



**Atlanta
BeltLine®**

BELTLINE NORTHWEST TRAIL FEASIBILITY STUDY

**DATE: MAY 12, 2022
PREPARED FOR: ATLANTA BELTLINE, INC.
PREPARED BY: PATH FOUNDATION**



Acknowledgment

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Contents

EX	Executive Summary	4
01	Overview	
	Introduction	8
	ABI & PATH Working Group	9
	Study Goal	9
	Data Collection and Field Work	9
	Property Owners and Major Stakeholder Meetings	9
	Community Engagement	9
	Trail Corridor Assessment	11
02	Trail Corridor Assessment	
	Overview	14
	Trail Corridor Assessment Overall Map	15
	Western Study Area	
	Trail Corridor #1	16
	Trail Corridor #2	21
	Trail Corridor #3	26
	Trail Corridor #4	32
	Eastern Study Area	
	Trail Corridor #5	34
	Trail Corridor #6	40
	Trail Corridor #7	43
03	Feasibility Analysis	
	Feasibility Analysis Criteria	50
	Constructibility	51
	Cost/Finances	58
	Trail Experience	62
	Community	72
	Corridor Feasibility Analysis Recommendation	79
04	Recommended Next Steps	84
AP	Appendix	88



Photo courtesy of Atlanta BeltLine, Inc.



Executive Summary

Executive Summary

The original vision for the Atlanta BeltLine trail depended on acquiring abandoned and under-utilized rail corridors that formed three-quarters of a circle around the urban core of Atlanta. The northwest quadrant of the BeltLine has no such abandoned rail corridor available and is, arguably, the most difficult segment of the BeltLine trail to deliver. This study presents an evaluation of the most feasible, constructable corridors for the BeltLine Northwest Trail.

The study area has been divided into two subareas: the western study area focuses on the connection between Huff Road to Bobby Jones Golf Course where it meets the existing Northside BeltLine Connector; the eastern study area focuses on connecting from Bobby Jones Golf Course to the future BeltLine Northeast Trail near Armour Yards. The team has identified four western corridors and three eastern corridors. The options were evaluated based on anticipated real estate acquisition, construction feasibility, quality of trail user experience, and community feedback.

After 11 months of feasibility assessment, due diligence, and community engagement, the identified corridor options were prioritized to represent the most feasible corridor to the least feasible corridor.

“We have a multi-generational opportunity to guide the thoughtful and equitable connectivity of more than 45 neighborhoods in the City of Atlanta,”

- said Clyde Higgs, President and CEO of Atlanta BeltLine, Inc.

Corridor 2 is the prioritized option among the four western corridors; while the prioritization for the three eastern corridors cannot be determined due to the time constraints of this feasibility study. Further study and community engagement needs to take place in the next two to three months to determine feasibility priority for the eastern corridors. This study recommends moving forward on design and engineering of Corridor 2 and the segment from Peachtree Park Apartments to Kinsey Court where all eastern corridors overlap.

BeltLine Northwest Trail Corridor Assessment Map



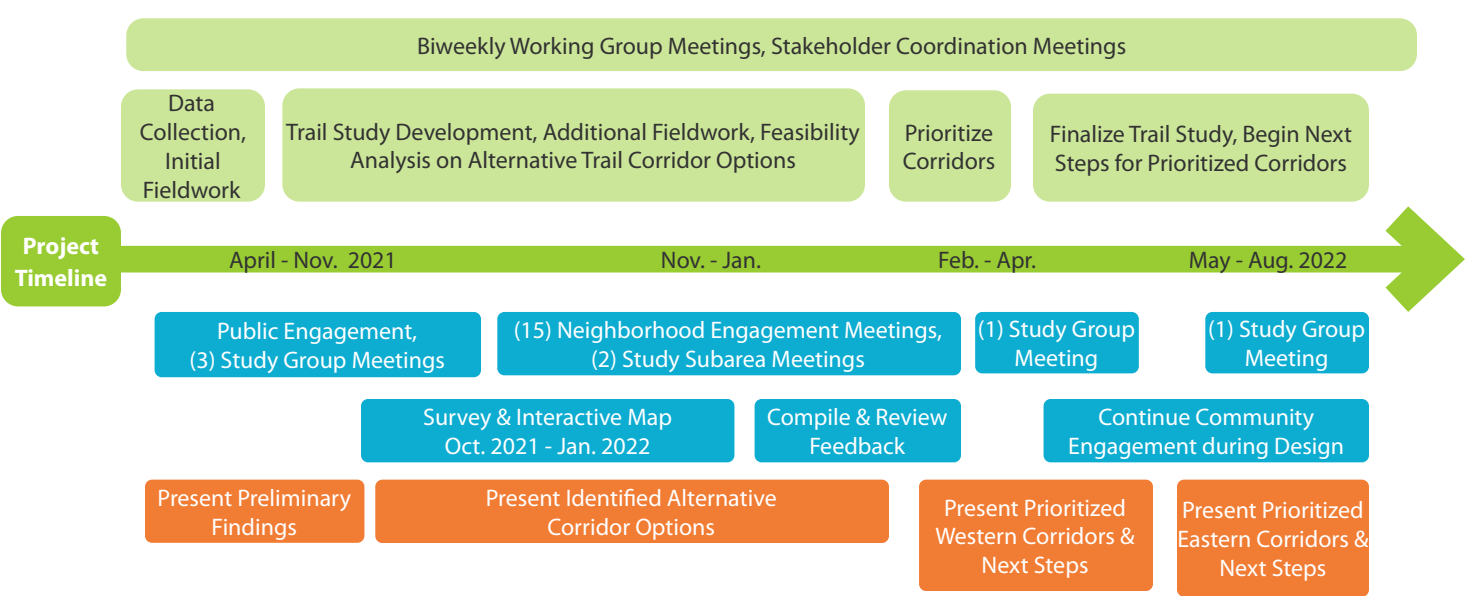
Methodology and Community Engagement

The BeltLine Northwest Trail Feasibility Study incorporated the input from area stakeholders and the general public through a series of community engagement meetings at key points in the eleven-month study process, including 15 individual neighborhood meetings, two sub-study area meetings (eastern and western study areas), and four virtual Study Group public meetings. One additional Study Group meeting is anticipated in August. A project website was established via Social Pinpoint to provide access to previous meeting presentations, an online interactive map, and survey.

Utilizing the public meetings and interactive tools, community members and stakeholders had the opportunity to review and provide feedback on the vision and corridor alternatives for the Northwest Trail. Community input on the desired destinations, in addition to the assessment of opportunities and challenges through fieldwork and data collection process, led to the development of alternative trail corridors in the northwest region.

Feedback from the community has consisted of ideas, destinations, potential redevelopment opportunities, concerns, and existing assets along each of the proposed alternative trail corridors. Chapter 3 outlines feasibility analysis criteria under the community category to review support from equity and inclusion, property stakeholders, community feedback, BeltLine Subarea Master Plans, and compatibility with existing communities for each proposed trail corridor.

BeltLine Northwest Trail Feasibility Study Project Timeline





01

Overview

01 Overview

Introduction

Atlanta BeltLine, Inc. (ABI) is the implementation agency for the Atlanta BeltLine project: the most comprehensive revitalization program in the Southeast. The goal of this project is to make Atlanta a livable, equitable, and sustainable city through transportation options, affordable housing, workforce development, and new greenspaces.

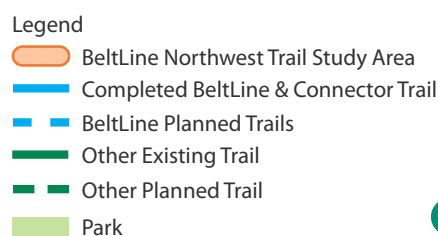
One of the BeltLine's transportation initiatives includes the construction of a 22-mile trail loop encircling the city. To date, 8.7 miles of trail have been constructed, with another 2.4 miles moving towards construction and 7.3 miles in design development. While this makes up the vast majority of the abandoned rail corridor of the total loop trail, there is a gap in Northwest Atlanta.

ABI has partnered with the PATH Foundation to identify potential trail corridors for the BeltLine Northwest Trail. PATH, with 30 years of experience, has built over 300 miles of trails, 75 miles in metro Atlanta; and has worked with over 30 communities to develop trail system master plans, including Atlanta in 1993. ABI and PATH have partnered on several projects before, from the BeltLine Eastside Trail to the Westside BeltLine Connector Trail. The two organizations have pooled their resources and expertise to deliver high quality trails for Atlanta.

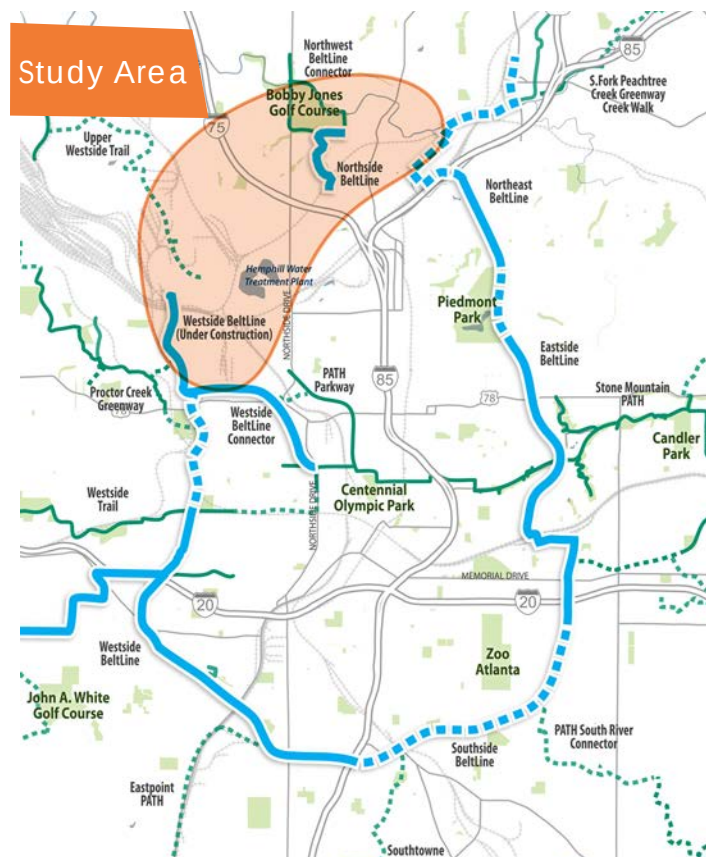
Northwest Atlanta has developed into a complex system of roads, highways, and railways that has made the BeltLine Northwest Trail unlike other sections of the Atlanta BeltLine. Most of the BeltLine trail corridor completed to date had an abandoned rail

corridor. There is no abandoned rail corridor in the Northwest. Instead, the area is developed intensely with industrial parks and single-family residences. This does not provide clear corridors to connect people to destinations.

ABI and PATH have worked internally and with experts in the Atlanta area to identify trail corridors that can become the BeltLine Northwest Trail. The team was able to identify seven corridors that could best serve as the BeltLine Northwest Trail. Following the completion of this document, ABI will use the study to guide design and engineering phases working towards construction implementation of the Northwest corridor.



The BeltLine Northwest Trail Study Area Map



ABI and PATH Working Group

To make the BeltLine Northwest Trail Feasibility Study successful, ABI and PATH established a working group. A collaboration of experts, with an array of skills, each brought in valuable knowledge and experience.

- Planning and Community Development
- Construction Management
- Trail Construction
- Design and Engineering
- Real Estate
- Community Outreach and Engagement
- Community Improvement District Leaders

Study Goal

After the working group was established, the members spent the first meeting establishing a goal for the project. The Northwest Trail Study's goal is to develop a quality BeltLine connection through Northwest Atlanta that is inclusive, equitable, and sustainable. The trail will primarily develop as a greenway with limited amounts of necessary buffered sidepath between desired destinations like neighborhoods, commercial hubs, activity centers, schools, parks, and greenspace.

Data Collection and Field Work

The team used the goal of the study to initiate what data needed to be gathered. Reviewing property ownership, trail corridors previously planned by PATH or ABI, and GIS data, the team produced maps of the study areas and penciled in potential corridors for investigation.

Once in the field, the potential corridors were examined. In some cases, going out into the field presented trail corridors as impractical; in other cases, the corridors were validated as potential quality connections. Field work also allowed for additional trail opportunities to be found, like spur trails and alternate routes.

Field work was conducted to fully identify trail opportunities and challenges. By the end of the field work and data collection, the team established alternative trail corridor options.

The Northwest Trail Study's goal is to develop a **quality** BeltLine connection through Northwest Atlanta that is **inclusive, equitable, and sustainable**.

Property Owners and Major Stakeholder Meetings

After identifying trail corridors through the data collection and field work, the team met with stakeholders such as the land owners whose property could interact with the trail and utility/transportation stakeholders where the trail could be located.

Dialogue between the team and the stakeholders provided essential feedback on the information needed to realize the BeltLine Northwest Trail. The majority of stakeholders were receptive to the trail opportunities. A timeline and meeting log with stakeholders can be found in Appendix I of this document.

Community Engagement

Over the course of the 11-month feasibility study, the ABI and PATH team hosted 15 individual neighborhood meetings, two Corridor Study Area meetings (east and west corridors) and four Study Group Public meetings. The meetings provided participants with information about the study goals, the opportunities it will bring, and an overview of the proposed trail alignments.

Gathering public feedback and engaging with neighboring communities were two key goals of the study. Concluding each of the 21 meetings, a question-and-answer session provided an opportunity for the ABI and PATH team to listen and host a discussion with attendants and community members. In the four Study Group Public meetings, a live poll was taken to gather quick and measurable feedback.

Community Engagement (continued)

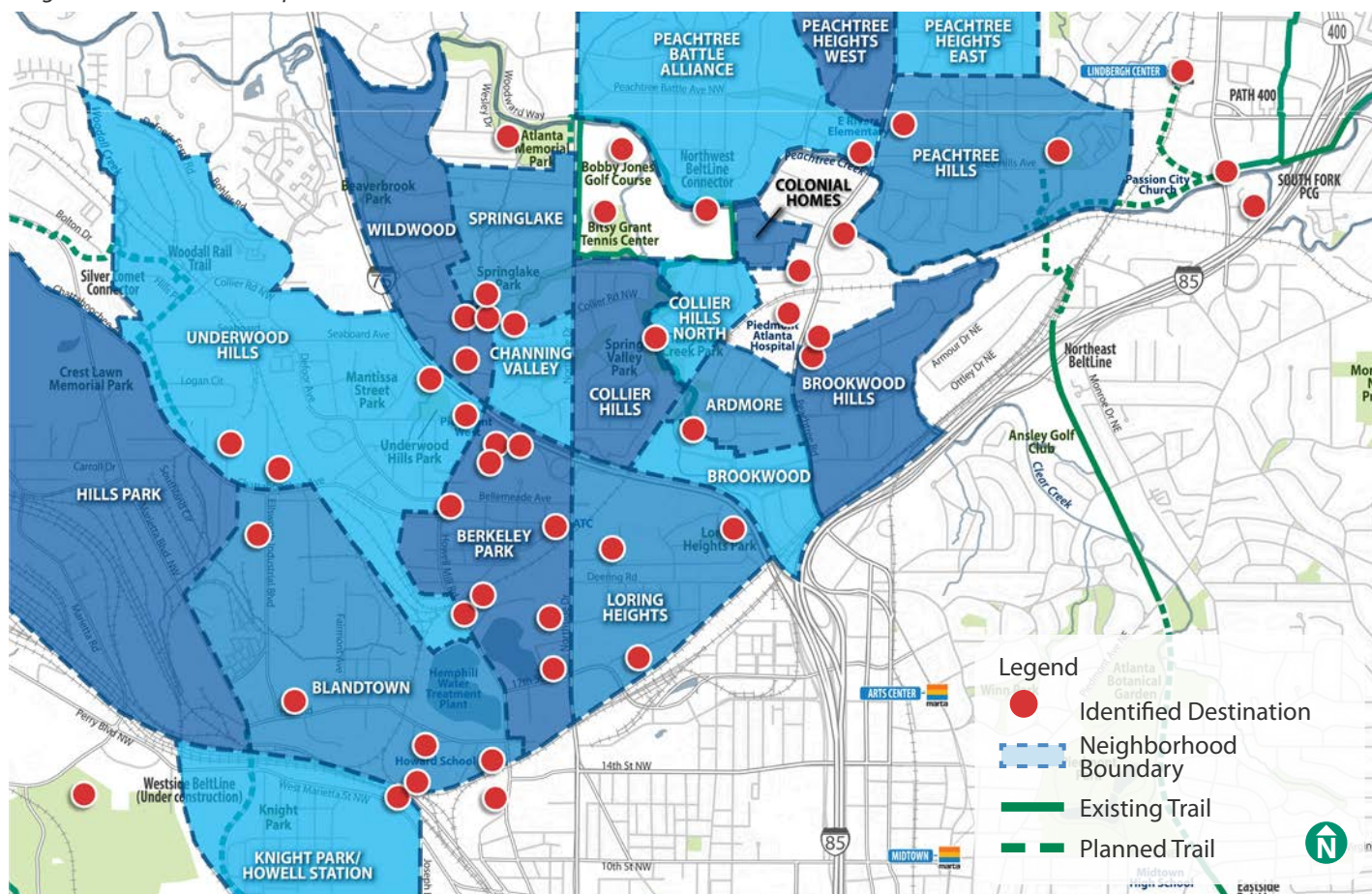
Below is a map showing the neighborhood boundaries within the study area, as well as some of the desired destinations collected from the community engagement meetings and interactive map.

- Atlanta Memorial Park
- Atlantic Station
- Bennett Street Shops and Restaurants
- Bitsy Grant Tennis Center
- Bobby Jones Golf Course
- Bold Monk
- Ellsworth Park
- Floral Park Market
- Georgia Tech
- Goodwill
- Howell Mill Shops and Restaurants
- Huff Road Shops and Restaurants
- King Plow
- Kroger
- Loring Heights Park
- MARTA Stations
- Monday Night Brewing
- Multifamily on 26th St.
- Multifamily Residences off Howell Mill
- Northside Tavern
- PATH 400
- Peachtree Hills Park
- Peachtree Rd Shops and Restaurants
- Piedmont Hospital

- Living
- Working
- Shopping
- Recreating
- Exercising
- Learning?

- Piedmont West
- Publix
- Silver Comet Trail
- Tanyard Creek Park
- The District at Howell Mill
- The Goat Farm
- The Howard School
- The Works
- Underwood Hills Park
- UPS & FedEx
- Urban Tree Cider
- W. Marietta St. NW
- Walmart
- Waterworks Park
- Westside Market
- Westside Park
- Westside Park District
- Westside Provisions
- White Provisions Retail

Neighborhood Context Map and Identified Destinations



Trail Corridor Assessment and Feasibility Analysis

Chapter 2 includes the assessment of each identified trail corridor's existing conditions, as well as the opportunities and challenges it presents. The identified alternative corridor options are divided by location into the western or eastern study areas. Each corridor assessment starts off with a basic description of the trail, highlighting key points about the corridor. A trail map, along with vision graphics, provides a visual representation of the proposed corridor.

Chapter 3 provides a feasibility analysis of the identified corridors based on four categories: constructability, cost/finance, trail experience, and community. The feasibility analysis compares and rates the corridors to prioritize the most viable corridors.

Chapter 4 summarizes the prioritized corridors and outlines recommended next steps for implementation of the BeltLine Northwest Trail.

The BeltLine Trails and Connector Trails give people of all ages and abilities the opportunity to enjoy their community.



Photo courtesy of Atlanta BeltLine, Inc.



Westside BeltLine Connector Trail, completed 2020



Photo courtesy of Atlanta BeltLine, Inc.

02

Trail Corridor Assessment

02 Trail Corridor Assessment

Overview

This chapter provides details for all proposed trail corridors within the study area to provide a holistic understanding of the study findings and the vision. Each trail corridor is presented in more detail, including opportunities, as well as potential challenges that will likely affect feasibility analysis ranking regarding implementation. A preliminary cost estimate to implement the corridor is also presented.

The BeltLine Northwest Trail study area was further defined as two subareas - the western area and the eastern area based on the connecting points. Four trail corridors are within the western study area to extend the BeltLine from the Westside BeltLine Trail at Huff Road at Marietta Boulevard to the existing BeltLine Trail along Tanyard Creek and Bobby Jones Golf Course; while three trail corridors are within the eastern study area to connect the BeltLine Northside Trail to the BeltLine Northeast Trail corridor.

Further study on the feasibility of each corridor is included in Chapter 3. Chapter 4 will provide guidance on the prioritized corridors and next steps within the two study areas.

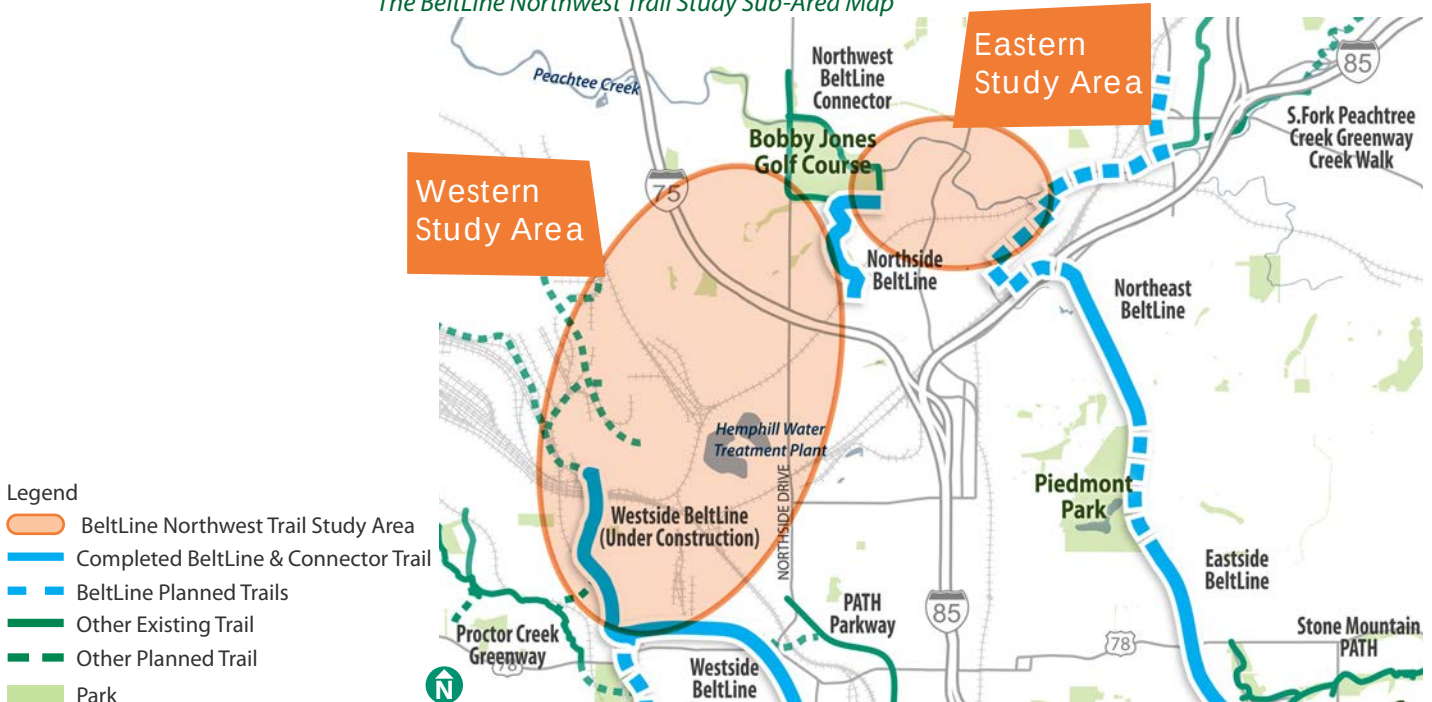
Western Study Area

- Corridor #1
- Corridor #2
- Corridor #3
- Corridor #4

Eastern Study Area

- Corridor #5
- Corridor #6
- Corridor #7

The BeltLine Northwest Trail Study Sub-Area Map

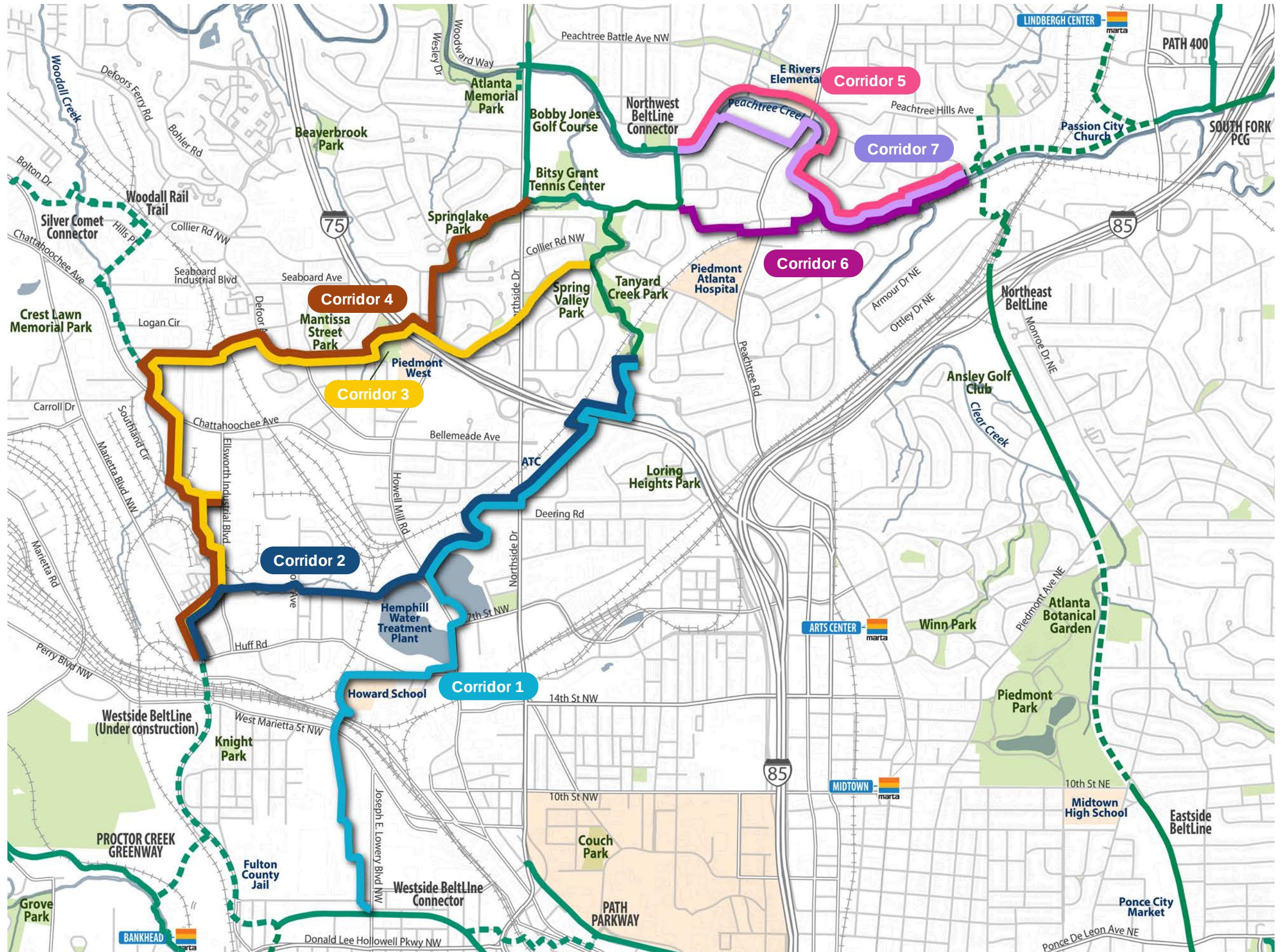




BeltLine Northwest Trail Corridor Assessment Map

Prepared by:
PATH Foundation

Date:
May 12, 2022



- Legend
- Existing Trail
 - Other Planned Trail
 - Park
 - School & Hospital

Western Study Area - Corridor 1

Corridor Description

Corridor 1 begins at the Westside BeltLine Connector Trail at Joseph Lowery Boulevard. The trail runs through an existing BeltLine easement at the Westside Future Fund property to Jefferson Street. At Jefferson, the trail corridor goes north towards Westside Paper.

Before approaching Westside Paper, the trail runs behind several multifamily residential properties and industrial buildings. The trail ties into the Westside Paper property at its western property line and continues North: interacting and connecting with the new development.

The trail becomes an elevated structure at the Westside Paper Property and bridges over W. Marietta Street. The trail crosses over several active CSX and Norfolk Southern rail lines. After crossing over the rails, the trail descends and lands on the Howard School property. The trail follows the perimeter of the school clockwise until it meets Huff Road. From the bridge landing, a spur connection can be incorporated to provide access to the future redevelopment at the Goat Farm Arts Center property.

The trail follows Huff Road as a side path, before turning onto the Hemphill Water Treatment Plant property. Here, the trail follows the perimeter of the reservoir counterclockwise. Near 17th Street, the trail crosses over Howell Mill Road, acting as a side path traveling north. The trail continues, turning east and following Trabert Avenue.

As Trabert Avenue ends, the trail turns north towards the Solid Waste Service Center. Two alternative routes have been studied to run the trail either along the western and northern perimeter or around the southern edge of the facility to connect to Northside Drive. Due to constrained conditions along the northern edge and current usage of parking space, the southern alternative is preferred.

The study conducted two options to take trail users across Northside Drive, either to cross with a new traffic signal at the main entrance driveway of the Atlanta Technology Center (ATC) or to bridge over the busy arterial road. The trail primarily acts as a side path along the ATC's driveway. Driveway and parking lot modification could take place alongside future redevelopment of the site. The side path transitions to a series of short greenway segments utilizing the greenspace between parking areas before the trail reaches Interstate-75. The trail becomes an elevated structure that parallels the highway and makes a turn underneath the highway overpass. Once on the north side of I-75, the trail returns to grade.

The trail then travels east towards the channelized portion of Tanyard Creek, where the trail becomes an elevated structure that follows the concrete channel. The trail enters Tanyard Creek Park and ties into the BeltLine Northside Trail.

- **Begins:** Westside BeltLine Connector at Joseph Lowery Blvd
- **Ends:** BeltLine Northside Trail at Tanyard Creek Park
- **Length:** 3.5 miles

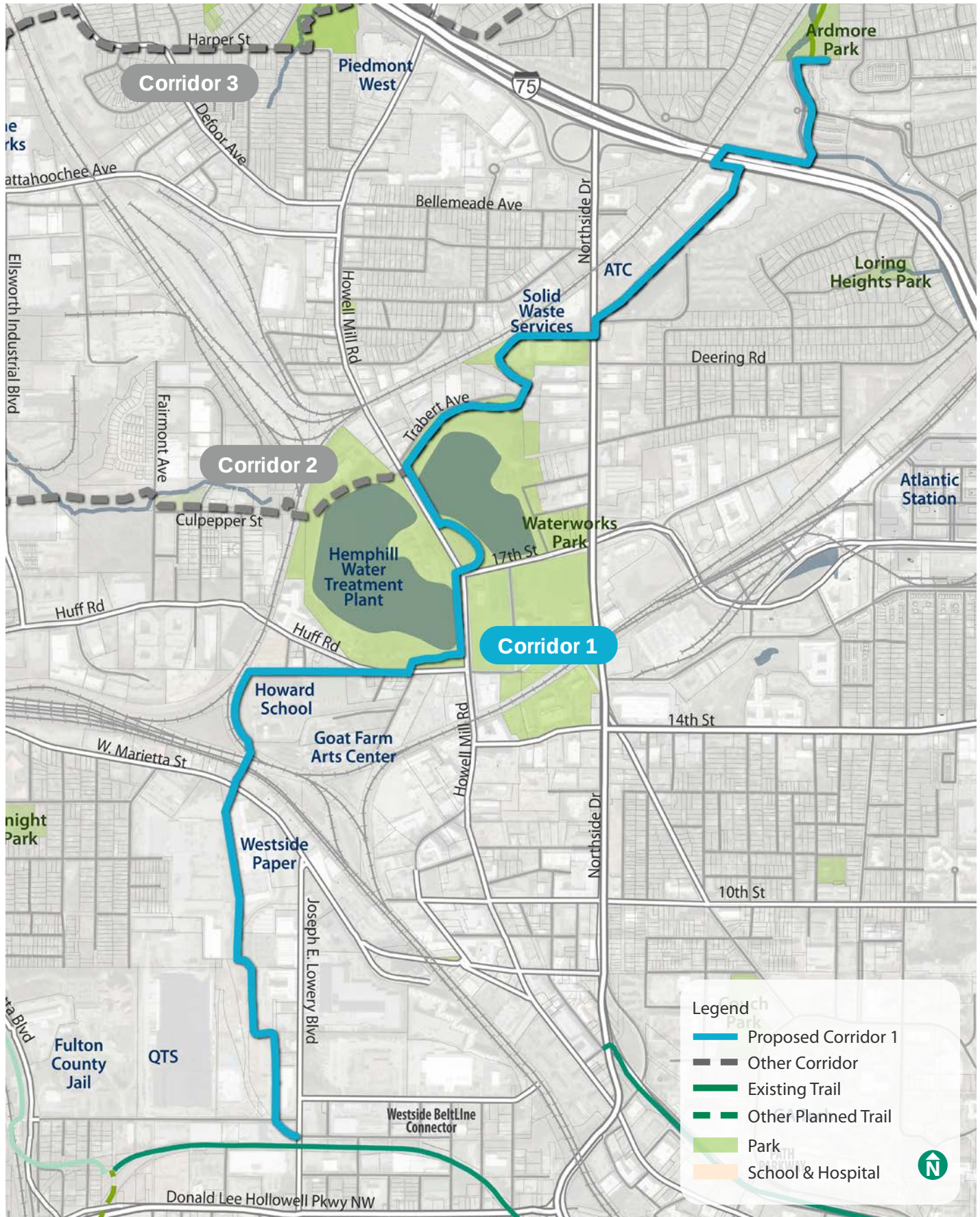


Photo looking at CSX rail line from The Howard School



Rendering for Trail along future redevelopment called Westside Paper off W. Marietta St. Graphic courtesy of Upper Westside CID

Western Study Area - Corridor 1



Western Study Area - Corridor 1

Proposed Greenway at Hemphill Water Treatment Plant

The image below illustrates the trail using the greenspace along the southern edge of the Waterworks Reservoir. The existing large shade trees provide a comfortable environment for trail users. Security measures, like a new fence, define clear boundaries for trail users.

Key Map



Existing Conditions



Proposed Conditions



Western Study Area - Corridor 1

Proposed Sidepath along Howell Mill Road

The image below illustrates the trail running alongside the east side of Howell Mill Road. A generous landscape buffer and guard rail between trail users and vehicular traffic creates a safe and welcoming experience. Relocating the fence closer to the water treatment plant gives additional space for landscaping.

Key Map



Existing Conditions



Proposed Conditions



Western Study Area - Corridor 1

Proposed Sidepath along Howell Mill Road & Trabert Avenue

The images below illustrate the proposed road cross section along Howell Mill Road and Trabert Avenue to accommodate desired BeltLine sidepath design guidelines.

Key Map



Proposed Cross Section along Howell Mill Road



Proposed Cross Section along Trabert Avenue



Western Study Area - Corridor 2

Description

Beginning at the BeltLine Westside Trail at the northwest corner of the intersection of Huff Road and Marietta Boulevard, Corridor 2 travels north along Marietta Boulevard to Elaine Avenue. The corridor follows the side of Elaine and crosses over Ellsworth Industrial Avenue, becoming a greenway trail from Ellsworth Industrial to Fairmont Street. The intersection of Ellsworth and Elaine is proposed to be reconfigured to a three-way stop condition for vehicular traffic.

The trail meanders through an open greenspace between Fairmont and English Street, creating future opportunities for neighborhood park space. Crossing English, the corridor is proposed to be located along the existing Culpepper Street right-of-way, which currently has a dirt road. The trail climbs the hill and becomes an elevated structure. Continuing to climb, the trail launches over the active CSX rail lines. The trail returns to grade at the Hemphill Water Treatment Plant property, where it follows the perimeter of the western reservoir until it reaches Howell Mill Road.

The trail crosses over Howell Mill Road via an at-grade crossing near the intersection of two maintenance driveways. A new traffic signal will allow trail users to safely cross. After crossing Howell Mill Road, Corridor 2 shares the same route as Corridor 1 and connects to the existing BeltLine Northside Trail at Tanyard Creek Park.

- **Begins:** BeltLine Westside Trail at intersection of Huff Rd and Marietta Blvd
- **Ends:** BeltLine Northside at Tanyard Creek Park
- **Length:** 2.8 miles

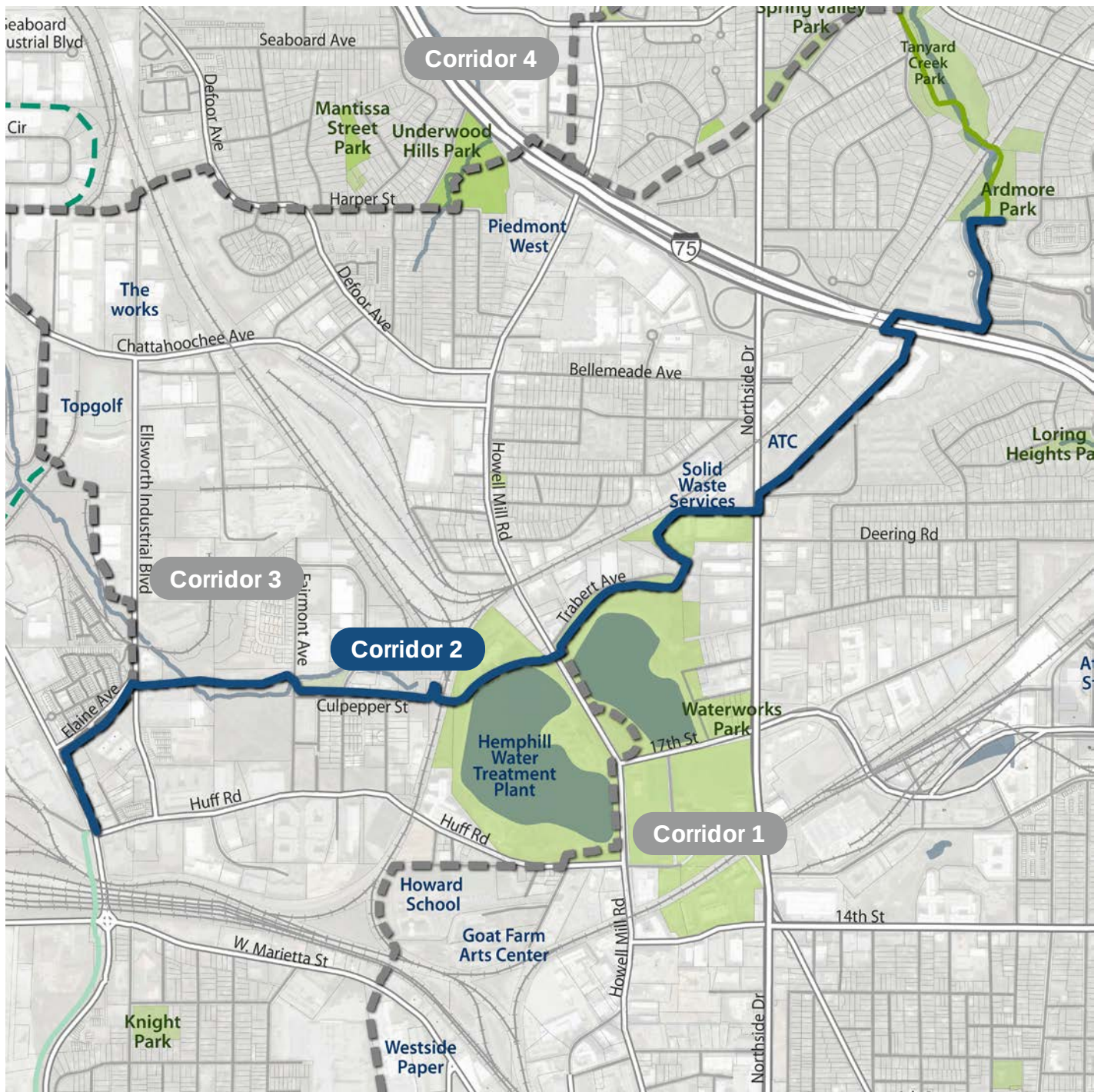


Photo looking at CSX rail line and Culpepper Street from Hemphill Water Treatment Plant



Photo looking east on the south side of the Solid Waste Management facility

Western Study Area - Corridor 2



Legend

- Proposed Corridor 2
- Other Corridor
- Existing Trail
- - - Other Planned Trail
- Park
- School & Hospital



Western Study Area - Corridor 2

Proposed Trail along Atlanta Technology Center Driveway

The image below illustrates the trail corridor running adjacent to the driveway through the Atlanta Technology Center. Reconfiguring the parking lot and driveway will create an inviting corridor for the trail while accommodating future redevelopment of the site.

Key Map



Existing Conditions



Proposed Conditions

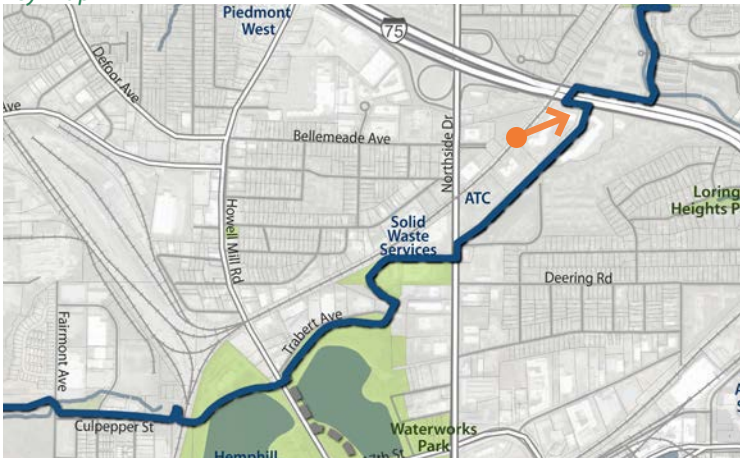


Western Study Area - Corridor 2

Proposed I-75 Underpass

The image below illustrates the trail crossing underneath Interstate-75 outside of the CSX right-of-way. An elevated structure will maneuver trail users safely under this major barrier.

Key Map



Existing Conditions



Proposed Conditions



Western Study Area - Corridor 2

Proposed Trail Structure above Channelized Tanyard Creek

The image below illustrates an elevated greenway following the channelized portion of Tanyard Creek.

Key Map



Existing Conditions



Proposed Conditions



Western Study Area - Corridor 3

Description

Corridor 3 originates at the Atlanta BeltLine Westside Trail on Marietta Boulevard. Traveling along the right-of-way, the trail will head north and turn onto Elaine Avenue, which overlaps with Corridor 2 until the trail reaches the intersection of Elaine Avenue and Ellsworth Industrial Boulevard NW.

The trail alignment will then continue north towards Chattahoochee Avenue. Before approaching the Topgolf property, a short trail spur travels to Ellsworth Industrial Boulevard to provide an access point from the existing sidewalk, while the main trail bridges over a detention pond. The trail exits the Topgolf property, and descends to Southland Circle. The trail is aligned with the street until it reaches Chattahoochee Avenue to the north.

A new traffic signal will be required at Chattahoochee Avenue. The trail will follow Chattahoochee Avenue for about 500 linear feet, but a landscape buffer will provide a clear separation between vehicles and trail users. At Van Heusen Boulevard, the trail enters the wooded property to the west as an elevated structure. The trail ties into the north end of The Works, adding a new gateway to the property that is in redevelopment.

The trail will increase in elevation at the northern end of Ellsworth Industrial Boulevard. This allows trail users to safely cross over the CSX rail lines. Once across the rail lines, the trail returns to grade at Defoor Avenue. The trail will head east as a side path to Underwood Hills Park.

From Underwood Hills Park, a bridge over Interstate 75 will take trail users over the busy thoroughfare. After trail users cross the bridge, they will return to grade.

Corridor 3 follows Interstate 75 towards Howell Mill Road. In this approach, the trail begins to go below grade and tunnels underneath vehicular traffic on Howell Mill Road. Once clear of Howell Mill Road, the trail resurfaces as a greenway and follows the Georgia Power property in line with the overhead transmission lines towards the Northeast.

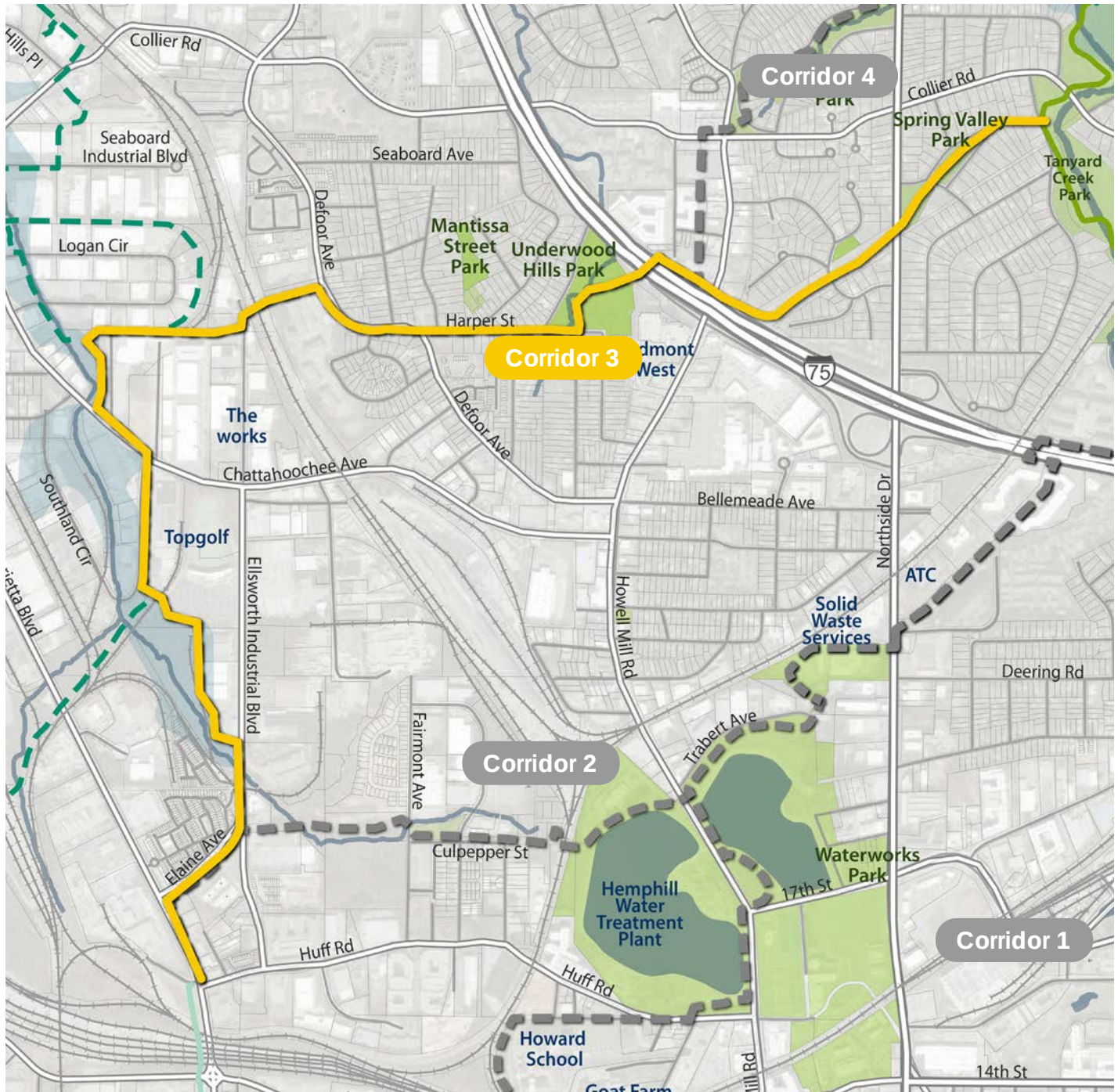
At Northside Drive, the trail will once again tunnel under the road. The short tunnel separates trail users from traffic, while maintaining the current vehicular circulation. The tunnel opens to Spring Valley Park. The park has challenging topography requiring the trail to be an elevated structure through the majority of the greenspace. The trail will cross Walthall Drive and tie into the BeltLine Northside Trail.

- **Begins:** BeltLine Westside Trail at intersection of Huff Rd and Marietta Blvd
- **Ends:** BeltLine Northside Trail at Tanyard Creek Park
- **Length:** 3.3 miles



Photo looking at Georgia Power easement through Channing Valley

Western Study Area - Corridor 3



Legend

- Proposed Corridor 3
- Other Corridor
- Existing Trail
- Other Planned Trail
- Park
- School & Hospital



Western Study Area - Corridor 3

Proposed Elevated Trail Structure over Existing Retention Pond

The image below illustrates a curved structure constructed over the retention pond at the southwestern corner of the Topgolf property. It offers a unique opportunity for the trail users to connect and enjoy nature in the built-out environment.

Key Map



Existing Conditions



Proposed Conditions

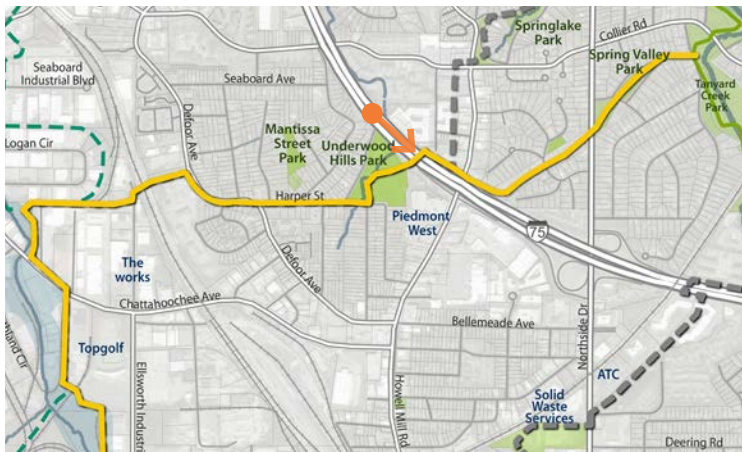


Western Study Area - Corridor 3

Proposed Trail Bridge over I-75

The image below illustrates a branded landmark bridge over I-75. The bridge allows trail users to safely cross the major thoroughfare and provides a unique experience to view the downtown skyline as shown in the rendering.

Key Map



Existing Conditions



Proposed Conditions



Western Study Area - Corridor 3

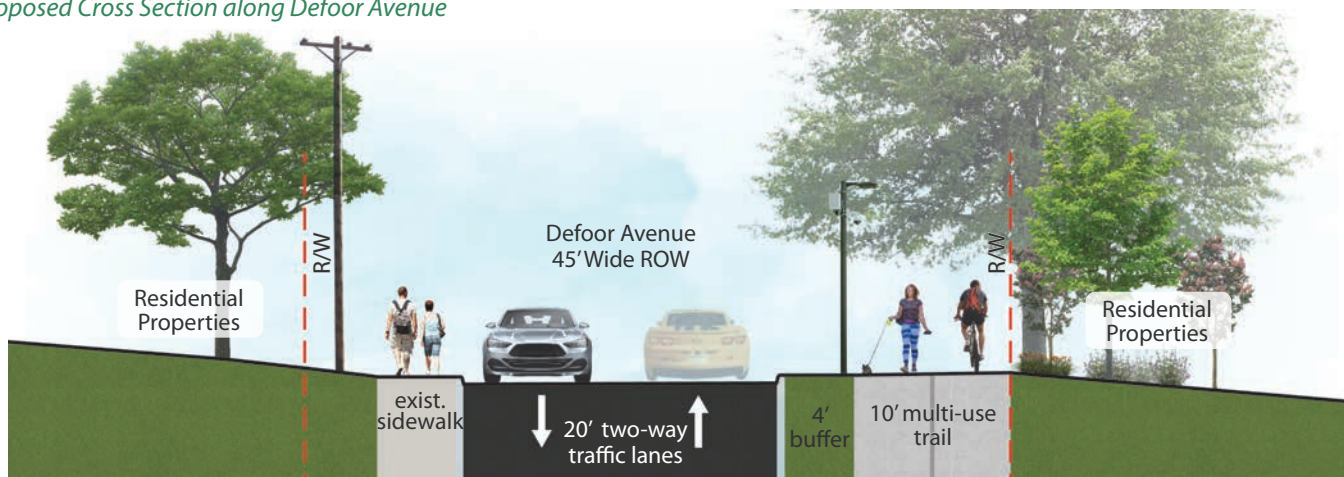
Proposed Trail along Defoor Avenue and Harper Street

The images below illustrate the proposed road cross section along Defoor Avenue and Harper Street to accommodate desired BeltLine sidepath typology.

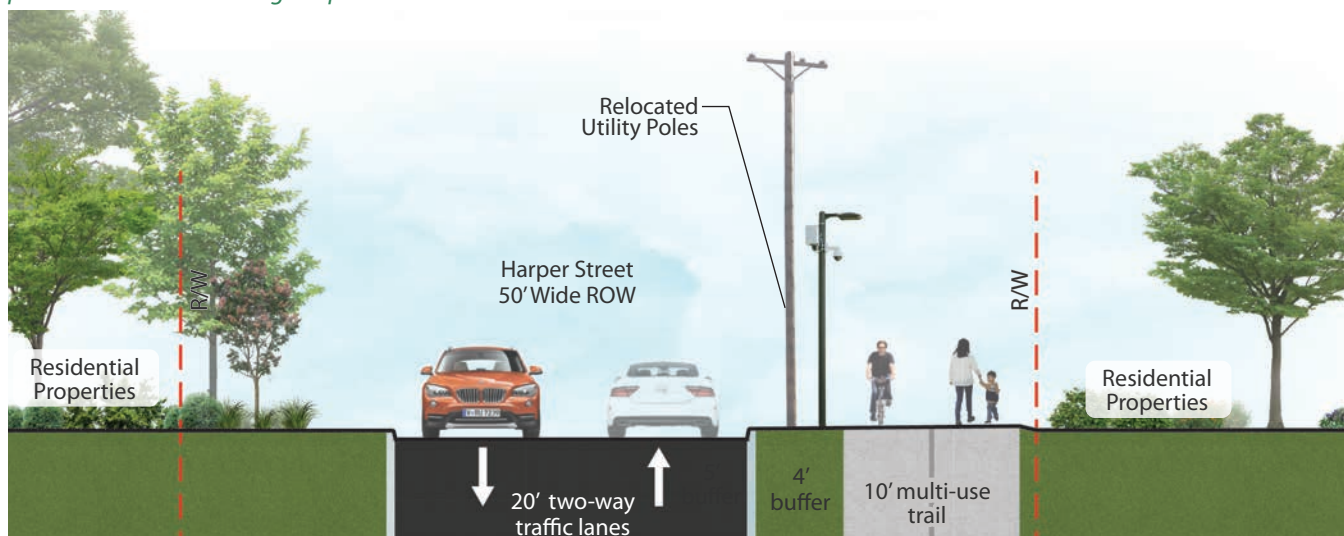
Key Map



Proposed Cross Section along Defoor Avenue



Proposed Cross Section along Harper Street

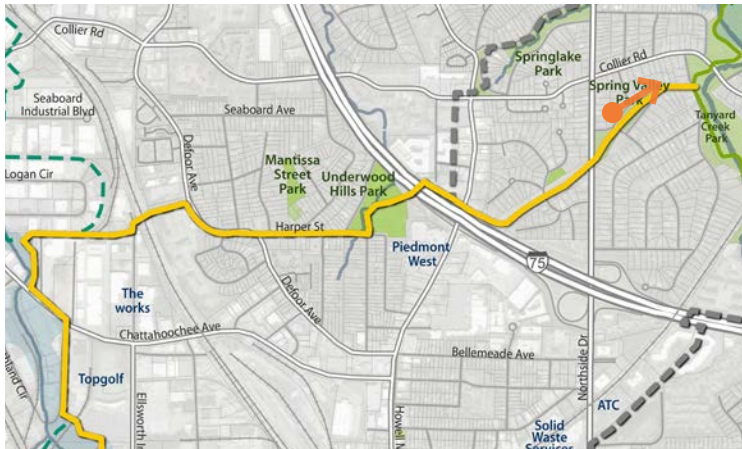


Western Study Area - Corridor 3

Proposed Elevated Structure through Spring Valley Park

The image below illustrates a proposed elevated trail that runs through Spring Valley Park. The park's steep terrain and a creek corridor with floodplain conditions prevent the trail from being at grade. The trail will gently curve around the trees, providing scenic overlooks and a tranquil user experience.

Key Map



Existing Conditions



Proposed Conditions



Western Study Area - Corridor 4

Description

Corridor 4 follows the same route as Corridor 3 from Marietta Boulevard to the north side of Interstate-75. Corridor 4 will continue from where the bridge ramps down to grade at the new housing development. It then runs primarily through the back end of several developments until it reaches Collier Road. The trail runs along the south side of Collier Road, traveling east towards Howell Mill Road, then utilizes the existing traffic signal to cross at this intersection to Ellsworth Park.

At Ellsworth Park, the trail enters the southwest corner of the park and meanders through the park following the existing terrain. As the trail exits the park, it runs along Ellsworth Drive before entering into Springlake Park. An alternative route was explored for the trail to continue along the northside of Collier Road and become a sidepath along Springlake Drive to the park.

Once in Springlake Park, the trail will be an elevated structure, running through the park. The trail will exit the park, cross Northside Drive with a new signal, and finally connect into the BeltLine Northwest Connector Trail at Bobby Jones Golf Course.

- **Begins:** BeltLine Westside Trail at intersection of Huff Rd and Marietta Blvd
- **Ends:** Northside BeltLine Connector at Bobby Jones Golf Course
- **Length:** 3.4 miles



Both Corridor 3 and Corridor 4 connect to the recent/planned redevelopment The Works along Ellsworth Industrial Blvd in Underwood Hills neighborhood.

Western Study Area - Corridor 4



Eastern Study Area - Corridor 5

Description

Starting in the east, Corridor 5 begins at Kinsey Court, a residential cul-de-sac within the Peachtree Hills neighborhood. Here, a small access plaza will provide a neighborhood connection to the cul-de-sac with a pocket park opportunity for seating, signage, and art. The BeltLine Northeast Trail will tie into this point and provide connections across the creek and the railroad to the Armour-Ottley area, while also allowing a future spur trail connection to Peachtree Hills Drive, and towards Lindbergh and PATH400 Trail.

Heading west from the plaza, the trail will follow the north bank of Peachtree Creek. As trail users make their way down this segment, they will experience scenic views of the creek and the surrounding wooded areas. The trail bridges over Peachtree Creek and lands on the Peachtree Park Apartments property. The trail will continue following the creek on its southern bank.

The trail gently curves along the creek and through the property abutting the creek, which is currently developed as multi-family residential buildings. The trail exits the Peachtree Creek Apartments property to the north and follows the creek bank behind the businesses and mixed-use buildings along Peachtree Road. Access points can be added to encourage trail users to interact with the businesses and for residents to have ease of access to the trail. Once past the mixed-use development, the trail bridges over Peachtree Creek, landing at Fairhaven Circle.

The trail follows along the side of Fairhaven Circle to Peachtree Road. Trail users will cross Peachtree Road using a new pedestrian crossing integrated into the existing traffic signal.

Once across Peachtree Road, the trail descends towards Peachtree Creek on the edge of E. Rivers Elementary School property. The trail exits the school property and continues along the north bank of Peachtree Creek and reaches the BeltLine Northwest Connector near Dellwood Drive. The 0.5-mile segment abuts several single family residential properties. The creek runs well below the elevation of the existing homes, allowing for a natural grade buffer. The trail will be an elevated structure above the 100-year flood level but situated lower than the houses. The wooded land around the trail alignment will be preserved, providing a visual buffer between the homes and the trail.

- **Begins:** Kinsey Court
- **Ends:** Northside BeltLine Connector curved bridge over Peachtree Creek
- **Length:** 1.7 miles

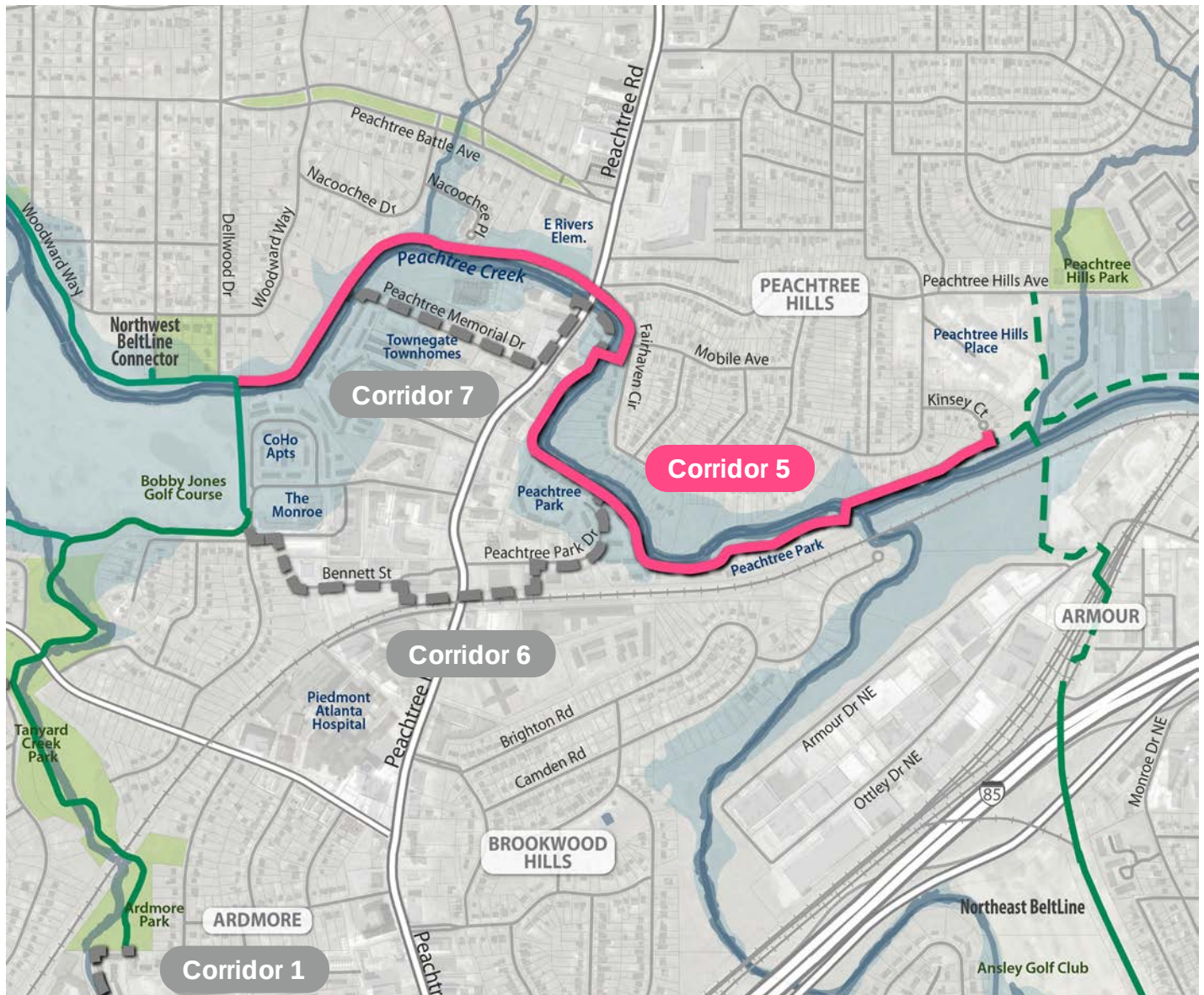


Photo looking at Peachtree Creek north of Peachtree Park Apartments



Photo looking west at the wooded area between Kinsey Court and Peachtree Creek

Eastern Study Area - Corridor 5



Legend

- Proposed Corridor 5
- Other Corridor
- Existing Trail
- - - Other Planned Trail
- Park
- School & Hospital

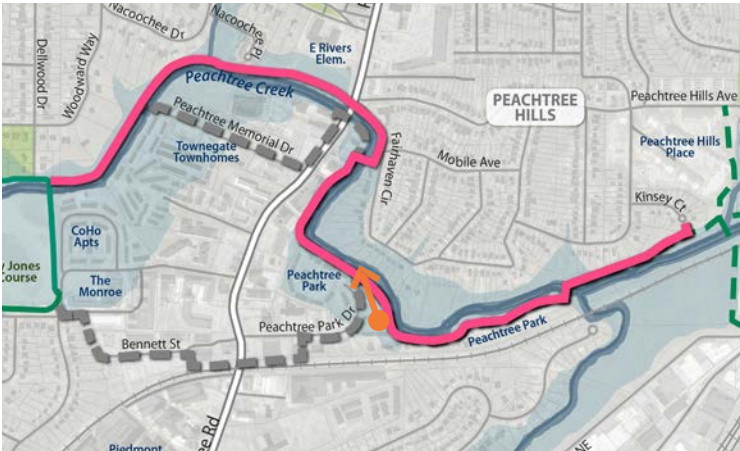


Eastern Study Area - Corridor 5

Proposed Trail along Peachtree Park Apartment

The image below illustrates the interaction of the greenway trail with the Peachtree Park Apartments.

Key Map



Existing Conditions



Proposed Conditions

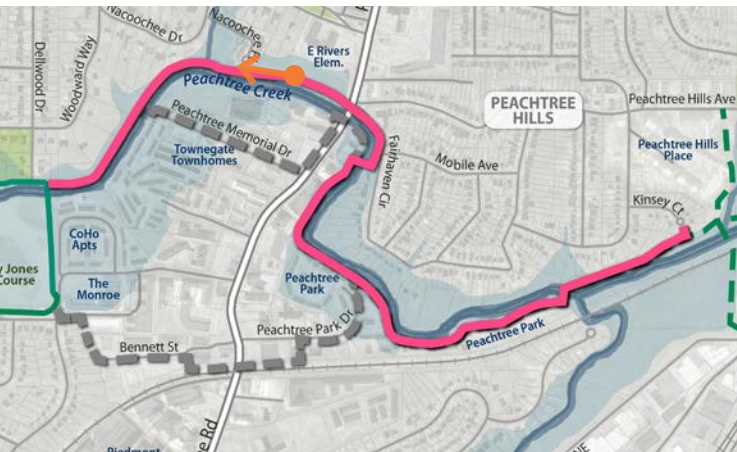


Eastern Study Area - Corridor 5

Proposed Trail along Peachtree Creek

The image below illustrates an elevated trail running along Peachtree Creek and behind Nacoochee Place. The trail in this location will be an elevated structure that will take advantage of the greenspace along the creek while protecting the privacy of the residential homes that are heavily screened from the trail with the existing vegetation.

Key Map



Existing Conditions



Proposed Conditions

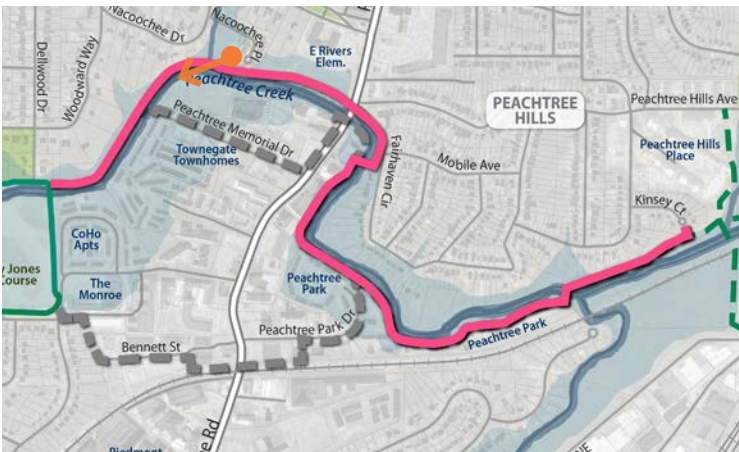


Eastern Study Area - Corridor 5

Proposed Trail along Peachtree Creek (Continued)

The image below illustrates the trail bending around Peachtree Creek behind homes along Nacoochee Drive. The trail here respects the privacy of the homeowners by staying behind the existing vegetation, while the elevated trail configuration along with a handrail keeps trail users on the trail. The construction of an elevated trail along Peachtree Creek will minimize impacts to the existing stream bank and trees.

Key Map



Existing Conditions



Proposed Conditions

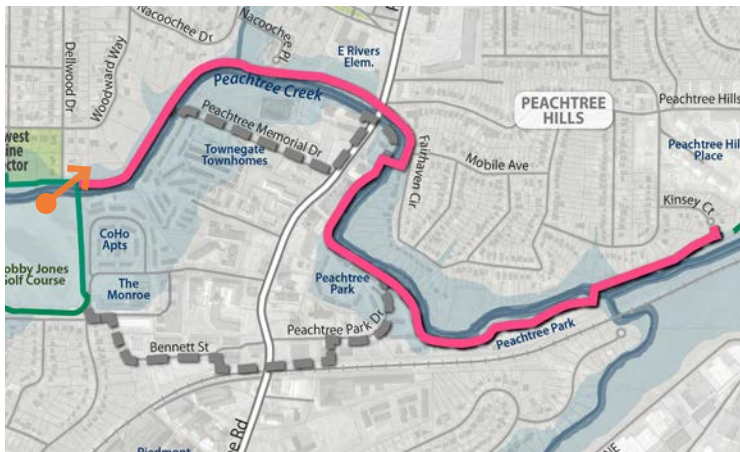


Eastern Study Area - Corridor 5

Proposed Trail Connection to BeltLine Northwest Connector

The image below illustrates the trail connecting to the BeltLine Northwest Connector at Bobby Jones Golf Course. A modification to the existing bridge will create an intersection that allows the mainline BeltLine Trail to continue south towards Tanyard Creek, while providing a spur connection to the connector trail loop around the golf course.

Key Map



Existing Conditions



Proposed Conditions



Eastern Study Area - Corridor 6

Description

Corridor 6 overlaps with Corridor 5 as it begins at Kinsey Court. It runs along the north bank of Peachtree Creek and then crosses over the creek to the Peachtree Park Apartments property.

Corridor 6 travels west through the Peachtree Park Apartments property until it reaches Peachtree Park Drive. Here, the trail parallels the south side of the road. Turning south, the trail becomes a greenway trail headed towards the active rail line. With safety barriers and other appropriate design solutions in place, the trail will follow the railroad corridor until it reaches the Georgia Power substation on Bennett Street.

At the Georgia Power substation, the trail will travel north alongside the substation and turn west onto Bennett Street. A reconfiguration of Bennett Street and adjacent on-street parking spaces will need to be completed to ensure that trail users remain safe as the trail continues alongside Bennett Street. With appropriate engineering, businesses can continue providing service, and vehicle traffic can still use the right-of-way. As the street ends, the trail will turn north to South Colonial Homes Circle through the greenspace along a creek tributary.

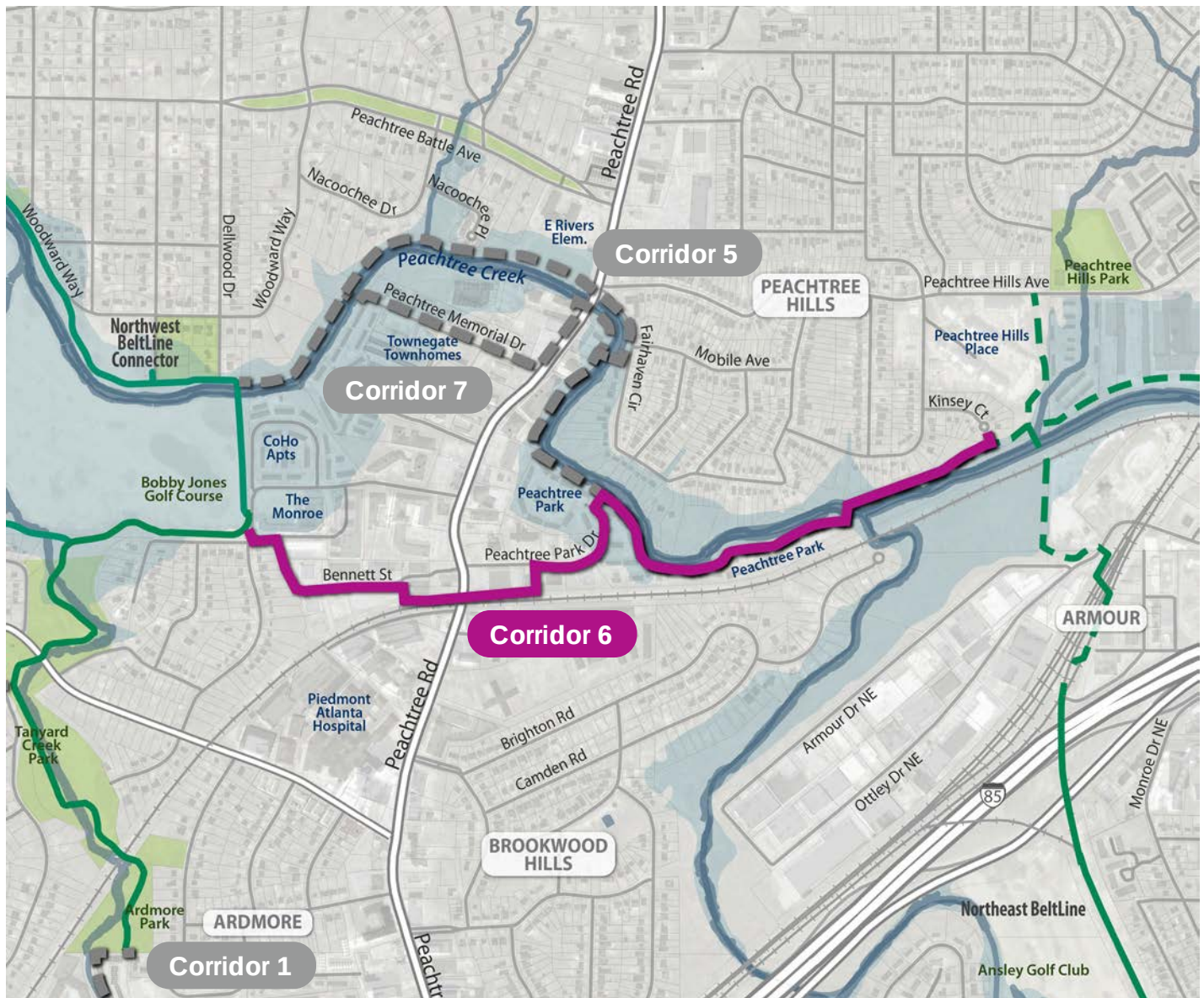
A final connection running along South Colonial Homes Circle will connect the trail into the Northside Trail of the BeltLine.

- **Begins:** Kinsey Court
- **Ends:** BeltLine Northside Trail near Dellwood Drive
- **Length:** 1.5 miles



Photo looking east at CSX rail line under Peachtree Road bridge

Eastern Study Area - Corridor 6



Legend

- Proposed Corridor 6
- Other Corridor
- Existing Trail
- - - Other Planned Trail
- Park
- School & Hospital

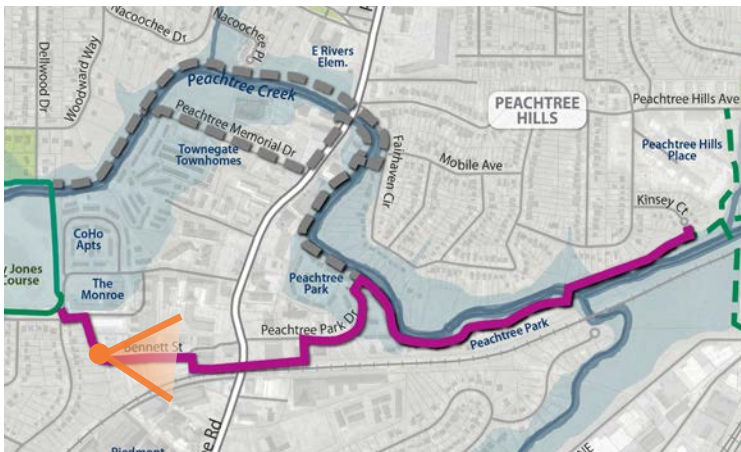


Eastern Study Area - Corridor 6

Proposed Trail along Bennett Street

The image below illustrates the reconfiguration of Bennett Street to accommodate the trail and landscape buffer. By eliminating parking on the south side of the street, the trail will make use of street art and new plantings to enhance the trail experience for pedestrians and cyclists.

Key Map



Existing Conditions



Proposed Conditions



Eastern Study Area - Corridor 7

Description

Corridor 7 begins at Kinsey Court and follows the same path as Corridor 5, crossing Peachtree Creek into Peachtree Park Apartments. It continues to parallel the creek as it curves north behind mixed-used properties. As it approaches Peachtree Road, the trail again stays along the southern bank of Peachtree Creek.

Once at Peachtree Road, the trail passes under the bridge and begins to climb in elevation. After clearing the bridge, a switchback then leads trail users to the western side of Peachtree Road where the trail transitions into a sidepath.

The trail continues south along Peachtree Road until it reaches Peachtree Memorial Drive, where it turns to stay along the northern side of the road. For trail users to have a proper safety buffer along Peachtree Memorial Drive, the existing road and on-street parking lanes are narrowed. Breaks in the vegetated buffer allow for residents along this street to continue using the existing driveways.

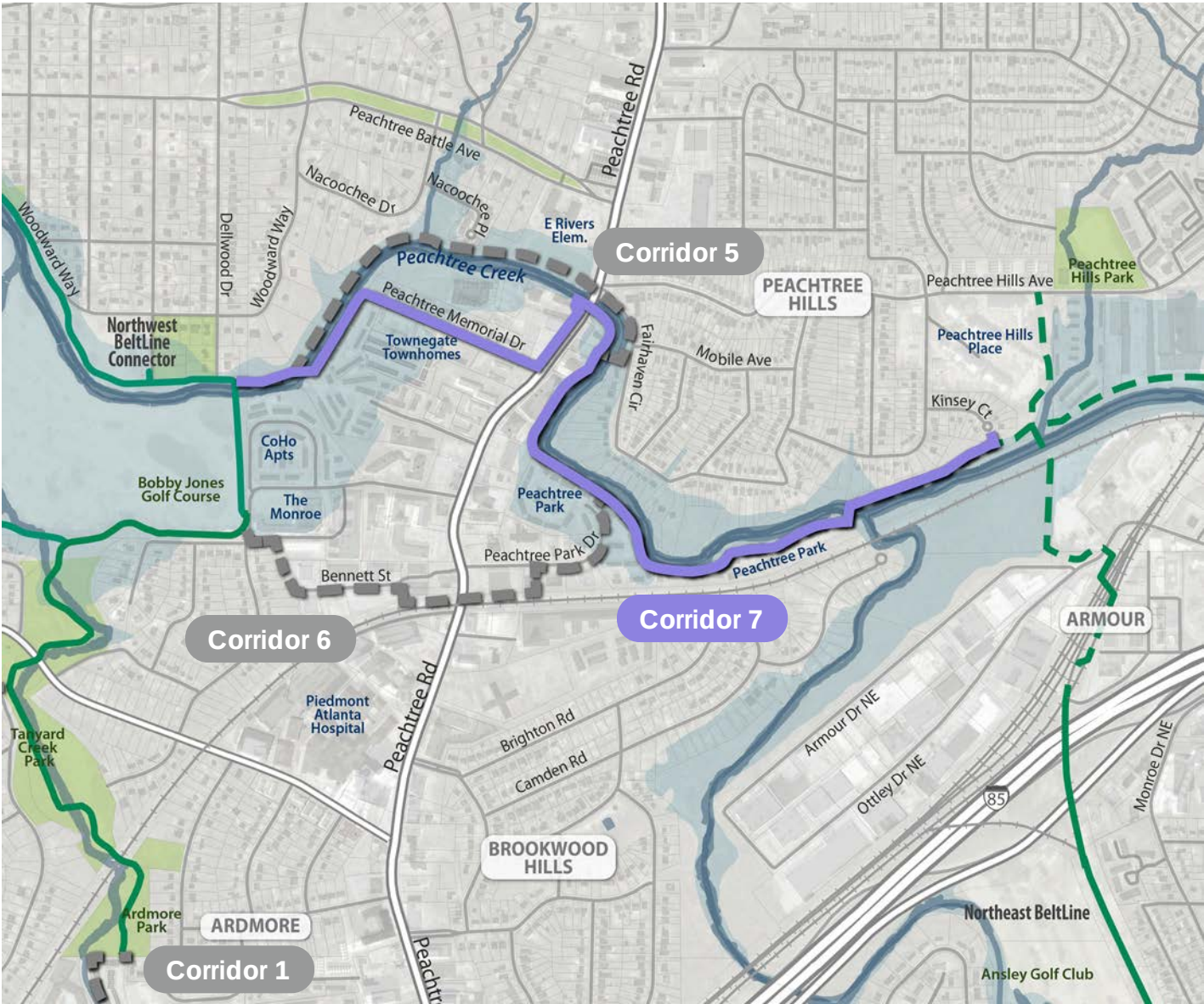
As the trail meets the end of Peachtree Memorial Drive, it turns south and continues between Peachtree Creek and residential buildings on the western side of Townegate Townhomes. As the trail approaches the pool at Arbor Gate Condominiums, it becomes an elevated structure and a bridge over Peachtree Creek into property owned by the City of Atlanta. Once on the northern bank of Peachtree Creek, the trail continues to stay elevated above the flood elevation and meets the existing Northside BeltLine Connector at Bobby Jones Golf Course.

- **Begins:** Kinsey Court
- **Ends:** BeltLine Northside Trail near Dellwood Drive
- **Length:** 1.7 miles



Photo looking north behind buildings fronting Peachtree Road

Eastern Study Area - Corridor 7



Legend

-  Proposed Corridor 6
 Other Corridor
 Existing Trail
 Other Planned Trail
 Park
 School & Hospital



Eastern Study Area - Corridor 7

Proposed Trail Crossing Peachtree Street

The image below illustrates the vision for the trail underpassing the existing Peachtree Street road bridge.

Key Map



Existing Conditions



Proposed Conditions

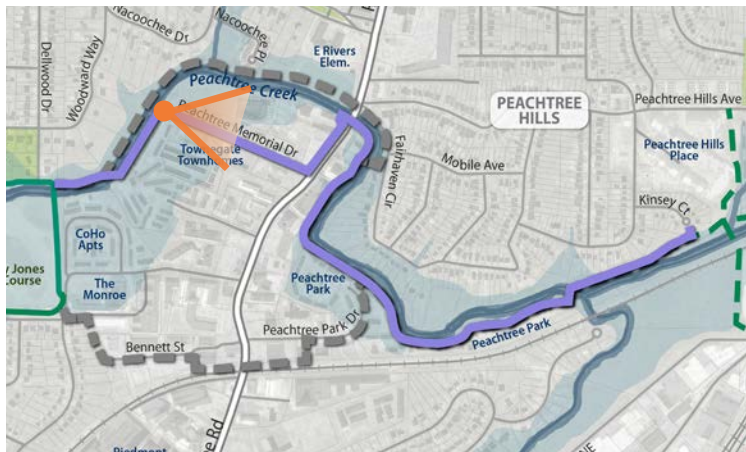


Eastern Study Area - Corridor 7

Proposed Trail along Peachtree Memorial Drive

The image below illustrates the potential sidepath along the existing street, providing minimum landscape buffer and trail shoulder within an existing street right-of-way, while maintaining two-way traffic and on-street parking capacity.

Key Map



Existing Conditions



Proposed Conditions

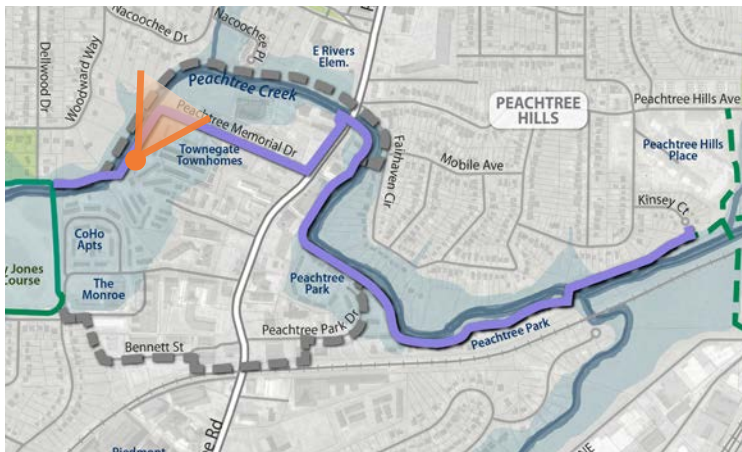


Eastern Study Area - Corridor 7

Proposed Trail behind Towngate Townhomes

The image below illustrates the vision for the trail corridor between Peachtree Creek and existing residential buildings. Vegetation buffers will provide an inviting experience for the trail users as well as protection of residents' privacy.

Key Map



Existing Conditions



Proposed Conditions





Photo courtesy of Atlanta BeltLine, Inc.

03

Feasibility Analysis

03 Feasibility Analysis

The feasibility of each corridor has been examined to prioritize which corridors offer the best opportunity for the Atlanta BeltLine Northwest Trail. The feasibility analysis included four overarching criteria categories: **Constructibility, Cost/Finance, Trail Experience, and Community.**

Constructibility

The **constructibility** analysis assesses the following criteria to identify potential construction obstacles in achieving build-out of the BeltLine Northwest Trail by year 2030.

- C1** | Real Estate Acquisition Feasibility
- C2** | Achieves Quality Trail Design Guidelines
- C3** | Coordination with and Permitting for Crossing Existing Transportation and Utility Network

Cost/Finance

The **cost/finance** analysis reviews the project cost of work, including design and engineering, construction cost drivers, funding sources, and property acquisition.

- F1** | Project Cost of Work
- F2** | Flexibility of Funding Use

Trail Experience

The **trail experience** analysis reviews the qualities that the trail corridor has that provide trail users with the optimal experience.

- T1** | Conservation and Protection of Greenspace
- T2** | Population with Ease of Access to Trail
- T3** | Connection to Existing Destinations
- T4** | Future Development and Future Destination Opportunities
- T5** | Continuous Connection

Community

The **community** analysis summarizes input and feedback on the identified trail corridor options, garnered from property owners, neighborhoods within the study area, and the general public.

- P1** | Equity and Inclusion
- P2** | Property Stakeholder Support
- P3** | Community Feedback
- P4** | Subarea Master Plan Corridors
- P5** | Compatibility with Existing Communities

C1 | Real Estate Acquisition Feasibility

The real estate feasibility process included identifying all property owners for each corridor, followed by meeting with more complex property owners in pivotal locations, such as utility and railroad companies, governmental and institutional organizations, commercial, and multi-family properties with direct interaction from each proposed trail corridor. The purpose of all meetings was to review conceptual trail alignments, gather input, and discuss their processes, requirements, timeframe, and any future development plans. All property acquisitions have unique circumstances and the feasibility study focused on the potential challenging properties.

The table below summarizes how many properties each corridor will directly interact with, how many potential challenging properties for real estate acquisition there are, and the percentage of challenging acquisitions.

The identified potential challenges for each corridor are outlined below:

Western Corridors

Corridor 1

- Multiple interactions with railroad right-of-way, major thoroughfare crossings
- Interaction with private school
- Interaction with Department of Watershed property
- Critical acquisition from institutional development

Corridor 2

- Multiple interactions with railroad right-of-way, major thoroughfare crossings
- Interaction with major utility corridors/properties
- Interaction with Department of Watershed property
- Critical acquisition from institutional development

Corridor 3

- One interaction with railroad right-of-way
- Multiple interactions with major thoroughfare crossings
- Interaction with commercial properties under development
- Interaction with major utility corridors

Corridor 4

- One interaction with railroad right-of-way
- Multiple interactions with major thoroughfare crossings
- Multiple interaction with commercial properties under development

Eastern Corridors

Corridor 5

- Multiple interactions with private properties with public development restrictions
- Interaction with public school
- Multiple interaction with commercial properties

Corridor 6

- Multiple interactions with commercial properties
- Interaction with major utility corridors/properties
- Interaction with railroad right-of-way and major thoroughfares

Corridor 7

- Multiple interactions with residential associations
- Multiple interactions with commercial properties and major thoroughfares

Table C1.1 Summary of Potential Challenging Properties for Real Estate Acquisition

		Total # of Properties	# of Challenging Properties	% of Challenging Acquisition
	Corridor 1	31	9	29.0%
	Corridor 2	24	12	50.0%
	Corridor 3	19	9	47.4%
	Corridor 4	21	11	52.4%
	Corridor 5	24	17	70.8%
	Corridor 6	25	19	76.0%
	Corridor 7	19	10	52.6%

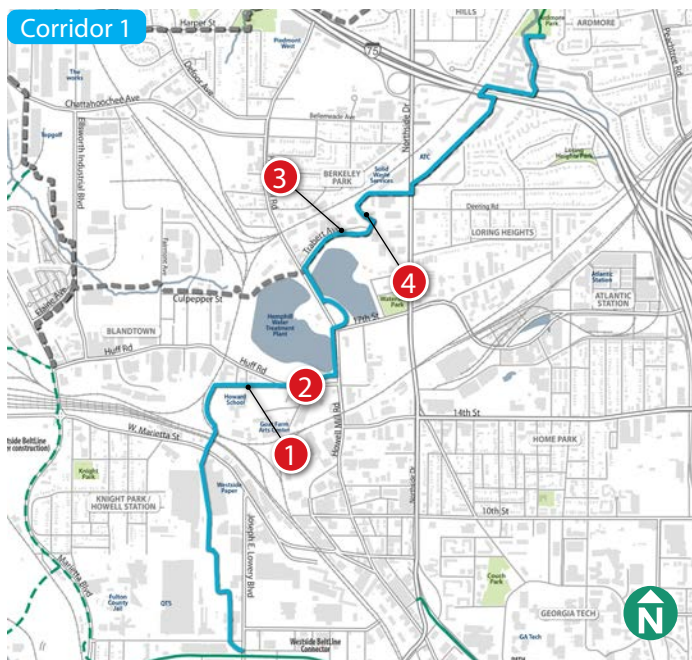
Constructibility

C2 | Achieves Quality Trail Design Guidelines

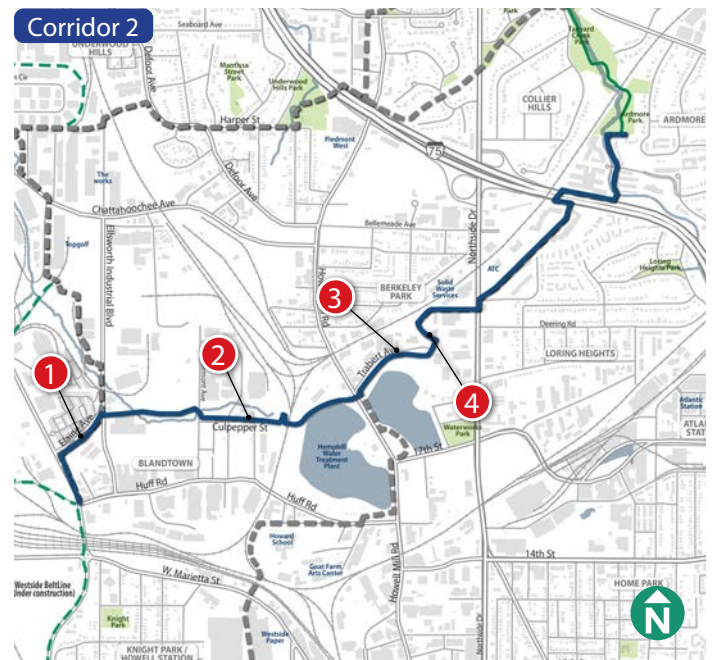
This criteria reviews feasibility to achieve desired BeltLine Trail design guidelines within each proposed trail corridor. This includes the ability to achieve the desired width of trail of 14 feet with a three foot minimum shoulder clearance on either side of the trail, and desired width of separation between trail and vehicular traffic lane to be seven feet (five feet minimum), and 5% maximum running grade along trail for accessibility.

The maps and charts below summarize the key areas within Corridor 1 and Corridor 2 that may pose challenges to meeting quality trail design guidelines.

Legend  Identified challenging areas to achieve quality trail design guidelines



CORRIDOR 1	
1	Existing steep grade from Howard School to Huff Road
2	Limited ROW space along Huff Road
3	Existing steep road grade along Trabert Ave.
4	Existing steep grade from Solid Waste to Northside Dr.



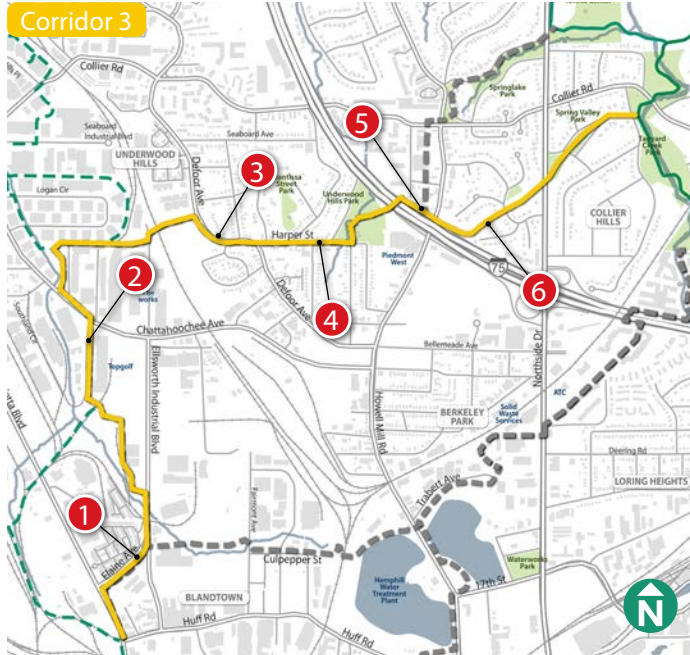
CORRIDOR 2	
1	Existing steep road grade along Elaine Ave.
2	Existing steep terrain between Fairmont Ave. and English St.
3	Existing steep road grade along Trabert Ave.
4	Existing steep grade from Solid Waste to Northside Dr.

Constructibility

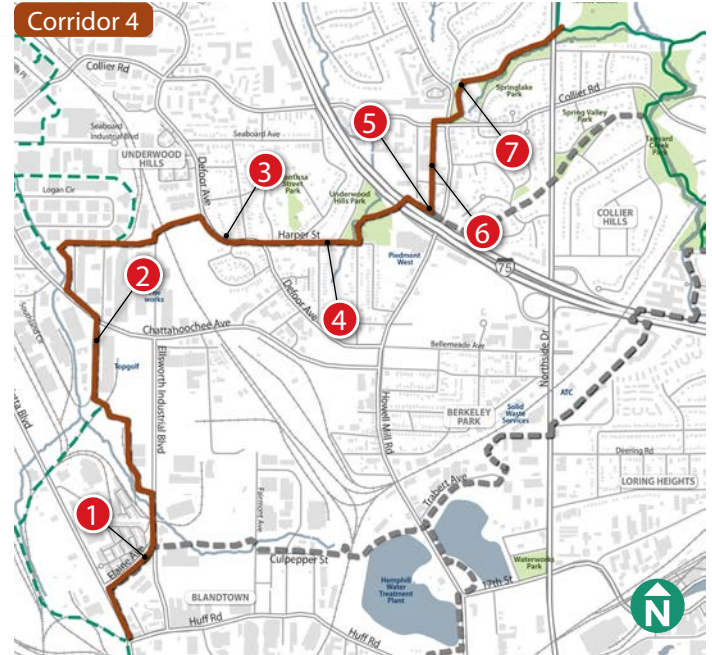
C2 | Achieves Quality Trail Design Guidelines (continued)

The maps and charts below summarize the key areas within Corridor 3 and Corridor 4 that may pose challenges to meeting quality trail design guidelines.

Legend  Identified challenging areas to achieve quality trail design guidelines



CORRIDOR 3	
1	Existing steep road grade along Elaine Ave.
2	Existing steep road grade along Southland Cir, limited ROW space
3	Limited ROW space along Defoor Ave. to achieve desired trail/buffer width
4	Limited ROW space along Harper St. to achieve desired trail/buffer width
5	Limited space between private property's fire access and I-75 access ramp to achieve desired trail/buffer width
6	Existing steep terrain along Georgia Power transmission corridor



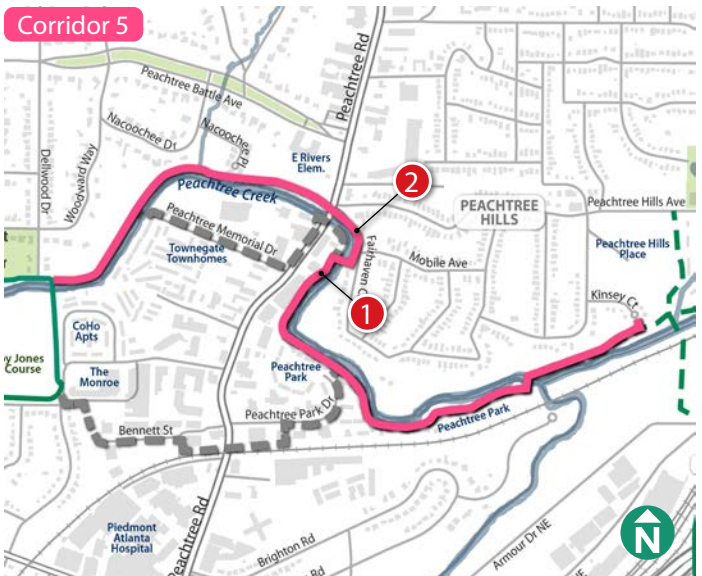
CORRIDOR 4	
1	Existing steep road grade along Elaine Ave.
2	Existing steep road grade along Southland Cir, limited ROW space
3	Limited ROW space along Defoor Ave. to achieve desired trail/buffer width
4	Limited ROW space along Harper St. to achieve desired trail/buffer width
5	Limited space between private property's fire access and I-75 access ramp to achieve desired trail/buffer width
6	Existing steep terrain between I-75 ramp and Collier Rd.
7	Limited ROW space along Springlake Dr. to achieve desired trail/buffer width

Constructibility

C2 | Achieves Quality Trail Design Guidelines

The maps and charts on this page summarize the key areas within Corridor 5, Corridor 6, and Corridor 7 that may pose challenges to meeting quality trail design guidelines.

Legend  Identified challenging areas to achieve quality trail design guidelines



CORRIDOR 5	
1	Existing pinched area behind commercial parking deck structure
2	Existing steep road grade along Fairhaven Cir.



CORRIDOR 6	
1	Existing steep road grade along Peachtree Park Dr.
2	Limited space along Bennett Street and Georgia Power Substation to achieve desired trail and landscape buffer width



CORRIDOR 7	
1	Limited space between traffic lane and commercial parking and existing building
2	Limited right-of-way shoulder for desired trail cross sections and adequate buffer with consideration of preserving existing on-street parking space

Constructibility

C3 | Coordination with and Permitting for Crossing Existing Transportation and Utility Network

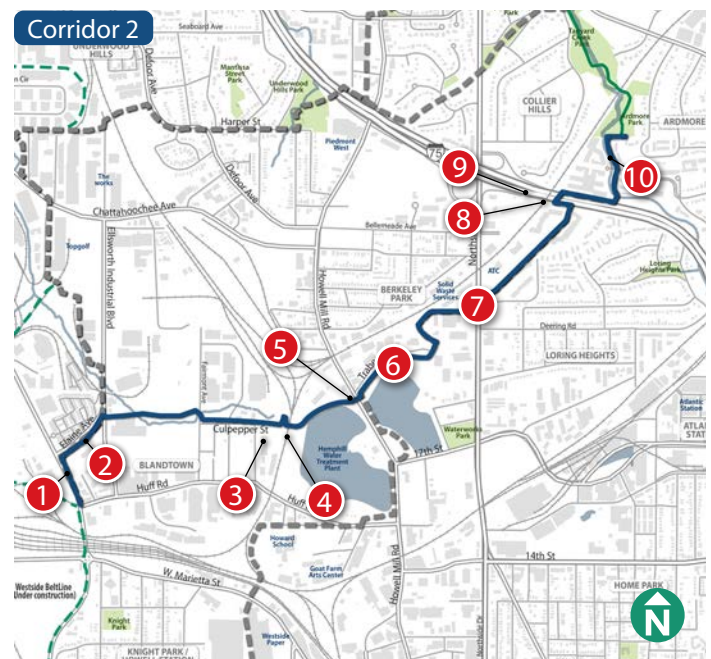
This criteria reviews feasibility of each corridor with coordination and permitting when interacting with existing transportation and utility network, including but not limited to:

- Railroads
- Georgia Department of Transportation (GDOT)
- Atlanta Department of Transportation (ATLDOT)
- State Stream Buffer and Potential Variance Permit by Georgia Environmental Prospection Division (EPD)

- Permit by Atlanta Department of Watershed and U.S. Environmental Protection Agency (EPA) for encroachment under consolidated Consent Decree Greenway Program

The maps and charts below summarizes the key areas within Corridor 1 and Corridor 2 that require coordination with and permitting for crossing existing transportation and utility network.

Legend  Areas interact with transportation and/or utility network



CORRIDOR 1	
1	Potential State Stream Buffer Encroachment
2	ATLDOT - W. Marietta St. Bridge Crossing
3	Norfolk Southern - Interlock Bridge Crossing
4	CSX - Interlock Bridge Crossing
5	ATLDOT - Huff Rd Road Modification
6	ATLDOT/DWM - Howell Mill Road Sidepath
7	ATLDOT - Trabert Ave. Road Modification
8	GDOT - Northside Drive Crossing
9	CSX - I-75 Underpass
10	GDOT - I-75 Underpass
11	DWM - Tanyard Creek Concrete Channel

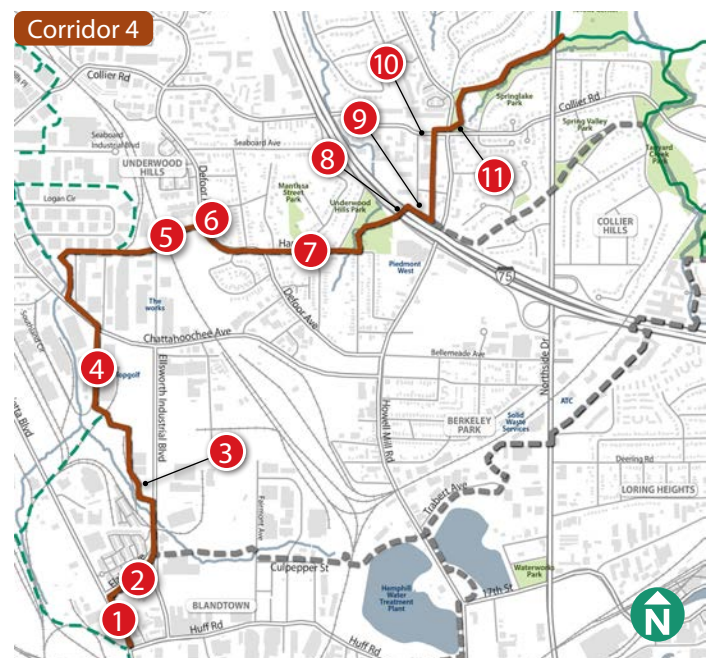
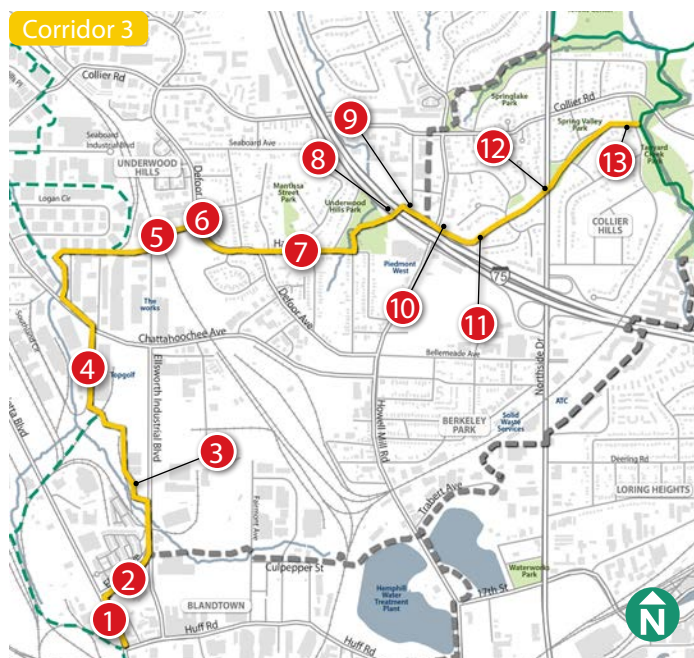
CORRIDOR 2	
1	ATLDOT - Marietta Blvd Road Modification
2	ATLDOT - Elaine Ave. Road Modification
3	Georgia Power - Culpepper Transmission Corridor
4	CSX - Culpepper Bridge Crossing
5	ATLDOT - Howell Mill / Trabert Intersection Modification
6	ATLDOT - Trabert Ave. Road Modification
7	GDOT - Northside Dr. Crossing
8	CSX - I-75 Underpass
9	GDOT - I-75 Underpass
10	DWM - Tanyard Creek Concrete Channel

Constructibility

C3 | Coordination with and Permitting for Crossing Existing Transportation and Utility Network (continued)

The maps and charts below summarizes the key areas within Corridor 3 and Corridor 4 that require coordination with and permitting for crossing existing transportation and utility network.

Legend  Areas interact with transportation and/or utility network



CORRIDOR 3	
1	ATLDOT - Marietta Blvd Road Modification
2	ATLDOT - Elaine Ave. Road Modification
3	Potential State Stream Buffer Encroachment
4	ATLDOT - Southland Cir. Road Modification
5	CSX - Underwood Hills Bridge Crossing
6	ATLDOT - DeFord Ave. Road Modification
7	ATLDOT - Harper St. Road Modification
8	GDOT - I-75 Bridge Crossing
9	Georgia Power - Howell Mill Transmission Easement
10	ATLDOT - Tunnel under Howell Mill Rd.
11	Georgia Power - Channing Valley Transmission Corridor
12	GDOT - Tunnel under Northside Dr.
13	ATLDOT - Spring Valley ROW modifications

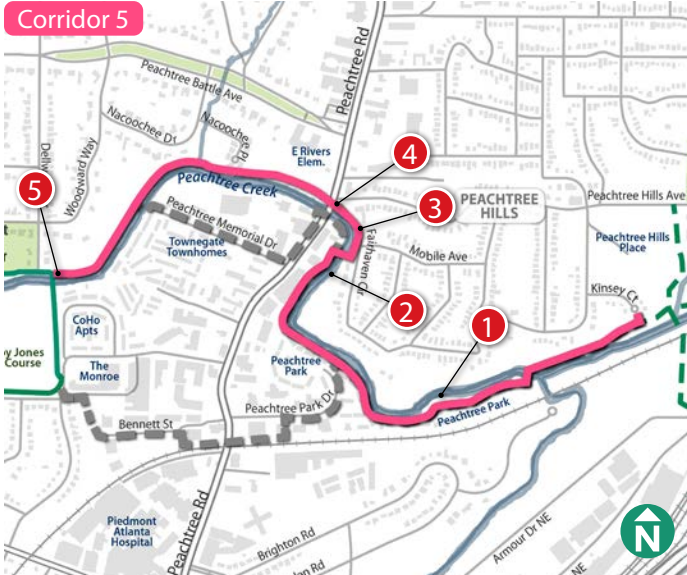
CORRIDOR 4	
1	ATLDOT - Marietta Blvd Road Modification
2	ATLDOT - Elaine Ave. Road Modification
3	Potential State Stream Buffer Encroachment
4	ATLDOT - Southland Cir. Road Modification
5	CSX - Underwood Hills Bridge Crossing
6	ATLDOT - DeFord Ave. Road Modification
7	ATLDOT - Harper St. Road Modification
8	GDOT - I-75 Bridge Crossing
9	Georgia Power - Howell Mill Transmission Easement
10	ATLDOT - Collier Rd/ Emery St. Intersection Modification
11	Georgia Power - Collier Rd OH Power to Underground

Constructibility

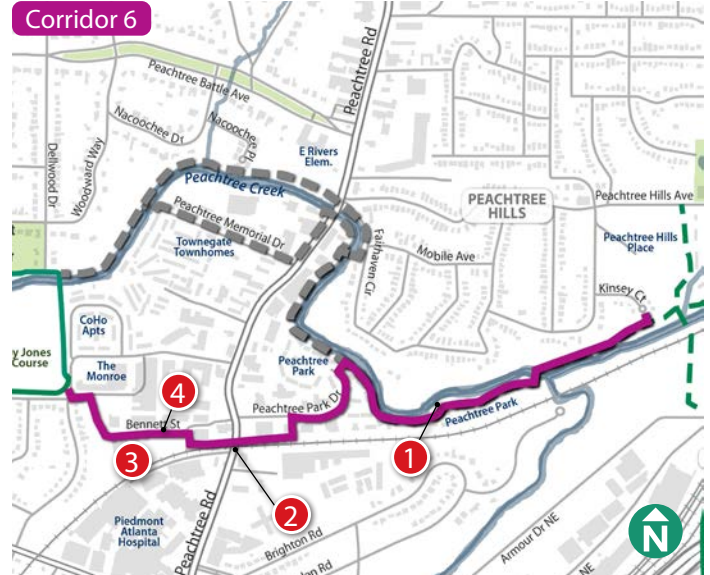
C3 | Coordination with and Permitting for Crossing Existing Transportation and Utility Network (continued)

The maps and charts below summarize the key areas within Corridor 5, Corridor 6 and Corridor 7 that require coordination with and permitting for crossing existing transportation and utility network.

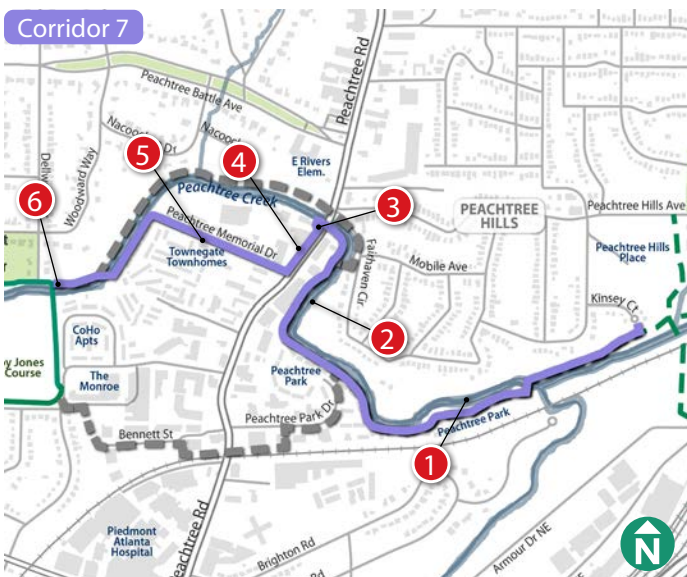
Legend  Areas interact with transportation and/or utility network



CORRIDOR 5	
1	Potential State Stream Buffer Encroachment
2	Potential State Stream Buffer Encroachment
3	ATLDOT - Fairhaven Cir. Road Modification
4	GDOT - Fairhaven/Peachtree Rd Intersection
5	DWM/EPA - Use of Greenway Property



CORRIDOR 6	
1	Potential State Stream Buffer Encroachment
2	CSX - Peachtree Rd. Underpass
3	Georgia Power - Bennett Street Substation
4	Bennett St ROW Modification



CORRIDOR 7	
1	Potential State Stream Buffer Encroachment
2	Potential State Stream Buffer Encroachment
3	GDOT - Peachtree Rd. Underpass
4	GDOT - Peachtree Road Sidepath
5	ATLDOT - Peachtree Memorial Dr. Road Modification
6	DWM/EPA - Use of Greenway Property

F1 | Project Cost of Work

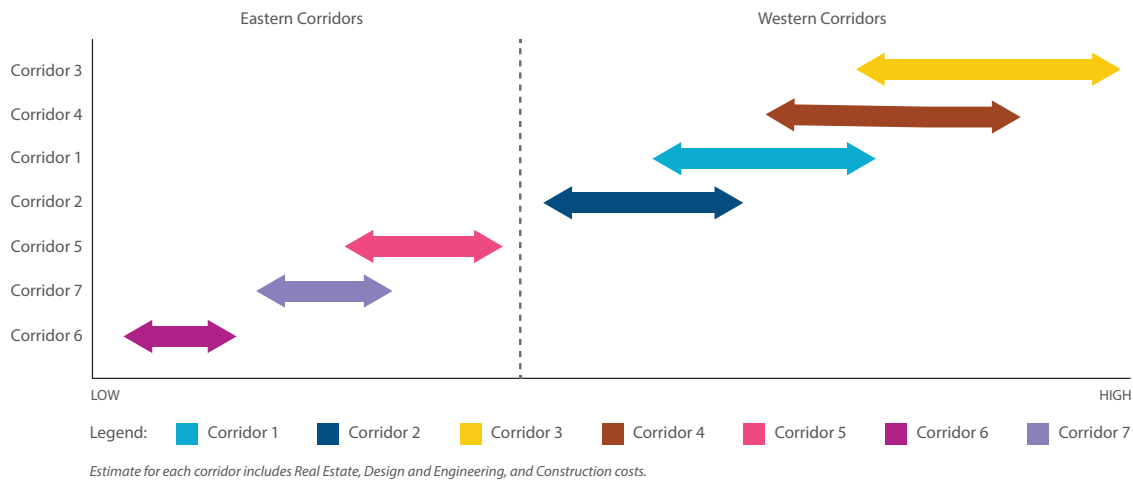
This criteria reviews high level cost estimates for each of the corridor options, as well as the combination of costs from the Western Study Area and the Eastern Study Area to make the Northwest BeltLine Trail.

Estimated Real Estate (RE) cost is based on similar land uses and like locations. The cost includes required due diligence such as environmental analysis allotment, appraisal of market value and legal costs associated with real estate transactions.

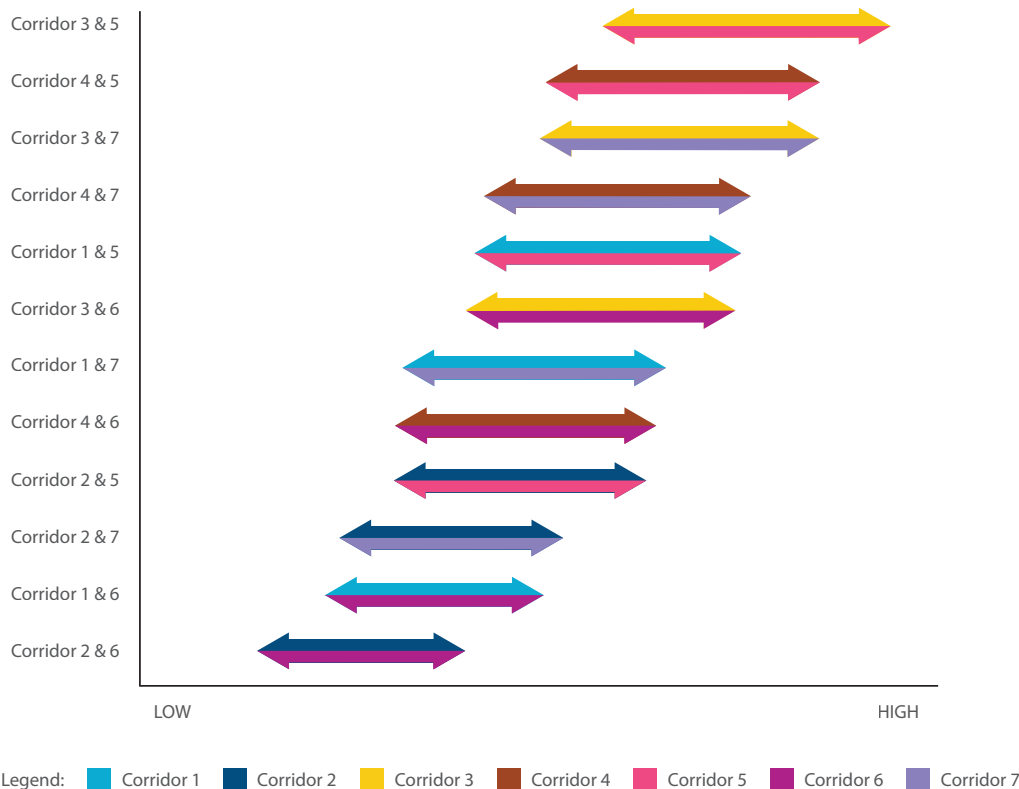
Estimated engineering (P&E) cost includes surveying, designing for construction, permitting, bidding, and construction administration of the project.

Estimated construction cost is based on material and labor pricing from summer 2021 using BeltLine trail standards. The construction cost estimate includes trail construction per BeltLine trail typologies, lighting & security cameras, landscaping, trail amenities, ductbank, and signage.

Individual Corridor Cost of Work Summary



Corridor Combinations Cost of Work Summary



F2 | Flexibility of Funding Use

In the Northwest Corridor, the primary funding sources are the Atlanta Beltline Tax Allocation District (TAD), philanthropic contributions, and Special Service District (SSD) bond proceeds. One consideration for the feasibility of corridor alignments is the types of capital, or funding, that is available for constructing each corridor. Some of the funding that the BeltLine is planning to utilize has geographic restrictions. This has significant impacts on the flexibility of funding use. Philanthropic contributions sometimes have special stipulations for use, but it is the TAD and SSD funding that have geographical restrictions on spending. An explanation of these funding sources and the restrictions of use by geography of TAD and SSD funding are outlined below.

Tax Allocation District Funding

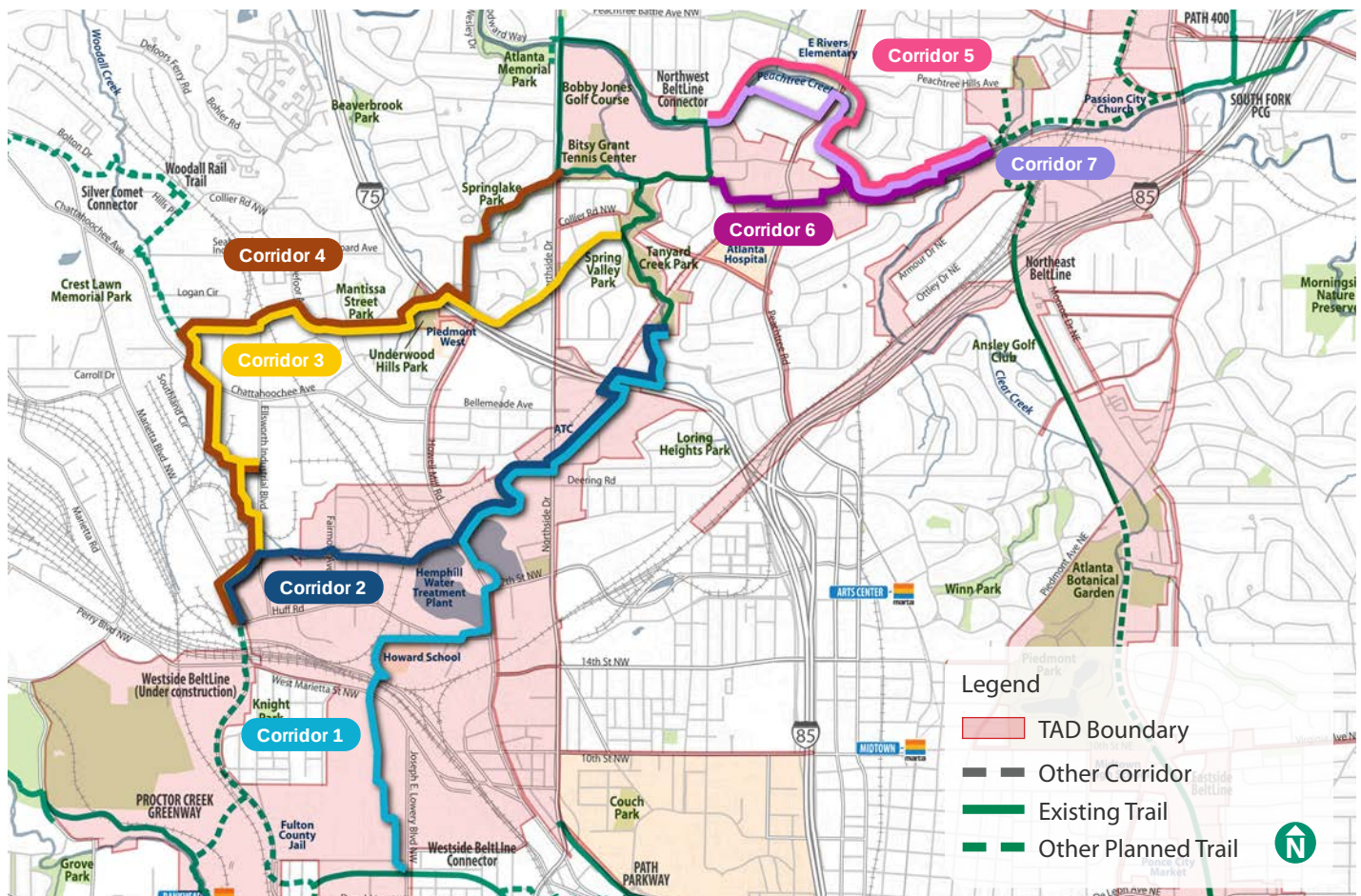
The Atlanta BeltLine TAD overlay was created in 2004, and then in 2005 the City of Atlanta, Atlanta Public Schools and Fulton County agreed to forego future

property tax revenue increases on properties within the TAD overlay over the 25 year duration and allocate them to the build-out of the Atlanta BeltLine. With new investment, the once underutilized properties increase in value and generate more tax revenue. Building more of the Atlanta BeltLine generates more development which generates more tax revenue.

The use of the additional tax revenue is restricted to the TAD overlay area. In the Northwest Corridor, not all of the proposed corridors fall within the TAD overlay as shown in the figure below. In areas where TAD funding cannot be utilized, that portion of the corridor must be funded by philanthropic or SSD funding. This greatly restricts the flexibility of funding use. In Corridor 3 and Corridor 4, for example, where most of the alignment is outside of the TAD overlay, funding would be limited to SSD and philanthropy. Furthermore, additional fund raising from philanthropic sources may be required if SSD funding is not sufficient to cover the cost to build the trail.

Funding Sources Map - TAD Boundary Overlay

The Atlanta BeltLine TAD boundary is depicted in a pink overlay on the proposed corridors of the Atlanta BeltLine Northwest Trail, clearly showing where TAD funding may be utilized.



Cost/Finance

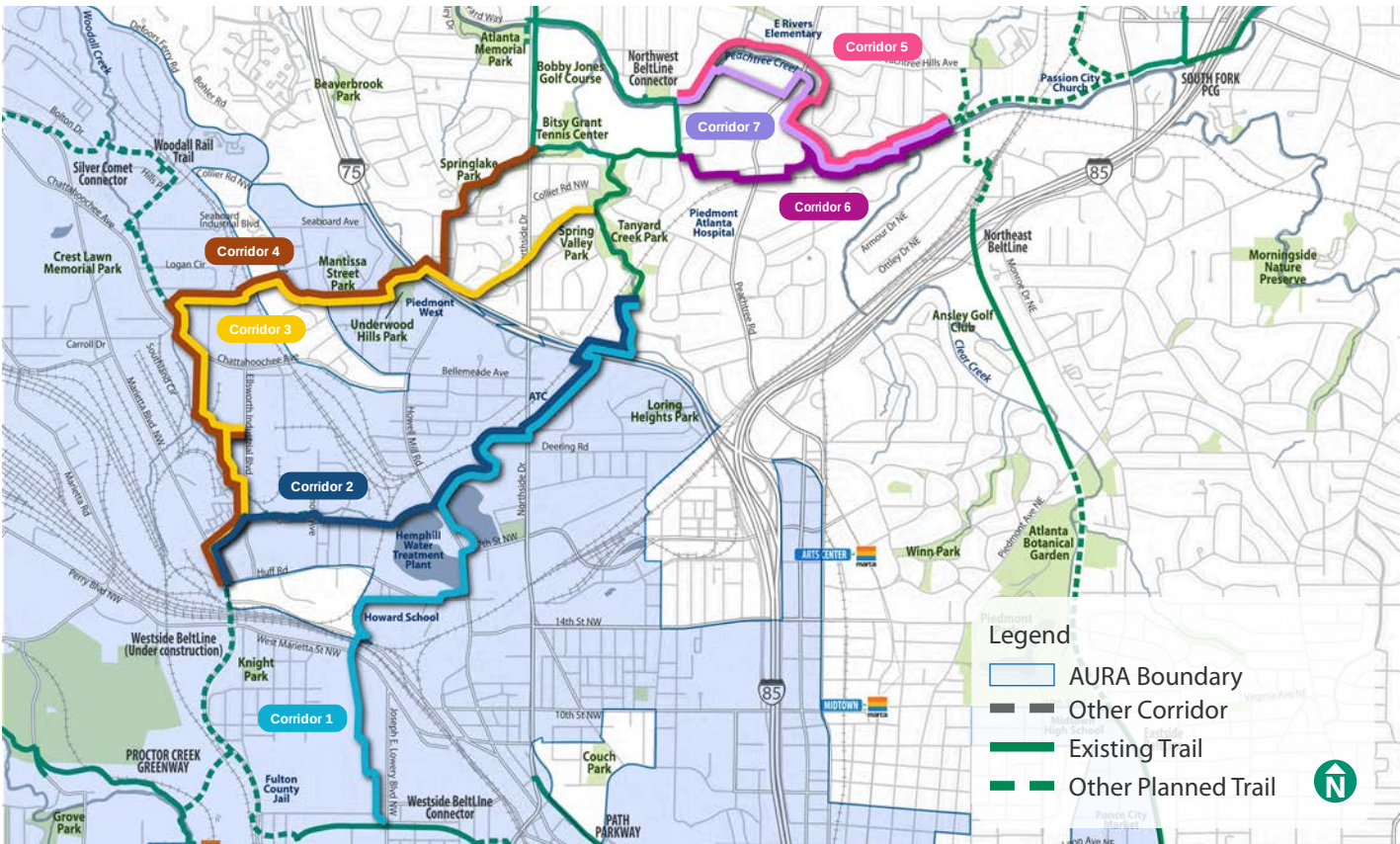
Special Service District Revenue Bonds Proceeds

In 2021, the Atlanta City Council approved legislation creating the Atlanta BeltLine Special Service District (SSD) that will provide tax revenue to complete the Atlanta BeltLine's 22-mile multi-use trail. The SSD is a targeted tax district in which commercial and multi-family property owners pay slightly more in property taxes to fund improvements. Following the passage of the legislation, the Atlanta Urban Redevelopment Agency (AURA) determined that it would issue bonds not to exceed \$100 million against the anticipated tax revenue so that the funding is available near term to fund trail construction. The actual amount of the bonds issued in December 2021 was approximately \$95 million.

The bond proceeds are restricted for use within the AURA overlay. In the Northwest quadrant of the Atlanta BeltLine, not all of the proposed corridors fall within the AURA overlay as shown in the figure below. In areas where bond proceeds cannot be utilized, that portion of the corridor must be funded by philanthropic or TAD funding. This greatly restricts the flexibility of funding use. In Corridors 5, 6, and 7, for example, where all of the corridor is outside of the AURA overlay, funding would be limited to TAD and philanthropy; that might require additional fundraising from philanthropic sources if TAD funding were not sufficient to cover the trail construction in a corridor section that falls outside of the AURA.

Funding Sources Map - AURA Boundary Overlay

The AURA boundary is depicted in a blue overlay on the proposed corridors of the Atlanta BeltLine Northwest Trail, clearly showing where bond funding may be utilized.



Cost/Finance

Funding Flexibility

In summary, some corridors have greater flexibility for funding use than others. This is a consideration when selecting a corridor. Some corridors will rely heavily on philanthropic funding if the alignment falls outside of the overlays that allow for expenditure of TAD or SSD bond proceeds. If more of the trail corridor is within both TAD and AURA overlay areas, that provides the

most flexibility. For example, Corridor 1 in the western portion of the BeltLine Northwest Trail has the greatest flexibility with over three miles in the TAD and the AURA, and only 0.4 miles with 'neither,' followed closely by Corridor 2. In the eastern section of the BeltLine Northwest Trail, Corridor 6 offers the most flexibility with only 0.4 miles in the 'neither' category.

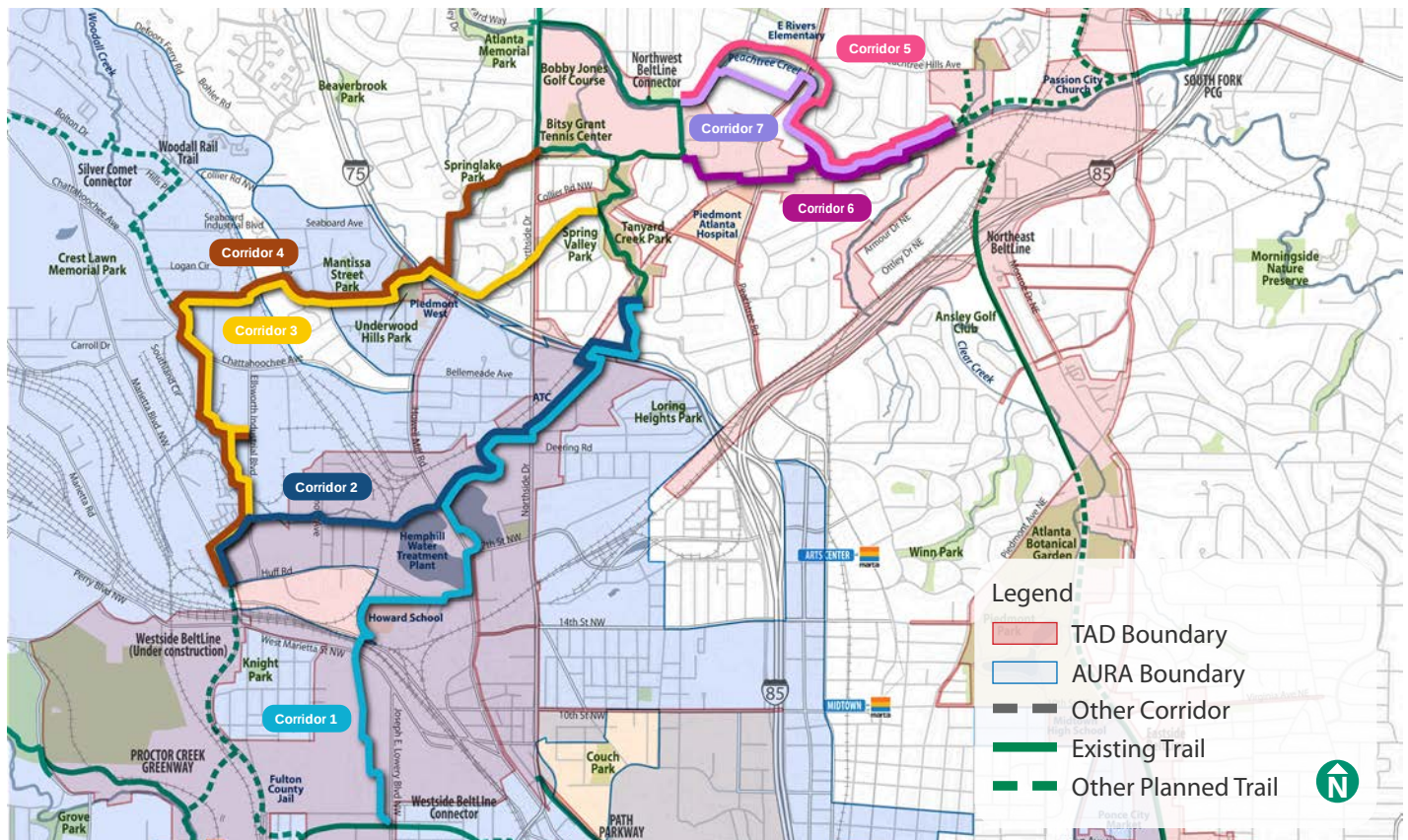
Table F3.1 - Summary of Length (Mile) of Trail with Funding Sources

This table summarizes the length of each corridor measured in miles that is within the TAD, the AURA, or the length within neither.

	Length Within TAD	Length within AURA	Length within neither	Total Length
Corridor 1	3.1	3.0	0.4	3.5
Corridor 2	2.3	2.3	0.4	2.8
Corridor 3	0.5	2.3	1.0	3.3
Corridor 4	0.5	2.3	1.1	3.4
Corridor 5	0.5	0.0	1.2	1.7
Corridor 6	1.0	0.0	0.4	1.6
Corridor 7	0.6	0.0	1.1	1.7

Funding Sources Map - TAD and AURA Boundary Overlay

Both the BeltLine TAD boundary and the AURA boundary are depicted in an overlay on the proposed corridors of the Atlanta BeltLine Northwest Trail.



Trail Experience

T1 | Conservation and Protection of Greenspace

This criteria reviews how many areas of greenspace will be acquired and conserved along each proposed trail corridor. Seen as tools for ecology and conservation, building the BeltLine helps preserve important natural landscapes, provides needed links between existing greenspace, and also creates a linear park that allows trail users to enjoy nature with minimal environmental impact. The protection of greenspace associated with trail often also protects natural floodplains along streams.

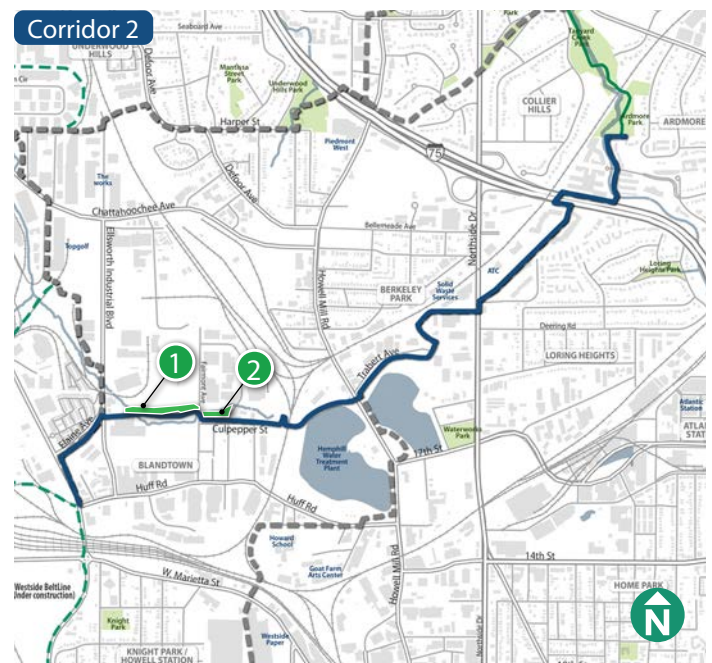
The maps and charts below shows the areas for potential conservation and protection of greenspace along Corridor 1 and Corridor 2.

Western Study Area



CORRIDOR 1	
1	NE Corner of Howell Mill Rd and 17th St, greenspace owned by DWM can be preserved for future park

Legend Conservation and Protection of Greenspace



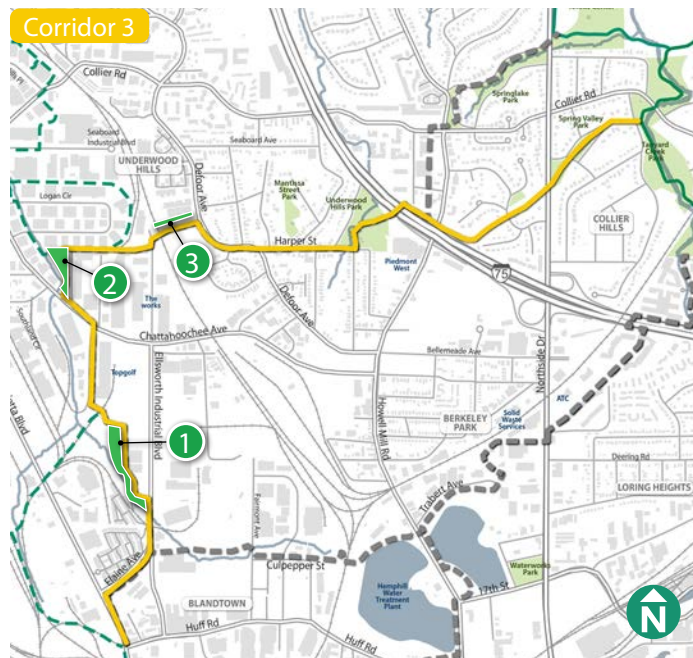
CORRIDOR 2	
1	Linear floodplain greenspace can be preserved along Woodall Creek Tributary between Ellsworth Industrial Blvd and Fairmont Ave
2	Open greenspace owned by Atlanta Development Authority between Fairmont Ave and English St with potential for future park space

Trail Experience

T1 | Conservation and Protection of Greenspace (continued)

The maps and charts below show the areas for potential conservation and protection of greenspace along Corridor 3 and Corridor 4.

Western Study Area



CORRIDOR 3	
1	Linear floodplain space to be preserved along Woodall Creek
2	Wooded area west of the Works off Chattahoochee Avenue
3	Wooded area between CSX rail lines and Defoor Avenue



CORRIDOR 4	
1	Linear floodplain space to be preserved along Woodall Creek
2	Wooded area west of the Works off Chattahoochee Avenue
3	Wooded area between CSX rail lines and Defoor Avenue

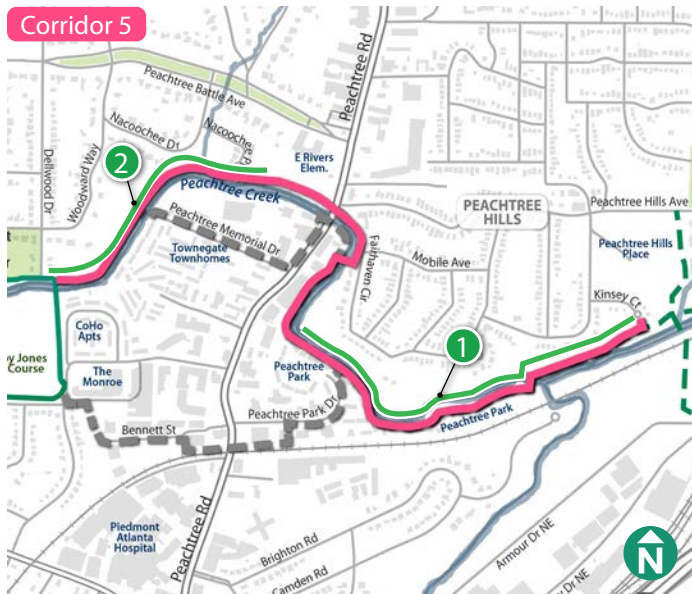
Trail Experience

T1 | Conservation and Protection of Greenspace (continued)

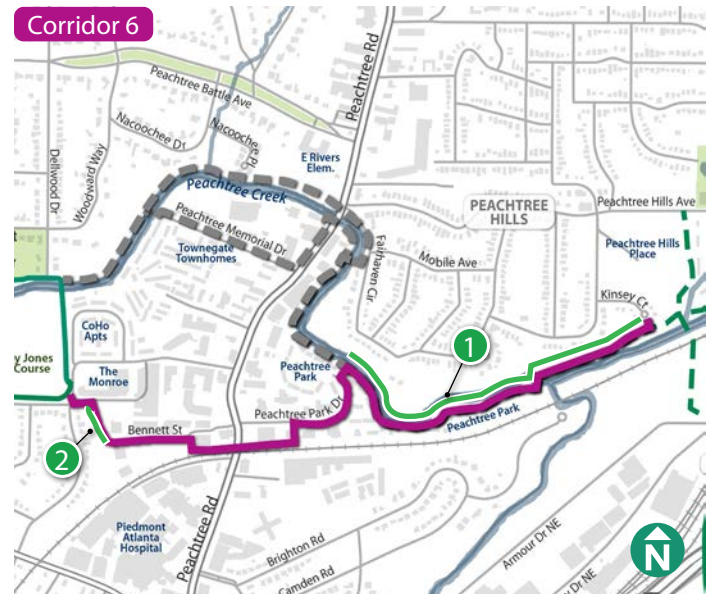
The maps and charts below show the areas for potential conservation and protection of greenspace along Corridor 5, Corridor 6 and Corridor 7.

Eastern Study Area

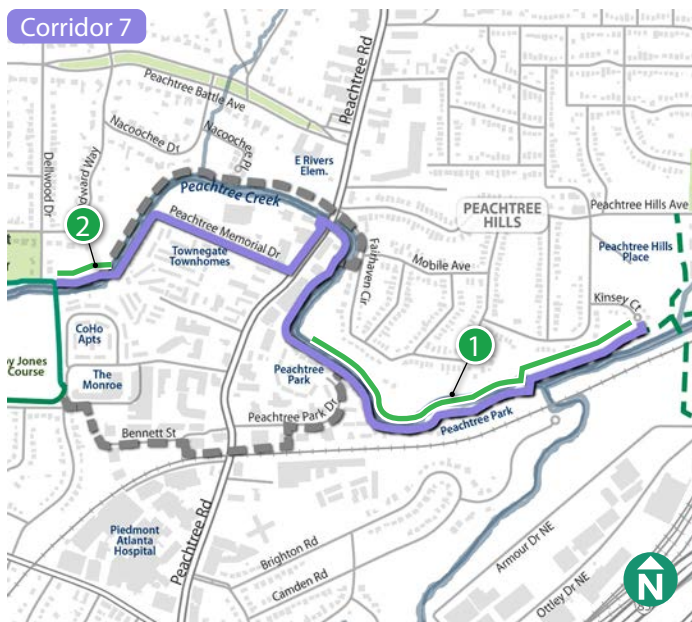
Legend ■ Conservation and Protection of Greenspace



CORRIDOR 5	
1	Linear floodplain greenspace to be preserved along Peachtree Creek between Peachtree Park Apartments and Kinsey Court
2	Linear floodplain greenspace to be preserved along north side of Peachtree Creek between E. Rivers Elementary School and Bobby Jones Golf Course



CORRIDOR 6	
1	Linear floodplain space to be preserved along Peachtree Creek between Peachtree Park Apartment and Kinsey Court
2	Linear floodplain greenspace south of Colonial Homes Circle



CORRIDOR 7	
1	Linear floodplain space to be preserved along Peachtree Creek between Peachtree Park Apartment and Kinsey Court
2	Linear floodplain greenspace to be preserved along north side of Peachtree Creek within City-owned consent decree greenway property

T2 | Population with Ease of Access to Trail

This criteria reviews how many people occupying existing residential properties can easily access the trail. A population estimate was conducted using GIS on the existing street network to identify how many people living in adjacent residences can easily walk or bike to the trail.

- An easy walk or bike ride to the trail is within 0.5 miles or a 10-minute walk along local streets.
- Railroads and major arterial streets are considered a barrier to these walks/rides.
- 2021 census block group data was used to conduct this analysis.

The table below summarized the total population captured within a 0.5-mile walking distance to each proposed corridor. Within the western study area, Corridor 4 connects to more adjacent residences than the other 3 corridor options. Within the eastern study area, Corridor 7 connects to more residences than the other two corridor options.

Table T2.1 - Summary of Population with Ease of Access to Proposed Trail

	Population Counts within Half Mile Service Area
Corridor 1	2971
Corridor 2	2580
Corridor 3	3632
Corridor 4	3967
Corridor 5	2080
Corridor 6	1979
Corridor 7	2646

Trail Experience

T3 | Connection to Existing Destinations

Good access to destinations is important for trail users' experience. This criteria (T3) reviews how many existing destinations are directly connected to each proposed trail corridor, while the next criteria (T4) reviews opportunities for future destinations along each trail corridor.

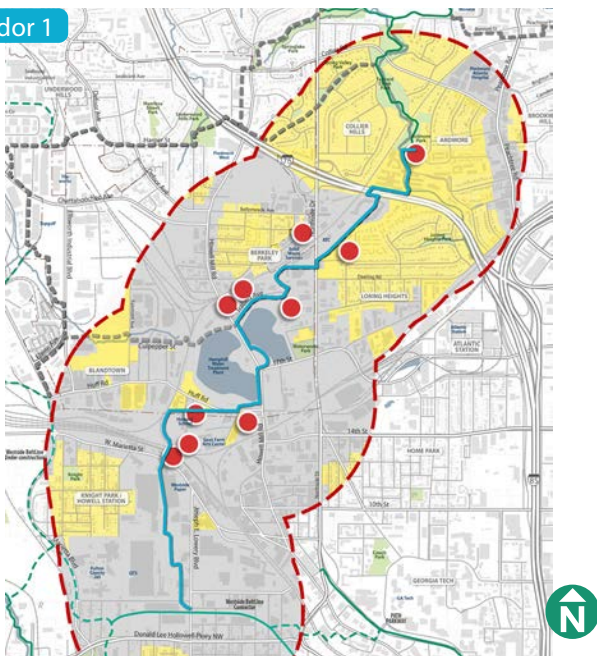
The existing destinations were identified by the community through the engagement process. Existing zoning for residential properties versus non-residential properties are depicted as an overlay with each proposed trail corridor.

The maps below depict connection to existing destinations along corridors within the western study area.

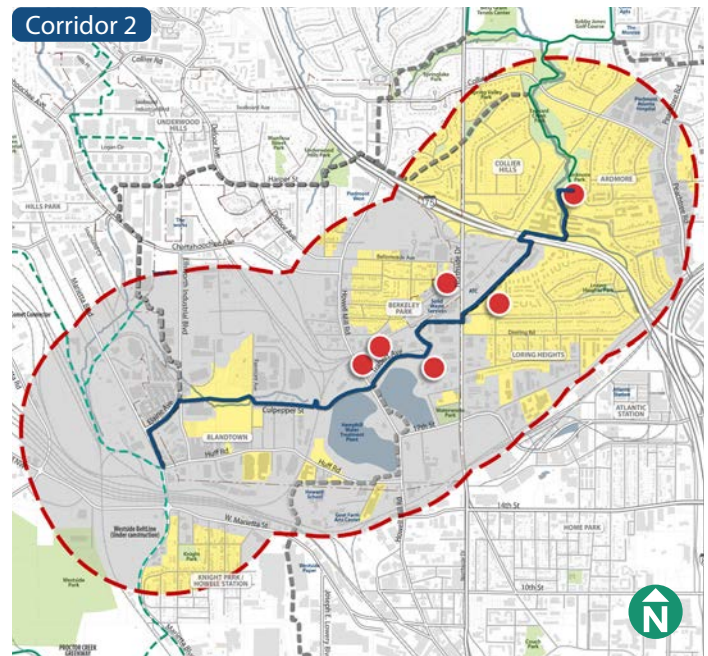
Legend ● Existing Destination Identified by Community — 0.5 Mile Radius
■ Residential Properties ■ Non-residential Properties

Western Study Area

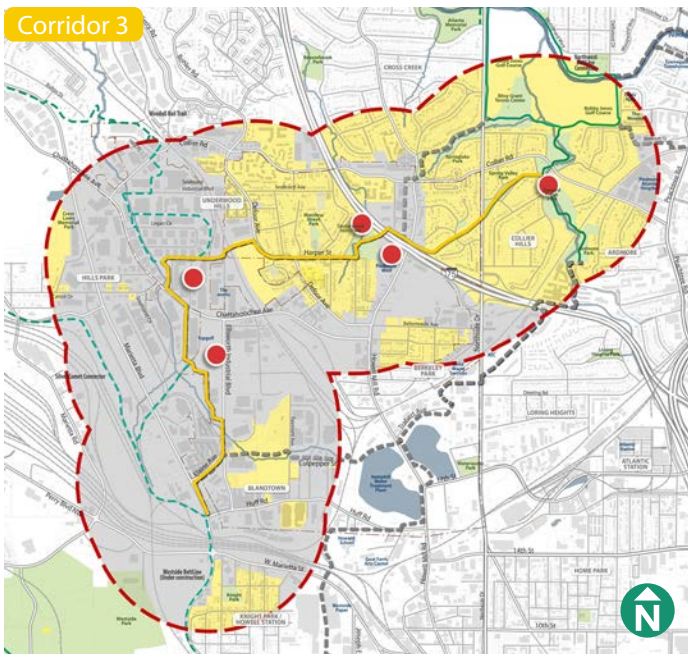
Corridor 1



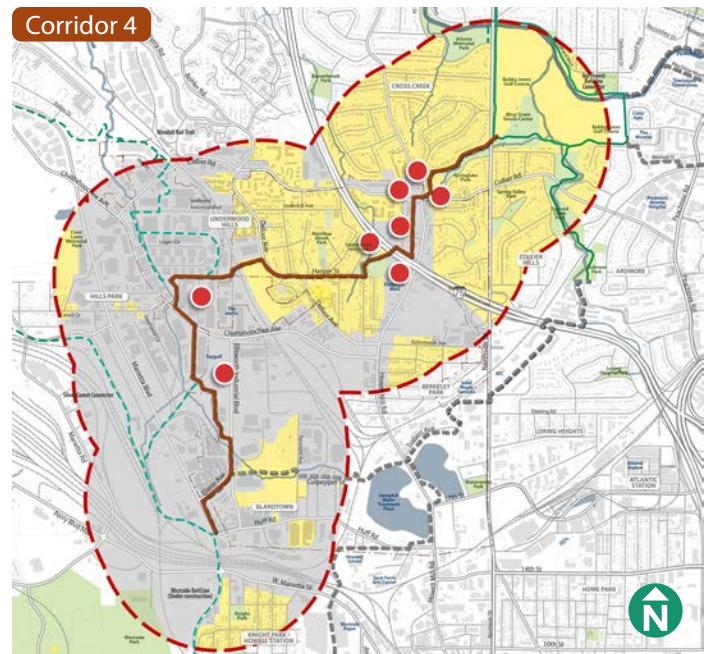
Corridor 2



Corridor 3



Corridor 4



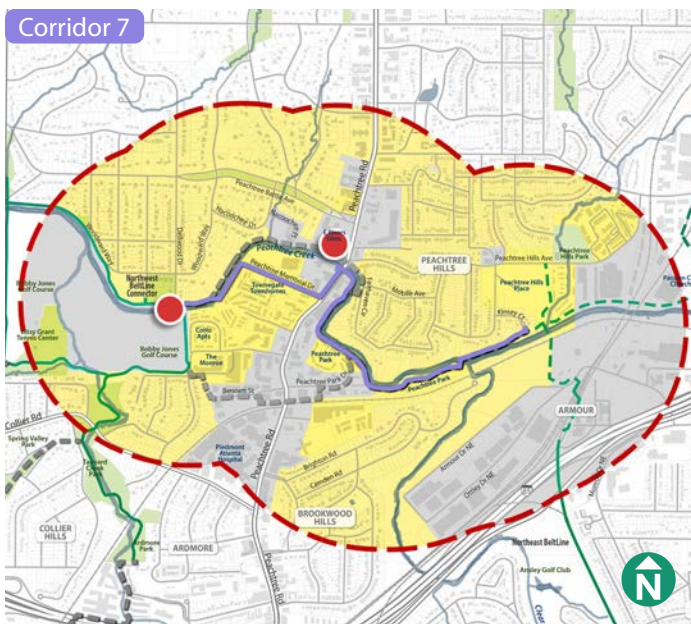
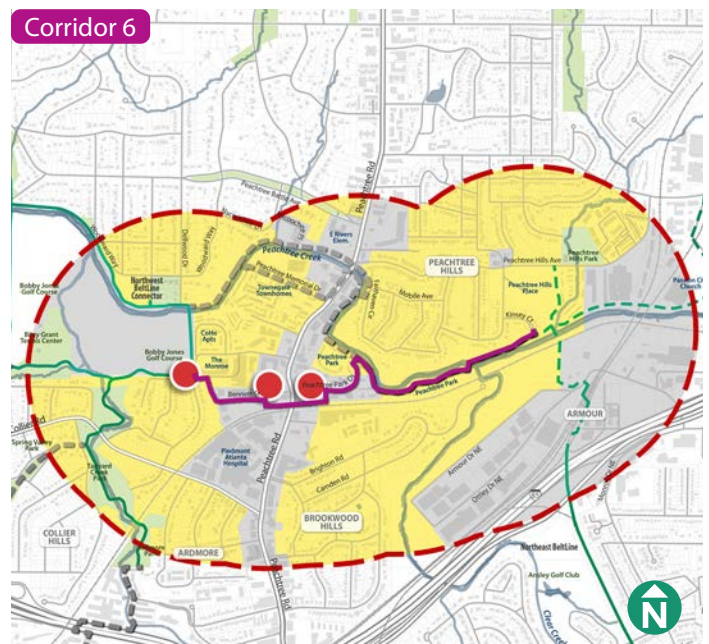
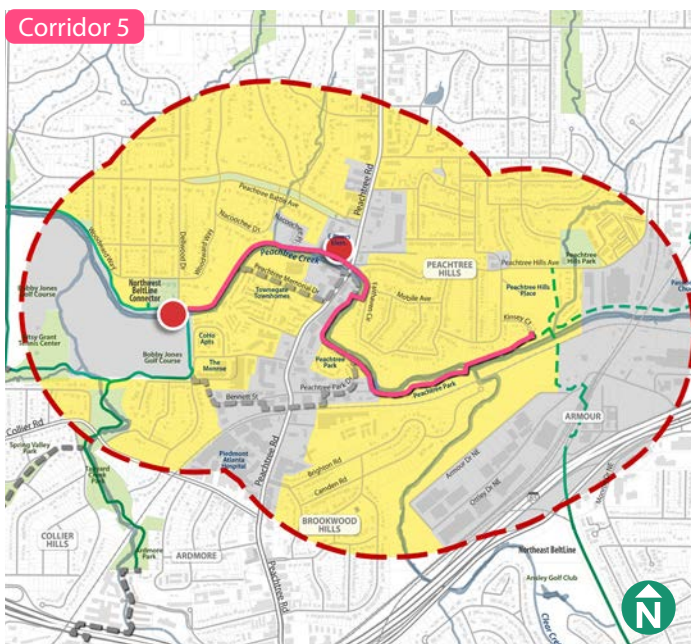
Trail Experience

T3 | Connection to Existing Destinations (continued)

The maps below depict connections to existing destinations along corridors within the Eastern Study Area.

Legend ● Existing Destination Identified by Community - - - 0.5 Mile Radius
■ Residential Properties ■ Non-residential Properties

Eastern Study Area



Trail Experience

T4 | Future Development and Future Destination Opportunities

Redevelopment around the BeltLine Trail corridor is anticipated and often offers opportunities for place-making and becoming destinations for trail users. This criteria reviews how many properties within 0.5 miles of each corridor provide future development and destination opportunities.

The properties that are highlighted in orange meet the following criteria that were seen as an opportunity for future development:

- Not currently zoned under residential or utility
- Has a total land area larger than 0.2 acres

- Has a building value less than the land value
- Is within 0.5 miles of the proposed trail corridor

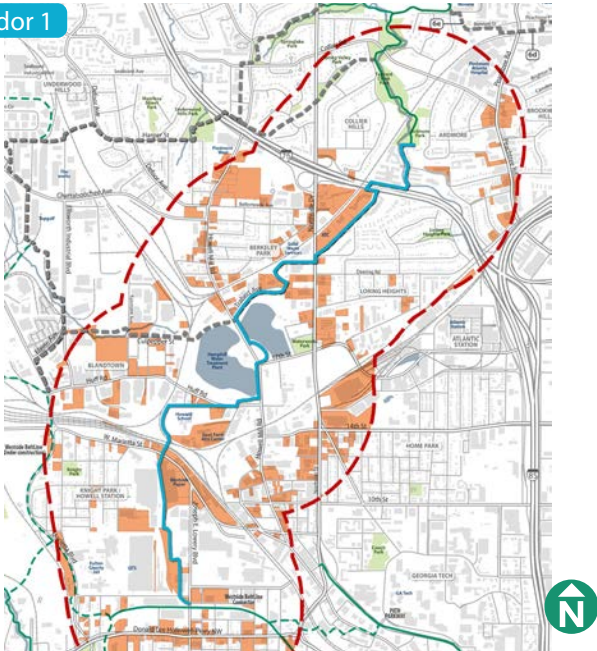
Table T4.1 - Summary of Land with Potential for Redevelopment within Half Mile Distance to Proposed Trail

	Future Development Opportunities
Corridor 1	27%
Corridor 2	28%
Corridor 3	21%
Corridor 4	20%

Western Study Area

Legend

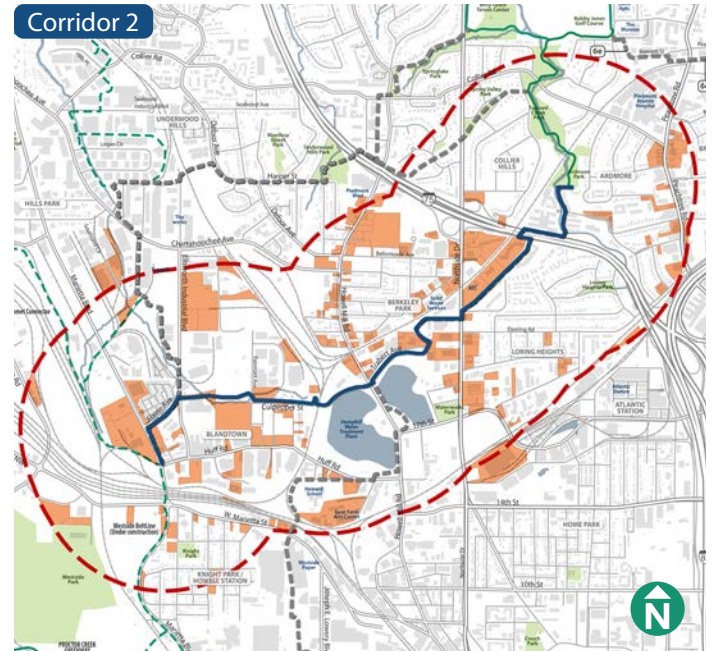
Corridor 1



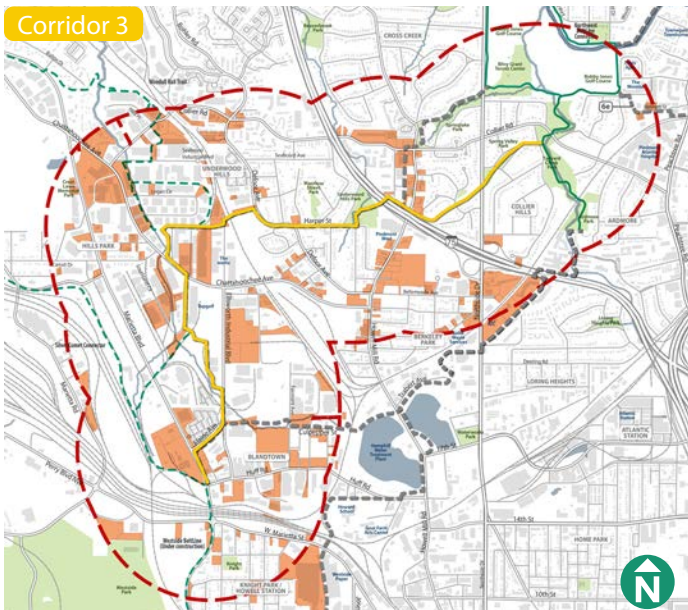
— 0.5-mile boundary

Orange Potential Future Development

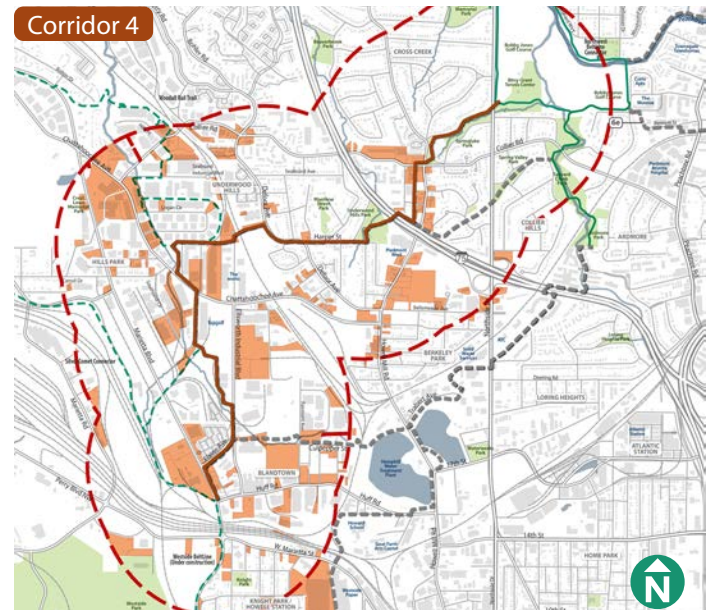
Corridor 2



Corridor 3



Corridor 4



Trail Experience

T4 | Future Development and Future Destination Opportunities (continued)

The properties highlighted in orange are seen as opportunities for future development and future destinations for Corridors 5, 6, and 7 within the eastern study area.

Table T4.2 - Summary of Land with Potential for Redevelopment within a 0.5-mile Distance to Proposed Trail

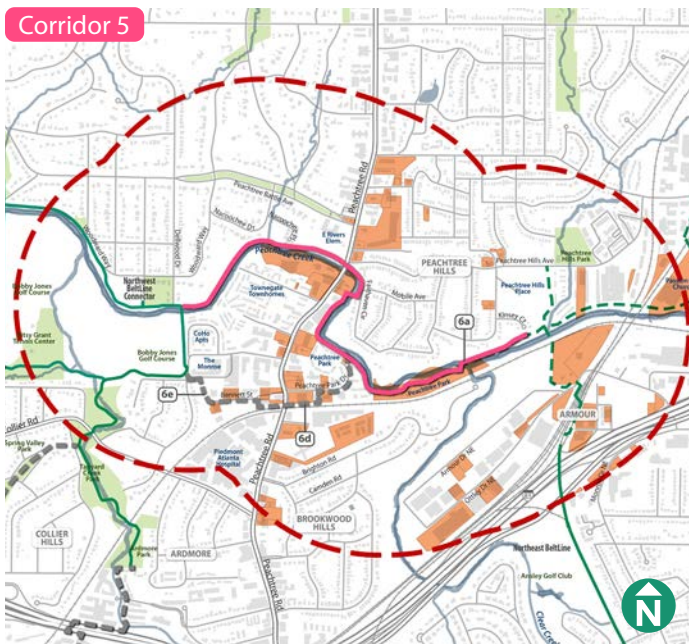
	Future Development Opportunities	
Corridor 5		13%
Corridor 6		14%
Corridor 7		13%

Eastern Study Area

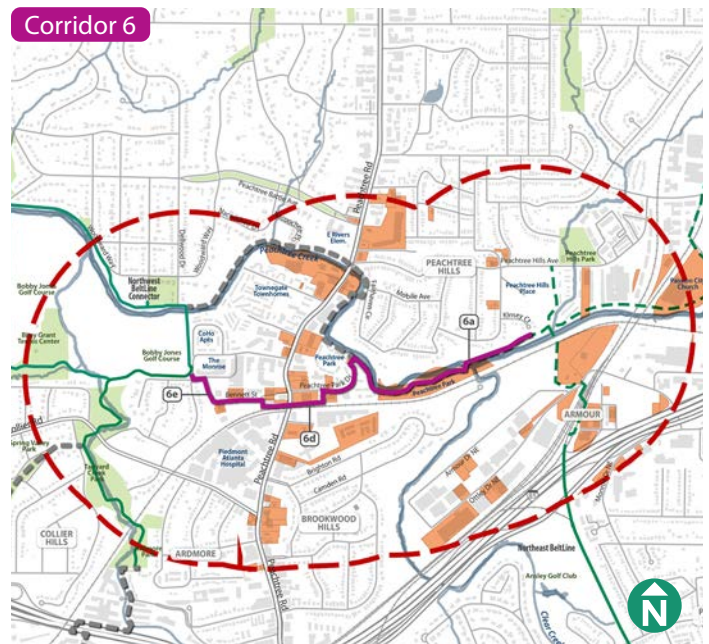
Legend

— 0.5-mile boundary Potential Future Development

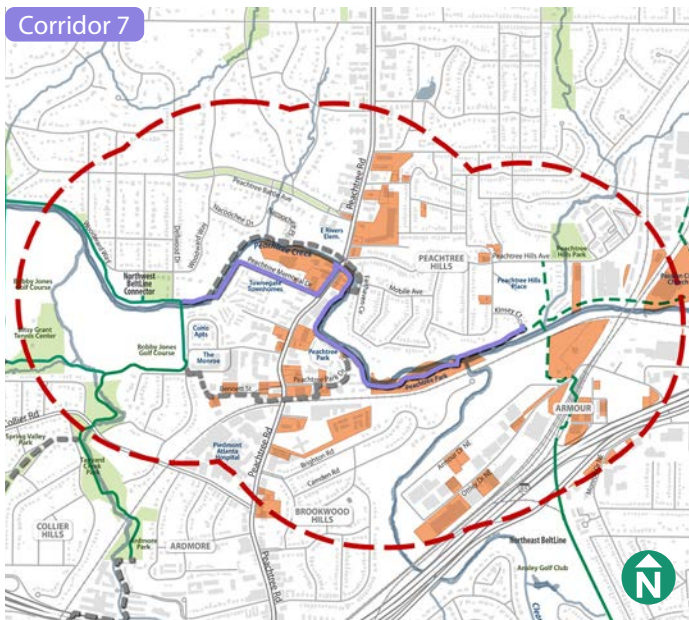
Corridor 5



Corridor 6



Corridor 7



Trail Experience

T5 | Continuous Connection

This criteria reviews: 1) how many times will a trail user need to stop and cross over a road. 2) the areas that have high volume curb cuts or high numbers of curb cuts that will result in potential vehicular interaction with the trail corridor.

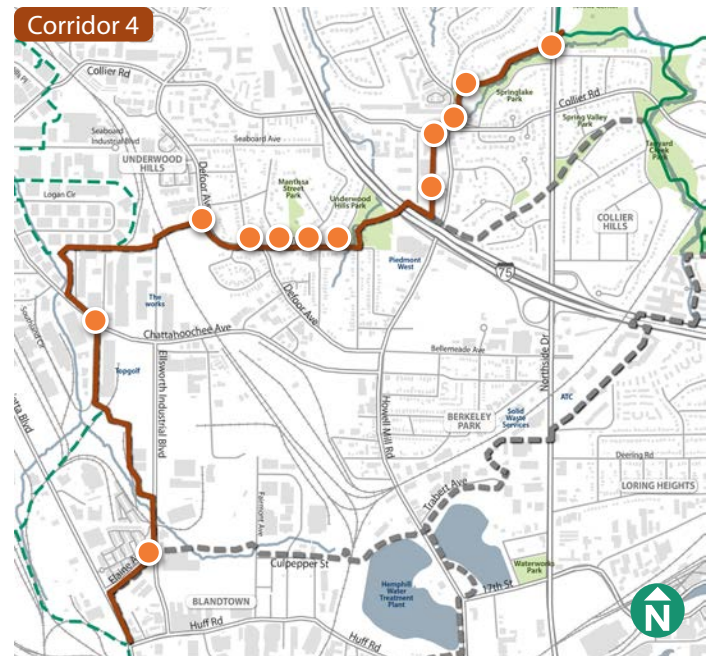
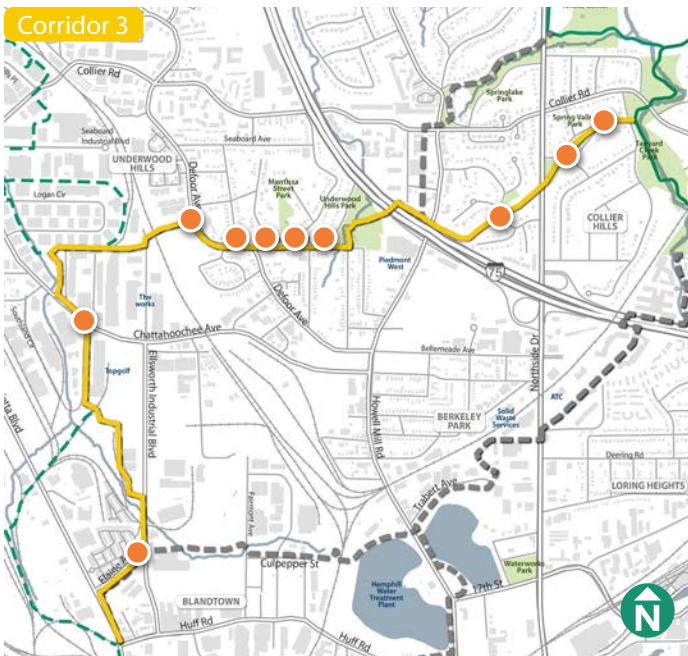
The table and maps on this page show the number of likely stops along corridors within the western study area.

Table T5.1 - Summary of Number of Stops

	Number of Likely Stops
Corridor 1	7
Corridor 2	6
Corridor 3	10
Corridor 4	12

Western Study Area

Legend ● Trail crossing that requires trail users to stop ● Areas with high volume curb cuts or high numbers of curb cuts



Trail Experience

T5 | Continuous Connection (continued)

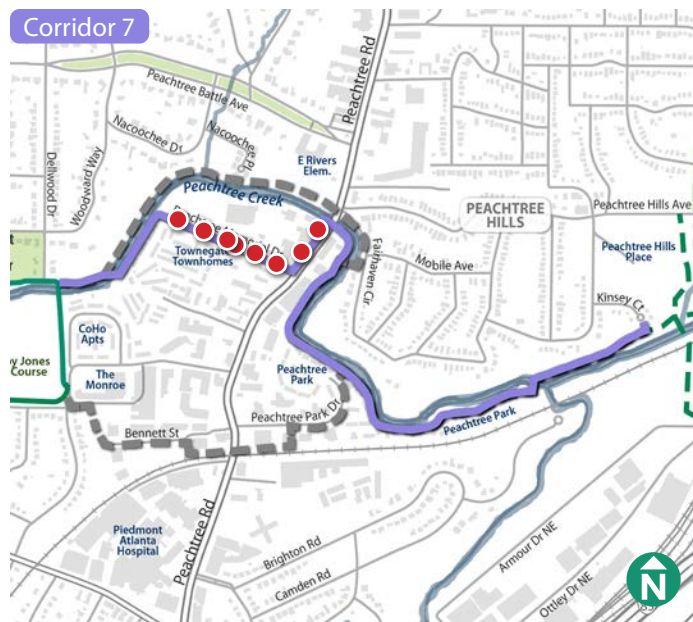
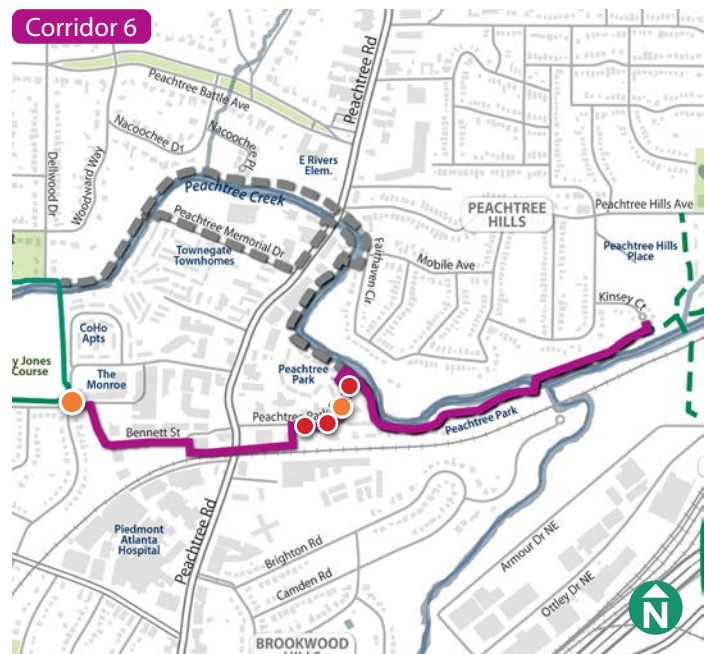
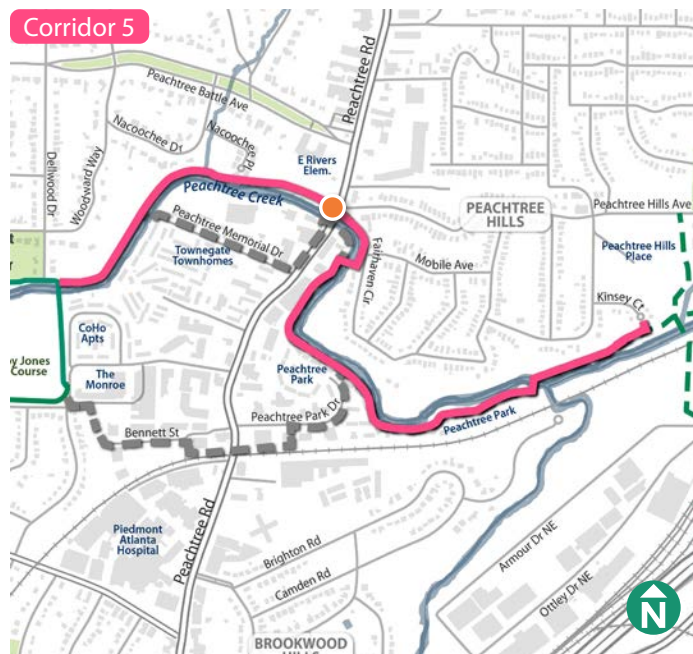
The table and maps on this page show the number of likely stops along corridors within the eastern study area.

Table T5.2 - Summary of Number of Stops

	Number of Likely Stops
Corridor 5	1
Corridor 6	5
Corridor 7	8

Eastern Study Areas

Legend  Trail crossing that requires trail users to stop  Areas with high volume curb cuts or high numbers of curb cuts



P1 | Equity and Inclusion

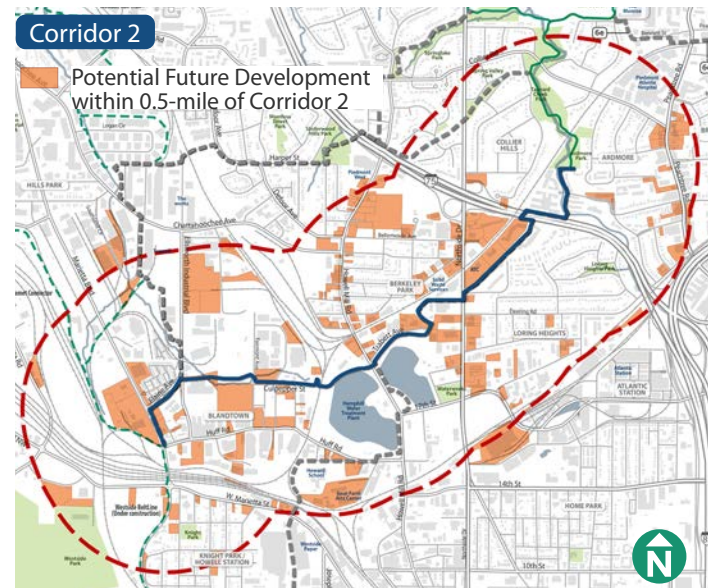
Each of the potential Northwest Trail corridors was analyzed through a lens of equity and inclusion, with the intention to avoid disproportionate negative impacts to different communities. This high-level analysis looked at how the potential corridors in the western study area (Corridors 1, 2, 3, 4) and the potential corridors in the eastern study area (Corridors 5, 6, 7) could impact two primarily Black neighborhoods (Bankhead, English Avenue) and a Black-owned business district (Bennett Street). This planning-level analysis considered access to economic activity centers as a positive impact and risk of displacement a negative impact.

English Avenue

- Via the Westside BeltLine Connector Trail, Corridor 1 provides the most direct mainline BeltLine connectivity and access for this historically Black neighborhood. Access to the BeltLine mainline trail along Corridor 1 would be at a shorter distance than the other potential corridors and would come most directly from a protected trail. There is also a shorter distance to access non-residential areas for either seeking employment or opening a business in the northwest quadrant of the Atlanta BeltLine.
- Corridors 2, 3, and 4 all start north of the freight railroad tracks under Marietta Boulevard, somewhat distant from this neighborhood. These potential corridors also rely on the Westside BeltLine Connector Trail and the Westside Trail to provide access to the Northwest Trail. These potential corridors require a longer distance of travel along the Westside BeltLine Connector Trail to access the mainline BeltLine as well as a longer distance along the trail to begin to access the economic activity centers.
- Access to the BeltLine Westside Trail may be more direct to access the BeltLine mainline trail, but it is somewhat distant to access non-residential areas for either seeking employment or opening a business in the northwest quadrant of the BeltLine.
- Corridors 5, 6, and 7 do not directly impact this neighborhood positively or negatively.
- Given the ratio of owner-occupied homes to absentee owner/rental homes, as well as its location within the City, there is a risk of displacement to existing residents from Corridors 1, 2, 3, and 4.

Bankhead

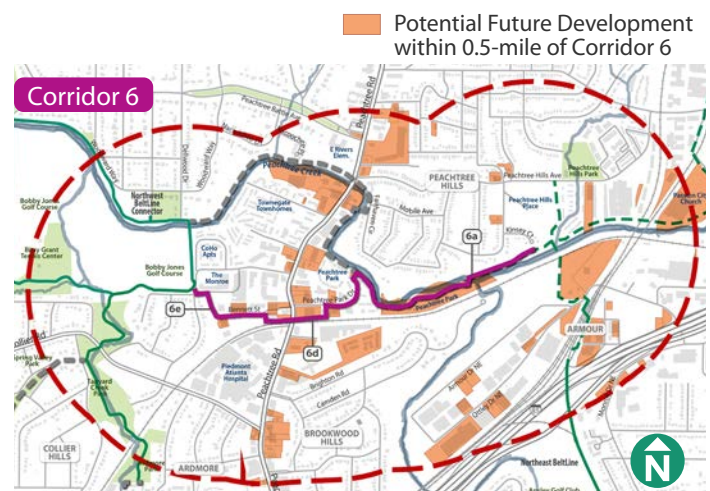
- Corridor 1 touches the northeast corner of this neighborhood but provides no additional access than what the existing trail network provides.



- Corridors 2, 3, 4, 5, 6, and 7 do not directly impact this neighborhood.
- Along Donald Lee Hollowell Parkway, there is a lack of protected connectivity between the residents, Proctor Creek Greenway, MARTA Bankhead station, and the BeltLine mainline trail.
- Given its location within the City and current market conditions, there is a risk of displacement to existing residents.

Bennett Street

- Corridors 5 and 7 do not directly impact this business district.
- Corridor 6 would provide direct Northwest Trail access to the business district but would require the removal of significant on-street parking, potentially impacting existing businesses.
- Given its location within the City and current market conditions, there is a risk of displacement to existing business tenants.



P2 | Property Stakeholder Support

The team conducted an extensive amount of property stakeholder outreach during the study (see Appendix I) to document the input of stakeholders who may be most directly impacted by the alignment of the trail. It is important to note that this input is different from the input received from the larger community. The outreach resulted in several general themes:

- Commercial property owners were almost universally supportive of the trail coming through or adjacent to their property.
- Multi-family rental properties were also generally supportive of trail proximity with the caveat that proper security measures be in place.
- Residential property owners' reactions to trail proximity typically ranged from cautious interest to strongly unsupportive. Generally, higher-density residential properties were more supportive than lower-density properties.
- Transportation, utility, and government services stakeholders clearly prioritize the needs of their infrastructure when evaluating trail opportunities but are usually willing to work to accommodate trail needs if there is little to no conflict with their operations.
- School administrations were supportive of trails from a student/parent connectivity perspective, but will clearly require significant collaboration around the area of facility security.

A summary of key themes along each corridor in the western study area is presented below:

Corridor 1

- Most commercial properties were in favor of this corridor, although one property owner was strongly opposed
- No opposition from residential property stakeholders was received
- Significant rail crossing challenge due to crossing length and importance of rail network in crossing location

Corridor 2

- No opposition was received from commercial or residential properties along this corridor
- Significant utility provider challenges

Corridor 3

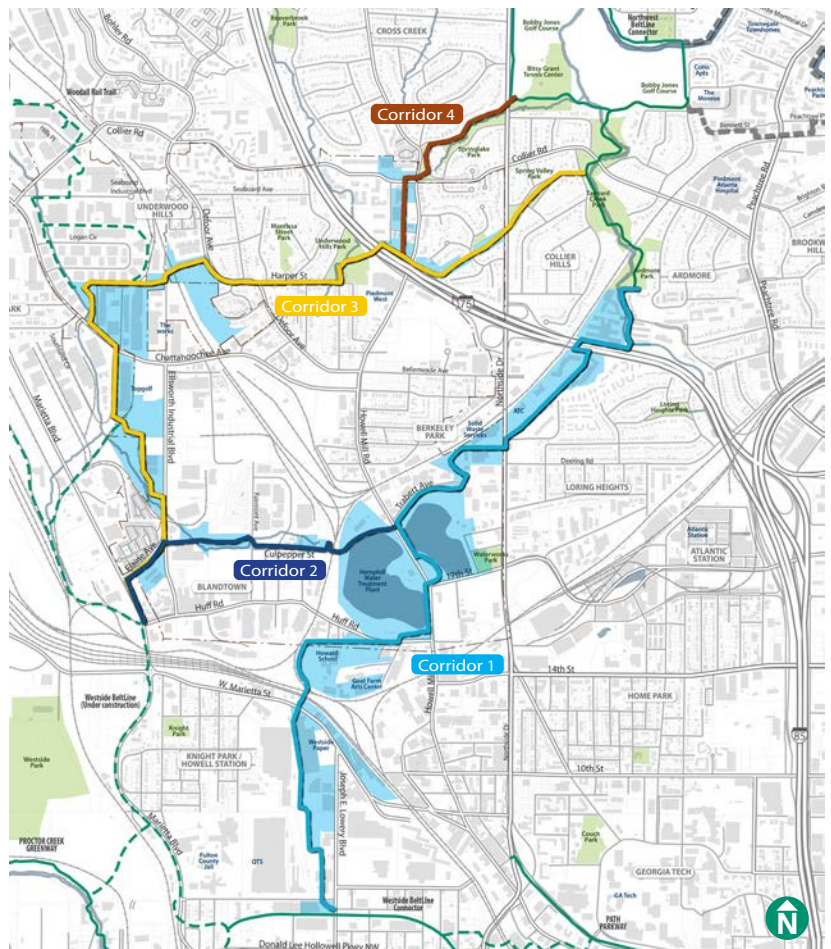
- No opposition was received from commercial property stakeholders
- Significant residential stakeholder opposition was received, particularly in the Spring Valley neighborhood
- Challenges with utility and transportation crossings due to multiple tunnels and bridges over high-traffic assets

Corridor 4

- No opposition was received from commercial properties
- Some residential stakeholder opposition was received, particularly in the Spring Lake neighborhood, but the majority appeared to be supportive
- Challenges with utility and transportation crossings due to bridges over high-traffic assets

Property Interaction Overlay - Western Study Area

The individual properties that will interact with each proposed corridor are depicted in light blue boundaries in the map



P2 | Property Stakeholder Support (continued)

A summary of key themes along each corridor in the eastern study area is presented below:

Corridor 5

- No opposition received from commercial or multi-family rental properties, although there was concern about loss of parking and security measures
- There was concern from school administrations about safety, but there was a willingness to discuss mitigative security measures
- Significant residential opposition was received from residential stakeholders in the Peachtree Battle neighborhood

Corridor 6

- No opposition received from commercial or multi-family rental properties, although there was concern about loss of parking and security measures
- Utilization of railroad property appears highly unlikely

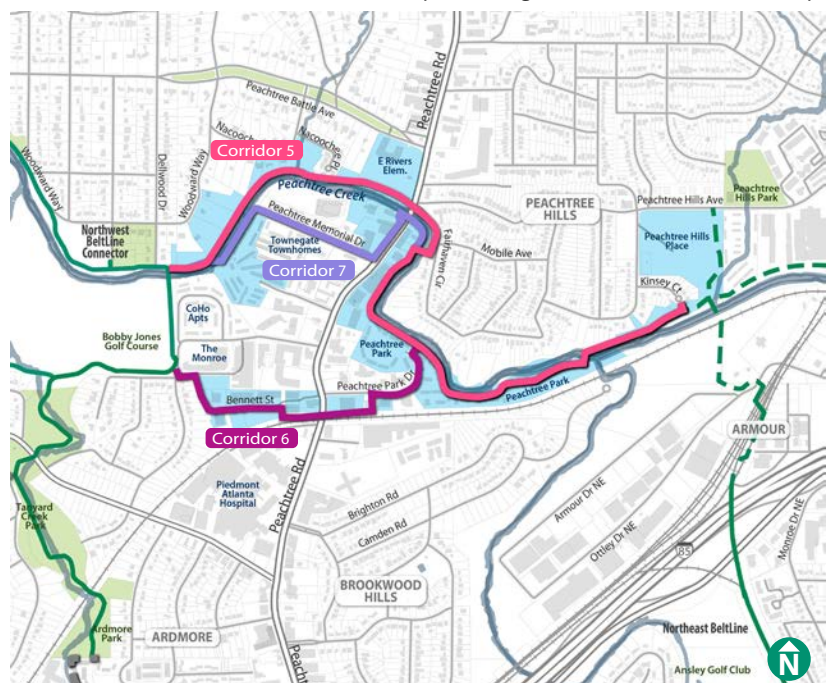
Corridor 7

- No opposition received from commercial or multi-family rental properties, although there was concern about loss of parking and security measures
- Significant to moderate residential opposition was received from residential stakeholders along Peachtree Memorial Drive, although the opposition was not universal

After taking these themes into account and identifying the biggest risk areas for project execution, Corridor 2 appears to have the most property stakeholder support and the least amount of critical risk areas of the western corridors. Corridor 1 is also generally supported but has more critical risk areas. Corridors 3 and 4 have markedly higher opposition with residential stakeholders, although Corridor 4 appears to generally have more support than Corridor 3 and also has less transportation and utility crossing challenges.

For the eastern corridors, Corridor 6 had the strongest support; however, the use of railroad property in this corridor appears to be a significant implementation risk. Corridors 5 and 7 had significantly less support, although Corridor 7 appeared to be somewhat more supported than Corridor 5.

Property Interaction Overlay - Eastern Study Area
The individual properties that will interact with each proposed corridor are depicted in light blue boundaries in the map.



P3 | Community Feedback

Over the course of the 11-month study, ABI and PATH Foundation have gathered and interpreted feedback from many neighborhood leaders, local residences, business owners and the general public. This has been through in-person and virtual meetings, site visits, and the online interactive map. A timeline of community engagement meeting and meeting summaries can be found in Appendix II & III.

Feedback from the community has consisted of ideas, destinations, potential redevelopment opportunities, concerns, and existing assets along each of the seven corridors.

Corridors 1 and 2 received lots of positive feedback surrounding the shops, restaurants, multi-family and office users who would be connected and able to utilize the trail for commuting, shopping and dining. Utilizing the existing and future TAD and SSD funds was a major concern among businesses and residents alike, if one of these corridors were not built as the BeltLine mainline trail.

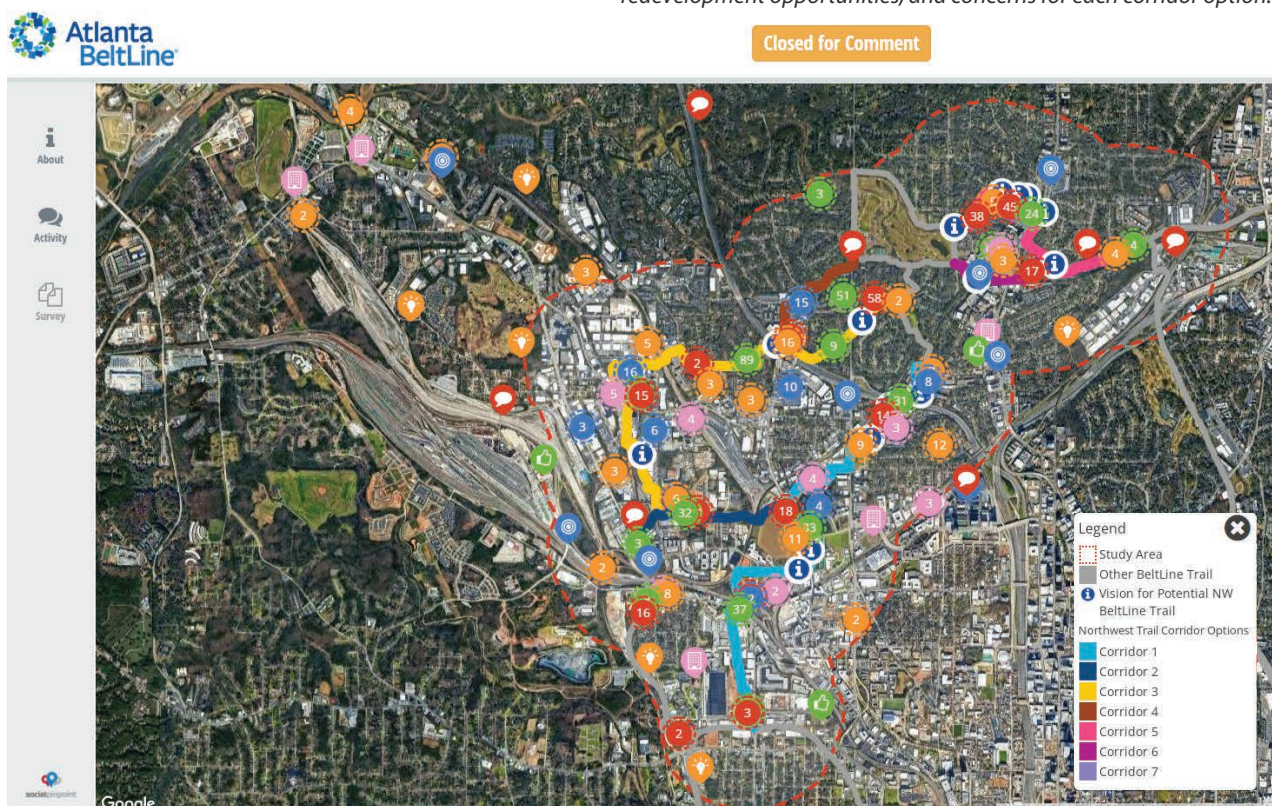
Residents along Corridors 3 and 4 provided lots of positive feedback surrounding the connection of single-family neighborhoods into the rest of the City. Many residents were concerned over the disruption of natural streams and wildlife habitat and the impact to single-family neighborhoods the trail would bring.

Feedback along Corridors 5, 6 and 7 vary greatly, as each alignment is quite different. Residents along Corridor 5 voiced strong concerns over disruption to existing habitat and single-family homes. Corridor 6 received praise as the most appropriate for the BeltLine due to the existing commercial land use. Corridor 7 received lots of positive comments surrounding utilizing existing infrastructure. However, there is a significant amount of opposition from residents along Peachtree Memorial Drive.

Overwhelmingly, the positive feedback received along all corridors centered around the connectivity the trail will offer to activity centers and communities and the potential for making their communities more bicycle and pedestrian friendly.

Commentary received on Interactive Map

An online interactive map was continuously available for a three-month active period to collect public comments, focusing on ideas, desired destinations, redevelopment opportunities, and concerns for each corridor option.



P4 | Subarea Master Plan Corridors

The Atlanta BeltLine has 10 distinct planning Subareas, which were created to implement the goals of the Atlanta Redevelopment Plan in each local context. The Master Plans serve as a policy tool to help guide future growth and development by providing recommendations regarding land use/urban designs, mobility improvements, housing, and open space/park, etc. The Subarea Master Plans are subject to periodic review and updates, involving a series of community engagement meetings and technical input, which are ultimately adopted by the Atlanta City Council.

The northwest study area covers the Master Plan areas of Subarea 7, 8, and 9. The Subarea boundary is roughly a 0.5-mile on either side of the BeltLine Corridor. These plans help to identify a vision for future growth of

development along the anticipated location of the 22-mile trail and transit loop. Many property owners and tenants have made investments and improvements to properties in anticipation of the BeltLine construction falling within the BeltLine Subareas. Extending the BeltLine trail outside of these planning areas, as seen in Corridors 3, 4, and 5 is a consideration when evaluating corridor alternatives. These corridor sections that fall outside of the subareas do not have the appropriate planning in place to guide development that will be spurred by the construction of the transportation corridor.

Master Plan Map - Subarea Master Plan Boundary Overlay

The Atlanta BeltLine Subareas are depicted in beige and pink overlay on the proposed corridors of the BeltLine Northwest Trail.



P5 | Compatibility with Existing Communities

The Northwest Trail presents a unique challenge in the history of the implementation of the Atlanta BeltLine where the proposed trail does not run within a former railroad corridor for an extended distance. Historically, the Atlanta BeltLine trail has transformed an abandoned transportation corridor that was a community barrier into a community amenity. However, in the case of the Northwest Trail, an existing corridor is not present. As such, it is important to analyze the impact that bringing this new transportation corridor will have on existing communities.

The following summarizes key impacts for each corridor within the western study area:

Corridor 1

- Largely utilizes existing transportation corridors such as former spur rail lines and existing streets, as well as undevelopable water resources
- Does not run adjacent to or within single-family residential neighborhoods
- Private property impacts are within lower-density commercial properties that are likely redevelopment opportunities with owner support

Corridor 2

- Aligns most closely to land use planning documents that contemplate the Atlanta BeltLine trail
- Does not run adjacent to or within established single-family residential neighborhoods; however, it does run proximate to new residential developments that were built with the future Atlanta BeltLine corridor in mind
- Largely utilizes vacant land and undevelopable water resources
- Private property impacts are within lower-density commercial properties that are likely redevelopment opportunities with owner support

Corridor 3

- West of the railroad crossing, this corridor utilizes existing undevelopable water resources and underutilized commercial property space
- Between the railroad crossing and the I-75 crossing, this corridor largely traverses existing city rights-of-way through established single-family neighborhoods
- East of I-75, the majority of the corridor travels along a power utility right-of-way; however, a significant portion of the corridor traverses through established single-family neighborhoods

Corridor 4

- West of the railroad crossing, this corridor utilizes existing undevelopable water resources and underutilized commercial property space
- Between the railroad crossing and the I-75 crossing, this corridor largely traverses existing city rights-of-way through established single-family neighborhoods
- East of I-75 roughly half of the corridor travels through commercial properties with redevelopment potential while the other half travels through established single-family neighborhoods

Of the western corridors, Corridors 1 and 2 appear to generate the least impact to existing communities and align closest with existing planning documents contemplating the trail. Corridor 3 would have the most impact on existing communities, as a significant portion of the corridor traverses low-volume streets through established residential neighborhoods. The same impacts are generally felt on Corridor 4; however, the length through established residential neighborhoods is shorter.

P5 | Compatibility with Existing Communities (continued)

The following summarizes key impacts for each corridor within the eastern study area:

Corridor 5

- Almost exclusively uses undevelopable property along Peachtree Creek
- East of Peachtree Road, the majority of the corridor is through undevelopable commercial and multi-family residential land adjacent to Peachtree Creek
- West of Peachtree Road, a majority of the corridor traverses through undevelopable, privately-owned, established, single-family residential land adjacent to Peachtree Creek
- The corridor passes by E. Rivers Elementary School which provides connectivity for students but raises safety concerns that would need to be mitigated through design and security measures

Corridor 6

- Aligns most closely to land use planning documents that contemplate the Atlanta BeltLine trail
- East of Peachtree Road, the majority of the corridor is through undevelopable multifamily residential land adjacent to Peachtree Creek
- West of Peachtree Road, the corridor runs through an existing commercial district along Bennett Street that would be significantly impacted by the trail construction, particularly through the loss of parking

Corridor 7

- East of Peachtree Road, the majority of the corridor is through undevelopable commercial and multi-family residential land adjacent to Peachtree Creek
- West of Peachtree Road, the majority of the corridor runs along existing streets adjacent to commercial and multi-family properties
- This corridor traverses through privately-owned residential land that is directly adjacent to established residences

All three eastern corridors studied will have significant impacts on existing communities, particularly west of Peachtree Road. Corridor 6 appears to have less severe impacts, although mitigative measures would need to be implemented to preserve the viability of businesses along Bennett Street. Corridor 7 has the most impacts, particularly for the businesses and multi-family residential properties along Peachtree Memorial Drive.

Corridor Feasibility Analysis Recommendations:

The BeltLine Northwest Trail Feasibility study has evaluated seven potential corridors in the northwest quadrant of the 22-mile BeltLine trail loop, with four western corridors and three eastern corridors. The objective of this study is to prioritize the corridors, and then recommend a preferred alignment for further study and to confirm feasibility through engineering design work.

The study team has been able to make a recommendation for 3.6 miles of the approximately 4.3 miles of trail in the Northwest Corridor. Corridor 2 is the prioritized option among the four western corridors, representing 2.8 miles of trail. In the eastern study area, the 0.8-mile section of trail from Peachtree Park Apartments to Kinsey Court, where the eastern Corridors 5, 6, and 7 overlap, is the prioritized option. Additional study work and community engagement will take place in the next two to three months to determine the feasibility priority for the remaining section of the eastern corridors, where Corridors 5, 6, and 7 diverge into separate routes.

The study team analyzed each trail corridor based upon the established study criteria: Constructability, Cost / Financing, Trail Experience, and Community. The study team's recommendations are summarized below.

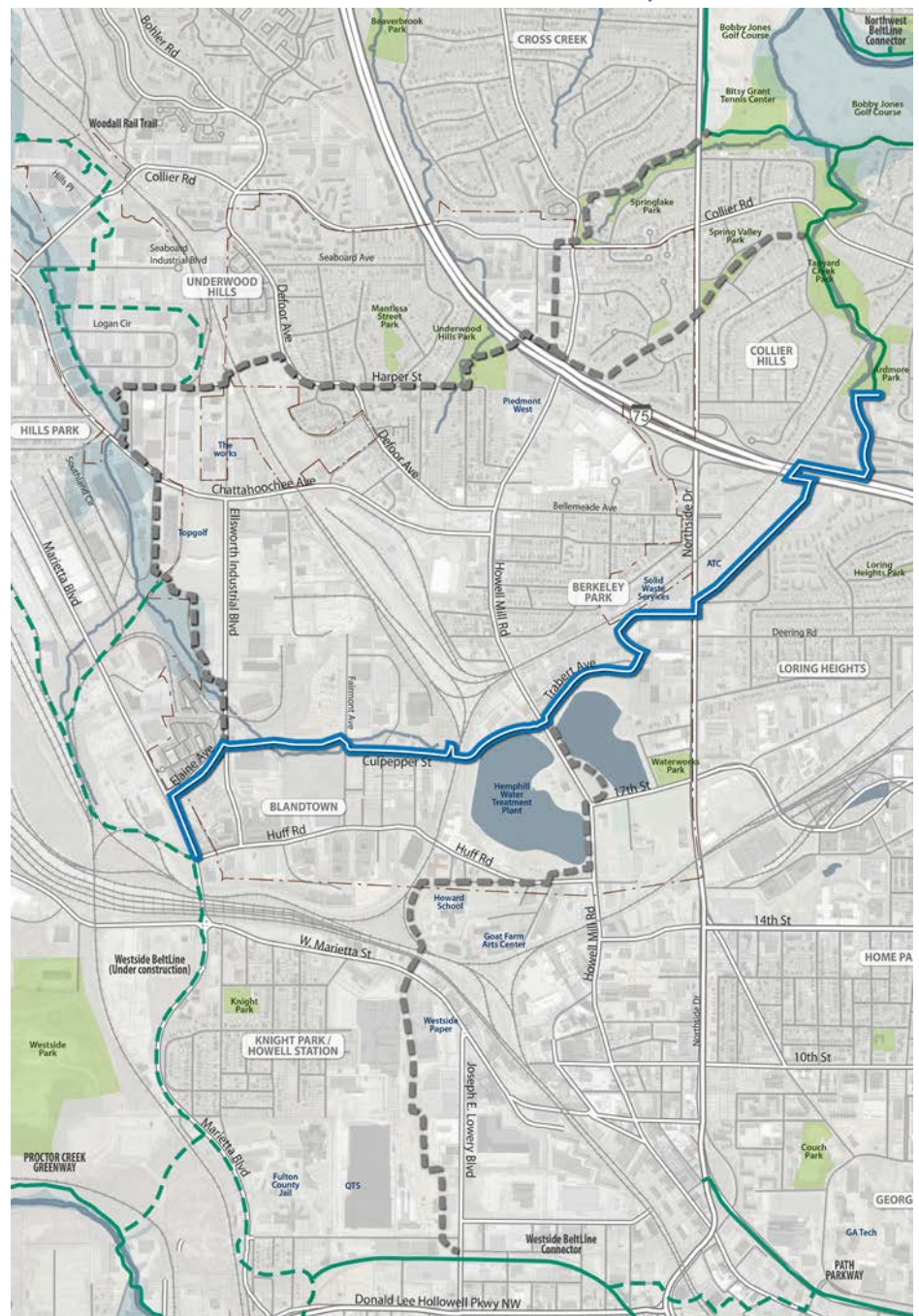
Summary of findings regarding the Western Corridors:

Regarding **CONSTRUCTABILITY**, all four corridors in the western quadrant have their own unique challenges related to real estate acquisition. Corridors 1 and 2 received a better evaluation than Corridors 3 and 4 on the potential for quality trail design. Corridors 1 and 2 were also deemed to be less complex in the areas of permitting and crossing of existing transportation and utility networks.

In analyzing **COST / FINANCING**, Corridor 2 was the least costly, followed closely by Corridor 1. Corridors 3 and 4 were significantly more expensive and outside of the budget allocated for this section of trail. When evaluating financing against corridor selection, only Corridors 1 and 2 are fully located within the Tax Allocation District Funding overlay, and significantly within the AURA Boundary overlay, optimizing funding flexibility.

(Continued on next page)

Western Study Area Prioritized Corridor



Corridor Feasibility Analysis Recommendations:

When evaluating the potential corridors against the criteria of a quality **TRAIL EXPERIENCE** the data confirms that the highest population counts are centered around Corridors 3 and 4. Corridor 1 has the most potential to connect to existing points of destination while Corridor 2 has the most potential for future development, which would create future destination points. The final criteria for trail experience relates to the number of stops created by road crossings and curb cuts. Corridor 2 had the fewest number of stops associated with its route.

Reviewing each potential corridor placement against feedback from the **COMMUNITY** is paramount to the success of the project. Corridor 2 has the most property stakeholder support and the least critical risk areas of any of the western corridors. Corridors 3 and 4 had more residential stakeholder concerns. Corridors 1 and 2 impact the existing communities the least, with Corridor 2 largely utilizing vacant land and undevelopable water resources. Atlanta BeltLine has been working with the community for many years on master planning for the 10 subareas around the proposed BeltLine alignment. During this process, land use objectives are developed in conjunction with the community, to align with community needs including equity and inclusion considerations. Corridor 1 and 2 both fall significantly within these planning areas, with Corridor 2 being the most aligned with existing neighborhood land use objectives

Summary of findings regarding the Eastern Corridors:

For the eastern corridors, the area of trail running from Peachtree Park Apartments to Kinsey Court, where Corridors 5, 6, and 7 overlap, is currently the only feasible route to connect the northwest corridor to the planned northeast corridor. The study team received significant support from property owners along this 0.8-mile section of trail. This section of trail runs along undevelopable land in the Peachtree Creek corridor, and along multi-family residential properties, providing opportunities to access the creek, greenspace conservation, and a high-quality trail with an uninterrupted connection. This section of trail does not fall within Environmental Protection Agency restricted land along Peachtree Creek. For these reasons, the study team is recommending that this section of the eastern corridor move forward into design as a priority.

For the section of trail in the eastern study area where Corridors 5, 6, and 7 diverge, additional study work will be required to establish a prioritized alignment. This approximately 0.7-mile section of trail will be a significant challenge to implement for any of the current corridors that have been studied. In the interest of public transparency, and with the goal of moving trail sections forward where an alignment has been established, this report is being published before the eastern alignment of the northwest corridor is fully prioritized. The study team will spend the next two to three months completing additional investigative work to finalize a recommendation for this section of trail, which will be issued as an addendum to this report when complete. In the following chapter, anticipated next steps are outlined.

Eastern Study Area Prioritized Segment





Atlanta BeltLine Northwest Trail Corridor Feasibility Analysis Recommendation

Prepared by:
PATH Foundation

Date:
May 12, 2022

Legend

Western Study Area

Prioritized Corridor

Eastern Study Area

Prioritized Segment

Corridor Options

Existing Trail

Other Planned Trail

Complete Street

Park

School & Hospital

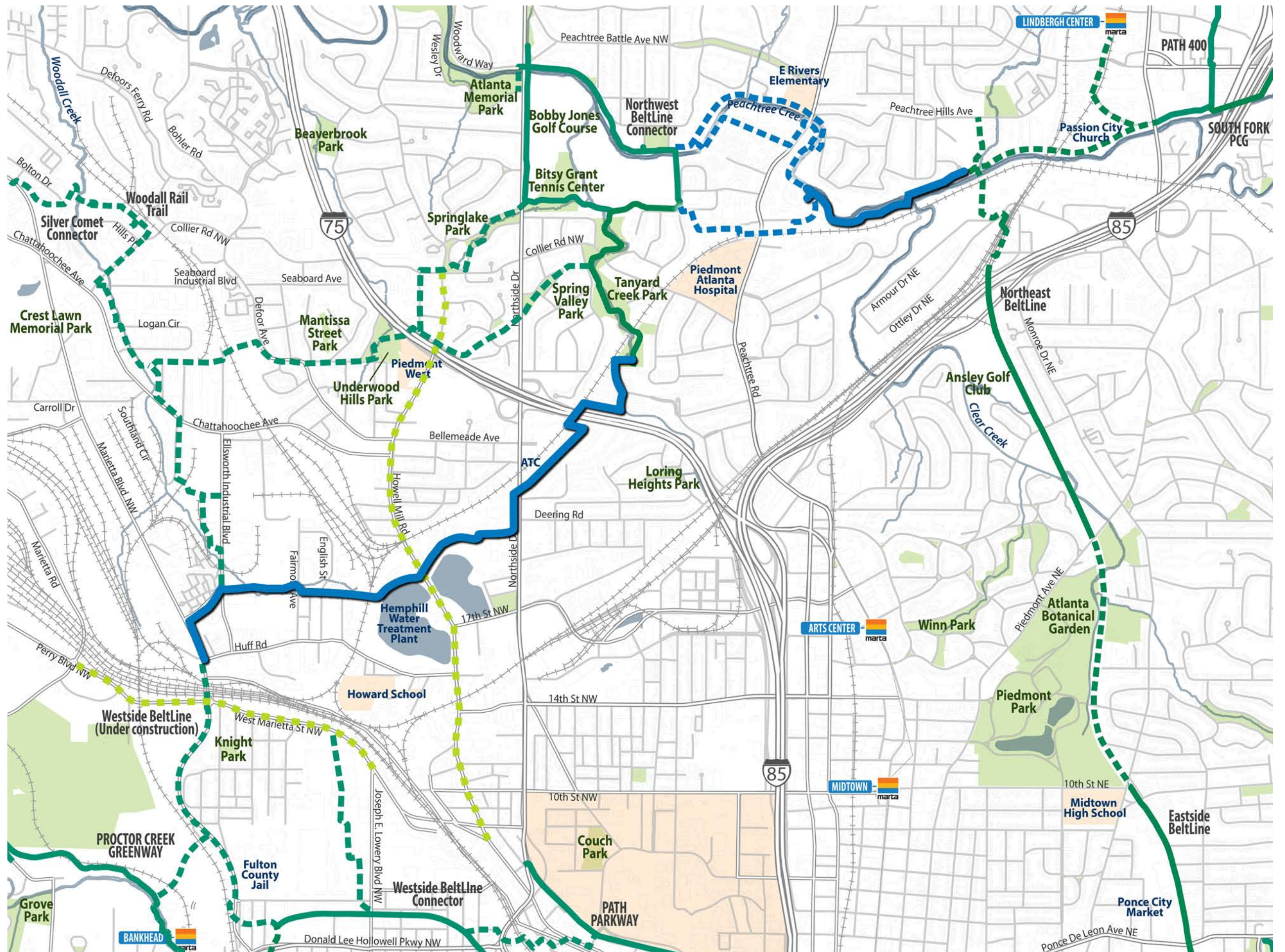




Photo courtesy of Atlanta BeltLine, Inc.

04

Recommended Next Steps

04 Recommended Next Steps

Western Study Area

After 11 months of study, analysis, research, and community engagement, the order of recommended corridors within the western study area is as follows (listed from highest to lowest priority): Corridor 2, Corridor 1, Corridor 4, and Corridor 3. Further coordination, research and design will be required before a trail will be built within any recommended corridor.

The recommended next steps along Corridor 2 are to continue due diligence, expand coordination with stakeholders and property owners, explore new design and engineering options and look for ways to be more cost effective.

Since Corridor 2 and Corridor 1 share the same alignment for the northern half of the proposed trail, it is recommended that these next steps be focused on this area of overlap first. The prioritized area runs from the existing PATH/BeltLine Northside Trail at Tanyard Creek Park to Trabert Avenue. In addition, it is recommended to also start on the southern end of Corridor 2, connecting into the PATH/BeltLine Westside Trail on Marietta Boulevard NW at Huff Road NW and continue to Fairmont Avenue NW.

Eastern Study Area

Because of the timeline limitations of this study, a priority order between Corridors 5, 6, and 7 cannot be determined and included as a part of this report at this time. As further work needs to be completed to make the decision on eastern corridors, the working group recommends advancing design and engineering on the segment where all three corridors overlap as indicated on the map on the following page.

The recommended next steps for each eastern corridor is outlined below in the next two to three months.

Corridor 5

- Continue due diligence and coordination with Department of Watershed Management to obtain more information on consent decree greenway properties
- Conduct further floodway analysis at a conceptual level to determine feasibility of proposed corridor
- Continue coordination with APS regarding proposed corridor and security concerns countermeasures.

Corridor 6

- Continue coordination with GDOT on potential replacement of Peachtree Road bridge over CSX rail line
- Perform real estate due diligence on properties along Bennett Street to verify historic City right-of-way
- Conduct additional engagement meetings with business tenants on Bennett Street
- Continue coordination with railroad company on proposed corridor within railroad right-of-way

Corridor 7

- Continue due diligence and coordination with DWM to obtain more information on FEMA property
- Conduct additional community engagement meetings

After the above work is complete, the Eastern Corridors will be prioritized and a report addendum will be developed to document the recommendations.



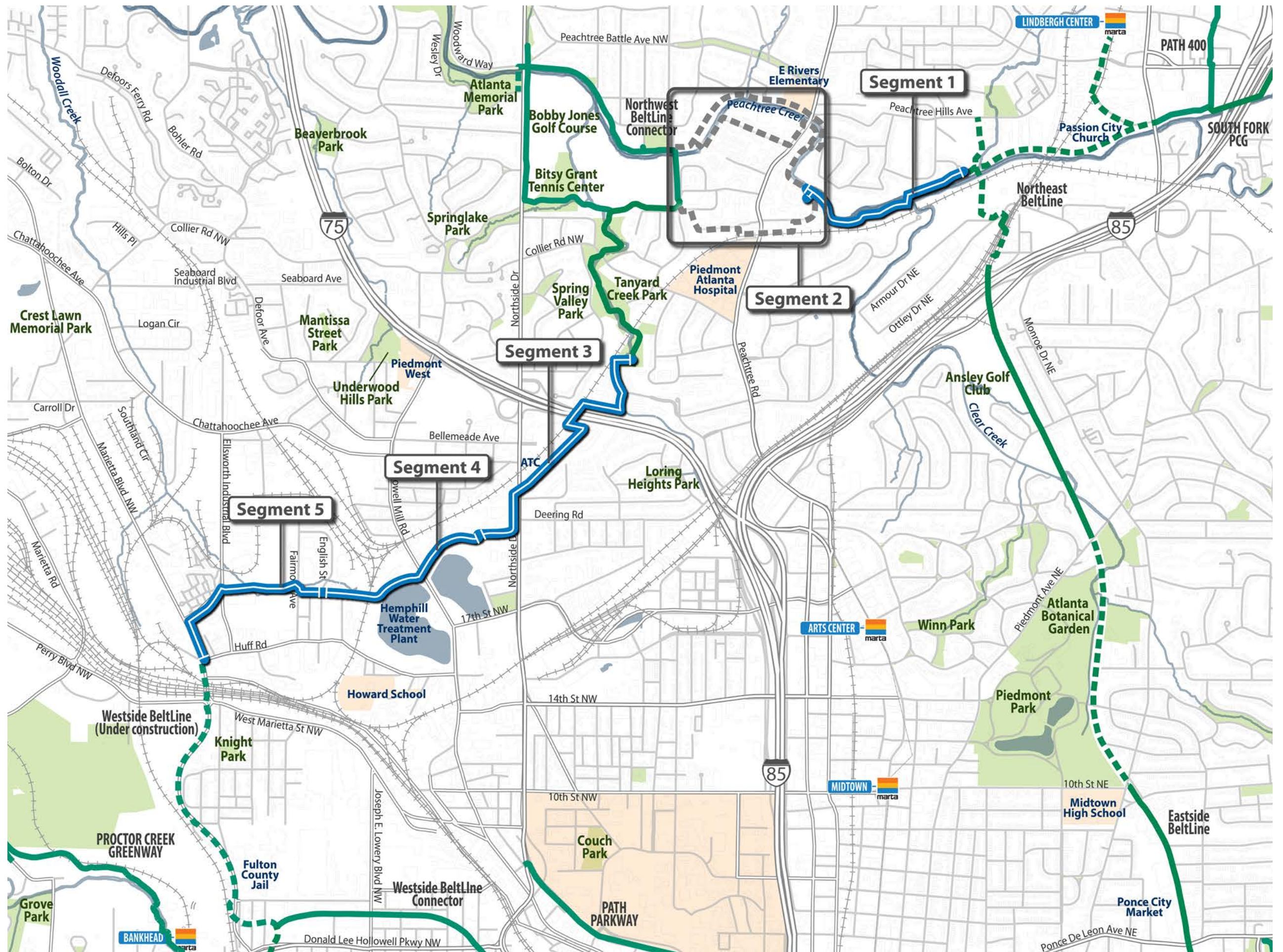
Atlanta BeltLine Northwest Trail Corridor Implementation Plan

Prepared by:
PATH Foundation

Date:
May 12, 2022

Legend

- Implementation Segment
- Corridor Options
- Existing Trail
- Other Planned Trail
- Park
- School & Hospital







BeltLine Northwest Trail Feasibility Study

APPENDIX	Page
I Stakeholder Meeting Timeline	88
II Community Engagement Meeting Timeline	91
III Community Feedback Summary	92

Northwest BeltLine Trail Study		
Stakeholder Meeting Timeline		
Date	Stakeholder/Property Owner	Topic
4/14/2021	Department of Parks, City of Atlanta	Underwood Hills Park
4/23/2021	Healey Weatherholtz Properties	Site visit and fieldwork in Collier Village area
4/22/2021	Georgia Tech	Atlanta Technology Center
4/28/2021	Department of Watershed Management, City of Atlanta	Hemphill Water Treatment Plant, Channelized creek north of I-75
5/7/2021	Peachtree Hills Civic Association	Site meeting at Peachtree Hills Place
5/12/2021	AIMCO	Peachtree Park Apartment
5/13/2021	Bennett Street LLC	Bennett Street
5/20/2021	Healey Weatherholtz Properties and Songy Highroads	1850 Howell Mill Road and other holdings in Collier Village area
5/27/2021	AIMCO	Site meeting at Peachtree Park Apartments
6/3/2021	Tribridge	Goat Farm Arts Center
6/8/2021	Isakson Living	Peachtree Hills Place, 2253 Virginia Place
6/17/2021	Department of Watershed Management, City of Atlanta	Site meeting Hemphill Water Treatment Plant
6/22/2021	Healey Weatherholtz Properties	1850 Howell Mill Road and other holdings in Collier Village area
6/23/2021	Selig Enterprises	The Works, Fresh Market, and other holdings of Selig on PT Park Dr
6/30/2021	Selig Enterprises	The works and other holdings north of Chattahoochee Ave
7/1/2021	Department of Watershed Management, City of Atlanta	Follow up coordination with DWM Staff
7/29/2021	Healey Weatherholtz Properties and Songy Highroads	Follow up on concept at 1850 Howell Mill Road
7/31/2021	Department of Transportation, City of Atlanta	Initial coordination on all corridors
8/9/2021	Department of Parks, City of Atlanta	Briefing with Parks Commissioner and Staff on all corridors
8/12/2021	Georgia Tech	Follow up coordination with Georgia Tech Foundation
8/17/2021	City Council	Briefing with Council Member Shook
8/25/2021	Department of Watershed Management, City of Atlanta	Follow up coordination with DWM Commissioner and Staff
8/27/2021	Georgia Department of Transportation, Bridge Office	I-75 underpass and bridge concept
9/2/2021	Georgia Power Company	Site meeting for coordination on all corridors
9/7/2021	CSX Railroad	Initial coordination on all corridors
9/14/2021	Department of Transportation, City of Atlanta	Follow up coordination for all corridors
9/20/2021	Georgia Department of Transportation, District Office	I-75 underpass and bridge concept, Northside Dr. signal at ATC, Northside Dr. tunnel at Channing Valley
9/20/2021	Selig Enterprises	Concept plan coordination for bridge at the Works,
9/23/2021	Felix West Midtown	875 Earnest Street
9/27/2021	Tribridge	Follow up on concept plan for bridge over railroads and connection to Goat Farm

Date	Stakeholder/Property Owner	Topic
9/27/2021	Georgia Department of Transportation, Bridge Office	Coordination on all corridors
10/4/2021	Department of Transportation, City of Atlanta	Coordination on all corridors interacting with GDOT right-of-way and bridges
10/29/2021	Atlanta Public Schools	E. Rivers Elementary School
10/14/2021	Healey Weatherholtz Properties and Songy Highroads	Follow up on concept at 1850 Howell Mill Road
10/15/2021	Department of Public Works, City of Atlanta	Coordination with DPW Commissioner and Staff
10/22/2021	Department of Public Works, City of Atlanta	Site meeting at Solid Waste Management site on Northside Drive
10/26/2021	Georgia Power Company	1850 Howell Mill Road
11/8/2021	Georgia Power Company	Coordination on concept plan near Culpepper Street
11/10/2021	Claire and Frank Schwahn	495 Spring Valley Road
11/11/2021	Norfolk Southern Railroad	Initial coordination on proposed bridge over freight rails
11/18/2021	Healey Weatherholtz Properties and Songy Highroads	Follow up on concept at 1850 Howell Mill Road
11/21/2021	200 26th Street The Row	Property Manager
11/30/2021	Georgia Power Company	Site meeting at the end of Culpepper Street
12/2/2021	Alon Panovka	Site meeting 2295 Peachtree Road (by Peachtree Creek)
12/2/2021	Brook Barefoot Lincoln Property	Next door to Puritan Mill (New Owner Virtus)
12/2/2021	Chris and Kristy Day	490 Spring Valley Road
12/2/2021	Meddin Company	1500 Northside Drive, 75 Bennett Street
12/2/2021	Georgia Department of Transportation, District Office	I-75 underpass and bridge, Northside Drive bridge and tunnel, PT Road sidepath option
12/6/2021	Ben Hautt, Stream Real Estate	1359 Ellsworth Industrial Blvd.
12/6/2021	Lee Harrop, Westside Future Fund	970 Jefferson
12/13/2021	Department of Watershed Management, City of Atlanta	Conservation easement along Peachtree Creek
12/14/2021	Crisp	1874 Defoor Avenue
12/15/2021	Crisp	Site meeting at 1875 Defoor Avenue
12/21/2021	Ashkouti	1824 Defoors
1/11/2022	Healey Weatherholtz Properties and Songy Highroads	1850 Howell Mill Road and tunnel under Howell Mill Road
1/13/2022	Piedmont Mont Hospital	Briefings and updates on all corridors
1/31/2022	Mesirow	The Row at 26th
2/2/2022	Regency	Site meeting at 2020 Howell Mill Road
2/2/2022	Enclave	Peachtree Memorial Blvd.
2/2/2022	Alon Panovka (Robin Panovka joined)	Peachtree Road
2/3/2022	Peachtree Square Enterprises	Peachtree Square Shopping Center, 2292 Peachtree Rd
2/10/2022	Arborsgate Townhomes	Peachtree Memorial Blvd.
2/21/2022	Peachtree Square Enterprises	Peachtree Square Shopping Center, virtual meeting
2/24/2022	Peachtree Center Arts Plaza	Virtual meeting with property owner on proposed alignment

Date	Stakeholder/Property Owner	Topic
2/24/2022	Atlanta Tech Center	Virtual meeting to follow up with potential future development plan
3/2/2022	Townegate Townhomes	Site meeting with townhome association board
3/23/2022	GDOT	Peachtree Road bridge replacement or refurbishment over CSX (Corridor 6)
4/5/2022	CSX	Coordination meeting with CSX Public Projects and Real Estate teams
4/7/2022	Bennett Street Tenants and Businesses	Economic Development impact to current tenants on Bennett St
4/27/2022	GDOT	Peachtree Road bridge replacement over CSX (Corridor 6)

Northwest BeltLine Trail Study	
Community Engagement Meeting Timeline	
Date	Community Engagement Group
5/24/2021	Northwest Trail Study Group (General Public)
8/2/2021	Northwest Trail Study Group (General Public)
9/24/2021	Collier Hills Civic Association
11/1/2021	Northwest Trail Study Group (General Public)
11/30/2021	Collier Hills North
12/8/2021	Peachtree Battle Alliance
12/9/2021	Western Study Area (Corridor 1-4)
12/13/2021	Underwood Hills Neighborhood Association
12/16/2021	Eastern Corridors (Corridor 5 and 6)
12/21/2021	Blandtown
1/4/2022	Howell Station
1/5/2022	M West Homeowners Association
1/10/2022	Underwood Hills Neighborhood Association
1/11/2022	Channing Valley
1/18/2022	Berkeley Park
1/19/2022	Loring Heights
1/26/2022	Channing Valley
2/10/2022	Springlake Civic Association
2/22/2022	Peachtree Hills
3/1/2022	Peachtree Battle Alliance (Corridor 7 Overview)
3/30/2022	Peachtree Memorial Drive (Corridor 7)
5/12/2022	Northwest Trail Study Group (General Public)

Northwest BeltLine Trail Study

Community Engagement Meeting Summary

Collier Hills North

Tuesday, November 30, 2021

- Corridor 5 was generally preferred due to the connection to E. Rivers Elementary School and a more attractive trail along Peachtree Creek.
- There was some type of expectation from one gentleman that the trail would not be lighted in Corridor 5.
 - This was actually referring to the existing one-mile of BeltLine that passes through Tanyard Creek Park and Louise Howard Park. The original idea was to follow the railroad, and 10-15 years ago when this mile was built bypassing the railroad, the neighborhoods pointed out that this is a wildlife area and asked that it be kept dark. The assumption was that it would be a bypass trail when the “real” BeltLine was built along the railroad right of way, and therefore should remain a haven for wildlife.
- There was some push back against safety concerns near E. Rivers as seen in the comments on the interactive map.
 - We stated that we believe these fears are unfounded based on our 10-15 years of experience in having the beltline trail in our neighborhood.
- There was acknowledgment of possible opportunities to redevelop near Bennett Street.
 - Tony Casadonte said that there is a real opportunity here for the city to help with the redevelopment. This area has been earmarked for a transit station when the streetcar gets realized. Because of the uncertainty of what is going to happen to this area, many of the buildings are vacant. And some of those that are in use, are attracting violence (ie. the frequent shootings at the bars.)
 - The other comment with regards to Bennett Street is that at this time it is not a safe area and the trail would therefore be unsafe. On the other hand, if it could attract new businesses such as lunch restaurants, it could be an improvement.
- There was desire to be near the creek.
 - The option along the creek is clearly a better option with respect to the trail experience (scenic, not hilly).
- There was desire to avoid crossing Peachtree Street at grade.

Peachtree Battle Alliance

Wednesday, December 8, 2021

General Opinions:

- Strongly in favor of Corridor 6 and opposed to Corridor 5. No support expressed for Corridor 6.

- Enthusiastic about improvements that Corridor 6 could spur from a development standpoint / significant commercial improvement and amenities.
- Corridor 6 is preferred because it touches greater density and multi-family residential developments.
- For Corridor 5, E. Rivers safety concerns expressed and for safety and security of adjacent homeowners (even within a gated community). Parents of E. Rivers stated that principal does not speak for the parents of students attending E. Rivers.
- For Corridor 5, there are privacy concerns for property owners who own residential property along the creek (Nacoochee Drive, Nacoochee Place, Woodward Way).
- For Corridor 5, property owners feel vulnerable and that they may not have a choice in how proceeds.

Corridor 5 Information Shared:

- This area experienced significant flooding, particularly in 2009. Yards and property eroded during floods. The south side of creek floods the most, but the northern side also floods.
- It was stated that the north bank of Peachtree Creek is a greenway property, part of an acquisition to mitigate flooding and water quality issues because of a lawsuit. The property is not to be developed and is a conservation easement. Information on this can be found on the watershed management website. The settlement of that lawsuit needs to be respected.
- It was stated that some of the property owners have private conservation easements to protect the property.
- It was stated that there are significant sewer systems in Corridor 5. Bobby Jones Golf Course has an abandoned sewer facility.
- Some of the renderings do not clearly show the land available for the trail or accurately depict how the trail could be built.

Western Corridors 1-4

Thursday, December 9, 2021

- Spring Valley Park is an active conserved greenspace along Corridor 3. It is a habitat for wildlife and a Conservation Park. The part that goes through Ellsworth and is going to be redesigned. Liked that it goes through Spring Lake park on Corridor 4. Potential for GA power bury power lines on Ellsworth. Liked that it goes through Collier Village area.
- Woodall Creek is highly contaminated - a state Superfund (HSRA) site.
- Corridor 3 would go between two neighbors' driveways if built.
- Like Corridor 2 and 3 to go to commercial locations.

- Goat farm connection would be a huge asset in Corridor 1.
- Jim Martin: SSD will not end in 2030 like the TAD will.
- Everyone who is being and has been taxed on the SSD is along Corridor 2. Corridor 3 and 4 go outside the TAD. Upset that business owners are paying into the SSD (Special Services District) and might not receive the Special Services they are paying for.
- Kathryn Montgomery: Did not see anything in the feasibility criteria for proximity to the redevelopment that has been occurring in anticipation of the Beltline coming through. Many businesses, development and investment has come in anticipation of Corridor 1 or 2 area having the Beltline. This should be a criterion.
- Trail construction for the Westside Connector was done with PATH for way less than the rest of the Beltline. Seems like transit provisions might be driving the cost. Is this section potentially going to cost less, since it will not be built to allow for transit?
- Jack Murphy: Not a single neighbor supported the Beltline coming through their neighborhood along Spring Valley loop on Corridor 3. Two property owners would have to drive down the Beltline to get to their homes. Don't come through our neighborhood b/c you can't get a deal done with the RR or the city.
- Support and opposition from residents of Spring Lake for Corridor 4.
- Blandtown: Not many residents now but will be. A lot of the developments were developed around the Beltline coming through Corridor 2. Lots on development banking on Corridor 2. Marketing materials, CIDs, etc all showed Corridor 2 for years. Might be a lot of push back if this is forgotten. Actually, showed both corridors 1 and 2 on the marketing materials.
- Support for spur trails to the North and South for neighborhoods to connect.
- Mary Norwood: I have walked Spring Valley and visited the homes. I do not see how it could be placed there, and I don't believe it's a "design issue."
- Mary Norwood: It's a private road, so it's a very different environment and there are two homes whose driveways would be bifurcated by the Beltline as explained to me when I visited.

Underwood Hills Neighborhood Association - Executive Committee

Monday, December 13, 2021

- General support for corridors 3 and 4.
- General support for the BeltLine running through Underwood Hills.
- Suggestion for ABI/PATH Foundation to investigate "paper streets" for possible corridor alignment opportunities.

Eastern Corridor 5-6

Thursday, December 16, 2021

- Replace the Peachtree Bridge with a new bridge and include a possible park to alleviate some of the congestion.
- Peachtree Battle Association doesn't support trail on the northern side of the creek behind private homes and this is of high concern for the association. The specific concern is safety, and parking in the neighborhood. The Peachtree Battle Association supports the other option.
- Nacoochee Drive are opposed to trail near residential homes.
- Any brush removal along the creek should take into consideration the privacy of the abutting residents, so not to overexpose single family residents to trail users. (e.g. Kinsley Court, Peachtree Battle, etc).
- Provide the safety measures for E. Rivers Elementary, neighborhoods, and commercial districts. (e.g. access, etc.)
- Identify the amount of property needed to construct the trail at E. Rivers Elementary and outline any impacts the existing track at the school.
- Take into consideration the flooding of the creek in specific sections when selecting the preferred alternative and designing the trail.
- What will be required to make this area a true greenway given its current condition?
- Has ABI thought about elevating the trail and placing it in the middle of the creek to address the concerns of the resident on the northside.
- How do you connect Brookwood Hills – they would like to connect into the spur that would be created in the future that connects to the BeltLine.
- Connect with the residential homes directly connected to the trail early in the process to get feedback before an alternative is selected.
- There was concern about how the neighborhood public meetings were advertised and why they were not listed on the website. Peachtree Battle raised this concern, and would like to another meeting
- There were some great alternative design options raised, that the team is either exploring or will explore further. These included different combinations of using the north and south sides of the creek as well as crossing Peachtree Street on the northside of the bridge.

Blandtown Neighborhood Association

Tuesday, December 21, 2021

- Corridors 1 and 2 give an Emerald Necklace concept.
- Corridor 2 contains many challenges including GA Power Transmission Lines, crossing over a railroad plus significant topography. How much does cost play into these routes.
- Is anything going through the Brock West town development?

- Has the railroad been accommodating along each of these corridors?
- Is it helpful that Waterworks opened Westside Reservoir Park and there have not been any security concerns there? There is a park in Columbia South Carolina to use as a case study where a trail goes through a city water cleansing site.
- Corridor 2 was shown on the maps for so long and there has been a lot of proactive re-zoning for Multifamily in this area. Corridors 3 and 4 are going through single family neighborhoods. That would drive up housing costs along Corridors 3 and 4. Corridor 2 would have more affordable housing. I am a strong advocate for 2.
- I'm also an advocate for Corridor 2. I like it going by the water and the user experience. There are not a lot of E/W routes through Blandtown, and the trail would create a more pedestrian friendly environment. We spend a lot of time talking about improving sidewalks. Huff road isn't great for pedestrians. Seems like a big miss to do something to save money that isn't the best in the long term.
- If you are collecting funds from the TAD and SSD, and you don't choose Corridor 1 or 2, what will ABI do with those funds? If all these businesses have been paying into the TAD and SSD, with the assumption that the Beltline was coming through here, where would their dollars then go? There has been quite a lot of frustration from the business owners in the neighborhood over this. This is a big concern.
- DPW just opened two acres of greenspace on Hemphill at the corner of Northside and 17th in partnership with the Upper Westside Community Improvement District. They just announced they would open two more acres.
- Sidewalks on Ellsworth Industrial are good, so Corridors 3 and 4 are redundant.
- I would like to advocate for Corridor 2. From a cyclist perspective, the area under power lines, if BL doesn't use it, does PATH have any plans.
- What can we do as a neighborhood to help with our efforts?

Howell Station

Tuesday, January 4, 2022

- Would Corridor 1 make the recently completed work along Marietta St redundant? If selected, will the trail eventually be extended at Huff Road?
- Has ABI received an easement and a \$700,000 donation from QTS per the CBA they signed with Howell Station last summer?
- What other easements would ABI still need to secure in order to use Corridor 1?
- Aside from the bridge over the railroad tracks, what is the greatest challenge for Corridor 1?
- If Corridor 1 is not selected, will ABI or Path pursue a spur

trail between Jefferson St and Marietta St? Early Beltline plans followed both Corridor 1 and 2.

- What paths are expected to open when the Waterworks fences are moved back? Will they encircle the whole reservoir? Will the fences be upgraded to conform to Beltline Overlay requirements?
- It looks like Corridors 3 and 4 are outside the previously established Overlay District, Planning District, and TAD. What is the reasoning behind this deviation?
- What is the approximate timeline for the selected corridor's completion?
- After receiving public feedback, has ABI captured the neighborhoods' preferences for a selected corridor?
- Corridor 1 has a lot of advantages because it moves it through commercial areas and beyond. If we were to look at Corridor 2, would any of those spurs lead to the front entrance of Westside Park? That might make Corridor 2 more attractive.
- Howell Station working with New City to make a connection through the development to Westside Park.
- It is important for the Westside BeltLine to connect directly to the Westside Park.
- Has there been any initial discourse with GA Power and Rail Roads on Corridor 3 and 4? Has it been positive or negative?
- What is the progress of connecting the Silver Comet trail to the Westside Trail.
- Corridor 1 leaves HS at the mercy of QTS to access the BeltLine. Why would we give up public access points?

M West II Homeowner Association

Wednesday, January 5, 2022

- Corridor 3 – would this go on M West II property. If so, how would this interact with the nature preserve.
- Corridor 2 – good connection because of the connection to water works and recreational space
- Could all the corridors be built?

Underwood Hills Neighborhood

Monday, January 10, 2022

- Thanks for the time
- Have you ever studied impact to property values when trail is extended? Assume it would be positive!
- Other than comments on the website, what is the best way that we can get involved?
- o Specifically to express support for Corridors 3 and 4?
- Any chance the corridors could still change? And was Chattahoochee ave considered vs going straight down Harper in Corridor 4?

- Will property be taken or purchased if trail goes along surface streets?
- All very exciting! Can you talk a bit more or share what the path would look like specifically on our neighborhood streets like Harper? Does it change the road at all?
- What is the forecasted timeline to completion? (rough)
- Good plan(s) ! I'm in
- At this point, does ABI have an idea of which corridor (1 through 4) is most feasible?
- Thanks for sharing the link for comments, looking forward to sharing opinions on the interactive map. Hadn't seen that link before!

Channing Valley

Tuesday, January 11, 2022

- Do any of these corridors stand out as an option more than the others?
- How much of Channing valley is in the TAD and SSD?
- Is there a preference on corridors? Do any of them jump out as the best or worst?
- How do we access the interactive map?
- Has there been any points gotten from the interactive map that ABI/PATH didn't know about previously? Have you gleaned any valuable information?

Berkeley Park

Tuesday, January 18, 2022

- I am curious about the grade changes at Underwood Park. The grade drops in Underwood Park, as you approach I-85. Then you have to build a bridge over I-85 and then tunnel under Howell Mill. Where does the tunnel begin and end?
- Can we have a bridge going over (or tunnel under) that connects Berkeley Park to Trabert Ave? It would really increase engagement with that road and the whole neighborhood would be happier because we would go to Monday night brewing more often. It's a pretty long and arduous walk right now.
- Would the comment above be something you would want to see on the interactive map?
- Corridors 3 and 4 go through areas outside the TAD. Is this taken into consideration? Neighborhoods in corridors 1 and 2 have been paying into the TAD, whereas neighborhoods in corridors 3 and 4 have not.
- Seems like corridors 3 and 4 are farther out and may not connect to as many things.
- How does Howell Mill complete streets play into this?
- How does Tillford yards play into this?
- Corridor 1 and Corridor 2 takes in one of the most spectacular views of the city going between the two bodies of water. There are so many opportunities to take

photos here. There are great skyline view overlooking all of midtown and downtown. You can sit and enjoy the view. Wedding photos could be taken here, it's gorgeous. We don't have any other areas in Atlanta with this view.

- Bobby Jones seems to have some near accidents that occur with bikers and peds. The turns and topography keep the bicyclists slow and that is something to keep in mind.
- Corridor 3 seems like a bigger lift cost wise, over the other corridors. Cost is always a concern. How much weight is put on the cost in your selection?
- For TAD and SSD, people in the SSD are paying extra to be in close proximity to the Beltline. Will they have had to pay extra for the close proximity to the Beltline, and then not get the BeltLine based off not choosing the corridor closest to them?
- Would Corridor 2 through Blandtown need ROW from Brock's development?
- At Tillford yard, the Whetstone Creek trail extension would be a great asset to come through here. What is the ask of Tillford yards? We are willing to help; they will be at the NPU meeting. Brockbuilt was supposed to give an update at this meeting as well. Can ABI either send a response to these questions or attend the NPU-D meeting next week to discuss these items?
- The use of the City of Atlanta DPW Maintenance facility is really cool along corridors 1 and 2. Maybe a loop trail to give active recreation could go here. What about running parallel along the railroad tracks? That would help you get under 75.
- Have there been conversations with the railroad about running a trail alongside the railroad?

Loring Heights

Wednesday January 19, 2022

- The Existing Beltline overlay district was set a long time ago based off the original path through subarea 8 and Loring Heights. If the corridor shifts outside of this zoning overlay, what happens to the properties that have already been impacted by the zoning overlay? The city has already impacted development that has happened within this overlay. You can't retroactively do anything about that.
- The TAD is also mirrored over the zoning overlay. What happens to the funding? Does it shift as well?
- How would you fund these corridors if they aren't within the TAD?
- Corridors 1 and 2 are in the TAD vs. Corridor 3 farther north would not be able to be funded from the TAD, correct?
- Of the three corridors presented, only one option is going to be selected for a feasibility study at the next stage, correct?
- The east and west that you talk about are corridors 5 and 6 as well as 1, 2, 3 and 4, correct?

- When you come back out to the public you will give the list of prioritizations?
- Underwood Hills Park and the tunnel, does that negate the bridge? Or do you have to do both?
- BeltLine has to maintain ADA compliance, right?
- Any takeaways from the survey thus far? Looked like there were a lot of responses, any trends emerging yet?
- How much weight is given to the interactive map “likes” and “dislikes”?
- For 1 and 2 any thoughts yet for how to cross northside near Deering Road?
- I saw some suggestions about connecting the Tanyard Creek Greenspace on Loring Drive to Corridor 1 or 2 along the back side of I-75. What are the practical odds of that happening?
- Will the Corridor 1 crossing under 75 be in the same tunnel as the CSX tracks and if so how close would they be together?
- I submitted some alternate path, any thoughts/feedback?
- Who is easiest to most difficult entities to work with on all corridor segments?
- With watershed being challenging, is there anything that we as citizens can do to advocate for some consideration for corridors 1 or 2?
- In November there was mention that the City overall was looking at spur connections and there was an opportunity to look at connections to the main BeltLine spur in the future. Who is spearheading that?
- Has there been any coordination / conversations with Atlantic Station trying to connect to the BeltLine?
- On all corridor options, where are the “pinch points” in your study?
- Is the any backstory on how corridors 3+4 originated? Was it mainly the GA Power concern or other factors? Certainly corridors 1+2 are closer to the ‘original’ path. I can’t speak for everyone else but in my opinion it would be VERY unfortunate for Loring Heights if the newer options are chosen. I’m a big beltline supporter and moved here (almost a decade ago) partly/mainly because it would come through the neighborhood.
- Is watershed management’s main concern the security of the water supply?
- Does that mean if Watershed is on board then 1 or 2 are preferred?
- I think most importantly we need to make sure to connect to the Monday night brewery!
- Can you show the routes 1, 2, etc which miss Channing Valley.
- Similar question, what type of buffers are being contemplated between path and residential properties?
- Do we have a rendering of where it comes out from under Howell Mill into Channing Valley?
 - o Two houses right where the tunnel comes out from under Howell Mill is where we live. There is no division between the BeltLine and the property. We are concerned that you would be coming right up next to my driveway with people walking on the BeltLine.
 - o Do we have parameters for how close the BeltLine should buffer to individual home properties?
 - o If you have 25 feet between a property and 25 feet from a stream, something has to give.
- Additionally, will they take some of our property like GA Power did in Collier Hills back when they moved the transmission lines?
- We are also right on the path but would welcome it with a buffer.
- Is any corridor getting more favorable public feedback preliminarily?
- Nathan, Can you show the over unders on the crossings of Howell Mill and Northside Drive. A lot of folks are concerned about traffic and I think this is non issue with tunnels and bridges.
- Will there be trees planted, fences, etc within the buffer to the beltline?
- Georgia Power will not allow fences underneath lines without drivable thruway. Have you built under GA Power lines in other areas?
- Similar question, this appears to be drawn going through my yard, GA power has easement to our property but doesn’t actually own it. Will this be an eminent domain situation? What type of security is promised to neighborhoods since this brings in additional foot traffic?
- How will the final decision be made? Will voters/homeowners have any say in the final say?
- We have the same issue on our property in terms of the ga power easement.
- If you have not done surveys then you are working off of incomplete information. The homeowner impact to their property should be one of the first things you investigate.
- So maybe we’d actually get working cameras in the neighborhood...sounds like an improvement to the current situation
- Seems like crime here has been mostly folks driving up. Foot traffic would probably be similar to what comes off of Howell mill already
- Is there any effort to study the routes of crime for each corridor? ie coming from the Bluff to Peachtree Rd versus the Westside through to Bobby Jones?
- Thank you guys for doing this again for us!!!!

Channing Valley Neighborhood Association

Wednesday January 26, 2022

- Where would the bridge NE of I-75 land.

- Thank you for your time. Really appreciate the information!
- You guys did a great job and thank you so much for your time!!
- Thank you for your time and efforts!
- Thanks for answering our questions and for the time.
- thank you so much! very helpful and informative.
- Thanks for the time.....
- Thank you!! Corridor 3 looks great, exciting
- Thank you for all the work you're doing! I love Corridor 3 and 4, and am excited for Atlanta to complete the loo.

Peachtree Hills Neighborhood

Tuesday, February 22, 2022

- Great design! Love the NE/NW interchange. The Kinsey Court Plaza, and the spur to Ptree Hills Ave.
- If Corridor 7 crosses the creek where you have it, that's the worst possible place as far as flooding. It needs to cross higher up nearer to Kinsey Court.
- There are not a lot of connections to Peachtree Hills. There is also a connection to the trail underneath from the west side of Peachtree. Is there any way to implement an interconnect on the east side of Peachtree so that pedestrians on the west side of our neighborhood don't have to cross Peachtree to get to the beltline?
- So, are Corridors 5, 6 and 7 still on the table?
- If I sit right against Peachtree creek what accommodations are going to be made to block noise, crime, visuals from the proposed beltline?
- I live in Garden Brook condos and serve on the HOA. It looks like the proposed trail will go along the back of the complex. Will our property be notified and will we have input on the plans?
- John: Can you speak to "design" of the trail where it is north of the creek? is it elevated in some or any places? Is it made of concrete or wood or something else (if elevated)?
- Alex: On corridor 7, from fairhaven does it run in the middle of the creek on piers or behind homes?
- Amy Linton: No one has contacted me and I have a lot of information, video and photos
- Margot Peterson: Just moved in on Steven Long a few months ago and getting up to speed on all this (very excited) - what's the estimated timing and next milestones to approval / funding?
- There are not a lot of connections to Peachtree Hills. Is there a way to connect to Peachtree
- Val: What is the current scoped timeline for connecting Peachtree hills to piedmont park portion if approved? Is this portion strictly looking at a trail or other accommodations to be added to the sides of the trail?
- Amy Linton: Please look at a video I prepared: <https://vimeo.com/680614480>

- Please meet me on site. This information I give every meeting.
- Ralph Herrera: what is projected timeline for completion of green proposed trail with spur to Peachtree Hills Place and where would it come out onto Peachtree Hills Ave
- Griffin Wheeler: Is dredging of the creek an option as the creek already floods heavily? With more displacement and debris from the beltline that will occur more often and at a higher level
- Ralph Herrera: there is a dog park next to PHP, would the spur come out next to the dog park?
- CM Rosselli: What is the status of the spur through Peachtree Hills Place? Is the Beltline building? Are the Isaaksons?
- Amy Linton: Garson spur would be good because there is public parking and people won't have to park in the Peachtree Hills neighborhood.
- Margot Peterson: What will the parking policy / situation be on Kinsey Ct?
- Amy Linton: Will this meeting be archived for those who weren't able to attend? I have been contacting watershed management (Ray Wilkie) for years with no success. Maybe you can help.

Peachtree Battle Alliance (Corridor 7 Overview)

Tuesday, March 1, 2022

- Jennifer Stump: What has the feedback been from the owner of Peachtree square?
- Amy Githens: We don't want any additional crime, parking, traffic. Our stance has not changed. What are your goals for this evening? What has changed since the last time we met?
- Can you share your timeline with us?
- What is the current crime metric? Is ABI currently monitoring crime after the trail gets built?
- Seems to be very little communication on Corridor 6? Could we tunnel under Peachtree? Seems like an obvious choice. All neighborhoods agree. What grade is Peachtree park behind Fresh Market?

Peachtree Battle Alliance (Corridor 7 Overview)

Wednesday, March 30, 2022

- Anton and Jennifer Chesnokov: Where are the security fences behind Towngate pic? Who pays for them? Are permits necessary and will you guarantee every complex will be approved for security gates? Where does the path go on the creek bank? What is the weight on the grassy area given we have moisture issues with sandy soil from the creek? That is why we have piezometers and pump. Will trees be removed from the bank? Who authorizes that and looks and potential erosion consequences on the buildings? There are water meters, piezometers to

measure the water table within 5 to 6 feet of the patio. In addition, every building has an alley not only for water but to get large appliances and furniture in the back door. Why? Because our front entrances were not designed to accommodate with stairs, walls, etc. right inside our doors. A non-negotiable and must be put in renderings along with a security fence.

- Amber Huenecke: What does the scorecard look like that elevates one corridor over another? How much weight does resident opinion hold on those scorecards? Do you agree that more residents in Towngate are affected than other corridors?
- Patch Stewart: There is no room for the carriage way to be narrowed. Have you driven down Peachtree Memorial? At any given time, there are delivery trucks and the street is lined with parked cars. Just a month ago there was a woman hit on Peachtree Bridge and her dog was killed. Are you aware of that?

There is no room for this path, and a good, solid landscape buffer. Who maintains this "solid" landscape buffer?

- Fateme Esmailie: How will you guarantee the safety of the Towngate residents? How do you ensure that this project will not negatively impact the neighborhood's traffic? How do you ensure that this project will not negatively impact the neighborhood's wildlife? How do you ensure that this project will not increase the flood risk?

Will you cover the cleaning expenses of the Towngate caused by beltline visitors?

I oppose this change in my neighborhood.

- Sylvie Cox: Where will people park to access Peachtree Memorial?
- Jennifer Page 06:48 PM I'm curious about why you're deciding to go over the Towngate property vs over a bridge and using the private property owners across the creek who have more property between their homes and the beltline. Also it looks like you're crossing the creek anyway to attach to the Northwest connector.
- Martha powers 06:48 PM Towngate grass is private property not a "greenway"
- Emily Malkin 06:49 PM When the path comes behind the Arbogate pool, how close will it be? What kind of fencing/barrier? How high off the ground?
- Blythe Bowman 06:49 PM You mentioned that the trail would be on the Northside of the Peachtree Memorial, there are homes and 100 hundred year old trees going almost all the way to the curb for homes especially homes 51 – 77, how far on to property would the trail go? This could be detrimental to both trees and homeowners on this part of the street.
- Valerie Paty 06:49 PM Who performs the security patrolling of the Beltline and what are the hours? How are the after/closed hours secured and enforced? What is the current crime rate on the Beltline? What are the plans/structures to prevent crime? What are the emergency vehicle requirements/how are emergencies handled?

- Dale Tyree 06:49 PM Who will maintain beltway along the creek and Peachtree Memorial? Be specific please - who, how often and who pays?
- Lisa Webster 06:49 PM I live at Arbogate. The creek bank is not stable in this area. Are you planning on doing any creek stabilization to this part of the proposed corridor? Also, you said you would "TRY" to avoid our pool. Does this mean you are thinking taking our pool might be needed to complete this project? Why are you bringing an elevated footpath this close to our pool, instead of bringing it across the creek further north?
- Amanda Kepshire 06:50 PM I'm a new resident to Towngate, and was informed of this for the first time about a week and a half ago. Major reasons I chose to purchase a home in this neighborhood is because of all of the greenspace as well as it being quiet and tucked away from the hustle and bustle. My question is in regards to plans for parking, as there is minimal parking already. In order to prevent people from parking in our neighborhood (plus for safety), we will likely need a gate. We already pay a decent HOA, and I'm concerned about the major added cost of a gate/maintenance/etc.
- Amber Huenecke 06:50 PM In speaking with Kenyatta today in Planning, she told me the cost for fence is usually responsibility of the condos. So are you confirming that ABI would bear cost of install and maintenance and permits and safety measures of the fence?
- Blythe Bowman 06:50 PM How would you manage public safety along Peachtree memorial, there are numerous driveways along the northside of the Peachtree Memorial?
- Valerie Paty 06:50 PM How are noise levels controlled? Trash? Pet waste?
- Mary Spear 06:51 PM As residents on the creek bank, we are highly concerned about our safety and extreme lack of privacy that this will bring. We strongly oppose.
- Leslie Hale 06:51 PM what is the order of likelihood for each corridor?
- Sylvia L Cox 06:51 PM Why no info, renderings, etc for anything for Peachtree Memorial. Does that mean you guys have already decided?
- Emily Malkin 06:51 PM highland view :)
- Cody Stone 06:51 PM Why is the north curb considered for Peachtree memorial dr rather than improve and buffer the current south curb sidewalk? Seven Oaks (the community I represent) has a significant number of trees that may be impacted by a sidewalk installed on the north curb coupled with the consequences of a constricted roadway.
- Amber Huenecke 06:52 PM If we don't get through all questions today can a second call be set up? 100% of people on this call should be heard.
- Amanda Kepshire 06:53 PM what's the level of security that would be a part of this, not including cameras? I'm talking about officers patrolling 24/7.
- Mary Spear 06:53 PM The back of our property is landfill.
- Martha powers 06:54 PM Where do we send our residents

opposition petition to Corridor 7? Our Townegate final tally should be available next week and thanks to everyone for outstanding participation!!! We would like this to go to heads of the correct departments

- Anton and Jennifer Chesnokov 06:55 PM Residents currently utilize the on street parking on Peachtree Memorial Dr. In the rendering you all are showing reduced road width which eliminates on street parking. How would on street parking for current residents and future beltline occupants be mitigated?
- Kelly Stewart 06:55 PM Can we get a recording of this?
- John Flick 06:55 PM Based on other expansions, Have any studies been done on the crime and tax implications of the belt line coming into their neighborhoods?
- Amber Huenecke 06:55 PM So is Townegate Townhomes on the acquisition list noted in emails between developers and design people with ABI? There were several emails noting a list for property acquisitions but we haven't seen said list.
- Live Phone Call: Why are you not going on the northern bank? It's a perfectly good corridor.
- Live Phone Call: There is an ordinance to only build outside 20' setback. The examples you provided are all commercial properties. Where is there an example of a residential property within 20'?
- Live Phone Call: Just wanted to talk to my neighbors and tell them to be honest with ourselves. We will work together better if we come at this from an honest and open communication standpoint.
- Live Phone Call: We have a powerline down the center of the path? How would you move the powerline, where would it go?
- Patch Stewart 06:59 PM Please expound on the red tape. What are the risks for Corridor 5?
- Anton and Jennifer Chesnokov 06:59 PM The pathway of corridor 7 has a power line with power poles running down the center of the pathway. Has this been discussed? How will it be rerouted?
- Mary Spear 07:00 PM Security is a HUGE issue for our safety. This planning is irresponsible.
- Amanda Kepshire 07:01 PM It's concerning that the "fencing, gating, and security details" aren't a thing yet - those aspects make a HUGE difference to our community. It sounds like that should be a part of the first level of detail.
- Martha powers 07:05 PM Where do we send our residents opposition petition to Corridor 7? Our Townegate final tally should be available next week and thanks to everyone for outstanding participation!!! We would like this to go to heads of the correct departments
- Amanda Kepshire 07:05 PM Anything beltline-related shouldn't create a cost to residents in *any* shape or form.
- Michael Connell 07:06 PM From the Townegate Board Meeting with Atlanta Beltline and Path on 3/2/22, within

QandA #12, regarding code of ordinances, it was stated properties adjacent to a public space, etc. shall have a minimum 20 foot wide buffer along the property line adjacent to public space. The response provided, "That requirement is typically for new construction. This would not apply to Townegate"

- Does ABI hold a minimum distance requirement from existing structures or private homes?
- Fateme Esmailie 07:06 PM Name some of the positive impacts please.
- Anton and Jennifer Chesnokov 07:07 PM Could you elaborate on the positive opportunities that the beltline will bring to Townegate?
- Martha powers 07:08 PM The ordinance does not say that. No we want private homes with no 20 ft private buffer
- Jennifer Seavey 07:17 PM What is the status of discussion with the railroad for Corridor 6? Why isn't that the best option?
- Louis Weiss 07:18 PM Why is the side walk being built on the North side of Peachtree Memorial when there is already a side walk on the south side?
- Gratten Ward 07:18 PM What were some primary complications with corridors 5 and 6 that resulted in the consideration of corridor 7. I've heard grade complications and CSX rail. Can you speak to those?
- Louis Corrigan 07:19 PM Related to the Corridor 6 alternative, my understanding is that MARTA has at least talked of acquiring the active 7 mile CSX rail line (running from Howell Mill to Emory) that crosses under Peachtree at Bennett St. That path along the rail line all the way to Armour Yards would seem to be the perfect path for this northern most part of the Beltline trail. Why is that not an option?
- Amanda Kepshire 07:20 PM Would the parks department also pay for fencing, a security gate and maintenance?
- Mei Lee Fung 07:20 PM How wide is the sidewalk for the beltline? the current sidewalk is fairly narrow.
- Anton and Jennifer Chesnokov 07:22 PM Could you show us the slide for the rendering of Peachtree Memorial Dr?
- Carolyn Lambert 07:23 PM Battleview Condominiums front on P'tree Memorial Dr. It seems that a pathway of even 10' would have a major impact on our location. Several residents park on the street and would have to cross the street AND the pathway to access building entry. Would be interesting to see a rendering of proposed (imaginary) pathway in an area such as this, rather than the area of Peachtree Battle farther from Peachtree Road.
- ROBIN SICKLE 07:24 PM Are you aware that a new 4 story 9 unit townhome building may/will be built directly across the street from the Seven Oaks Community? Peachtree Memorial Dr., espically our complex, will be impacted by that new construction. We want to preserve our protected trees which will be removed if the path runs along side.
- Cody Stone 07:25 PM Luxury townhomes are going in at 58 Peachtree memorial drive. Additional development and

additional traffic.

- Mei Lee Fung 07:25 PM Sorry if this question was addressed. I joined late. What is the timing of the decision on Corridor 5, 6 or 7. There is a new townhome in permitting process that will be built on 58 Peachtree Memorial Dr soon.
- Sylvia L Cox 07:27 PM All the input that affects Townegate residents quality of life (walls, security, landscaping, etc. are "detail" that hasn't been determined. It is not "detail" to us!
- Martha powers 07:28 PM are you aware there are 10 driveways on a quarter mile street and how will pedestrians be stopped so we can get out.
- Amber Huenecke 07:29 PM Has a pedestrian bridge like they have at Emory been considered? To connect over Peachtree rather than under
- Martha powers 07:29 PM we have 3 alternatives, are you interested?
- Mei Lee Fung 07:30 PM How do we put the 100 year old trees and the character of our street impacted? There would not be a need to down trees if the sidewalk is set on the southside
- Anton and Jennifer Chesnokov 07:31 PM What impact on HOA dues have other communities experienced as a result of the beltline being build adjacent to their property.
- Jennifer Seavey 07:31 PM Since Corridors 5 and 7 are so disruptive, why not keep the trail along Peachtree Rd. to Bennett St. (if the railroad cannot be persuaded to allow the BeltLine)?
- Amanda Kepshire 07:32 PM Will there be a second meeting to address questions/concerns that are not addressed this evening?
- Preci Spain 07:33 PM Would like to point out that Enclave's green space is used by the public and Townegate residents everyday and it's fine
- Mary Spear 07:34 PM You are trying to stay out of the ... eroding! ... creek bank? Hmm..
- Martha powers 07:35 PM so 24/7, no privacy buffer, iffy on gates. Are you kidding. We are trying to reduce crime and this is inviting it
- Mary Spear 07:36 PM Have you heard us tonight? Do our concerns matter?
- Kelly Stewart 07:36 PM As a follow up to your example of the residential 20 Ft buffer, there was clearly a fence to prevent path walkers from entering private residences. Who paid for that fence?
- Mei Lee Fung 07:37 PM Can a pedestrian bridge address the the safety issue you mentioned as the reason why corridor 7 is placed on the north side? So the the sidewalk on the southside can be reused?
- Anton and Jennifer Chesnokov 07:37 PM Why not create a Corridor 5-6 combo: Run Corridor 5, then cross creek at Peachtree Memorial.
- Jennifer Page 07:37 PM I do appreciate the value of the Beltline. I hope you will consider placing a bridge over the creek at the end of Peachtree Memorial (Corridor 7 plan) and then linking into the proposed Corridor 5 plan. Seems to impact fewer private property owners than the extension behind Towngate.
- Debra Wathen 07:38 PM What effect will the path have on flooding of Peachtree Creek considering the amount of impervious surface that you are adding along this part of the creek? If he City of Atlanta is responsible for maintenance of the Beltline, and knowing this is part is in the flood zone ad likely to flood, what guarantee do residents have that after a flood, this path will be repaired?
- Susan Hempel 07:38 PM Are you aware that's our only green space for Townegate?
- Valerie Paty 07:40 PM Why does Bennett Street seems to be off the table, as a choice?
- Martha powers 07:42 PM Will we have access to audio and will we have another meeting since we have 82 questions. Our council,, mayor and others need to see not only all the questions but hear answers as a matter of public record.
- Fateme Esmailie 07:42 PM Thank you, but I like the privacy of our neighborhood :) That was the reason I purchased a property here.
- Susan P Groutas 07:44 PM So Peachtree Memorial will be narrowed??? When there are Amazon/UPS/FedEx trucks delivering items to residents on Peachtree Memorial, there is no room for 2-way traffic because they have to park parallel to the parked cars. We literally have to wait until the truck moves when there is traffic in both directions. This happens A LOT during heavy traffic times.
- Martha powers 07:45 PM why not bennett to ptree vally with big intersection (like monroe or memorial) down ptree valley as temporary
- Fateme Esmailie 07:46 PM I also don't see how rge beltline can connect us (using ca car) better to other roads.
- Susan P Groutas 07:47 PM What happens to Townegate homeowners property value when strangers are allowed 24/7 in our backyard?
- Susan Hempel 07:47 PM What is the budget and can a copy be sent to affected corridor residents?
- Susan Hempel 07:48 PM How does this affect property values?
- morgan 07:49 PM I feel less confident in the planning of this project after this meeting. I also do not agree with the single benefit discussed, especially when it ruins the privacy of our homes.
- Martha powers 07:52 PM so 10 entrances and exits on peartrees memorial and potential pedestrian accidents is less important that biking up a hill?
- morgan 07:52 PM The beltline will be detrimental to our safety. Are you aware of the crime in this area and how much more this will invite? And in our backyards no less?
- Sylvia L Cox 07:52 PM Keep hearing "real estate deal" with Townegate. Does destroying the homes that are parallel to the trail.

- Fateme Esmailie 07:53 PM I feel corridor 7 is already decided, and our input was not valued
- Mei Lee Fung 07:53 PM Can a pedestrian bridge address the safety issue you mentioned as the reason why corridor 7 is placed on the north side? So the sidewalk on the southside can be reused instead of tearing up the north side
- Martha powers 07:54 PM We want another meeting frankly. you gave us 11 days and not 13 week. An FAQ document for frequently asked questions? Mary, as our representative please make sure another meeting is scheduled. 103 questions wow.

Northwest BeltLine Trail Study

Other Community Feedback

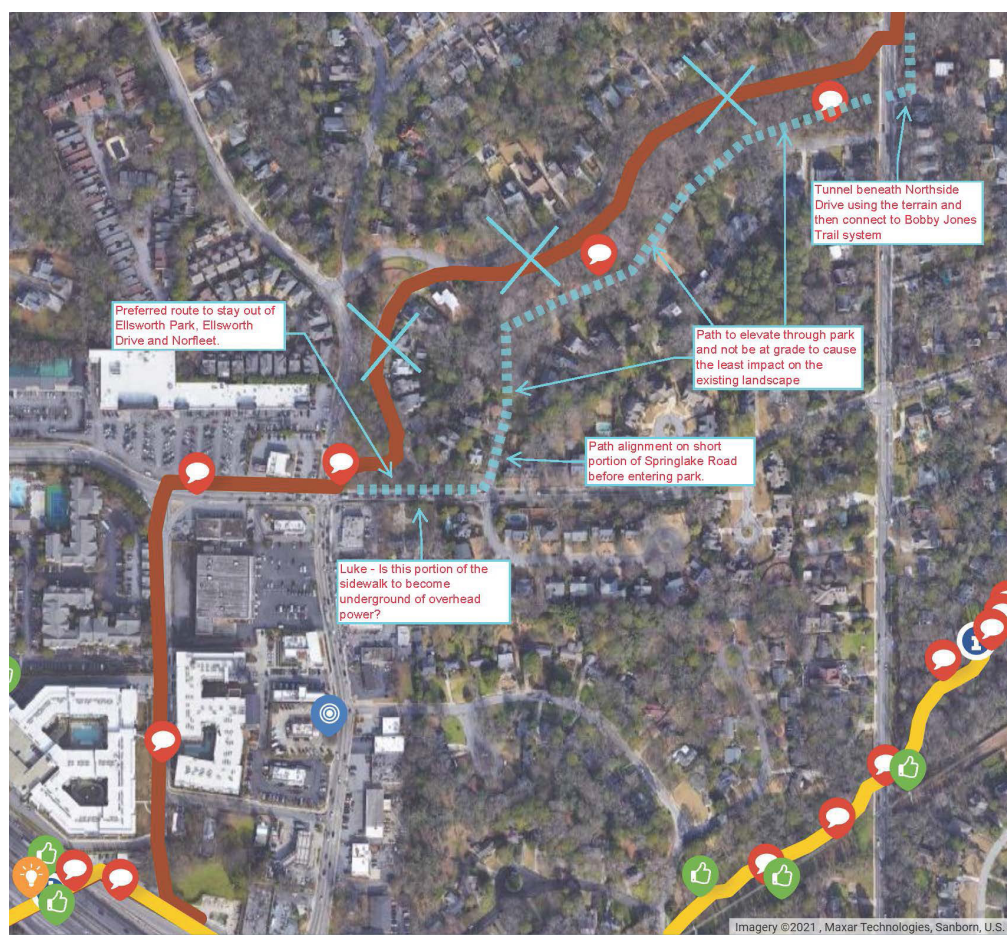
Springlake Civic Association Feedback, November 22, 2021

- Generally, we favor the route through Bennett Street for the eastern connection and the route through Springlake Park (with modification shown in the attached) for the western connection. Thanks for the opportunity to work with you and the BeltLine.

Peachtree Battle Alliance, November 23, 2021

Dear Ms. Wilson:

Map Markup Provided by Springlake Civic Association



I am the newly elected President of the Peachtree Battle Alliance neighborhood association. As you know, our historic and picturesque neighborhood of nearly 570 homes in the heart of Atlanta is bounded on the north by West Wesley, on the west by Northside Drive, on the south by Peachtree Creek, and on the east by Peachtree Road. We are a tight-knit community that ranges in both age and diverse property demographics.

First and most importantly, thank you. We are so grateful for the past and continued work of the Atlanta BeltLine to build our city's most ambitious and inspiring project. From completing the BeltLine's first trail, the one-mile Northside Trail spur in Tanyard Creek in 2010 to the completion of the entire two-mile Northwest BeltLine Connector Trail in 2020, our neighborhood has supported and celebrated the progress of the BeltLine project. Because of the project's work in our area, we are healthier, safer, and more connected as neighbors and citizens. We will continue to assist the Atlanta BeltLine in the effort to complete the trail and transit vision. Thank you also for the opportunities your team has extended to our neighborhood to discuss the recently proposed routes as they are developing and connecting to the Northside Trail.

Second, we express our neighborhood's strong preference for placing the connector through Corridor 6 of the two "Eastern Study Area" corridors described at the virtual meeting on Monday, November 1, 2021. Further, a subset of our most affected neighbors on Woodward Way, Nacoochee, and Nacoochee Place unanimously opposes placing the connector through Corridor 5. I understand that those neighbors may be addressing this issue in a separate communication. As a

neighborhood association, we stand firmly with the collected opinion of the neighborhood in support of Corridor 6 as it is being proposed, and we support the specific objections of those residents who oppose Corridor 5.

We look forward to discussing our specific recommendations and concerns during our December 8 meeting and will absolutely keep an open mind on behalf of our alliance. In the meantime, if you have any questions or concerns, don't hesitate to get in touch with me directly. Thank you again for your consideration.

Sincerely,
Susan Clark
President, PBA

Channing Valley Neighborhood Association, November 24, 2021

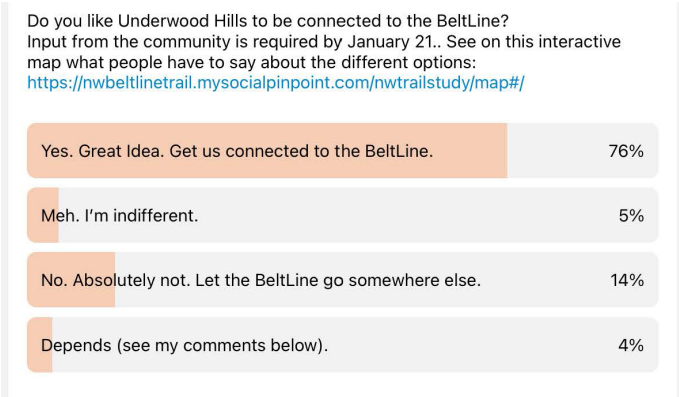
My name is Jay Orr. I am the current President of the Channing Valley Neighborhood Association. I wanted to reach out and show our support for the beltline overall and the sincere interest in the Beltline coming through our neighborhood.

We all feel strongly about the walkability of our City, Neighborhood and the Howell Mill Village area. We would like to share our support of your overall efforts for bringing the Beltline to Atlanta. We would like to emphasize that we would like the Corridor 2 with specific attention to the Yellow portion. This could make the walkability better in the NW quadrant and help creating more greenspace and hopefully could help to get rid of some of the heavy Howell Mill and Northside Drive automobile traffic.

Thank you for your consideration of this letter and our perspective. Should we as a neighborhood be able to help or assist in planning or execution please do not hesitate to reach out to me.

Underwood Hills Neighborhood, February 1, 2022

I started a poll on NextDoor regarding the BeltLine crossing through Underwood Hills and it got a good response rate and some great comments. See screenshot below.



[End of Appendix III]