE	Atlanta	30339	Apartment Complex

[1] Housing choice vouchers are administered locally by public housing agencies. The public housing agencies receive federal funds from the U.S. Department of Housing and Urban Development to administer the voucher program. The program and its eligibility are outlined in Section 8 of the United States Housing Act of 1937 (42 U.S.C. 1437f); regulations are outlined in 24 CFR Part 982.

Exhibit 5-14: Potential Minority and Low-income Neighborhoods (continued)

Map ID	Name	Address	City	Zip	Type
C27	Vinings Vineyard	4100 Paces Walk SE	Atlanta	30339	Condominium
C28	Reverie on Cumberland	3825 Paces Walk SE	Atlanta	30339	Townhome Complex
C33	Vinings Crest	Spring Hill Parkway SE	Smyrna	30080	Townhome Complex
C34	MMA Spring	3375 Spring Hill Parkway SE	Smyrna	30080	Apartment Complex
C35	Highpointe at Vinings	Spring Hill Parkway SE	Smyrna	30080	Single-Family
C39	The Pointe at Vinings	Cumberland Parkway SE	Atlanta	30339	Apartment Complex
C41	Cumberland Station	Blackburn Ct SE	Smyrna	30080	Townhome Complex
C44	Stockbridge Wildwood Ridge	Shadowood Parkway	Atlanta	30339	Apartment Complex
F32	Monarch Villas	66 Northwood Drive NE	Sandy Springs	30342	Apartment Complex
F33	Highland Springs	55 Northwood Drive NE	Sandy Springs	30342	Apartment Complex
F34	Charleston Square	5547 Kingsport Drive NE	Sandy Springs	30342	Apartment Complex
F58	Terraces at Glenridge	Glenridge Drive	Sandy Springs	30328	Townhome Complex
F59	Glenn Perimeter Apartments	5755 Glenridge Drive	Sandy Springs	30328	Apartment Complex
F60	Glenridge 400	5445 Peachtree Dunwoody Road	Sandy Springs	30328	Apartment Complex
F61	The Eva	789 Hammond Drive	Sandy Springs	30328	Apartment Complex
F76	Westfair	Peachtree Dunwoody Road	Sandy Springs	30328	Condominium/Townhome
F77	Hawthorn Gates	7200 Peachtree Dunwoody Road	Sandy Springs	30328	Apartment Complex
F78	Avia at North Springs	7150 Peachtree Dunwoody Road	Sandy Springs	30328	Apartment Complex
F79	Flats at North Springs	6850 Peachtree Dunwoody Road	Sandy Springs	30328	Apartment Complex
F80	Village of Dunwoody Townhomes	Peachtree Dunwoody Road	Sandy Springs	30328	Townhome Complex
F81	Oaks of Dunwoody	Peachtree Dunwoody Road	Sandy Springs	30328	Condominium
D41	Rutherford Glen Apartments	7100 Dawson Boulevard	Atlanta	30340	Apartment Complex
D42	Parkway Vista Apartments	100 Parkway Circle S	Atlanta	30340	Apartment Complex
D43	Sonoma Ridge	4659 Dawson Boulevard	Atlanta	30340	Apartment Complex
D57	Flowers Park	Henderson Mill Road	Chamblee	30341	Single-Family
D58	Dunnington #2	Henderson Mill Road	Chamblee	30341	Single-Family
D61	Henderson Reserve	Henderson Mill Road	Atlanta	30341	Townhome Complex
D62	Ashwood Condos	Henderson Mill Road	Atlanta	30341	Condominium

Exhibit 5-14: Potential Minority and Low-income Neighborhoods (continued)

Map ID	Name	Address	City	Zip	Type
D63	Villas de Solana	3207 Henderson Mill Road	Atlanta	30341	Apartment Complex
D64	The Estuary	3450 Evans Road	Atlanta	30341	Apartment Complex
D75	Brickell	Henderson Mill Road	Atlanta	30341	Single-Family
D76	Glenrose	Glenrose Drive	Atlanta	30341	Single-Family
Potential Low-Income Neighborhoods					
F8	Fair Oaks Manor	Powers Ferry Road NW	Sandy Springs	30327	Single-Family
F12	Foxridge	Riverside Drive NW	Sandy Springs	30327	Single-Family
F13	Glen Vernon Estates	Mt. Vernon Highway NW	Sandy Springs	30327	Single-Family
F14	Highland Valley	Mt. Vernon Highway NW	Sandy Springs	30327	Single-Family
F15	Glen Errol	Glen Errol Road NW	Sandy Springs	30327	Single-Family
F16	Lake Island Estates	Long Island Drive NW	Sandy Springs	30327	Single-Family
F17	Hardin Ridge	Mt. Vernon Highway NW	Sandy Springs	30328	Single-Family
F18	De Clair	Mt. Vernon Highway NW	Sandy Springs	30328	Single-Family
F19	Greywalls	Long Island Drive NW	Sandy Springs	30328	Single-Family
F20	Montrose	Long Island Drive NW	Sandy Springs	30328	Single-Family
F23	Long Island Walk	Long Island Drive NW	Sandy Springs	30328	Single-Family
F24	Manchester Place	Mitchell Road	Sandy Springs	30328	Single-Family
F25	Lancaster	Lake Forrest Drive	Sandy Springs	30328	Single-Family
F26	The Grosvenor	Mitchell Road	Sandy Springs	30328	Single-Family
F27	Cameron Hall	Lake Forrest Drive	Sandy Springs	30328	Single-Family
F28	Sandy Springs Cove	Cliffwood Drive	Sandy Springs	30328	Single-Family
F29	Atwater	Sandy Springs Circle	Sandy Springs	30328	Single-Family/Townhome
F51	Hammond Hills	Hammond Drive	Sandy Springs	30328	Single-Family
F52	Parkside Sandy Springs	300 Carpenter Drive	Sandy Springs	30328	Apartment Complex
F53	Boulevard at Sandy Springs	Carpenter Drive	Sandy Springs	30328	Townhome Complex
F54	Campbell-Stone	350 Carpenter Drive NE	Sandy Springs	30328	Apartment Complex
F55	Carpenter Creek	Carpenter Drive	Sandy Springs	30328	Townhome Complex
F56	Mountain Creek	Carpenter Drive	Sandy Springs	30328	Single-Family
F57	Laurel Grove	Carpenter Drive	Sandy Springs	30328	Condominium
F74	Spalding Woods	Spalding Drive	Sandy Springs	30328	Single-Family
D28	Avery Park	Peachtree Industrial Boulevard	Doraville	30060	Townhome Complex
D29	Hilldale Homes	Tilly Mill Road	Doraville	30360	Single-Family

Exhibit 5-14: Potential Minority and Low-income Neighborhoods (continued)

Map ID	Name	Address	City	Zip	Type
D30	Guilford Village	Flowers Road	Doraville	30360	Single-Family
D31	Flowers Gate Townhomes	Flowers Road	Doraville	30360	Townhome Complex
D32	Dorsey Homes	Tilly Mill Road	Doraville	30360	Single-Family
D33	Moon Manor	Flowers Road	Doraville	30360	Single-Family
D34	Chestnut Creek Condominium	Chestnut Drive	Doraville	30340	Condominium
D35	Arbor Woods	Stewart Road	Doraville	30340	Single-Family
D36	C.D. Jones S/D	Wilton Avenue	Doraville	30340	Single-Family
D37	Sequoyah Woods Subdivision	Aztec Road	Atlanta	30340	Single-Family
D51	Villas of Embry Hills Apartment Homes	3343 Chamblee Tucker Road	Atlanta	30341	Apartment Complex
D52	Embry Hills	Chamblee Tucker Road	Unincorporated DeKalb	30341	Single-Family
Potential Minority and Low-Income Neighborhood					
C7	Olde Ivy at Vinings	4735 Ivy Ridge Drive SE	Atlanta	30339	Condominium Complex
C8	The Manor at Old Ivy	4810 Ivy Ridge Drive	Smyrna	30339	Condominium Complex
C9	Ivywood Park at Vinings	4475 Beech Haven Trail	Atlanta	30339	Apartment Complex
C10	Winchester Apartment Homes	400 Winchester Trail SE	Atlanta	30339	Apartment Complex
C11	Albright	146 Beech Haven Trail	Atlanta	30339	Townhome Complex
C12	Terraces at Cumberland	Beech Haven Trail	Smyrna	30080	Townhome Complex
C13	Peachtree Creek Memory Care	4375 Beech Haven Trail SE	Atlanta	30339	Assisted Living Facility
C42	Courtland at the Battery 2	Battery Ave SE	Atlanta	30339	Apartment Complex
C42	Courland at the Battery 3	Battery Ave SE	Atlanta	30340	Apartment Complex
C42	Courtland at the Battery 1	Battery Ave SE	Atlanta	30341	Apartment Complex
C43	Riverside House	Shadowood Parkway	Atlanta	30339	Apartment Complex
C51	Rockledge Apartments	2075 Powers Ferry Road	Marietta	30067	Apartment Complex
F30	Sterling Place	Allen Road NE	Atlanta	30328	Apartment Complex
F31	The Cliftwood	185 Cliftwood Drive	Sandy Springs	30328	Apartment Complex
F35	Lake Placid	5801 Kingsport Drive NE	Sandy Springs	30342	Apartment Complex
F36	Prado North	145 Northwood Drive NE	Sandy Springs	30342	Apartment Complex
F37	Highland Circle	201 Northwood Drive NE	Sandy Springs	30342	Apartment Complex
F38	The Harrison	5675 Roswell Road	Sandy Springs	30342	Apartment Complex

Exhibit 5-14: Potential Minority and Low-income Neighborhoods (continued)

Map ID	Name	Address	City	Zip	Type
F39	Brighton Court	5641 Roswell Road	Sandy Springs	30342	Condominium
F88	Sync at Perimeter	1125 Hammond Drive	Sandy Springs	30328	Apartment Complex
F89	The Bishop	1115 Springwood Connector	Sandy Springs	30328	Apartment Complex
D17	Dunwoody Exchange	North Shallowford Road	Chamblee	30341	Apartment Complex
D22	The Terraces at Dunwoody	Dunwoody Park	Dunwoody	30338	Condominium
D23	Madison Square at Dunwoody	Cotillion Drive	Atlanta	30338	Condominium
D24	Camden Dunwoody	Peachford Circle	Dunwoody	30338	Apartments
D38	Ashlyn Pointe	McElroy Road	Atlanta	30340	Townhome Complex
D39	Dunhill Condominiums	North DeKalb Drive	Atlanta	30340	Condominium
D40	KRC Alderwood Trails	2917 N. DeKalb Drive	Atlanta	30340	Apartment Complex
D44	Wood Terrace Apartments	100 Wood Terrace Place	Doraville	30340	Apartment Complex
D45	Celebrity Business Suites Condominium	Presidential Parkway	Atlanta	33040	Condominium
D46	Rose Arbor	Northcrest Road	Atlanta	30340	Single-Family
D47	Stonecrest Condominiums	Chamblee Tucker Road	Atlanta	30341	Condominium
D48	Ivy's Landing	Northcrest Road	Atlanta	30340	Condominium
D49	Northcrest Condominiums	Northcrest Road	Doraville	30340	Condominium
D50	Northcrest S/D # 2	Northcrest Road	Doraville	30340	Single-Family
D59	Dunnington #4	Henderson Mill Road	Chamblee	30341	Single-Family

Notes:
[a] *Identified as an EJ community during field survey.*
[b] *Identified as a LIHTC property, indicating a low-income community.*

Exhibit 5-15: Neighborhoods within 1,000 Feet of the Proposed Project Corridor – Cobb County 1

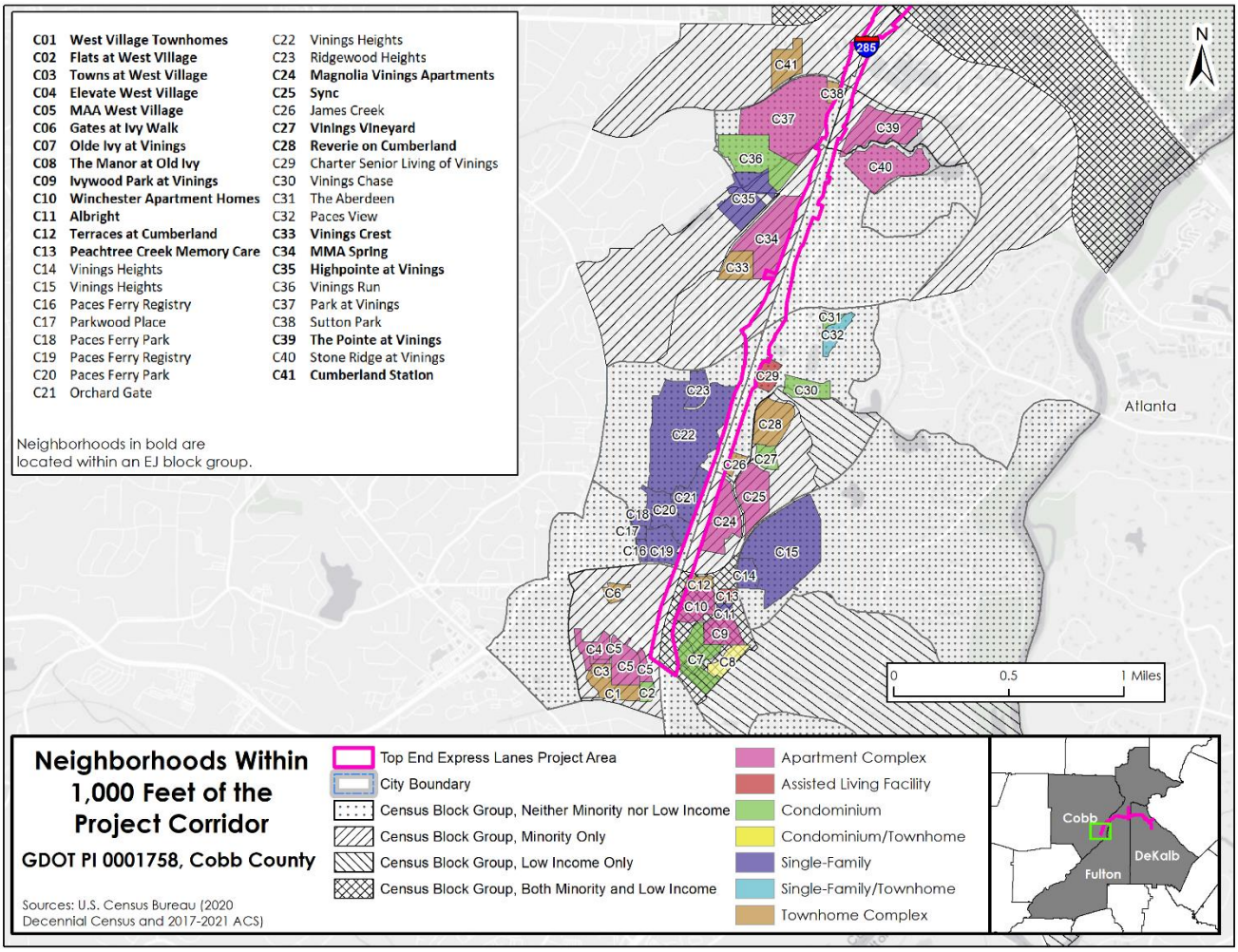


Exhibit 5-16: Neighborhoods Within 1,000 Feet of the Proposed Project Corridor – Cobb County 2

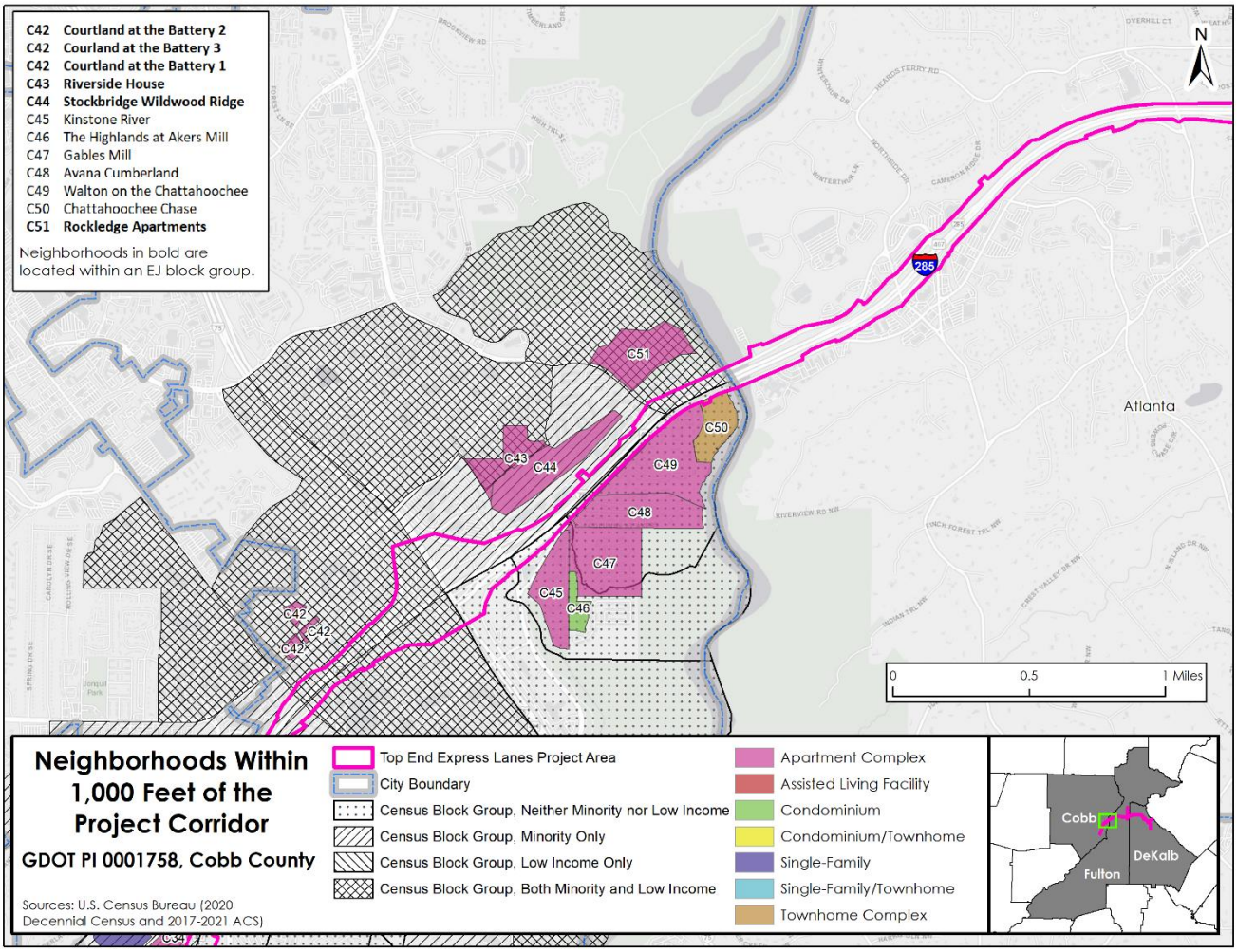


Exhibit 5-17: Neighborhoods within 1,000 Feet of the Proposed Project Corridor – Fulton County 1

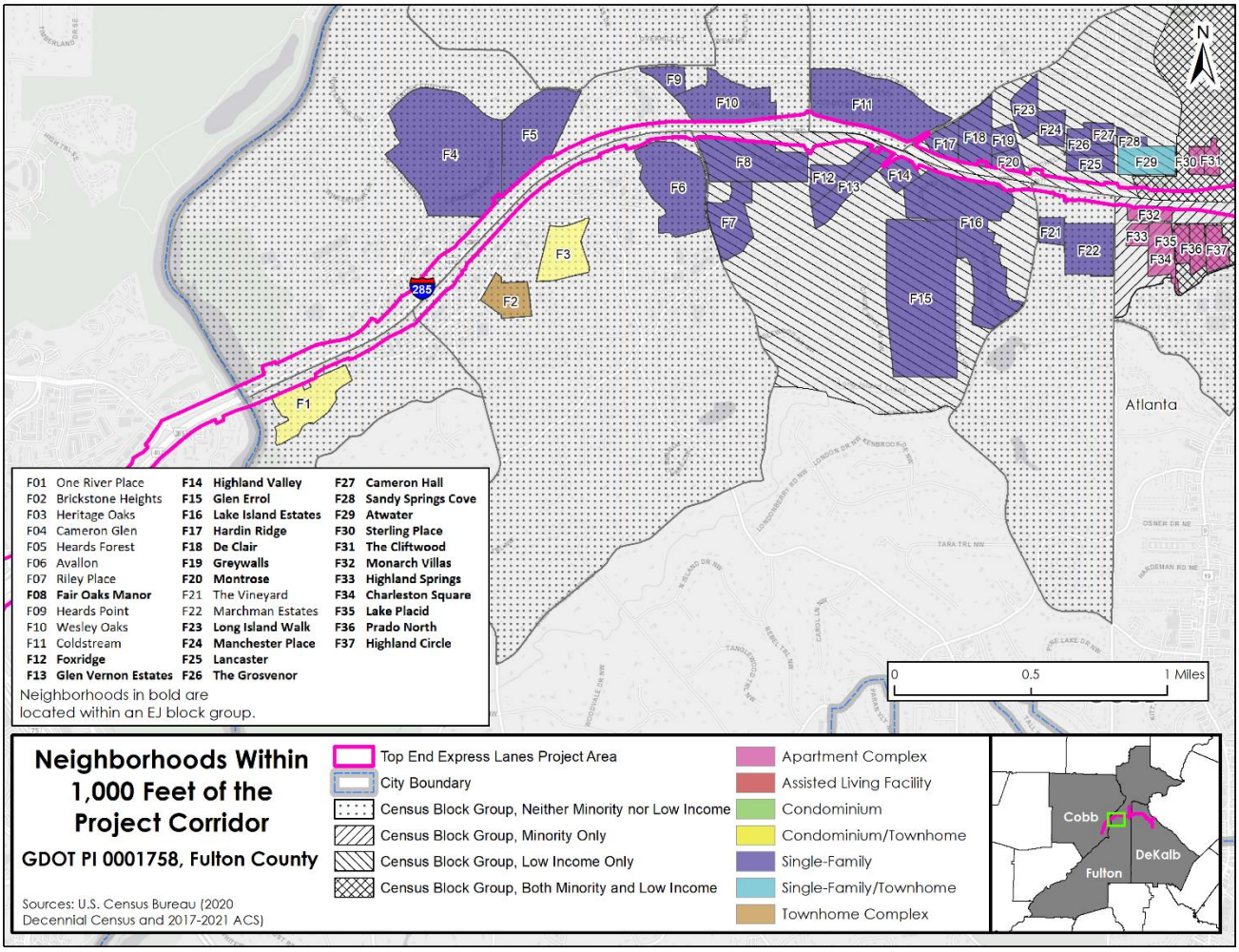


Exhibit 5-18: Neighborhoods within 1,000 Feet of the Proposed Project Corridor – Fulton County 2

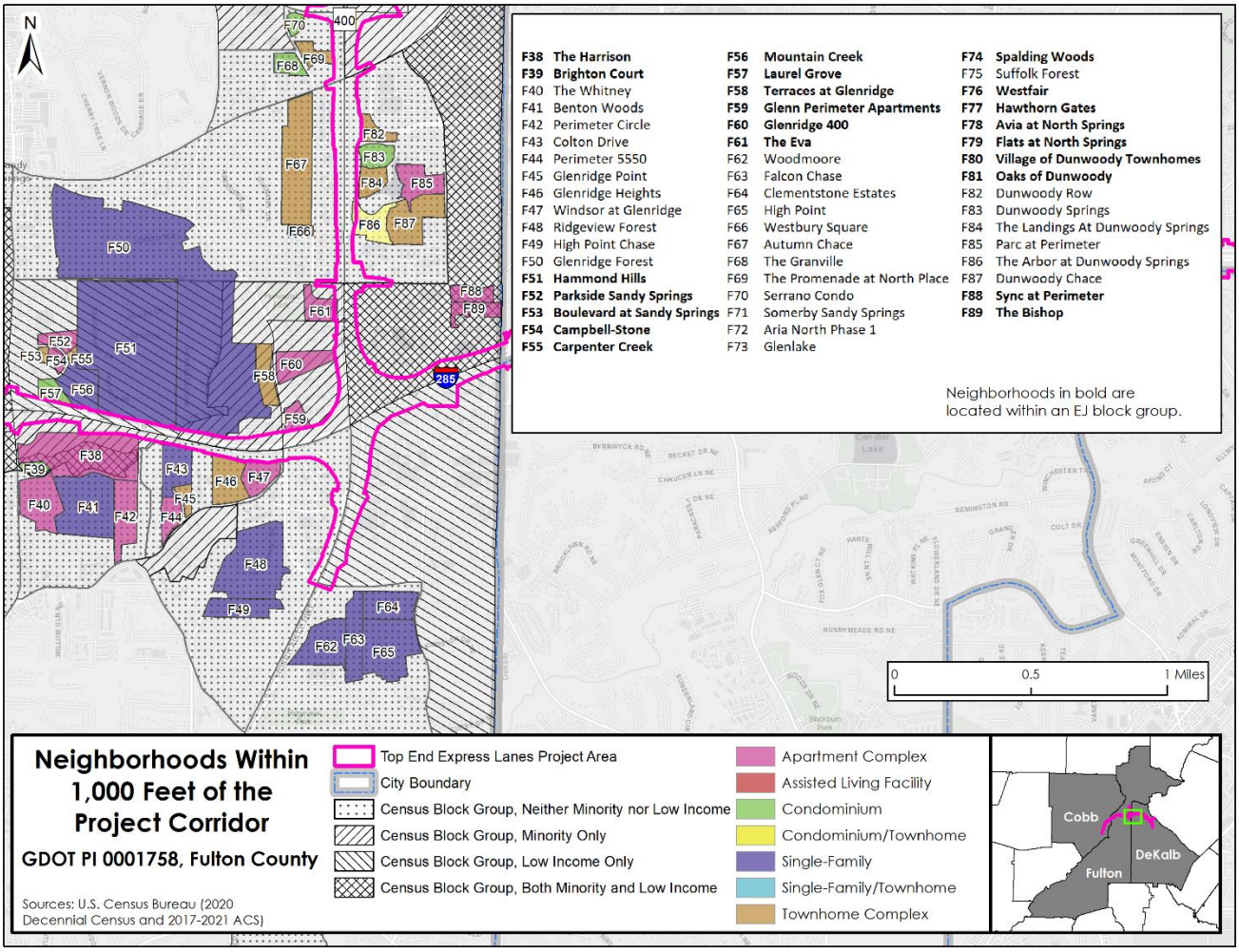


Exhibit 5-19: Neighborhoods within 1,000 feet of the Proposed Project Corridor – Fulton County 3

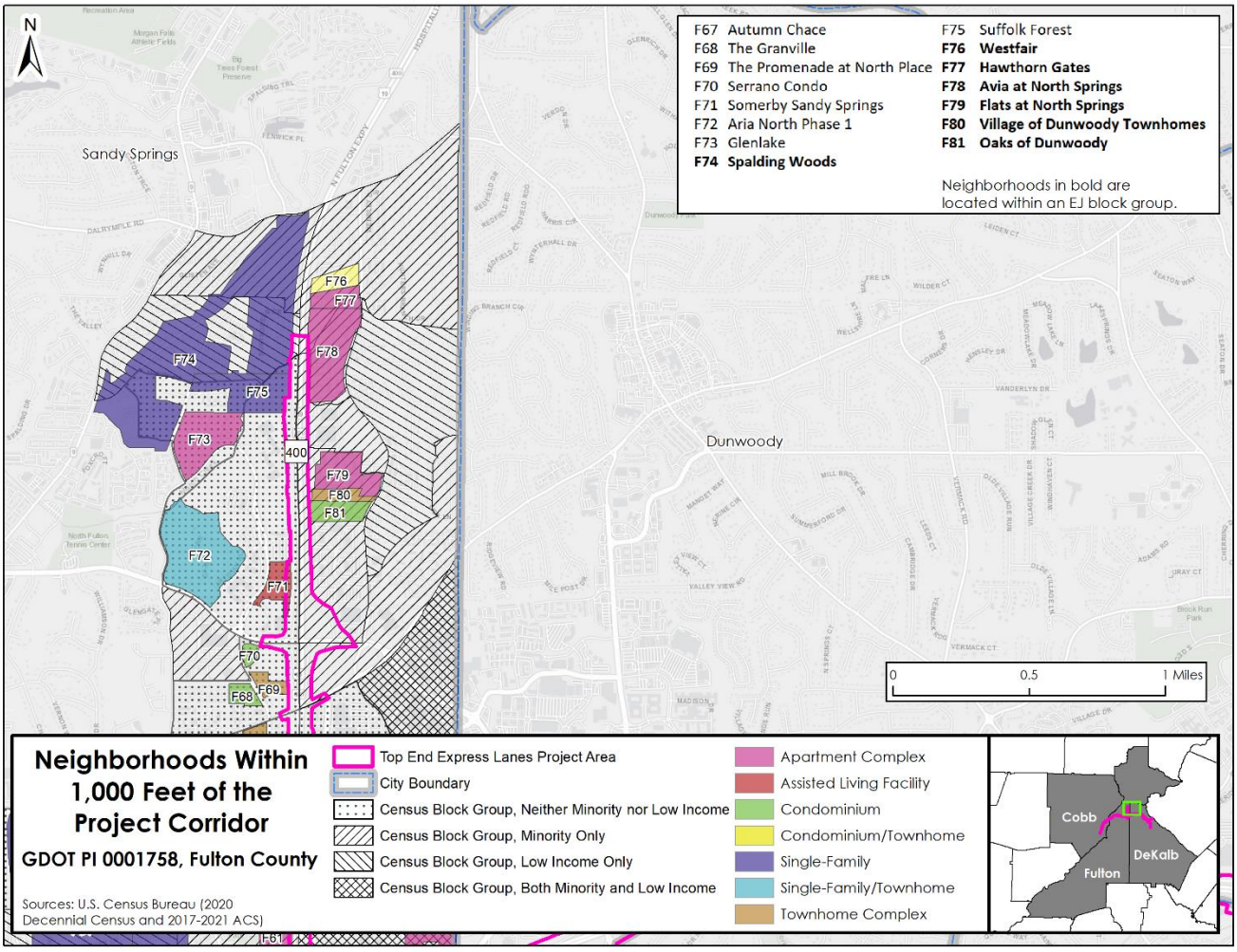


Exhibit 5-20: Neighborhoods within 1,000 Feet of the Proposed Project Corridor – DeKalb County 1

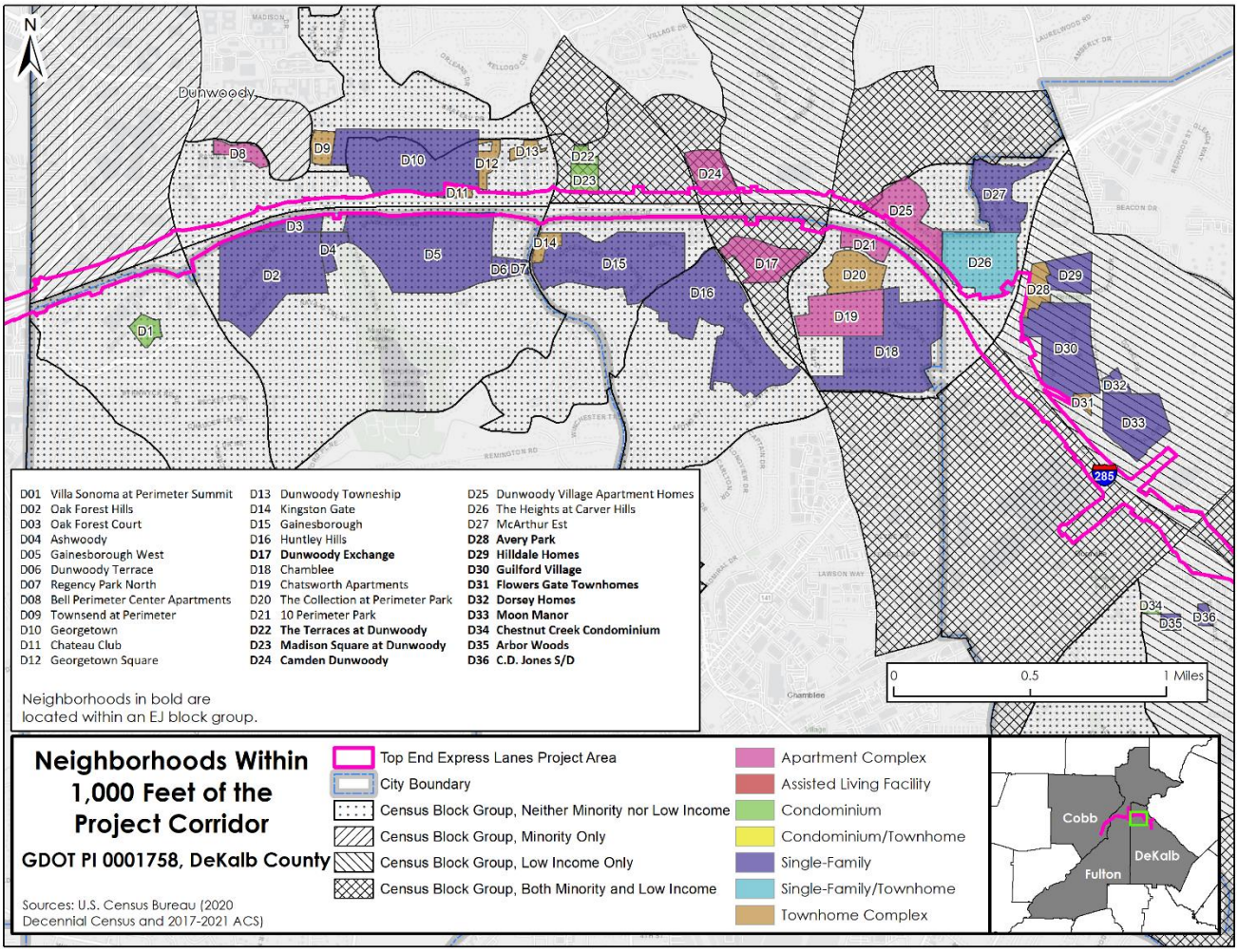
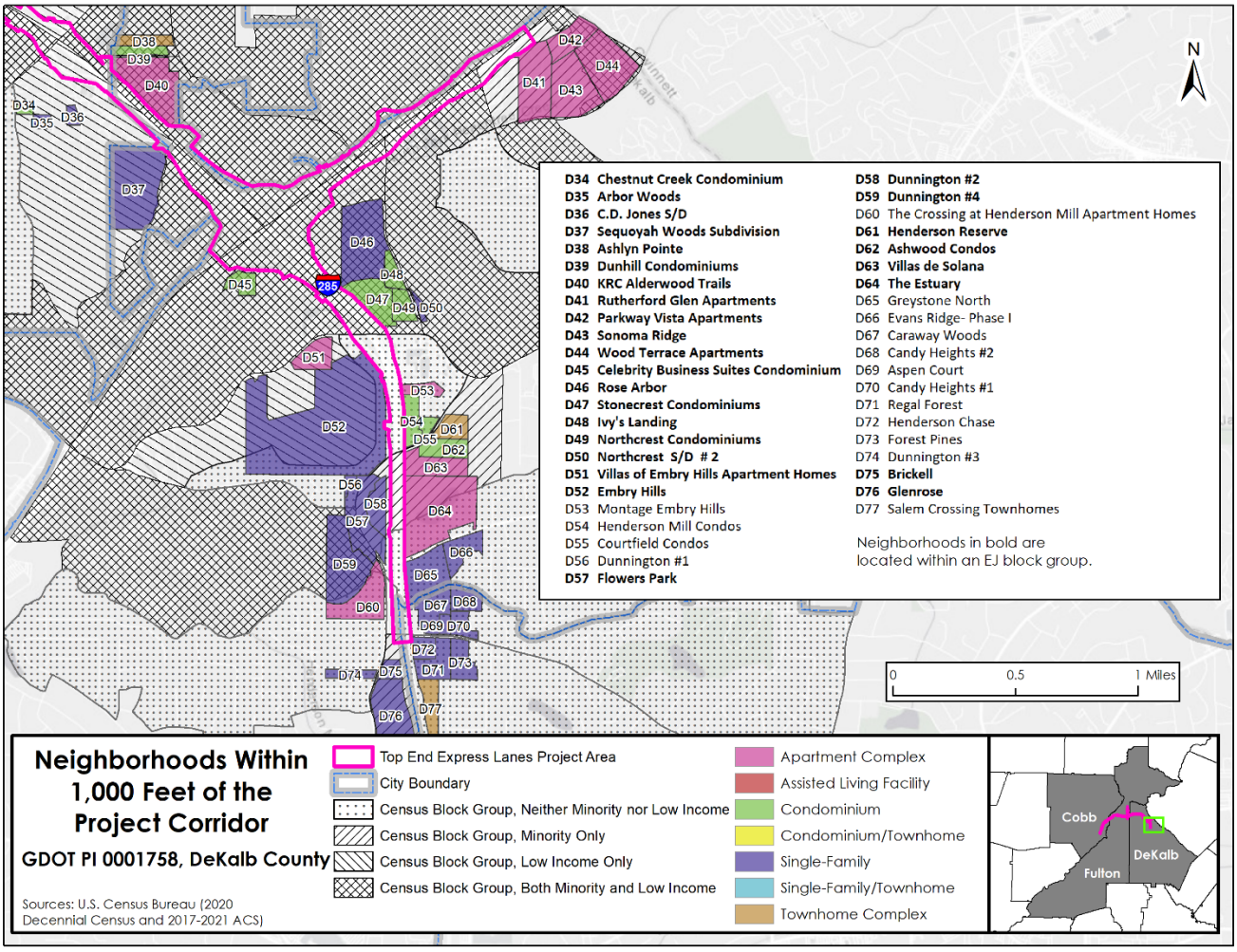


Exhibit 5-21: Neighborhoods within 1,000 Feet of the Proposed Project Corridor – DeKalb County 2



Comparing known neighborhoods with the identified EJ block groups reveals 120 potential EJ neighborhoods. Two of the apartment complexes listed, Monarch Villas and The Harrison, were already identified as EJ neighborhoods during the field survey and two more, Sterling Place and Campbell-Stone North Apartments were listed as LIHTC properties by HUD. No additional neighborhoods beyond the 120 potential EJ neighborhoods listed in **Exhibit 5-14** were identified through other means. In total, 120 neighborhoods adjacent to the Proposed Project corridor are "readily identifiable" as EJ populations and will be evaluated for impacts to EJ populations. A map of the 120 EJ neighborhoods identified in this analysis are presented in **Exhibit 5-22** through **Exhibit 5-24**.

Exhibit 5-22: Environmental Justice Neighborhoods – Cobb County

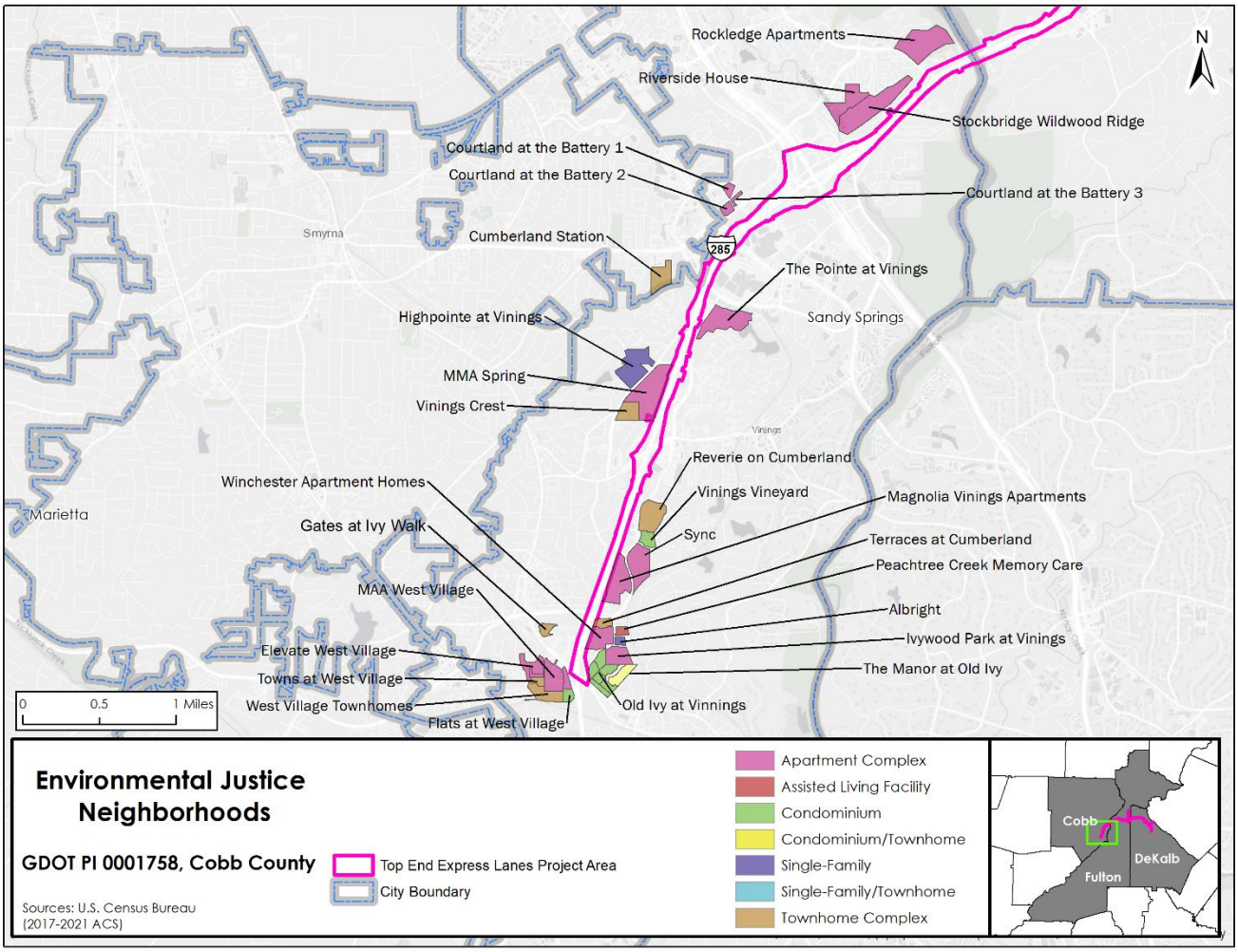


Exhibit 5-23: Environmental Justice Neighborhoods – Fulton County

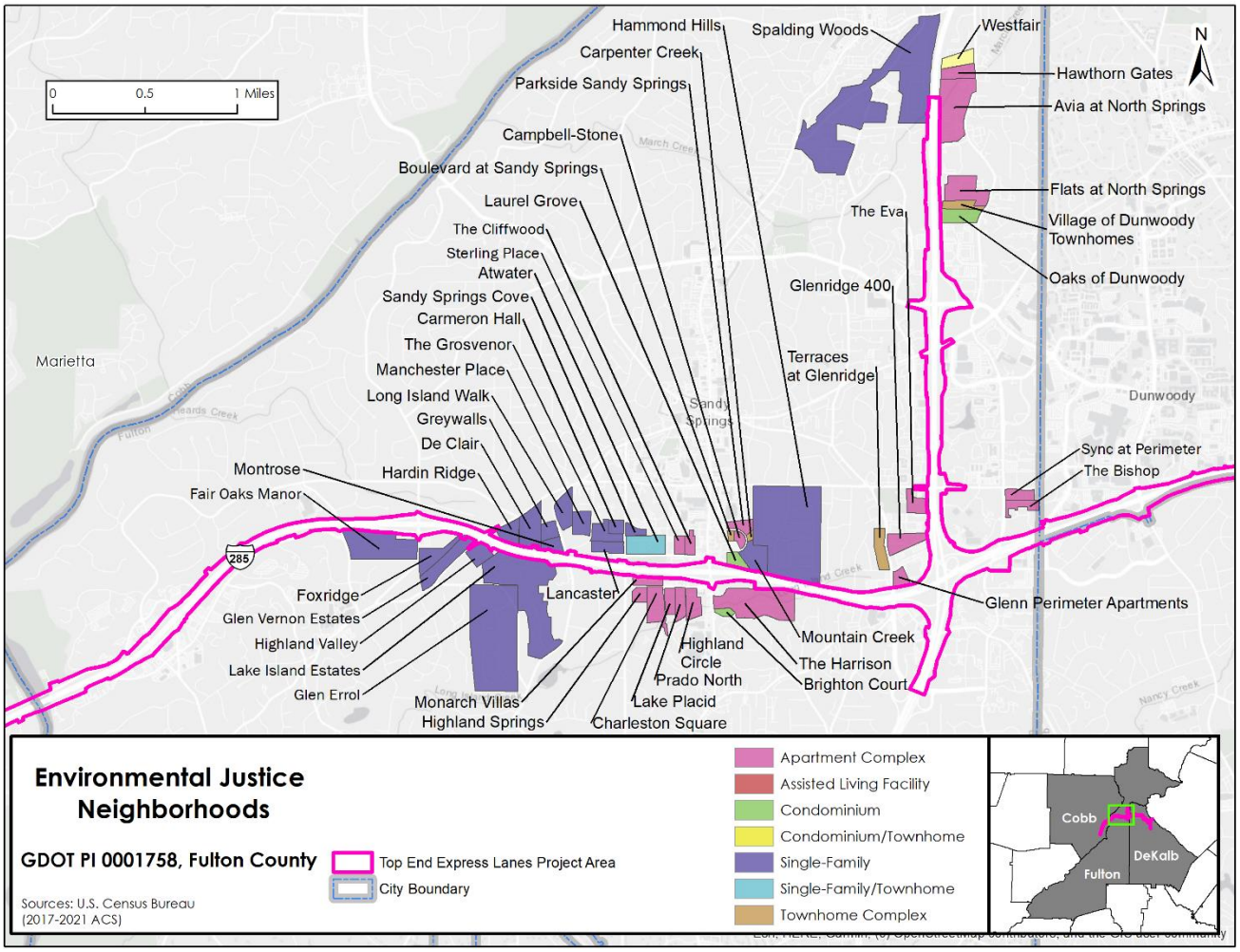
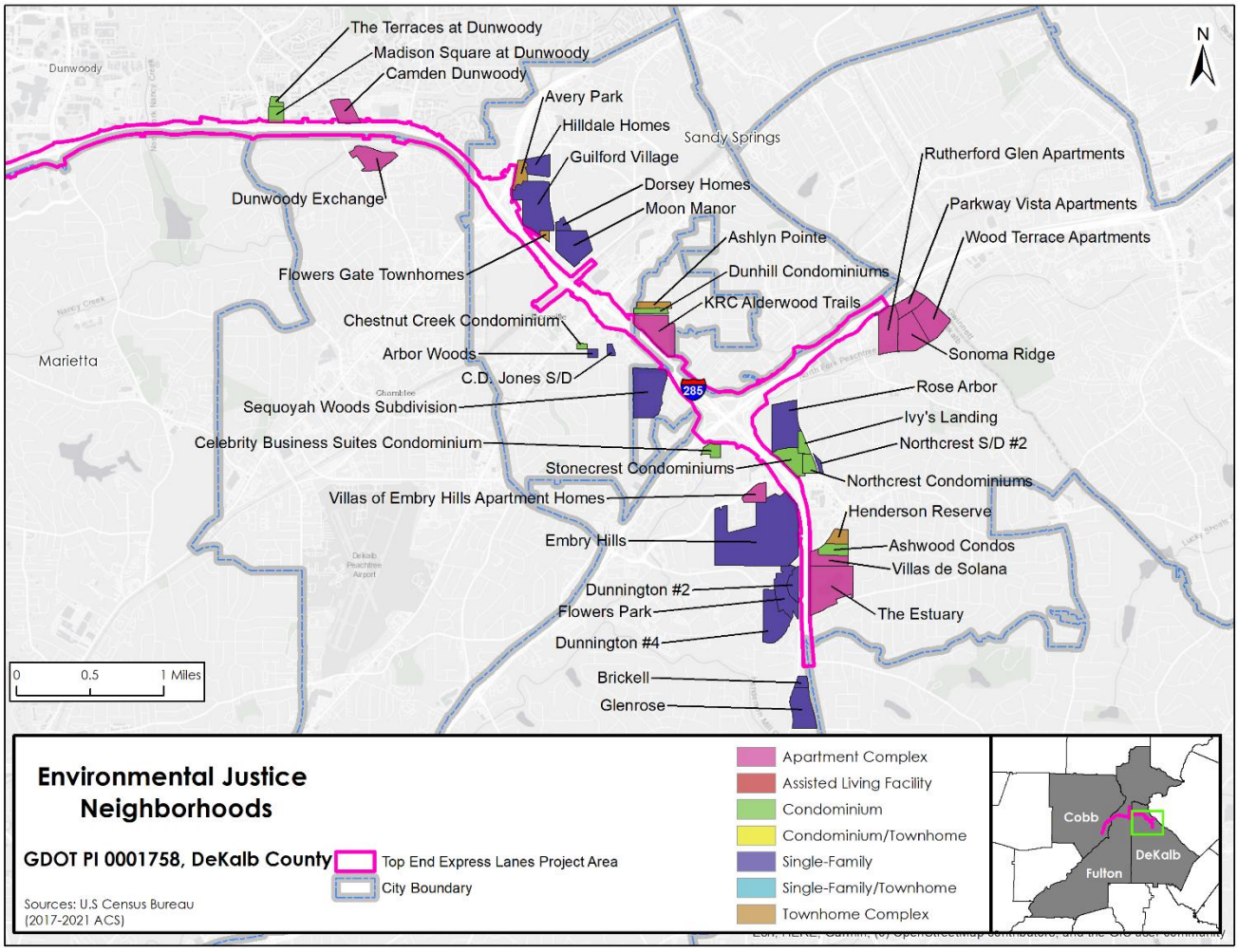


Exhibit 5-24: Environmental Justice Neighborhoods – DeKalb County



5.2.4 Tolling Area of Influence for Low-Income Communities

Use of the I-285 top end ELs would not be limited to adjacent communities but could include motorists from the 10-county ARC region. For this reason, impacts from the tolls associated with the ELs may be anticipated beyond the adjacent census block groups. The ELs would use congestion pricing; therefore, the FHWA and Georgia DOT must identify, analyze, and address the potential for disproportionate and adverse tolling effects on low-income populations following the recently issued EO 14096 (April 21, 2023). Per CEQ directions, the new EO 14096 on EJ does not rescind EO 12898, which FHWA is implementing through the current DOT and FHWA EJ Orders (DOT 5610.2C and FHWA 6640.23A) until further guidance is provided regarding the implementation of the new EO on EJ. . The full tolling analysis is in **Draft EIS Appendix H-3, Evaluation of Tolling Effects on Low-Income Populations**. The AOI was developed by identifying roadway links that are projected to experience at

least a 5% increase or decrease in traffic with the proposed ELs in operation compared to the No-Build Alternative.[2]

Low-income populations within the AOI were identified based on household income census data for the ARC, which is presented in **Exhibit 5-25**.

Exhibit 5-25: Summary of Low-Income Households

	Regional Households			Area of Influence		
Scenario	Total Households	<$25,000 HH Income	% Share	Total Households	<$25,000 HH Income	% Share
ARC Year 2015*	2,166,000	322,500	15%	164,200	20,350	12%
ARC Year 2050	3,370,300	521,400	15%	236,500	31,700	13%

Source: Georgia DOT. 2023. Evaluation of Tolling Effects on Low-Income Populations Report.

** ARC's approved regional travel demand model uses 2015 data as "existing year" data.*

Analysis of the data determined that the regional average of the population below the poverty guideline is 12%, while the average for counties within the AOI varied from 8.5% (Cobb County) to 14.4% (Fulton County). The regional average was used to identify low-income populations within the traffic analysis zones (TAZs);[3] TAZs with a low-income percentage above 12% were flagged as low-income. In general, low-income populations within the AOI in 2015 were centered toward the east of the Study Area along Buford Highway and I-85, near Chamblee and Doraville. Smaller concentrations of low-income populations can be found in the Sandy Springs area just to the west of SR 400 and in the west along I-285 and I-75 in Cobb County. In 2050, distributions were similar with some increase in concentrations of low-income populations.

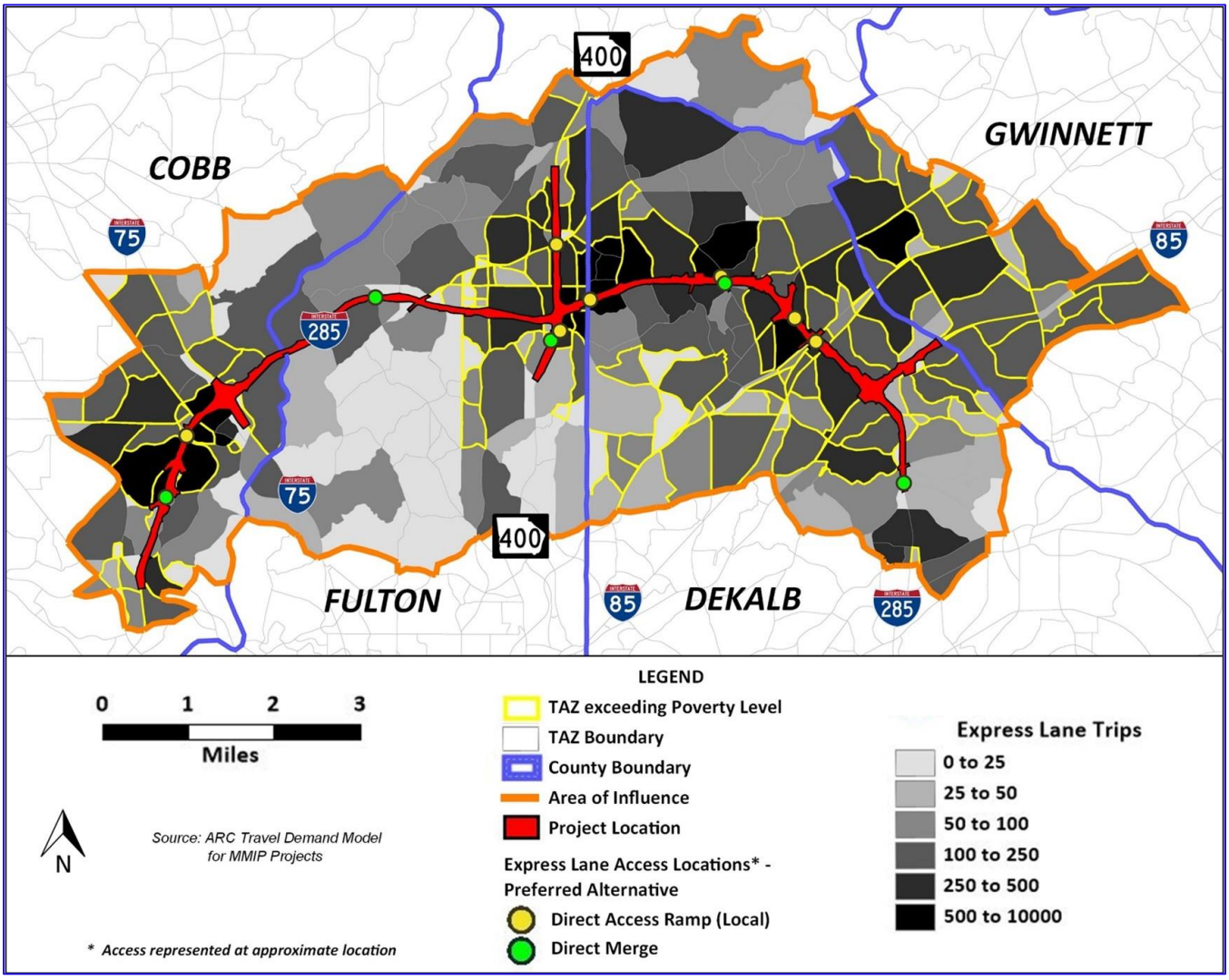
Using these data, a select link analysis[4] identified the EL trips associated with low-income TAZs. The analysis revealed that 51% of EL trips that started in the AOI originated in low-income TAZs, and 54% of EL trips that ended in the AOI terminated in low-income TAZs. **Exhibit 5-26** presents a map of TAZs in the AOI and the number of EL trips expected to originate from those TAZs in 2050. The low-income TAZs are highlighted in yellow. These TAZs represent the low-income populations that could be affected by the cost of tolls to use the ELs.

[2] The AOI is developed using the ARC regional travel model and following FHWA guidance. To identify segments of the roadway network that would be affected by the Proposed Project in a meaningful way, links where there was a ±5% or greater change in average daily traffic on congested highway links with Level of Service D between the Preferred Alternative and No-Build Alternative networks were noted. This network boundary is used for the mobile source air toxics and intersection control evaluation analyses as well.

[3] TAZs are geographic units used in traffic modeling software. The Atlanta area TAZs were developed by the Travel Demand Model Development Team in the ARC's Transportation Access and Mobility Group for use with base and forecasted population, employment, household data, and university enrollment. The 5,873 TAZs are incorporated into existing and future highway and transit networks in the ARC's activity-based modeling to model how users are likely to use the regional transportation network.

[4] A select link analysis is used by traffic modelers to extract specific data associated with selected links within the modeled transportation system.

Exhibit 5-26: 2050 Express Lane Trip Origins within the AOI



5.3 Environmental Consequences

The FHWA and USDOT EJ orders state that *disproportionate and adverse effects* refers to an adverse effect that "(1) is predominately borne by a minority population and/or a low-income population; or (2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population." Executive Order 14096 supplements Executive Order 12898 and uses directs Federal agencies to identify, analyze and address "disproportionate and adverse" human health and environmental effects. This section discusses potential disproportionate and adverse environmental effects of the Preferred Alternative on EJ populations within the Proposed Project corridor, and recommends measures to avoid, reduce, or minimize potential disproportionate adverse effects on those communities.

In assessing compliance of the Proposed Project with the intent of EO 12898 and EO 14096 and FHWA's Title VI Program regarding EJ, the following were considered:

- Whether the Proposed Project would provide benefits to EJ populations
- Whether any potential adverse impacts would be disproportionately borne by EJ populations
- Whether EJ populations would have opportunities to actively participate in the planning of the Proposed Project

The EJ analysis includes an evaluation of the potential for disproportionate adverse impacts to the economic stability and social functioning of these communities and neighborhoods. The analysis also investigated whether displacements resulting from full and partial acquisitions and other potential impacts such as additional noise and potential visual impacts would have any disproportionate and adverse effects on EJ populations when compared to the Study Area as a whole.

5.3.1 ROW Acquisition and Displacement

The Preferred Alternative would require acquisition of 91 acres of new ROW. Much of the project footprint is located within impervious areas of transportation facilities and the existing I-285 ROW, therefore, most acquisitions would occur in strips generally parallel to the existing I-285 ROW which totals 14,000 acres within the limits of the Preferred Alternative.

Exhibit 5-27 presents the amount of acreage for each land use type that would be converted to transportation use for the Preferred Alternative.

Exhibit 5-27: Approximate ROW Acquisition by Land Use Type

Land Use Types	Preferred Alternative	Acreage Range per Parcel
Commercial	43.6 acres	<0.01 acre to 10.5 acres
Residential	31.2 acres	<0.1 acre to 5.5 acres
Parks & Recreation (Atlanta Silverbacks Soccer Field & Bob Callan/Rottenwood Creek Trail)	0.4 acre	<0.02 acre to 0.34 acre
Industrial	6.3 acres	All ROW is from one parcel.
Public/Institutional	7.2 acres	<0.03 acre to 3.6 acres
Undeveloped	2.3 acres	<0.3 acre to 1.5 acres
Total	91.0 acres	

ROW acquisition for the Preferred Alternative would displace 21 residential buildings and 17 commercial buildings. The 21 residential buildings include 12 single-family residences, 5 multi-family buildings with 42 tenant-occupied residences (Dunwoody Village Apartment Homes), 1 structure with 4 owner-occupied residences (Henderson Mill), and 3 buildings comprising 20 townhomes for a total of 78 residences. One single-family home and the 20 townhomes have been acquired following procedures set forth in 23 CFR 710.501 and the Uniform Act.

The Chateau Club comprised three buildings with 20 townhomes, all located in Dunwoody, which have all been acquired. These residences were within CT 212.26, BG 2, which is 0% low-income and 42% minority, indicating that approximately 8 townhomes were minority households. Displacement of the Chateau Club affected minority populations. The single-family residence that was acquired under 23 CFR 710.501, the Hardin Ridge property, was located in CT 102.20, BG 3, which is 11.8% low-income and 72% minority. The residence was valued over $420,000 based on DeKalb appraisal district data and was unlikely to house low-income populations but could have been a minority household.

One structure, which comprises four owner-occupied residences within the Henderson Mill complex, would be displaced. Henderson Mill is located in CT 217.12, BG 1, which is 3.6% low-income and 52.6% minority, indicating that approximately 2 condominiums are minority households. The condominiums are valued at approximately $190,000 per unit based on DeKalb appraisal district data and all four are occupied by the owner. It is unlikely the residences house low-income individuals. Displacement of the Henderson Mill building could affect minority populations.

Dunwoody Village Apartment Homes is located in Dunwoody, in CT 213.06, BG 4, which is 3.7% low-income and 48.7% minority. Of the 42 tenant-occupied units that would be impacted, approximately 1 unit could have low-income residents and 20 could have minority residents.

Eleven single-family residences would be displaced. Of these single-family residential displacements, 8 are in unincorporated DeKalb County in the Greystone neighborhood. These residences are located in CT 218.08, BG 1, which is 9.9% low-income and 21.2% minority The residences are valued over $400,000 based on DeKalb appraisal district data and are unlikely to house low-income populations. Approximately 2 of the residences could be minority households. One single-family displacement is located in CT 218.08, BG 3 which is 7.0% low-income and 72.8% minority. It is unlikely this residence would be a low-income household, but it is likely to be a minority household. **Exhibit 5-28** compares the EJ displacements to non-EJ displacements along the corridor.

Exhibit 5-28: EJ and Non-EJ Displacements Associated with the Preferred Alternative

Community	% Minority in City (% Low-Income in City)	% Minority in Block Group (% Low-Income in Block Group)	% EJ Displacements (# EJ displaced / total neighborhood displacement)	% Non-EJ Displacements (# non-EJ displaced / total neighborhood displacement)
City of Dunwoody				
Dunwoody Village Apartment Homes	46.2% (5.8%)	48.7% (3.7%)	50% (21 of 42)	50% (21 of 42)
Dunnington Subdivision		72.8% (7.0%)	100% (1 of 1)	0% (0 of 1)
Chateau Club		42.2% (0%)	40% (8 of 20)	60% (12 of 20)
DeKalb County				
Greystone North Subdivision	71.8% (11.5%)	21.2% (9.9%)	20% (2 of 8)	80% (6 of 8)
Henderson Mill Condominiums		52.6% (3.6%)	50% (2 of 4)	50% (2 of 4)
Sandy Springs				
Hardin Ridge Subdivision	46.2% (6.7%)	28.0% (11.8%)	0% (0 of 1)	100% (1 of 1)
Glen Vernon Estates		8.9% (7.3%)	0% (0 of 1)	100% (1 of 1)
Highland Valley Subdivision		8.9% (7.3%)	0% (0 of 1)	100% (1 of 1)
Total			44% (34 of 78)	56% (44 of 78)

Approximately 0.14 acre of ROW would be acquired from the Embry Hills subdivision, which is located within a low-income block group; approximately 0.32 acre of ROW would be acquired from the Georgetown subdivision, which is in a minority block group; approximately 0.50 acre of ROW would be acquired from the Madison Square at Dunwoody Condos, which is within both a minority and low-income block group; and, approximately 0.82 acre at the Oak Forest neighborhood which is not an EJ neighborhood. ROW acquisition would be on the edge of the neighborhoods, and no substantial disruptions to community cohesion or access to community facilities would occur.

The Preferred Alternative would also displace 17 commercial buildings consisting of 44 active businesses and 5 vacant spaces. It is anticipated that Georgia Power (office building) and the Atlanta Noland Company (shed) would relocate the two displaced structures within their existing parcels and the businesses would not be negatively affected by this relocation. **Exhibit 3-12** presents data on these displacements. Three minority-owned businesses, EMDEE International (EMDEE International, 2020) Creole●ish (VoyageATL, 2020), and The Spanish Preschool are in three of the affected commercial buildings and would therefore be displaced as a result.

Additionally, 16 of the 17 commercial buildings (including EMDEE International, Creole•ish, and The Spanish Preschool) are within EJ block groups. Besides these three businesses, no other businesses are readily identifiable as EJ businesses, and none were identified as points of interest during project planning. The non-EJ commercial displacements listed in **Exhibit 3-12** consist of service-oriented businesses like construction, IT assistance, and security; industrial/warehouse businesses like printing services and janitorial supplies; civic/utility businesses, including the Doraville Maintenance Department and Georgia Power; and one Texaco gas station. All the non-EJ displaced businesses are likely visited by individuals from EJ communities, but it is unlikely any EJ community is dependent on these businesses. None of the businesses are focused on providing services for low-income individuals and no signage indicated specific services were provided for EJ communities.

Based on the data presented, adverse impacts from ROW acquisition and displacements would occur to EJ populations with the Preferred Alternative. These impacts would not be disproportionate compared to impacts to non-EJ populations. Approximately 34 of the 78 residential displacements (44%) and three of the 44 active business displacements (7%) would be EJ displacements. Thus, the number and percentage of residential and commercial displacements is significantly lower than the non-EJ population of 44 of the 78 residential displacements (56%) and 41 of the 44 active business displacements (93%). As shown in **Exhibit 5-7**, the population in most of the counties and municipalities in the Project Area is more than 50% minority. The largest number of commercial displacements (9 structures and 21 businesses) is in Doraville, which is 84% minority, but only three of the businesses were identified as EJ businesses. The largest number of residential displacements (63 residences) are in Dunwoody, which has 51,683 residents and is 46% minority. These data indicate that the percentage of EJ displacements (44%) is less than the EJ percentage of the communities where the displacements would occur (46% or greater). Additionally, impacts to potential EJ populations at Monarch Villas and Madison Square at Dunwoody from displacements were minimized during development of the design.

5.3.2 Transportation

Potential transportation impacts include those related to total travel, travel by highway at a regional level, as well as travel that would occur at the corridor or localized level. In general, impacts of the Preferred Alternative would be beneficial to transportation because the goal of the Proposed Project is to reduce congestion and improve mobility. Regional mobility and congestion would continue to worsen under the No-Build Alternative, which would negatively affect EJ populations using the highway system.

Regional mobility would improve with the implementation of the Preferred Alternative. Vehicle miles traveled are anticipated to increase over the No-Build Alternative in 2057 due to additional system capacity, but the vehicle hours traveled would decrease compared to the No-Build Alternative. This results in reduced congestion and improved mobility for all motorists using the regional highway system.

The Preferred Alternative would have a beneficial impact to low-income and transportation-disadvantaged populations by allowing state-registered transit operators to utilize the Proposed Project corridor ELs free of charge as an option for a reduction in travel time compared to the No-Build Alternative. Thus, transit riders using routes on the Proposed Project corridor would experience a reduction in travel times for the cost of bus fare compared to the No-Build Alternative. Currently, few transit routes use the top end corridor, likely because of congestion and unreliability. With the Preferred Alternative, transit operators may opt to modify their existing routes or schedule new routes (refer to **Section 3.1.1, Local**), thereby increasing the availability and effectiveness of transit on the top end.

Although particular areas within the Preferred Alternative may experience specific transportation impacts, overall, the Preferred Alternative would improve regional and local mobility and congestion. ELs are an investment that would support current and future transit operations. Dedicated ELs offer a convenient and affordable travel alternative for commuters because transit routes utilizing the ELs benefit from faster and more predictable trip times. Adverse transportation impacts to EJ populations are not anticipated.

5.3.3 Effects of Tolling

For the No-Build Alternative, there would be no tolled ELs along the top end corridor, which would eliminate tolling impacts; no EJ populations would be impacted.

Allowable vehicles on the I-285 ELs would be designated by the State Transportation Board in accordance with OCGA 32-9-4. All users, except for registered transit vehicles and vanpools, authorized emergency response vehicles and certain military vehicles, would be charged a toll when choosing to use the ELs, based on a dynamic tolling approach, where the toll rates paid by vehicles would change in response to real-time traffic conditions, with higher toll rates during periods of congestion. These toll rates would be set to achieve a minimum average 45 mph speed for EL users, thereby providing reliable trip times for all users, including transit, carpool and vanpool passengers. The ELs would also enhance transit operations by providing options for new transit routes and increased service levels along I-285. Larger trucks such as tractor trailers, are prohibited.[5] However, they may be considered in the future to support the delivery and operations of the proposed ELs. If so, higher toll rates may apply.

An analysis of tolling effects on low-income populations was conducted and is in **Draft EIS Appendix H-3, Evaluation of Tolling Effects on Low-Income Populations**. The following discussion summarizes the analysis.

The analysis used existing and forecasted socioeconomic data, projected traffic, and travel times from the ARC activity-based model, combined with ACS population and income data as they related to TAZs. The following information and analyses were completed:

- A regional poverty rate was identified to provide a threshold for the identification of low-income areas.
- A select link analysis was completed on the proposed ELs to identify origins and destinations of EL trips.
- A travel-time analysis was completed to compare projected travel times of priced/free route choices.

5.3.3.1 Off-setting Benefits

Although tolling will have an adverse effect on low-income populations, reduced travel times would benefit all users including low-income populations.

The model evaluated morning and evening peak hours in both the east and west direction for the No-Build Alternative and the Preferred Alternative to quantify travel times along the corridor on the GP lanes and the ELs in Model Horizon Year 2050. In the AM eastbound scenario, the typical trip on one of these five travel routes in a GP lane would take 3 to 4 fewer minutes in the Preferred Alternative as compared to No-Build. EL trips in the

[5] During the P3 procurement process, developers may propose that larger trucks (tractor-trailers) be permitted to use the I-285 ELs. Any such proposals would be subject to Georgia DOT's approval, which would include an assessment of required changes to the Proposed Project's features and operations, identification of associated impacts, and completion of necessary environmental reviews and approvals.

Preferred Alternative would expect travel times 8 to 13 minutes shorter than GP trips in the No-Build Alternative. In the AM westbound scenario, the typical trip in a GP lane would take 3 to 6 fewer minutes in the Preferred Alternative. EL trips in the Preferred Alternative would expect travel times 10 to 16 minutes shorter than GP trips in the No-Build Alternative.

In the PM eastbound scenario, the typical trip in a GP lane would take 4 to 6 fewer minutes in the Preferred Alternative. EL trips in the Preferred Alternative would expect travel times 11 to 19 minutes shorter than GP trips in the No-Build alternative. In the PM westbound scenario, the typical trip in a GP lane would take 4 to 6 fewer minutes in the Preferred Alternative. EL trips in the Preferred Alternative would expect travel times 10 to 17 minutes shorter than GP trips in the No-Build Alternative. Along the selected routes in the corridor, improvement in travel times would range from 10 to 24% in the GP lanes and from 33 to 54% in the ELs.

With the Preferred Alternative (addition of ELs in the project limits), travel times in the GP lanes would decrease compared with the No-Build Alternative in both the AM and PM peak periods. The tables demonstrating the projected travel times are in **Draft EIS Appendix H-3, Evaluation of Tolling Effects on Low-Income Populations**. Whether low-income users of I-285 remain on the GP lanes or choose to use the ELs, trip time would be reduced in the Preferred Alternative. Thus, it is anticipated that EJ populations would benefit in terms of travel time from the Preferred Alternative regardless of whether they use the ELs or the GP lanes.

Access to the tolling facility is also important when determining how low-income populations could be impacted by the ELs. For the Preferred Alternative, four of the seven proposed direct access points are located in or adjacent to low-income TAZs, providing opportunity for low-income users to easily enter the EL system if they choose.

Georgia DOT and SRTA will coordinate with local transit agencies (Xpress, MARTA, etc.) and will encourage transit use of tolled lanes by allowing transit vehicles to use the ELs at no cost. Riders of transit vehicles using the ELs would incur no cost beyond their transit fare. Transit expansion along the I-285 corridor would help to offset adverse effects of tolling on low-income populations.

5.3.3.2 Mitigation

To mitigate for adverse effects of tolling on low-income populations, Georgia DOT and SRTA have implemented convenient customer-oriented solutions to facilitate toll lane access for all potential users, regardless of income status. For instance, the BancPass Pay n Go prepaid option matches an activated transponder to a license tag through a texting feature. This option provides customers the flexibility to load the card with an amount of their choosing at participating retailers throughout Georgia. Users monitor their balance via a phone app, online, or by calling a toll-free number. Additionally, SRTA provides four retail centers throughout the region for customers to conduct business in person. Customers can pay with cash at select SRTA retailers.

5.3.3.3 Georgia State University/Georgia DOT Study

In addition to the considerations identified and solutions put in place to improve access to tolled facilities for low-income and non-low-income customers, Georgia DOT, in partnership with Georgia State University (GSU), conducted surveys to discover how all users experience the ELs on the I-75 South Express, I-75 Northwest Corridor, and I-85 HOT EL Extension projects. These surveys occurred 1 year before and for 3 years after project opening, and statistical tests were conducted to determine the degree to which users of various populations differ in their attitudes and behaviors, culminating in a trend analysis to determine whether any statistically significant

differences represent impacts on low-income populations. The final report included an analysis of the applicability of the survey findings to the EL projects in the Atlanta region, and the details are presented in **Draft EIS Appendix H-3, Evaluation of Tolling Effects on Low-Income Populations Report**. The findings of the GSU study show overall there are no statistically significant differences between non-low-income and low-income groups in use of the ELs that are currently open to traffic in Metro Atlanta. The GSU study concluded that there are no discernible EJ group inequities arising from the three regional Metro Atlanta ELs, and commute times for all travelers improved. This conclusion holds across diverse subregions in the northwest, northeast, and southeast areas of Metro Atlanta, which gives a high level of confidence that the findings are universal. Further, the findings indicate that estimated travel times would improve compared to the baseline, regardless of poverty status.

5.3.3.4 Summary of Findings

Draft EIS Appendix H-3, Evaluation of Tolling Effects on Low-Income Populations Report, indicates that the implementation of new, tolled capacity is anticipated to generate adverse impacts on all users, including low-income populations due to the addition of a toll fare; however, the effect would not be disproportionate to low-income users. Regardless of income, using tolled ELs is based on individual choice. The benefits of the project would accrue to all users of the ELs, regardless of income, and to all users of the GP lanes, regardless of income. Therefore, the addition of a toll would not amount to a denial, reduction, or significant delay in the receipt of benefits to low-income populations.

In summary, the Preferred Alternative would have an adverse effect as the toll fare could add additional cost to all users, including low-income populations, that may use the corridor. However, this effect is not considered disproportionate on low-income populations because:

- There would be a benefit received in the GP lanes free of charge.
- Other existing travel routes are available that low-income populations could use free of charge.
- The proposed ELs would be free of charge to registered transit providers.
- Analysis shows no difference in the use of the ELs when comparing both low-income and non-low-income TAZs.

5.3.4 Air Quality

The State of Georgia is in attainment for carbon monoxide (CO) and particulate matter 2.5 micrometers or less ($PM_{2.5}$) but the Preferred Alternative is in a maintenance area for ozone (O_3). The Preferred Alternative would be classified as a project with higher potential mobile source air toxic (MSAT) effects, therefore a MSAT analysis was conducted. The discussion of the MSAT analysis and limitations to identifying localized impacts to sensitive receptors is included in **Draft EIS Section 3.8, Air Quality.** Overall, the Preferred Alternative is consistent with state and federal air quality goals, including CO, O_3, $PM_{2.5}$, and MSAT. Results indicated that the Preferred Alternative is consistent with the SIP for the attainment of clean air quality in Georgia and complies with both state and federal air quality standards.

5.3.5 Noise

Under the No-Build Alternative, there are 10 existing noise barriers along the corridor and 16 would be built as part of other projects, including, but not limited to, 285/SR 400 Transform Project, SR 400 Express Lanes, several phases of the I-285 Advanced Improvement Project (AIP), and I-285 Westbound Auxiliary Lane Extension (Aux), resulting in a total of 26 noise barriers under the No-Build Alternative. Fourteen of these 26 barriers would be within EJ block groups. This noise reduction would be a benefit to any of the EJ populations, as well as non-EJ populations living near the new noise barriers. Everywhere else along the corridor, the No-Build Alternative noise levels would be similar to the existing conditions.

The project corridor is highly urbanized with numerous residential properties directly adjacent to the ROW. The majority of the 135 neighborhoods adjacent to the eight to 10-lane interstate experience high noise levels. As shown in **Exhibits 5-29** through **5-35**, the existing highway noise (2019) from the GP lanes is already at levels that exceed FHWA's threshold for considering noise abatement, referenced as the noise abatement criteria (NAC). This exceedance is occurring in both EJ and non-EJ neighborhoods. Given that the existing noise levels are so high, the Proposed Project would increase noise levels by less than two decibels, on average, throughout the corridor.

Exhibit 5-29: Noise Levels Along the Corridor (2019 and 2057)

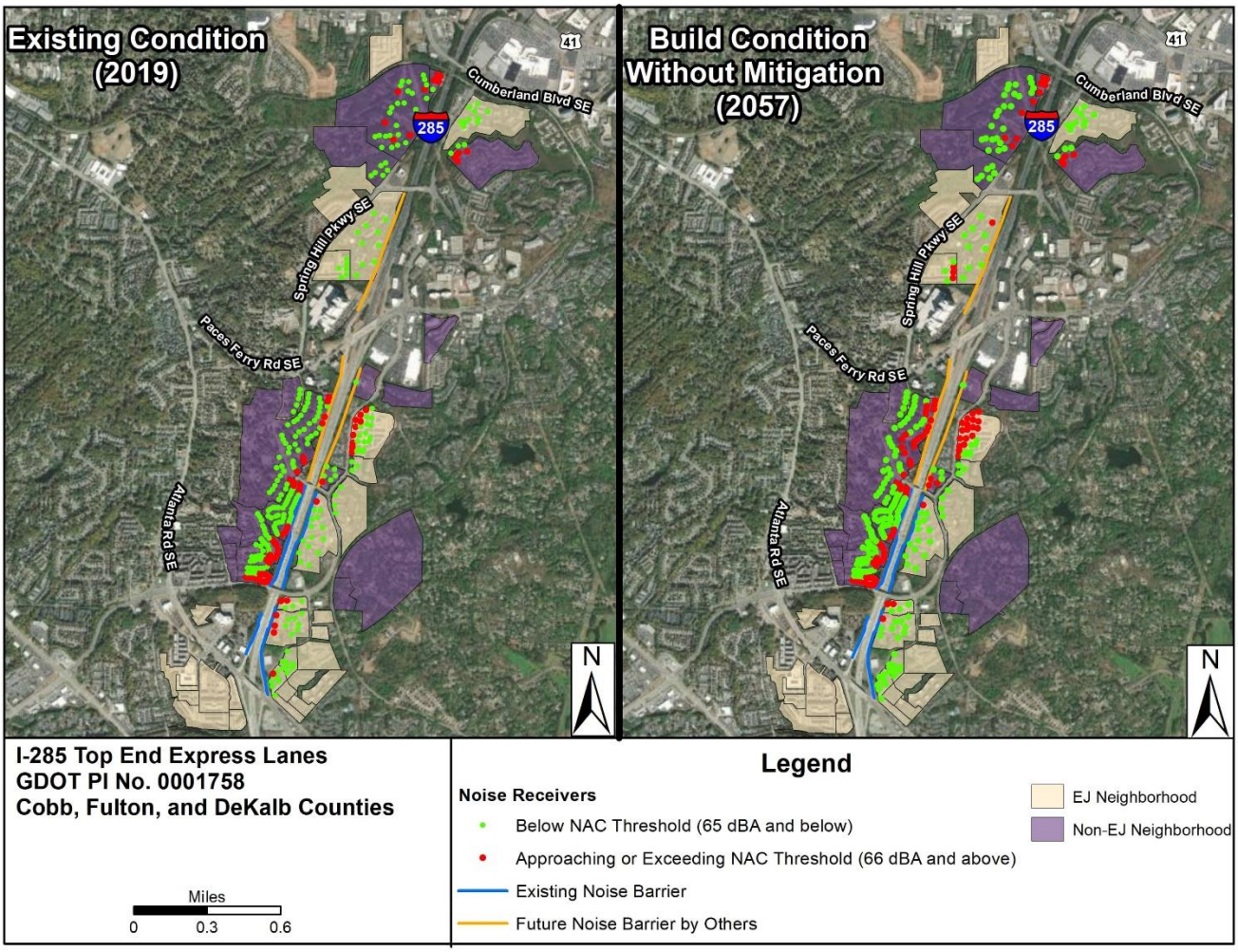


Exhibit 5-30: Noise Levels Along the Corridor (2019 and 2057) (continued)

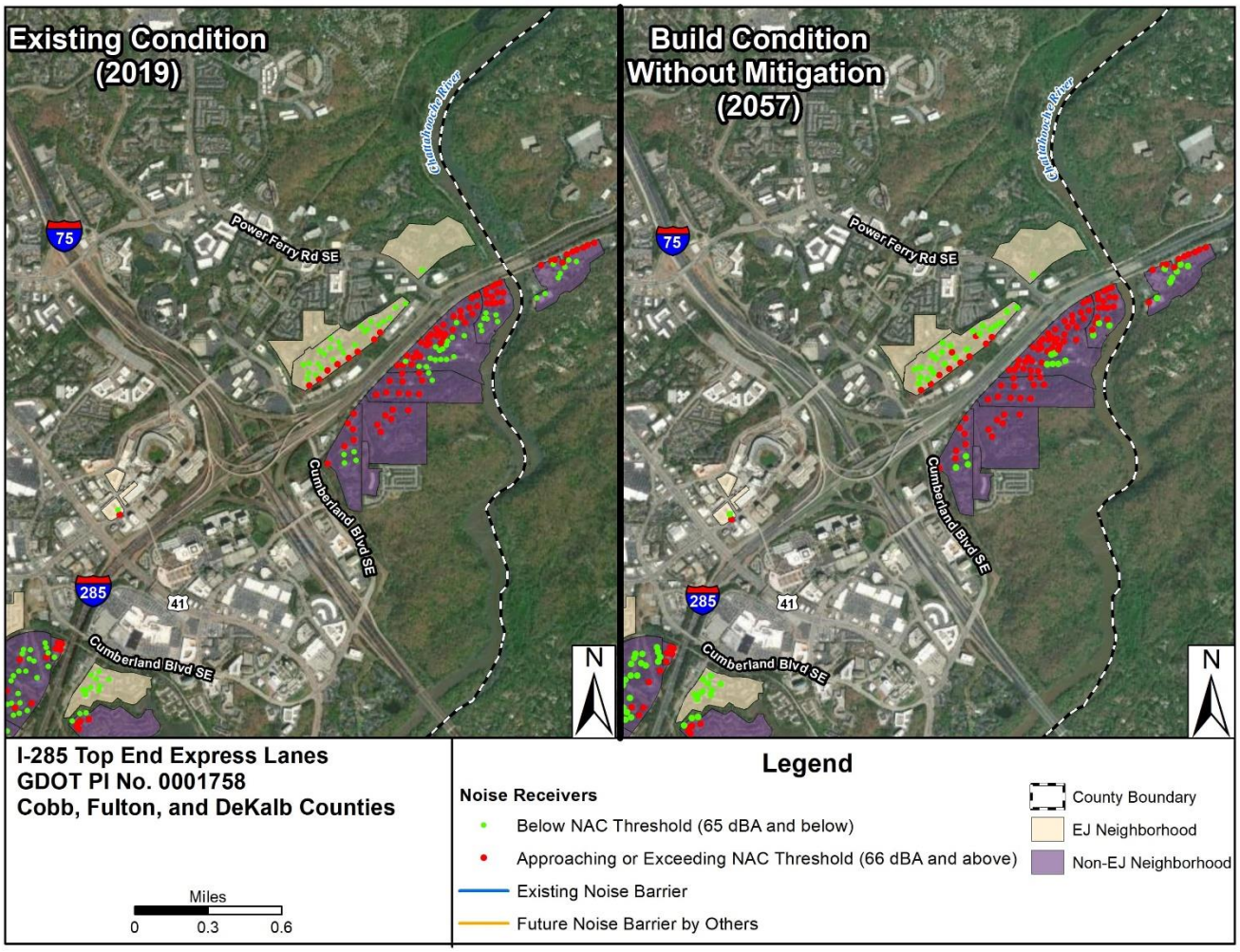


Exhibit 5-31: Noise Levels Along the Corridor (2019 and 2057) (continued)

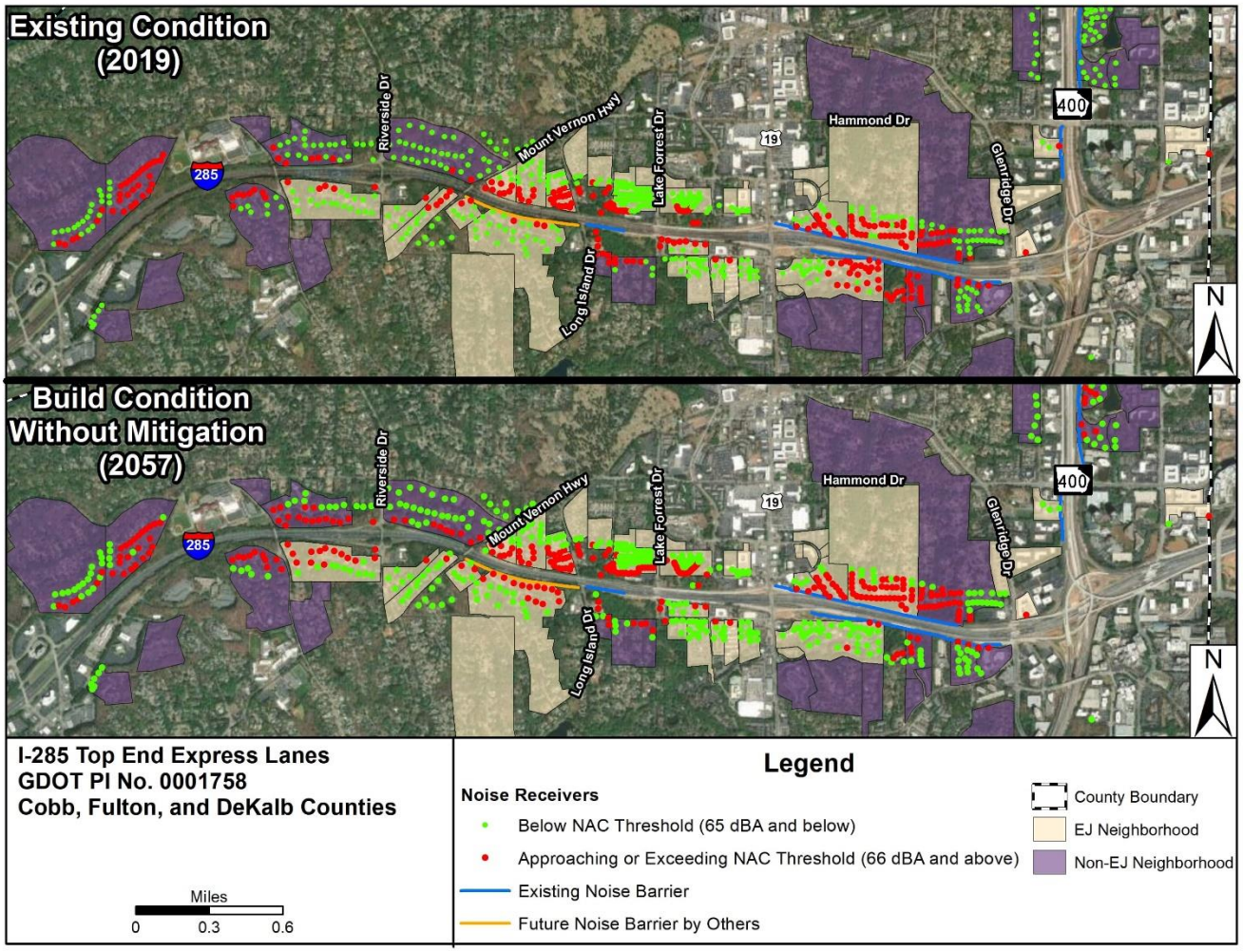


Exhibit 5-32: Noise Levels Along the Corridor (2019 and 2057) (continued)

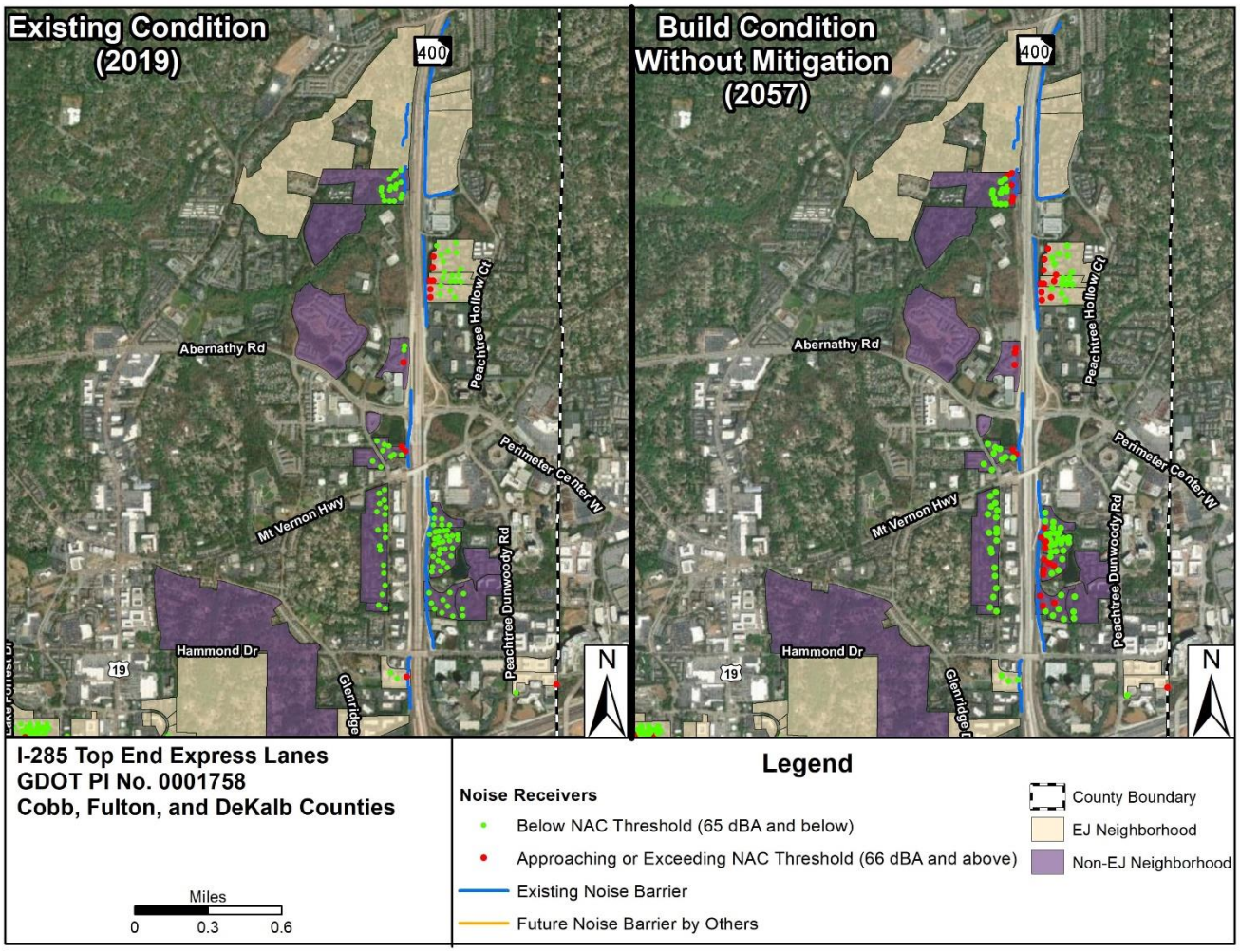


Exhibit 5-33: Noise Levels Along the Corridor (2019 and 2057) (continued)

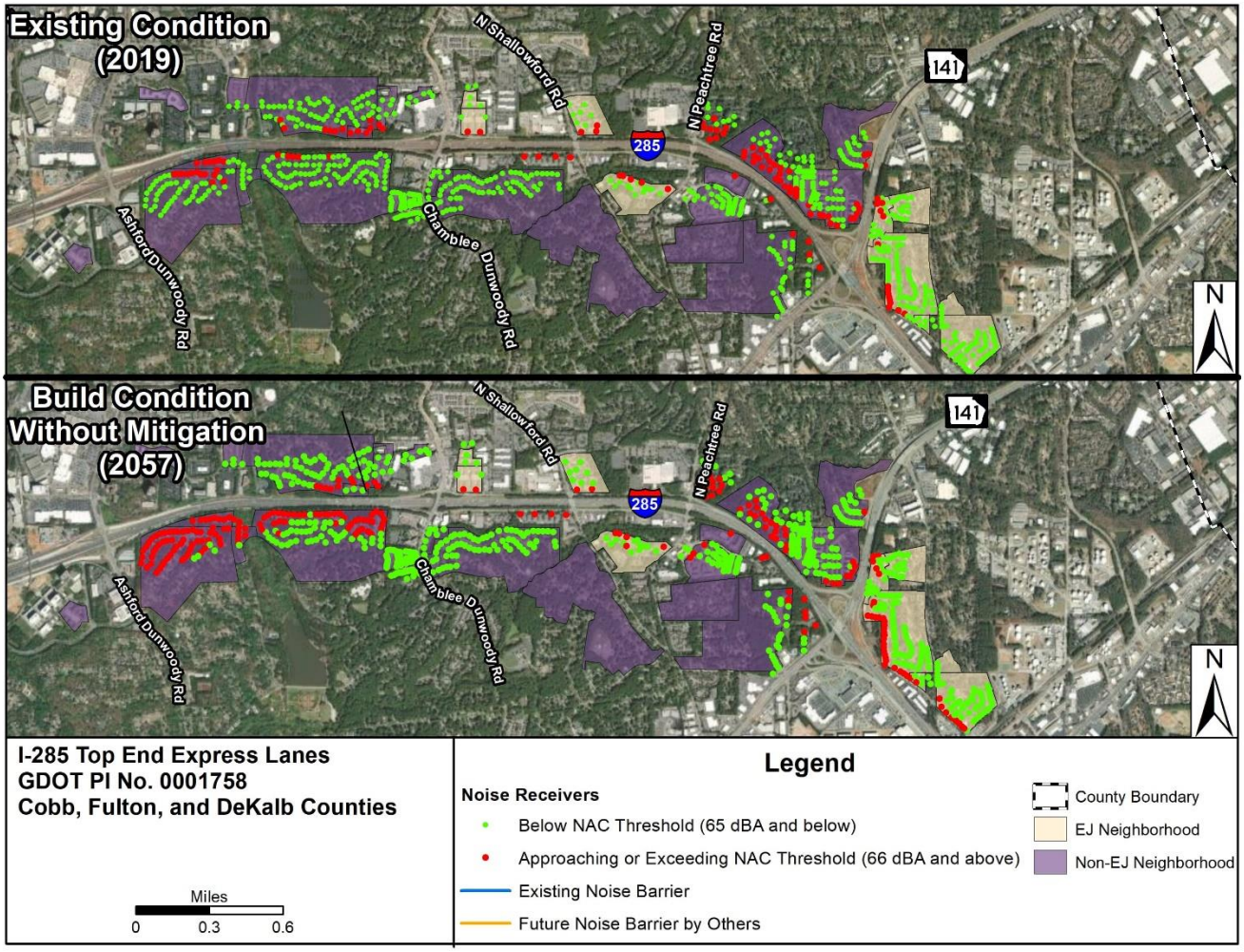


Exhibit 5-34: Noise Levels Along the Corridor (2019 and 2057) (continued)

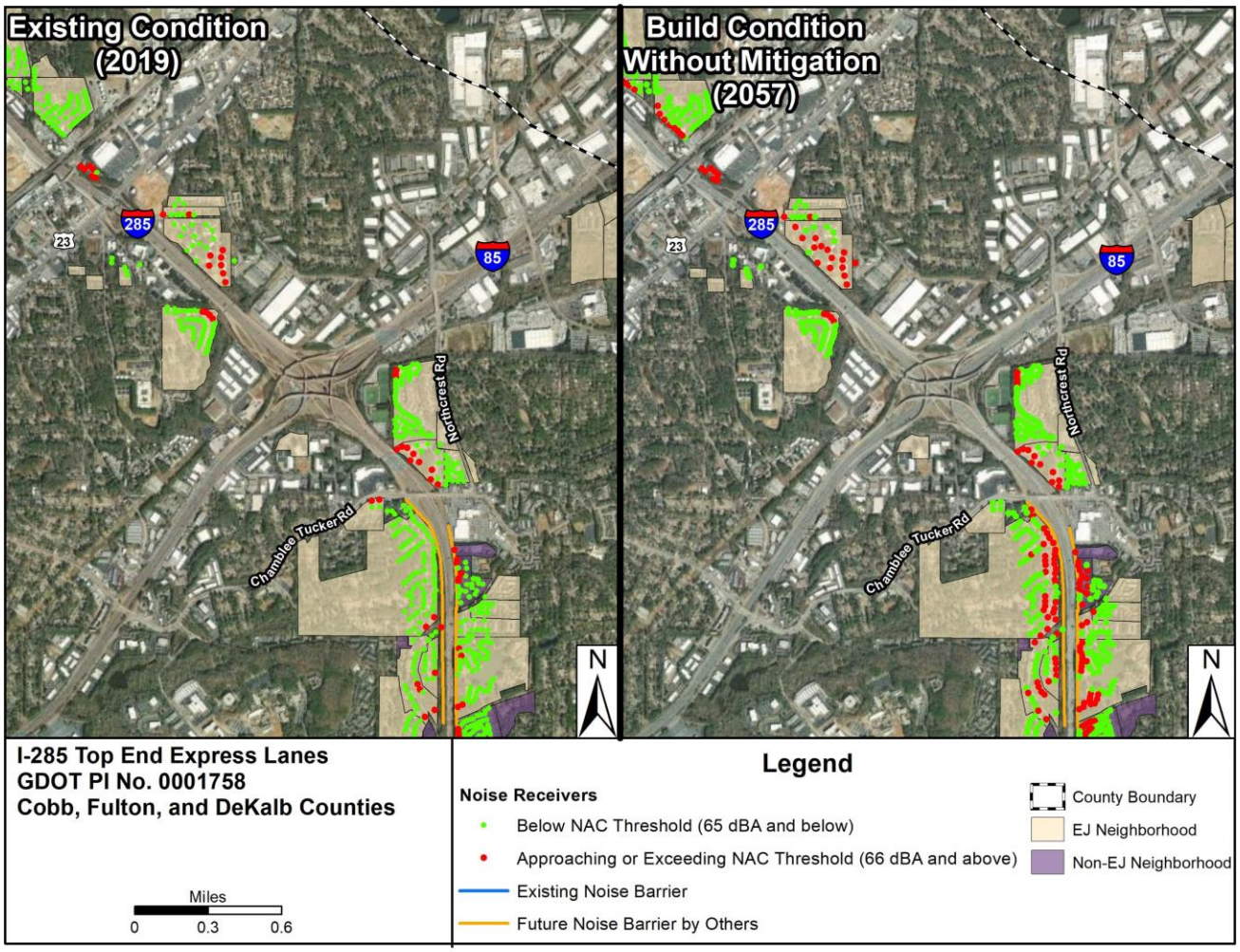
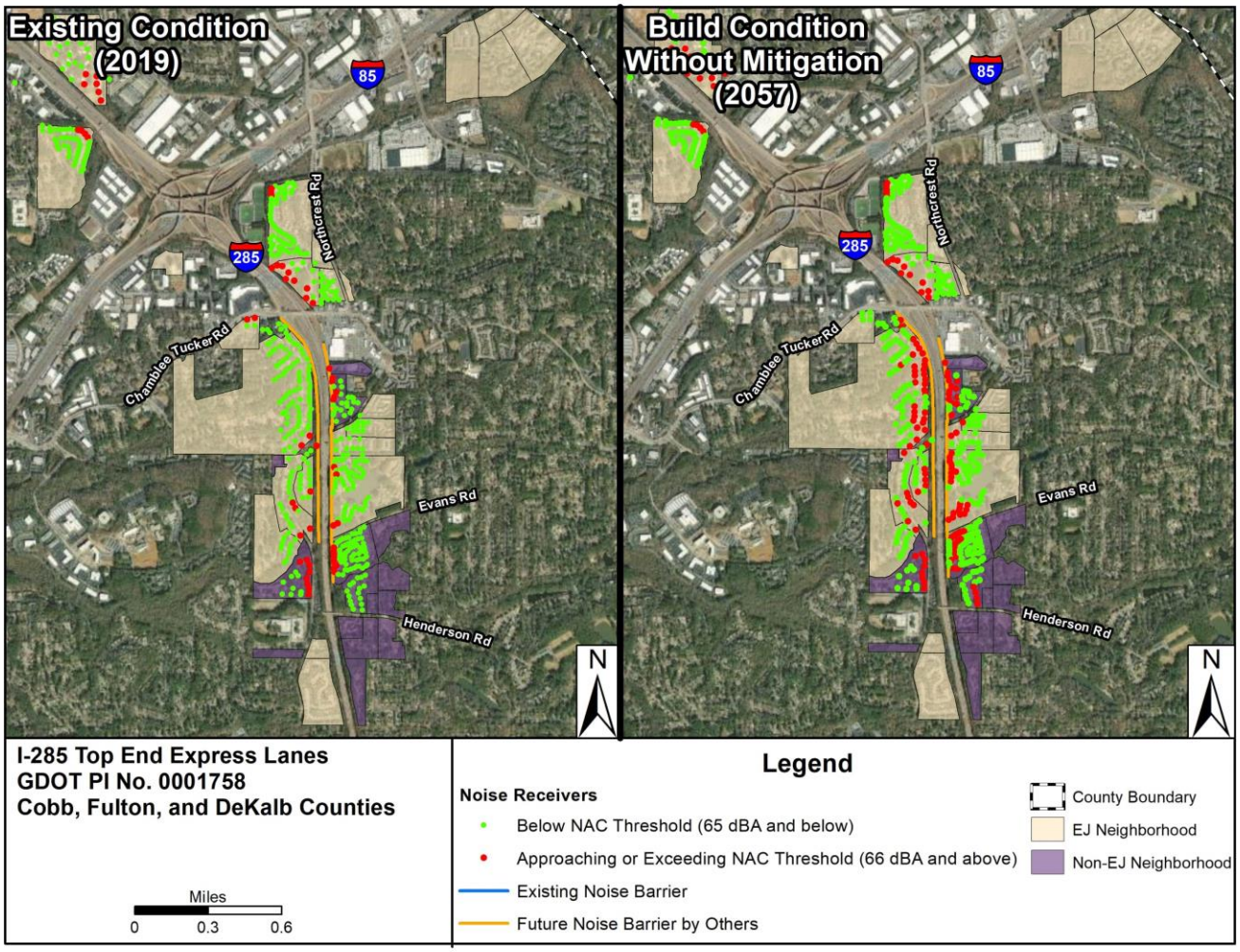


Exhibit 5-35: Noise Levels Along the Corridor (2019 and 2057) (continued)



A noise impact assessment evaluated the effect of the Preferred Alternative along the Proposed Project corridor by modeling 3,953 receivers (representing 19,642 receptors) within 800 feet of the proposed improvements. Noise impacts to EJ receivers are only found within this 800-foot limit. Based on the data presented in **Draft EIS Appendix H-9, Noise Impact Assessment:**

- 3,268 receivers (representing 15,349 receptors) are residential receivers;
- 1,034 residential receivers (484 EJ receivers and 550 non-EJ receivers) would experience noise levels that approach or exceed the NAC with the Preferred Alternative;
- Therefore, less than half of the receivers along the Preferred Alternative corridor would experience noise levels that approach or exceed the NAC from the Preferred Alternative.

Where reasonable and feasible, noise barriers decrease the impact of highway noise on adjacent residences to an acceptable level. Any receivers with noise levels that approach or exceed the FHWA NAC from the Preferred Alternative would be considered for a new or improved noise barrier. Existing noise barriers, including those built

as part of other projects, were included in the modeled conditions for the Preferred Alternative. **Exhibit 5-36** presents data on the noise impacts and benefits associated with the 35 noise barriers within EJ block groups.

Exhibit 5-36: Noise Impacts and Barriers in EJ Block Groups Adjacent to the Preferred Alternative

#	EJ Block Group	Impacted Receivers (Receptors) / Benefited Receivers (Receptors)	Noise Barrier Status
1	CT 312.15, BG 4	0 (0) / 0 (0)	Existing Barrier to Remain
2	CT 312.13, BG 1	3 (26) / 12 (12)	Existing Barrier to Remain with Extension
4	CT 312.18, BG 1	12 (96) / 0 (0)	Existing Barrier to Remain
8	CT 312.16, BG 2	26 (323) / 34 (450)	Replace In Kind
10	CT 312.16, BG 3	20 (77) / 19 (77)	Feasible And Reasonable
11	CT 312.17, BG 1	3 (81) / 1 (79)	Feasible And Reasonable
12	CT 303.45, BG 2	5 (240) / 0 (0)	Not Feasible
14	CT 303.45, BG 4	22 (127) / 0 (0)	Not Feasible
21	CT 102.22, BG 1	14 (14) / 14 (14)	Replace In Kind (AIP Barrier)
23	CT 102.22, BG 1	3 (3) / 3 (3)	Replace In Kind (Aux)
24	CT 102.05, BG 4	32 (32) / 23 (23)	Replace In Kind (Transform 285/400 Barrier)
25	CT 102.22, BG 1	18 (18) / 4 (4)	Replace In Kind
26	CT 102.20, BG 3	29 (29) /2 (2)	Replace In Kind (Transform 285/400 Barrier)
28	CT 102.12, BG 5	15 (90) /6 (36)	Feasible and Reasonable
29	CT 102.20, BG 2	44 (85) / 0 (0)	Not Feasible
30	CT 101.32, BG 1	79 (241) / 0 (0)	Existing Barrier to Remain (Transform 285/400)
31	CT 101.28, BG 2	21 (262) / 0 (0)	Existing Barrier to Remain (Transform 285/400)
32	CT 101.32, BG 2	4 (320) / 0 (0)	Feasible Not Reasonable
33	CT 101.32, BG 2	20 (390) / 0 (0)	Existing Barrier to Remain (Transform 285/400)
37	CT 101.30, BG 5	19 (151) / 0 (0)	Existing Barrier to Remain (Transform 285/400 Barrier)
38	CT 101.27, BG 4 CT 101.27, BG 2	5 (5) / 0 (0)	Barrier to Remain (SR 400 EL)
39	CT 101.22, BG 1 CT 101.22, BG 3	0 (0) / 0 (0)	Barrier to Remain (SR 400 EL)
40	CT 101.33, BG 3	11 (400) / 0 (0)	Not Feasible
45	CT 212.25, BG 2	12 (305) / 0 (0)	Feasible Not Reasonable
47	CT 212.25, BG 2	8 (88) / 4 (32)	Feasible and Reasonable
48	CT 213.01, BG 2	25 (76) / 0 (0)	Feasible Not Reasonable
49	CT 212.24, BG 1	0 (0) / 0 (0)	Not Feasible
54	CT 213.06, BG 1	5 (20) / 9 (37)	Feasible and Reasonable
55	CT 213.06, BG 1	34 (34) / 35 (35)	Feasible and Reasonable

Exhibit 5-36: Noise Impacts and Barriers in EJ Block Groups Adjacent to the Preferred Alternative (continued)

#	EJ Block Group	Impacted Receivers (Receptors) / Benefited Receivers (Receptors)	Noise Barrier Status
56	CT 213.06, BG 1	14 (36) / 9 (20)	Feasible and Reasonable
57	CT 213.09, BG 1	56 (346) / 61 (378)	Feasible and Reasonable
58	CT 213.07, BG 2	4 (4) / 0 (0)	Feasible Not Reasonable
59	CT 217.11, BG 1	23 (59) / 0 (0)	Not Feasible
60	CT 217.11, BG 2	2 (8) / 0 (0)	Not Feasible
61	CT 218.08, BG 3	89 (588) / 63 (392)	Replace In Kind
62	CT 218.08, BG 3	61 (97) / 39 (51)	Replace In Kind

*Source: **Draft EIS Appendix H-9, Noise Impact Assessment**, I-285 Top End Express Lane Draft EIS, 2023.*

To identify disproportionate and adverse impacts to EJ communities, the 3,268 residential receivers analyzed in the Noise Impact Assessment were characterized by EJ status and noise levels in relation to the NAC. All receivers experiencing an approach or exceedance of the NAC in 2057 were included in the analysis even if the noise level already approaches or exceeds the NAC in 2019.

There are 3,268 residential receivers. A total of 1,034 receivers (32%) would experience noise levels that approach or exceed the NAC with the Proposed Project but 970 receivers already approach or exceed the NAC in existing conditions. Of the 1,034 receivers, 484 represent residents that are considered for evaluation under EJ. When analyzing the 484 EJ receivers, 476 approach or exceed the NAC in the Existing Conditions (2019). Based on the data presented below, an additional eight EJ receivers, out of nearly 500, would approach or exceed the NAC with the Proposed Project (2057) compared to Existing Conditions (2019).

- EJ Receivers that Approach or Exceed the NAC in Existing Conditions (2019): 476
- EJ Receivers that Approach or Exceed the NAC with the Proposed Project (2057): 484

- Total Receivers that Approach or Exceed NAC in Existing Conditions (2019): 970
- Total Receivers that Approach or Exceed the NAC with the Proposed Project (2057): 1,034

Under the Proposed Project conditions with proposed mitigation (noise barriers) 382 EJ receivers would experience noise levels that approach or exceed the NAC, which is fewer than today.

Three hundred ninety-seven receivers (129 EJ receivers + 268 non-EJ receivers) would not receive a noise barrier, but some are far enough away from the highway (typically 500 feet) that noise levels from the highway cannot be differentiated from other noise sources and a noise barrier would not reduce noise levels. Exhibit 5-37 presents a comparison of noise receivers and mitigation between EJ and non-EJ communities.

Exhibit 5-37: Comparison of Noise Receivers and Proposed Mitigation Between EJ and Non-EJ Communities

	Within EJ Communities		Within Non-EJ Communities	
	Number	Percentage	Number	Percentage
Noise Receivers	1,655	51%	1,613	49%
Number of Receivers Above the NAC Before Proposed Mitigation	484	29%	550	34%
Number of Proposed Noise Barriers	8	57%	6	43%
Number of Receivers Above the NAC After Proposed Mitigation	382	23%	454	28%

Note: No receivers will experience a substantial noise increase.

Noise exceeding the NAC in EJ populations would be adverse; however, the majority of receivers along the corridor are already experiencing high levels of noise without the project. The proposed project would introduce an average of less than two decibels of noise throughout the corridor. Fewer EJ receivers would experience noise levels above the NAC from the Proposed Project (based on proposed noise mitigation) compared to existing conditions, fewer EJ receivers than non-EJ receivers would experience noise levels above the NAC, and more EJ receivers than non-EJ receivers would receive a noise barrier.

Based on the data presented, adverse impacts to EJ communities would occur but would not be disproportionate in comparison to non-EJ communities.

Based on the studies and conclusions of the noise impact analysis, it has been determined that noise abatement is likely, but not guaranteed, at 15 locations where new noise barriers would be feasible and reasonable. Additionally, there would be 13 noise barriers (including one barrier with a feasible and reasonable extension) that would remain in the Proposed Project and 14 noise barriers that would need to be replaced with barriers of similar or greater length and height.

Noise abatement at these locations is based upon preliminary noise analyses and design criteria. For a noise barrier to be reasonable, the viewpoints of benefited receptors must be considered. GDOT policy is that a noise barrier is considered reasonable if a majority of the benefited receptors are in favor of its construction. Outreach methods to determine the viewpoints of benefited receptors often involve mailed letters to property owners and residents but may consist of public meetings and/or any other method based on the project circumstances. Noise barrier materials will comply with the Georgia DOT Roadway Design Policy. Typically, concrete noise barriers will have an ashlar, brick, rock textured, or plain finish. Input from local governments may be considered for the aesthetics of the noise barriers, but the public will not be asked to vote on the aesthetic treatment.

A reevaluation of the noise analysis will occur during final design, should changes warrant a reevaluation. Final design of noise abatement will be conducted in coordination with Project teams from adjacent projects including, but not limited, to the 285/400 Transform Project, SR 400 EL, I-285 AIP, and I-285 Westbound Aux project. If during final design it has been determined that conditions have changed such that noise abatement is not feasible and reasonable, the abatement measures might not be provided. The final decision on the installation of any abatement measure(s) will be made upon completion of the project's final design and the public involvement processes.

5.3.6 Visual

Changes proposed as part of the Preferred Alternative include tree clearing and adding elevated structures along I-285. This would remove the visual buffer between I-285 and the adjacent residential, park, and educational properties within much of the area of visual effect (AVE). Generally, viewers would experience a high level of change in exposure and a moderate level of change in awareness. *Exposure* is a measure of the viewer's ability to see a particular object. Viewer exposure has three attributes: proximity, extent, and duration. *Awareness* is a measure of the viewer's recognition of a particular object. Viewer awareness has three attributes: attention, focus, and protection. Based on **Draft EIS Appendix H-6, Visual Impacts Assessment**, the Preferred Alternative would have an adverse effect on the experience of overall visual quality within the AVE for neighbors of I-285 and travelers on I-285.

Based on the Visual Impacts Assessment (VIA), Key Views 6, 7, 12 and 14 best represent the views experienced by EJ communities and EJ roadway travelers. **Exhibit 5-38** presents the VIA results for each Key View and **Exhibits 5-39 and 5-40** present the location of the key views and EJ block groups/neighborhoods along the Proposed Project corridor.

Exhibit 5-38: Visual Impacts to Environmental Justice Populations

Key View	Identified Impacts	Effect Type
6 Kairos Church	A high change in exposure and moderate change in awareness is anticipated.	An adverse effect on visual quality for local roadway travelers.
7 Allen Road Park	A moderate change in exposure and awareness is anticipated.	A neutral effect on visual quality for residential neighbors.
12 Alderwood Trails Soccer Pitch	A high change in exposure and low change in awareness is anticipated.	An adverse effect on visual quality for residential neighbors.
14 Embry Circle	A low change in exposure and a moderate change in awareness is anticipated.	A neutral effect on visual quality for local roadway travelers. An adverse effect on visual quality for residential neighbors.

Visual quality adverse impacts are anticipated at all key views within EJ communities except for Key View 7 as part of the construction of the Preferred Alternative. Adverse impacts to visual quality are expected at all but three key views (Key Views 1, 7 and 8) along the Proposed Project corridor in both EJ and non-EJ census blocks; therefore, all communities would experience impacts regardless of EJ status. The project is not expected to disproportionately affect EJ communities.

Exhibit 5-39: Key Viewpoints and Census Block Groups in Project Area

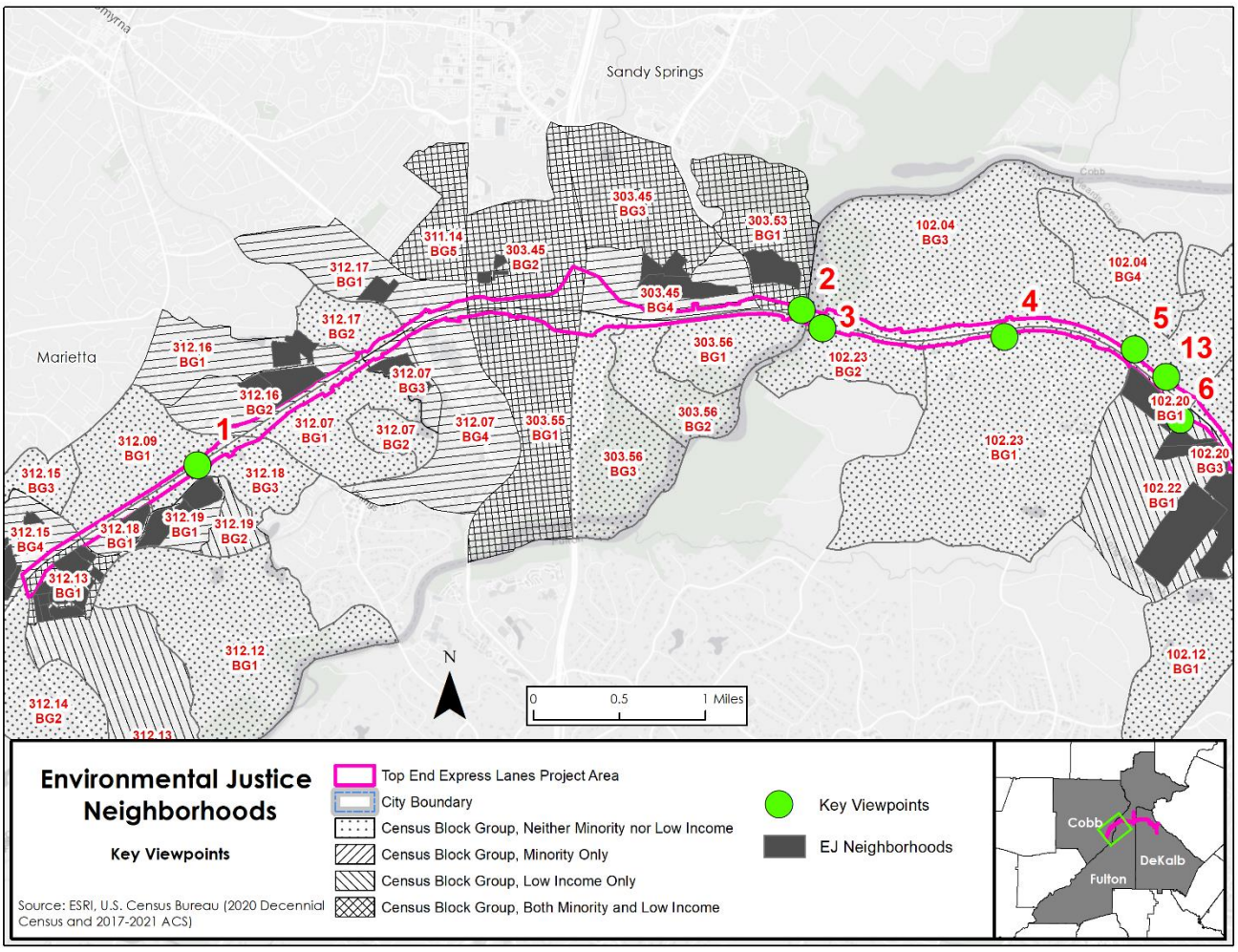
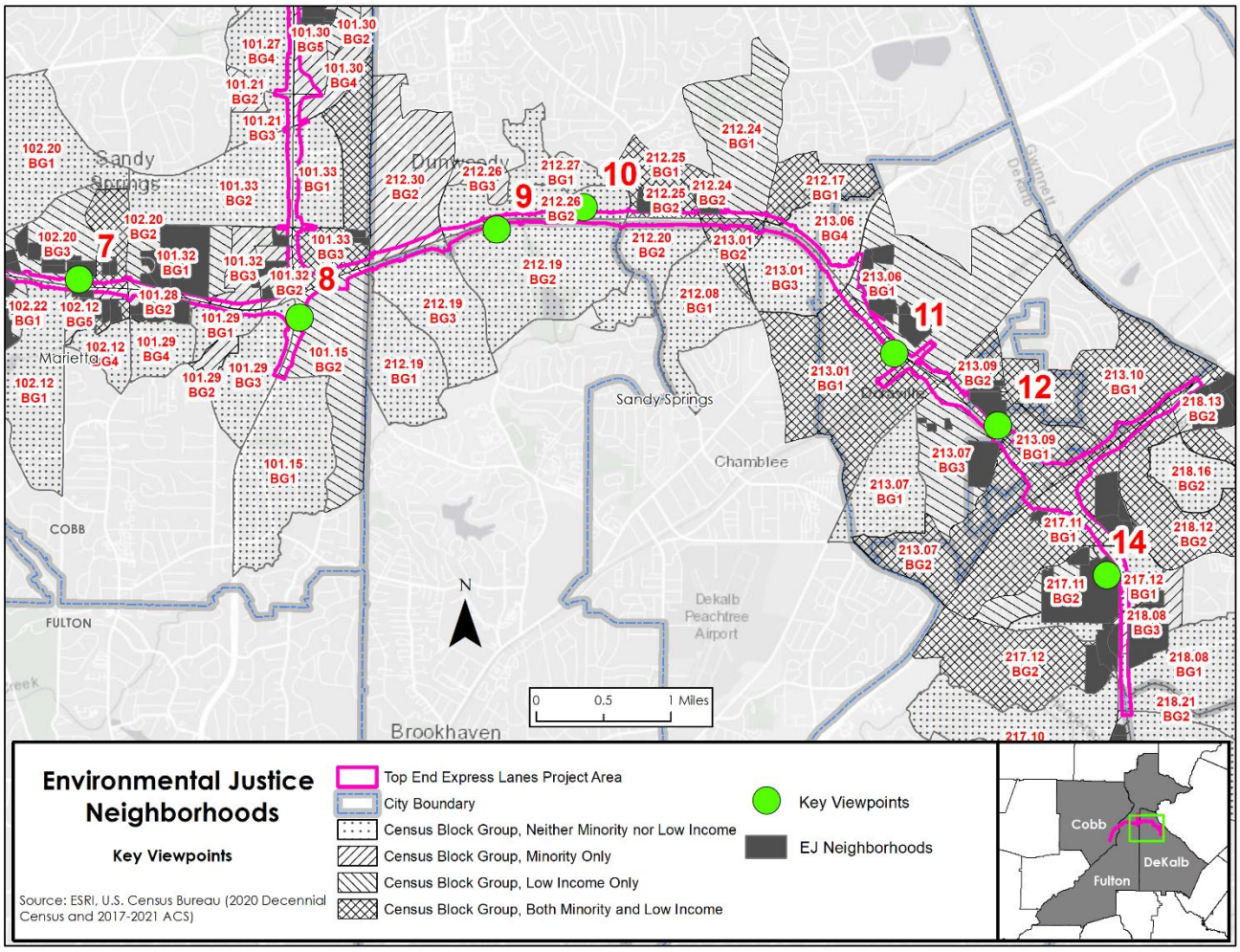


Exhibit 5-40: Key Viewpoints and Census Block Groups in Project Area



5.3.7 Express Lane Access

The Preferred Alternative was developed to address the need for improved regional accessibility to regional activity centers (see **Draft EIS Section 1.3, Project Need and Purpose)**. I-285 in the Project Area is a primary commuter corridor to major employment centers, therefore, the locations of direct access ramps to the ELs were designed to best support access to and from the major employment centers. There is only one major regional activity center in the western half of the Project Area and six within the middle and eastern half of the Project Area. While the western half of the Project Area would not benefit from numerous direct access ramps to the ELs, there only eight of the 23 neighborhoods within this primarily residential section of the corridor between Cumberland Parkway and Mount Vernon Boulevard are EJ neighborhoods. Most of the 120 EJ neighborhoods presented in **Exhibit 5-22** through **Exhibit 5-24** are close to the major regional activity centers served by the EL direct access ramps. Nine EJ neighborhoods are located adjacent to the Cumberland Boulevard direct access ramps; seven EJ neighborhoods are located between 0.75 to 1.5 miles north of the Mount Vernon Highway direct access ramps; 35 EJ neighborhoods are within 2.5 miles of both the Mount Vernon Highway and Johnson Ferry

Road direct access ramps; 3 EJ neighborhoods are close to the direct access ramps at Shallowford Road; and, 13 EJ neighborhoods are within one mile of the New Peachtree Road direct access ramps.

In addition to the direct access ramps available to EJ neighborhoods, any EJ populations that are already on the I-285 GP lanes would have six opportunities within the Project Area to access the ELs via direct merge locations. The Preferred Alternative does not limit or restrict EL access for EJ populations.

5.3.8 EJ Discussion Summary

Adverse impacts to EJ populations from the Preferred Alternative are presented in **Exhibit 5-41.**

Exhibit 5-41: Comparison of Impacts between EJ and non-EJ Populations

Impact Type	Impact to EJ Populations	Impact to Non-EJ Populations	Disproportionate and Adverse Assessment	Mitigation	Off-Setting Benefit
ROW Acquisition (non-displacement)	0.96 acre of narrow strips of ROW adjacent to highway from three communities (3.1% of residential ROW)	0.82 acre of narrow strips of ROW adjacent to highway from one community (2.6% of residential ROW)	Impacts to EJ populations are not disproportionate. Adverse impacts would be borne by EJ and non-EJ populations.		Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 U.S.C. 4601
Displacements	34 residential displacements (44%) 3 commercial displacements (7%)	44 residential displacements (56%) 41 commercial displacements (93%) 2 commercial on-site relocations	Impacts to EJ populations are not disproportionate . Adverse impacts would be borne by EJ and non-EJ populations.		Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 U.S.C. 4601
Transportation	Regional and local mobility and congestion improve	Regional and local mobility and congestion improve	Impacts would be beneficial to all populations.	No mitigation required	
Tolling	Adverse impact	Adverse impact	Impacts to EJ populations are not disproportionate. Adverse impacts would be borne by EJ and non-EJ populations.	Offer multiple payment options (including a cash option in line with industry standards)	- Transit vehicles and state-registered vanpools operate in ELs for free; - GP travel time improvements; - EL access near EJ communities
Air Quality	No CO, O_3 or $PM_{2.5}$ analyses required No MSAT impacts identified	No CO, O_3 or $PM_{2.5}$ analyses required No MSAT impacts identified	No impacts to either EJ or non-EJ populations.	No mitigation required	

Exhibit 5-41: Comparison of Impacts between EJ and non-EJ Populations (continued)

Impact Type	Impact to EJ Populations	Impact to Non-EJ Populations	Disproportionate and Adverse Assessment	Mitigation	Off-Setting Benefits
Noise*	484 receivers impacted by noise 129 impacted receivers would not benefit from noise barriers	550 receivers impacted by noise 268 impacted receivers would not benefit from noise barriers	Impacts to EJ populations are not disproportionate. Adverse impacts would be borne by EJ and non-EJ populations.	42 proposed noise barriers throughout corridor	
Visual	Adverse impacts to visual quality at one out of four Key Views in EJ areas	Adverse impacts to visual quality at two out of 10 Key Views in non-EJ areas	Impacts to EJ populations are not disproportionate. Adverse impacts would be borne by EJ and non-EJ populations.	Seeking public input during Public Hearing Open House. Mitigation to be developed after the Public Hearing Open House.	
EL Access	Majority of EJ neighborhoods within proximity to direct access ramps	No direct access to ELs between Cumberland Boulevard and Mount Vernon Highway	No adverse impacts to EJ populations related to direct access ramp availability.	No mitigation required	

Note: Resources that would be impacted by the project and are discussed in the **Draft EIS** but would not affect EJ populations were not analyzed. These include historical structures, archeological resources, hazmat sites, water/biological resources, and geology/soils.
* - Percentages are based on the 3,268 residential receivers along the Preferred Alternative. Voting by the public on whether or not they are in favor of the noise barrier will occur after LET and the approval of Final Design plans
Refer to **Section 3.3.4** for mitigation.

Off-Setting Benefits are aspects or effects of a proposed project that would benefit environmental justice communities Department of Transportation (DOT) Order 5610.2(a) 2012.Based on the analysis presented, there would be adverse effects to EJ populations, but those effects would not be disproportionate to the effects experienced by non-EJ populations.

5.4 Indirect Impacts

The Preferred Alternative would cause induced and facilitated land use changes, but the changes would be limited because of the finite land available along the Proposed Project corridor. These land use changes are discussed in depth in the **Draft EIS Section 3.1, Land Use.** Induced and facilitated land use change would be characterized by accelerated redevelopment in areas with direct access to the ELs and changes in future planned land use adjacent to the ELs.

The Preferred Alternative would have the potential to induce future land use changes in approximately 66 parcels in the city of Doraville that are adjacent to I-285. These parcels are zoned Urban Center and Urban Core. Future land use data from the city of Doraville shows that these parcels are recommended for redevelopment as part of the Doraville Town Center and the BuHi Cultural Corridor, which will feature mixed-use environments including office and residential space. The proximity of the elevated ELs to these parcels may create incompatible conditions adjacent to proposed new office and residential land use. Therefore, as identified by local planning

staff, the recommended future land use for the identified parcels should be reevaluated with the presence of the elevated ELs factored into the city of Doraville's future redevelopment plans. Impacts to EJ populations could be possible from these future land use changes because Doraville has a high number of minority and low-income block groups that could benefit from these developments. However, these potentially adverse impacts may be offset by revisions to the City's planned future land uses.

5.5 Cumulative Impacts

The growth and expansion of communities in the Project Area have largely occurred in response to construction of I-285 in 1969, followed by construction of SR 400 and the opening of I-75. Additional development contributors to community growth to date have included the General Motors Plant (1947), Northside Hospital Complex (1970), Perimeter Mall and Perimeter Center (1971), and the Atlanta Braves Stadium and The Battery Atlanta (2017). The area along the Proposed Project corridor has been in a constant state of increasing urbanization over the past five decades. As urbanization has spread, the racial composition of the area has shifted from primarily White to a multi-ethnic, multi-cultural area. Additionally, incomes in the area have continued to rise as the Atlanta region has benefited from the previous decade's economic growth. No known impacts to EJ populations occurred from previous major developments in the area (listed as Developments of Regional Impact in **Draft EIS Appendix D, Indirect and Cumulative Effects Report**).

Future developments would be subject to review and approval by local municipalities, ensuring they conform to the values and standards outlined in city planning documents. Future developments include areas such as the BuHi Cultural Corridor that focuses on the Hispanic and Asian cultures present in the area. Cumulative impacts to EJ populations from the Preferred Alternative would be negligible within the indirect and cumulative effects area of potential effects (refer to **Draft EIS Appendix D, Indirect and Cumulative Effects Report**) because past and present developments have not led to substantial impacts on EJ populations, and reasonably foreseeable impacts would follow current planning guidelines.

5.6 Avoidance, Minimization, and/or Mitigation Measures

The Preferred Alternative is complex and large in terms of both the project limits and the public investment; therefore, Georgia DOT and FHWA are committed to implementing avoidance, minimization, and mitigation measures for unavoidable impacts as part of the Preferred Alternative. Impacts to EJ populations were avoided to the greatest extent possible. Due to site constraints and the terrain, the Preferred Alternative requires 0.50-acre of ROW from Madison Square at Dunwoody in order to maintain EL access points without requiring displacement of the condominium buildings. In the early stages of project design, Monarch Villas, a multi-family apartment complex, housing EJ populations adjacent to I-285, was within the boundaries of the proposed ROW. As the design proceeded and the status of Monarch Villas was identified as an EJ community, effort was made to refine the design to minimize impacts to this EJ population. The original design presented at PIOH showed the displacement of two multi-unit apartment buildings and the removal of parking along the I-285 frontage of a third building. The revised design placed the ELs within the existing ROW and resulted in avoiding impacts to Monarch Villas.

To minimize potential adverse impacts from ROW acquisition, compensation and relocation assistance would be provided to eligible recipients for full and partial property acquisitions, as required by the Uniform Act (defined in **Draft EIS Appendix B, Applicable Laws and Regulations**). The Uniform Act directs that when an agency acquires property for a federal aid project, requirements are in place to provide benefits, protection, and payment

of just compensation. When a project displaces an individual, family, business, farm or nonprofit organization, additional services and payments are required. FHWA does not consider compensation to be a mitigation measure.

Throughout the development of the Preferred Alternative, the design has evolved to avoid impacts to adjacent properties. Mitigation measures will be implemented for the following:

- Population and Housing – A community outreach and public involvement program will be developed and implemented to inform the community about project construction activities.
- Schools – Ongoing coordination continues to occur between Georgia DOT and Fulton County Schools (FCS) to make reasonable efforts to prevent the Preferred Alternative from adversely impacting Heards Ferry Elementary School or Riverwood International Charter High School.
- Businesses and Employment – A community outreach and public involvement program will be developed and implemented to inform the community about project construction activities. A TMP will also be developed and implemented to maintain access to and from the affected community (signage, detours, flaggers, etc.).
- EJ Communities, including Low-Income: To promote employment opportunities for residents along the corridor, pursuant to Section 25019 of the Bipartisan Infrastructure Law, Georgia DOT may consider programs to expand local workforce participation in construction activities. Any requirements for workforce development included in a Project-related construction contract will be consistent with the law, FHWA Federal-aid regulations, and applicable Georgia DOT policies. The Georgia DOT will coordinate with FHWA to provide periodic reporting on its workforce development programs and outcomes during the construction period. For each of the Project's construction packages, at the time procurement is initiated, Georgia DOT will establish a contract-specific Disadvantaged Business Enterprise goal in accordance with its current Disadvantaged Business Enterprise Program Plan and 49 CFR 26 (Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs).
- Noise – Noise barriers will be included where design-year noise levels approach or exceed the FHWA noise abatement criteria and are feasible and reasonable, which depends on factors such as the safety, acoustical effectiveness, and cost effectiveness of the barrier.
- Transportation – Operations were analyzed at existing GP intersections to determine if comparable level of service (LOS) ratings could be achieved between the Preferred Alternative and the No-Build Alternative. Necessary intersection geometry modifications, signal phasing, and roadway reconfigurations were identified through this analysis so that the Proposed Project did not negatively impact the LOS when compared to the No-Build Alternative. These modifications could become part of the overall Proposed Project concept plans.
- Visual Impacts – The **Draft EIS** comment period will provide public stakeholders and interested adjacent cities, counties, and community improvement district stakeholders an opportunity to comment on a flexible suite of potential aesthetic mitigation measures. Georgia DOT is seeking to establish a suite of potential aesthetic mitigation measures for use either corridor wide or as site-specific mitigation, such as a combination of lighting, special landscape zones and aesthetic treatments near sensitive viewers.

- Tolling Impacts – Low-income toll users who do not use credit cards have the option to load their Peach Pass using cash at select SRTA retailers or they may purchase a BancPass Pay n Go at participating stores and not tie the purchase to a bank or credit card.

6. Communities of Concern

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d(1-7)) includes protection based on "national origin," which extends to LEP individuals. In addition to minority and low-income populations, FHWA's Title VI Program ensures that federal aid recipients' policies, programs, and activities do not discriminate based on race, color, national origin, income, sex, age, disability, or LEP. **Section 1.3, Regulatory Setting** provides detailed information on the regulatory context for protected groups.

This section addresses impacts to LEP individuals, disabled, and elderly populations as well as the health of children. Together, these non-EJ communities are referenced as communities of concern.

6.1 Affected Environment

This section describes the linguistic isolation, age, and disability characteristics of the population within the Study Area.

6.1.1 Limited English Proficiency

EO 13166, *Improving Access to Services for Persons with Limited English Proficiency*, requires federal agencies to ensure that individuals who are not native English speakers and may not have an exhaustive understanding of the language still receive benefits from the services provided by the agency. LEP is defined as individuals who identify themselves as someone who speaks English less than "very well" on U.S. Census forms.

Exhibit 6-1 presents data for the three-county Study Area for LEP individuals. Statewide, LEP individuals represent 5.4% of the population. In the three-county Study Area, 6.9% of individuals are considered LEP. DeKalb County had the highest percentage of LEP individuals at 9.8% followed by Cobb County (7.1%) and Fulton County (4.8%). Most LEP individuals speak Spanish as their primary language. **Exhibit 6-1** shows LEP individual percentages for each of the three respective counties.

Exhibit 6-1: Limited English Proficient Individuals in the Study Area

	Cobb County		DeKalb County		Fulton County	
	Number of Persons	Percent of Total	Number of Persons	Percent of Total	Number of Persons	Percent of Total
Not LEP	665,934	92.9%	638,328	90.2%	946,996	95.2%
LEP	51,277	7.1%	69,077	9.8%	48,131	4.8%
Spanish Language	32,987	4.6%	25,914	3.7%	22,310	2.2%
Asian Languages	7,202	1.0%	12,615	1.8%	13,746	1.4%
Other Languages	11,088	1.5%	30,548	4.3%	12,075	1.2%
Total	**717,211**	**100%**	**707,405**	**100%**	**995,127**	**100%**

Source: U.S. Census Bureau. 2023h. 2017-2021 American Community Survey 5-Year Estimates, B16004. https://data.census.gov/cedsci/.

The DeKalb County LEP percentage is higher than both the state and regional average, while Fulton County is slightly under the state average, and Cobb County is almost equal to the regional average.

All census tract block groups adjacent to the Proposed Project corridor were analyzed for the presence of LEP individuals. **Exhibit 6-2** presents the percentages of LEP within the Project Area block groups and **Exhibits 6-3** and **6-4** show the information graphically. The bolded numbers in the table indicate which language group has the highest percentage LEP within that block group.

Exhibit 6-2: Limited English Proficiency for Individuals 5 Years and Over

	Limited English Proficiency				
Census Block Group	Total Individuals Over Age 5	Total Percent LEP	Spanish Language LEP	Asian Language LEP	Other Languages LEP
Cobb County					
CT 303.45, BG 3	1,719	18.9%	**14.0%**	4.0%	0.9%
CT 303.45, BG 4	773	19.0%	0.0%	**15.4%**	3.6%
CT 303.53, BG 1	1,024	1.6%	0.0%	0.0%	**1.6%**
CT 303.55, BG 1	2,181	5.1%	0.0%	**4.7%**	0.5%
CT 303.56, BG 1	2,921	5.7%	1.3%	1.6%	**2.8%**
CT 303.56, BG 2	1,284	12.5%	0.0%	**8.5%**	4.0%
CT 303.56, BG 3	554	0.0%	0.0%	0.0%	0.0%
CT 312.07, BG 1	1,402	15.3%	**15.3%**	0.0%	0.0%
CT 312.07, BG 2	753	0.0%	0.0%	0.0%	0.0%
CT 312.07, BG 3	451	4.0%	0.0%	0.0%	**4.0%**
CT 312.07, BG 4	2,176	3.0%	0.0%	1.5%	**1.6%**
CT 312.09, BG 1	1,013	0.8%	0.0%	0.0%	**0.8%**
CT 312.12, BG 1	1,031	0.0%	0.0%	0.0%	0.0%
CT 312.13, BG 1	1,153	0.0%	0.0%	0.0%	0.0%
CT 312.13, BG 2	1,465	0.0%	0.0%	0.0%	0.0%
CT 312.14, BG 2	1,703	2.5%	0.6%	**1.8%**	0.0%
CT 312.15, BG 4	1,847	3.5%	0.0%	0.0%	**3.5%**
CT 312.16, BG 1	1,579	10.4%	0.0%	**9.1%**	1.3%
CT 312.16, BG 2	1,079	4.3%	0.0%	**4.3%**	0.0%
CT 312.17, BG 2	886	19.9%	0.0%	0.0%	**19.9%**
CT 312.18, BG 1	605	2.1%	0.0%	**2.1%**	0.0%

Exhibit 6-2: Limited English Proficiency for Individuals 5 Years and Over (continued)

Census Block Group	Limited English Proficiency				
	Total Individuals Over Age 5	Total Percent LEP	Spanish Language LEP	Asian Language LEP	Other Languages LEP
CT 312.18, BG 3	1,260	0.0%	0.0%	0.0%	0.0%
CT 312.19, BG 1	1,015	0.0%	0.0%	0.0%	0.0%
CT 312.19, BG 2	871	0.0%	0.0%	0.0%	0.0%
Smyrna					
CT 303.45, BG 2	2,970	9.1%	**7.4%**	1.1%	0.6%
CT 311.14, BG 5	1,269	2.7%	0.0%	0.0%	**2.7%**
CT 312.15, BG 3	787	0.0%	0.0%	0.0%	0.0%
CT 312.17, BG 1	843	9.3%	0.0%	**9.3%**	0.0%
DeKalb County					
CT 217.10, BG 2	1,312	0.6%	0.0%	**0.6%**	0.0%
CT 217.11, BG 1	1,422	30.7%	**20.5%**	7.5%	2.7%
CT 217.11, BG 2	891	14.1%	**12.7%**	1.5%	0.0%
CT 217.12, BG 1	885	3.6%	**3.6%**	0.0%	0.0%
CT 217.12, BG 2	1,348	19.7%	1.1%	**9.7%**	8.9%
CT 218.08, BG 1	2,317	5.2%	**3.8%**	0.5%	0.9%
CT 218.08, BG 3	1,290	25.2%	**20.4%**	3.3%	1.5%
CT 218.12, BG 2	1,706	32.0%	11.5%	1.5%	**18.9%**
CT 218.13, BG 1	858	9.1%	3.4%	0.0%	**5.7%**
CT 218.13, BG 2	1,053	20.3%	**17.1%**	0.0%	3.2%
CT 218.15, BG 3	676	20.9%	4.0%	0.0%	**16.9%**
CT 218.16, BG 2	1,485	11.4%	**11.4%**	0.0%	0.0%
Dunwoody					
CT 212.17, BG 1	1,325	3.6%	**2.3%**	0.5%	0.9%
CT 212.24, BG 1	1,400	6.0%	0.5%	**5.5%**	0.0%
CT 212.24, BG 2	1,615	13.7%	0.0%	**13.7%**	0.0%
CT 212.25, BG 1	1,010	15.1%	0.0%	**15.1%**	0.0%
CT 212.25, BG 2	1,384	0.7%	**0.7%**	0.0%	0.0%
CT 212.26, BG 2	864	0.0%	0.0%	0.0%	0.0%

Exhibit 6-2: Limited English Proficiency for Individuals 5 Years and Over (continued)

Census Block Group	Limited English Proficiency				
	Total Individuals Over Age 5	Total Percent LEP	Spanish Language LEP	Asian Language LEP	Other Languages LEP
CT 212.26, BG 3	603	18.4%	0.0%	**18.4%**	0.0%
CT 212.27, BG 1	878	7.2%	0.0%	**4.4%**	2.7%
CT 212.30, BG 2	1,798	21.9%	0.0%	**17.1%**	4.8%
Doraville					
CT 213.01, BG 1	684	43.7%	**43.7%**	0.0%	0.0%
CT 213.06, BG 1	1,634	38.1%	**30.4%**	3.4%	4.4%
CT 213.06, BG 4	1,171	0.4%	0.0%	**0.4%**	0.0%
CT 213.07, BG 1	1,202	32.9%	**21.5%**	4.2%	7.3%
CT 213.07, BG 2	1,104	38.0%	**27.2%**	6.8%	4.0%
CT 213.07, BG 3	1,179	20.2%	**9.2%**	3.6%	7.4%
CT 213.09, BG 1	976	72.0%	**66.0%**	4.8%	1.2%
CT 213.09, BG 2	714	49.3%	**41.7%**	7.0%	0.6%
CT 213.10, BG 1	1,706	65.5%	**40.9%**	3.5%	21.2%
Chamblee					
CT 212.08, BG 1	2,015	5.1%	0.0%	2.2%	**2.9%**
CT 212.20, BG 2	1,842	8.8%	0.0%	**8.8%**	0.0%
CT 213.01, BG 2	1,632	30.1%	8.6%	3.8%	**17.8%**
CT 213.01, BG 3	1,109	4.1%	1.7%	**2.4%**	0.0%
Brookhaven					
CT 212.19, BG 1	1,264	0.6%	**0.6%**	0.0%	0.0%
CT 212.19, BG 2	2,130	6.4%	0.0%	0.3%	**6.1%**
CT 212.19, BG 3	843	0.0%	0.0%	0.0%	0.0%
Tucker					
CT 218.19, BG 1	1,320	9.9%	0.0%	**9.9%**	0.0%
CT 218.20, BG 2	790	1.8%	0.0%	**1.8%**	0.0%
CT 218.21, BG 2	1,698	5.0%	**3.3%**	0.0%	1.7%
Fulton County					
Sandy Springs					
CT 101.15, BG 1	1,297	0.5%	**0.5%**	0.0%	0.0%

Exhibit 6-2: Limited English Proficiency for Individuals 5 Years and Over (continued)

Census Block Group	Limited English Proficiency				
	Total Individuals Over Age 5	Total Percent LEP	Spanish Language LEP	Asian Language LEP	Other Languages LEP
CT 101.15, BG 2	1,546	2.4%	0.8%	0.3%	**1.3%**
CT 101.21, BG 2	87	0.0%	0.0%	0.0%	0.0%
CT 101.21, BG 3	892	0.7%	**0.7%**	0.0%	0.0%
CT 101.26, BG 1	396	0.0%	0.0%	0.0%	0.0%
CT 101.27, BG 1	570	16.0%	**8.9%**	7.0%	0.0%
CT 101.27, BG 2	242	0.0%	0.0%	0.0%	0.0%
CT 101.27, BG 4	219	0.0%	0.0%	0.0%	0.0%
CT 101.28, BG 1	999	49.0%	**20.7%**	19.1%	9.2%
CT 101.28, BG 2	687	22.1%	**22.1%**	0.0%	0.0%
CT 101.29, BG 1	722	5.0%	0.0%	0.0%	**5.0%**
CT 101.29, BG 2	1,200	10.8%	**10.8%**	0.0%	0.0%
CT 101.29, BG 3	1,292	0.5%	0.0%	**0.5%**	0.0%
CT 101.29, BG 4	1,142	24.3%	**22.2%**	0.0%	2.0%
CT 101.30, BG 1	11	0.0%	0.0%	0.0%	0.0%
CT 101.30, BG 2	962	4.6%	0.0%	1.4%	**3.2%**
CT 101.30, BG 3	634	42.6%	6.6%	**19.9%**	16.1%
CT 101.30, BG 4	1,041	7.9%	2.7%	**3.6%**	1.6%
CT 101.30, BG 5	888	9.2%	0.0%	**7.1%**	2.1%
CT 101.31, BG 1	1,309	5.7%	0.0%	**5.7%**	0.0%
CT 101.32, BG 1	1,054	9.7%	**9.6%**	0.1%	0.0%
CT 101.32, BG 2	160	17.5%	**17.5%**	0.0%	0.0%
CT 101.32, BG 3	1,854	1.6%	0.0%	0.0%	**1.6%**
CT 101.33, BG 1	1,086	0.9%	0.0%	**0.9%**	0.0%
CT 101.33, BG 2	1,894	1.2%	0.0%	**1.2%**	0.0%
CT 101.33, BG 3	1,383	4.1%	0.0%	0.8%	**3.3%**
CT 102.04, BG 3	1,029	1.0%	0.0%	**1.0%**	0.0%
CT 102.04, BG 4	786	0.0%	0.0%	0.0%	0.0%
CT 102.12, BG 1	518	0.0%	0.0%	0.0%	0.0%
CT 102.12, BG 2	1,180	47.2%	**47.2%**	0.0%	0.0%
CT 102.12, BG 4	1,116	4.3%	0.0%	**2.7%**	1.6%
CT 102.12, BG 5	1,510	39.1%	**39.1%**	0.0%	0.0%
CT 102.20, BG 1	2,045	1.6%	0.4%	0.0%	**1.2%**

Exhibit 6-2: Limited English Proficiency for Individuals 5 Years and Over (continued)

Census Block Group	Limited English Proficiency				
	Total Individuals Over Age 5	Total Percent LEP	Spanish Language LEP	Asian Language LEP	Other Languages LEP
CT 102.20, BG 2	799	20.2%	0.0%	0.0%	**20.2%**
CT 102.20, BG 3	908	5.9%	0.0%	**5.9%**	0.0%
CT 102.22, BG 1	1,352	0.6%	0.0%	0.0%	**0.6%**
CT 102.23, BG 1	1,710	2.0%	0.9%	**1.1%**	0.0%
CT 102.23, BG 2	666	3.3%	**2.1%**	0.0%	1.2%

Source: U.S. Census Bureau. 2023h. 2017-2021 American Community Survey 5-Year Estimates, B16004. https://data.census.gov/cedsci/.
*Note: The **bolded** numbers represent the language group with the highest percentage LEP in the block group.*
Note 2: Block groups (BGs) are not always encompassed by one city. Some BGs extend into more than one city, but are listed in the table under the city that contains most of the BG.

The data presented in **Exhibit 6-2**, supported by coordination with local municipalities and organizations during the public involvement process, indicate that LEP individuals are present within the Study Area, and Spanish tends to be the most common primary language spoken by LEP individuals in the area. However, there are many block groups that have a high percentage of LEP individuals that speak an Asian language, and CT 102.20, BG 2 in Sandy Springs, CT 312.17, BG 2 in Cobb County, CT 213.01, BG 2 in Chamblee, and CTs 218.12, BG 2 and 218.15, BG 3 in DeKalb County have a high percentage of individuals that speak languages other than Spanish or Asian languages.[6]

Some areas along I-285 include businesses and churches that cater to non-English speaking individuals, such as Buford Highway and I-285 in Doraville (Spanish and Asian language signs), the southern corner of Peachtree Boulevard and I-285 (Asian language signs), and Chamblee Tucker Road near the Chamblee MARTA Station (Asian language signs), both in Chamblee. These three areas are in CT 213.07, BG 2, where 20.2% of individuals are LEP and speak a variety of languages as their primary language and CT 213.01, BG 1, where 43.7% of individuals are LEP and all speak Spanish as their primary language. Although most of the LEP individuals speak Spanish within these block groups, the retail areas indicate a large presence of individuals who speak Asian languages who support, and possibly own, these businesses.

[6] The U.S. Census Bureau's ACS Code List includes 1,333 languages identified by census respondents. These languages are classified into 42 groups for ease of analysis: Spanish, 23 Indo-European languages, 10 Asian/Pacific Islander languages, and 8 Other languages.

Exhibit 6-3: Limited English Proficiency Population – Individuals

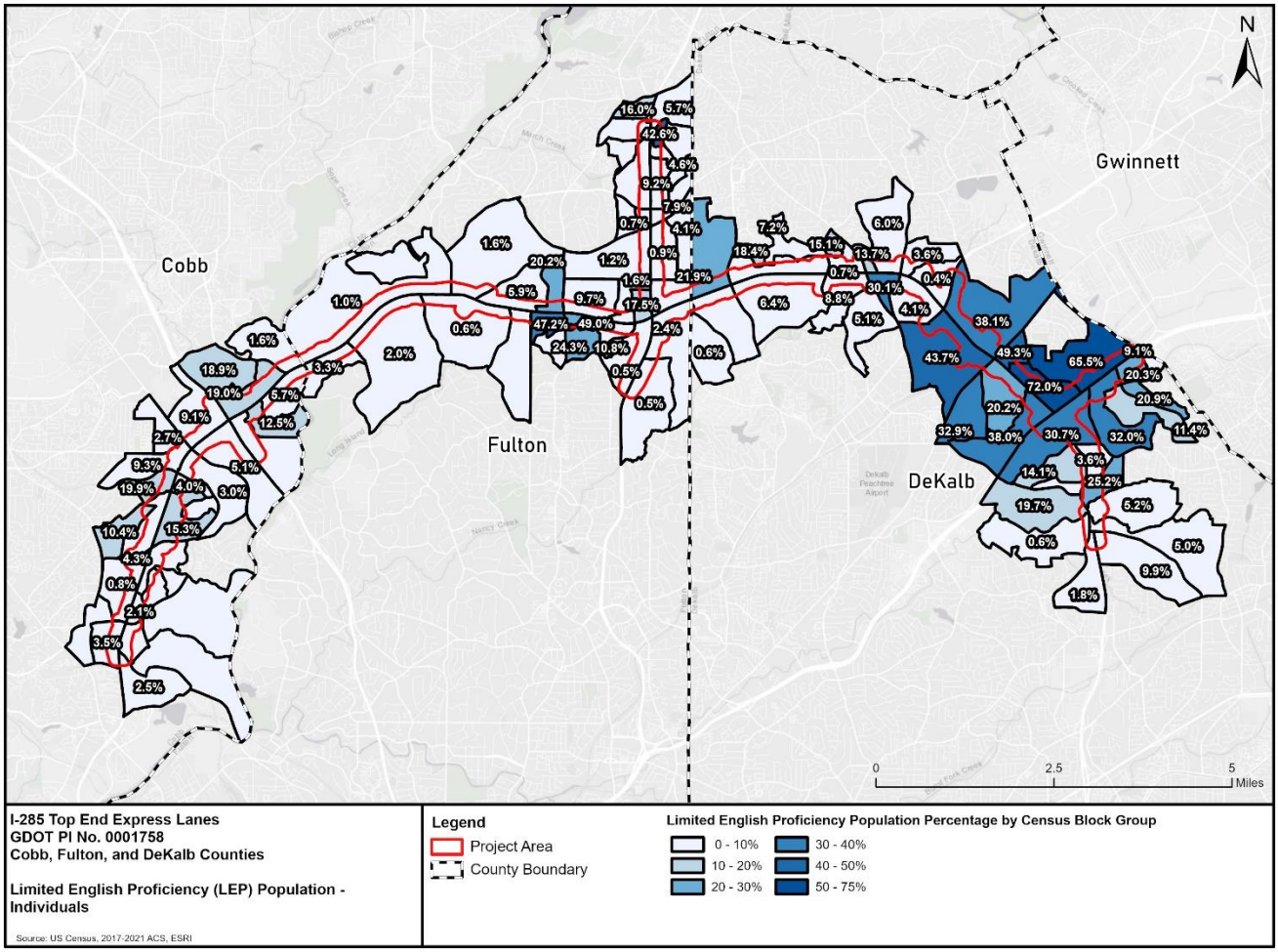
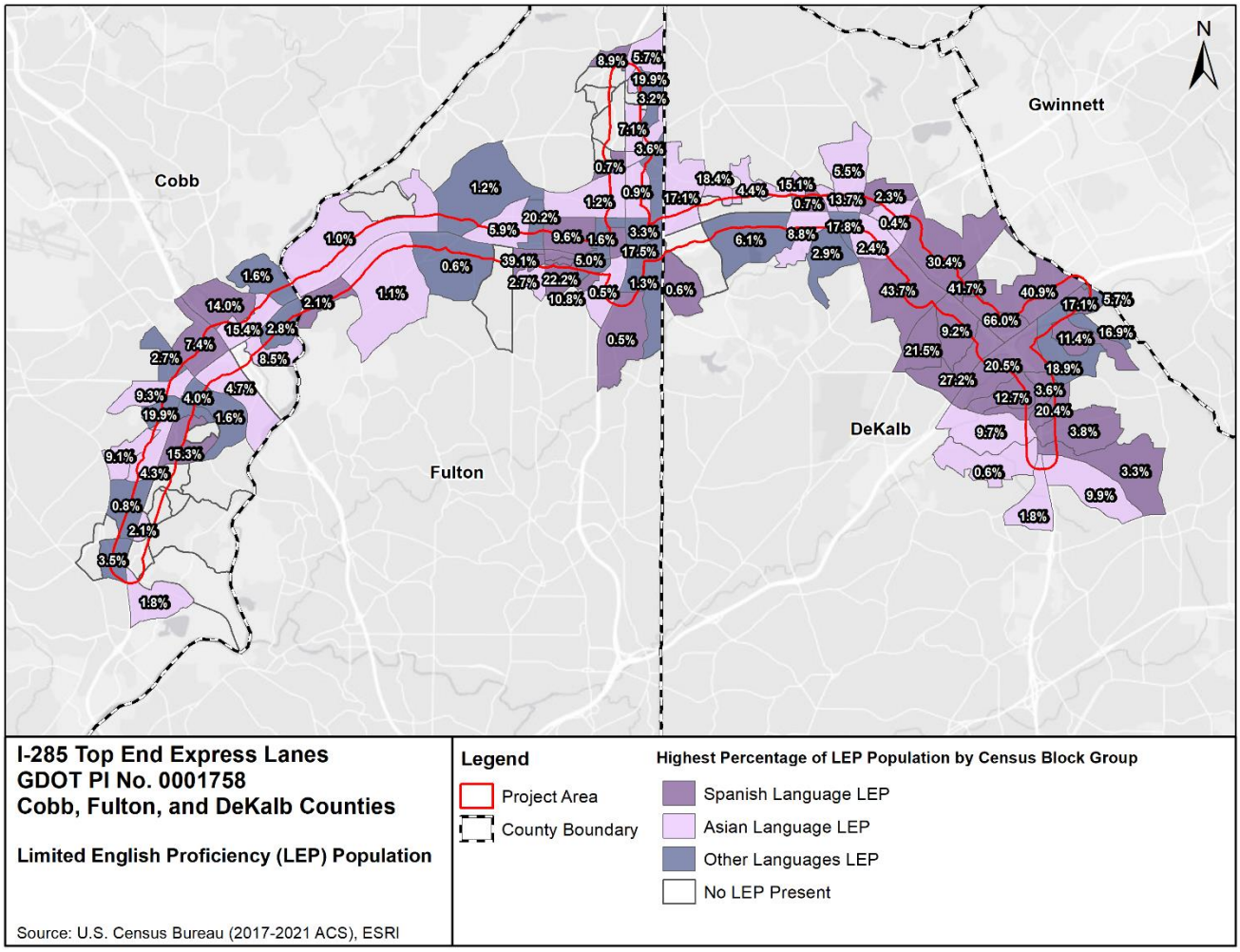


Exhibit 6-4: Language Groups - Highest LEP Percentage Per Block Group



6.1.2 Disabled and Elderly Populations

Section 504 of the Rehabilitation Act of 1973 and the ADA requires federal agencies to ensure that no qualified disabled individuals shall, solely on the basis of their disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any of its programs, services, or activities. Georgia DOT is subject to these requirements and has policies in place to uphold these laws.

The policies and services in place to accommodate disabled individuals often correlate to the policies and services in place for senior adults (65 years and older) who may need special transportation considerations. This section identifies both populations for analysis of potential project impacts.

The 2017 – 2021 ACS 5-year estimates provide data on individuals with hearing, vision, cognitive, ambulatory, self-care, and independence disability for the seven cities along the Proposed Project corridor. **Exhibit 6-5** provides a breakdown of the estimated number of non-institutionalized individuals with disabilities in each city.

Exhibit 6-5: Individuals with Disabilities within Adjacent Cities

	Non-Institutionalized Individuals with Disabilities		
City	**Total Population**	**Disabled Population**	**Percent of Total Population**
Brookhaven (pop. 54,705)	54,705	3,241	5.9%
Chamblee (pop. 29,768)	29,768	2,131	7.2%
Doraville (pop. 10,611)	10,611	750	7.1%
Dunwoody (pop. 50,996)	50,996	4,401	8.6%
Sandy Springs (pop. 106,221)	106,221	7,982	7.5%
Smyrna (pop. 55,257)	55,257	4,595	8.3%
Tucker (pop. 36,413)	36,413	4,243	11.7%
Total	**343,971**	**27,343**	**7.9%**

Source: U.S. Census Bureau. 2023i. 2017-2021 American Community Survey 5-Year Estimates, S1810. https://data.census.gov/cedsci/.

Individuals living with disabilities within the seven cities represent 7.9% of the population. Of these individuals, 5,661 people (20.7%) are also part of the age 65 and older population. According to census data for the seven cities surrounding the Proposed Project, individuals over the age of 65 represent 12.6% (43,209 individuals) of the population. **Exhibit 6-6** presents the data on the population over age 65 for these geographic areas and the adjacent cities.

Exhibit 6-6: 65 Years and Older Population

Geographic Comparison Area	Number of Persons	Percent of Total
Georgia	1,479,832	13.9%
Three-County Study Area	314,654	12.3%
Cobb County	95,125	12.5%
Smyrna	5,616	10.1%
DeKalb County	95,593	12.6%
Brookhaven	5,426	9.9%
Chamblee	2,517	8.4%
Doraville	1,357	12.8%
Dunwoody	7,018	13.7%
Tucker	7,000	19.0%
Fulton County	123,936	11.8%
Sandy Springs	14,275	13.4%

Source: U.S. Census Bureau. 2023j. 2017-2021 American Community Survey 5-Year Estimates, S0101. https://data.census.gov/cedsci/.

6.1.3 Children's Health and Safety

EO 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, requires federal agencies to ensure its policies, programs, activities, and standards address disproportionate environmental health and safety risks to children. According to census data for the three-county area, children (0 to 18 years) represent 22.7% (582,013 individuals) of the population (**Exhibit 6-7**).

To identify potential impacts to the health of children, it is important to identify locations near the Proposed Project, besides residences, where children's activities would be concentrated. These include schools, day cares, hospitals, libraries, and trails. **Exhibit 6-8** presents a list of these facilities within the block groups surrounding the Proposed Project and **Exhibit 6-9** shows a map of community facilities within 1,000 feet of the Proposed Project corridor. The bolded facilities are within 500 feet of the Proposed Project corridor, and the italicized facilities are between 500 and 1,000 feet of the corridor. The remainder are beyond 1,000 feet from the corridor.

Section 7, Community Facilities and Services provides additional facilities and services within the Study Area.

Exhibit 6-7: Population Under 18 Years of Age

Geographic Comparison Area	Number of Persons	Percent of Total
Georgia	2,532,197	23.8%
Three-County Area	582,013	22.7%
Cobb County	178,580	23.4%
Smyrna	12,351	22.3%
DeKalb County	175,315	23.1%
Brookhaven	12,203	22.2%
Chamblee	6,446	21.6%
Doraville	2,752	25.9%
Dunwoody	12,858	25.2%
Tucker	6,520	17.7%
Fulton County	228,118	21.6%
Sandy Springs	20,396	19.1%

Source: U.S. Census Bureau. 2023j. 2017-2021 American Community Survey 5-Year Estimates, S0101. https://data.census.gov/cedsci/.

Exhibit 6-8: Facilities Likely Used by Children near the Proposed Project

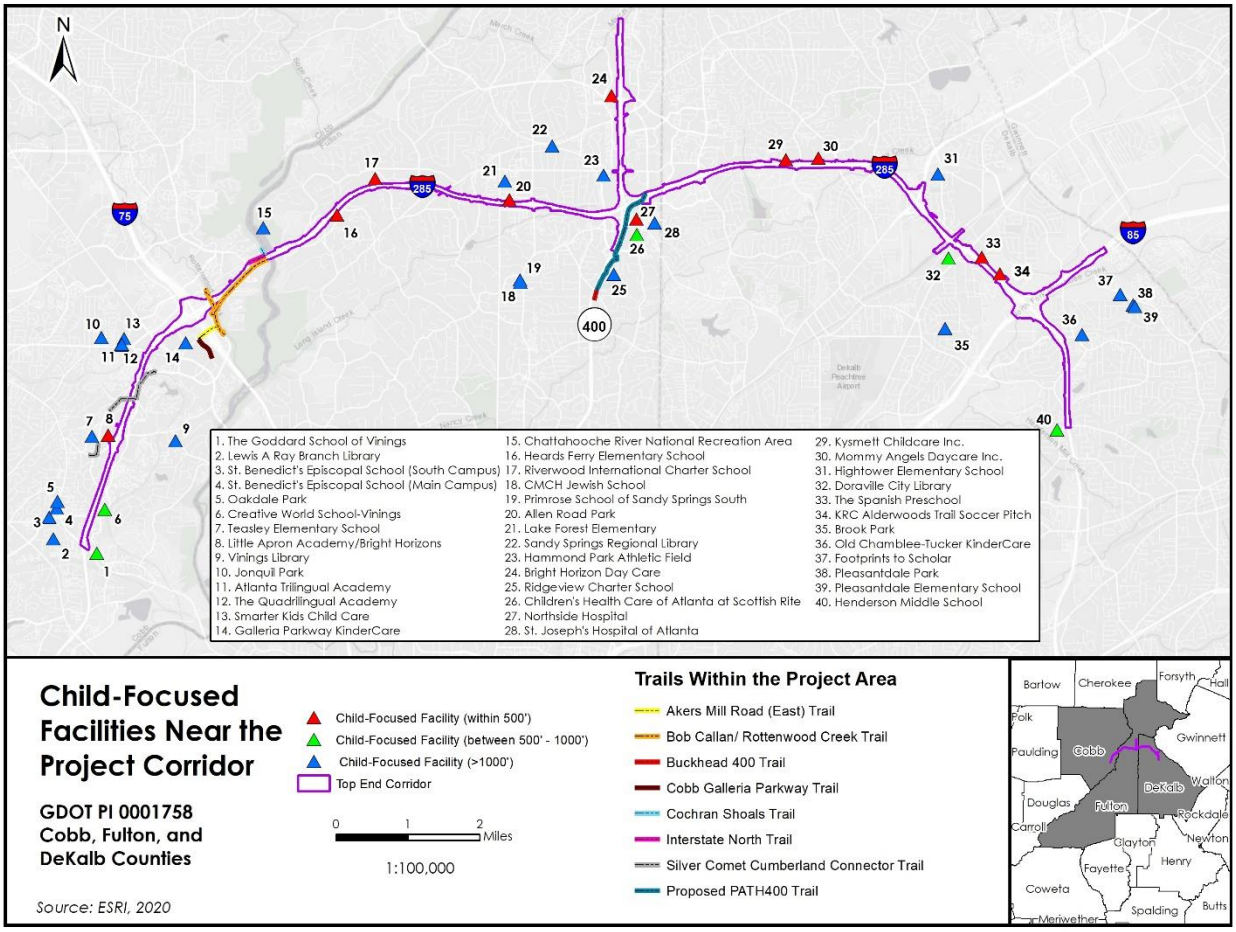
Type	Name	Address
Cobb County		
School	St. Benedict's Episcopal School (Main Campus)	2160 Cooper Lake Road SE
School	St. Benedict's Episcopal School (South Campus)	4295 Weaver Street SE
School	Teasley Elementary School	3640 Spring Hill Road SE
School	The Quadrilingual Academy	2581b Spring Road SE
Day Care	*Creative World School - Vinings*	*1975 Cumberland Pkwy SE*
Day Care	*The Goddard School of Vinings*	*2375 Log Cabin Drive SE*
Day Care	**Little Apron Academy/Bright Horizons**	**2455 Paces Ferry Road SE**
Day Care	Smarter Kids Child Care	2764 Cumberland Boulevard SE
Park	**Chattahoochee River National Recreation Area**	**5450 Interstate N Parkway**
Park	Oakdale Park	4126 Atlanta Road SE
Park	Jonquil Park	3000 Park Road
Library	Lewis A Ray Branch Library	4500 Oakdale Road
Library	Vinings Library	4290 Paces Ferry Road SE
Trail	Silver Comet Cumberland Connector Trail	Cumberland Parkway SE and Mt. Wilkinson Parkway SE
Trail	Akers Mill (East) Trail	Akers Mill Road SE and Cumberland Blvd SE
Trail	Mountain-to-River Trail	Cumberland Blvd SE
Trail	Interstate North Trail	Interstate North Parkway SE
Trail	Bob Callan/Rottenwood Creek Trail	Cumberland Blvd SE, Akers Mill Road SE, and Interstate North Parkway
Trail	Cochran Shoals Trail	Chattahoochee River National Recreation Area
Trail	Powers Island Trail	Chattahoochee River National Recreation Area
Trail	Akers Mill Trail	Akers Mill Road over I-75
Fulton County		
School	Ridgeview Charter School	5340 S Trimble Road
School	Lake Forest Elementary	5920 Sandy Springs Circle

Exhibit 6-8: Facilities Likely Used by Children near the Proposed Project (continued)

Type	Name	Address
School	**Heards Ferry Elementary School**	**6151 Powers Ferry Road**
School	**Riverwood International Charter High School**	**5900 Raider Drive**
School	**Springmont School**	**5750 Long Island Drive**
School	CMCH Jewish School	5180 Roswell Road NE
Day Care	Galleria Parkway KinderCare	1650 Galleria Parkway SE
Day Care	**Bright Horizons Day Care**	**1 Glenlake Parkway**
Day Care	Primrose School of Sandy Springs South	5188 Roswell Road
Park	**Allen Road Park**	**5900 Lake Forrest Drive**
Park	**Chattahoochee River National Recreation Area**	**5450 Interstate N Parkway**
Park	*Hammond Park Athletic Field*	*705 Hammond Drive*
Trail	PATH400 Trail (under construction)	Glenridge Connector, Johnson Ferry Road, SR 400, Peachtree Dunwoody Road
Hospital	Saint Joseph's Hospital of Atlanta	5665 Peachtree Dunwoody Road
Hospital	*Children's Health Care of Atlanta at Scottish Rite*	*1001 Johnson Ferry Road*
Hospital	**Northside Hospital**	**1000 Johnson Ferry Road**
DeKalb County		
School	*Henderson Middle School*	*2830 Henderson Mill Road*
School	Hightower Elementary School	4236 Tilly Mill Road
School	Pleasantdale Elementary School	3680 Pleasantdale Road
School	**The Spanish Preschool**	**2861 N DeKalb Drive**
Day Care	Old Chamblee-Tucker KinderCare	3520 Old Chamblee Tucker Road
Day Care	Footprints to Scholars	3754 Pleasantdale Road
Day Care	**Mommy Angels Daycare, Inc.**	**1 Dunwoody Park #111**
Day Care	**Ashford Academy**	**4472 Chamblee Dunwoody Road**
Park	**KRC Alderwoods Trail Soccer Pitch (private)**	**2941 N DeKalb Drive**
Park	Brook Park	2651 Brook Park Way
Park	Pleasantdale Park	3686 Pleasantdale Road
Library	*Doraville City Library*	*3748 Central Avenue*

*Note: The **bolded** facilities are within 500 feet of the Proposed Project corridor, and the italicized facilities are between 500 and 1,000 feet of the corridor. The remainder are beyond 1,000 feet from the corridor.*

Exhibit 6-9: Child-focused Facilities near the Proposed Project



6.2 Environmental Consequences

This section discusses impacts to communities of concern from the No-Build and Preferred Alternatives. Under the No-Build Alternative, regional mobility and congestion would continue to worsen, which would negatively affect communities of concern using the highway system.

6.2.1 Limited English Proficiency Populations

Although LEP populations could be affected by any of the residential displacements, only one of the residential displacements is in a census block group that has a LEP population over 6%. The Chateau Club townhomes were in CT 212.26, BG 2 which has no LEP populations; Dunwoody Village Apartment Homes, Glen Vernon Estates and Highland Valley are in BGs that report less than 1% LEP; Henderson Mill Condominiums are in CT 217.12, BG 1, which reports 3.6% LEP, the Hardin Ridge single-family displacement is within CT 102.20, BG 3, which reports 5.9% LEP, and the Greystone single-family displacements are within CT 218.08, BG 1, which reports 5.2% LEP. The single-family displacement in the Dunnington neighborhood is in CT 218.08, BG 3 which is 25.2% LEP. Impacts to LEP populations from residential displacements is unlikely. No businesses would be

displaced within the identified LEP commercial areas, and only one of the commercial displacements, The Spanish Preschool, exhibit signage that caters to LEP clientele. The Spanish Preschool is an English/Spanish preschool focused on bilingual learners.

Noise impacts have been identified throughout the corridor, and noise barriers have been proposed where reasonable and feasible to the benefit of all communities adjacent to the Proposed Project corridor. Of the 62 noise barriers evaluated along the corridor, 53 are within LEP block groups. Of those, 35 would provide noise benefits to LEP neighborhoods and 18 are not recommended because they are not feasible and reasonable.

There would be no air quality impacts from the Preferred Alternative, and visual and transportation impacts to LEP communities would be the same as those for non-LEP communities. LEP communities were included in all planning and public involvement activities associated with the Preferred Alternative, and ROW impacts to Monarch Villa, an identified LEP community, were eliminated during design development. Current and future users of ELs can access information on the use of the Peach Pass in Spanish on the PeachPass website (My Peach Pass, 2023) and information on the Pay n Go BancPass option is available in eight non-English languages on the BancPass website.[7]

In conclusion, impacts to LEP communities would occur from the Preferred Alternative.

6.2.2 Disabled and Elderly Populations

Impacts from the Preferred Alternative to elderly and disabled populations, exclusive of those within EJ populations, are not anticipated. Direct impacts to hospitals or other known services for the elderly and disabled have not been identified. State-registered transit and state-registered vanpools would not be charged to use the ELs, eliminating the cost of tolls for individuals using those services.

Disabled and elderly residents adjacent to the construction area might experience minor changes to neighborhood access due to short-term detours during construction. Likewise, traffic volumes might increase temporarily on some neighborhood roads when drivers attempt to bypass construction-related traffic delays by driving through residential neighborhoods. Construction-related traffic impacts would vary in intensity and duration depending on construction methodologies and phasing. Details on construction-related impacts can be found in **Draft EIS Section 3.13, Construction Impacts**.

6.2.3 Children's Health and Safety

The Preferred Alternative would impact the Chattahoochee River Natural Recreational Area (CRNRA), Silver Comet Cumberland Connector Trail, Akers Mill (East) Trail, Mountain-to-River Trail, Interstate North Trail, Bob Callan/Rottenwood Creek Trail, and the PATH400 Trail (under construction). Although minor impacts would occur to these resources, and portions of the trails may temporarily close during construction to ensure the safety of trail users when construction of the ELs is occurring, the Preferred Alternative would not permanently affect the recreational use of the parks and trails by children and would maintain the safety of all users of the parks and trails during construction.

[7] Pay n Go BancPass Option: https://www.bancpass.com/about/.

The Preferred Alternative would require 3.88 acres of ROW acquisition from four schools that are adjacent to the I-285 corridor: Heards Ferry Elementary School, Riverwood International Charter High School, Tabula Rasa, and The Spanish Preschool. The Preferred Alternative would avoid direct effects to the respective school buildings and structures except at The Spanish Preschool which would be displaced. No structures are located within the proposed ROW at the remaining three locations; however, the proposed elevated ELs would extend within 80 feet of the campus buildings at Heards Ferry Elementary School.

During coordination with FCS in early 2020, FCS representatives expressed concerns with the nearness of the Proposed Project to Heards Ferry Elementary School, particularly to a play area for special needs classes, a playground, and a large field occasionally leased to the city of Sandy Springs for events. Concerns from FCS for the school included noise, constructability, safety, and construction impacts (noise, dust, etc.). Georgia DOT is committed to not using the school property for construction personnel, vehicles, and equipment (refer to the **Environmental Commitments Table No. E-23**).

FCS also expressed concerns with potential noise, safety, and construction traffic issues related to the football field and bleachers at Riverwood International Charter School. Coordination with FCS officials would occur to identify specific concerns to address during construction (refer to the **Environmental Commitments Table No. E-23**).Noise mitigation efforts are under evaluation at the school and a transportation plan detailing the timing of any lane closures and detours would be made available to FCS and the school during construction.

The Preferred Alternative is consistent with state and federal air quality goals, including CO, O_3, $PM_{2.5}$, and MSAT. Results indicated that the Preferred Alternative is consistent with the SIP for the attainment of clean air quality in Georgia and complies with both state and federal air quality standards.

The air quality and greenhouse gas analysis presented in **Draft EIS Appendix H-8, Air Quality Impact Assessment** found no environmental health and safety risks that would disproportionately affect children.

There would be no environmental health risks or safety risks that may disproportionately affect children because of the Preferred Alternative.

6.3 Indirect Impacts

The Preferred Alternative would cause induced and facilitated land use changes, but the changes would be limited because of the finite land available along the Proposed Project corridor. These land use changes are discussed in depth in the **Draft EIS Section 3.1, Land Use.** Induced and facilitated land use change would be characterized by accelerated redevelopment in areas with direct access to the ELs and changes in future planned land use adjacent to the ELs.

The Preferred Alternative would have the potential to induce future land use changes in approximately 66 parcels in the city of Doraville that are adjacent to I-285. These parcels are zoned Urban Center and Urban Core. Future land use data from the city of Doraville shows that these parcels are recommended for redevelopment as part of the Doraville Town Center and the BuHi Cultural Corridor (along Buford Highway), which will feature mixed-use environments including office and residential space. The proximity of the elevated ELs to these parcels may create incompatible conditions adjacent to proposed new office and residential land use. Therefore, as identified by local planning staff, the recommended future land use for the identified parcels should be

reevaluated with the presence of the elevated ELs factored into the city of Doraville's future redevelopment plans. Impacts to communities of concern could be possible from these future land use changes because Doraville and the BuHi Cultural Corridor have a high number of LEP block groups (see Section 6.1.1) which could benefit from these developments. However, these potentially adverse impacts may be offset by revisions to the city's planned future land uses.

6.4 Cumulative Impacts

The growth and expansion of communities in the Project Area have largely occurred in response to construction of I-285 in 1969, followed by construction of SR 400 and the opening of I-75. Additional development contributors to community growth to date have included the General Motors Plant (1947), Northside Hospital Complex (1970), Perimeter Mall and Perimeter Center (1971), and the Atlanta Braves Stadium and The Battery Atlanta (2017). The area along the Proposed Project corridor has been in a constant state of increasing urbanization over the past five decades. No known impacts to communities of concern occurred from previous major developments in the area (listed as Developments of Regional Impact in **Draft EIS Appendix D, Indirect and Cumulative Effects Report**).

Future developments would be subject to review and approval by local municipalities, ensuring they conform to the values and standards outlined in city planning documents. Future developments include areas such as the BuHi Cultural Corridor that focuses on the Hispanic and Asian cultures present in the area. Cumulative impacts to communities of concern, including LEP communities, from the Preferred Alternative would be negligible within the indirect and cumulative effects area of potential effects (refer to **Draft EIS Appendix D, Indirect and Cumulative Effects Report**) because past and present developments have not led to substantial impacts on communities of concern, and reasonably foreseeable impacts would follow current planning guidelines.

6.5 Avoidance, Minimization, and Mitigation

Throughout the development of the Preferred Alternative, the design has evolved to avoid impacts to adjacent properties. Ongoing coordination continues to occur between Georgia DOT and the FCS System so that the Preferred Alternative would not adversely impact Heards Ferry Elementary School or Riverwood International Charter High School.

Mitigation measures will be implemented for the following:

- Population and Housing – A community outreach and public involvement program will be produced and implemented by the developer to inform the community about project construction activities (**Draft EIS Appendix P, Environmental Mitigation Plan**).
- Noise – Fifty-four noise barriers will be included where design-year noise levels approach or exceed the FHWA noise abatement criteria and are feasible and reasonable, which depends on factors such as the safety, acoustical effectiveness, and cost effectiveness of the barrier.
- Businesses and Employment – A Public Involvement and Communications Plan would be developed and implemented to inform the community about the Proposed Project construction activities. A TMP would also be developed and implemented to maintain access to and from the affected communities through signage, detours, flaggers, etc.

- Visual Impacts – The **Draft EIS** comment period will provide public stakeholders, interested adjacent cities, counties, and community improvement district stakeholders an opportunity to comment on a flexible suite of potential aesthetic mitigation measures. Georgia DOT is seeking to establish a suite of potential aesthetic mitigation measures for use either corridor wide or as site-specific mitigation, such as a combination of lighting, special landscape zones and aesthetic treatments near sensitive viewers (**Draft EIS Appendix H-6, Visual Impacts Assessment**).

7. Community Facilities and Services

This chapter discusses the existing conditions, direct impacts of the Preferred Alternative, and potential avoidance, minimization, and mitigation measures for the following community facilities:

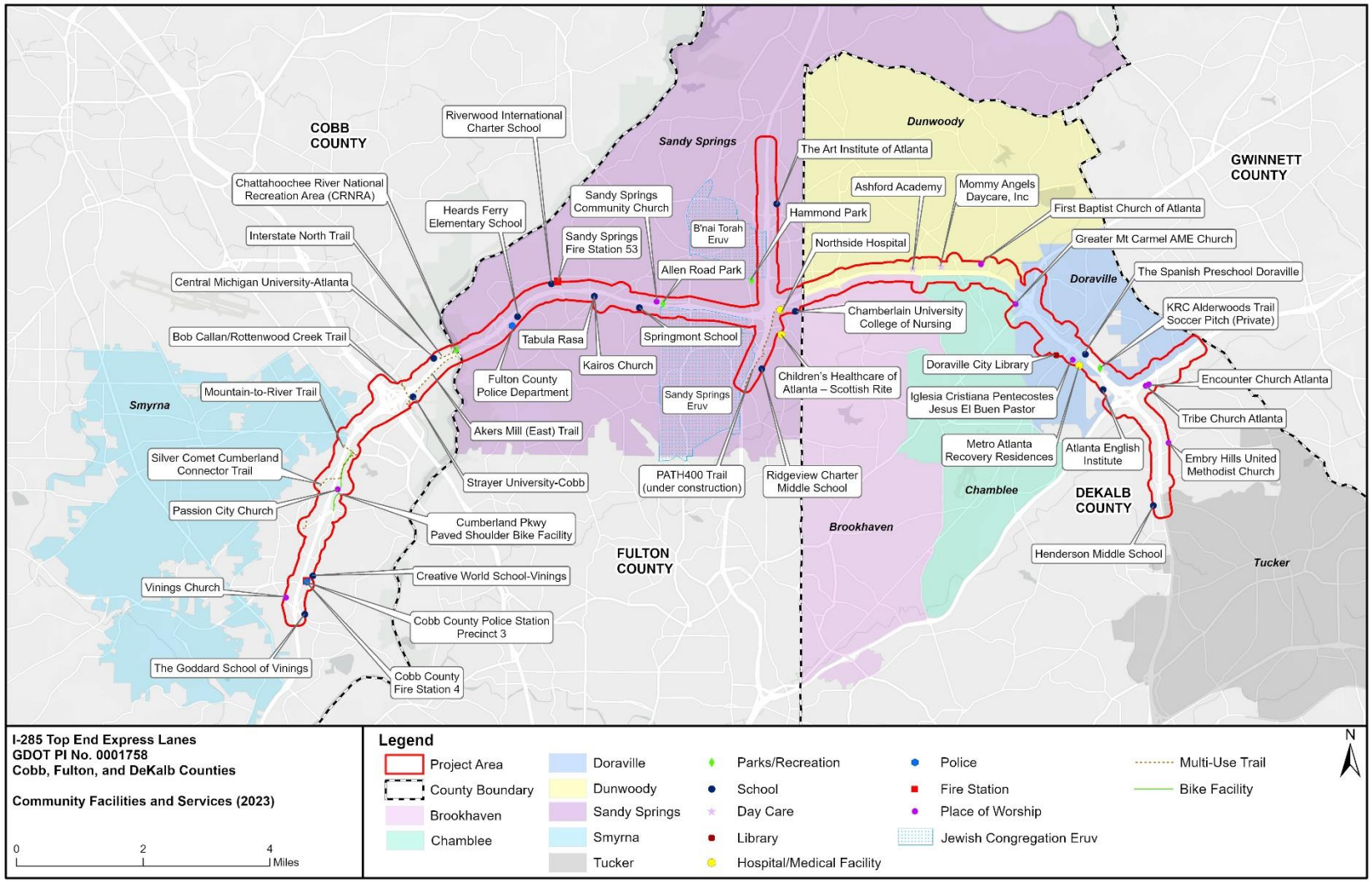
- Schools and day cares, hospitals and medical facilities, religious facilities, police and fire stations, libraries, and government offices
- Parks and recreational facilities
- Utilities

Community facilities provide services that contribute to the general welfare, neighborhood cohesion, and identity of a community. Because the Proposed Project is in an urbanized and developed area, there are many community facilities within the Project Area.

7.1 Affected Environment

Existing community facilities within the Project Area, as depicted in **Exhibit 7-1** and **Exhibit 7-5**, were determined by a desktop review of publicly available information, including municipal websites. Within 1,000 feet of the existing Georgia DOT ROW, there are 47 community facilities, which include 12 schools, four day care centers, two police stations, two fire stations, one library, two hospitals, one medical facility, 10 places of worship, four parks, seven trails, and two *eruvin* (**Exhibit 7-1**).

Exhibit 7-1: Community Facilities and Services within Project Area



7.1.1 Cobb County

Exhibit 7-2 lists the name and address of the existing community facilities identified within the Project Area in Cobb County. There are two schools, two day care facilities, one police station, one fire station, two places of worship, one park (also within Fulton County), and six trails.

Exhibit 7-2: Identified Community Facilities within Cobb County

Type	Name	Address	City
School	Strayer University-Cobb	3101 Towercreek Parkway SE	Unincorporated Cobb County
School	Central Michigan University- Marietta	2120 Powers Ferry Road SE	Unincorporated Cobb County
Day care	Creative World School - Vinings	1975 Cumberland Parkway SE	Unincorporated Cobb County
Day care	The Goddard School of Vinings	2375 Log Cabin Drive SE	Unincorporated Cobb County
Police	Cobb County Police Precinct 3	1901 Cumberland Parkway SE	Unincorporated Cobb County
Fire Station	Cobb County Fire Station 4	1901 Cumberland Parkway SE	Unincorporated Cobb County
Place of Worship	Vinings Church	4479 S Atlanta Road SE	Unincorporated Cobb County
Place of Worship	Passion City Church Cumberland	2625 Cumberland Pkwy SE	Unincorporated Cobb County
Park	Chattahoochee River National Recreation Area	5450 Interstate N Parkway	Unincorporated Cobb County
Trail	Silver Comet Cumberland Connector Trail	Cumberland Parkway SE and Mt. Wilkinson Parkway SE	Unincorporated Cobb County
Trail	Akers Mill (East) Trail	Akers Mill Road SE and Cumberland Boulevard SE	Unincorporated Cobb County
Trail	Mountain-to-River Trail	Cumberland Boulevard SE	Unincorporated Cobb County
Trail	Interstate North Trail	Interstate North Parkway SE	Unincorporated Cobb County
Trail	Bob Callan/Rottenwood Creek Trail	Cumberland Boulevard SE, Akers Mill Road SE, and Interstate North Parkway	Unincorporated Cobb County
Trail	Cumberland Parkway Paved Shoulder Bike Facility	Cumberland Parkway	Unincorporated Cobb County

7.1.2 Fulton County

Exhibit 7-3 lists the name and address of the existing community facilities identified within the Project Area in Fulton County. There are seven schools, one police station, one fire station, two hospitals, two places of worship, two areas that Jewish congregations have designated as *eruvin*, three parks (one is also within Cobb County), and one trail. These community facilities are located within the city of Sandy Springs.

Exhibit 7-3: Identified Community Facilities within Fulton County

Type	Name	Address	City
School	Heards Ferry Elementary School	6151 Powers Ferry Road	Sandy Springs
School	Riverwood International Charter High School	5900 Raider Drive	Sandy Springs
School	The Art Institute of Atlanta	100 Embassy Row	Sandy Springs
School	Chamberlain University College of Nursing	5775 Peachtree Dunwoody Rd	Sandy Springs
School	Springmont School	5750 Long Island Drive	Sandy Springs
School	Ridgeview Charter Middle School	5340 S Trimble Road	Sandy Springs
School	Tabula Rasa	5855 Riverside Drive	Sandy Springs
Police	Fulton County Police Department	6201 Powers Ferry Road NW	Sandy Springs
Fire Station	Sandy Springs Fire Station #53	6025 Raider Drive	Sandy Springs
Hospital	Northside Hospital	1000 Johnson Ferry Road	Sandy Springs
Hospital	Children' Healthcare of Atlanta – Scottish Rite	1001 Johnson Ferry Road NE	Sandy Springs
Place of Worship	Kairos Church	5855 Riverside Drive	Sandy Springs
Place of Worship	Sandy Springs Community Church	5784 Lake Forrest Drive	Sandy Springs
Jewish Congregation	Eruv Sandy Springs	Boundaries defined in Exhibit 7-1	Sandy Springs
Jewish Congregation	B'nai Torah Eruv	Boundaries defined in Exhibit 7-1	Sandy Springs
Park	Allen Road Park	5900 Lake Forrest Drive	Sandy Springs
Park	Chattahoochee River National Recreation Area	5450 Interstate N Parkway	Sandy Springs
Park	Hammond Park	705 Hammond Drive	Sandy Springs
Trail	PATH400 Trail (under construction)	Glenridge Connector, Johnson Ferry Road, SR 400, Peachtree Dunwoody Road	Sandy Springs

7.1.3 DeKalb County

Exhibit 7-4 lists the name and address of the existing community facilities identified within the Project Area in DeKalb County. They include two day care centers, three schools, one medical facility, one library, six places of worship, and one private recreational facility.

Exhibit 7-4: Identified Community Facilities within DeKalb County

Type	Name	Address	City
Day Care	Mommy Angels Daycare, Inc.	1 Dunwoody Park No. 111	Dunwoody
Day Care	Ashford Academy	4472 Chamblee Dunwoody Road	Dunwoody
School	The Spanish Preschool	2861 N. DeKalb	Doraville
School	Atlanta English Institute	4000 DeKalb Technology Parkway #550	Unincorporated DeKalb County
School	Henderson Middle School	2830 Henderson Mill Road	Unincorporated DeKalb County
Library	Doraville City Library	3748 Central Avenue	Doraville
Medical Facility	Metro Atlanta Recovery Residences	2801 Clearview Place	Doraville
Place of Worship	First Baptist Church Atlanta	4400 N. Peachtree Road	Dunwoody
Place of Worship	Encounter Church Atlanta	4209 Northeast Expressway	Unincorporated DeKalb County
Place of Worship	Tribe Church Atlanta	4183 Northeast Expressway	Unincorporated DeKalb County
Place of Worship	Greater Mt Carmel AME Church	4078 Carver Drive	Doraville
Place of Worship	Iglesia cristiana pentecostes jesus el buen pastor	2000 Clearview Avenue Suite 115	Doraville
Place of Worship	Embry Hills United Methodist Church	3304 Henderson Mill Road	Unincorporated DeKalb County
Park	KRC Alderwoods Trail Soccer Pitch (private)	2941 N. DeKalb Drive	Unincorporated DeKalb County

7.2 Environmental Consequences

This section presents a qualitative review of potential effects to community facilities and services from the No-Build Alternative and Preferred Alternative including ROW impacts on community facilities and any accessibility changes resulting from the No-Build Alternative and Preferred Alternative.

The No-Build Alternative reflects conditions in the Project Area in the Project Design Year 2057 without the Preferred Alternative.

As identified in **Section 7.1, Affected Environment**, 47 community facilities are located within the Project Area and were evaluated to determine potential impacts from the Preferred Alternative. **Exhibit 7-5** summarizes community facilities in the Project Area and if they are impacted by the Preferred Alternative.

Exhibit 7-5: Impacts to Community Facilities within the Project Area

Type	Name	Anticipated Impact
Cobb County		
School	Strayer University-Cobb	No
School	Central Michigan University-Marietta	No
School	The Goddard School of Vinings	No
School	Creative World School - Vinings	No
Police	Cobb County Police Precinct 3	No
Fire Station	Cobb County Fire Station 4	No
Park	Chattahoochee River National Recreation Area	Yes – refer to Section 7.2.3
Place of Worship	Vinings Church	No
Place of Worship	Passion City Church Cumberland	No
Trail	Silver Comet Cumberland Connector Trail	Yes – refer to Section 7.2.3
Trail	Akers Mill (East) Trail	Yes – refer to Section 7.2.3
Trail	Mountain-to-River Trail	Yes – refer to Section 7.2.3
Trail	Interstate North Trail	Yes – refer to Section 7.2.3
Trail	Bob Callan/Rottenwood Creek Trail	Yes – refer to Section 7.2.3
Trail	Cumberland Parkway Paved Shoulder Bike Facility	No
Fulton County		
School	Heards Ferry Elementary School	Yes – refer to Section 7.2.1
School	Riverwood International Charter High School	Yes – refer to Section 7.2.1
School	Ridgeview Charter Middle School	No
School	The Art Institute of Atlanta	No
School	Springmont School	No
School	Chamberlain University College of Nursing	No
Police	Fulton County Police Department	No
Fire Station	Sandy Springs Fire Station #53	No
Park	Allen Road Park	No
Park	Chattahoochee River National Recreation Area	Yes – refer to Section 7.2.3
Park	Hammond Park	No

Exhibit 7-5: Impacts to Community Facilities within the Project Area (continued)

Type	Name	Anticipated Impact
Hospital	Northside Hospital	No
Hospital	Children's Healthcare of Atlanta- Scottish Rite Hospital	No
Place of Worship	Kairos Church	Yes – refer to Section 7.2.4
Place of Worship	Sandy Springs Community Church	Yes – refer to Section 7.2.4
Jewish Congregation	Eruv Sandy Springs	Yes – refer to Section 7.2.4
Jewish Congregation	B'nai Torah Eruv	Yes – refer to Section 7.2.4
Trail	PATH400 Trail (under construction)	Yes – refer to Section 7.2.3
DeKalb County		
Day Care	Mommy Angels Daycare, Inc.	No
Day Care	Ashford Academy	No
School	The Spanish Preschool	Yes – refer to Section 7.2.1
School	Atlanta English Institute	No
School	Henderson Middle School	No
Medical Facility	Metro Atlanta Recovery Residences	No
Park	KRC Alderwoods Trail Soccer Pitch (private)	No
Place of Worship	First Baptist Church Atlanta	Yes – refer to Section 7.2.4
Place of Worship	Encounter Church Atlanta	Yes – refer to Section 7.2.4
Place of Worship	Tribe Church Atlanta	Yes – refer to Section 7.2.4
Place of Worship	Greater Mt Camel AME Church	No
Place of Worship	Iglesia cristiana pentecoste jesus el buen pastor	No
Place of Worship	Embry Hills United Methodist Church	No
Library	Doraville City Library	No

7.2.1 Impacts to Schools and Day Cares

There would be no anticipated impacts to schools and day cares from the No-Build Alternative. One preschool would be displaced as a part of the Preferred Alternative. The preschool to be displaced, The Spanish Preschool, is located within a building that had been vacant for a few years. It is a newly opened second location of a preschool that is in west Atlanta, outside the Study Area. Georgia DOT is working with the property owner through early coordination to provide the time and assistance necessary to successfully relocate the displaced business to comparable accommodations.

The Preferred Alternative would require frontage along three schools in Sandy Springs: Heards Ferry Elementary School located on Powers Ferry Road adjacent to eastbound I-285, Riverwood International Charter High School located on Raider Drive along westbound I-285, and Tabula Rasa located on Riverside Drive on the same parcel as Kairos Church. Strips of additional ROW would be required along the existing buffer with I-285 at theses properties. The footprint required for the elevated ELs would reduce actual land along the school properties and introduce elevated traffic lanes near school fields and other facilities.

No structures are located within the proposed ROW at these locations; however, proposed ELs would be constructed within 80 feet of the campus buildings at Heards Ferry. During coordination with FCS in early 2020, FCS representatives expressed concerns with the nearness of the Proposed Project to Heards Ferry Elementary School, particularly to a play area for special needs classes, a playground, and a large field occasionally leased to the City of Sandy Springs for events. Concerns from the FCS for the elementary school included noise, constructability, safety, and construction impacts (noise, dust, etc.). Construction personnel, vehicles, and equipment are not anticipated to require access to school properties apart from the additional ROW areas.

The State of Georgia is in attainment for CO and $PM_{2.5}$ but the Preferred Alternative is in a nonattainment area for O_3. The Preferred Alternative would be classified as a project with higher potential MSAT effects, therefore a MSAT analysis was conducted. The full discussion of the MSAT analysis and limitations to identifying localized impacts to sensitive receptors is included in **Draft EIS Appendix H-8, Air Quality Impact Assessment.** Overall, the Preferred Alternative is consistent with state and federal air quality goals, including CO, O_3, $PM_{2.5}$, and MSAT. Results indicated that the Preferred Alternative is consistent with the SIP for the attainment of clean air quality in Georgia and complies with both state and federal air quality standards.

A comparison of greenhouse gas emissions between the existing condition, No-Build Alternative and the Preferred Alternative was conducted and is also included in **Draft EIS Appendix H-8, Air Quality Impact Assessment**. Based on the anticipated vehicle miles traveled, the Preferred Alternative would increase emissions by 16% in 2037 and 36% in 2057 over existing conditions. However, compared to the No Build emissions in the same years, the increase would only be 5% and 7%, respectively. The proposed project greenhouse gas emissions would add to the cumulative impact of greenhouse gases in the atmosphere.

Temporary traffic impacts could occur during construction. A public information and notification program would advise area residents of traffic detours to minimize construction impacts and to maintain access and connectivity to schools. Coordination with FCS officials will be ongoing to identify specific concerns to address during construction so that relevant details can be included in the contract documents for the future developer.

7.2.2 Impacts to Hospitals, Medical Facilities, and Emergency Response

There would be no impacts to hospitals and medical facilities from the No-Build Alternative; however, emergency services could be negatively impacted by increased congestion and decreased mobility within the Proposed Project corridor from the No-Build Alternative. Construction of the Preferred Alternative would require long-term outside shoulder closures and some shorter-term lane closures. In areas where proposed ramps tie into or cross existing ramps, temporary closures would be needed to tie into the proposed ramps. Similarly, construction or modifications of bridges might require partial closure of an existing bridge. Where possible, such closures would occur mostly on weekends or during off-peak hours; however, specifics would not be known until development of the TMP. The developer would establish the specific types, locations, and schedule of closure.

The developer would finalize this plan for closures during the final design phase. To minimize disruptions to emergency services (including those servicing hospitals along the Project Area), Georgia DOT would require the developer to provide local emergency service providers at least 2 weeks of advance notice for lane/shoulder closures and traffic stage changes planned to be in effect longer than 24 hours. Additionally, the developer would provide at least 24 hours of advance notice for lane/shoulder closures planned to be in effect less than 24 hours. The developer would create a TMP for communication with all entities affected during construction.

The Preferred Alternative is anticipated to benefit and improve emergency response times for local emergency service providers because the Preferred Alternative would improve density, travel speeds, and overall corridor travel time for GP lanes, while maintaining a demand for use of the ELs. The ELs would provide reliable mobility through the corridor for all EL users.

7.2.3 Impacts to Parks and Trails

No impacts would occur to parks and trails from the No-Build Alternative. The Preferred Alternative would impact the CRNRA, Akers Mill (East) Trail, Bob Callan/Rottenwood Creek Trail, Silver Comet Cumberland Connector Trail, Mountain-to-River Trail, Interstate North Trail, and the PATH400 Trail (under construction). Although minor impacts would occur to these resources, the Preferred Alternative would not prevent the future development and construction of any proposed recreational trails within the Project Area. In general, construction effects on trails and other recreational facilities within the Project Area could include elevated noise, dust, and pollutant levels.

Chattahoochee River Natural Recreational Area

The Preferred Alternative would require the construction of two bridges for ELs along I-285 over Perennial Stream 20/Chattahoochee River. Based on coordination with CRNRA, the Chattahoochee River at the I-285 crossing is located within the park's jurisdictional waters; however, it is located within the Georgia DOT ROW. The existing I-285, Interstate North Parkway, and Powers Ferry Road bridges cross Perennial Stream 20/ Chattahoochee River within the adjacent Georgia DOT ROW.

Under the Preferred Alternative, the proposed ELs would be conveyed by bridges between the existing I-285 bridge parallel to bridges on Interstate North Parkway and Powers Ferry Road. Construction of the proposed EL bridges would require the installation of temporary jetties in the Chattahoochee River which would cause some temporary obstruction; however, the main river channel would always be kept open. Georgia DOT will mitigate impacts in the Chattahoochee River and loss of enjoyment due to construction impacts by compensating the National Park Service through an in-lieu fee. Georgia DOT requested concurrence with a determination of "no adverse effect", which would allow FHWA to reach a *de minimis* determination. Section 4(f) impacts are further discussed in **Draft EIS Chapter 4, Section 4(f) and Section 6(f) Resources**.

Akers Mill Road (East) Trail

The Preferred Alternative would require encroachment and potential reconstruction of up to 863 linear feet on the Akers Mill (East) Trail. This would result in closure of a portion of the trail while it is reconstructed. Furthermore, short-term closure of portions of the trail might be required to ensure public safety during construction activities.

Cobb County and Georgia DOT agreed, through an existing Memorandum of Understanding, that Akers Mill Road (East) Trail would not be considered a Section 4(f) resource.[8]

Bob Callan/Rottenwood Creek Trail

The Preferred Alternative would require 0.03 acre of ROW acquisition and temporary, short-term closures of the Bob Callan/Rottenwood Creek Trail under I-285 while the ELs are being constructed above the trail. These closures are to ensure the safety of trail users when active construction of the ELs is occurring over the localized trail areas.

Construction activities would not adversely affect the recreational activities, features, and attributes that quality the Bob Callan/Rottenwood Creek Trail for protection under Section 4(f). In accordance with 23 CFR 447.13(b), the Proposed Project would have a *de minimis* impact on the Bob Callan/Rottenwood Creek Trail and no Section 4(f) Evaluation is required. Coordination and consultation are discussed in **Draft EIS Section 4.3, Coordination and Consultation,** and letters can be found in **Draft EIS Appendix M, Agency Correspondence**.

Silver Comet Cumberland Connector Trail

The Preferred Alternative would require the acquisition of ROW from a property adjacent to the Silver Comet Cumberland Connector Trail for the construction of drainage facilities related to the Preferred Alternative. The segment of trail over I-285 consists of a caged bridge and a paved sidewalk along Cumberland Parkway SE. Temporary, short-term closures of the trail in the area of this proposed ROW acquisition may be required during construction. No ROW or easement is required from within the trail boundary.

Georgia DOT received concurrence from the official with jurisdiction that the temporary, short-term closures of the Silver Comet Cumberland Connector Trail qualify as a temporary occupancy under Section 4(f). The work proposed is minor; occupancy would be less than the time needed for project construction; there would be no change in ownership; there would be no adverse changes to the property's activities, features, or attributes; and the land would be restored to its original condition. Therefore, the temporary, short-term closures of the trail would not constitute Section 4(f) use.

Mountain-to-River Trail

The Preferred Alternative would require construction of ELs over the Mountain-to-River Trail. Temporary, short-term closures of the trail over I-285 may be required during construction. The segment of trail over I-285 consists of a caged bridge. This closure would be to ensure the safety of trail users when active construction of the ELs is occurring over the localized trail areas. No ROW or easement is required from within the trail boundary.

Georgia DOT received concurrence from the official with jurisdiction, that the temporary, short-term closures of the Mountain-to-River Trail qualify as a temporary occupancy under Section 4(f). The work proposed is minor;

[8] The approximate 1-mile-long Akers Mill Road (East) Trail is entirely within the I-285 ROW and is not considered a Section 4(f) resource. A 2012 Memorandum of Understanding executed by Georgia DOT, Cumberland Community Improvement District, and Cobb County Department of Transportation states that when Georgia DOT widens I-285 or requires the ROW for any other purpose, the impact to Akers Mill Road (East) Trail is not considered a Section 4(f) impact (Memorandum of Understanding: Bob Callan/Rottenwood Creek Trail – Phase I, Georgia DOT PI: 0010010/Cobb County Project Number: CCID-1043. Approved February 28, 2012 [**Draft EIS Appendix M, Agency Correspondence**]).

occupancy would be less than the time needed for project construction; there would be no change in ownership; there would be no adverse changes to the property's activities, features, or attributes; and the land would be restored to its original condition. Therefore, the temporary, short-term closures of the trail would not constitute Section 4(f) use.

Interstate North Trail

The Preferred Alternative would require 1.8 acres of ROW acquisition of a property adjacent to the Interstate North Trail for the construction of drainage facilities related to the Preferred Alternative. Temporary, short-term closures of the trail in the area of this ROW acquisition may be required during construction. The trail consists of a paved sidewalk along Interstate North Parkway Northeast. No ROW or easement is required from within the trail boundary.

Georgia DOT received concurrence from the official with jurisdiction, that the construction activities impacting the Interstate North Trail satisfy the provisions of a temporary occupancy. The work proposed is minor; occupancy would be less than the time needed for project construction; there would be no change in ownership; there would be no adverse changes to the property's activities, features, or attributes; and the land would be restored to its original condition. Therefore, the temporary, short-term closures of the trail would not constitute Section 4(f) use.

PATH400 Trail

Approximately 1,600 feet of the PATH400 Trail (under construction) would be demolished and reconstructed approximately 25 to 50 feet east of its location – impacting approximately 1 to 2 acres of area. The portion of the trail that would require reconstruction is from just south of Johnson Ferry Road to the interchange with I-285. The reconstructed portion of the PATH400 Trail (under construction) would follow a similar path and would have the same typical section as is planned with the Transform 285/400 project. Additionally, construction activities in the vicinity of the PATH400 Trail (under construction) would require temporary, short-term closures of the trail to ensure public safety. The proposed trail extension is in the preliminary planning stage. In accordance with 23 CFR 447.13(b), the Proposed Project would have a *de minimis* impact on the PATH400 Trail (under construction) and no Section 4(f) Evaluation is required.

7.2.4 Impacts to Places of Worship and Jewish Congregations

No impacts to places of worship and Jewish congregations are expected from the No-Build Alternative. The Preferred Alternative would require ROW from four church properties within the Project Area: 0.25 acre at Kairos Church, 0.36 acre at Sandy Springs Community Church, 1.30 acre at First Baptist Church Atlanta, 0.03 acre at Encounter Church Atlanta, and 0.05 acre at the Tribe Church Atlanta. Direct effects to these buildings have been avoided. The Preferred Alternative is anticipated to impact 21 parking spaces in front of Tribe Church Atlanta which are shared with commercial properties in this retail area. In total there are 52 parking spaces surrounding the commercial building that hosts Tribe Church Atlanta. The 21 spaces would be repainted at an angle and two spaces would be lost, resulting in 19 parking spaces along the front of the building following project construction. Thirteen out of 96 parking spaces at Encounter Church Atlanta could be removed by the Preferred Alternative. Impacts to three driveways and 44 parking spaces may also occur at the First Baptist Church Atlanta during construction because of the Preferred Alternative. These impacts are not anticipated to

significantly impact operations at the church since there are other unimpacted access points to the church and 2,701 total parking spots that will not be impacted. In addition, the three driveways that would be closed during construction would be reopened to provide access following completion of construction (Environmental Commitments Table No. E-66). Following Georgia DOT procedures, coordination with leadership at each church would be ongoing to identify unavoidable land acquisition, plans for the current site and any long-term development, and cost-to-cure plans to address unavoidable impacts. Access to these places of worship would be maintained during construction, and the Preferred Alternative would not result in substantial changes or disruptions to operations at these places of worship.

Construction activities would occur adjacent to two communities that Jewish congregations have designated as *eruvin*. In Jewish tradition, an *eruv* is an area enclosed by a physical barrier that is recognized as an extension of the Jewish household and as a single place. Certain Jewish traditions include prohibitions and limitations on carrying objects between private and public domains. If one of the structures delineating the *eruv* is missing or broken, the *eruv* boundary might be considered broken and normal Shabbat prohibitions would apply within the *eruv* until it was repaired. Eruv Sandy Springs sits in the southwestern quadrant of the I-285/SR 400 interchange. This *eruv* is maintained by congregants of Beth Tefillah and members of another congregation, the Kehilla in Sandy Springs, who use the *eruv* as well. The B'nai Torah Eruv is located west of SR 400 and is roughly bounded to the west by Roswell Road Northeast and is maintained by congregants of B'nai Torah. During construction, the Preferred Alternative might impact facilities (existing noise barriers, fences, etc.) that serve as the boundary of an *eruv*. To avoid adversely impacting adherents, the developer would coordinate with local Jewish congregations with established *eruvin* as part of a Public Involvement and Communications Plan so that *eruvin* are not disrupted. As such, no permanent or long-term impacts to these two *eruvin* are anticipated.

7.3 Indirect Impacts

The Preferred Alternative is located in an urban corridor with local planning documents designating most adjacent land uses for future redevelopment or compatible zoning. Indirect effects from induced growth are unlikely because most of the corridor is already highly developed. This project has the potential to serve as an element of decision-making for development, including development triggered by anticipated growth and redevelopment, but is not expected to precipitate development on its own. Based on data presented in **Draft EIS Appendix D, Indirect and Cumulative Effects Report**, the Preferred Alternative would have the potential to facilitate future land use changes in approximately 21 parcels in the city of Chamblee that are adjacent to I-285 along Savoy Drive. These parcels encompass 37.4 acres of land that are zoned Commercial Corridor, Village Commercial, and Village Residential.

The Preferred Alternative would have the potential to facilitate land use changes in approximately 66 parcels in the city of Doraville that are adjacent to I-285. These parcels encompass 42.5 acres of land that are zoned Urban Center and Urban Core. No community facilities are within the Chamblee parcels, but some community facilities are located within the Doraville parcels because they are part of the Doraville Town Center. It is anticipated that municipal facilities such as schools, libraries, and police stations would not be impacted by redevelopment within the Doraville Town Center. As such, any changes in redevelopment because of the introduction of elevated ELs would not affect community facilities in the areas where future land use changes could occur in Chamblee and Doraville.

7.4 Cumulative Impacts

This section assesses the cumulative effects of the Preferred Alternative on community resources, defined in 40 CFR, Section 1508(1) as "...the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions."[9]

Multiple private development projects adjacent to I-285 are in planning, design, or construction phases. Most of the adjacent land uses would continue in their current uses or transition toward compatible future land uses including mixed-use, multi-family, and commercial redevelopment projects. The ARC RTP identifies projects being implemented independently of the Preferred Alternative. The RTP is a long-range plan that prioritizes transportation project spending in the Atlanta region through 2050. Projects in the RTP include interchanges with the Preferred Alternative that provide connections to SR 400, I-20 West, and I-20 East.

The relevant projects that would be constructed within the Preferred Alternative's construction period could result in temporary construction impacts related to access, visual/aesthetic, air quality, and noise that could be incompatible with existing land uses and affect public enjoyment of neighborhoods, cities, and community facilities. Therefore, these Preferred Alternative may contribute to temporary cumulative impacts on neighborhoods, cities, and community facilities.

However, when considered in conjunction with relevant ongoing or planned projects, the Preferred Alternative is not anticipated to result in permanent cumulative impacts on community facilities, neighborhoods and cities since other projects would also be required to be consistent with adopted land use plans and policies to the extent practicable. Adjacent land uses would continue to be consistent with adopted land use plans and policies. The Preferred Alternative is supportive of the ARC's planning policies in addressing long-term transportation solutions for the projected growth in population, employment, and traffic volumes. In support of this growth, ARC's RTP identifies three goal areas: providing and maintaining world class infrastructure, healthy livable communities, and a competitive economy. The project would not permanently displace existing community facilities nor would the Proposed Project include constructing a new community facility. As such, the Proposed Project's contribution to cumulative impacts to community facilities and neighborhoods would be minimal.

[9] 40 CFR § 1508.7, Cumulative Impact.

8. References

Atlanta Business Chronicle. 2022. *Atlanta's 25 Largest Employers*. https://www.bizjournals.com/atlanta/subscriber-only/2022/07/15/atlantas-25-largest-employers.html.

Atlanta Regional Commission (ARC). 2017. *Metro Atlanta Regional Economic Competitiveness Strategy*. December 6. https://cdn.atlantaregional.org/wp-content/uploads/catlyst-strategy-2018-chapter-1.pdf.

Atlanta Regional Commission (ARC). 2020. *Population and Employment Forecasts.* Accessed April 2, 2020. https://atlantaregional.org/atlanta-region/population-employment-forecasts/.

Atlanta Small Business Network. 2020. *Four Thriving Industries in Metro Atlanta in 2020 and Beyond.* February 3. https://www.myasbn.com/small-business/business-news-trends/four-thriving-industries-in-metro-atlanta-in-2020-and-beyond/.

Bureau of Economic Analysis. 2021a. *Regional Data GDP and Personal Income Atlanta-Sandy Springs-Alpharetta, GA (Metropolitan Statistical Area).* Accessed July 18, 2022. https://apps.bea.gov/itable/iTable.cfm?ReqID=70&step=1.

Bureau of Economic Analysis. 2021b. *Regional Data GDP and Personal Income, Personal Income Summary*. Accessed September 19, 2022. https://apps.bea.gov/itable/iTable.cfm?ReqID=70&step=1.

Bureau of Economic Analysis. 2022. *Regional Data GDP and Personal Income, Gross Domestic Product by State*. Accessed September 1, 2022. https://apps.bea.gov/itable/iTable.cfm?ReqID=70&step=1.

Bureau of Labor Statistics (BLS). 2000. *OES Data 2000 Metropolitan Area*. Accessed April 16, 2020. https://www.bls.gov/oes/tables.htm.

Bureau of Labor Statistics (BLS). 2010. *OES Data May 2010 Metropolitan and Nonmetropolitan Area*. Accessed April 16, 2020. https://www.bls.gov/oes/tables.htm.

Bureau of Labor Statistics (BLS). 2020. OES Data May 2020 Metropolitan and Nonmetropolitan Area. Accessed July 20, 2022. https://www.bls.gov/oes/tables.htm.

Bureau of Labor Statistics (BLS). 2023. *Atlanta, GA, Area Economic Summary*. February 1. https://www.bls.gov/regions/southeast/summary/blssummary_atlanta.pdf.

Bureau of Labor Statistics (BLS). 2022b. *May 2021 Metropolitan and Nonmetropolitan Area Occupational Employment and Wage Estimates Atlanta-Sandy Springs-Roswell, GA.* Accessed July 6, 2022. https://www.bls.gov/oes/current/oes_12060.htm.

Bureau of Labor Statistics (BLS). 2022c. *May 2021 National Occupational Employment and Wage Estimates United States.* Accessed July 6, 2022. https://www.bls.gov/oes/current/oes_nat.htm.

Bureau of Labor Statistics (BLS). 2022d. *Atlanta Area Employment.* Accessed July 19, 2022. https://data.bls.gov/timeseries/SMU13120600000000001?amp%253bdata_tool=XGtable&output_view=data&include_graphs=true.

Bureau of Labor Statistics (BLS). 2022e. *Changing Compensation Cost in the Atlanta Metropolitan Area*. March. https://www.bls.gov/regions/southeast/news-release/pdf/employmentcostindex_atlanta.pdf.

California Department of Transportation. 2011. *Community Impact Assessment*. October. https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/f0008751-vol4-entire-a11y.pdf.

City of Brookhaven, Georgia. 2020. City of Brookhaven, GA. Accessed April 23, 2020. https://www.brookhavenga.gov/community/page/city-brookhaven-ga.

City of Chamblee, Georgia. 2020. *About Chamblee*. Accessed April 24, 2020. https://www.chambleega.com/124/About-Chamblee.

City of Chamblee. 2016. *City of Chamblee Comprehensive Plan*. Adopted March 17, 2015. Amended September 20, 2016. https://www.chambleega.com/DocumentCenter/View/113/Comprehensive-Plan-Amended-September-20-2016?bidId=.

City of Chamblee. 2020. "*Demographics*." *City of Chamblee, Georgia*. Accessed May 1, 2020. https://www.chambleega.com/404/Demographics.

City of Doraville. 2016. *City of Doraville, Comprehensive Plan 2017-2037*. Adopted October 17, 2016. https://cms1files.revize.com/doravillega/Departments/Community%20Development/Design%20Doraville/2016.10.28_DoravilleCompPlan2037MainDocument.pdf.

City of Doraville. 2020. *About Doraville*. Accessed April 24, 2020. https://www.doravillega.us/community/visitors/about_doraville.php.

City of Dunwoody. 2015. *City of Dunwoody Comprehensive Plan, 2015*. Adopted October 12, 2015. https://www.dunwoodyga.gov/home/showpublisheddocument/644/637353462073570000.

City of Dunwoody. 2020. *Economic Development in Dunwoody.* Accessed April 27, 2020. https://www.dunwoodyga.gov/government/departments/economic-development.

City of Sandy Springs. 2016. *The Next Ten, Comprehensive Plan Sandy Springs, Georgia*. July 13. Draft. http://www.councilforqualitygrowth.org/wp-content/uploads/2016/07/2016-0713-Draft_Comprehensive_Plan.compressed.pdf.

City of Smyrna. 2017. *City of Smyrna Comprehensive Plan.* October. https://www.smyrnaga.gov/home/showdocument?id=9296.

City of Smyrna. 2020a. *About Smyrna*. Accessed June 24, 2020. https://www.smyrnaga.gov/your-city/about-smyrna.

City of Smyrna. 2020b. *City of Smyrna, Georgia*. Accessed April 27, 2020. https://www.smyrnaga.gov/.

City of Tucker. 2020. *Community*. Accessed June 24, 2020. https://www.tuckerga.gov/community/index.php.

Cobb County. 2017. *Cobb County 2040 Comprehensive Plan: Vision for a New Era*. Adopted November 2017. https://s3.us-west-2.amazonaws.com/cobbcounty.org.if-us-west-2/prod/2019-06/COBB-2040-COMPREHENSIVE-PLAN-FINAL-2019.pdf.

Cobb County. 2022. Cobb County Appraisal District. https://qpublic.schneidercorp.com/Application.aspx?AppID=1051&LayerID=23951&PageTypeID=1&PageID=9966.

DeKalb County. 2017. *DeKalb County 2035 Comprehensive Plan*. Accessed May 19, 2020. https://www.dca.ga.gov/sites/default/files/dekalb_county_comp_plan_update_2017.pdf.

DeKalb County. 2022. DeKalb County Appraisal District. https://propertyappraisal.dekalbcountyga.gov/maps/mapadv.aspx.

EMDEE International. 2020. Company Information. Accessed September 11, 2020. https://www.atlantamarket.com/exhibitor/97388.

Executive Order 12898. 1994. *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. 59 *Federal Register* 7629. February 16. https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf.

Federal Highway Administration (FHWA). 1999. *Part 24 - Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs*. https://www.fhwa.dot.gov/legsregs/directives/fapg/cfr4924a.htm.

Federal Highway Administration (FHWA). 2011. *Freeway Management and Operations Handbook*. January. https://ops.fhwa.dot.gov/freewaymgmt/publications/frwy_mgmt_handbook/revision/jan2011/mgdlaneschp8/sec8.htm.

Georgia Department of Labor. 2022. *Atlanta-Sandy Springs-Roswell, GA Metropolitan Statistical Area Georgia Area Labor Profile*. Accessed July 19, 2022. https://explorer.gdol.ga.gov/vosnet/mis/Profiles/msa/Atlanta.pdf.

Georgia Department of Transportation (Georgia DOT). 2020a. *Preliminary Indirect and Cumulative Effects with Land Use.* Project: I-285 Top End Express Lane, Georgia DOT P1 No. 0001758. March 6.

Georgia Department of Transportation (Georgia DOT). 2020b. *Special Provision 154-Construction Vibration Monitoring*.

Georgia Department of Transportation (Georgia DOT). 2023. *Evaluation of Tolling Effects on Low-Income Populations Report*.

Georgia Department of Transportation (Georgia DOT). 2021. Major Mobility Investment Program. Accessed July 6, 2022. https://majormobilityga.com/.

Kassis, M. M and D. Boldt. 2005. *A Historical Perspective on Georgia's Economy*. Fiscal Research Center, Andrew Young School of Policy Studies, Georgia State University. February. https://cslf.gsu.edu/files/2014/06/historical_perspective_of_georgias_economy.pdf.

McKinsey & Company. 2019. *Expanding the Economic Pie in the Peach State*. https://www.mckinsey.com/industries/public-and-social-sector/our-insights/expanding-the-economic-pie-in-the-peach-state.

Metro Atlanta Chamber of Commerce. 2021. *Metro Atlanta Fortune 500 & 1000 Headquarters.* Accessed July 2022. https://www.metroatlantachamber.com/resources/most-popular/fortune-500-fortune-1000-in-metro-atlanta.

My Peach Pass. Accessed March 2023. https://www.mypeachpass.com/es.

National Conference of State Legislatures. 2022. *State Unemployment Rates, July 2022*. Accessed August 31, 2022. https://www.ncsl.org/research/labor-and-employment/state-unemployment-update.aspx.

Peach Pass. *About BancPass*. Accessed March 2021. https://www.bancpass.com/about/.

Sandy Springs, Georgia. 2020. "City History and Culture." *Sandy Springs, GA*. Accessed April 24, 2020. https://www.sandyspringsga.gov/city-history.

U.S. Census Bureau. 2022a. 2020 Decennial Redistricting Data (PL 94-171). Table P1. Accessed May 10, 2022. https://data.census.gov/cedsci/.

U.S. Census Bureau. 2022b. 2020 Decennial Redistricting Data (PL 94-171). Table P2. Accessed June 24, 2022. https://data.census.gov/cedsci/.

U.S. Census Bureau. 2023a. *2017-2021, 2009-2013, and 2006-2010 American Community Survey 5-Year Estimates*. Table DP03. Accessed June 28, 2022 and February 22, 2023. https://data.census.gov/cedsci/.

U.S. Census Bureau. 2023b. *2017-2021 American Community Survey 5-Year Estimates*. Tables DP04 and B19301. Accessed February 22, 2023. https://data.census.gov/cedsci/.

U.S. Census Bureau. 2023c. *2017-2021 American Community Survey 5-Year Estimates*. Table S1501. Accessed February 22, 2023. https://data.census.gov/cedsci/.

U.S. Census Bureau. 2023d. *2017-2021 American Community Survey 5-Year Estimates*. Table DP05. Accessed February 22, 2023. https://data.census.gov/cedsci/.

U.S. Census Bureau. 2023e. *2017-2021 American Community Survey 5-Year Estimates*. Table B03002. Accessed February 22, 2023. https://data.census.gov/cedsci/.

U.S. Census Bureau. 2023f. *2017-2021 American Community Survey 5-Year Estimates*. Tables B19301, B19013, S1701, and B17017. Accessed February 22, 2023. https://data.census.gov/cedsci/.

U.S. Census Bureau. 2023g. *2017-2021 American Community Survey 5-Year Estimates*. Table B17017. Accessed February 22, 2023. https://data.census.gov/cedsci/.

U.S. Census Bureau. 2023h. *2017-2021 American Community Survey 5-Year Estimates*. Table B16004. Accessed February 22, 2023. https://data.census.gov/cedsci/.

U.S. Census Bureau. 2023i. *2017-2021 American Community Survey 5-Year Estimates*. Table S1810. Accessed February 22, 2023. https://data.census.gov/cedsci/.

U.S. Census Bureau. 2023j. *2017-2021 American Community Survey 5-Year Estimates*. Table S0101. Accessed February 22, 2023. https://data.census.gov/cedsci/.

U.S. Department of Housing and Urban Development (HUD). 2022. HUD Resource Locator. Accessed July 7, 2022. https://resources.hud.gov/.

U.S. Department of Transportation (USDOT) and Federal Highway Administration (FHWA). 2015. *Environmental Justice Reference Guide*. http://www.trb.org/Main/Blurbs/172469.aspx.

U.S. Department of Transportation (USDOT) and Federal Highway Administration (FHWA).2018. *Community Impact Assessment, A Quick Reference for Transportation*. 2018 Update. https://www.fhwa.dot.gov/livability/cia/quick_reference/ciaguide_053118.pdf.

VoyageATL. 2020. Meet Chef Pink of Creole•ish Catering in South Atlanta. Accessed July 7, 2022. http://voyageatl.com/interview/meet-asia-greer-creole%E2%80%A2ish-catering-south-atlanta/.