



Northeast + Northside Study Group – Northeast Trail Design Updates

Live Questions and Responses

7.15.2021

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Northeast Trail Design

1. What are the plans for funding design and construction of Spur 4?
 - A. Design of Spur 4 is fully funded. Construction funding for Spur 4 is being sought.
2. I'm confused how alternative 3 impacts NS? It comes out of the tunnel and follows Mayson/Plasters/Ottley at all.
 - A. Correct, but requires a new tunnel to be bored under NS and MARTA, parallel to Armour Drive.
3. Has there been any discussion with ADAC about getting access for a spur to Peachtree Hills Ave? There's a park and a lot of medium density development nearby.
 - A. We plan to have conversations with ADAC, but need to get the NW Trail concept farther along to coordinate the interaction of the NE and NW Trail projects, to bring feasible ideas to ADAC for them to react to.
4. Is it expected that Peachtree Hills Ave will have direct access to spur trail that travels along Peachtree Creek?
 - A. Wherever we can, we try to provide connectivity to the adjacent roadway and sidewalk network. We first confirm the alignment of the mainline trail, and then determine the best places for access points.
5. What's the timing on the section from Publix to Piedmont Park section?
 - A. We are finishing up drawings to get to 100% Bid Set and complete permitting. Once this is completed in several months, we hope to have the project ready to bid.
6. When crossing Peachtree Creek, there is not a land on the Northside where selected whereas there is significantly more land immediately west of the feed in creek. Have you reviewed the "landing area" for the Peachtree Creek crossing? Any thoughts?
 - A. We are coordinating the interaction of the NE and NW Trail projects, and are looking at this right now.
7. Alt 2 looks like a great compromise/solution. When is the NW trail alignment study expected to be ready? Thanks.
 - A. The NW Trail Feasibility Study is in partnership with the Path Foundation. We have hosted 2 public meetings so far and expect another this Fall with the results of the effort.
8. Can you elaborate on how all this will connect to the Peachtree Creek Greenway /PATH 400/Fork conservancy trail? Excited for all this to come to fruition.

**Please note, questions listed here have been transcribed verbatim with minor edits to punctuation and spelling.*



- A. Spur 2 is being designed to provide BeltLine connectivity to both PATH400 and MARTA Lindbergh. The design to PATH400 would go under Piedmont Road, but would not preclude the existing PATH400 crossing at the Piedmont/Garson signal.
9. Can you please comment on the schedule for construction /completion or the rest of NE segment 2 and start of NE segment 1?
- A. Segment 2: ABI will be completing construction plans soon, but will then need to obtain permits and bid the plans. Assuming positive outcomes, we could be in construction with 12 months.
- B. Segment 1: ABI is currently compiling contracts to engage our Design Engineer. Assuming 18-24 months for complete design, construction documents, and permitting, construction could begin in Spring 2023.
10. What is the impact to future Beltline transit when considering alternative 2?
- A. MARTA has a consultant team actively working on this, but from the high-level design analysis ABI prepared in determining the NE Trail alignment, NE BeltLine Transit would run a distance in a single-track condition over Buford Highway and under I-85.
11. What is timing for 10th street to behind Ansley Mall?
- A. ABI is currently compiling contracts to engage our Design Engineer. Assuming 18-24 months for complete design, construction documents, and permitting, construction could begin in Spring 2023.
12. Can you show us current construction plans for Publix to Piedmont Park section?
- A. ABI does not tend to share construction plans, as we focus our engagement during the concept development phase where community input is more important.
13. Have the plans for sections from Publix to Piedmont Park been revised since 2018 drafts? If so, can we see the current drafts? Or can you come to APCA board meeting?
- A. No, they have not. We will be starting up the design process in the near future and will be having meetings such as this one as we go forward.
14. What is going on with the clearing of land on Kinsey in Peachtree Hills?
- A. Survey work.
15. When will a design be made public for the section from Westminster north to the Georgia power section already paved?
- A. The design has been part of our public process for quite some time. Past meeting records can be found at www.beltline.org/meetings. We will have additional meetings once we finalize the design and bid the project. We are currently working with GDOT and COA on permitting and finalizing several detailed updates to the Bid Set.
16. Who is the community relations officer for the section between Westminster to the Buford overpass for off-line conversations?
- A. Nathan Soldat - NSoldat@atlbeltline.org
17. You don't have to answer these here, but 1) can someone unlock the gate from the Ansley GC paved section to Ansley Mall!? Or more seriously, is there a plan/timeline to provide open access to Ansley Mall? 2) Can you stop the city from dumping mulch on the trail next to the Park Tavern parking lot? It often sits there for months blocking most of the trail.

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- A. ABI does not own or control the access gate behind Publix at Ansley Mall. Our property begins at the chained bollards. We have relayed the need for a small pedestrian access point to the owners for the interim period. Discussions regarding a more permeant access point are ongoing with our Real Estate Team and the Owner's representatives. As for the mulch dumping at Park Tavern, please contact 311 and create a claim with the City Parks Department.
18. The Northeast Trail segments between I-85 and Lindbergh MARTA including the pedestrian bridge over Peachtree Creek will be the outlet for the Northwest Trail segment from that bridge along the creek to Peachtree Road. These NE and NW segments will all impact the same Peachtree Hills and Brookwood Hills neighborhoods, are in the same SubArea 7 master plan area north of I-85 and are scheduled to be constructed in the same 2024-2029 timeframe. Should the Northeast Trail planning process cover the segment along Peachtree Creek to Peachtree Road to provide a harmonized SubArea 7 plan so the Northwest Trail planning process can focus on SubArea 8 neighborhoods south of I-75 and the Tanyard Creek Connector Trail ?
- A. We are actively coordinating the interaction of the NE and NW Trail projects, but the Subarea boundaries do not define the project extents.
19. I'm very excited about the Beltline coming to Peachtree Hills. How soon might the Northwest trail be coming to add accessibility for the neighborhood and same question for northeast segment? Do you ever contemplate the use of eminent domain or how does that work? How do you work to mitigate impact of impervious surfaces in flood plains?
- A. Overall, our goal is to have the entire BeltLine Trail Loop open before 2030, which gives us about 9 full years to finish. With NW Trail still in a feasibility study, and NE Trail just coming out of concept development, these two trails will likely be delivered later than sooner.
- B. ABI makes every attempt to develop project plans that minimize impacts and address the concerns of impacted property owners. ABI does not have the power of eminent domain, but if there were to be an impasse, ABI could seek assistance from the City of Atlanta.
- C. ABI follows the City of Atlanta stormwater manual.
20. When will the Northeast trail go under I-85?
- A. Hopefully, this section of trail will be constructed and open for use within the next two years.
21. I live on Peachtree Creek in Peachtree Hills. The backyards along the creek flood in heavy rains, and the flooding has become more frequent every year. I am concerned that the studies being done aren't taking into account the sensitive nature of this area and that it might be under consideration as a place to put the path.

Question 1: How can we have a representative from PATH meet with us so we can walk the area and express our concerns in person?

- A. Please email engage@atlbeltline.org to schedule a site visit.

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Question 2: Each flood generates a load of trash on the creek banks, which would wash onto a path if there was one in the flood plain next to the creek in Peachtree Hills. Who would be responsible for cleaning up the trash? (I have organized several cleans-ups in the past, but it's not my property.) It's not only average trash, but even condoms and syringes. Not something you would want children to encounter.

A. Department of Watershed Management has purview over Peachtree Creek and the other waterways within the City of Atlanta. They may not be responsible for trash collection though. Please call 311 to report the issue.

Question 3: After the rain events, huge pools of water are left which take days to absorb and are prime mosquito breeding areas. What would be the method you would use to control mosquitos in these areas?

A. ABI considers issues like this in our design efforts. Within our limits of disturbance, we require positive drainage to an outfall location.

22. The following questions were submitted by one individual:

Question 1: What efforts have been made to explore paths on the South side of Peachtree Creek?

A. Because of the need to bridge CSX, and the proximity of Peachtree Creek, there is a cost efficiency to the NE Trail project in constructing only one bridge to span both the creek and railroad. ABI/PATH is looking at trail alignments on both sides of Peachtree Creek for NW Trail. These projects are actively coordinating their connection point and identifying which elements are best assigned to which project.

Question 2: What studies/investigation have been conducted regarding flooding from Peachtree Creek on either side?

A. At this stage of project development, we have addressed trail design only in relativity to the 100-year flood elevation.

Question 3: What consideration have been considered regarding increased erosion to creek bank and adjacent properties if a permanent path is considered to be placed in the flood plain?

A. At this stage of project development, we have not begun to determine creek bank stabilization.

Question 4: Will any trees be impacted/removed from South or North side of creek.

A. Yes.

Question 5: Is any consideration being given to wildlife along the North side of creek bed.

A. The project will perform a survey for species on the endangered list.

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Question 6: What consideration is being given to access point for the path/spur trail.

A. Wherever we can, we try to provide connectivity to the adjacent roadway and sidewalk network. We first confirm the alignment of the mainline trail, and then determine the best places for access points.

Question 7: What is current anticipated timeline to begin and complete the North arc Trail.

A. We will complete the NW and NE Trails before 2030.

Question 8: What are the latest discussions with Norfolk Southern regarding a trail on the South Side of Peachtree creek starting at the newly constructed path that begins at Lindbergh and Peachtree Hills by the train tressell.

A. ABI is not aware of any conversations between ABI and NS regarding a trail on the southside of Peachtree Creek in this vicinity.

Question 9: What considerations are being given to Affordable Housing along the North Arc of the Beltline?

A. ABI is working to identify locations for additional affordable housing all around the BeltLine.

Question 10: What considerations have been given to encroaching the stream buffer and using permeable materials for a path?

A. If we are to be in the buffer, we try to stay out of the state's 25' buffer and within the City's 75' buffer to minimize impacts to adjacent property. ABI will not likely install pervious concrete on mainline trail.