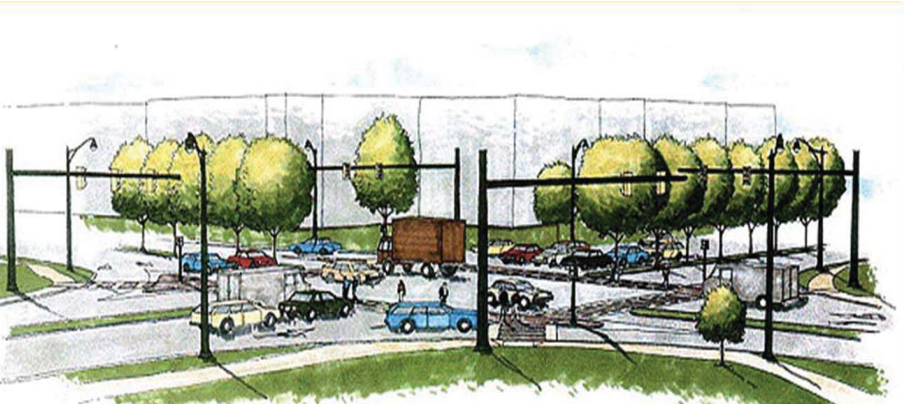


PLAN 2040

FRAMEWORK



ATLANTA REGIONAL COMMISSION

















PLAN 2040

FRAMEWORK

Adopted July 27, 2011



ATLANTA REGIONAL COMMISSION

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PLAN 2040 Framework

A Brief History of Regional Plans

Prior to 1989, six plans had been prepared for the Atlanta Region – in 1952, 1954, 1962, 1968, 1975, and 1984. Each plan represented an expression of how the region should grow and change in order to achieve future goals. Each plan was long-range and general in nature, allowed for local decision-making, and represented a benchmark in an ongoing planning process. Over the years, state legislation evolved, providing a framework for each of these planning efforts.

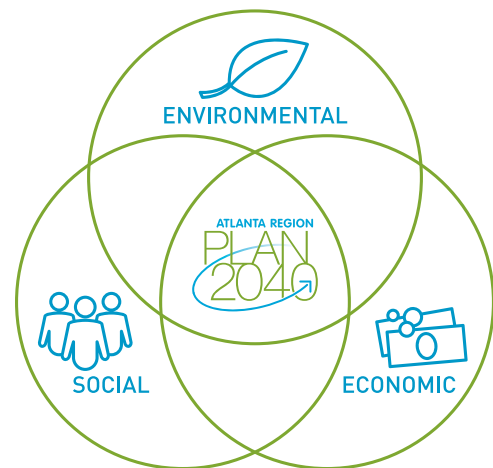
In 1989, the Georgia Planning Act set the stage for our most current planning approach. The Act requires all local governments and regional commissions in the state, including ARC, to prepare comprehensive plans that feature a “bottom up” approach, with local plans coming first and regional plans following. This allows regional plans to combine, interrelate, and provide a regional umbrella for local planning efforts. The Act requires that all plans be formulated in accord with minimum planning standards prepared by the State Department of Community Affairs. Local governments in the Atlanta region prepared their required plans between 1991 and 1995 according to a schedule prepared by ARC. In 1997, the Commission and its staff prepared a Regional Development Plan called *Detailing the Vision – A Development Plan for the Atlanta Region*. This plan was prepared pursuant to the 1989 Georgia Planning Act, and it incorporated the local government plans produced between 1991 and 1995. *Detailing the Vision* was updated in 1999 and identified special target areas for regional plan implementation. Examples of these areas include small water supply watersheds, airport noise zones and rapid transit station areas, including proposed rapid transit rail extensions and commuter rail lines and stations.

In 2003, ARC published *Regional Development Plan Land Use Policies – Livability for People and Places*, which were refinements of the planning principles articulated in the 1997 *Detailing the Vision* and the 1999 update. In 2006, ARC developed *Envision 6*, which followed the “bottom up” approach introduced in the Georgia Planning Act and integrated a plan development process to support future updates of the Regional Transportation Plan and Regional Development Plan. *Envision 6* included a Regional Transportation Plan that was based on forecasts and policy recommendations from the Regional Development Plan. The format of *Envision 6* set the stage for PLAN 2040, which integrates the Regional Transportation Plan and Regional Development Plan into one unified policy framework.

A Sustainable Approach

During the first six months of 2010, ARC released the PLAN 2040 Assessment, including specific Findings that were communicated to stakeholders as well as ARC committees and the Commission. Numerous meetings and interviews with elected officials and stakeholders took place throughout 2010 and were used to review the PLAN 2040 Assessment Findings and frame the needs of the region.

The theme of “sustainability” was selected as an overarching concept for the development of PLAN 2040. The term was defined through meetings of ARC committees, and a Purpose, Values and Objectives for completing PLAN 2040 were adopted by the Atlanta Regional Commission in July 2010.



Based on input from regional stakeholders, the final list of Findings reflects the regional issues and opportunities to be addressed through PLAN 2040. The Purpose and Values of PLAN 2040 originate from these regional Findings, as well as the findings of Fifty Forward, a 50-year visioning effort for the Atlanta region initiated by ARC in 2008. Along with the Purpose and Values, the Objectives provide an organizational framework for the plan, designed to address the regional Findings. For each Objective, Principles guide the implementation of the work program to translate regional policy into actionable items for ARC, its local governments, and its regional partners.

PLAN 2040 Forecast and Scenarios

The region is well positioned for an economic recovery, but must be able to seize opportunities

Growth and expansion in the Metro Atlanta region has created a regional economy that is tremendously complex. ARC forecasts the addition of about 1.5 million jobs by 2040, for an employment total of 4.5 million jobs. While this forecast represents strong growth, future growth is not likely to be as robust as that of the 1990s, and will first need to make up for 2000-2010, which saw a net loss of roughly 10,000 jobs.

ARC expects the Healthcare/Social Assistance sector to lead growth in the Atlanta region, adding some 276,000 jobs between 2005 and 2040. Professional and Technical services will add the second-most jobs, up 257,000, while the Real Estate sector will rank third, up some 150,000 jobs.

In terms of specific occupations, healthcare occupations, as a group, will be one of the region's leaders in percent increase between 2005 and 2040, ranking second behind education occupations. Other fast-growing occupations will be community/social services; building, grounds and other personal services; and computer and math occupations.

Various occupations are expected to flourish differently. Sales, office and administrative occupations will capture the bulk of the growth between 2005 and 2040. This is despite that this occupation's overall share will drop from 26 percent of all occupations in 2005 to 24 percent by 2040. Management and finance occupations; healthcare occupations; and occupations in building, grounds and other personal services will each capture 12 percent of all growth in specific occupations between now and 2040, ranking them second.

The long term economic success of the Atlanta region is directly related to the availability of water

The Atlanta region relies primarily on surface water from rivers and storage reservoirs for its water supply. Surface water provides over 99 percent of the water supply in the North Georgia Metropolitan Water District, and the Chattahoochee basin alone accounts for approximately 73 percent of the permitted available water supply in the District. Residential water use, including single and multi-family use, accounts for 53 percent of the Metro Water District's total water use.

Together, Lake Lanier and Allatoona Lake have played a key role in ensuring an adequate water supply for the Metro Water District since their construction by the U.S. Army Corps of Engineers (Corps) in the 1950s. Current planning assumes that federal reservoirs will continue to operate to meet the water supply needs of the region. However, changes in Corps operations of these lakes, implemented in 2006, represent a dramatic shift from previous operations and present a significant challenge to the region's water supply and, potentially, the region's economy. The operation of the reservoirs is the subject of litigation, the outcome of which is uncertain. The ambiguity associated with future operations poses a challenge in planning for a long-term, adequate water supply to support the region's existing and forecasted population.

Access to employment opportunities in the region's most developed centers will be critical

The region has addressed the challenges of automobile congestion with varying levels of success over the past decade. The urgency to mitigate congestion has become more pronounced during the economic downturn of the latter part of the 2000s. Established job centers in the Atlanta region recognize the need to tie economic development and transportation agendas together, especially as these areas transition from outlying “edge cities” to more urban-scaled activity centers that support a wide range of land uses and economic activities.

One indicator of the impact of congestion on the regional economy is illustrated by a comparison of peak to off-peak travel times to the Atlanta Central Business District (CBD). Over 3 million people can access downtown Atlanta in 40 minutes or less during off-peak periods. This figure decreases to 1.3 million during peak travel periods, or shrinking the peak period travel shed to that of a smaller city, such as Raleigh-Durham, Nashville or Charlotte. This disparity demonstrates that the current transportation infrastructure of the Atlanta region limits employees' access to job opportunities. Addressing these mobility needs is critical in the development of PLAN 2040.

Further outward expansion will adversely impact the region's capacity to meet current and future needs

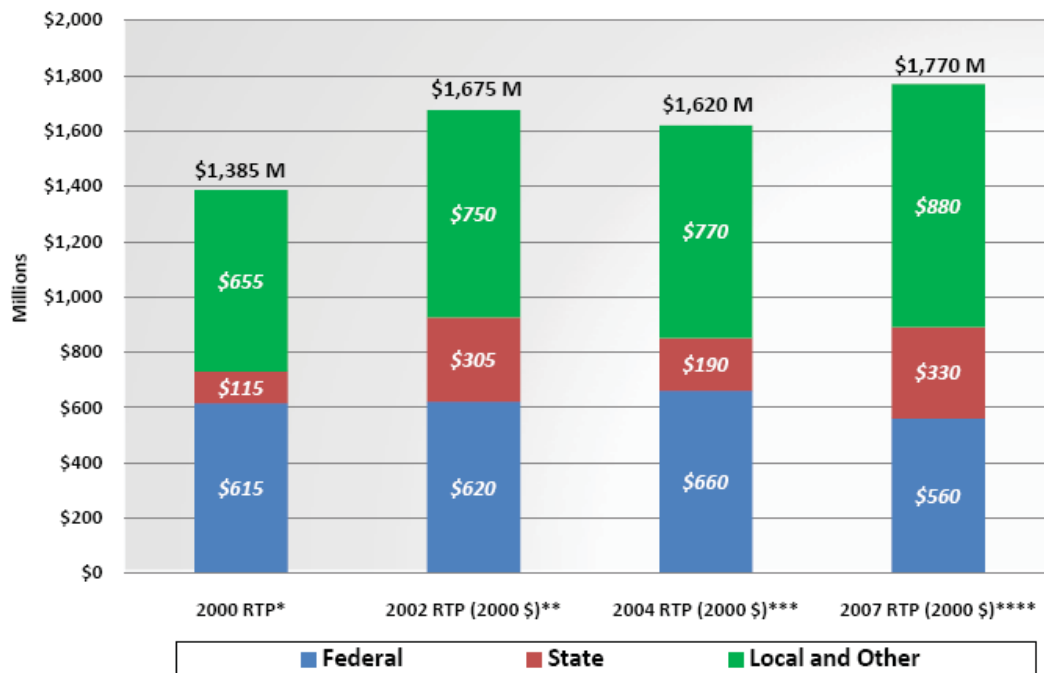
Recent ARC population and land cover analysis indicates that the physical expansion of the region may be slowing, but suburban populations are still expanding into exurban communities as employment sheds grow (additional information regarding regional growth trends is available in the land use elements of the Regional Assessment). This dynamic of increasing urbanized area adversely impacts the ability of the region to implement needed transportation programs and projects. Land use and land cover changes also have significant impacts on stream conditions, as well as water and wastewater systems needed to support new development. As a result of expansion, many exurban communities often lose their unique character while at the same time struggle to generate sufficient funds to provide for needed – yet often large-scale and very expensive - infrastructure improvements in response to their growth. Furthermore, transit options are limited because densities have not increased to a level needed to support transit services, leaving most transportation improvements limited to highway-related capacity and operational projects.

An analysis of growth and revenue patterns in the Atlanta region over this last decade illustrates this growth dynamic, as it relates to transportation infrastructure. Past Regional Transportation Plans were compared using the amount of real revenue generated in each. While the Atlanta region grew from ten to 18 counties over the decade, real federal revenues dropped from \$615 million per year to \$560 million per year. This figure is important, because most local governments rely on federal sources to fund major transportation capital expansion projects, while using state and local funding largely for matching funds or for minor transportation improvements and maintenance. Even minor expansion of the region after the 2010 Census will adversely impact the region's capacity to fund needed infrastructure improvements.

As part of the Regional Forecasting Process, ARC created eight hypothetical scenarios of growth to guide the development of PLAN 2040. Of those eight scenarios, four stood out in terms of their impact on design, accessibility, mobility and densification of the Atlanta Region.

Implementing the scenario based on the Unified Growth Policy Map (UGPM) would best utilize existing transportation and other infrastructure by accommodating growth at planned, concentrated areas. In one of the most critical measures of transportation sustainability – the time actually spent traveling – the UGPM scenario outperforms others. In addition, the UGPM still preserves approximately 50 percent of the 20-county Atlanta region as rural land.

Average Annual Revenues during Prior RTP Periods



*TEA-21 Transportation Bill
10 County MPO
High-level O&M Forecasts
26 Year RTP (2000-2025)

**TEA-21 Transportation Bill
10 County MPO
Updated Funding Forecasts
Gov. Barnes' Transportation
Choices Initiative Bond Program
23 Year RTP (2003-2025)

***TEA-21 Transportation Bill
18 County MPO
Gov. Perdue's Fast
Forward Bond Program
26 Year RTP (2005-2030)

****SAFETEA-LU Transportation Bill
18 County MPO
Fast Forward Bond Program
Emergence of PPP's (I-75/575)
More Accurate Long-Range
O&M Forecasts
23 Year RTP (2008-2030)

Source: ARC

Demographic and market forces that shape residential needs will change the type and location of housing demanded

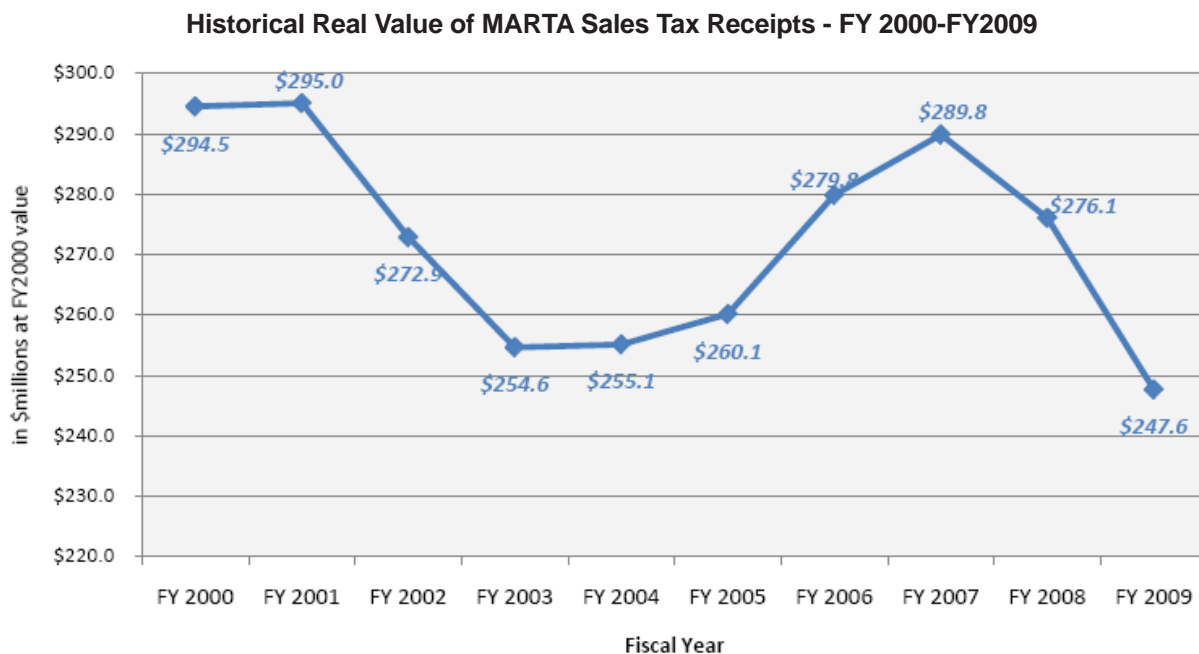
The vast majority of housing available in the Atlanta region has been constructed over the past 40 years, with over 20 percent of the housing stock built between 2000 and 2007. The development community, working within local government regulatory frameworks, has done a remarkable job of delivering substantial quantities of housing to meet historic and recent demands, but it is uncertain if this supply is aligned with future consumer needs, both in terms of the type and location of housing.

A majority of households in the Atlanta region already consists of two or fewer persons. The share of households with more than two people is expected to continue to decline over the course of the next 30 years. National research also suggests that the nation as a whole is undergoing a fundamental shift, not only in the size, but also the nature of the typical household. Three decades ago, approximately half of all households had children, compared to 21 percent expected nationally in the year 2030. Given the region's large supply of single family housing, these shifts and trends suggest a mismatch between current housing stock and the needs of current and future households.

In addition to household size and form, household location will play a critical role in the region's future. Much of the region's growth has been fueled by the ability to supply housing that is affordable to the workforce, mostly in the region's suburban counties. This pattern has been supported by relatively inexpensive travel costs, particularly in terms of the cost of gasoline. However, rising fuel costs are likely to place significant strains on household budgets, potentially making suburban and exurban communities less viable.

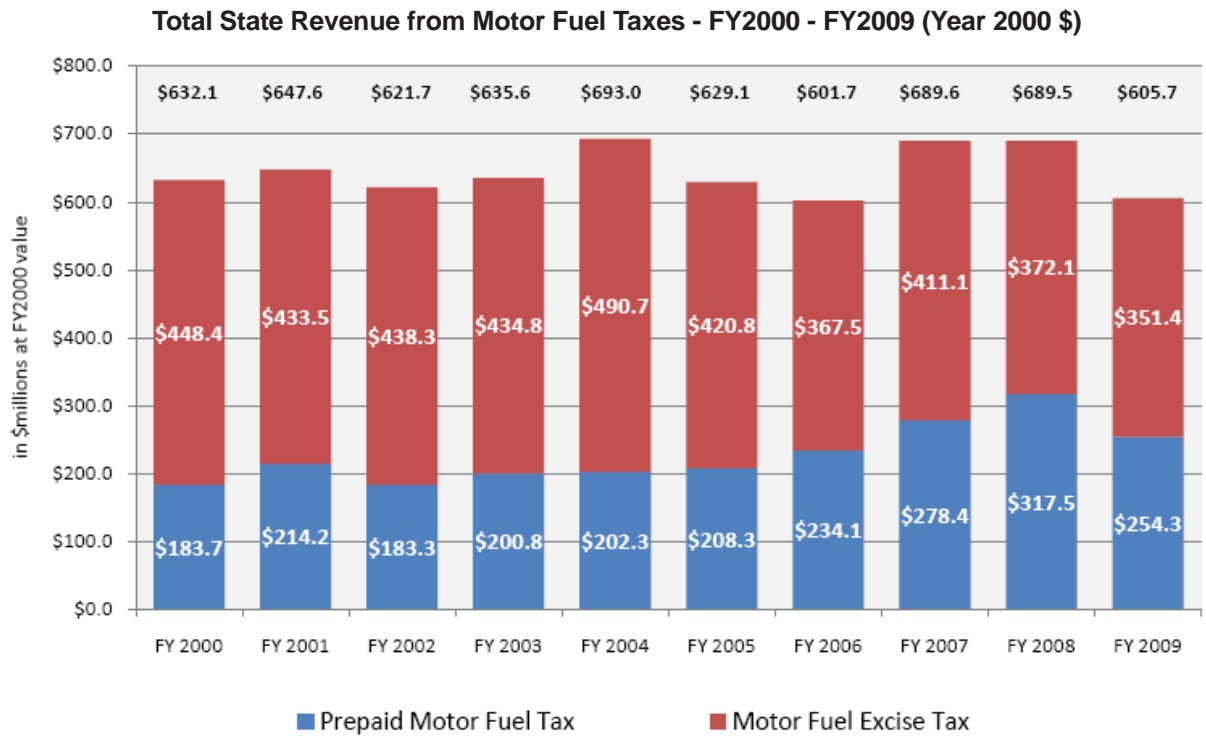
Not only does the region need increased funds for transportation but also better management of existing assets

The region has experienced a significant decrease in its capacity to implement large-scale projects. Local sales tax receipts comprise the primary funding source for most transportation projects sponsored by MARTA and local governments. Given its impact on consumer spending, the economic recession has resulted in an unprecedented decrease in funding. An assessment of Fulton and DeKalb county sales tax receipts reveals the depth of the challenge. In year 2000 dollars, MARTA has 16 percent less funding today than it did in 2000. Forecasts indicate that regional sales tax receipts will not return to pre-recession levels for at least five to six years, while the region continues to see increased demands for transportation infrastructure associated with growth.



Transportation funding at the state level decreased throughout the decade of the 2000s, in real terms (Year 2000 \$), due primarily to the fact that the current economic recession and resulting unemployment have contributed to a drop in total motor fuel tax revenue. Total fuel tax revenue collected by the State has dropped 12.2 percent between fiscal years 2008 and 2009.

The federal funding crisis is based on declining Vehicle Miles Traveled (VMT) and the vehicle fleets' increasing use of alternative fuel vehicles. Both trends have led to decreased funds flowing into the Highway Trust Fund (HTF), the primary source of federal aid for major transportation projects. Current levels of VMT are similar to those last seen in 2003. The impact is reflected in the HTF's funding deficit, with planned expenditures at 30 percent above expected revenue. Without federal policy changes, these trends will lead to less federal funding to Georgia and the Atlanta region in the next decade.



Sources: Georgia Department of Revenue/Bureau of Labor Statistics Consumer Price Index

The composition of the region's eight million residents in 2040 will be very different than the population of today

The Atlanta region has been one of the fastest-growing metropolitan areas in the nation for decades, reaching a population of four million at the turn of the 21st century in the 10-county region. During the last eight years alone, the Atlanta region has added 1.1 million people, making it the second-fastest growing metro in the country, behind Dallas.

The Atlanta region will undergo a dynamic shift in the racial and ethnic profile of its population in next 30 years. Additionally, the region will experience significant shifts related to the age of its population. The ratio of working age individuals to non-working age will change dramatically as the region will have many more non-working aged residents in 2040. The share of population over the age of 65 will also increase, as will the share of children in the region. Meeting the needs of a changing population does not fall to social and education systems alone, but also to a built environment and supportive infrastructure that allows these individuals to be independent and active.

The Atlanta region has historically been a bi-ethnic region - White and Black – with Whites comprising the majority. By 2015 or so, there will no longer be a majority racial or ethnic group. While Whites will maintain a plurality throughout the forecast horizon, their share will decline from roughly 56 percent in 2005 to 36 percent in 2040. Meanwhile, the Hispanic share will increase from roughly nine percent today to 20 percent by 2040.

The region must continue to plan for growth while better coordinating management of environmental, cultural, and historic resources

Across the country, research is showing that urban, suburban and rural neighborhoods are experiencing remarkable transformations in land use and development patterns. In urban areas, higher density residential land uses are replacing parking lots and underutilized commercial and industrial sites. Permit data show that several regions have experienced dramatic increases in new construction in central cities and older suburbs, reflecting a fundamental shift in the real estate market. Outer-ring suburbs and exurban areas may experience reduction in demand as the market continues to shift toward infill neighborhoods.

In anticipation of this trend in the Atlanta region, it has been recognized that significant progress has been made toward supporting appropriate development in the region's town and activity centers. However, it is also recognized that future development in these areas may be even more intense than ARC or local governments currently envision. Furthermore, the region has lacked a proactive approach to development and conservation initiatives in suburban and exurban communities. ARC could do more to provide support and guidance on alternative development strategies for those communities that desire to promote conservation of resources and preservation of community character.

Understanding the need for different development strategies suitable to all regional areas and places, ARC has instituted a variety of programs and policies, such as the Livable Centers Initiative (LCI) and the Unified Growth Policy Map (UGPM), to assist with adding necessary urban amenities. ARC has also initiated a focus on conservation and preservation alternatives through its regional Greenspace Inventory and the PLAN 2040 Regional Resource Plan. The Resource Plan identifies Regionally Important Resources (RIRs), which include natural and cultural resources, as well as areas of scenic and agricultural value. Aligning future needs for compact, environmentally sensitive development with preservation of protected resources will create cohesive and sustainable communities. Resulting benefits include buffers to development, recreational areas, growth management alternatives and sources of economic development.

Differences between cities, counties, and other areas of the region must be understood to gain regional support and greater cooperation

Regional plans can sometimes detail general strategies that are intended to be applied to a range of very diverse communities and circumstances. However, interest was expressed in performance standards and financial decisions that allow local needs and choices to be implemented. The Atlanta region faces real fiscal difficulties, and regional plans should recognize that greater success will occur with targeted strategies that are sensitive to local conditions. The region must be willing to tailor individual approaches to the needs of varied communities at levels of scale that are appropriate in existing developed areas.

The PLAN 2040 Unified Growth Policy Map (UGPM) and Development Guide identify eight Areas and 14 Places for the Atlanta region. Areas describe predominant land use patterns throughout the region, and Places reflect concentrated uses within generally defined boundaries that provide greater detail within Areas. For each Area and Place, the Development Guide identifies recommended densities appropriate land uses and implementation priorities to support the regional vision. Areas create the context for Places and considering a hierarchy of priorities within each will provide the greatest possible depth of design, scale, and aesthetics to achieve desirable development patterns.

In order to maintain prosperity regional partners must work collaboratively among all levels of government and with private and non-profit sectors

The Atlanta region has a long-standing tradition of cooperation among local governments. ARC and its predecessor agencies have coordinated planning efforts in the region since 1947, when the first publicly-supported, multi-county planning agency in the United States was created. ARC is fortunate to be tasked with a significant role in many of the primary issues the region must address to continue its economic success. Interviews and conversations with regional leaders in 2009 revealed that ARC's existing coordination mechanisms provide a significant foundation to build on, but there are other key opportunities that must be explored, including:

- Build capacity within the region to deal with the most pressing issues of the day.
- Create a sense of unity among the diverse perspectives around the region, while also recognizing that different areas of the region have different needs.
- Think about accountability and near-term expectations in long-range planning efforts.
- Recognize that local buy-in is the key to successful regional programs.
- Nurture partnerships with, and around, the State of Georgia to the mutual benefit of all parties.

Regional plan development and implementation includes working with partners to identify potential planning issues and to identify shared programs, policies and actions that can collectively address them. For many issues and programs, ARC has a key role to play in implementation, particularly as the agency designated to carry out a federal or state plan or program. In other areas, ARC may play an integral role in identifying issues and moving the region toward implementation, but many other parties are more directly linked to implementation activities, particularly the region's local governments. PLAN 2040 includes a Local Government Implementation Plan and activities of Regional Implementation Partners to underscore the importance of regional partners and their activities that support the goals and objectives of PLAN 2040.

Fifty Forward

Fifty Forward was a 50-year visioning effort initiated by ARC in collaboration with regional stakeholders. Over a two-year period, ARC engaged the region's political, civic and business leadership, as well as the general public in a broad dialogue about shaping the future of the Atlanta region. Through a series of public forums, Fifty Forward incorporated policy advice from a Steering Committee of local leaders; technical advice from topic-based working groups; and input from neighborhood forums conducted by The Civic League for Regional Atlanta. Eight topical papers were produced on the following topics: Demography & Diversity, Energy, Land Use & Housing, Megaregions, Community Health, Sustainability, Innovation & Technology, and Transportation.

Fifty Forward Findings

The Fifty Forward long-range planning effort resulted in a vision for the Atlanta Region that both informed and reinforced the PLAN 2040 Vision Statement. In addition to gathering input from regional leaders and residents, Fifty Forward asked experts to describe how the world is changing and what implications these changes might have for the Atlanta region. Three basic conclusions were reached:

- The world, and the Atlanta region with it, is changing rapidly – whether we want it to or not
- Defining a preferred future for our region is an imperative
- Taking bold action to bring about that preferred future is mandatory

Seven trends are driving innovation and change:

- Population: Our population continues to grow, getting older and more diverse.
- Globalization: Human, financial and intellectual resources are more mobile over a larger space than ever before, and as a result, competition for them grows ever more intense.
- Energy: Consumption continues to trend upward, with a reliance on non-renewable sources. As the limits and environmental impacts of these sources become ever clearer, the leader in promoting a shift to renewable resources will be the winner.
- Federal Policy: Current policy is moving in the direction of investments that build community and conserve resources.
- Environment: Climate change has moved to the forefront of the global consciousness, and governments at all levels are assessing their impact on it.
- Technological Innovation: Technology is an enabler and catalyst of social and economic progress, and its advancement is occurring at an ever-increasing rate.
- Economy: Increasingly, global and national economies are driven by knowledge workers and creative workers. Innovation is critical to success in the 21st Century.

The Vision for PLAN 2040 holds that the Atlanta region will be a place of *visionary leadership for sustainable growth by balancing environmental responsibility, economic growth and social needs while maximizing benefits to all.*

The PLAN 2040 Vision results from feedback gained through an unprecedented public outreach and stakeholder involvement effort. Regional stakeholders included:

- Local governments
- State legislators
- Chambers of Commerce and other business organizations
- Targeted private/public professional organizations
- Citizens' groups
- Educational institutions

Opportunities to be engaged in the planning process included:

- ARC Board meetings, committee meetings and mini-retreats
- PLAN 2040 workshops
- PLAN 2040 mobile public meetings
- Stakeholder group discussions
- Online Forums
- PLAN 2040 Polls/Surveys

PLAN 2040 information was distributed via a network of both print and digital media including:

- PLAN 2040 website
- LENS on Atlanta
- PLAN 2040 mailings
- Printed brochures and handouts
- PLAN 2040 Fact Sheets
- Broadcast conversations

The Fifty Forward visioning effort coincided with the development of PLAN 2040, and the emphasis on sustainability that emerged from Fifty Forward reinforces the theme of sustainability that underscores PLAN 2040.

The consensus from the Fifty Forward planning process avowed that *the metropolitan Atlanta region of the future will be a sustainable place that anticipates change rather than reacts to it*. Clear vision is balancing the needs of the three elements of community sustainability – economy, environment, and people – and designing plans, programs and projects that leverage global and national trends to the collective benefit of our region.

In order to keep pace with the evolving 21st Century global economy, the region must focus on:

- The availability and use of clean and renewable energy resources
- The development of an educated, skilled, innovative and creative workforce
- New types of economic development that build on the region’s current resources and creative talent in info/nano/bio technology, as well as the entertainment industry
- The development of relationships with strong higher education institutions in the region and leveraging the cutting edge work done in them to create a new green economy
- The creation of a strong regional arts and culture scene

The environment, both natural and built, is the foundation on which life in the region is nurtured and sustained. Natural resources such as land, water and air should be used wisely. Doing so will require focus on:

- Perceiving the interdependence of our communities and resources within the region
- Understanding the impact of the use of energy resources on the quality of air and water
- Designing communities and buildings with an understanding of the impacts on consumption of energy, land and water resources
- Modes of travel around the region and within communities

Ultimately, the success of the region comes down to the people who choose to live here. Decisions made, actions taken, and the capacity for economic prosperity and environmental preservation are all people based. Expanding the capacity of the region’s population to sustain itself will require focus on:

- Attracting, creating and retaining a diverse and innovative population
- Leveraging that diversity as a strength in the global marketplace
- Sustaining and cultivating the tradition of an active and engaged civic sector
- Ensuring everyone has the possibility of improving their health, education, cultural awareness and standard of living

The Nature of Sustainability



The emphasis on sustainability that emerged from the Fifty Forward process reinforces the sustainability theme that underscores PLAN 2040.

PLAN 2040 Purpose and Values

The PLAN 2040 purpose statement, *visionary leadership for sustainable growth by balancing environmental responsibility, economic growth and social needs while maximizing benefits to all*, was adopted by the ARC Board and supported by three values.

Value #1: Lead as the Global Gateway to the South

Value #2: Encourage Healthy Communities

Value #3: Expand Access to Community Resources

It was agreed that the Atlanta region is well positioned for greater success, but only if local governments, businesses, and citizens are prepared for changes in the way they live and do business. PLAN 2040 encourages those key changes that will be needed to foster sustainable communities. Building healthy communities in a comprehensive manner to address environmental and health needs is a primary change, as is ensuring that all citizens have the maximum access possible to advance their lives with the region's capacity. Many of the key components of PLAN 2040, including the Regional Development Guide and Local Government Performance Standards, are organized around five Objectives that are based on the regional Purpose and Values. Each of the five Objectives correlates to specific provisions of the Regional Findings and provides an organizational framework for the PLAN 2040 Principles. Icons for each Objective are carried through all PLAN 2040 documents to identify how each provision furthers the attainment of the Regional Vision and Purpose.

Visionary Leadership for Sustainable Growth...

ARC's focus on sustainability mirrors efforts of other agencies and organizations to integrate a balanced approach to community development, design and long range planning

U.S. Department of Housing and Urban Development, U.S. Department of Transportation, and U.S. Environmental Protection Agency's Partnership for Sustainable Communities Six Principles of Livability

1. Provide more transportation choices to decrease household transportation costs, reduce our dependence on oil, improve air quality and promote public health.
2. Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.
3. Improve economic competitiveness of neighborhoods by giving people reliable access to employment centers, educational opportunities, services and other basic needs.
4. Target federal funding toward existing communities - through transit-oriented development and land recycling - to revitalize communities, reduce public works costs, and safeguard rural landscapes.
5. Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the effectiveness of programs to plan for future growth.
6. Enhance the unique characteristics of all communities by investing in healthy, safe and walkable neighborhoods whether rural, urban or suburban.

More information is available through the U.S. Department of Transportation through their Livability 101 website at <http://www.dot.gov/livability/101.html>.

PLAN 2040 Objectives



Increase mobility options for people and goods.



Foster a healthy, educated, well trained, safe, and secure population.



Promote places to live with easy access to jobs and services.



Improve energy efficiency while preserving the region's environment.



Identify innovative approaches to economic recovery and long-term prosperity.

PLAN 2040 Findings

The region is well-positioned for an economic recovery, but must be able to seize opportunities.

The long-term economic success of the region is directly tied to the availability of water.

Access to employment opportunities in the region's most developed centers will be critical.

Further outward expansion will adversely impact the region's capacity to meet current and future needs.

Demographic and market forces that shape residential needs will change the types and locations of housing demanded.

Not only does the region need increased funds for transportation but also better management of existing assets.

The composition of the region's 8 million residents in 2040 will be very different from the population of today.

The region must continue to plan for growth while better coordinating management of environmental, cultural and historic resources.

Differences between cities, counties, and other areas of the region must be understood to gain regional support and greater cooperation.

In order to maintain prosperity regional partners must work collaboratively among all levels of government and with private and non-profit sectors.

Objectives



PLAN 2040 Principles

The Atlanta Regional Commission adopted the PLAN 2040 Objectives in July 2010. ARC staff developed Principles that further refine the adopted Objectives based on former regional policy as well as recent regional activities, including Fifty Forward. The Objectives and Principles will become the official land use policy that guides programs, decisions and investments within the PLAN 2040 Implementation Strategy.



Increase mobility options for people and goods by

- Assuring the preservation, maintenance and operation of the existing multimodal transportation system.
- Continuing to implement cost effective improvements such as sidewalks, multi-use trails, bicycle lanes, and roadway operational upgrades to expand transportation alternatives, improve safety, and maximize existing assets.
- Maintaining industrial and freight land uses at strategic locations with efficient access and mobility.
- Maintaining and expanding infrastructure to support air and rail travel and transport.
- Strategically targeting roadway capacity improvements to serve regionally significant corridors and centers.



Foster a healthy, educated, well trained, safe and secure population by

- Building communities that encourage healthy lifestyles and active living for all ages, with provisions for healthcare, education, recreation, cultural arts and entertainment opportunities.
- Promoting a regional community that embraces diversity – age, ethnicity, and lifestyle – as its strength.
- Promoting access to quality schools, career training, and technology literacy to provide a workforce that can support economic opportunity.
- Promoting public safety efforts to create vibrant and safe 24-hour communities.



Promote places to live with easy access to jobs and services by

- Building compact development in existing communities with integrated land uses that will minimize travel distances and support walking, cycling and transit.
- Increasing housing, services, and employment opportunities around transit stations.
- Providing a range of housing choices to accommodate households of all income levels, sizes and needs and to ensure that workers in the community have the option to live there.
- Protecting the character and integrity of existing neighborhoods, while also meeting the needs of the community.



Improve energy efficiency while preserving the region's environment by

- Conserving and protecting environmentally-sensitive areas and increasing the amount and connectivity of greenspace.
- Continuing to enhance stewardship of water resources throughout the region.
- Promoting energy-efficient land development and infrastructure investments that foster the sustainable use of resources and minimize impacts to air quality.
- Encouraging appropriate infill, redevelopment and adaptive reuse of the built environment to maintain the regional footprint and optimize the use of existing investments.



Identify innovative approaches to economic recovery and long term prosperity by

- Focusing financial resources and public investments in existing communities.
- Establishing a regionwide economic and growth management strategy that includes federal, state, regional and local agencies, as well as non-governmental partners.
- Enhancing and diversifying economic development activities to include sectors like life sciences, logistics and transportation, agribusiness, energy and environmental technology, healthcare and eldercare, aerospace technology and entertainment and media production.
- Leveraging the diversity of the region – our people, places and opportunities – to continue to attract business and residents.

PLAN 2040 Evaluation and Monitoring

As a component of PLAN 2040, ARC will monitor the effectiveness of the Plan's implementation. Methods of monitoring will include:

- Periodic assessments of communities to measure their progress on meeting the Local Performance Standards.
- Communications that convey the key points of PLAN 2040 implementation through an online dashboard, publications, the ARC website and presentations to governments and citizens.
- Surveys of regional leaders as to whether the strategies identified in the plan are being implemented.
- Annual reports on the accomplishments of PLAN 2040 work programs, including changes in development patterns.

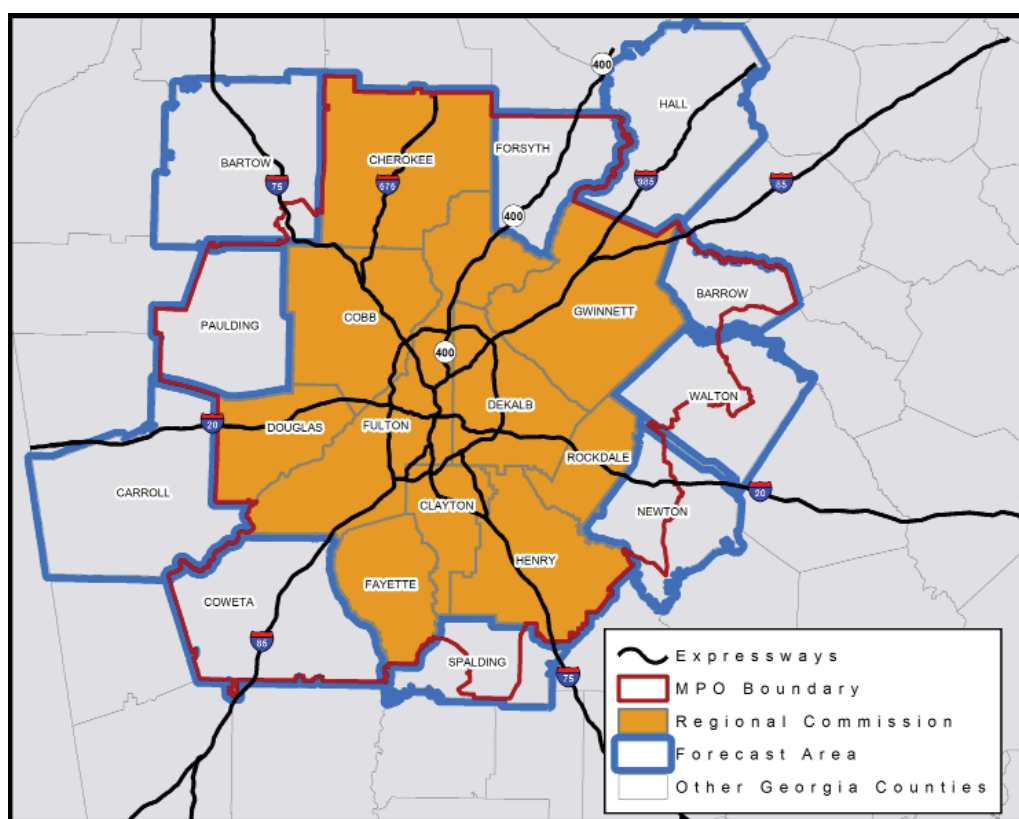
Based on the results of PLAN 2040 Monitoring and Implementation, ARC may develop new programs and policies to remove impediments to implementation of the regional plan.

PLAN 2040 Elements

The Atlanta Regional Commission (ARC) is the regional planning and intergovernmental coordination agency created by the local governments in the Atlanta region pursuant to legislation passed by the Georgia General Assembly. This document primarily addresses ARC responsibilities for comprehensive planning under state law as the designated Metropolitan Area Planning and Development Commission (MAPDC). As an area of greater than 1,000,000 population, ARC has authority under state laws as both a MAPDC and Regional Commission (RC), effective June 2009, as outlined by House Bill 1216 in 2008.

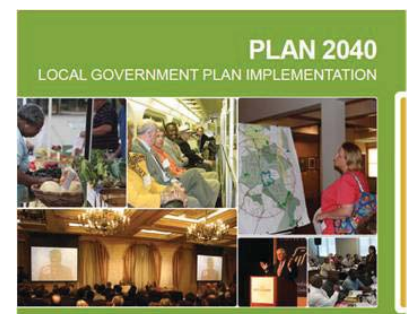
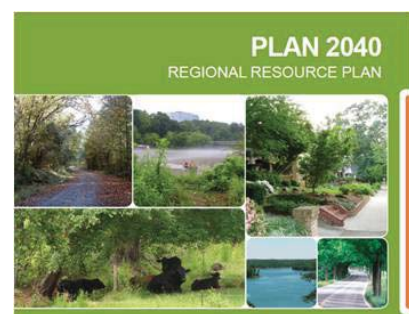
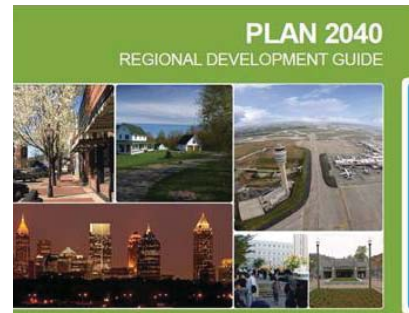
In addition to being the official planning agency under state law for the 10-county region, ARC is also the transportation planning agency for the Atlanta region under federal law as the designated Metropolitan Planning Organization (MPO) for a 18-county area.

ARC provides planning staff to the Metropolitan North Georgia Water Planning District (MNGWPD), whose mission is to develop comprehensive regional and watershed-specific water resources plans for implementation by local governments. ARC also serves as the administrative agency for the Atlanta Regional Workforce Board (ARWB). Aging and senior services are provided by ARC as the Area Agency on Aging (AAA).

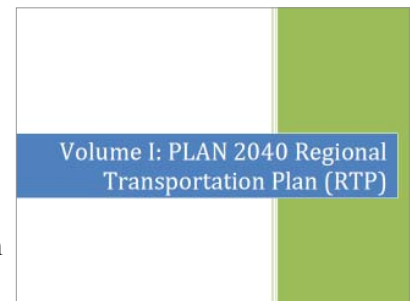


PLAN 2040 considers regional priorities for each of these different roles, but primarily fulfills the requirements of the Regional Agenda as mandated by the Georgia Department of Community Affairs and the Regional Transportation Plan as mandated by U.S. Department of Transportation. As such, PLAN 2040 is a compilation of several key components.

- The regional **Vision** is a required component of the Regional Agenda, and it includes the Purpose, Values, Objectives and Principles described in this Framework document.
- The regional **Findings** are a required component of the Regional Agenda, and they constitute the list of issues and opportunities to be addressed in the plan. The regional Findings are described in this Framework document.
- The **Regional Development Map** is the Unified Growth Policy Map (UGPM) that is included in the Regional Development Guide. The UGPM is comprised of Areas and Places. *Areas* describe predominant land use patterns throughout the region. *Places* reflect concentrated uses that have generally defined boundaries and provide greater detail within Areas. It is a required component of the Regional Agenda.
- The **Regional Development Guide** is a required component of the Regional Agenda that elaborates on the UGPM by providing a defining narrative for each regional Area and Place. Among other things, it includes a written description, pictures, listing of specific land uses desirable in each Area and Place, and identification of Implementation Priorities, which are measures to achieve the desired development patterns. The Regional Development Guide also addresses implementation of the Georgia Quality Community Objectives (QCOs) for the Atlanta region.
- The **Regional Resource Plan** is a required component under DCA's regional planning rules. It describes regional policy for Regionally Important Resources (RIRs), such as areas of conservation and recreational value, historic and cultural resources, and areas of agricultural and scenic value.
- The **Local Government Plan Implementation** document includes Performance Standards for Local Governments, which is a required component of the Regional Agenda. The standards are divided into minimum and excellence achievement thresholds.
- The **ARC Implementation Plan** document is a required component of the Regional Agenda that includes the Regional Sustainable Five Year Work Program, as well as new regional needs and strategies to implement PLAN 2040.
- The **Regional Implementation Partners** document is a required component of the Regional Agenda that identifies activities that will be undertaken by regional partners to support the implementation of PLAN 2040. Activities of state agencies, quasi-governmental organizations, and non-profit groups are documented through a Five Year Work Program similar to ARC's Implementation Plan.



- The **Regional Transportation Plan (RTP)** examines the region's transportation needs through the year 2040 and provides a framework to address anticipated growth through systems and policies. PLAN 2040 provides a comprehensive statement of the regional future transportation needs as identified by local jurisdictions, the State and other stakeholder agencies. It contains strategies aimed at improving mobility and access, and defines both short- and long-term transportation strategies and investments to improve the region's transportation system.
- The **Transportation Improvement Program (TIP)** represents the programming for funding and implementation of the near-term years of projects in the adopted long-range Regional Transportation Plan. The TIP is based on fiscal years, with July 1 being the first day of each fiscal year. For example, July 1, 2007 was the first day of FY 2008. Under SAFETEA-LU requirements, the TIP must cover a minimum of four fiscal years. The Atlanta region's TIP covers six fiscal years, from FY 2012 through FY 2017.



PLAN 2040 meets not only the state and federal regulatory requirements of the Regional Agenda and the Regional Transportation Plan, but also meaningfully addresses other regional issues and needs to ensure that a comprehensive and forward-reaching process is undertaken. Energy, environmental, transportation, health and economic growth issues are integrated into the region's plans.

Many local governments have adopted local comprehensive plans, county transportation plans, and Livable Centers Initiative (LCI) studies during the past several years. The development of PLAN 2040 has involved close collaboration with local governments to assess community issues and growth needs specifically, to better integrate and improve the manner in which policy and infrastructure investments enhance community design, leverage market and demographic trends, and reinforce transportation and land use integration.

The Unified Growth Policy Map (UGPM), first adopted in 2006, created a stronger link between regional patterns of development and transportation needs. There is a need to better acknowledge and detail regional priorities by area type, with appropriate development design for centers and corridors, and PLAN 2040 provides this guidance through a more detailed and community-responsive UGPM.

Regional Requirements Matrix

The Rules of the Department of Community Affairs outline specific requirements for regional plan components of the *Regional Agenda*. The following matrix identifies the DCA required component and the corresponding element of PLAN 2040 to demonstrate compliance with Minimum Planning Standards.

DCA Requirement	PLAN 2040 Name	Found in PLAN 2040 Document
Regional Vision	Fifty Forward Findings & PLAN 2040 Purpose, Values, Objectives and Principles	Framework Pages 12-16
Regional Development Map <ul style="list-style-type: none"> Covers entire jurisdiction Uses appropriate types of character areas 	Unified Growth Policy Map (UGPM)	Development Guide Pages 8-9
Defining Narrative <ul style="list-style-type: none"> Written description or illustrations of types of development to be encouraged 	Defining Narrative and Area Issues, Recommended Densities	Development Guide Pages 12-54
Defining Narrative <ul style="list-style-type: none"> List of land uses or zoning categories to be allowed 	Matrix of Appropriate Land Uses	Development Guide Page 55
Defining Narrative <ul style="list-style-type: none"> List of Quality Community Objectives to be pursued 	Matrix of Quality Community Objectives	Development Guide Page 58
Defining Narrative <ul style="list-style-type: none"> Identification of Implementation Measures 	Implementation Priorities	Development Guide Pages 11-53
Regional Issues and Opportunities <ul style="list-style-type: none"> Final List of Community Issues and Opportunities 	Findings	Framework Page 17
Implementation Program <ul style="list-style-type: none"> Guiding Principles 	PLAN 2040 Principles	Framework Page 18
Implementation Program <ul style="list-style-type: none"> Performance Standards <ul style="list-style-type: none"> Minimum Standard Excellence Standard 	Performance Measures	Local Government Plan Implementation Pages 10-20
Implementation Program <ul style="list-style-type: none"> Regional Work Program <ul style="list-style-type: none"> Brief description Timeframe Responsible Party Estimated cost of implementation Funding source if applicable 	Sustainable 5-Year Work Program	ARC Implementation Program Pages 34-65
Implementation Program <ul style="list-style-type: none"> Strategies 	Activities of Regional Partners	Regional Implementation Partners Pages 16-44
Implementation Program <ul style="list-style-type: none"> Evaluation and Monitoring 	PLAN 2040 Evaluation and Monitoring	Framework Page 19

ARC Existing Programs and Services

ARC oversees a wide range of programs, services and investments through its existing annual work program and regional planning activities. Many of these activities are required by federal and state laws. Some are required to support local governments. As the region continues to grow and change, ARC must continuously review its programs and activities to determine where priorities have changed and where new resources may be needed to support local governments and the region's other organizations. The *PLAN 2040 ARC Implementation Program* provides further information on how ARC plans to build on these existing programs to implement the region's Sustainable Five Year Work Program.

Aging Services

As the Area Agency on Aging (AAA), ARC serves as a focal point for older adults and caregivers in the delivery and coordination of information, resources and services. ARC collaborates with county-based agencies, other government agencies, nonprofit organizations and businesses to design and implement an array of programs to serve older adults and caregivers. ARC also provides information and counseling on other government programs such as Medicare and Social Security. <http://www.atlantaregional.com/aging-resources/overview>

Air

The Atlanta region does not meet the federal standards for ground-level ozone and fine particulate matter, two of the six pollutants regulated under the Clean Air Act. ARC provides support in meeting state and federal mandates for air quality. The Atlanta region receives Congestion Management and Air Quality (CMAQ) funding for transportation projects to improve the region's air. ARC helps select and manage the CMAQ projects. <http://www.atlantaregional.com/environment/air>

Awards

ARC, in conjunction with the Livable Communities Coalition, annually honors trend-setting developments in the Atlanta region with the Developments of Excellence (DOE) Awards. Past winners have been honored for exemplifying urban revitalization, transit accessibility, affordable housing, conservation and sustainability. The award is given to developments in the 10-county metro region, or within LCI study areas in the 20-county region, that exemplify the policies and practices of ARC's Regional Development Plan. <http://www.atlantaregional.com/land-use/developments-of-excellence>

ARC provides awards annually to local governments in the region that implement projects, programs and services that work collectively to achieve regional goals. In recognition of these successes, ARC developed the "CREATE Community Awards" in 2004. These awards recognize local government leadership, excellence and innovation in each of the following areas:

- Community Building & Involvement
- Regional Prosperity & Economic Development
- Educational Excellence
- Application & Innovation in Technology
- Environmental Sustainability

Bike/Ped Planning

Bicycling and walking are viable forms of transportation for shorter trips and are often important for people who live near transit stops. As transportation costs and congestion increase, walking and bicycling continue to grow in importance here and around the country. ARC promotes safe, functional and regional bicycle and pedestrian planning and continues to update its processes to address new needs and trends. <http://www.atlantaregional.com/bikeped>.

Commute Options

Commute Options are intended to reduce traffic congestion and air pollution by eliminating single occupancy vehicle (SOV) trips and/or decreasing the length of those trips. Transportation Demand Management (TDM) encompasses a set of strategies to increase the use of commute options. The TDM Division, now known as RideSmart, serves as the focal point for providing TDM services to the Atlanta region.

The TDM Division manages RideSmart services, including the regional Guaranteed Ride Home and SchoolPool program, and provides technical and financial management for Employer Service Organizations (ESOs) who work with area employers to help establish and operate commute options programs for their employees. More information on RideSmart can be found at: <http://www.MyRideSmart.com>.

Community Choices

Through the Community Choices program, ARC provides cities and counties with best practices known as “Toolkits”, training through the Community Planning Academy, and technical assistance and resources to help create communities that best suit their unique visions.

The Community Choices Toolkit is a collection of printed resources on community planning and quality growth. The tools provide citizen planners and elected and appointed officials with information they need to implement innovative community planning concepts in their jurisdictions. Through the Community Choices Implementation Assistance program, ARC provides select communities with the staff resources necessary to implement quality growth policies and plans.

The Community Planning Academy (CPA) offers high-quality, cost-effective training and workshops to appointed citizen planners, local elected officials and local government employees. CPA provides planners and decision makers with tools to make effective decisions regarding their community’s future. <http://www.atlantaregional.com/local-government/planning-assistance/best-practices>

Data and Information

ARC provides data support in a variety of formats to local government planning staff, planning partners, consultants and the general public. Geographic Information Systems (GIS) is a technology that combines database information with geographic features such as community facilities, streets and census tracts. GIS requires hardware, software, data and people to create effective tools that can be used to view, query, analyze and map our region and world. <http://www.atlantaregional.com/info-center/overview>

Freight Planning

ARC undertakes major transportation planning work in many areas, including freight. The main objective of ARC’s freight planning effort is to develop a framework for facilitating and enhancing freight mobility and goods movement in the region, improving the region’s economic competitiveness, and minimizing environmental and community impacts. <http://www.atlantaregional.com/freight>.

Green Communities Program

The Green Communities Program is a voluntary certification program for jurisdictions in the 10-county Atlanta Region to encourage local governments to become more sustainable. ARC developed the program to assist local governments in reducing their overall environmental impact. Local governments earn points in 10 categories by implementing specific policies and practices that contribute to overall sustainability. The categories are:

- Green Building
- Energy Efficiency
- Green Power
- Water Use Reduction and Efficiency
- Trees and Greenspace
- Transportation
- Recycling and Waste Reduction
- Land Use
- Education
- Innovation

Green Communities set an example by conserving energy, investing in renewable energy, conserving water, conserving fuel, reducing waste and protecting and restoring the community's natural resources. <http://www.atlantaregional.com/environment/green-communities>

Human Services Transportation (HST) Planning

HST includes a broad range of service options designed to meet the needs of the region's transportation disadvantaged population, including older adults, persons with disabilities, and individuals with lower incomes. Coordinating different HST programs helps improve the efficiency of limited transportation resources. Coordination also helps reduce duplication of services caused by the overlap of individual program efforts and encourages the efficient use of existing community resources. <http://www.atlantaregional.com/hst>.

LCI Program

The Livable Centers Initiative (LCI) is a program that awards planning grants on a competitive basis to local governments and non-profit organizations to prepare plans for the enhancement of existing centers and corridors consistent with regional development policies. The primary goals of the program are to:

- Encourage a diversity of mixed-income residential neighborhoods, employment, shopping and recreation choices at the activity center, town center and corridor level
- Provide access to a range of travel modes, including transit, roadways, walking and biking, to enable access to all uses within the study area
- Develop an outreach process that promotes the involvement of all stakeholders

The ARC Board has approved \$13 million in study funds - \$1 million annually - for use in years 2000 to 2012. The ARC Board also approved an initial allocation of \$350 million for priority funding of transportation projects resulting from Livable Centers Initiative studies. An additional \$150 million was approved for these projects in the 2030 RTP, for a total commitment of \$500 million dedicated to transportation projects resulting from completed LCI studies. <http://www.atlantaregional.com/land-use/livable-centers-initiative/implementation>

Leadership Programs

LINK is a cross-sector, cross-country leadership exchange that brings together the region's most influential leaders to learn how metropolitan areas throughout the country are addressing the same issues and challenges faced by the Atlanta region. ARC manages the LINK program.

During the trip, leaders from the Atlanta region engage in dialogue with their counterparts, exchanging ideas, resolutions, discoveries and solutions to explore innovative ideas and programs that have helped build partnerships and effect positive community change. LINK is in its 14th year.

The Regional Leadership Institute (RLI) is a comprehensive leadership program designed to better prepare a diverse group of community, government, business and nonprofit leaders to work collaboratively to address regional issues. RLI is designed to provide a unique learning experience for emerging and existing leaders through an intensive one-week program that trains, empowers and supports leaders so they can create positive community change in the region. <http://www.atlantaregional.com/local-government/training--leadership-development>

Lifelong Communities

The Lifelong Communities Initiative works with local communities in the metro area to achieve three primary goals: promote housing and transportation options, encourage healthy lifestyles and expand information and access to services. Rather than a top-down prescription, strategies emerge from local community partnerships, forming the region's response to the growing aging population.

Designing a Lifelong Community, by definition, requires that residents, planners and elected officials make decisions not only for the current population but also for the residents who will live in the community well into the future. Urban design and land use issues must first be addressed before any site in the Atlanta region can adequately support the specialized programs, policies, and building types of a Lifelong Community. <http://www.atlantaregional.com/aging-resources/lifelong-communities>

Local Comprehensive Planning

ARC is required under the Georgia Planning Act to provide support to local governments for comprehensive planning. A comprehensive plan outlines a framework for the development of an area, recognizing the physical, economic, social, political, aesthetic and related factors associated with it. A comprehensive plan is typically the result of thorough analysis, includes a long-range scope (usually 20 years or more) and provides the overall guiding principles for the growth and development of a community.

Local Government Services

The Local Government Services division helps cities and counties optimize their performance and enhance their service delivery to residents through assistance in critical areas, including: hiring, compensation, managing, rewarding and engaging talent and enhancing HR effectiveness. ARC Local Government Services staff is also available to assist with special projects, to meet short-term, high workload demands or to provide

direct professional assistance on a short-term basis. <http://www.atlantaregional.com/local-government/management--personnel/assistance/assistance>

Regional Comprehensive Planning

ARC is required under the Georgia Planning Act to complete a regional comprehensive plan and work program. PLAN 2040 is the metro Atlanta area's plan to accommodate economic and population growth sustainably over the next 30 years. In developing PLAN 2040, ARC has an opportunity for assessment, evaluation and redirection as it develops regional policies and actions that direct resources for transportation investments and provides assistance to local governments. <http://www.atlantaregional.com/land-use/plan-2040>

Regional Housing Support

ARC supports local governments and non-governmental organizations to undertake coordination of best practices and dialogue on housing needs. ARC conducts quarterly Regional Housing Forums and maintains a website with partner organizations. <http://www.atlantaregionalhousing.org>

Regional Resource Planning

ARC provides support to local governments and non-governmental organizations to undertake coordination of best practices and dialogue related to historic and cultural resources and greenspace needs. ARC conducts training programs and maintains a regional database of protected land areas. <http://www.atlantaregional.com/environment/protection-of-greenspace-and-cultural-resources>

Transportation Planning – General

As the federally designated Metropolitan Planning Organization (MPO), ARC studies and responds to a wide range of transportation issues and needs in the 18-county Atlanta region. ARC receives planning direction through federal rules and a periodic certification process. ARC's annual Unified Planning Work Program for transportation planning details activities for the calendar year. <http://www.atlantaregional.com/upwp>

Regional Transportation Plan

As the MPO, ARC develops the long-range Regional Transportation Plan (RTP) for the 18-county area and its short range element, the Transportation Improvement Program (TIP). The RTP includes a balanced mix of projects such as bridges, bicycle paths, sidewalks, transit services, new and upgraded roadways, safety improvements, transportation demand management initiatives and emission reduction strategies. By federal law, the RTP must cover a minimum planning horizon of 20 years and be updated every four years in areas such as Atlanta that do not meet federal air quality standards.

ARC funds, inventories and tracks regional, state and local transportation studies occurring in the 18-county transportation planning area, such as Comprehensive Transportation Plans. <http://www.atlantaregional.com/ctpprogram>. ARC's studies also provide a proactive planning approach to support the development of the RTP and TIP.

The *Envision6* 2030 RTP was adopted in September 2007; the *PLAN 2040* RTP is targeted for adoption in mid 2011. <http://www.atlantaregional.com/plan2040>

Transit Planning

Anchored by MARTA and served by three additional service providers, the regional transit system provides commuters and others with travel options. As part of the RTP, transit plays a major role in alleviating congestion and improving air quality while supporting the goals and policies of the Regional Development Plan. ARC, working with regional partners and service providers, reviews, analyzes and incorporates transit projects such as capital expenditure, operations and maintenance into its planning process. <http://www.atlantaregional.com/transit>

Transportation Improvement Program

The Transportation Improvement Program (TIP) allocates federal funds for use in construction of the highest-priority transportation projects in the near term of the Regional Transportation Plan (RTP). The TIP must be consistent with the long-range objectives of the RTP and must be financially balanced. The *Envision6* FY 2008-2013 TIP is the current TIP for the Atlanta region and was adopted by the ARC Board on September 26, 2007; the *PLAN 2040* FY 2012-2017 TIP is targeted for adoption in mid 2011. By federal law, the TIP must also be updated every four years in areas such as Atlanta that do not meet federal air quality standards. <http://www.atlantaregional.com/tip>

Water Resources

ARC has responsibility for on-going implementation of the Metropolitan River Protection Act (MRPA); providing technical assistance for multi-jurisdictional watershed protection programs; facilitating the Clean Water Campaign to address stormwater issues and conducting outreach concerning water efficiency and conservation; and providing planning staff for the Metropolitan North Georgia Water Planning District (MNGWPD). ARC also supports regional activities for litigation arising from interstate water conflicts. ARC provides information to interested citizens, elected officials, the news media and other stakeholders, including information and documents about the range of issues associated with the tri-state water litigation. <http://www.northgeorgiawater.org/>

Workforce Services

As the administrator for the Atlanta Regional Workforce Board (ARWB), ARC's Workforce Development Division provides workforce solutions for dislocated workers, low-income adults and youth and for businesses seeking qualified applicants. The Workforce Division participates in the Innovation Crescent, which is a regional coalition dedicated to supporting the future growth of Georgia's life sciences. The I.C. is comprised of 13 economic development entities and Chambers of Commerce with goals to expand existing life science industries, align education and workforce development resources to support the life science industry cluster and grow high-wage jobs. The Workforce Division also assists with G.E.M., Work Ready Connect and the Georgia Work Ready Initiative. <http://www.atlantaregional.com/workforce-solutions>

Regional Accomplishments

Since 2000, ARC has supported numerous projects implemented by regional partners and related to regional programs and plans. Long-range transportation plans, including Envision 6, Concept 3 and the Regional Bicycle Transportation and Pedestrian Walkways Plan have provided direction on regional transportation needs. Project accomplishments include completion of the MARTA rail line to the North Springs Station; redesign and construction of the SR 316/ I-85 interchange; completion of the 17th Street Bridge over the I-75/ I-85 connector; and the Perimeter Center Parkway Bridge over I-285 in Perimeter Center. New transportation options, such as the introduction of High-Occupancy Vehicle (HOV) lanes and Bus Rapid Transit (BRT) service, and construction of the Hartsfield Jackson International Airport Fifth Runway, continue to improve mobility options throughout the region.

The Metropolitan North Georgia Water Planning District was created to provide long-range planning for water resources and watershed protection. Milestones in watershed planning include construction of the Wayne Hill Water Resources Center in Gwinnett County and the Tussahaw Reservoir in Henry County.

Through programs such as the Livable Centers Initiative (LCI) and Community Choices, local governments have been given tools and resources that have inspired improved development patterns for housing, land use and transportation throughout the region. The substantial resources ARC has directed toward the LCI program have resulted in studies and improvements for 107 distinct areas. LCI resources focus on the common goal of fostering smart development patterns, but also give communities flexibility to tailor projects to their specific needs. For example, the City of Chamblee focused its LCI study around creating higher density transit-oriented development, whereas the City of Buford prepared its LCI study to protect and enhance the historic character of its downtown while establishing a framework for quality growth in adjacent undeveloped areas. Community Improvement Districts (CIDs), such as Evermore and Perimeter, utilized the LCI program to promote mixed-use developments, spurring high-quality residential and commercial investments. Communities including Hapeville, Norcross, and Riverdale have used the LCI program to foster redevelopment within established areas while incorporating improvements to transportation infrastructure and utilizing design guidelines to ensure new development is compatible with existing development.

While the LCI program has assisted communities with planning to achieve local vision and community goals, more general technical assistance has been provided to over 30 communities through the Community Choices program. With assistance provided by Community Choices, the City of Suwanee was able to develop and adopt a



Regional Transportation Network



Hartsfield-Jackson International Airport



Water Resources Planning and Protection



Hapeville LCI



Chamblee LCI

home occupation ordinance, and Cobb County adopted the region's first Complete Streets policy. Henry County, Griffin, Norcross and Fayetteville were able to conduct quality growth audits of their local development codes and comprehensive plans, and zoning regulations and overlays were developed for DeKalb County, Newton County, the City of Auburn and the City of Stone Mountain.

In anticipation of the needs of the aging “baby-boom” population, ARC has focused resources on planning for the needs of older adults as it relates to transportation and the built environment. The Lifelong Communities program was launched in 2007 and focused on the Beltline/Boulevard area in the City of Atlanta, the City of Conyers in Rockdale County, Gwinnett Place in Gwinnett County, Mableton in Cobb County, Stella Place in Fayette County and Toco Hills in DeKalb County. Since 2009, additional partnerships have included the Atlanta Housing Authority, DeKalb County and City of East Point.

Major conservation and greenspace acquisitions have been developed in the region. A Transfer of Development Rights (TDR) program was implemented in Chattahoochee Hill County in Fulton County. The Chattahoochee River Land Protection Campaign has protected nearly 75 miles of river frontage and more than 16,000 acres of land in the river corridor. The Silver Comet Trail, a 61-mile-long non-motorized trail for walkers, hikers, bicyclists and others was opened in Cobb County with its terminus at the Georgia/Alabama state line. The Atlanta Beltline, Inc. partnership began to tackle the transformation of 22 miles of abandoned rail corridor into greenspace, multi-use paths and light rail. The Arabia Mountain Heritage Area in DeKalb and Rockdale Counties was designated as National Heritage Area by the National Park Service. ARC has supported the effort to grow a greenspace vision for the Atlanta region through undertakings such as publishing a Green Infrastructure Toolkit, maintaining a regional greenspace inventory, and developing the first Regional Resource Plan as a part of PLAN 2040. ARC has also recognized fifteen local governments as Certified Green Communities: Alpharetta, Decatur, Norcross, Roswell, Atlanta, Dunwoody, Fairburn, Suwanee, Woodstock, Cobb County, Cherokee County, DeKalb County, Douglas County, Fulton County and Gwinnett County.

The region has benefited from economic development initiatives including major corporate relocations and film and media development. Approximately 20 Tax Allocation Districts (TADs) exist throughout the metro area. Redevelopment has further been accomplished through the work of Community Improvement Districts (CIDs) including Atlanta Downtown Improvement District (Central Atlanta Progress), Buckhead, Cumberland, Evermore, Gwinnett Place, Gwinnett Village, Lilburn, Midtown Improvement District (Midtown Alliance), North Fulton, Fulton & DeKalb Perimeter, South Fulton, Town Center and Fulton Industrial.



Complete Streets



Lifelong Mableton Farmers Market



Chattahoochee Hill Country TDR



Silver Comet Trail



Midtown Alliance CID

ARC has recognized excellence and innovation in community development through its Developments of Excellence (DOE) Awards and CREATE Awards. Developments of Excellence have been identified throughout the region and include transit-oriented developments such as the Lindbergh City Center and BellSouth Metro Plan at the MARTA Lindbergh Station in Fulton County, and the Downtown Decatur Development Program in DeKalb County. Redevelopment projects such as Perimeter Summit, Inman Park Village, Atlantic Station and Glenwood Park in Fulton County were recognized for the transformation of greyfield and brownfield sites into economically viable mixed-use projects. Developments of Excellence have also been recognized for environmentally friendly and context-sensitive design, including the Gwinnett County Environment and Heritage Center, Davis Oaks in DeKalb County, and the Serenbe Community and Lampkin Street Cottages in Fulton County. CREATE Awards recognize innovative ideas and best practices by local governments.

The projects identified herein represent a small cross-section of the innovation taking place throughout the region. They highlight the best of the region and its diverse communities and promise that the region will continue to provide sustainable growth and development opportunities while balancing economic, social and environmental needs.



Post Riverside Development of Excellence



Chattahoochee Hill Country
Development of Excellence

PLAN 2040 Glossary

Airport Investment Area – A UGPM Area that depicts the Hartsfield Jackson International Airport and the surround area.

Access Management - A set of techniques used to control access to highways, major arterials, and other roadways; Access Management ensures coordination between land use and roadway design to provide access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed.

Active Transportation – Refers to non-motorized transportation modes such as walking and bicycling

ADA Transition Plan – Any public agency is required to evaluate its facilities and structural and physical changes needed to remove barriers and make programs accessible, as specified under Title II of Americans with Disabilities Act regulations. As part of an ADA Transition Plan, local and state agencies typically evaluate sidewalks, curb ramps and signals, access to public buildings, rest areas, Park-and-Ride lots and other public transit facilities as appropriate.

Adaptive Reuse - Refers to the reuse or change of use of a previously developed parcel or group of parcels, or the intensification of use or change of use by remodeling or renovating an entire structure.

Affordable Senior Housing – The HUD 202 Program offers rental assistance for seniors who meet the requirements of the federal program. Rents are based on a resident's adjusted gross income for rent and utilities. Residency requirements have been determined by HUD. To be eligible for an apartment under the HUD 202 program, individuals or their spouse must be at least 62 years of age or older; individuals must have an annual income consistent with HUD guidelines for income maximums; individuals must be able to meet the posted residency criteria. All affordable senior housing communities comply with federal fair housing regulations, accepting age- and income-qualified residents without regard to race, color, religion, sex, disability, familial status or national origin.

Agricultural Buffer - Requires that a buffer be provided between new non-agricultural development adjacent to agricultural land.

Agricultural Protection Zoning (also called **Agricultural Districts**) - Designates areas where agriculture is the preferred land use based on various criteria. Regulations may set large minimum parcel sizes (e.g. > 10 acres), design criteria, and review procedures to ensure compatibility.

Annexation – The incorporation of land area into the jurisdiction of an existing city with a resulting change in the boundaries of that city.

Americans with Disabilities Act (ADA) – Federal legislation passed in 1990 that prohibits discrimination on the basis of disability. In addition to other public and private facilities, the act requires all transportation facilities and services must be accessible to individuals with physical handicaps.

Areas – See UGPM Areas.

Arterial – A moderate or high-capacity road or street that allows major traffic movements between major points in an urban area. These roads allow for speeds faster than collector and local streets and accommodate greater volumes of traffic. Arterial roads are immediately below a highway level of service.

Atlanta Fifty Forward – A two-year visioning initiative based on open-house style forums centered around critical topics that impact metro Atlanta now and will continue to impact it for decades.

Barrier-Free Design – see Universal Design.

Bikability Assessment – A community bicycling conditions evaluation tool, typically performed as part of an Active Living Plan, or another bicycle and pedestrian planning effort,

Bikeable Shoulder – A paved shoulder, at least four feet wide and preferable clear of rumble strips, meant to accommodate bicycle travel on roadways; where rumble strips are present along a bikeable shoulder, they are typically installed so as to allow four feet of clear riding space.

Brownfield – An area that was previously used for industrial purposes. These usually pose environmental challenges to new developments and must be cleaned up before they can be redeveloped.

BRT (Bus Rapid Transit) – Innovative bus transit service that mimics rail service. BRT is generally thought of as a fixed guide-way transit concept that operates in an exclusive right of way and loads passengers at stations that are similar to rail stations. The people mover between concourses at Hartsfield-Jackson Airport is an early example of the BRT concept.

Buffered Bike Lane – An on-street bike lane that offers more protection to cyclists through the use of a painted buffer strip (typically, two feet). Similar to “cycle track”, but without a physical curb or median separation.

Charrette – A meeting to resolve a problem or issue. Within a specified time limit, participants work together intensely to reach a resolution.

City Planning – An activity or profession of determining the future physical arrangement and condition of a community, also referred to as town planning or urban planning. It involves an appraisal of the current conditions, a forecast of future requirements, a plan for the fulfillment of these requirements, and proposals for legal, financial, and construction programs to implement the plan.

Clean Air Act Amendments of 1990 (CAAA) – Federal legislation that establishes acceptable levels of certain criteria pollutants. Regional transportation plans and transportation improvement programs must demonstrate conformity to the air quality attainment plan that serves as a blueprint outlining how a region will demonstrate attainment of the air quality standards by a particular year.

Cluster/ Open Space Zoning - Commercial, residential or mixed use development in which a significant portion of the site (e.g. 40% or greater) is set aside as undivided, permanently protected open space, while the buildings (houses, shops, etc) are clustered on the remainder of the property.

Collector – Roads that collect traffic from local streets and connect them to the arterial network. These roads can accommodate more traffic volume at faster speeds than local streets.

Collector/Distributor Lane (CD) –A collector/ distributor lane on a freeway handles entering and exiting traffic. Usually, this lane will begin as an entrance-only ramp initially, but it will sometimes become a main lane or possibly an exit-only lane. The purpose of this lane is to facilitate traffic to the freeway exits and from the freeway entrances.

Community Activity Centers – A UGPM Place that depicts areas which are smaller than Regional Centers, but serve a similar function operating as destinations for employment, shopping and entertainment.

Community Choices – The Community Choices Program is an Atlanta Regional Commission quality growth initiative that provides cities and counties with tools, technical assistance and resources to help them create communities that best fit their unique visions.

Community Improvement District (CID) – A self-taxing district, established by the appropriate local government but usually managed by a private board, which generates revenue to implement a variety of projects and programs. Roadway improvements and shuttle services are generally the emphasis of CIDs.

Complete Streets – Design and operation of streets that enable safe access for all users of any age or ability, including pedestrians, cyclists, motorists and transit users.

Complete Communities – Neighborhoods or districts that have interconnected transit and commercial environments with a diversity of housing types, services and amenities.

Comprehensive Plan – a 20-year plan by a county or municipality covering such county or municipality and including three components: a Community Assessment, a Community Participation Program, and a Community Agenda. The comprehensive plan must be prepared pursuant to the local planning requirements for preparation of comprehensive plans and for implementation of comprehensive plans, established by the Georgia Department of Community Affairs in accordance with O.C.G.A. 50-8-7.1(b) and 50-8-7.2.

Concept 3 – The regional transit vision that was developed by the Transit Planning Board in 2008.

Conformity – A process in which transportation plans and spending programs (i.e. the RTP or TIP) are reviewed to ensure that they are consistent with federal clean air requirements and contribute to attainment of air quality standards.

Conformity Determination - Mathematical demonstration that transportation projects and programs contained in the TIP and RTP will not violate established pollution budgets established for the region to protect public health. The Conformity Determination is performed with input from the Interagency Consultation Group made up of representatives from the state, federal and local air and transportation agencies.

Congestion Management Process (CMP) – The federally required process to identify congested locations and facilities within the metropolitan area. The CMP process identifies measures and monitors congestion through an on-going information gathering program and finds alternative ways to alleviate congestion and maximize the efficiency of the transportation system.

Conservation Design Development - Developers concentrate homes on a small portion of the developable land, leaving a large part of the site in its natural state. Incorporates greenways and trails throughout the site.

Conservation Easement - Legal agreement a property owner makes to restrict the type and amount of development that may take place on his or her property. A partial interest in the property is transferred to a qualified non-profit, land trust, or governmental entity either by gift or purchase, in exchange for potential tax savings. As ownership changes, the land remains subject to the easement restrictions.

Conservation Lease - Landowners receive regular rent payments and technical assistance for maintaining their property in its natural state.

Conservation Subdivision (also known as **Cluster Subdivision**) - Residential or mixed-use development in

which a significant portion of the site is set aside as undivided, permanently protected open space, with houses clustered on the remainder of the property. The development plans must meet certain criteria specified in the ordinance.

Crossroads Communities – A UGPM Place that depicts central points within large undeveloped areas that have potential to emerge as a growth area for limited non-residential and mixed use development.

Current Use Valuation of Conservation Use Property (CUVA) - A reduction in property taxes through the dedication of land to a qualified use (i.e. agriculture, farming, environmentally critical, etc).

Cycle Track – A cycle track, is a bicycle facility that runs alongside a roadway and is separated by a physical barrier, such as parked cars, bollards, curb, or landscaped buffer. Cycle tracks can be one-way running with traffic, one-way running against traffic, two-way on the same side of the road, or two-way on both sides of the road. Similar to a “sidepath” but dedicated to bicycles only, and better integrated with on-street infrastructure.

Density – The number of dwellings, buildings, or uses per acre of land.

Developing Suburbs – A UGPM Area that depicts the outer edge of suburban development (generally post-1970s) where conventional suburban development patterns are present, but not set.

Developing Rural – A UGPM Area that depicts the outer edge of the region where little or no development has taken place, but where there is development pressure.

Development of Regional Impact (DRI) – A development project, regardless of the mix of land uses, which is likely to have impacts to the transportation network and environment beyond the limits of the jurisdiction in which it is being constructed.

Downzoning – Reducing the number of homes that can be built per acre per site.

Earthcraft – Earthcraft House is a residential green building program that serves as a blueprint for energy- and resource-efficient residential development.

Easements with a Wetland Mitigation Bank - A landowner may offer wetlands on their property to a mitigation bank for protection and/ or restoration.

Employer Service Organization (ESO) - Term used to identify those organizations providing transportation demand management (TDM) services to employers.

Entertainment, Recreation and Cultural Districts – A UGPM Place that depicts the major stadiums, concert venues, parks and recreational areas within the region.

Environmental Impact Statement (EIS) – Documentation required by the National Environmental Policy Act of 1969 whenever federal funds are used on transportation project. The purpose of an EIS is to review and study all impacts the project will have on its surroundings. The EIS must also identify mitigation strategies for the generated impacts. For lower impact projects, an Environment Assessment (EA), which is a less detailed environmental document, may be required instead.

Environmental Justice – The fair treatment and meaningful involvement of all people regardless of race, color, national origin, educational level, or income with respect to the development, implementation, and

enforcement of environmental laws. Environmental justice seeks to ensure that minority and low-income communities have equal access to public information relating to human health and environmental planning, regulations and enforcement. Also, it ensures that no population, especially the elderly and children, are forced to shoulder a disproportionate burden of the negative human health and environmental impacts of pollution or other environmental hazards.

Envision6–The Regional Transportation Plan (RTP) and Regional Development Plan (RDP) developed by ARC in 2005-2008. **Established Suburbs** – A UGPM Area that depicts areas of the region of conventional suburban development (generally post-1970) characterized by strip commercial development, single-family subdivisions, and office in limited locations.

Euclidian Zoning – Land use regulations that primarily focus on dividing communities into geographically-defined districts based on traditional use (i.e. residential, commercial, industrial, etc). Uses are typically segregated and generally includes limited regulation of building aesthetics, aside from restrictions on bulk and height, such as setback lines.

Facility – The means by which a transportation mode is provided. For example, sidewalks are a facility serving the walking mode, a roadway is a facility serving the driving mode and a heavy rail line is a facility serving the transit mode.

Feasibility Study – A detailed investigation and analysis conducted to determine the financial, economic, technical, or practical feasibility of a proposed project.

Fifty Forward – See Atlanta Fifty Forward.

Findings – A list of agreed upon issues and opportunities to be addressed in the Regional Development Plan.

First Mile-Last Mile Connectivity – Refers to the transportation links that provide access to and from transit; improving first mile-last mile connectivity could include sidewalk and safe pedestrian crossing improvements around bus stops and transit stops, secure bicycle parking, and shuttle service.

Flood Hazard or Floodplain Overlay - Typically administered as a zoning overlay district to control development on land that is susceptible to flooding. The floodplain is divided into the floodway and the floodway fringe. Floodplain regulations may prohibit development in the floodplain or may designate acceptable placement and design.

Floor Area Ratio (FAR) – The total floor area of all buildings or structures on a lot divided by the total lot area.

Focus Group – A form of qualitative research in which a group of people are asked about their attitude towards a product, service, concept, advertisement, idea, or packaging. Questions are asked in an interactive group setting where participants are free to talk with other group members.

Food Desert – An area with limited availability of food that is needed to maintain a healthy diet.

Form Based Code – An alternative to Euclidian zoning codes which focus primarily on the physical form of buildings and their relationship to public spaces (streets, sidewalks, open spaces, etc) and focus to a lesser degree on regulating specific land uses.

Greyfield – A term used to describe formally vibrant retail and commercial shopping sites that suffer from lack of reinvestment and have been made obsolete by newer, larger and better designed malls or shopping sites. These areas usually contain high vacancy rates, empty parking lots, poor tenant mix, and underutilized real estate.

Green Communities – A voluntary certification program for jurisdictions in the 10-county Atlanta Region to encourage local governments to become more sustainable.

Greenfield – A land area where there has been no prior construction or development activity on the site.

Greenspace – Land that is intentionally undeveloped for the purpose of preservation or conservation of a community or region’s natural or historic character. This land may also be left undeveloped for the sake of recreational, ecological, environmental, aesthetic, or agricultural interests.

HAWK Beacon - A HAWK beacon (High-Intensity Activated crossWalK beacon) is an on-demand traffic signal used to stop road traffic and allow pedestrians to cross safely, used in locations where safe pedestrian crossing is needed, yet pedestrian signal warrant is not met; included in 2009 MUTCD.

Health Impact Assessment (HIA) – Is commonly defined as “a combination of procedures, methods, and tools by which a policy, program, or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population.”

Heavy Rail – A passenger transit service which utilizes separate right-of-way rail lines either below or above ground, such as MARTA’s rail system. The term ‘heavy’ refers to the number of passengers the trains can carry, and not the weight. Heavy rail trains typically carry more passengers than light rail but fewer than commuter rail.

High Occupancy Toll Lanes (HOT) – Lanes generally used by multi-occupant vehicles such as buses, carpools, vanpools or vehicles with three or more occupants, but made available to single-occupant vehicles for a fee.

High Occupancy Vehicle Lanes (HOV) – Lanes dedicated for exclusive use by multi-occupant vehicles such as cars with two or more occupants, buses, carpools and vanpools. In Georgia, it is legal for motorcycles and alternatively fueled vehicles (such as electric cars) to use HOV lanes.

Hillside Development Overlay - Used to protect areas with steep slopes by encouraging development to respect the constraints and challenges of the topography. May include standards that limit densities based on steepness of slope and suitability of soil, etc.

Historic District Ordinance - Protects places, districts, sites, buildings and structures having a special historic, cultural or aesthetic interest or value.

Historic Preservation Easement - Historic preservation easements can be used to protect a historic landscape, battlefield, traditional cultural place or archaeological site. Under the terms of an easement, a property owner grants a portion of, or interest in, their property rights to an organization whose mission includes historic preservation.

Housing for Older Persons Act of 1995 (HOPA) – This act makes several changes to the 55 and older exemption of the Fair Housing Act. Since the 1988 Amendments, the Fair Housing Act has exempted from its familial status provisions properties that satisfy the Act’s 55 and older housing condition. First, it eliminates

the requirement that 55 and older housing have “significant facilities and services” designed for the elderly. Second, HOPA establishes a “good faith reliance” immunity from damages for persons who in good faith believe that the 55 and older exemption applies to a particular property, if they do not actually know that the property is not eligible for the exemption and if the property has formally stated in writing that it qualifies for the exemption. HOPA retains the requirement that senior housing must have one person who is 55 years of age or older living in at least 80 percent of its occupied units. It also still requires that senior housing publish and follow policies and procedures that demonstrate an intent to be housing for persons 55 and older. An exempt property will not violate the Fair Housing act if it includes families with children, but it does not have to do so.

Human Services Transportation (HST) - Includes a broad range of transportation service options designed to meet the needs of older adults, disabled persons and/or those with lower incomes. These individuals have different needs and require different services depending on their abilities, their environment, and the options available in their community.

Implementation Priorities – Measures to achieve the desired development patterns for regional Areas and Places of the UGPM.

Implementation Program – The overall strategy for achieving the regional vision and for addressing the regional findings.

Industrial and Logistics Areas – A UGPM Place that depicts the major intermodal freight facilities and major logistics centers of the region.

Infill Development – Development of vacant or skipped-over parcels of land in otherwise built out areas.

Infrastructure – The basic facilities such as roads, water and sewer lines, schools, power plants and communication systems on which the continuance and growth of a community depends.

Intelligent Transportation Systems (ITS) - The application of advanced technologies to enhance the operation and management of a transportation system as well as increase movement to reduce delay and improve safety.

Intermodal – Places where interconnectivity exists between various types of transportation. These locations may provide access to multiple types of transportation and allow you to transfer from one form of transportation to another. For example, an intermodal station may service air, rail, road, and waterway transportation.

Land Acquisition - Fee Simple Acquisition - Land is sold at its fair market value.

Land Acquisition - Outright Donation - A donation by a landowner of all interest in property.

Land Acquisition – Bequest - Landowner retains ownership until death.

Land Acquisition - Donation with Retained Life Estate - Landowner donates land during their lifetime, but has lifetime access.

Land Lease - Short- or long-term rental of land.

Landscaping Buffer - Requires planting landscaped areas to mask unattractive land uses, to provide visual and sound barriers between incompatible uses, increase aesthetic values, and protect water quality.

Large Lot Zoning - Zoning districts with very large minimum lot size requirements (at least 5 acres) that limit development density in areas where preservation is desired.

Leadership in Energy and Environmental Design (LEED) – LEED is a program of the U.S. Green Building Council (USGBC) that provides a performance rating system for buildings and neighborhoods that emphasizes energy savings, water efficiency, reduction in output of carbon dioxide and improved environmental quality.

Lifelong Community – A place where individuals can live throughout their lifetime. They ensure a high quality of life by providing a full range of options to residents, such as housing, transportation options, healthy lifestyles, expanded information and access to services.

Light Rail – A passenger transit service which generally operates within a city and its suburbs. The term ‘light’ refers to the number of passengers the trains can carry, and not the weight. Light rail trains typically carry fewer passengers than heavy rail and commuter rail. They don’t share tracks with commuter rail or freight trains, but sometimes share right-of-way with automobiles. Because of their design, light rail systems typically operate at lower speeds and feature closely spaced stops.

Livable Centers Initiative (LCI) – Investment policy study for activity and town centers to create communities and corridors where we can live, work, and play. The results can maximize growth by utilizing such practices as mixed-use development and higher densities concentrated around transportation facilities and employment centers.

Low Impact Development - Encourages environmentally-friendly ways to develop. Manages stormwater, by collecting and draining or evaporating it onsite, rather than routing it into a typical stormwater collection system. LID techniques include bioretention, permeable pavers, tree box filters, rain barrels, disconnected downspouts, narrower streets, infiltration swales, rooftop meadows, bioretention cells and rain gardens.

Managed Lanes - Refers to a system of lanes that use eligibility, access, pricing, or any combination of, to preserve mobility

Major Retail Districts – A UGPM Place that depicts the major concentrations of retail and commercial uses in the region.

Maturing Neighborhoods – A UGPM Area that depicts the older neighborhoods (generally pre-1970) that include both single- and multi-family development, as well as commercial and office uses at connected key locations.

Median Refuge Island – A typical pedestrian crossing safety measure, median refuge islands are raised curbs in the center of the roadway that provide a sheltered pedestrian area where pedestrians can wait for gaps in traffic to make a two stage crossing, Can be installed at signalized and unsignalized crossings.

Metropolitan Area Planning and Development Commission (MAPDC) – A designation under O.C.G.A. 50-8-82 that is cumulative with Regional Commission authority and supersedes any conflicts. The Atlanta Regional Commission is the only MAPDC in the State of Georgia.

Metropolitan Planning Organization (MPO) – A federally required planning body responsible for transportation planning and project selection in its region. The governor designates an MPO in every urbanized area with a population of 50,000 or more people. The MPO is responsible for developing the RTP and TIP in its jurisdiction.

Mitigation Land Banks - Mitigation banking is the restoration, creation, enhancement or in exception circumstances, preservation of wetlands for the express purpose of providing compensation for unavoidable wetland losses in advance of development actions, when such compensation cannot be achieved at the development site or would not be environmentally beneficial.

Mixed-Use Development – The planning practice of allowing more than one type of use in a building or set of buildings. This can mean several different combinations of residential, commercial, industrial, office, institutional, or other land uses.

Mobility Management – See *Transportation Demand Management*

Multi-Use Path - (also known as a multi-use trail or greenway) is an off-road, typically paved facility that is wide enough to be shared by bicyclists, pedestrians, and other non-motorized users; eight feet minimum width, 10-12 feet or more recommended.

National Register of Historic Places (National Register or NRHP) – Authorized by the National Historic Preservation Act of 1966, it is the official list of the Nation’s historic places worthy of preservation.

Nonattainment Area – An urbanized area which does not meet federal air quality standards defined in the Clean Air Act.

Ozone - A primary constituent of smog. Near surface ozone (not to be confused with stratospheric ozone which protects us from UV radiation) is produced as a byproduct of human activities and is detrimental to human health. Ozone is an airway irritant that can lead to inflammation, breathing difficulties, aggravation of asthma and lung damage.

Particulate Matter (PM) - A mixture of small particles and liquid droplets, PM pollution’s small size allows it to pass through our nose and throat and damage lung and heart tissue. PM is produced as a byproduct of human activities such as construction, fossil fuel combustion, and industry.

Performance Measures – Indicators of how well the transportation system is performing with regard to such things as average speed, reliability of travel, and accident rates. The data that is gathered is used as feedback in the decision-making process.

Performance Standards – Minimum and exceptional levels of performance expected of all actors in implementing the recommendations of the Regional Development Plan.

Performance Standards – Minimum – Essential activities to undertake for consistency with the Regional Development Plan.

Performance Standards – Excellence – Desirable activities to undertake for consistency with the Regional Development Plan.

Places – See UGPM Places.

PLAN 2040 – the Atlanta region’s long-range plan for land development and transportation needs. It will guide growth from metro Atlanta through the year 2040, addressing not only land use and transportation issues, but environmental, economic, housing and human services challenges as well.

Preferential Assessment for Agricultural and Forestry Property - Gives tax relief to qualified owners of farm and forest property who have long-term plans to continue these uses.

Public Hearing or Meeting – A public gathering for the express purpose of informing and soliciting input from interested individuals regarding transportation issues.

Public Information Open House – A meeting designed to introduce and interact with the public on a specific project or development. The information provided during these meetings is intended to inform you about the current concepts and provide additional details on how the project will move forward. The public also provides information to the planners on the project or development.

Public Recognition and Notification - Recognizes good stewards in a public manner rewarding them for their dedication to land conservation practices. Also notifies landowners of important resources on their properties.

Purchase of Development Rights (PDR) - An agreement in which a landowner sells the right to develop his property to a qualified non-profit, land trust, or governmental agency. An easement is placed on the property permanently protecting the property from development.

Quality Community Objectives (QCO) – Objectives that further elaborate statewide goals based on growth and development issues identified in local and regional plans throughout the state.

Rectangular Rapid Flashing Beacon (RRFB) – A pedestrian crossing treatment, typically used to supplement pedestrian crossing warning signs, which consists of two rapidly and alternately flashed rectangular yellow indications; this device improves pedestrian safety at mid-block crossings and has received interim approval from the FHWA

Redevelopment Corridors – A UGPM Place that identifies transportation corridors, often major commuter routes, which may have high concentrations of aging commercial and retail space.

Regional Centers – A UGPM Place that have 10,000 jobs or more in approximately four square miles and attract people from around the region for employment, shopping and entertainment.

Region Core – A UGPM Area that depicts the major economic, cultural and transportation hub that is densest in terms of employment, residential and cultural offerings with the most developed transit service in the region.

Regional Commission (RC) – Any commission established under O.C.G.A. 50-8-32 (effective July 1, 2009). The Atlanta Regional Commission (ARC) is the Regional Commission for the 10-county metro Atlanta area

that includes Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry, and Rockdale Counties.

Regional Development Plan (RDP) – This plan outlines policies that guide regional decisions in key areas such as sustainable growth, transportation, water supply and air quality.

Regional Employment Corridors – A UGPM Area that depicts the densest development outside of the Region Core and are generally located around or adjacent to the major transportation corridors of the region.

Regional Strategic Transportation System (RSTS) –The RTP recommends focusing limited federal transportation funds on the Regional Strategic Transportation System. The RSTS further the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods – including addressing current and future transportation demand. The RSTS regional systems accommodate the region’s most critical trip movements. Facilities include interstate highways and freeways, National Highway System classified facilities and state highways, including intermodal connectors for freight facilities, existing and future regional transit service, and principal arterials, critical minor arterials and other facilities that provide continuous, cross-regional mobility, ensure adequate spacing of major roadways and connect regional activity centers, town centers and freight corridors.

Regional Town Centers – A UGPM Place that depicts larger traditional Town Centers.

Regional Transit Committee (RTC) —The Regional Transit Committee was established as a policy committee of ARC in January 2010 to focus on issues of regional transit system planning, funding and governance. The RTC builds upon the work of its predecessors, the Transit Implementation Board (TIB) and Transit Planning Board (TPB).

Regional Transportation Plan (RTP) – A multimodal set of transportation projects and initiatives developed by an MPO for its urbanized area. It is required by the federal government and must cover a minimum of 20 years and be updated at least every third year in air quality nonattainment area (five years for attainment areas), be fiscally constrained and must also demonstrate conformity with applicable federal air quality standards.

Regionally Important Resources (RIR) – Natural and cultural resources area identified throughout the region and include areas of conservation and/ or recreational value; historic and cultural resources; and areas of agricultural and/ or scenic value.

Registry Programs - A way to reward and encourage the voluntary protection of land by private landowners. A non-binding agreement enrolls the landowners in the registry. In return, they receive technical assistance and information regarding conservation practices particular to their land.

Right of Way – Land acquired by a government entity that is used for roadway, sidewalks, rail, and the buffer between transportation infrastructure and private property.

Riparian Buffer - Required strips of land (from 25 to 150 feet in width) along both banks of streams and rivers be set-aside from development and left in their undisturbed, natural state as a vegetative barrier. These buffers protect water quality by slowing and filter stormwater run-off before entering the stream.

Rural Areas – A UGPM Area that depicts the outer edge of the region where little or development has taken place and where there is little development pressure.

SAFETEA-LU - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users is the federal transportation legislation signed into law in August 2005.

Safe Routes to School (SRTS) – A national program designed to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school. Specific targets include improving safety in the vicinity of schools, accessibility to schools, and reduction in traffic and air pollution in the vicinity around schools.

Scenic Byway Designation - Designates segments of scenic roads for special protection measures. Measures may include litter control, sign regulations, design guidelines, land use controls or other measures intended to maintain the rural character of the roadway. Measures are described in a corridor management plan that must be approved by the State Department of Transportation.

Scenic Corridor - Protects scenic views by requiring land uses to complement rather than detract from the scenic experience.

Sharrows-A shared-lane marking installed on roadways to identify travel lanes to be shared by bicyclists and other vehicles. Typically installed where the Right of Way available precludes a full bike lane, sharrows help bicyclists stay out of the “door zone” of parked cars and let drivers know the likely position of a bicyclist.

Sidepath – Similar to a multi-use path or trail, this is a separated multi-use pathway located alongside a roadway for use by bicyclists and pedestrians. Sidepaths need special considerations for safe crossings with driveways and streets.

Single-Occupant Vehicle (SOV) – A private vehicle, such as an automobile, SUV or light truck which contains only the driver.

Smart Growth – Economically viable and environmentally sustainable development that stresses balanced, inclusive community planning.

Sprawl – Movement of people from the central city to the suburbs or rural areas. Concerns associated with sprawl include loss of farmland and open space due to low-density land development, increased public service costs, and environmental degradation as well as other concerns associated with transportation.

Stakeholder – Individuals and organizations involved in or affected by the transportation planning process. Can include federal/state/local officials, MPOs, transit operators, freight companies, shippers, and the general public.

State Transportation Improvement Program (STIP) - A staged, multi-year, statewide, intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, TIPs, and processes.

Station Communities – A UGPM Place that depicts the area ½ to 1 mile around existing and planned high capacity transit stations.

Streetscape – The overall character, design quality, and particular physical elements that occupy the ground level and sidewalk area. Streetscape elements may include the paving materials, curbs, landscaping, lighting, and street furniture.

Sustainable Development – Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies

depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs.

Tax Allocation District (TAD) - A designated area in which improvements, usually related to infrastructure or environmental problems, are carried out by a local government in order to make a site viable for development. The local government typically issues bonds to pay for the improvements, and the added tax revenues that the project eventually generates are used to pay off the bonds. Known as tax increment financing (TIF) around the U.S. The term “tax allocation district” is specific to Georgia.

Tax Incentives - Estate Tax, Income Tax, Property Tax - There may be income, estate, and property tax benefits for donating land, donating a conservation easement, or selling the property as a “bargain sale” at below market value. The amount and type of tax benefits depends on a variety of factors, including the legal tool used to protect the land, the value of the donation, the landowner’s income level and the total amount of the estate.

Thoroughfare—A thoroughfare is a transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving and riding transit. It connects people and goods to important places in Metropolitan Atlanta. It is managed by applying special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all thoroughfare users. In light of this special function, the thoroughfare network receives priority consideration for infrastructure investment in the Metro Atlanta region.

Town Centers – A UGPM Place that depicts smaller traditional municipal core areas, which often reflect a local sense of civic identity, and may or may not be an employment center for a county.

Transfer of Development Rights (TDR) - A transfer of development rights enables landowners in an area planned to remain as open space “sending zone” to sell their development rights for use in “receiving” areas of the community where higher density development is acceptable or desirable. Buying these additional development rights allows developers in the “receiving” areas to build at a higher density than would otherwise be allowed.

Transit Circulator – A bus or other vehicle on a route designed to move people within an activity center. It can take on a number of forms, such as shuttle bus, monorail, trolley or other mode of transportation. It is intended to eliminate the need for the use of a car within an activity center.

Transit-Oriented Development (TOD) – A strategy of planning land use and organizing development to allow people to easily use public transit or other alternative means of transportation to get to places where they live, work and play. This generally involves concentrating a higher density mix of residential and commercial development in areas near transit stops or routes.

Transportation Improvement Program (TIP) – The first three to five years of a Regional Transportation Plan. Must include specific funding for the projects as well as the project schedule from preliminary engineering to construction.

Transportation Management Association (TMA) – Organizations that address the transportation needs of a particular service area. TMAs are often started as public-private partnerships in response to business concerns with mobility or accessibility. TMAs may provide vanpool or carpool formation, transit discounts, bicycle and pedestrian programs or shuttle services.

Transportation Demand Management (TDM) – (also known as *Mobility Management*) is a general term for various strategies that increase transportation system efficiency. TDM emphasizes the movement of people and goods, rather than motor vehicles, and so gives priority to more efficient modes (such as walking, cycling, ridesharing, public transit and telework), particularly under congested conditions. It prioritizes travel based on the value and costs of each trip, giving higher value trips and lower cost modes priority over lower value, higher cost travel, when doing so increases overall system efficiency.

Travel Demand Model – Is a planning tool that utilizes computer programs to replicate real-world travel patterns and forecast future travel needs. It uses population and employment forecasts, as well as land use data to estimate where people will go in the future and how they will get there. Models are compared and validated against real-world traffic counts and various travel surveys.

UGPM – Unified Growth Policy Map, which also serves as the Regional Development Map of the Regional Development Plan.

UGPM Areas – A classification of the predominant land use patterns throughout the Region.

UGPM Places – A classification that reflects concentrated uses that have generally defined boundaries and provide greater detail within Areas.

Universal Design – Universal design focuses on making a house safe and accessible for all individuals regardless of age, ability or stature (can also apply to other buildings and environments).

University District – A UGPM Place that depicts the area around the major universities and colleges within the region.

Urbanized Area – Term used by the United States Census Bureau to define the limits of urban and suburban development around a core city and which, in total, has a population in excess of 50,000. The urbanized boundary is used to define the jurisdiction of a MPO.

Vehicle Miles Traveled (VMT) – On highways, a measurement of the total miles traveled by all vehicles in the area for a specified time period.

Village Centers – A UGPM Place that depicts areas similar to Town Centers, but are developed at a smaller scale.

Walkability Assessment – A community walking conditions evaluation tool, typically performed as part of an Active Living Plan, or another bicycle and pedestrian planning effort.

Wellness Districts – A UGPM Place that depicts the area located around major hospitals within the region.

Wetland Mitigation - Promotes wetland protection by requiring activities that may damage wetlands to be located on upland sites to the greatest degree practicable as determined through a permitting process.

Zoning – A set of regulations and standards relating to the nature and extent of uses of land and structures. For example, land that is zoned residential can be used for single family housing or multiple family housing units, such as apartments, duplexes, or townhomes.

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ATLANTA REGIONAL COMMISSION

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