



**Northwest Study Group  
Northwest Trail Study Updates Transcript  
Live Questions and Responses  
8.2.2021**

**Live Questions and Responses**

**Design & Review**

- 1. Is the existing Northside trail around Bobby Jones golf club still planned to connect via Colonial Homes Circle through to Bennett Street to access Peachtree Road?**
  - A. This is one possible alignment, but not definite.
- 2. If yes to the above question, can ABI/Path establish that access via Bennett Street to Peachtree Road earlier than the construction of the path from Peachtree Road along Peachtree Creek to the Northeast trail near Lindbergh?**
  - A. The alignment in this area needs to be confirmed first. We will consider construction phases later in planning the project.
- 3. Where will the Silver Comet Trail connect with the Beltline?**
  - A. It is most likely that Connect the Comet will occur in the vicinity of Marietta Blvd at Huff Road.
- 4. If the Northwest Trail planned route under I-75 alongside the CSX rail line is not feasible, could the trail follow an alternate route via Atlantic Station to its unused rail bridge across I-75 shown in the attached photo, which has access under the active rail line via Alden Avenue to the existing Tanyard Creek Northside Trail and also to the Ardmore and Brookwood Hills neighborhoods along Peachtree Road?**
  - A. Previous conversations with Norfolk Southern would lead us to believe that the access to the NS right-of-way on the east side of Peachtree Street and AMTRAK may not be feasible.
- 5. Why are potentially impacted property owners who have signed up repeatedly for email notifications not being send emails regarding meetings?**
  - A. We apologize. After you check your Spam Folder, please email [engage@atlbeltline.org](mailto:engage@atlbeltline.org) with your contact info.
- 6. Was the PHCA given notice of this Aug 2 meeting and if so by what means and when?**
  - A. We use social media, website postings, robo-calling/texts, and email blasts to our distribution list to all upcoming community meetings. These get posted 1-3 weeks before a meeting, according to the communication channel.
- 7. What efforts have been made to explore paths on the South side of Peachtree Creek?**
  - A. This feasibility study is looking at alignments on both sides of Peachtree Creek.
- 8. What studies/investigations have been conducted regarding active flooding from Peachtree Creek on either side?**
  - A. At this stage in project development, we have only considered trail design in relativity to the 100-year flood elevation.



9. **Will any trees be impacted/removed from the South or North side of the creek in this area?**
  - A. Yes.
10. **Is any consideration being given to wildlife along the North side of the creek bed in this area?**
  - A. Yes.
11. **What consideration is being given to location of access point for the path/spur trail in this area?**
  - A. ABI strives to maximize access between BeltLine infrastructure and the community.
12. **What is current anticipated timeline to begin and complete the North arc Trail/this area of path/trail?**
  - A. We hope to finish the feasibility study this calendar year. The final alignment will determine the timelines going forward, but it should be complete before 2030.
13. **What are the latest discussions with Norfolk Southern/CSX 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 trestle?**
  - A. PATH is not aware of any discussions with the railroad regarding the south side of Peachtree Creek.
14. **What discussions have occurred with owner(s) of apartments on South Side of Peachtree Creek to put path on that side?**
  - A. Stakeholder coordination is on-going.
15. **What considerations are being given to crime and safety by providing another path into the neighborhood given increased crime across Buckhead?**
  - A. Trail user safety is a heavily weighted criterion. BeltLine trails include lighting and cameras tied to the APD Video Integration Center, and our design development follows Crime Prevention Through Environmental Design (CPTED) principles.
16. **Why is a potential additional path/trail other than the spur behind ADAC necessary at the expense of property owners and neighborhood safety?**
  - A. ABI strives to maximize access between BeltLine infrastructure and the community.
17. **What efforts have been made to communicate with individuals who submitted questions at last public meeting?**
  - A. ABI prioritizes pre-submitted questions during live public meetings, and all submitted questions, whether by email, zoom chat, or Facebook live are compiled, along with responses, and then posted on our website.
18. **How can we have a representative from PATH meet with us so we can walk the area and express our concerns about flooding in person?**
  - A. Peachtree Creek is within the purview of Department of Watershed Management. ABI and PATH cannot address an entire watershed, though our design will follow the City of Atlanta Stormwater Manual.
19. **What is the best way for interested parties to keep abreast of these opportunities for input? Can you at least notify our neighborhood association if signing up at the site isn't working?**
  - A. After you check your Spam Folder, please email [engage@atlbeltline.org](mailto:engage@atlbeltline.org) with your contact info.
20. **What agencies have been contacted regarding any development in this area related to Path/Beltline/City of Atlanta. Contacted includes filing of any paperwork/plans?**



- A. ABI and PATH have been in contact with numerous entities, including GDOT, ATLDOT, DWM, DPR, DCP.
- 21. Why does there need to be a spur that connects the Sweetwater Brewery, and who is paying for that extra, unnecessary part of the path?**
- A. ABI strives to maximize access between BeltLine infrastructure and the community to connect the 45 BeltLine neighborhoods, including connections to Armour-Ottley and Brookwood Hills.
- 22. Please provide an update on the option to use the railroad easement that borders the Fresh Market on Peachtree and runs along Bennett Street. Is that the current focus on how the NW section will cross Peachtree Street?**
- A. That is one possible alignment to cross Peachtree Road.
- 23. How soon can we expect construction to begin and end? How long will planning take?**
- A. We hope to finish the feasibility study this calendar year. The final alignment will determine the timelines going forward. Our overarching goal is to complete the entire BeltLine trail loop by 2030.
- 24. I wanted to go ahead and get a question in queue. Before moving back to Peachtree Hills almost 3 years ago, we lived in Peachtree Park for 7 years. We went to the PATH 400 meetings before that was constructed. Given the threat of having to run the belt line along the entirety of Fairhaven Circle, all along frequently flooding flood plain, will any studies be done regarding running the belt line down Peachtree Hills Avenue instead of along Peachtree Creek? Path 400 went down streets in PPark.**
- A. That is not a desirable outcome for BeltLine mainline trail, and can hopefully be avoided, but cannot be ruled-out either.
- 25. What is the dark Blue dashed line?**
- A. The dark blue dashed line represents an alternative option within corridor #1 that PATH/ABI team is studying and vetting feasibility currently.
- 26. We have heard that the Georgia Power Station on Bennett Street has been a holdup for the belt line to go through the denser commercial and multifamily properties on Bennett Street. Can you speak to that? We heard a lot on the NE Zoom about CSX and Norfolk Southern but nothing about GA Power.**
- A. Georgia Power has infrastructure everywhere, and some locations are more easily relocated than others. Substations and transmission lines in the Bennett Street area are not the type of infrastructure that ABI/PATH can afford to relocate.
- 27. Previous Beltline plans included a spur route from the 17th St portion of the path across the rail lines into Berkeley Park. Is that still part of the plans?**
- A. ABI strives to maximize access between BeltLine infrastructure and the community. We must first determine the mainline alignment to then determine the best access points.
- 28. So, are all 3 corridors definitely happening? Or is the decision pending on whether it will be corridor 1 or 2?**
- A. At the end of this study, one final alignment will be recommended as the NW Mainline BeltLine for ABI's consideration. PATH and would likely then take the remaining routes and pursue them as additional trails in the overall network.
- 29. Each of the three corridors appeared to have the two different dashed lines -dark blue/light blue, yellow/dark red, pink/magenta. Are these alternate routes for each corridor?**



- A. Yes, the dashed lines are alternate routes for each corridor.
- 30. Great presentation! For clarification, will all 3 corridors be completed or is the purpose of this study group to see where the public is leaning towards a particular corridor?**
- A. At the end of this study, one final alignment will be recommended as the NW Mainline BeltLine for ABI's consideration. PATH and would likely then take the remaining routes and pursue them as additional trails in the overall network.
- 31. How will the Path connect from Peachtree Hills Path to Peachtree Park apartments or is that a different path?**
- A. The final alignment needs to be determined before we can determine connections to it.
- 32. Where will it cross the rail near Chattahoochee Avenue that's active currently? Between Blandtown and Underwood Hills?**
- A. We are currently vetting the feasibility for separate trail bridge over the active rail line at different locations within corridor #1 and #2.
- 33. Any options through Loring Heights through to Atlantic Station to south and across Northside and waterworks to the west?**
- A. We have not identified a feasible mainline BeltLine alignment through Loring Heights.
- 34. Also, what further studies are being done on the land cleared from Kinsey Court along the North side of the creek?**
- A. The clearing was performed for survey work to be completed. The NW Trail and the NE Trail projects are coordinating the interaction of the two projects in a variety of locations north of the creek, including in this area.
- 35. Given recent incidents of serious crime in the city, I am concerned about the safety of routes that run through relatively remote areas. Will you be weighting routes according to the potential to have eyes on the trail for added security?**
- A. Trail user safety is a heavily weighted criterion. BeltLine trails include lighting and cameras tied to the APD Video Integration Center, and our design development follows Crime Prevention Through Environmental Design (CPTED) principles. For so many reasons, always consider bringing a trail buddy.
- 36. How are you weighting the issues some routes will have due to being in flood zones?**
- A. At this stage of project development, we are only designing in relativity to the 100-year flood elevation.
- 37. Is there any potential that the path is on the north side of Peachtree Creek?**
- A. Yes.
- 38. Will you publish more accurate maps of the possible corridors?**
- A. The maps we have distributed are accurate, and precise for the level of design and analysis we have performed. As the project moves from feasibility to concept development, more precision will be evident in the mapping.
- 39. The northmost section of Corridor 2 in yellow would have a significant impact on Channing Valley and Collier Hills neighborhoods. Will you reach out to the civic associations to arrange meetings with the boards during this trail planning study?**
- A. If either community organization wants to invite ABI to a meeting, please email [engage@atlbeltline.org](mailto:engage@atlbeltline.org) to try to schedule something.



- 40. For areas that have no sidewalks, to get to the Beltline in high car traffic areas, are there plans to add any types of sidewalks to allow safety to get to and from the Beltline?**
- A. The final alignment needs to be determined before we can determine connections to it.
- 41. Initial conceptions of Corridor 1 showed the beltline cutting east from Elaine Ave through the Blandtown/WestTown neighborhood. Is this still a possibility?**
- A. Yes.
- 42. For the section along Culpepper in Blandtown that is the darker blue, was that part of option 1, or is that the plan regardless? The land is already owned by the city.**
- A. It remains a possibility.
- 43. What's the ETA on paving trail next to Piedmont Park?**
- A. The NE Trail segment between Monroe and Westminster is about to be contracted for design, which could take up to 24 months with permitting. Construction would start after that.
- 44. What efforts have you made to reach out to stakeholders who don't monitor your website?**
- A. We provide mailings, robo-phone calls, emails, blog postings, and information on social media. If you do not currently receive our emails, we encourage you to email [engage@atlbelpline.org](mailto:engage@atlbelpline.org) to subscribe to the Northwest Study Group listserv and to follow us on social media @atlantabelpline. At a minimum, ABI is obligated to report out quarterly.
- 45. Are the corridor numbers an indication of the priority of each trail section? If no, what are the priorities of each section?**
- A. They are labels, not priorities. There are no priorities yet. Determining feasibility is our main objective.
- 46. Looks like corridor 2 will cross or cut through Underwood hills park? Where would people enter or exit the corridor?**
- A. The intention of this corridor is to connect BeltLine and Underwood Hills Park. The final alignment needs to be determined before we can determine connections to it.
- 47. So, it appears that Corridor 1 and Corridor 2 are alternates under consideration. And either / both would connect with corridor 3, which itself has 2 different alternate alignments. Is this correct?**
- A. That is correct.
- 48. What's the plan for rail along the Beltline in the Northwest? Any plans for the Peachtree Creek area running along Armour Drive?**
- A. NW Transit Feasibility and Alternatives Analysis will be a follow-on study. Originally thought to start this year, it will probably be 2022 before a consultant team can be contracted.
- 49. There was recent news that the Beltline seems to be committing to a route from Jefferson St to {West} Marietta St which would be the dark blue line... can you give more context?**
- A. The Jefferson Street to West Marietta Street alignment is an original BeltLine alignment, intending to make use of the old Bellwood Yard, which QTS acquired and built-out. QTS is providing ABI an easement for a more circuitous alignment than originally envisioned, but it does provide connectivity between Jefferson Street and West Marietta Street, albeit with the need to obtain property rights from additional adjacent property owners.



- 50. What's the plan for rail along the Beltline in the Northwest? Any plans for the Peachtree Creek area running along Armour Drive?**
- A. NW Transit Feasibility and Alternatives Analysis will be a follow-on study. Originally thought to start this year, it will probably be 2022 before a consultant team can be contracted.
- 51. When will South Fork bridge be completed?**
- A. The Confluence Bridge will be completed in the fourth quarter of 2021.
- 52. With this phase, is there any other overlapping projects that will affect the corridor or Atlantic Station?**
- A. ABI/PATH are coordinating with ATLDOT given their Huff Road and Howell Mill Road projects.
- 53. Like mass transit, ancillary lines that “feed” the main line should be studied, what’s the plan for these type of connections to whatever main corridors being studied?**
- A. Alignments deemed feasible will likely be pursued by PATH or other partners for implementation. The goal is to expand the trail network.
- 54. What is the situation with all the land cleared near Kinsey Court? Neighbors would like to know when these things are happening, because no neighbors were notified.**
- A. The land was cleared for surveying.
- 55. I believe you may have already answered this but other paths from Atlantic Station/Home Park may be spurs in the future? Specifically, something connecting to PATH by Couch Park and going up Northside.**
- A. Yes, but the project is not specifically looking at this though expanding the trail and bike network is an overarching goal.
- 56. How feasible is the Corridor 1 Westside Beltline Connector spur past QTS to a bridge over the rail line to Huff Road?**
- A. This is one of the questions we are trying to answer with this study.
- 57. One lifesaver on the Silver Comet is water fountains and restrooms at intervals. Will the BeltLine offer these?**
- A. Given the density of development and public parks in so many places along the BeltLine, ABI is not expending resources when those facilities exist in close proximity.
- 58. For corridor 1, are there ideas for crossing Northside drive? PS corridor 2 is new - love the plan - will be a good little climb from Chattahoochee up to Defoors.**
- A. Our current focus is on determining alignment feasibility. Next, we will look at operational elements such as street crossings. We are just not there yet.
- 59. Are the corridor maps available for review on the BeltLine website? I ran a search using “Corridor #2 for example, didn’t find anything.**
- A. Filter for Northwest Trail at [www.beltline.org/meetings](http://www.beltline.org/meetings)
- 60. Is it possible to build out both Corridor 1 & 2 together, instead of one or the other?**
- A. Alignments not chosen to be mainline BeltLine but deemed feasible will likely be pursued by PATH or other partners for implementation. The goal is to expand the trail network.
- 61. Will there be any camera installation?**



- A. This project is a trail study, which will focus on studying the feasibility of the corridors and options and will not include design and engineering for construction. Security camera installation will be included within the estimated cost for construction when we compile cost for the trail options.

## **Housing**

### **62. What considerations are being given to Affordable Housing along the North Arc of the Beltline in this area of path?**

- A. Affordable and equitable housing has always been and remains a top priority for the Atlanta BeltLine. With a goal of creating 5,600 units in the BeltLine TAD by 2030, ABI is actively working to assist in the creation and preservation of affordable housing units along the entirety of the 22-mile loop, including in the BeltLine's North Arc. Right now, we are currently 45% of the way toward our goal, having assisted in the creation or preservation of over 2,500 units in the TAD.