Atlanta BeltLine Northeast Trail | Alternatives Analysis

1. Armour Drive NE:
   - Issues:
     - Industrial land uses with pedestrian/bicycle unfriendly environment and limited "eyes" on the corridor
     - Constrained Right-Of-Way (ROW) space for inclusion of trail
     - Truck traffic
     - Overhead utilities

2. Ottley Drive NE (Sweetwater Brewery):
   - Issues:
     - Industrial land uses with pedestrian/bicycle unfriendly environment and limited "eyes" on the corridor
     - Constrained ROW space for inclusion of trail
     - Truck traffic
     - On-street parking + driveway cuts
     - Overhead utilities
     - Coordination with multiple property owners

3. Ottley Industrial Area Adjacent to Railroads:
   - Issues:
     - Industrial + highway infrastructure land uses with pedestrian/bicycle unfriendly environment and limited "eyes" on the corridor
     - Bridge or tunnel structure needed to travel over/under railroads
     - Coordination with multiple agencies

4. Garson Drive NE:
   - Issues:
     - Overhead utilities
     - Bridge with constrained space over MARTA rail

5. Piedmont Road NE:
   - Issues:
     - Constrained ROW space for inclusion of trail
     - Overhead utilities
     - Driveway cuts
     - Coordination with multiple agencies and property owners

6. Plasters Avenue (below I-85):
   - Issues:
     - Industrial + highway infrastructure land uses with pedestrian/bicycle unfriendly environment and limited "eyes" on the corridor
     - Bridge or tunnel structure needed to travel over/under railroads

Trail Alignment Information:
- By Way of Crow Distance (From to):
  - 1.18 Miles (24 Minutes Walking)
- Trail Alignment Distance (From to):
  - 2.89 Miles (58 Minutes Walking)
- Change in Topography:
  - 106 Feet
- Number of Stakeholders/Agencies to Coordinate:
  - 13

Map Legend:
- Potential Atlanta BeltLine NET Alignments
- Potential Atlanta BeltLine NET Alignments
- Potential Future Trail Alignment
- Future Atlanta BeltLine
- Existing Adjacent Trails
- Future Trail Connectivity

Issues:
- Bridge under railroads
Atlanta BeltLine Northeast Trail | Alternatives Analysis

Concept Alignment B

1. Peachtree Creek:
   - Issues:
     - Flood plain
     - Coordination with multiple agencies

2. Armour Drive:
   - Issues:
     - Industrial land uses with pedestrian/bicycle unfriendly environment and limited "eyes" on the corridor
     - Constrained ROW space for inclusion of trail
     - Truck traffic
     - On-street parking + driveway cuts + conservation easement
     - Coordination with multiple property owners

3. Ottley Industrial Area Adjacent to Railroads:
   - Issues:
     - Industrial + highway infrastructure land uses with pedestrian/bicycle unfriendly environment and limited "eyes" on the corridor
     - Bridge or tunnel structure needed to travel over/under railroads
     - Coordination with multiple agencies

4. Garson Drive NE:
   - Issues:
     - Overhead utilities
     - Bridge with constrained space over MARTA rail

5. MARTA Corridor (Adjacent to Passion City Church):
   - Issues:
     - Industrial land uses with pedestrian/bicycle unfriendly environment and limited "eyes" on the corridor
     - Constrained ROW space for inclusion of trail
     - Occasional noise from MARTA rail
     - Coordination with multiple agencies and property owners

6. Peachtree Creek + Rail Bridge:
   - Issues:
     - Industrial land uses with pedestrian/bicycle unfriendly environment and limited "eyes" on the corridor
     - Coordination with multiple agencies

Trail Alignment Information:
- By Way of Crow Distance (From to): 1.18 Miles (24 Minutes Walking)
- Trail Alignment Distance: (From to): 2.3 Miles (46 Minutes Walking)
- Change in Topography: 104 Feet
- Number of Stakeholders/Agencies to Coordinate: 11
Atlanta BeltLine Northeast Trail | Alternatives Analysis

1. Peachtree Creek Corridor:
   - Issues:
     - Flood plain
     - Coordination with multiple agencies

2. In Between Conservation Easement + Concrete Plant:
   - Issues:
     - Potential impact to conservation easement
     - Industrial land uses with pedestrian/bicycle unfriendly environment and limited “eyes” on the corridor

3. Ottley Industrial Area Adjacent to Railroads:
   - Issues:
     - Industrial + highway infrastructure land uses with pedestrian/bicycle unfriendly environment and limited “eyes” on the corridor
     - Bridge or tunnel structure needed to travel over/under railroads
     - Coordination with multiple agencies

4. Garson Drive NE:
   - Issues:
     - Overhead utilities
     - Bridge with constrained space over MARTA rail

5. Garson Drive NE:
   - Issues:
     - Overhead utilities

6. Peachtree Creek (Off Garson Drive):
   - Issues:
     - Flood plain
     - Steep and degraded creek slopes

Trail Alignment Information:
- By Way of Crow Distance (From to): 1.18 Miles (24 Minutes Walking)
- Trail Alignment Distance (From to): 2.5 Miles (50 Minutes Walking)
- Change in Topography: 101 Feet
- Number of Stakeholders/Agencies to Coordinate: 11
1. **Peachtree Creek**:  
   Issues:  
   • Flood plain  
   • Coordination with multiple agencies

2. **Armour Drive NE**:  
   Issues:  
   • Industrial land uses with pedestrian/bicycle unfriendly environment and limited "eyes" on the corridor  
   • Constrained Right-Of-Way (ROW) space for inclusion of trail  
   • Truck traffic  
   • Overhead utilities

3. **Mayson Street Corridor**:  
   Issues:  
   • Industrial land uses with pedestrian/bicycle unfriendly environment and limited "eyes" on the corridor  
   • Steep slopes

4. **Garson Drive NE**:  
   Issues:  
   • Overhead utilities  
   • Bridge with constrained space over MARTA rail

5. **Armour Drive NE**:  
   Issues:  
   • Industrial land uses with pedestrian/bicycle unfriendly environment and limited "eyes" on the corridor  
   • Constrained ROW space for inclusion of trail  
   • Truck traffic  
   • On-street parking + driveway cuts  
   • Overhead utilities  
   • Coordination with multiple property owners and agencies

6. **Plasters Avenue (Below I-85)**:  
   Issues:  
   • Industrial + highway infrastructure land uses with pedestrian/bicycle unfriendly environment and limited "eyes" on the corridor  
   • Highway + traffic noise

**Atlanta BeltLine Northeast Trail | Alternatives Analysis**

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**Map Legend**
- Potential Atlanta BeltLine NET Alignment
- Potential Atlanta BeltLine NET Alignments
- Potential Future Transit Alignment
- Future Atlanta BeltLine
- Existing Adjacent Trails
- Future Trail Connectivity

**Trail Alignment Information:**
- By Way of Crow Distance (From 1 to 4): 1.18 Miles (24 Minutes Walking)
- Trail Alignment Length (From 1 to 4): 2.5 Miles (50 Minutes Walking)
- Change in Topography: 109 Feet
- Number of Stakeholders/Agencies to Coordinate: 15

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*Image source: Heath & Lineback Engineers, Inc.*
Atlanta BeltLine Northeast Trail | Alternatives Analysis

1. Adjacent to MARTA Corridor:
   - Issues:
     - Industrial land uses with pedestrian/bicycle unfriendly environment and limited “eyes” on the corridor
     - Constrained Right-Of-Way (ROW) space for inclusion of trail
     - Occasional noise from MARTA rail
     - Coordination with multiple agencies and property owners

2. Mayson Street NE:
   - Issues:
     - Industrial land uses with pedestrian/bicycle unfriendly environment and limited “eyes” on the corridor
     - Steep slopes

3. Rail Bridge (Over Buford Spring Connector):
   - Issues:
     - Industrial land uses with pedestrian/bicycle unfriendly environment and limited “eyes” on the corridor

4. Garson Drive NE:
   - Issues:
     - Overhead utilities
     - Bridge with constrained space over MARTA rail

5. MARTA Corridor (Adjacent to Passion City Church):
   - Issues:
     - Industrial land uses with pedestrian/bicycle unfriendly environment and limited “eyes” on the corridor
     - Constrained ROW space for inclusion of trail
     - Occasional noise from MARTA rail
     - Coordination with multiple agencies and property owners

6. Peachtree Creek + Rail Bridge:
   - Issues:
     - Industrial land uses with pedestrian/bicycle unfriendly environment and limited “eyes” on the corridor
     - Coordination with multiple agencies

Trail Alignment Information:
- By Way of Crow Distance (From to):
  - Trail Alignment Distance (From to):
    - 1.18 Miles (24 Minutes Walking)
    - 1.37 Miles (27 Minutes Walking)
- Change in Topography:
  - 108 Feet
- Number of Stakeholders/Agencies to Coordinate:
  - 5