



THE ATLANTA
REGION'S
PLAN

REGIONAL DEVELOPMENT PLAN

Draft September 2020



Atlanta Regional Commission



CONTENTS

04	INTRODUCTION
08	ASSETS AND CHALLENGES
28	OUR REGIONAL GROWTH
40	OUR BIG IDEAS
54	MOVING FORWARD
	APPENDICES

The conclusions developed in this plan reflect the research and analysis conducted in 2019. Generally, this data reflects the local and national economic conditions prior to the widespread external economic shock caused by the COVID 19 pandemic. ARC will continue to monitor and update the Regional Development Plan.

1.0 INTRODUCTION

ITP or OTP; White, Black, Hispanic or Asian; Boomer or Millennial; the residents who call metro Atlanta home have a strong interest in creating a stronger, more vibrant region while protecting the features that have made the region a magnet for people and businesses from across the country and the world.

To build a stronger economy and improve quality of life, the Atlanta region needs world class infrastructure, which includes a secure water supply and a transportation system for the 21st century; an competitive economy that is recognized as a global hub of technology with a competitive workforce; and healthy livable communities that have art and recreation and provide housing options for all ages, income, and abilities.

This document is intended to prompt public discourse on what assets the Atlanta region has and what challenges the region is facing today and it needs to address to win in the future. It identifies key issues that are challenging policy makers today, but it also illustrates the region's strengths. It provides a future of how the region will develop and areas where ARC will focus its actions.

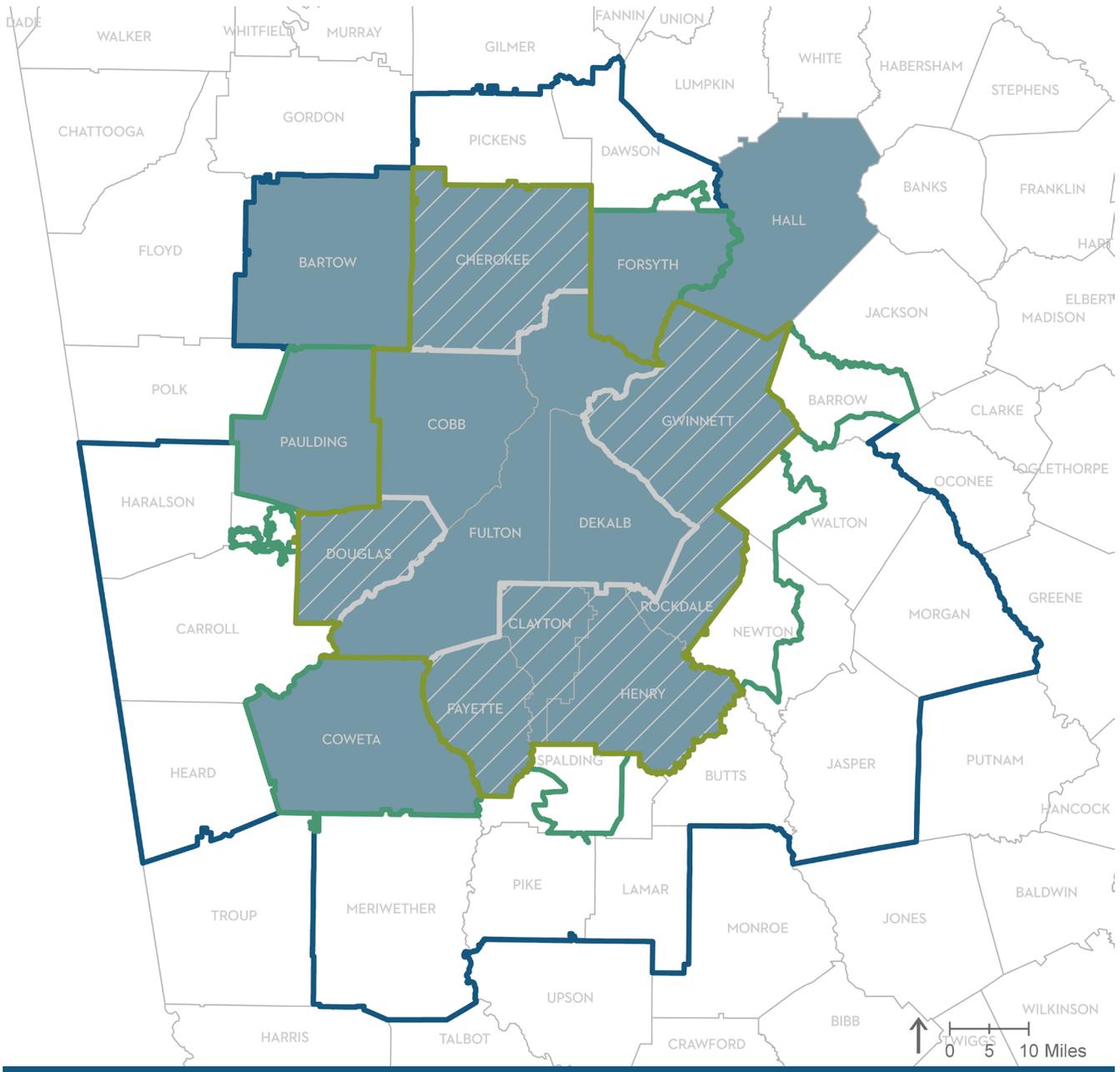
With a population projected to grow to 8.6 million people by 2050, The Atlanta Region's Plan sets the framework for a stronger region to win in the future while continuing to sustain and improve the region's quality of life.

ABOUT THE ATLANTA REGIONAL COMMISSION

The Atlanta Regional Commission (ARC) is the regional planning and intergovernmental coordination agency created by local governments in the Atlanta region pursuant to legislation passed by the Georgia General Assembly. ARC is not a government entity but is the forum through which officials of local governments in the Atlanta region confer to solve mutual problems and decide issues of region-wide importance. ARC engages in a continuous program of research, study, and planning of matters affecting the Atlanta region. As an area of greater than 1 million residents, ARC has authority under state laws as a Metropolitan Area Planning and Development Commission (O.C.G.A. 50-8-80).

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 the 18-county area. In support of planning for transportation, ARC must develop a long-range forecast for population and households for a 20-county area to ensure transportation activities are consistent with efforts to improve air quality in this area. ARC provides planning staff to the 15-county 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 7-county Atlanta Regional Workforce Board (ARWB). Aging services and policy guidance are provided by ARC as the Area Agency on Aging (AAA).

MAP 1-1 ARC REGIONS



Legend

-  Metropolitan Planning Organization
-  Workforce Board
-  Metro North Georgia Water Planning District
-  Metropolitan Statistical Area
-  Atlanta Regional Commission
-  Counties

In addition to mandated regional planning, ARC provides technical assistance to local governments as well as leadership programs including the Regional Leadership Institute (RLI), the LINK program, Community Planning Academy (CPA) and the MARC (Model Atlanta Regional Commission) youth leadership program.

The Atlanta Region's Plan 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, The Atlanta Region's Plan is a compilation of several key components.

HISTORICAL CONTEXT

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 accordance with minimum planning standards prepared by the State Department of Community Affairs. 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 was adopted in 2011, which integrates the Regional Transportation Plan and Regional Development Plan into one unified policy framework.

In 2014, the ARC Board adopted a planning framework for The Atlanta Region's Plan that focuses on a threefold vision of providing world-class infrastructure, building a competitive economy, and ensuring the region is comprised of healthy and livable communities. This vision, along with six key goals set by the ARC Board, served as the foundation for *The Atlanta Region's Plan* which was adopted in 2016.

This document is an update to that 2016 plan. It dictates the programs and projects that implement the Regional Policy Framework and reaffirms the Regional Vision. Below are the components of this update.

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, Centers, and Places. Areas describe predominant land use patterns throughout the region. Places reflect centers that have generally defined boundaries and provide greater detail within Areas.

The Regional Development Guide is a component of the Regional Development Plan that elaborates on the UGPM by providing a definition 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. This section ties into ARC's review of Development of Regional Impacts

The Regional Resource Plan is a required component under DCA's regional planning rules. It describes the 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. This was produced in 2016.

The ARC Implementation Plan section includes the regional Five-Year Work Program, as well as ARC programs that implement The Atlanta Region's Plan.

The Local Government Plan Implementation Appendix includes Performance Standards for Local Governments. The standards are divided into minimum and excellence achievement thresholds. These standards are ways that local governments implement The Atlanta Region's Plan.

PRESERVING LOCAL CONTROL

The Atlanta Region's Plan serves as a guide to local government planning and zoning. Metro Atlanta's cities, towns, and counties have decision-making authority to adopt plans, zoning, and permit or deny development projects. Similarly, The Atlanta Regional Plan's forecast does not prescribe locations of growth but rather is developed in collaboration with the regional economists, the development community, and local governments.

2.0 ASSETS & CHALLENGES

Atlanta has been one of the fastest-growing regions in the nation in recent years, both in terms of people and jobs. This provides the region new assets to capitalize on, but also new challenges to address.

The Atlanta region's growth is presenting challenges that require new solutions and partnerships. Housing prices and redevelopment are challenging historical development patterns that the region has experienced for the past fifty years. New infrastructure, technology, and funding are expanding transportation options for residents, and visitors and the region continue to grow in population and jobs.

The assets of the Atlanta region have led the region's growth for decades. The Atlanta region has grown and expanded largely on the basis of national migration trends to the south; access to the world's busiest airport and the region's prominence as the economic capital of the south; inexpensive land; low cost of living, business costs, and wages. The region also has proximity to major ports, substantial opportunities for higher education, and Fortune 500 business headquarters, as well as national facilities, such as the Center for Disease Control and Prevention (CDC).

Through a process of extensive stakeholder engagement and data analysis, the following assets and challenges were identified.

ECONOMIC DEVELOPMENT

Sustained investment in infrastructure, workforce, and quality of life will be critical to ensuring the region's economic status as a global business hub.

As the global gateway to the south, the Atlanta region has many essential elements for economic growth. The region is home to the world's busiest airport and one of the world's largest airlines using Hartsfield-Jackson Atlanta International Airport as a primary hub. 80% of the entire U.S. population lives within a direct 2-hour flight from Atlanta¹.

The region has a well-connected transportation system with more than 80% of the U.S. commercial and consumer market within two truckload days². The region is not just well-positioned in terms of transportation access, but also has the ability to provide an educated and prepared workforce. The metro area has 48 accredited degree-granting colleges and universities offering more than 400 fields of study serving more than 175,000 full time



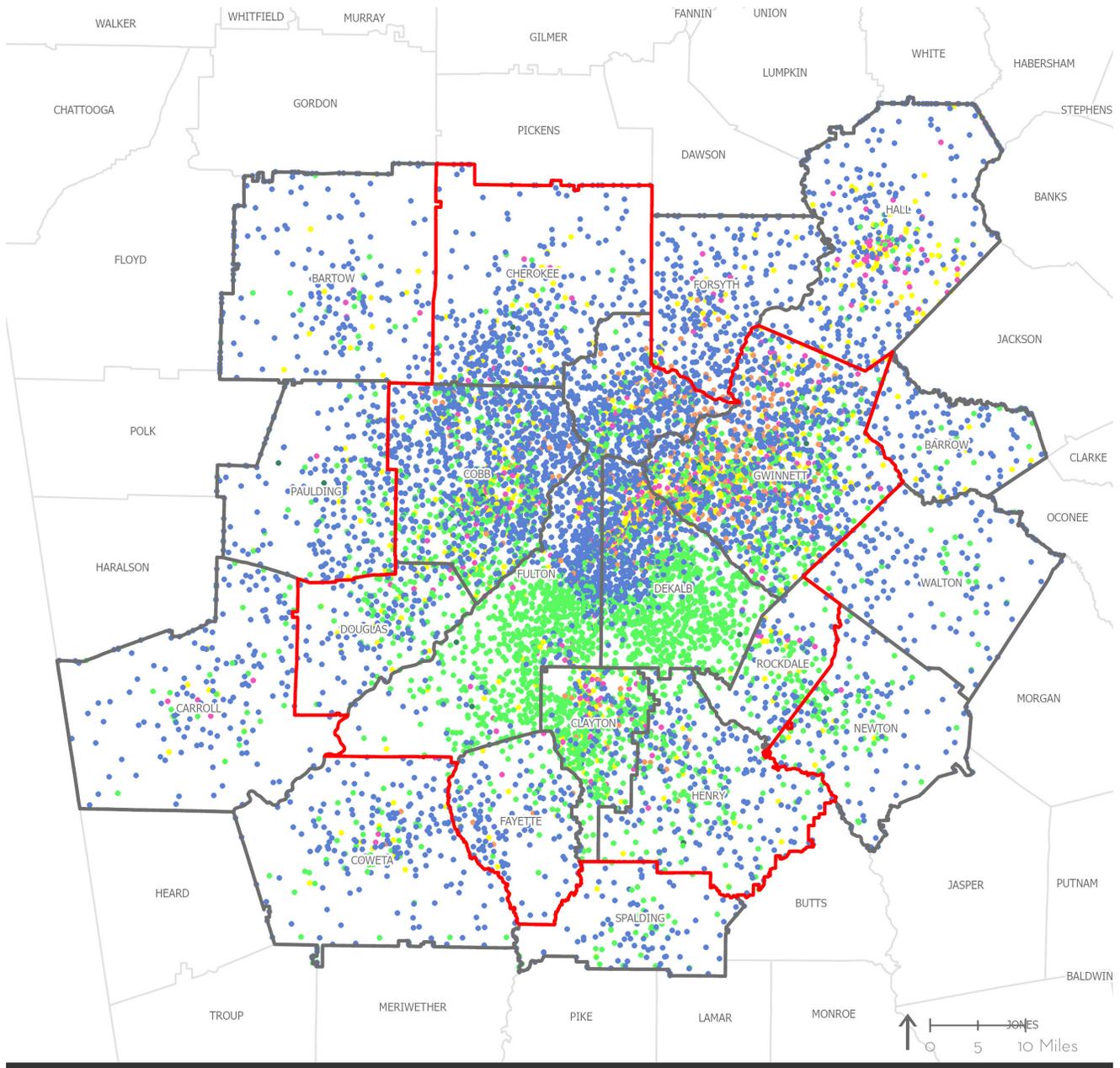
Aircraft Manufacturing is one of the Atlanta region's largest manufacturing sectors employing over 7,700 people within the region and is ranked 10th in the nation in terms of employment shares⁹. Lockheed Martin is one of the largest employers in the sector and has produced the C-130 since 1955 at Air Force Plant 6 at Dobbins Air Reserve Base in Marietta.

students.

Metro Atlanta is the economic engine of the State of Georgia. This is best illustrated by Gross Domestic Product (GDP) measured at the state and metropolitan statistical areas (MSA). GDP is the output of the goods and services produced by labor and property. Using this measure, metro Atlanta currently ranks as the 10th largest economy in the United States.³

Sustained economic success will require continued investments in infrastructure. The Regional Transportation Plan and the Regional Water Plan, identify investments within transportation and water infrastructure. This

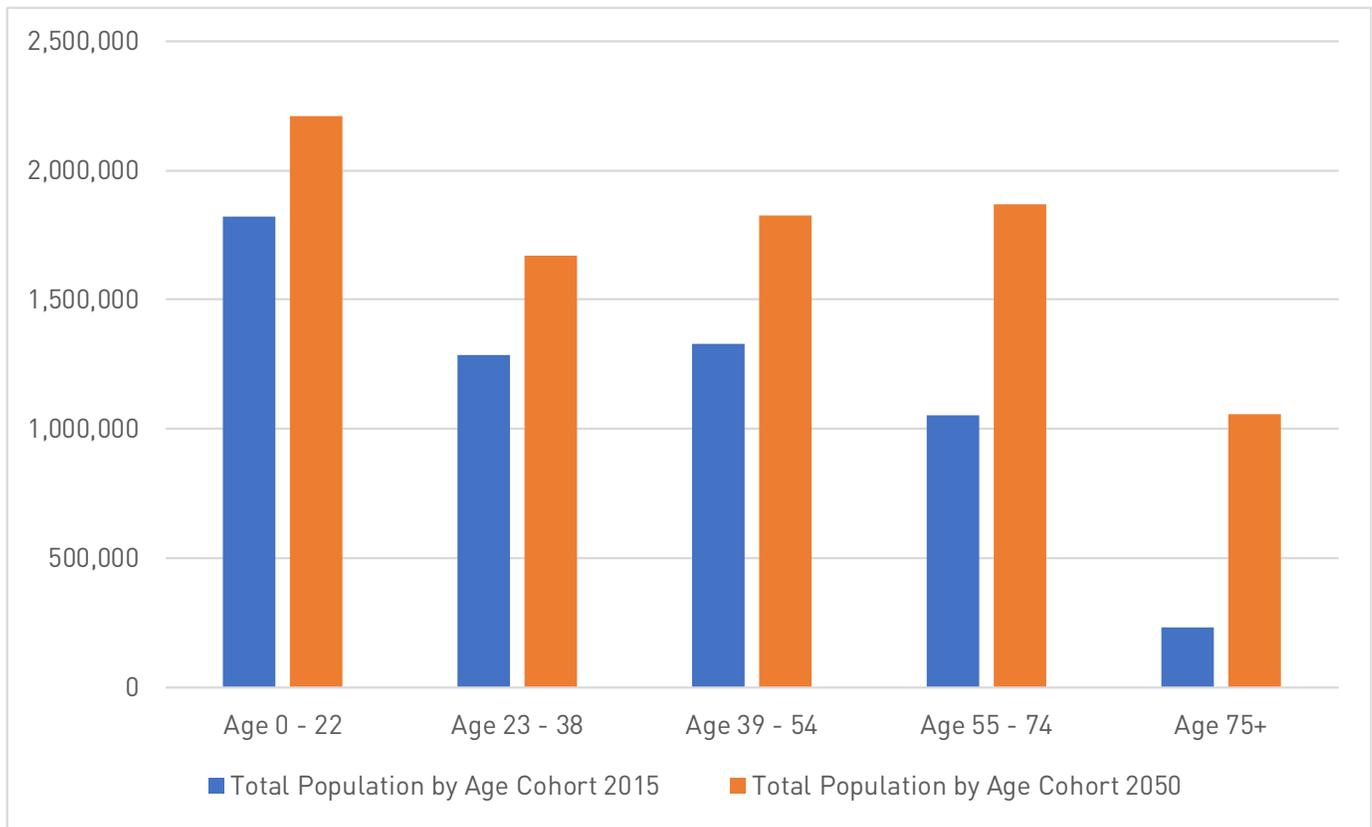
MAP 2-1 REGIONAL DIVERSITY



1 Dot = 600 people

- White
- Black
- Asian
- Two or More Races
- Some other Race
- Hispanic
- ▭ ARC 20 County
- ▭ Counties
- ▭ ARC Regional Commission Boundary

CHART 2-1 POPULATION GROWTH BY AGE COHORT



plan builds upon those identified investments and provides a framework to leverage them.

POPULATION

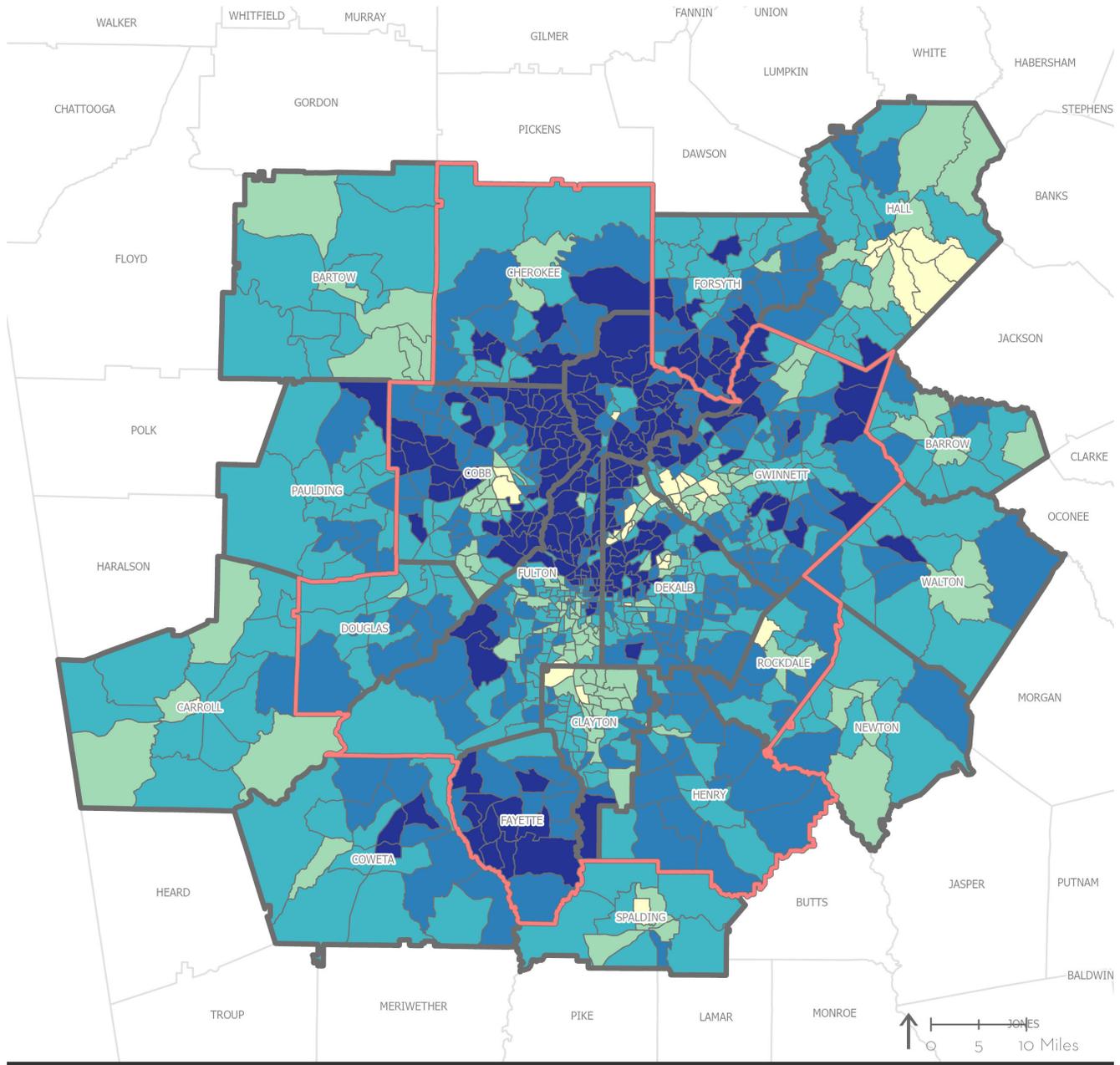
By 2050, the composition of the region's 8 million residents will be markedly different in terms of age, race, and ethnicity.

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 century. The magnitude of growth in the Atlanta region has generated significant economic activity in the region but also has resulted in numerous challenges related to sustaining the economic, environmental, and social health of the region.

The Atlanta region will undergo a dynamic shift in its racial and ethnic profile of the region over the next 30 years. Additionally, the region will also experience significant shifts related to the age of the 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 2050 as the share of the population over the age of 65 will increase dramatically.

Meeting the needs of a changing population will not fall just to the social and education systems alone, but also

MAP 2-2 HIGH SCHOOL GRADUATES



Percent High School Graduate

- Less than 65%
- 65% - 80%
- 80% - 90%
- 90% - 95%
- More than 95%
- ARC 20 County
- ARC Regional Commission Boundary
- Counties

to a built environment and the supportive infrastructure that allows these individuals to be independent.

WORKFORCE DEVELOPMENT

To ensure the region's economic success, everyone must be prepared to advance in a productive career.

High-quality public education is a key building block for a successful regional economy. As our region rises to the challenge of addressing growing needs and limited resources, we must equip the region's children with a 21st-century education that gives them tools to take part in an innovative regional economy.

ARC has worked with regional partners to create Learn for Life to address educational challenges within the five core counties (Cobb, Fulton, DeKalb, Clayton, and Gwinnett). The Atlanta metro is growing quickly and many students experience poverty, come from diverse backgrounds and are more likely than before to speak different languages at home. In those core counties, approximately 39% 3rd graders were reading proficiently by the end of 3rd grade in 2017-18, and 44% of 8th graders were proficient. Also, now 81% of students graduate high school in four years.⁴ A recent study shows that students who do not read proficiently by third grade are four times more likely to leave High School.⁵ While these statistics are sobering, understanding and tracking them allows the region to develop programs to address this issue.

WATER RESOURCES

Increased conservation efforts, use of new technology, and public awareness will continue to be critical tools to manage the region's limited water resources.

Our region needs access to quality supplies of water, but also must be good stewards of that supply. To that end, the 110 jurisdictions in the Metropolitan North Georgia Water Planning District (a 15-county area) implement 19 conservation measures in an effort to promote efficiency and responsible stewardship of a shared resource. These efforts have paid off, and since 2000, the region's per capita water use has decreased by more than 20 percent.

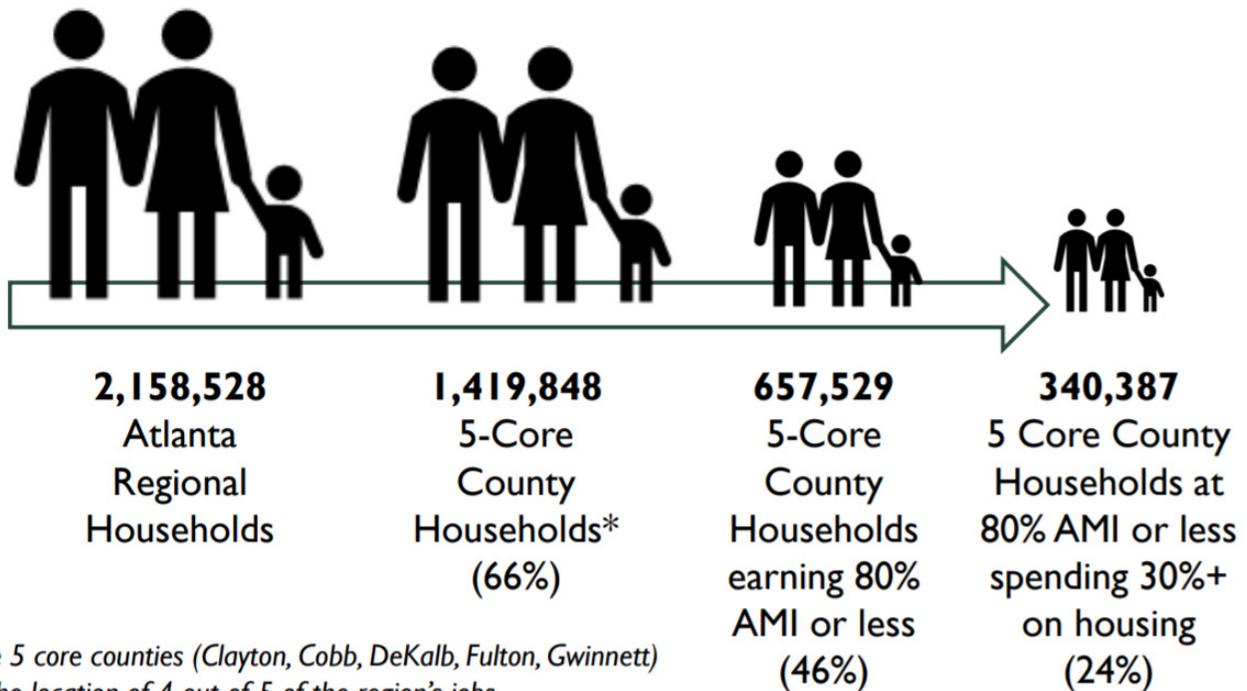
Further underscoring the region's commitment to good stewardship, total water withdrawals in metro Atlanta decreased by about 10 percent over the last 10 years, even though our population increased by 1 million people, per capita water use in the Metro Water District has dropped by more than 30 percent since 2000.⁶

HOUSING

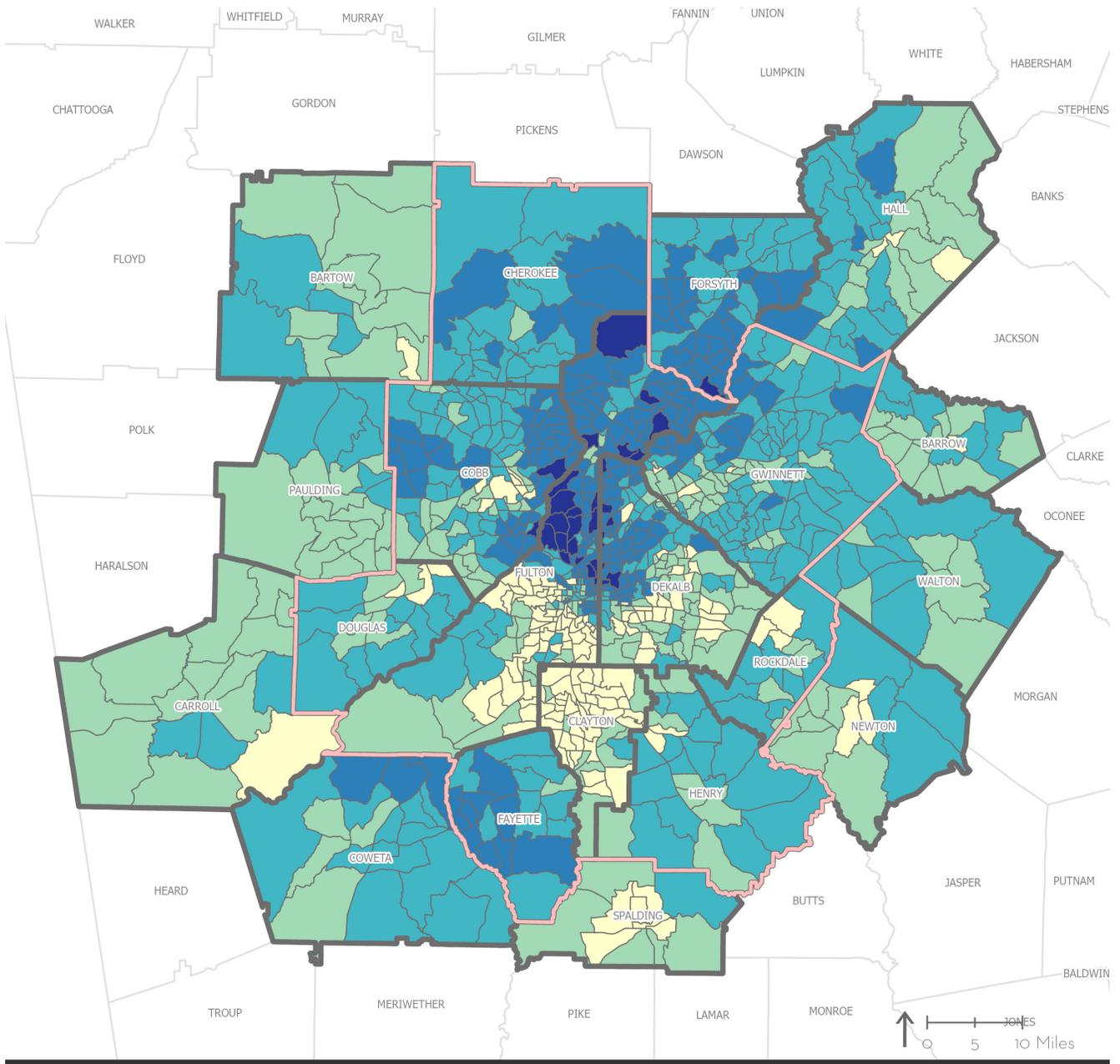
Housing affordability is eroding across metro Atlanta and will impact our economic competitiveness if left unaddressed.

A relatively low cost of living, an expanding job market, a pleasant climate, and a variety of amenities are among the many factors that have attracted hundreds of thousands of new residents to metro Atlanta in recent years, but this competitive advantage is eroding as the affordability of our region is fading. In-migrants moving into the region, especially those from the Northeast, Rust Belt, or California, generally found that they could get more house for their money in metro Atlanta. The Atlanta region has diverse and affordable housing stock, but as the job market continues to prosper and family incomes stabilize and appreciate once again there is an increasing demand on existing housing stock. In addition, increased construction and labor costs and reduced stock of affordable options are attributing to an increase in housing cost, requiring developments to be delivered at higher cost points and limiting the ability to rehabilitate older stock. Limited transportation options further raise the portion of funds families to spend on transportation and housing cost, making the Atlanta region the 5th most unaffordable place to live in the country.

ARC has developed a Regional Housing Strategy which provides information and strategies for communities to address the region's housing challenges. Moving forward, ARC will work with communities to implement these strategies and continue to refine and track data about housing within the region.



MAP 2-3 REGIONAL HOME PRICES



Median Home Value

- Less than \$100,000
- \$100,000 - \$150,000
- \$150,000 - \$250,000
- \$250,000 - \$500,000
- More than \$500,000
- ARC 20 County
- ARC Regional Commission Boundary
- Counties

TRANSIT

The region has strong but geographically limited transit options. With the creation of a regional transit authority, significant coordination and prioritization will be required to expand transit services.

MARTA rail is only located within a two-county service area, yet 15 percent of the 10 county region's jobs are located within a half-mile of a MARTA rail station. In 2013, ARC estimated that there is current market demand of over 53,000 new residential units within a half-mile of existing MARTA stations.⁷

The region is responding to this demand by opening up development opportunities on MARTA station properties, but these projects and stations need infrastructure investments to better connect to the community. Two Transit Oriented Development projects are underway at existing MARTA stations, with more being planned.

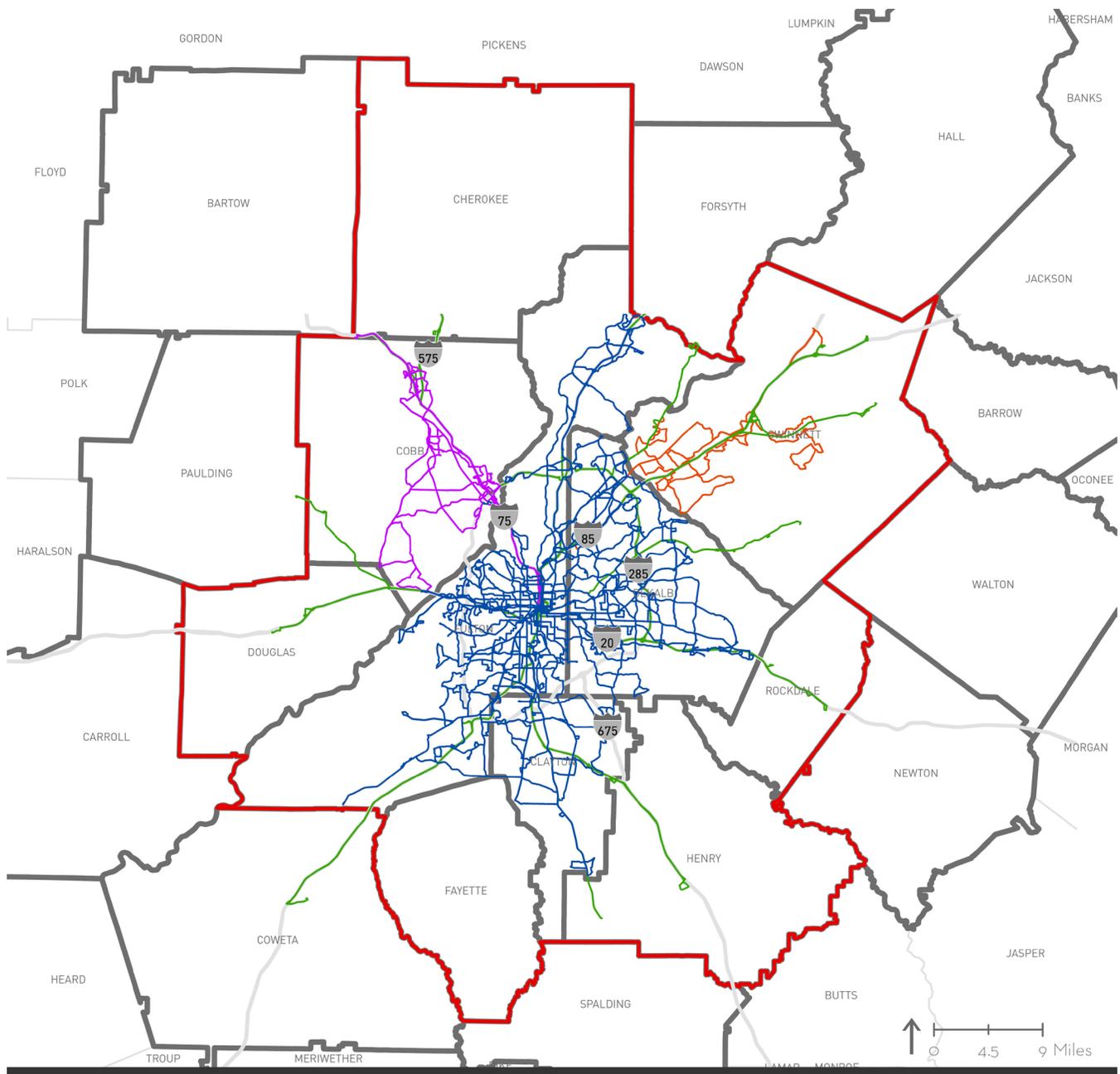
Current premium transit services offer convenient access to less than half of all existing major activity centers in the region. This service is important as it reliably transports workers, residents, and visitors to and from these crucial centers, which harbor large concentrations of the region's current employment. Implementation of existing transit capital projects in the long-range element of the current RTP, as well, as a full realization of the region's long-range vision for transit expansion, could correct this situation.

In 2018, the Atlanta Transit Link Authority was created by the State of Georgia to develop and regularly update a regional transit plan, incorporating existing and future transit services, facilities, and projects in order to provide a coordinated region-wide approach and enhance connectivity for riders. Coordination with this new authority



The Atlanta Streetcar was the first investment in new rail in the Atlanta region in over 15 years. The RTP component provides opportunity to expand this system.

MAP 2-4 2019 REGIONAL FIXED ROUTE TRANSIT



-  ARC 20 County
-  ARC Regional Commission Boundary
-  Counties
-  Expressways

Transit Agency

-  Metropolitan Atlanta Rapid Transit Authority
-  CobbLinc
-  Gwinnett County Transit
-  SRTA

will be needed to ensure that a region-wide approach.

TRANSPORTATION FUNDING

Funding to for transportation has increased in recent years but the need for transportation investments continues.

In 2015, President Obama signed the FAST Act into law. After several years of short-term extensions, it provided a stable federal revenue stream for transportation projects, with over \$300 billion dedicated for highway, transit, freight, bicycle/pedestrian and other projects. It is set to expire in late 2020 and Congressional debate over its successor is currently in a preliminary stage.

A major complication for the next federal funding act is that the plan's principal revenue source is from a motor fuel tax which has not increased since 1993. Due to project cost inflation and increased vehicle fuel economy standards, the amount of revenue collected by the tax has not kept pace with federal funding commitments and the gap has been closed by bailouts from the general fund. If this imbalance is not corrected, it could result in up to a 40% drop in funding levels as soon as FY 2021.

The region has experienced a significant increase in its capacity to implement large-scale projects. In 2015, the State of Georgia passed the Transportation Funding Act of 2015 (HB 170) when combined with other new transportation measures, creates nearly \$1 billion in new revenue that will be used to improve maintenance cycles and advance key projects for both roads and transit. This act provides some certainty funding at the state level.

In January 2016, Governor Deal unveiled the Major Mobility Investment Program (MMIP), a package of projects around the state to be advanced using additional funds made available under the federal FAST Act and the state's Transportation Funding Act of 2015. These 11 projects are located throughout the state with seven of the eleven projects are located entirely within the Atlanta region – two others are located partially within the region, and two are located entirely in the Savannah region. The Map 2- 5 identifies projects located in the Atlanta region. The projects will be financed through direct payments or through public-private partnerships, whereby a private sector partner provides a revenue stream to design and construct



The I-75 South Metro Express Lanes opened in 2017 and are reversible toll lanes that run 12 miles along the median of I-75 from McDonough Road (State Route 155) in Henry County to Stockbridge Highway (State Route 138) in Clayton County. The I-75 South Metro Express Lanes averaged over 11,000 trips per day in August of 2019.¹⁰ The lanes provide Xpress transit buses an express option.

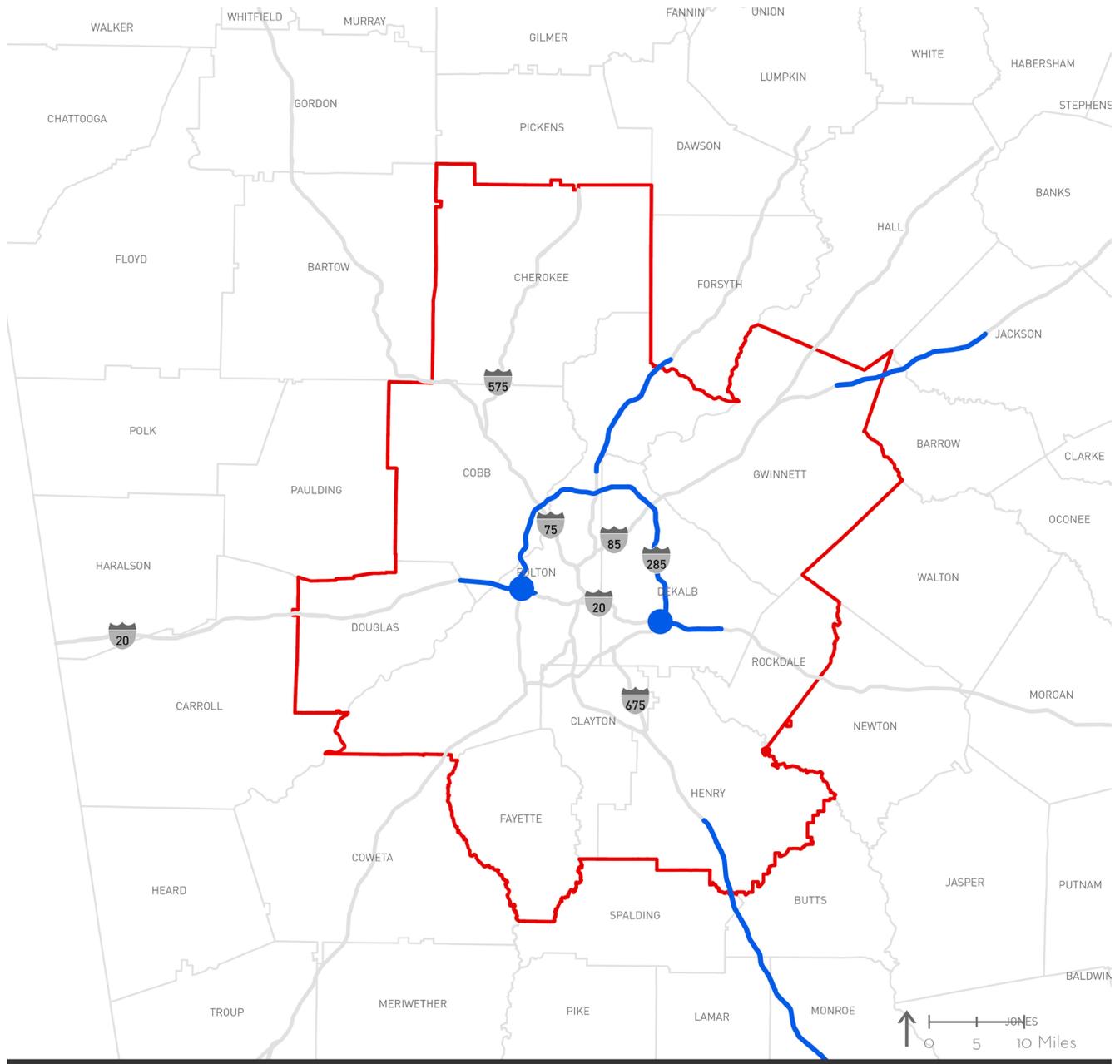
the facility in the short term, with repayment being made by the state through a series of regularly scheduled installment payments over a longer period of time. This arrangement allows travelers in Georgia to receive benefits of the new facilities more quickly.

In 2016, City of Atlanta voters approved a half-penny sales tax dedicated to expanding MARTA service in Atlanta under what is called the More MARTA program. The MARTA board gathered public input to refine the More MARTA projects in the fall of 2018. The program is expected to generate approximately \$2.7 billion in transit funding over the next 40 years. Other communities and counties are exploring transit and funding option,



Opened in 2018, the Northwest Corridor Express Lanes are on the I-75/I-575 corridor by adding 29.7 miles of express lanes along I-75 from I-285 to Hickory Grove Road and along I-575 from I-75 to Sixes Road in Cherokee County. The Northwest Corridor Express Lanes averaged over 33,000 trips per weekday in August of 2019.¹¹

MAP 2-5 MAJOR TRANSPORTATION INVESTMENTS



- ARC Regional Commission Boundary
- Counties
- Expressways
- MMIP Corridor Projects
- MMIP Interchange Projects

and expanding transportation funding will be something to monitor and support in the future.

CLIMATE RESILIENCY

As the climate patterns become increasingly unpredictable, metro Atlanta communities will have to overcome more frequent environmental shocks and stressors by using adaptation and mitigation strategies.

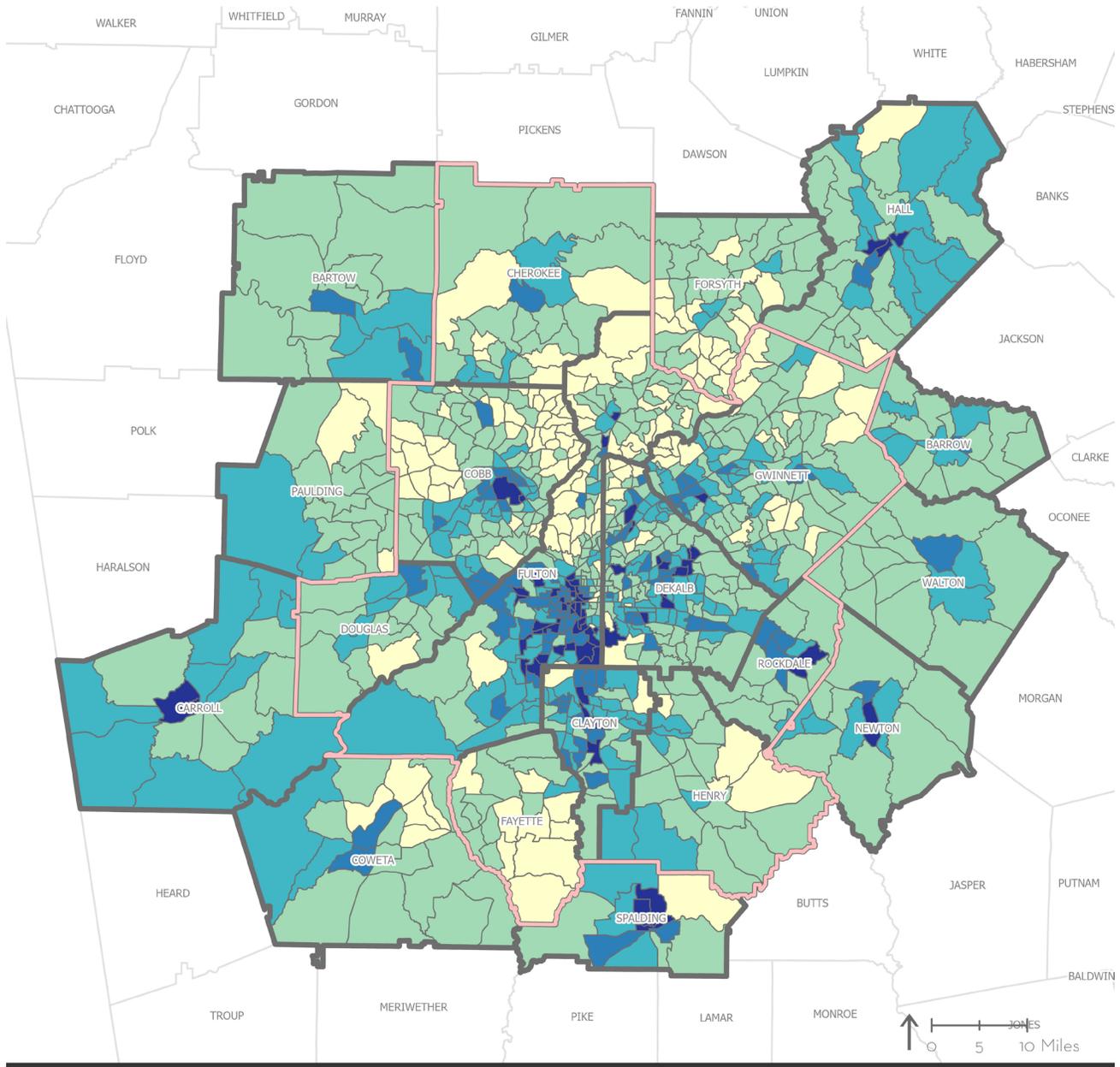
Planning for a resilient infrastructure system is essential for the Atlanta region. Weather disruptions to the transportation system negatively impact the quality of life and the economic viability of the Atlanta region. Flooding, snow and ice storms, and heat waves all disrupt travel and impact residents and travelers alike. With climate models predicting more extremes in the future, planning and understanding the region's communities and transportation system's vulnerabilities from the perspective of both its users and its physical assets is essential to ensure the region can win the future.

ARC has conducted a variety of research throughout the past years and this work will need to continue to better understand the impacts of climate change. In addition, this work will need to be incorporated into the

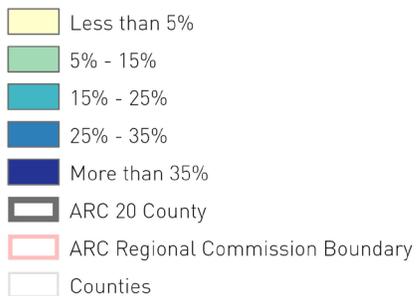


The McDonough Cycle Track was completed in 2017. This project which was funded through the Livable Centers Initiative, (LCI), and provides green infrastructure to handle stormwater along the street. The LCI Program provides planning assistance to communities to plan and build infrastructure investments to reduce single occupancy vehicle trips.

MAP 2-6 REGIONAL POVERTY



Percent Below Poverty



development of our region's infrastructure and development.

EQUITY

Inequities in income and race continue to be a barrier to success for residents across the region.

The Atlanta region is perceived nationally as a place of opportunity for diverse populations. Historically, the City of Atlanta fostered many black-owned businesses in the early 20th century, many of which have grown into national enterprises. Part of this growth is due to the region's relatively affordable housing, attractive quality of life, and breadth of educational opportunity. However, the factors that led to the region's rise are now shifting, and metro Atlanta is in danger of no longer providing a solid foundation for future growth.

Between 2000-2010, the region's suburban poverty population roughly doubled – from 350,000 to 700,000 individuals. This sharp increase has taken place in communities with limited transit access, schools that are largely unprepared to deal with this shift, and social support networks that are focused on the inner city. Many have slipped into poverty as a result of the Great Recession, have been impacted by the rising cost of living while wage growth has remained stagnant. The way our region addresses these challenges must be coordinated, considering the interconnectivity of land use, transportation, education, and economic development.

The Opportunity Atlas which is a result of a collaboration between researchers at the Census Bureau, Harvard University, and Brown University, illustrates the opportunity of economic growth in the nation at the census tract level. Looking at children born between 1978 to 1983, this atlas identifies their income growth and living patterns. The results in metro Atlanta are telling. A Black male child born in Oakhurst would have an income of \$16,000 in 2012 with an incarceration rate of 7.6%, while a white male child in the same area would have an

AGING

By 2050, 20% of the region's population will be over the age of 65, which will demand changes in the provision of services and the design of communities.

A region with a larger share of older adults not only impacts long term care services but will also challenge the built environment and infrastructure in place to serve it. It is not possible to meet the needs of the growing older adult population with supportive programs or innovations in healthcare alone, but rather the places where people live that will determine whether or not it is possible to live an independent, active and engaged life. The region's older adult population is also growing rapidly as people live longer and the Baby Boom generation ages. In 2015, 4% of our region was age 75 and over. By 2050, ARC forecasts the number of residents age 75 and over will grow to 12% of our region, totaling just over 1 million people. Any meaningful response to this demographic shift will mean a change to the way the region develops, spends transportation and infrastructure dollars, and deliver services.

The next decade will see massive growth of the senior population, especially in older suburbs unaccustomed to housing older people. Suburban communities built for the baby boomer generation and their families are not well-equipped to accommodate these individuals. Well-designed neighborhoods are becoming more popular and in-demand because of changing demographics and desires for more choices, not only among aging Boomers but also their children. Unfortunately, the region has a limited number of areas that include the infrastructure and amenities needed by older adults and individuals without regular access to an automobile.

COMMUNITY IDENTITY

To build stronger regional and local identity, communities should continue to enhance their physical and social character through creative placemaking initiatives.

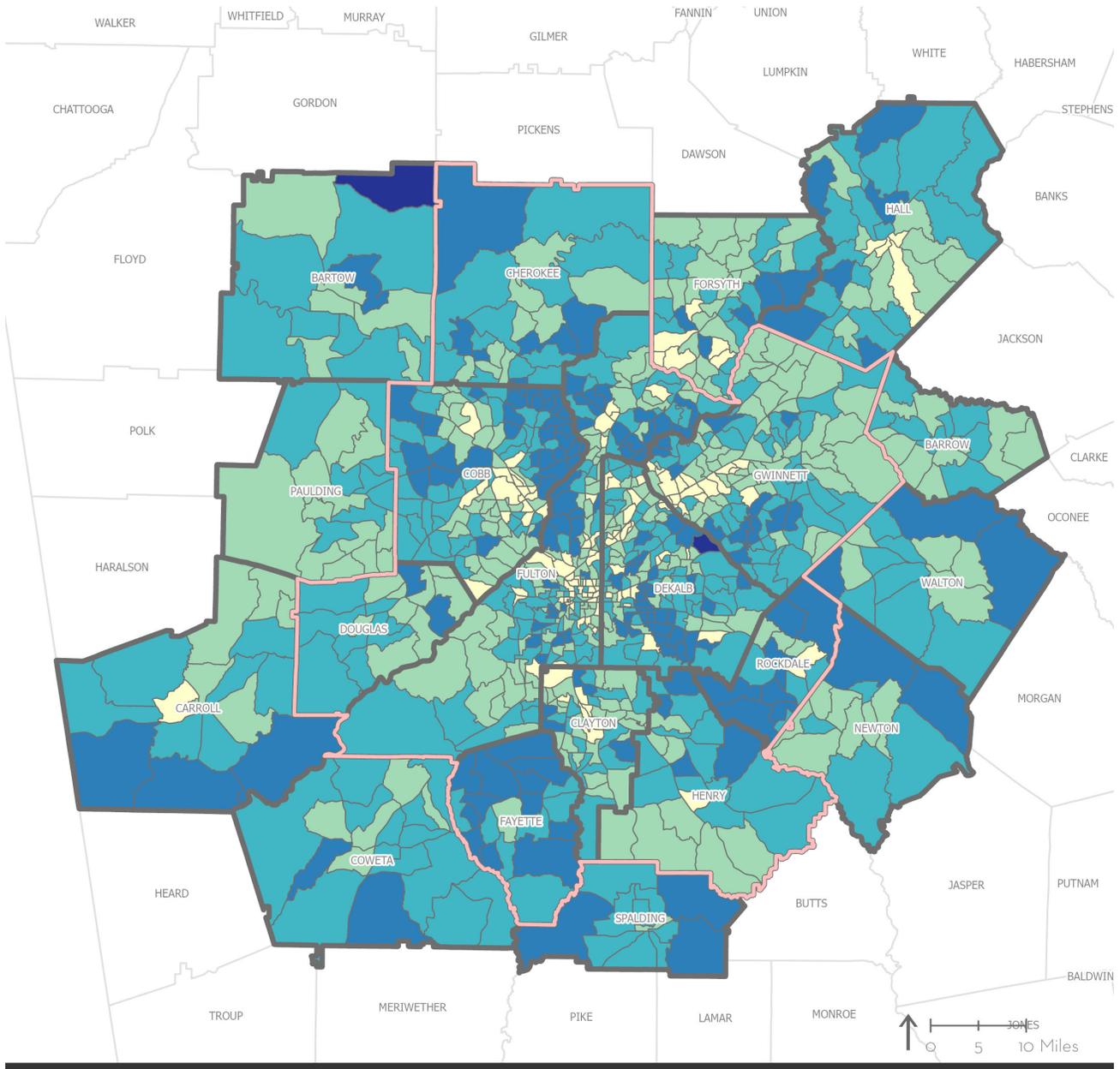
A concert in the town square. A mural on the side of an abandoned building. A former school turned into a showcase of local history. Often overlooked and underappreciated, these – and countless other examples of arts and culture - play an important role in defining a community and making it a thriving, vibrant place where people want to live, work, and play. Creative placemaking animates public and private spaces, rejuvenates structures and streetscapes, improves local business viability and public safety, and brings diverse people together to celebrate, inspire, and be inspired.

Leveraging investments in creative placemaking, allows communities to develop into unique destinations for both residents and visitors. Based upon the Atlanta Region Arts and Economic Prosperity Study, arts spending within Metro Atlanta equaled approximately \$471 million and supported 23,943 jobs. This equated to around \$65 million in state and local government revenue.



ARC's Community Development Assistance Program provides technical assistance with implementing Creative Placemaking Projects. In 2018 and 2019, ARC aided the City of Fairburn in developing a Creative Placemaking Strategy.

MAP 2-7 REGIONAL SHARE OF BABY BOOMERS



Percent Baby Boomer



income of \$48,000 in 2012 with an incarceration rate of 1.2%.⁸

AIRPORT AREA PLANNING

Hartsfield-Jackson International Airport is the largest economic asset in the region and its continued success will require regional coordination of land use, transportation, and economic development in the surrounding communities.

CATLYST lists Hartsfield-Jackson Atlanta International Airport as the region's greatest strength in terms of competitiveness. With over 285,000 passengers a day, to over 225 destinations, 80 percent of the US population is within a two-hour flight of Hartsfield-Jackson.

The airport area is one of the largest employment centers within the region and is the largest employment center south of I-20. It has a direct economic impact of \$34.8 billion to the region's economy. Hartsfield-Jackson Atlanta International Airport ranks fourteenth in the United States in terms of cargo hauled. This is an area that the airport is looking to expand upon, which will have an impact on employment and transportation needs in the southern half of the region.

Since 2015, ARC in partnership with the Atlanta Aerotropolis Alliance, and the local governments around Hartsfield-Jackson have been working together on implementing the Aerotropolis Blueprint. The Blueprint identified action steps for the communities and businesses surrounding Hartsfield-Jackson to leverage the airport as an economic investment.



Since 1998, Hartsfield-Jackson has been the busiest airport in the world, and averages 285,000 passengers a day and 2,700 arrivals and departures daily. With 192 gates, the Terminal Complex is around 6.8 million square feet.



3.0 OUR REGIONAL GROWTH

As the regional growth vision, the Unified Growth Policy Map illustrates ARC's vision of growth for the future. Developed with input from Local Comprehensive Plans and regional planners, developers, and economists, it is a policy input into a variety of ARC's plans and programs.

Many local governments have adopted local comprehensive plans, comprehensive transportation plans, and Livable Centers Initiative (LCI) studies over the past decade. The development of The Atlanta Region's Plan has involved close collaboration with local governments to assess community issues and growth needs specifically, to better integrate and improve the way 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 The Atlanta Region's Plan provides this guidance through a more detailed and community-responsive UGPM.

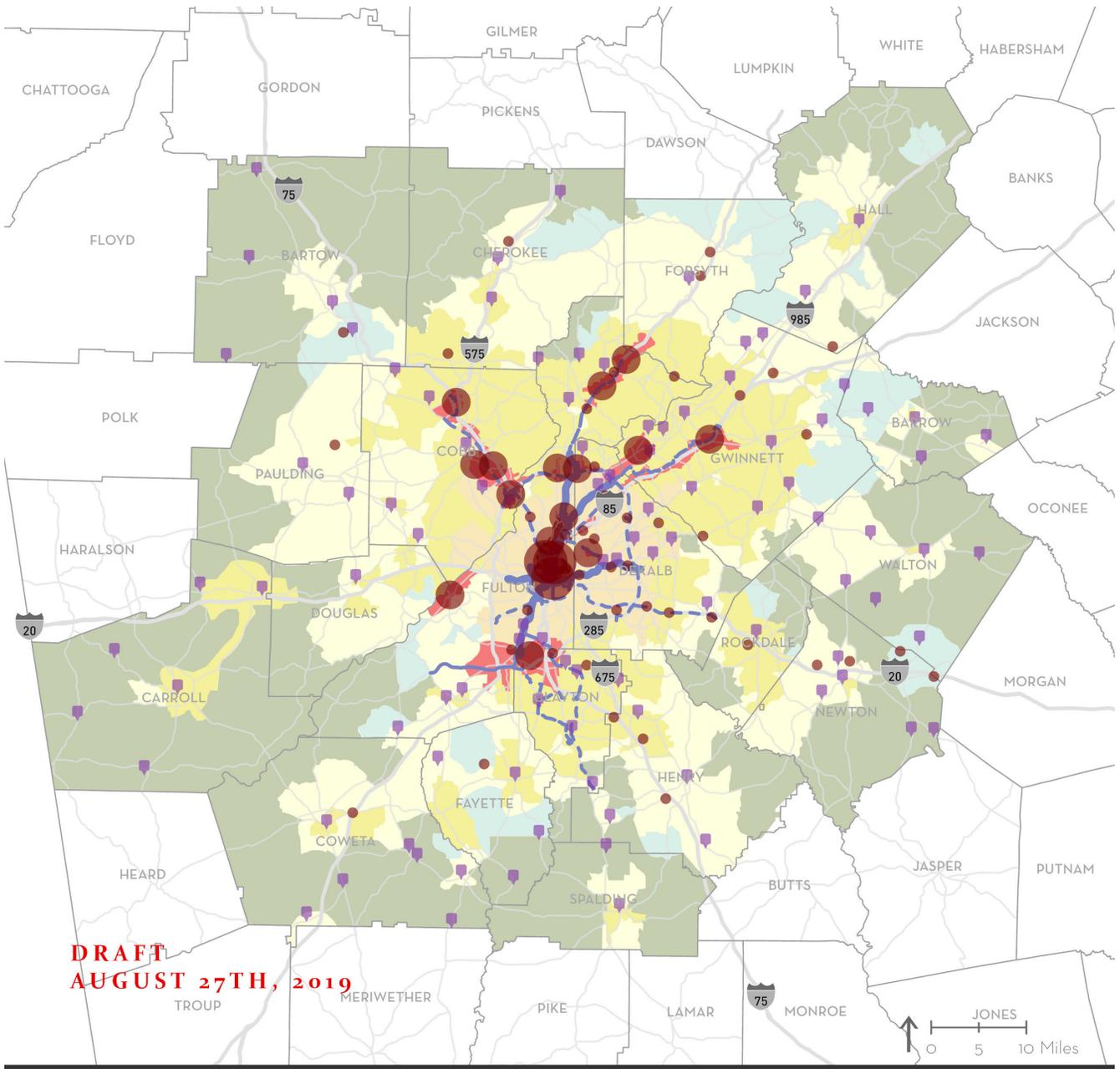
The UGPM provides direction for future growth based on the Areas and Places within the region. The UGPM represents local plans as well as The Atlanta Region's Plan policies and forecasts. An interactive UGPM and Development Guide is available at ugpm.atlantaregional.com

The UGPM is comprised of Regional Areas and Regional Places. Regional Areas directly influence the future forecasted growth of the region by describing future land use patterns in each part of the region. A large portion of the region's development landscape is built out, but opportunities remain for redevelopment and new investment. Places reflect concentrated uses that have generally defined boundaries and provide greater detail within Areas. The Development Guide provides the following for each Area and Place identified on the UGPM:

- A detailed map showing the specific location in the region
- A written description that includes a defining narrative and issue summary
- Guidelines for recommended building height and development density
- Pictures that characterize development patterns that are typical and desirable
- Implementation Priorities that identify measures from ARC to achieve desired development patterns

On the following pages are descriptions of the Areas and Places identified and described in the UGPM and Development Guide.

MAP 3-1 UNIFIED GROWTH POLICY MAP



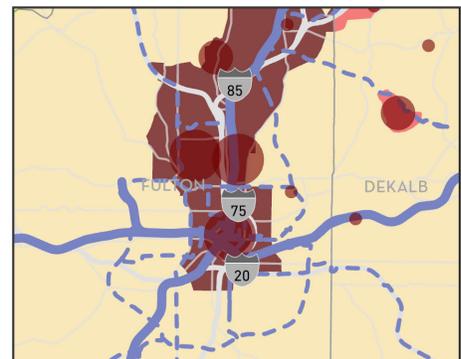
DRAFT
AUGUST 27TH, 2019

ATLANTA REGIONAL UNIFIED GROWTH POLICY MAP

Regional Areas

- Developing Rural
- Developing Suburbs
- Established Suburbs
- Maturing Neighborhoods
- Region Core
- Region Employment Corridors
- Rural Areas

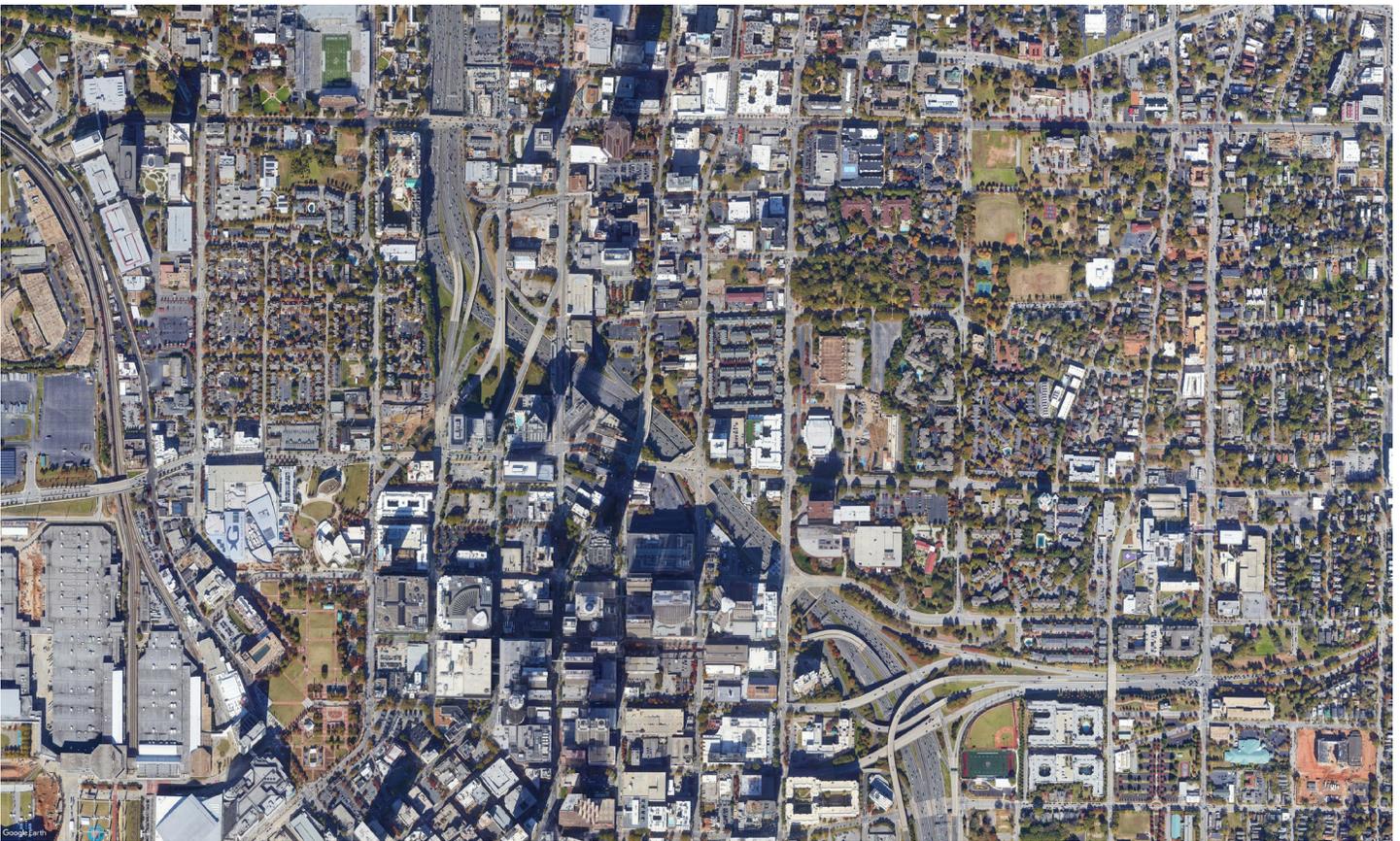
- Central City
- Regional Center
- Small Regional Center
- Town Centers
- MARTA Rail Lines
- Planned Premium Transit



REGION CORE

The Region Core, shown in maroon on the map, is the major economic, cultural, and transportation hub of the region. This area is the densest in terms of employment, residential, and cultural offerings throughout the region, with the most developed transit service in the region. The Region Core can handle the most intense development due to the amount of infrastructure already in place; however, this infrastructure may need improvements and enhancements due to its age and our region's changing lifestyle conditions. The lack of accessible public greenspace within the Region Core affects the area's aesthetics and overall quality of life for residents and workers.

The Region Core competes with other central city areas in the southeast. The region must work together to keep this area as competitive as possible to lure additional high paying jobs and residents. With a growing regional population and growing congestion, this center needs to maintain easy accessibility by expanding multi-modal transportation options and housing options.

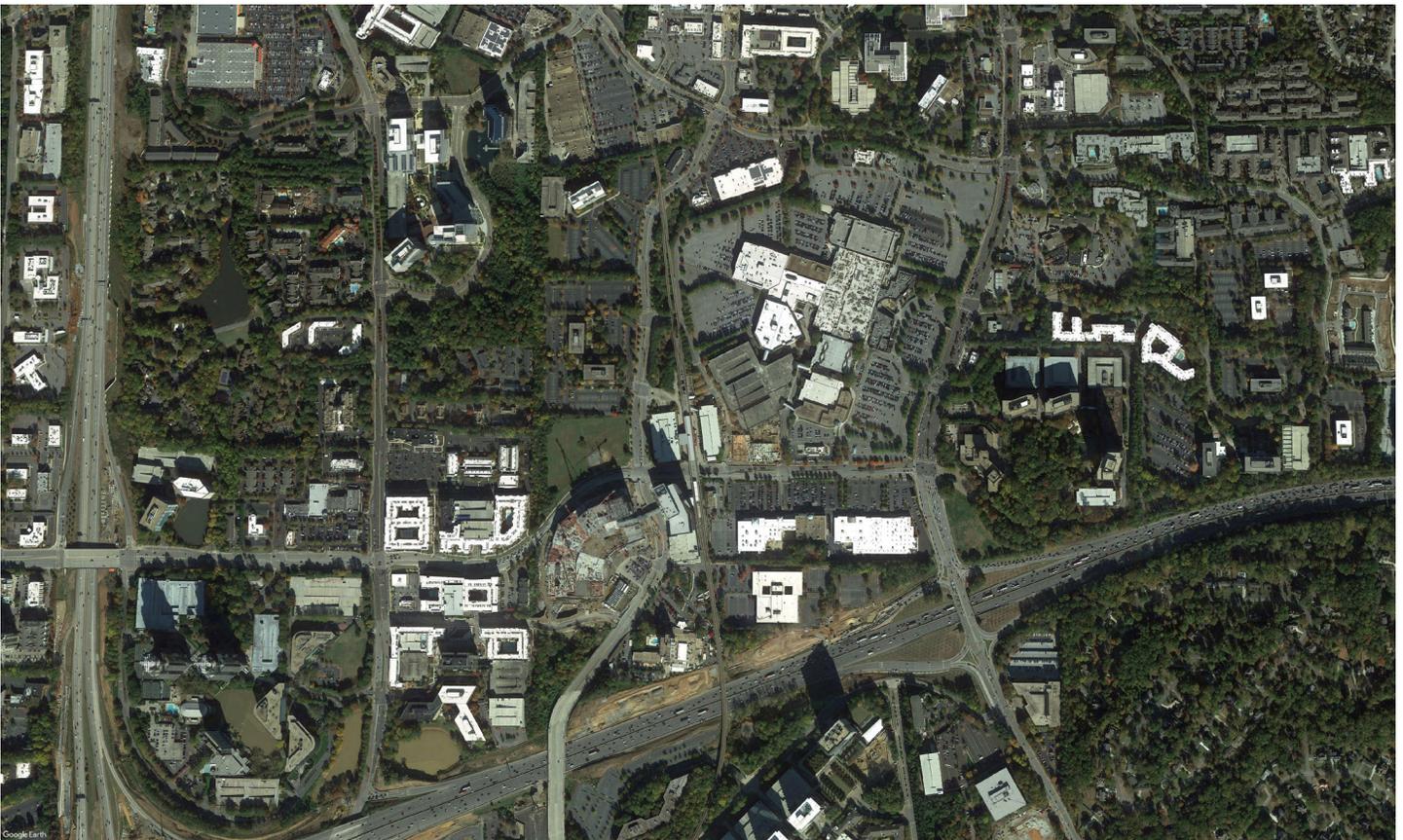


Downtown and Midtown Atlanta, is the largest employment area within the region. It has seen changes over the past twenty years becoming a hub for employment and residential.

REGIONAL EMPLOYMENT CORRIDORS

Regional Employment Corridors, shown in pink, represent the densest development outside of the Region Core. Regional Employment Corridors connect several Regional Centers with the Region Core via existing capacity transportation facilities. These areas contain a large share of the region's jobs in a relatively small land area. These areas are also increasing in both housing and job density and are experiencing increased redevelopment and new uses in traditionally employment-focused areas.

There is a lack of accessible public greenspace within Regional Employment Corridors, which affects the overall aesthetics and quality of life for residents and workers.



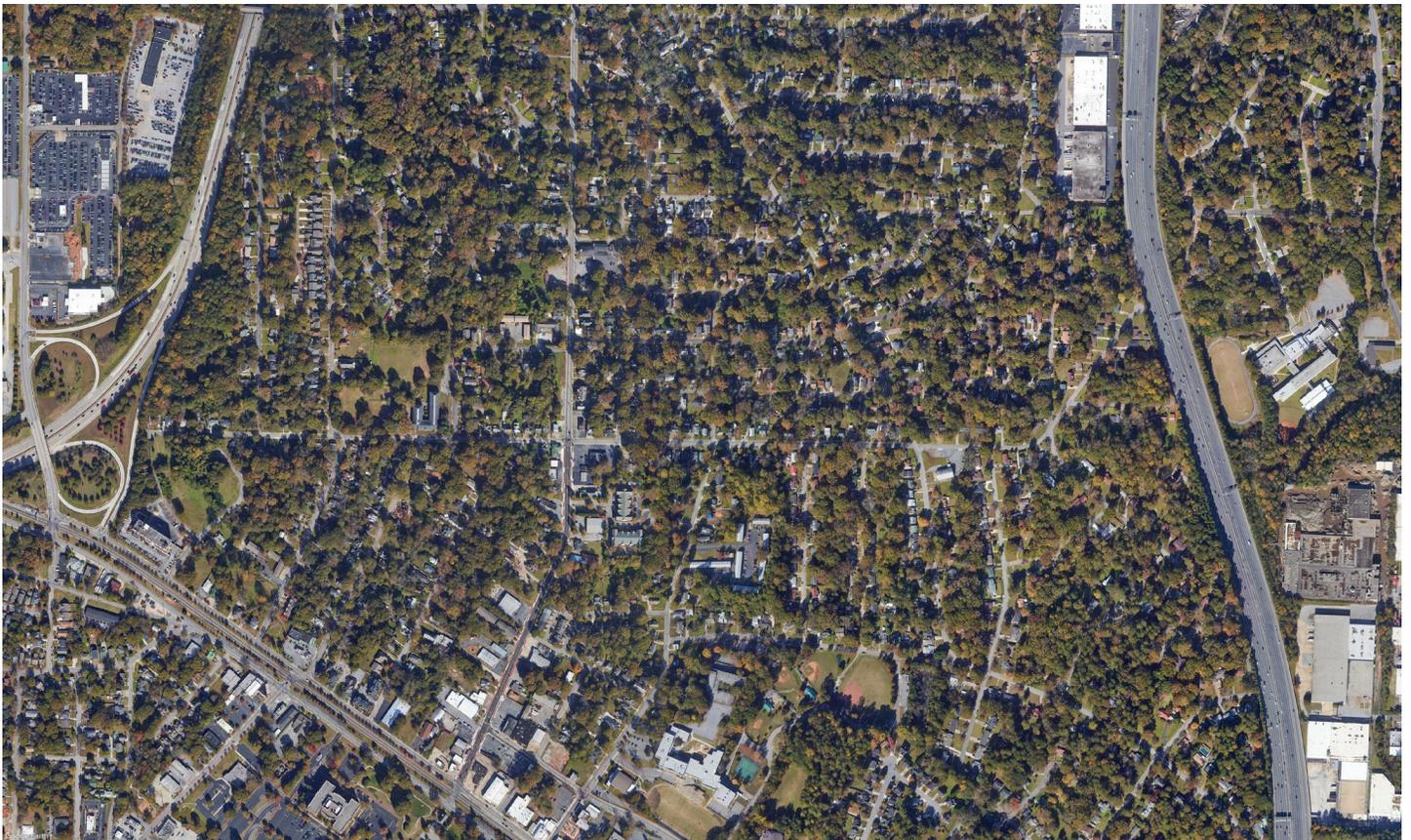
Perimeter Center is one of the region's largest employment centers within the region. Over the past twenty years, it has developed with both residential and jobs, and has made strides to become more walkable.

MATURING NEIGHBORHOODS

Maturing Neighborhoods, shown in tan on the map, are areas in the region characterized by older neighborhoods that include both single- and multi-family development, as well as commercial and office uses at connected key locations. This area is mostly built out before 1980.

These areas represent the largest part of the region that is facing infill and redevelopment pressures. In many cases, infrastructure is in place to handle additional growth, but in some areas, infrastructure is built out with limited capacity for expansion. This may constrain the amount of additional growth possible in certain areas. Many arterial streets in this area are congested due to their use as regional routes for commuters. Limited premium transit service is available in these areas.

The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing single-family neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks.



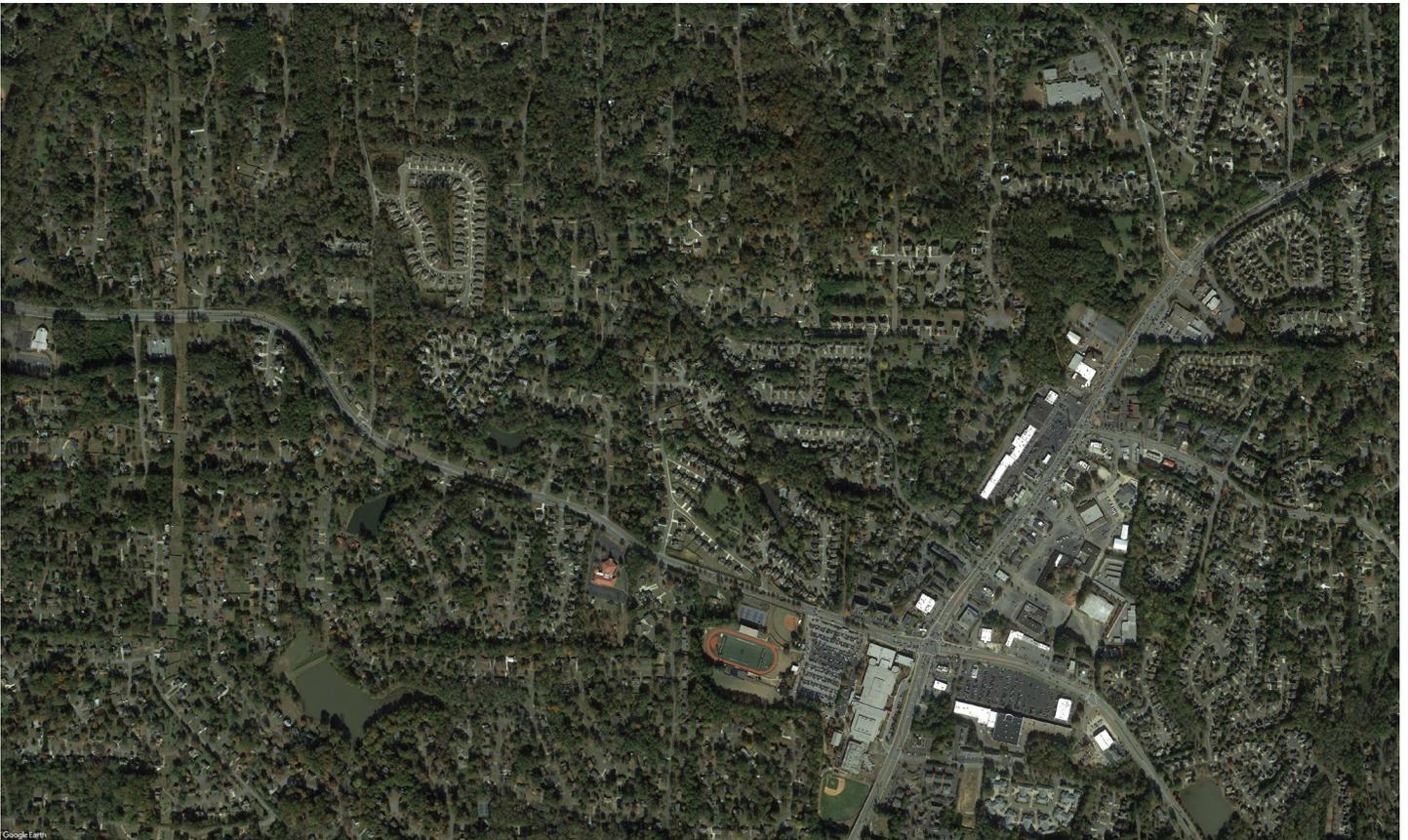
Hapeville is an example of a maturing neighborhood. This area is characterized by infill development and a gridded street pattern.

ESTABLISHED SUBURBS

Established Suburbs, in gold, are areas in the region where suburban development has occurred. These areas are characterized by single-family subdivisions, commercial development, and office, industrial and multi-family development in limited locations.

These areas represent the part of the region that has recently reached “build-out.” With few remaining large parcels for additional development, these are the areas in which the region may see the least amount of land-use change outside of retail and commercial areas.

While there is still room for limited infill development, these areas will begin to focus more on redevelopment over the next 30 years. Preservation of existing single-family neighborhoods is important, and wholesale change will most likely not occur in the single-family subdivisions that make up a majority of these areas. However, infill and redevelopment will occur in areas of retail/commercial concentrations, especially commercial corridors.



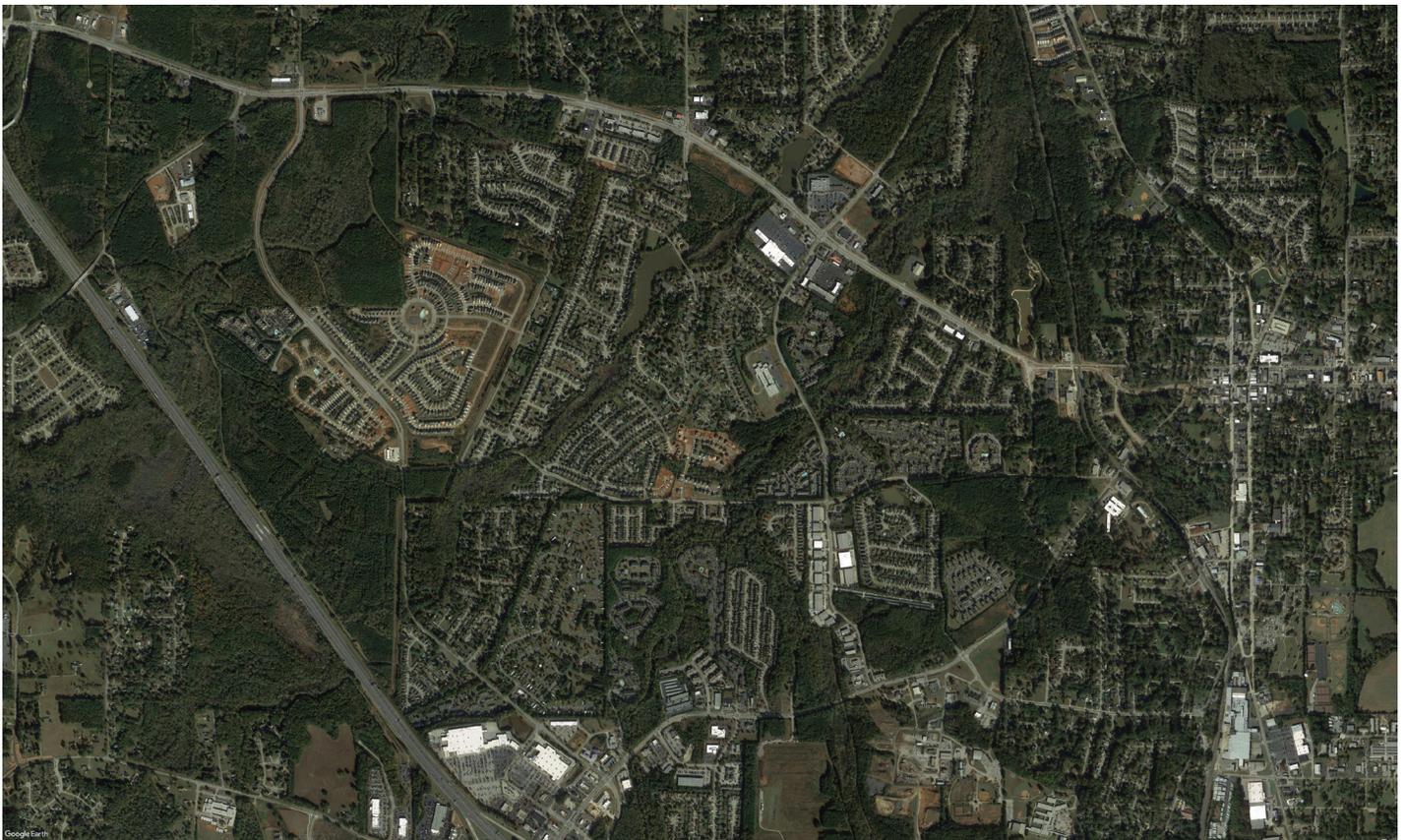
East Cobb County, is an example of an established suburb that is built out with established retail along major corridors.

DEVELOPING SUBURBS

Developing Suburbs, shown in light brown, are areas in the region where suburban development has occurred, and the conventional development pattern is present but not set. These areas are characterized by residential development with pockets of commercial and industrial development.

These areas represent the extent of the urban service area, and the region's first attempts at suburban smart growth can be found in these areas. There is a need in these areas for additional preservation of critical environmental locations and resources, as well as agricultural and forest uses.

Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Transportation improvements are needed within these developing suburbs, but care should be taken not to spur unwanted growth.



McDonough in Henry County shows the suburban development pattern with opportunities for more growth.

DEVELOPING RURAL AREAS

Developing Rural Areas, in light green, are areas in the region where little to no development has taken place, but where there is development pressure. These areas are characterized by limited single-family subdivisions, large single-family lots, agricultural uses, protected lands, and forests.

The region should strive to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low- intensity development.

Limited existing infrastructure in these areas will constrain the amount of additional growth that is possible. Some transportation improvements may be needed in developing rural areas.



Outside of Dacula, is an example of Developing Rural which the development pressure is visible near GA-316.

RURAL AREAS

Rural Areas, shown in dark green, are areas in the region where limited development has taken place or and where development pressure is low. These areas are characterized by sporadic, large single-family lots, agricultural uses, protected lands, and forests. These areas outline more central developed and developing areas and represent the limits of the urban service area in the Atlanta region.

There is a strong desire from residents and elected officials in these areas to keep them rural. Increased development threatens existing rural economic uses, such as forestry, agriculture, and tourism. To maintain economic viability without undesirable development, these areas may be appropriate as “sending” areas in potential Transfer of Development Rights (TDR) programs.

The region is striving to protect these areas by limiting infrastructure investments to targeted areas and allowing no development or only low impact development. There will be a continued need to maintain existing transportation infrastructure, but care should be taken not to spur unwanted growth by inappropriate expansion of infrastructure capacity.



Northern Cherokee County is currently rural and is planned to be rural in 2050.



REGIONAL PLACES

The Atlanta region consists of activity centers that provide a high quality of life to both residents and employees. ARC recognizes that each place has different needs and development issues and priorities. While the region has a variety of these places, ARC categorizes these places into two primary types: Regional Centers and Town Centers.

REGIONAL CENTERS

Regional Centers reflect concentrated uses that have generally defined boundaries. Regional Centers are areas of concentrated employment. People travel from around the region to these centers for employment, shopping, and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit.

Some Regional Centers could also be considered “Edge Cities,” developed in a suburban, auto-oriented way. They have limited multi-modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs. Some Regional Centers may have high concentrations of logistics or industrial uses. The retention of these uses is a key regional strategy. While some housing and other uses can be added, special attention should be given to reducing the impacts these will have on the existing logistics/industrial uses.





TOWN CENTERS

Town Centers are anchored by the Main Streets of our cities within the region. Some may be county seats or employment centers, but all are anchored by a Main Street. Many of these Town Centers have detailed master plans such as LCI plans that provide guidance on development, transportation, and economic development. As a result of these plans, many communities have seen a resurgence of Town Centers that should be connected to the regional transportation network. They should have a variety of transportation options available to residents, employees, and visitors. Land-use conflicts may occur if new development is taller and denser than existing development, however, local plans and policies should support efforts to encourage town centers to become accessible mixed-use centers with employment, retail, residential, and cultural amenities.

5.0 OUR BIG IDEAS

Since the adoption of The Atlanta Region's Plan in 2016, ARC has identified and developed plans to address some of the regional assets and challenges. These plans identify areas within the Atlanta region that ARC is working to tackle the regional challenges.

The areas described on the following pages are areas that ARC will target with regional investments, programs, and policies to move the region forward in order to win the future.

DEVELOPING A REGIONAL TRAIL NETWORK

The Atlanta region is an ideal setting for a connected system of trails to serve both citizens and visitors for transportation and recreation. Over the past 20 years, local governments and private organizations have constructed trails that attract thousands of visitors. However, the disconnected nature of the region's trails limits their ability to serve as daily transportation and do not provide access for much of the region.

In 2016, ARC adopted an award-winning comprehensive regional vision for improving walking and bicycling titled Walk. Bike. Thrive! The plan estimated that only 70 miles of trails were necessary to build a connected regional trail network. This regional network would form a backbone of trails to support local trails within communities.

The demand for trails is high within the region and within local Comprehensive Plans and other planning processes. Community members continuously express that they are interested in seeing how trails can be incorporated within their community.

ARC's regional trail network strategy is focused on two primary objectives:

1. Closing identified network gaps in the trails of regional significance system, and
2. Expanding the network of regionally significant trails

This regional network of trails forms a regional hub-and-spoke system that, along with key cross-spoke connections, will connect across the region and form a "walking and biking highway system" for active transportation.

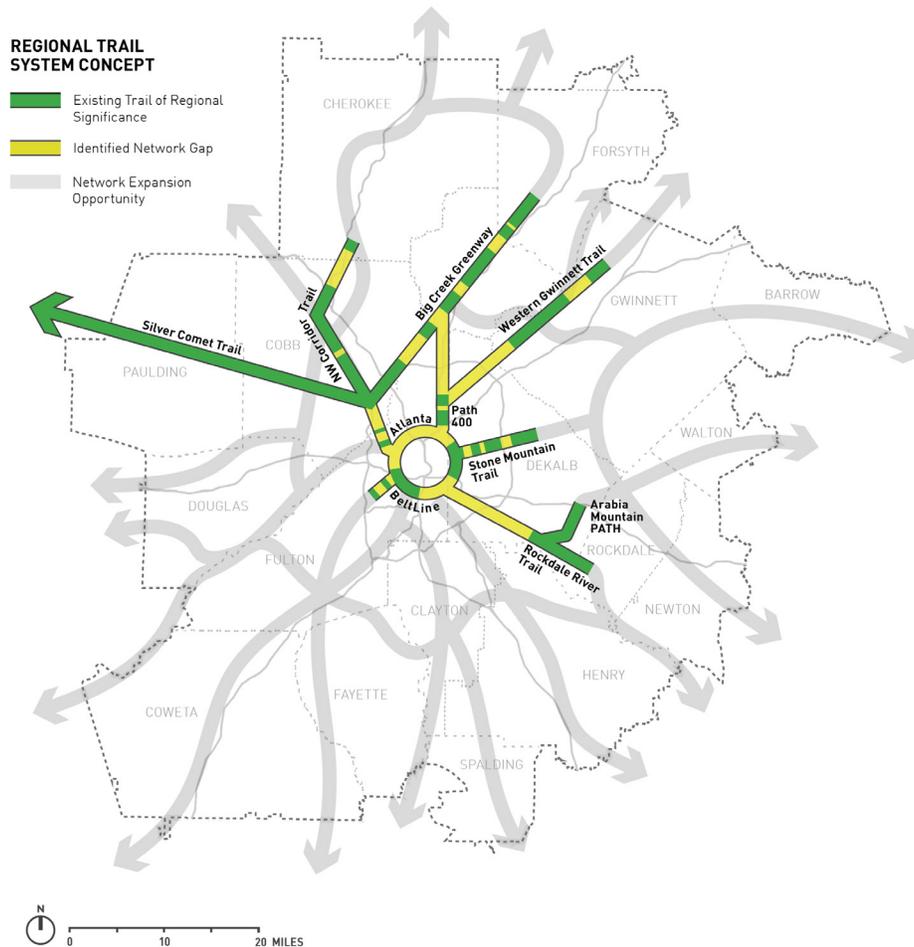
Filling about 70 miles of key gaps would create an approximately 225 mile connected regional trail network. Additionally, closing these key gaps would represent a 46% increase in the mileage for the network of regionally significant trails. Many of these trail gaps are in various stages of planning, with the PATH Foundation, local governments and others leading and supporting many of the efforts to build and close these key regional gaps. Continued investment and coordination from public and private partners will help the region work towards closing these gaps and having a truly regional trail network.

Secondly, ARC will also be opportunistic and strategic concerning expanding the existing system beyond gap closure. ARC is uniquely positioned to facilitate inter-jurisdictional trail planning and implementation through convening stakeholders and technical assistance. If the opportunity to develop additional regionally significant trails arises along a particular corridor or in a specific part of the region, ARC will work to support the implementation of the proposed trail.

To support regionally significant trail development, ARC will:

- Work with local partners to maintain a map to track existing, planned, programmed, and envisioned regionally significant trail corridors
- Develop a regionally significant trail corridor scoping program to evaluate and assist with trail corridor visioning and regional coordination

The diagram below illustrates existing trails of regional significance, identified network gaps, and network expansion opportunities.



EXPANDING A REGIONAL TRANSIT NETWORK

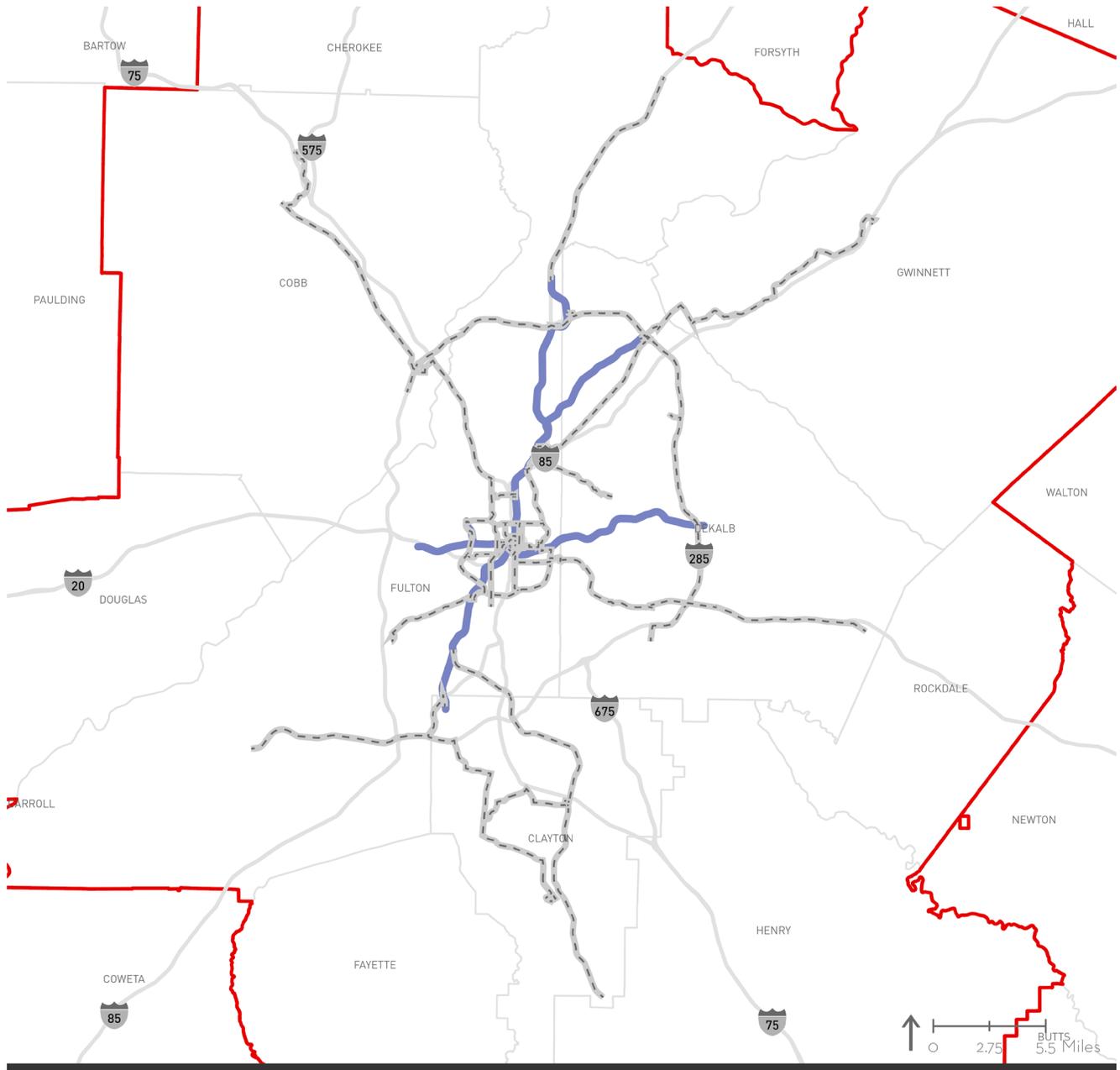
The desire for transit is at an all-time high in our region. Many counties and communities have completed or are looking at future transit expansions and plans. ARC recently updated the regional transit plan in 2018 with the adoption of Concept 3. Concept 3 lays the groundwork for the Regional Transit Plan. ARC is assisting communities with funding for these plans and is working with The ATL in the development of a Regional Transit Plan.

ARC within the RTP has identified Transit Expansion projects to 2050. These projects include the development of a Bus Rapid Transit (BRT) network within the City of Atlanta, extensions of a regional BRT network into Clayton, Cobb, Gwinnett, and South Fulton Counties, a light rail system along portions of the Atlanta BeltLine, and Commuter Rail into Clayton County.

All of these investments will need supporting infrastructure and land use policies to ensure the success of transit investments. The Livable Centers Initiative Program (LCI) is the main policy tool that ARC uses to provide policy and infrastructure.



MAP 4-1 REGIONAL TRANSIT



- ARC Regional Commission Boundary
- Counties
- Planned Premium Transit within the RTP
- MARTA Rail Lines
- Expressways

CREATING GREAT CENTERS

The Livable Centers Initiative (LCI) is a grant program that incentivizes local jurisdictions to re-envision their communities as vibrant, walkable places that offer increased mobility options, encourage healthy lifestyles, and provide improved access to jobs and services.

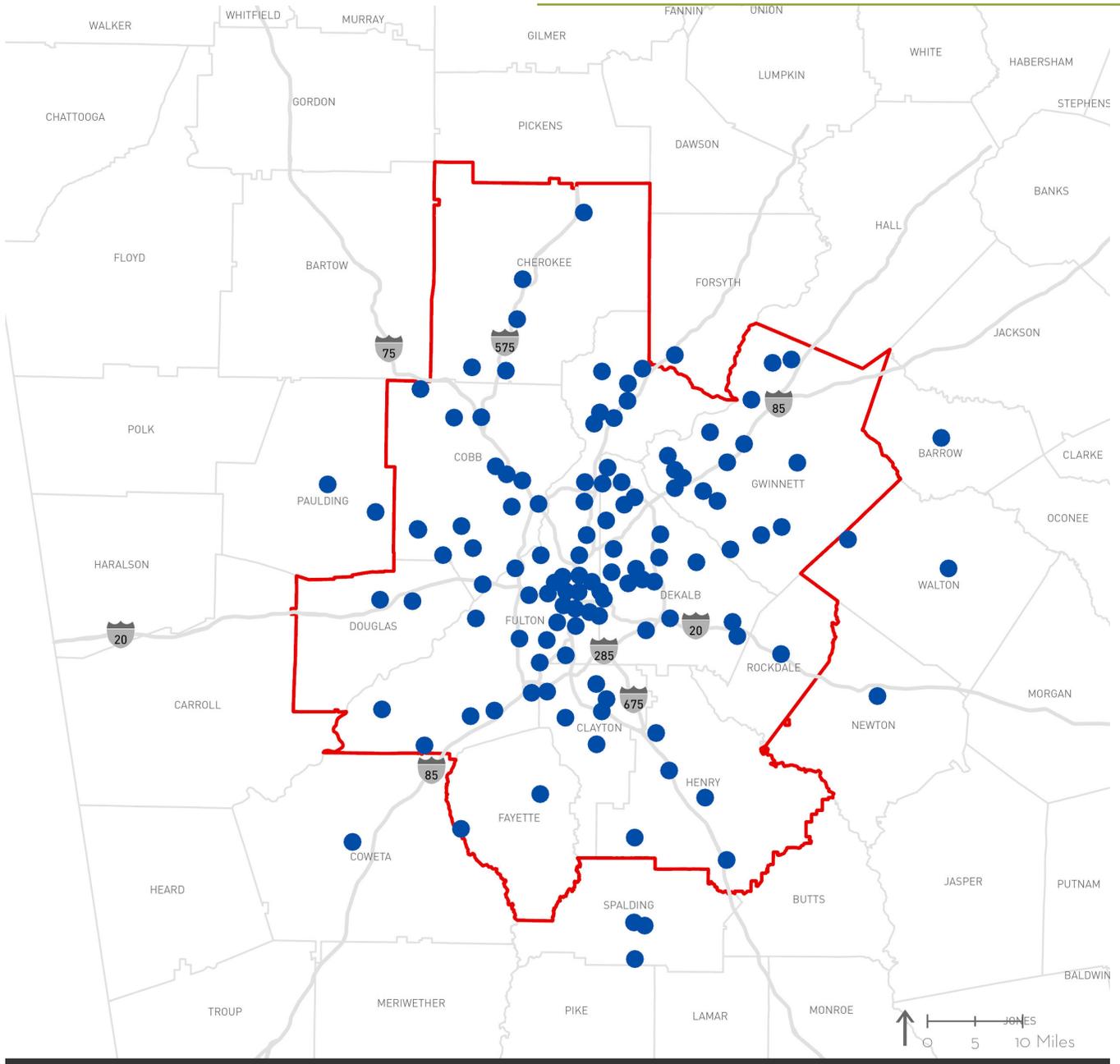
Since 2000, the LCI program has invested over \$255 million in 122 communities throughout the Atlanta region, helping pay for planning studies and the construction of transportation projects, such as sidewalks and intersection improvements, to bring those visions to life. The LCI program and investments within communities over the past twenty years have had a tremendous impact on community design and economic development. Using data from ESRI Business Analyst, ARC staff estimates that 1 in 3 jobs in the Atlanta region are located within LCI communities. While LCI areas make up less than 5% of the region's land area, they have seen an increase of 107,000 new housing units and a population increase of 166,000 new residents.

In 2018, ARC revised the program to focus on two main areas; Town Centers, and areas with current and planned premium transit. In addition, funding for the study portion of the program was increased to \$2 million per year. 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

With this update The Atlanta Region's Plan, ARC has continued the investment of the LCI program and extending the program to 2050, with an additional investment of \$100 million on top of the current commitment of \$500 million that was committed from 2000-2040.

MAP 4-2 LCI AREAS



- ARC Regional Commission Boundary
- Counties
- LCI Communities
- Expressways

CREATING REGIONAL RIVER RESOURCES

The Chattahoochee River is the largest river in metro Atlanta and one of the region's most valuable resources, serving as the primary source of drinking water for millions of residents.

In 1972, the Atlanta Regional Commission completed the Chattahoochee Corridor Study in an attempt to quell a growing battle over the future of the Chattahoochee River in the Atlanta region. The study aimed to create a balanced, comprehensive plan for the future of the region's most essential valuable resource.

The following year, the Georgia General Assembly adopted the Metropolitan River Protection Act (MRPA), which protected a 48-mile stretch of the Chattahoochee River between Buford Dam and Peachtree Creek by creating a 2,000-foot buffer along both banks of the river and its impoundments. The Act was amended in 1998 to extend the Corridor an additional 36 miles to the downstream limits of Fulton and Douglas counties.

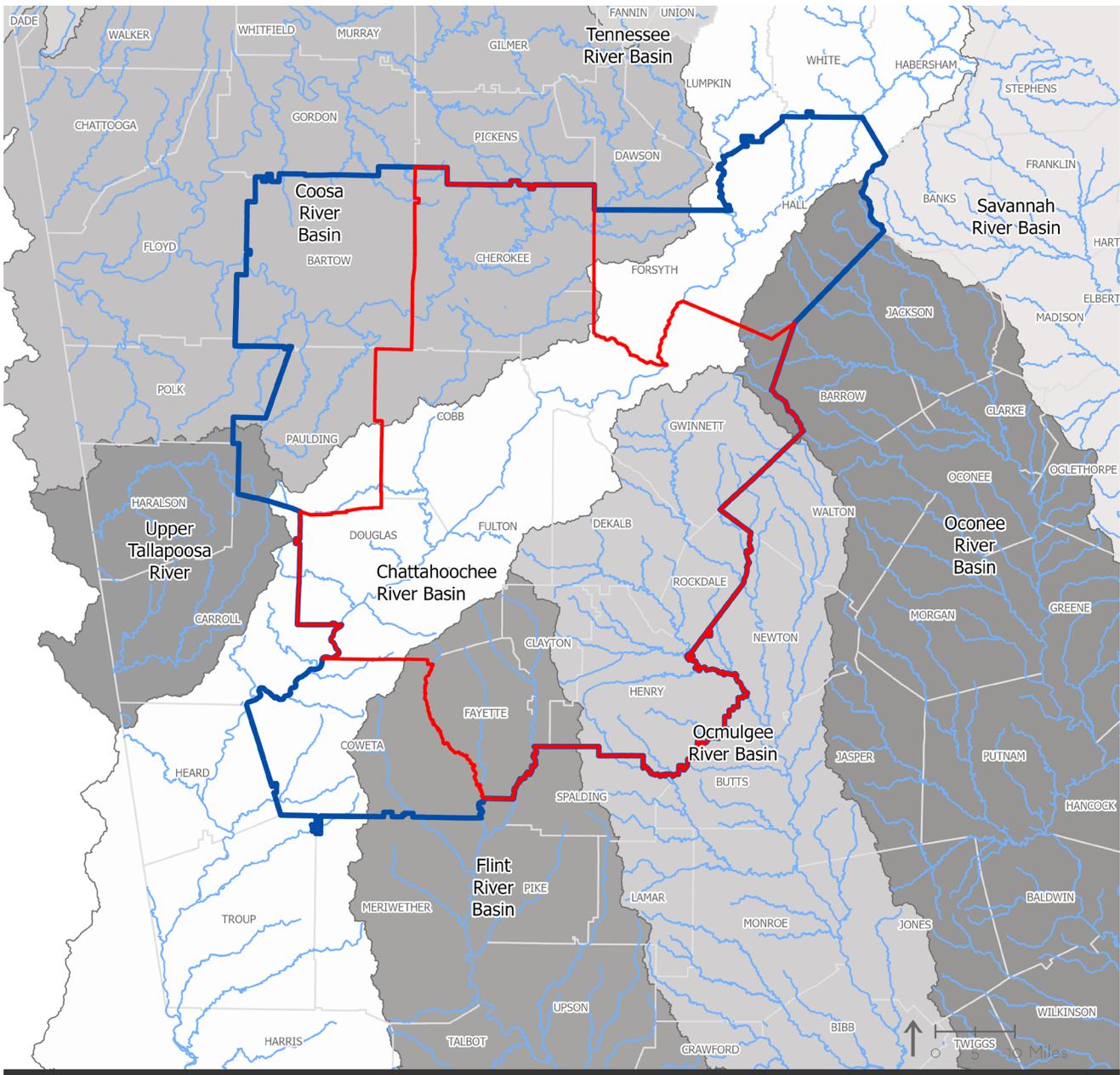
MRPA is designed to protect the water quality and environs of the Chattahoochee River for use as:

- The region's primary source of drinking water
- A major recreation area that includes the Chattahoochee River National Recreation Area and the nation's first National Water Trail
- One of the southern-most trout streams in the United States (and one of the very few located in a major metropolitan area)

The Flint River is Georgia's second-longest river. With the headwaters of the Flint River located just north of Hartsfield-Jackson Atlanta International Airport, the Flint River flows 344 miles to the Florida state line where it joins the Chattahoochee to create the Apalachicola River. As one of the longest free-flowing rivers in the nation, the Flint River provides water for farms and families across the state and is home to several threatened and endangered species.

Currently, ARC is working with partners on creating a new vision for both regional rivers with two projects: Chattahoochee RiverLands; and Finding the Flint. Both projects are improving public awareness of the rivers, identifying areas of investments, and incorporating ecological conservation and green infrastructure. Targeted investments that will be developed within the visions will help improve water quality and generate economic investment. ARC will work with our regional and local partners to implement those visions.

MAP 4-3 REGIONAL RIVERS



- ARC Regional Commission Boundary
- Counties
- Metro North Georgia Water Planning District
- Major Rivers

PRESERVING PRIORITY REGIONALLY IMPORTANT RESOURCES

ARC has been planning for natural, cultural, and historic resources since the 1950s, producing plans such as the 1954 Regional Development Plan, the 1963 Nature Preserves Plan, and the 1972 Chattahoochee Recreation Area Study. In the 1980s and 1990s, ARC began identifying Regionally Important Resources based on rules defined by the Georgia Department of Community Affairs. While these rules have changed to focus on the creation and documentation of a regional Green Infrastructure Network, the resource lists from the 1989 and 1996 Resource Plans provide insight into the region's priorities 30 years ago. The rules define the Green Infrastructure Network as "a strategically planned and managed network of wilderness, parks, greenways, conservation easements, and working lands with conservation value."

Many of the resources currently classified as Areas of Conservation and/or Recreation and Historic or Cultural Resources were already included in these plans. However, resources such as Greenways and Trails and some historic resources not listed on the National Register have been added as their importance and/or vulnerability in the region has grown. The 1996 plan highlights Prime Forest Land and Tree Cover, which did not appear in recent updates of the plan. However, Urban Forest has been added as a crucial component of the Green Infrastructure Network in this update due to the numerous environmental and social benefits of trees. While the 1989 and 1996 plans identified several pieces of the region's infrastructure as Regionally Important Resources, such as the Freeway System, the Public Transportation System, the Railroad System, and the Airport System, as well as Regional Hospitals and Publicly Assisted Housing, more recent updates of the Resource Plan have placed greater importance on regional connectivity through trails and greenspace, as well as agricultural and scenic resources.

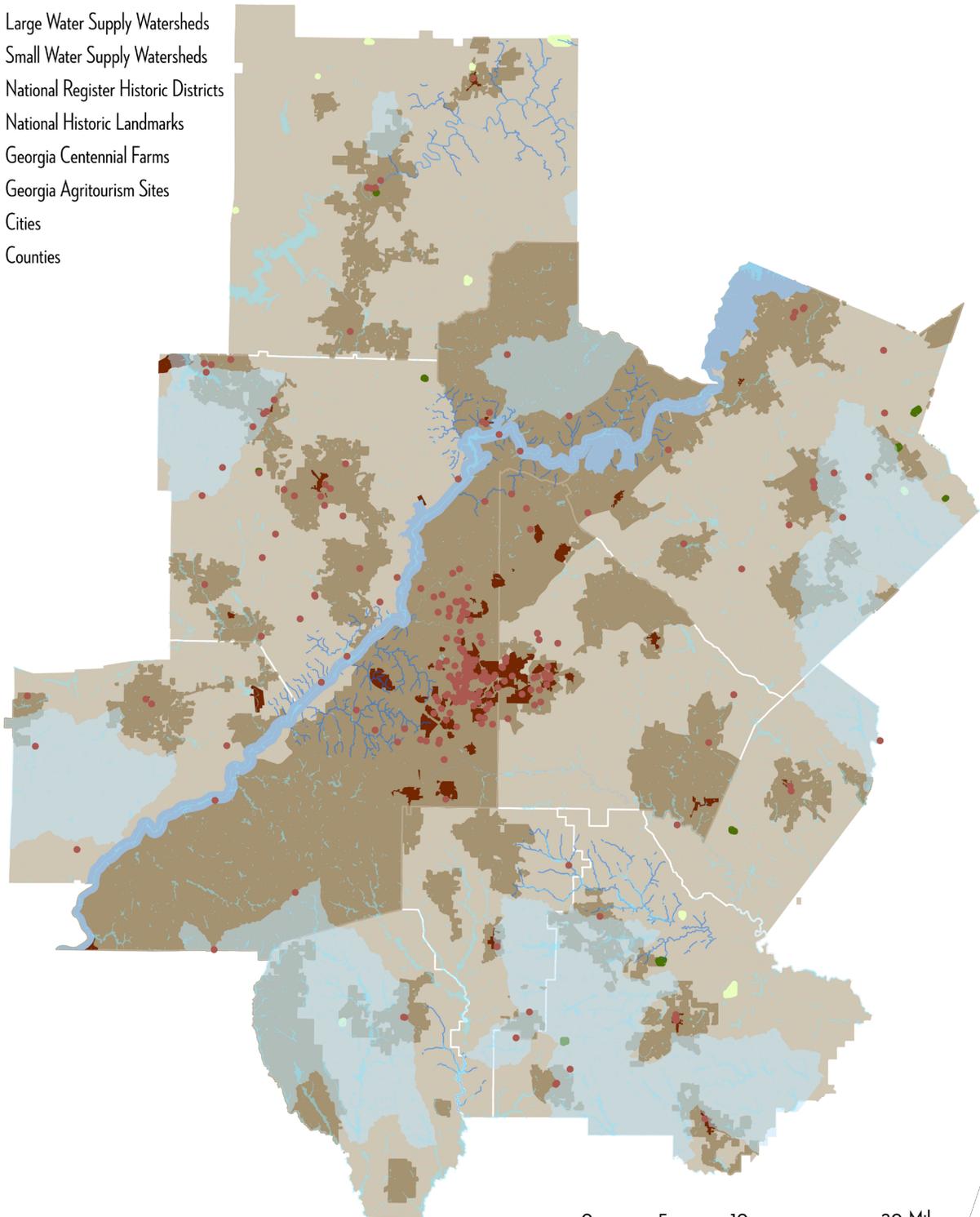
These resources have great value in the region's communities but face ever-growing pressure due to development and overuse.

The Georgia Department of Community Affairs identifies threatened Regionally Important Resources as areas where significant natural or cultural resources are likely to be impacted by development. With limited guidance, Regional Commissions are left to identify the degree to which certain RIRs fall into this category based on a review of proximity to developed areas of the region. Metro Atlanta is a highly urbanized area, therefore many RIRs fall within developed areas. However, many also have developed long term protection methods to ensure the viability of the resource.

To meet the standard of identifying threatened resources as defined by DCA, ARC evaluated all resource categories from the 2016 Regional Resource Plan against the Value and Vulnerability Scale developed in the priority Regional Resource Plan Analysis & Guidance study. Feedback was received from technical experts and community stakeholders. Those resources where the scale shows high value and vulnerability are classified as Priority Regionally Important Resources (using "priority" in place of "threatened" as a way to more accurately describe the condition of these resources, and ARC's policies toward implementation.)

MAP 4-4 PRIORITY REGIONAL IMPORTANT RESOURCES

- National Register Historic Sites
- Wetlands
- Chattahoochee River
- Protected River Corridors
- Large Water Supply Watersheds
- Small Water Supply Watersheds
- National Register Historic Districts
- National Historic Landmarks
- Georgia Centennial Farms
- Georgia Agritourism Sites
- Cities
- Counties



ADDRESSING HOUSING OPPORTUNITIES

In November of 2019, ARC announced the completion of the Regional Housing Strategy. This strategy is designed to help local governments in the region's 10 core counties better understand their housing challenges – and begin to address them through actionable and proven strategies. The goal is to promote a stronger, healthier housing market that works for everyone: by promoting improved housing options, preserving diverse housing stock, and increasing the housing supply.

The Regional Housing Strategy is designed to be:

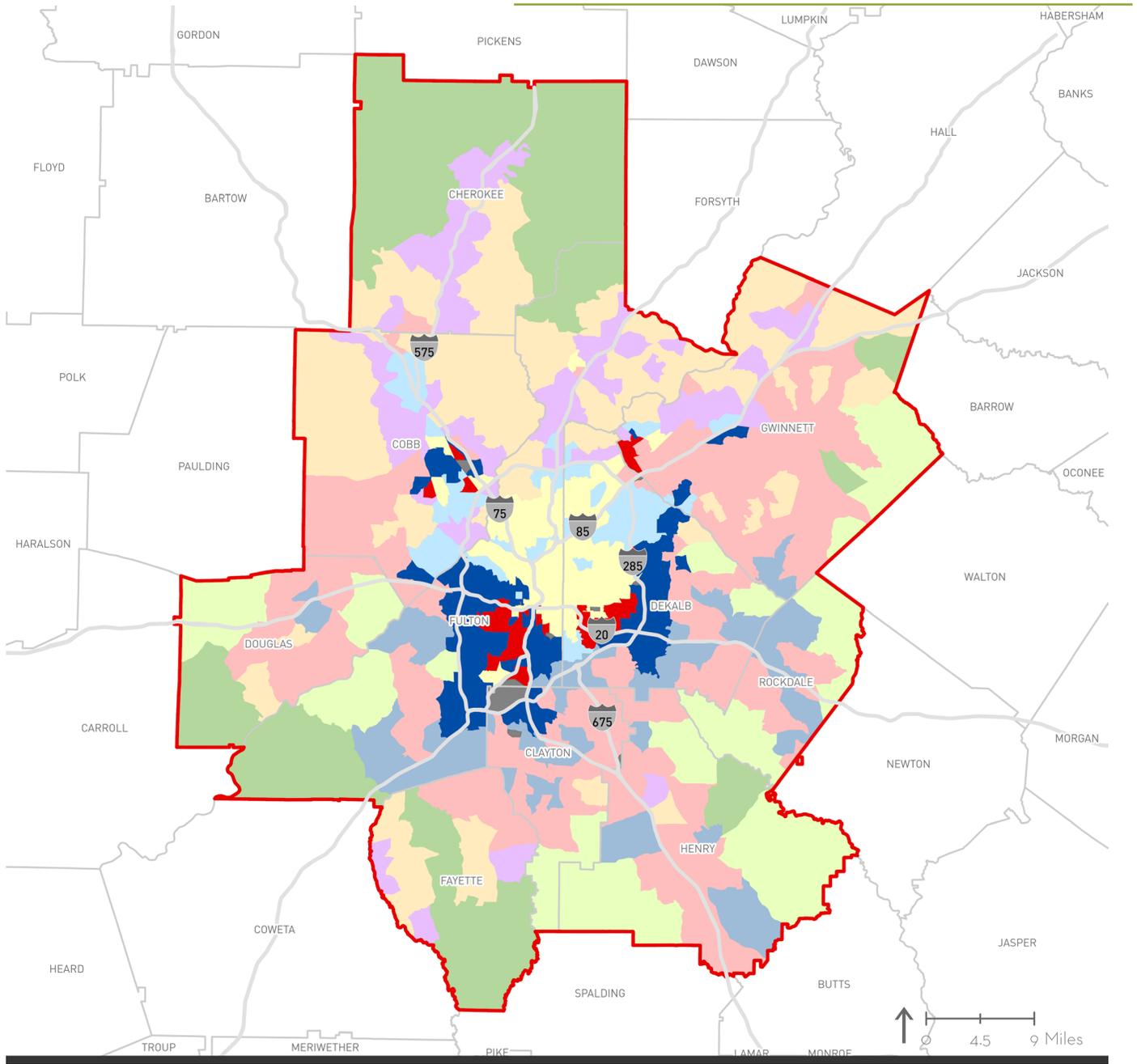
- Educational: serve as a source of information for policymakers and the general public to learn about housing affordability
- Analytical: provide a data portal to help communities understand their housing characteristics, issues, and opportunities.
- Actionable: provide local governments with the tools they need to identify local housing challenges and solutions.

With the data analysis conducted, the Regional Housing Strategy is designed to provide a baseline of information to spark discussions about the housing issues facing local communities. ARC has built an interactive digital tool that enables the Atlanta region to be separated into “housing submarkets” – small areas that have similar housing characteristics. Corresponding strategies have been developed that address housing choice and affordability in each submarket type.

Submarkets 3 and 4 are two areas that are both experiencing rapid change. Submarket 3 is experiencing the region's quickest increase in housing prices, with the greatest decline in the population of non-white residents. Submarket 4 is the only Submarket to have a net loss of housing units since 2010, more than 3,000 of which were multifamily and is experiencing the largest decline in homeownership. While all the submarkets need strategy assistance, these two markets are facing large challenges.

ARC will work in the coming years with local communities to address housing challenges through a dedicated program of staff assistance and prioritizing housing through the LCI program. In addition, ARC will continue to build awareness and educate stakeholders on the Regional Housing Strategy, and to report on the region's progress on addressing this issue.

MAP 4-5 REGIONAL HOUSING AREAS



FREIGHT AREAS AND ATLANTA AEROTROPOLIS

The Atlanta region is a global leader in freight and logistics, forming a key component of the Region's economic base. In 2018, freight dependent jobs were responsible for about \$514.8 billion of economic output, or 38% of the total regional output. This is projected to increase to about \$1.2 trillion in 2050. These industries include transportation/warehousing, manufacturing, wholesale, construction, and retail. Jobs in transportation/warehousing, manufacturing, and other goods movement/logistics can play a role in ladders of opportunity, as many of these jobs provide a livable wage but typically do not require a college education.

The 2016 Atlanta Regional Freight Mobility Plan Update identified a lack of planning for local needs in industrial areas, resulting in the start of the Freight Cluster Plan program. Freight clusters have been identified as areas with the most intense industrial development in the region, and planning for these areas will provide guidance for project and policy implementation in the coming years. The locations of seven freight clusters and related freight cluster plans that have received funding are shown on the map to the right

The 2016 Atlanta Regional Freight Mobility Plan Update, the Atlanta Regional Truck Parking Assessment Study, and each of these freight cluster plans will continue to provide guidance for freight planning and project and policy implementation in the coming years.

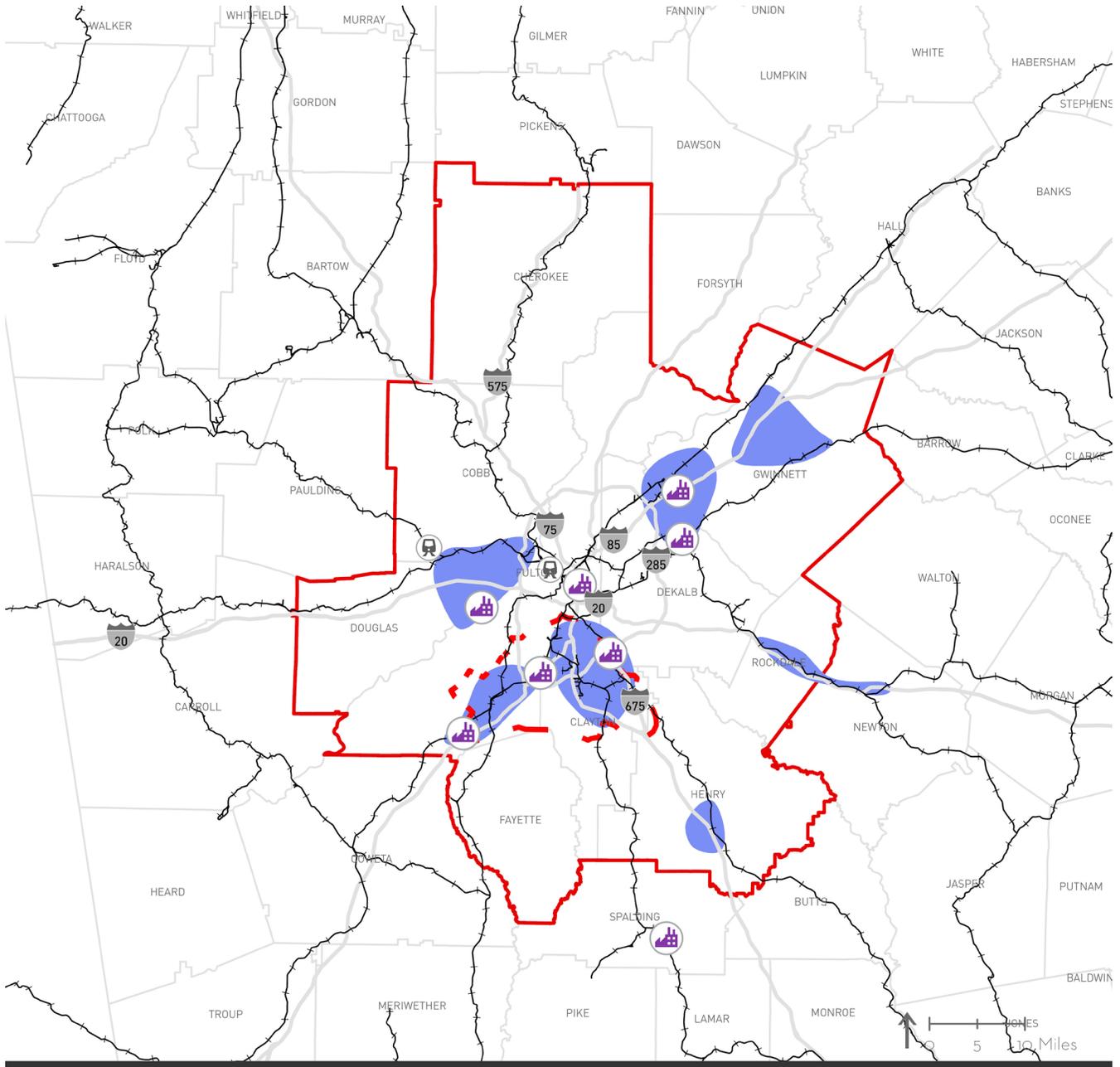
Hartsfield-Jackson Atlanta International, the world's most traveled airport, is arguably the region's biggest economic asset. It's directly responsible for more than 64,000 jobs and has an economic impact of more than \$34 billion a year. But the area around the airport, while home to several large corporate headquarters (Delta Air Lines, Chick-fil-A, and Porsche Cars North America), has lagged behind the rest of the region economically and has developed without a cohesive strategy.

Recognizing the potential, business and civic leaders worked with the Atlanta Regional Commission (ARC) to launch the Aerotropolis Atlanta Alliance, a coalition of Fortune 500 companies, local businesses, governments, and non-profits with the goal of transforming the airport area into a regional economic powerhouse.

In July of 2016, ARC in partnership with the Atlanta Aerotropolis Alliance developed the Aerotropolis Blueprint (Blueprint). The Blueprint identified areas and types of future development within catalytic sites and aims to create an attractive environment for investors, employees, and residents. The plan calls for infrastructure improvements to create more walkable places across Aerotropolis Atlanta, as well as the creation of a "Green Corridor" of trails and sidewalks to tie together the area's natural, historic and cultural resources. This corridor could potentially connect to existing trail networks in the region, such as the Atlanta BeltLine.

ARC has supported the implementation of the blueprint through its programs with targeted studies and investments that implements the vision and has provided support to the Atlanta Aerotropolis Alliance to ensure

MAP 4-6 FREIGHT AREAS AND AEROTROPOLIS



- ARC Regional Commission Boundary
- Counties
- Expressways
- Freight Clusters
- 🚂 Intermodal Yards
- 🏭 Freight Cluster Plans
- Aerotropolis Boundary
- USA Railroads

6.0 MOVING FORWARD

ARC has over 10 different regional plans that drive its work and these plans relate to The Atlanta Region's Plan Policy Framework. As these plans are revised, ARC will incorporate the Big Ideas into the new plans. In addition to the core functions of ARC, ARC has identified projects that it will undertake over the next five years to implement The Atlanta Region's Plan. These projects are identified within the appendix and will be updated annually to reflect the results of the evaluation and monitoring of The Atlanta's Region Plan.

ARC coordinates with a variety of regional and local entities to implement the Goals and Objectives of The Atlanta Region's Plan. Chief among ARC's partners are the Community Foundation of Greater Atlanta, United Way, Metro Atlanta Chamber of Commerce as well as other important organizations.

APPENNDIX LIST

The Atlanta Region's Plan Policy Framework

Regional Development Plan Work Program

Regional Resource Plan

Regional Development Plan Local government Implementation

DCA Data Supplement



ENDNOTES

- 1 Atlanta Airport Fact Sheet <http://www.atl.com/about-atl/atl-factsheet/>
- 2 Regional Freight Mobility Study <https://cdn.atlantaregional.org/wp-content/uploads/2017/03/atlanta-regional-freight-mobility-plan-update-2016.pdf>
- 3 CAGDP1 Gross Domestic Product (GDP) summary by county and metropolitan area <http://apps.bea.gov>
- 4 Learn for Life 2019 Annual Report <https://l4lmetroatlanta.org/wp-content/uploads/2019/05/L4L-2019-Annual-Report-FINAL.pdf>
- 5 n. Double Jeopardy: How Third-Grade Reading Skills and Poverty Influence High School Graduation, commissioned by the Annie E. Casey Foundation
- 6 2015 MNGWPD Water Resource Management Plan https://northgeorgiawater.org/wp-content/uploads/2015/05/Water-Resource-Management-Plan_Amended-20190227.pdf
- 7 Atlanta Region TOD Market Report
- 8 Opportunity Atlas <https://www.opportunityatlas.org/>
<http://www.atl.com/about-atl/atl-factsheet/>
<http://www.atl.com/about-atl/atl-factsheet/>
<https://www.arts.gov/sites/default/files/CreativePlacemaking-Paper.pdf>
- 9 <https://clustermapping.us/>
- 10 <https://www.peachpass.com/travel-data/>
- 11 <https://www.peachpass.com/travel-data/>

GREAT COMMUNITY
Many Stories





Atlanta Regional Commission