



# BeltLine Northwest Trail Feasibility Study Report Addendum

DATE: AUGUST 30, 2022  
PREPARED FOR: ATLANTA BELTLINE, INC.  
PREPARED BY: PATH FOUNDATION



# BeltLine Northwest Trail Feasibility Study Report Addendum

When re-evaluating Corridors 5, 6 and 7 we returned to the original criteria that was published in the initial report. The data presented was based on these 4 overarching categories:

- Constructability
- Cost/Finance
- Trail Experience
- Community

During the initial evaluation of Corridors 5, 6 and 7 we established not only the positives associated with each corridor but also identified potential challenges as well.

The purpose of this addendum is to document what additional steps have been taken since the initial report was published to help further understand the potential challenges each corridor faced and possible solutions. This addendum also identifies which corridor has been prioritized to move to the next level of analysis.

## Constructibility

### C1 | Real Estate Acquisition Feasibility

There have been no additional obstacles uncovered regarding the ability of real estate acquisition that were not already identified in the initial report. All three corridors have varying degrees of real estate transactions that will be required. Corridors 5 and 7 will require more transactions with individual homeowners, Corridor 6 will be more business and landowner related. It was also documented in the initial report that Corridor 6 will require interaction with Georgia Power company, the CSX railroad and Georgia Department of Transportation (GDOT). Since the initial report we have continued to engage and analyze the identified areas of potential concern and more information will be available later in this addendum.

### C2 | Achieves Quality Trail Design Guidelines

In the initial report all three corridors have both grade challenges as well as spatial restrictions regarding right-of-way. The areas of concern that were identified in Corridors 5 and 7 likely have the potential to be solved during the design phase however Corridor 6 required additional study at this phase due to the existing roadway conditions along both Bennett Street and Peachtree Park Drive. ABI and PATH commissioned an outside design firm to study the topography to

develop potential solutions to mitigate any concerns for this corridor. This additional analysis has allowed us to determine that the grading of all three corridors can be solved in the design phase to meet trail design guidelines.

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

The published report identified several items for further study regarding this evaluation criteria. Those items are the following:

- Stream buffer encroachment
- Proximity to the Georgia Power Substation at Bennett Street
- Peachtree Road crossing
- Road modifications required along Peachtree Park Drive

ABI and PATH have been working with the Atlanta Department of Watershed (DWM) regarding the stream buffers. DWM has expressed concern over these encroachments and further conversations are required to mitigate this exposure.

Initial grade studies and coordination have been conducted with GDOT and CSX railroad on the Peachtree Road crossing options. The option to use CSX right-of-way for the trail underpass is currently unlikely. ABI and PATH have begun coordination with GDOT on their Peachtree Road Bridge Replacement project. It appears that a new bridge with a longer span could accommodate a trail crossing under Peachtree Road that would also remain off railroad property. GDOT is currently supportive of the idea of incorporating the trail within the bridge replacement project. A second option, crossing Peachtree Road at the Peachtree Park Drive traffic signal, will also be carried forward into the preliminary design phase.

At this time, we believe we can work around the Georgia Power substation and do not see this as a potential obstacle. Also, based on our experiences with ATLDOT when reassigning space within the public right-of-way to accommodate the BeltLine trail, we believe the issues we foresee along Bennett Street and Peachtree Park Drive can be addressed within the design phase.

## Cost/Finance

### F1 | Project Cost of Work

There is not one corridor that has been more adversely affected by escalation or supply chain issues than any of the other corridors. Therefore, we have not adjusted the previously developed conceptual cost estimates. Corridor 6 was identified as the corridor with the least amount of cost exposure in the initial report, and even with the additional information, we have been able to gather regarding the Peachtree Street crossing, we do not anticipate a change in position of lowest cost for that corridor.

### F2 | Flexibility of Funding Use

The initial report showed that Corridor 6 allowed for the most funding flexibility due to the fact that the majority of the corridor falls within the BeltLine Tax Allocation District (TAD). This allows the most flexibility for this corridor to be funded by TAD dollars while Corridors 5 and 7 would have to be funded utilizing other sources.

## Trail Experience

### T1 | Conservation and Protection of Greenspace

There has not been any additional information uncovered since the original report that changes the findings under this criteria.

### T2 | Population with Ease of Access to Trail

There has not been any additional information uncovered since the original report that changes the findings under this criteria.

### T3 | Connection to Existing Destinations

During the original study, Corridor 6 was identified as having the most connections to existing destinations. This conclusion has not changed and still holds true.

### T4 | Future Development and Future Destination Opportunities

Corridor 6, directly connecting to and within an existing activity center, had been identified as having a high potential for future redevelopment, including opportunities for additional destinations. Over the past 3 months ABI/PATH engaged a master planning consultant to verify that a successful trail alignment along Bennett Street could work within the existing

development and future redevelopment plans.

The engagement included:

- Analysis of the existing ownership
- Evaluation of current zoning plans
- Development of schematic plans
- Identification of potential development types
- Review of marketability of the schematic plans

The master planning efforts illustrated numerous existing and future private development opportunities accommodating the future BeltLine Northwest trail.

### T5 | Continuous Connection

There has not been any additional information uncovered since the original report that changes the findings under this criteria.

## Community

### P1 | Equity and Inclusion

The first report indicated that Corridor 6 has the most potential for disruption in regards to the businesses along Bennett Street. This comes in the form of both displacement and removal of parking. ABI and PATH developed a plan of community engagement to achieve the following goals:

- Identify all property owners and tenants and conduct personable outreach
- Collect quantitative and qualitative data and provide details on individual businesses
- Understand business and property owners' current needs, perceptions, and future expectations of ABI as the trails are planned and constructed
- Identify the potential impacts, disruptions, and displacement risks.
- Identify known tools and solutions to help mitigate risks. Propose innovative new tools and solutions.
- Develop recommendations and communicate key findings and the proposed strategy to stakeholders.

Engagement approach included:

- Two Q&A Townhall Listening Sessions
- Information Packages with FAQs
- One-on-one Interviews
- Fliers
- Digital Surveys

Please refer to Appendix to this Addendum for additional information regarding the assessment of Northwest Trail Corridor 6 Alignment Economic Impact.



Photo courtesy of WrightNow Solutions

Q&A Townhall Listening Session

## **P2 | Property Stakeholder Support**

When presenting the initial report, it was noted no opposition was received from commercial or multi-family rental properties regarding Corridor 6.

## **P3 | Community Feedback**

Over the extended three-month period, Corridor 6 remains the strongly supported option by the community among the three Eastern Corridors.

## **P4 | Subarea Master Plan Corridors**

There has not been any additional information uncovered since the original report that changes the findings under this criteria.

## **P5 | Compatibility with Existing Communities**

As stated in the original report, Corridor 6 most closely aligns with the current land use planning in this area. While we have identified potential disruptions to the commercial district along Bennett Street, we will continue to work to minimize both parking as well as construction concerns for this area as we move into the design phase of this corridor.

## **Summary of Findings Regarding Corridors 5,6, and 7**

While there are still some opportunities as well as challenges regarding this section of the Northwest trail, the order of recommended corridors within the eastern study area is as follows (listed from highest to lowest priority): Corridor 6, Corridor 5, and Corridor 7.

The recommended next steps along Corridor 6 are to continue due diligence on public right-of-way extents and assignment, expand coordination and agreement with GDOT on Peachtree Road bridge replacement to allow trail underpass outside of the railroad right-of-way, explore design and engineering options, and look for ways to be more cost effective.

Please note this prioritization does not mean that Corridors 5 and 7 are discarded. As we continue work on solutions to identified challenges, we may find obstacles that cannot be overcome, requiring re-prioritization of another corridor.

The map on the next page presents the final prioritized trail corridors and the proposed implementation segments for the Atlanta BeltLine Northwest Trail. The name and segment numbers are references in this report only, and do not represent suggested timeline orders.





# Atlanta BeltLine Northwest Trail Implementation Plan

Prepared by:  
PATH Foundation

Date:  
August 30, 2022

## Legend

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

