



Northside Study Group – Northwest Feasibility Study Update

Live Questions and Responses

11.1.2021

Presenters made every effort to answer as many questions from attendees as possible live during this virtual meeting. The questions and answer portion of this meeting can be replayed [here starting at time stamp 48:33](#). All questions that were not answered before the meeting ended are reflected and answered below.

Live Questions and Responses

Potential Corridor Design

- 1. The previous Print out showed only 3 corridors. Now there seem to be more, perhaps 6. This is key to understanding for identification of which is best for info getting out to the neighborhoods. #2 from before showed going across 75 and down thru Channing Valley. The previous slide shows that at number #4. Can you clarify?**
 - A. The proposed corridors are the same, but have been relabeled for clarity and ease of presentation.
- 2. What impact do Corridors 5/6 have on Brookwood Hills?**
 - A. Corridors 5 and 6 do not touch Brookwood Hills.
- 3. Residential development based on previous plans (circa 2016 - reflecting corridor #3) was required to seek "Beltline approval" and build within the "Beltline specifications". Are the neighborhoods in the new corridor options suitably built and compliant with Beltline approval? What allowances will be given to homeowners who built within these restrictions that no longer will be on the Beltline?**
 - A. BeltLine Overlay Requirements are not applied to single family developments except fence height directly adjacent to the corridor.
- 4. I really like the alignment that goes by the Atlanta Water Works, has Atlanta Watershed been more open minded in allowing more public access to that space?**
 - A. The Department of Watershed Management has allowed ABI/PATH onto the Hemphill Plant property to do field studies for the proposed NW Trail. ABI/PATH/DWM continue to discuss and coordinate.
- 5. Trabert Avenue is rather steep and is also disconnected to the residents of Berkeley Park by the rail road. Can we find a way to connect the neighborhood to the trail without having to walk all the way up a hill, down Howell Mill, and then down the hill?**
 - A. ABI/PATH's primary challenge is to identify feasible mainline corridors to connect the Bankhead and Lindbergh communities. Our secondary challenge will be to provide reasonable access to the mainline corridor from the neighborhoods and activity centers. We are still focused on the primary challenge right now and though we are contemplating the secondary challenge simultaneously, we are not yet in a place to directly answer this question.

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6. How much diligence will be performed before moving down the funnel as you say to making a preference known? What are the actual components of your selection process? You mention the priorities but what is evaluated at what phase?

- A. There is no abandoned railroad corridor between Bankhead and Lindbergh, so this effort is to identify different corridors that can feasibly floss through NW Atlanta and provide a mainline BeltLine trail. ABI will ultimately identify the corridor that is believed to provide the best trail user experience, at a cost within budget, that can be delivered by 2030. ABI will provide numerous opportunities for community engagement to help inform this decision.

7. Spring Valley Park is a single-family home neighborhood, the concern is not removing houses but it is encroaching on single family homes, residences and children. Is it a fact that you won't be picking an option that encroaches on single family home neighborhood?

- A. Without an abandoned railroad corridor available in NW Atlanta, ABI/PATH are forced to consider other possibilities for mainline trail. City streets, city parks, and even city lands not open to the public (DPW yards, etc.) have been considered in the process, as have utility easements and even some private lands to ensure connectivity. Because of all the physical infrastructure obstacles in NW Atlanta, ABI is not in a position to rule out potential solutions that could provide the connectivity needed to complete the BeltLine Trail Loop.

8. A previous Power Point presentation appears to show at least two separate corridors leading from the proposed I-75 crossing to the existing Tanyard Creek Park trail. Will one of the two corridors be selected for actual construction, or does ABI contemplate completing both corridors?

- A. The intention is for ABI to identify a single mainline trail corridor, which would mean picking 1 corridor from the western study area and 1 corridor from the eastern study area, to perform design and then construct. Ideally, all feasible corridors would eventually be designed and constructed to add to the City's trail network, but ABI will remain focused on the mainline corridor.

9. If only one corridor will be selected, what is the criteria for selection and how will the alternatives be ranked?

- A. There is no abandoned railroad corridor between Bankhead and Lindbergh, so this effort is to identify different corridors that can feasibly floss through NW Atlanta and provide a mainline BeltLine trail. ABI will ultimately identify the corridor that is believed to provide the best trail user experience, at a cost within budget, that can be delivered by 2030. ABI will provide numerous opportunities for community engagement to help inform this decision.

10. It looks like there are two corridors planned in the previous presentation to connect the current Tanyard Creek trail to the Beltline in West Midtown. Are both corridors planned or will only one be selected?

- A. The intention is for ABI to identify a single mainline trail corridor, which would mean picking 1 corridor from the western study area and 1 corridor from the eastern study area, to perform design and then construct. Ideally, all feasible corridors would

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eventually be designed and constructed to add to the City's trail network, but ABI will be remain focused on the mainline corridor.

11. Please provide more information in regards to the proposed "NW Beltline Trail Study Corridors" as to how Corridor 1, Corridor 2, and Corridor 3 are being considered. Is the plan to develop all three corridors or a decision between Corridor 1 and Corridor 2? Along the same lines, when looking at the color map for Corridor 2, please confirm if the split routes 'brown' and 'yellow' are being considered as alternatives or plans to develop both proposed routes? Are there other routes being considered that have not been published?

A. The intention is for ABI to identify a single mainline trail corridor, which would mean picking 1 corridor from the western study area and 1 corridor from the eastern study area, to perform design and then construct. Ideally, all feasible corridors would eventually be designed and constructed to add to the City's trail network, but ABI will be remain focused on the mainline corridor.

12. Of the corridors proposed, are one or all corridors planned to be built or is this a selection process?

A. The intention is for ABI to identify a single mainline trail corridor, which would mean picking 1 corridor from the western study area and 1 corridor from the eastern study area, to perform design and then construct. Ideally, all feasible corridors would eventually be designed and constructed to add to the City's trail network, but ABI will be remain focused on the mainline corridor.

13. I understand that there are a number of proposed alternative routes. Can you confirm that one of the proposed options will be selected as opposed to the possibility of multiple corridors being completed? Are any other routes being considered that have not yet been presented? Would other proposed plans be considered and, if not, why not? What documentation will be made available for public review regarding the potential route options, and when will clear specifications of the proposals be provided?

A. The intention is for ABI to identify a single mainline trail corridor, which would mean picking 1 corridor from the western study area and 1 corridor from the eastern study area, to perform design and then construct. Ideally, all feasible corridors would eventually be designed and constructed to add to the City's trail network, but ABI will be remain focused on the mainline corridor.

Feasibility Study Process

14. The proposed Spring Valley Park corridor shows the Beltline trail crossing Spring Valley Road twice, and then crossing multiple residential driveways, such that residents will have to drive across the trail every time they leave or enter their property. With regards to public safety, will the City of Atlanta have any liability for creating a situation that brings pedestrians and traffic into dangerous proximity?

A. SVP does not have sidewalks, so everyone traveling within the neighborhood must do so, regardless of mode, in the street together already. Numerous other neighborhoods have sidewalks, across which residential driveways must cross. Pedestrians on the

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BeltLine represent no additional liability to the City or to motorists than pedestrians on the sidewalk or in the street.

- 15. Will the crossing of private driveways, such that residents cannot enter or leave their own homes without crossing the Beltline trail, devalue their property? If so, would that devaluation be considered a taking?**
 - A. No.
- 16. With regard to public safety, what is the liability of the private landowners should an accident occur on segments of the trail that cross their property? Will the City offer indemnification?**
 - A. No.
- 17. Has consideration been given to emergency services (fire, EMT, police) to those private landowners cut off from the public roadway by the proposed Beltline trail?**
 - A. Private property will not be cut off from public roadway access.
- 18. Has consideration been given to public and private services (mail, parcel delivery, contractor access) to those private landowners cut off from the public roadway by the proposed Beltline trail?**
 - A. Private property will not be cut off from public roadway access.
- 19. Has consideration been given to utility access (drinking water, sanitation, natural gas, power) to those private landowners cut off from the public roadway by the proposed Beltline trail?**
 - A. Private property will not be cut off from public roadway nor utilities access.
- 20. Does the Beltline trail cut across private residential driveways in a similar manner along other parts of the Beltline (i.e., is there any precedent for this)?**
 - A. The West End Trail along White Street, between Hopkins Street and Lawton Street is one possible example. Bill Kennedy Way, between Glenwood Avenue and Memorial Drive is another example. There are numerous side paths and cycle tracks on public streets throughout the City of Atlanta.
- 21. How will the Beltline compensate for canopy loss when trees are cut down in the Spring Valley conservation park?**
 - A. ABI is subject to the City of Atlanta Tree Ordinance. During design, ABI works diligently to minimize tree impacts as much as possible. The City Tree ordinance requires tree replanting for any trees that must be removed.
- 22. Loss of tree and natural ground cover will also exacerbate erosion, which in turn will lead to more flooding. Has this been studied or taken into consideration?**
 - A. The current effort is at a much higher level than the question. ABI meets or exceeds the City Stormwater Manual requirements.
- 23. Spring Valley is a conservation park and nature preserve. How would that work with putting a big concrete structure down the middle of it? How many trees would have to be cut down to create the path? Will there be ecological studies to see how the wildlife in the preserve would be affected?**
 - A. SVP is designated as a Nature Preserve by City's Office of Parks. **Nature Preserve:** Land set aside for preserving natural resources, historic landscapes, open space, and providing visual aesthetics/buffering. Provides passive-use opportunities such as low impact trail corridors with an emphasis on ecological stewardship and wildlife protection. The current effort is at a much higher level than the question. No recompense analysis has been performed yet.
- 24. Spring Valley Rd is basically an alley down toward the bottom of the street. How would that work for residents on that stretch of the road whose driveways and houses are cut off by the**

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Beltline? Would they have to drive over the Beltline? What about deliveries, mail, utilities? Who would be responsible for any liabilities or injuries incurred from driving over the Beltline?

- A. The current effort is at a much higher level than the question. If this corridor is chosen, pedestrians on the BeltLine represent no different liability to the City or to motorists than pedestrians on the sidewalk or in the street. We ask everyone to drive, walk, and ride responsibly.
- 25. 3. Little Creek that runs through Spring Valley is prone to flooding and erosion. Are there studies showing the environmental impact to the creek of cutting down trees and adding more concrete for water to run off right next to the creek? The houses in the lower part of the valley are already close to being flooded in hard rains; what happens if this construction tips the scale and causes homes to be flooded?**
- A. The current effort is at a much higher level than the question. No hydrological analysis has been performed yet. ABI meets or exceeds the City Stormwater Manual requirements.
- 26. The previous Power Point presentation shows a conceptual design for an elevated trail passing through Spring Valley Park, a designated conservation park. Has an impact study been performed on the effects of the proposed construction on wildlife (several barred owls nest in those woods, and foxes and deer both frequent the park)?**
- A. SVP is designated as a Nature Preserve by City's Office of Parks. (Definition of Nature Preserve: Land set aside for preserving natural resources, historic landscapes, open space, and providing visual aesthetics/buffering. Provides passive-use opportunities such as low impact trail corridors with an emphasis on ecological stewardship and wildlife protection.) The current effort is at a much higher level than the question. No impact study has been performed.
- 27. Spring Valley Creek has been prone to urban flash flooding due to all the impervious ground cover in the area. Additional concrete and paving will only serve to exacerbate the problem. Has a hydrology study been performed to examine the impact of flooding from the proposed plan?**
- A. The current effort is at a much higher level than the question. No hydrological analysis has been performed yet. ABI meets or exceeds the City Stormwater Manual requirements.
- 28. Has any consideration been given to using the already-in-progress PATH sidewalk under Northside Drive at Peachtree Creek, which is already connected to the Beltline, rather than having to create a whole other way for pedestrians to safely cross Northside?**
- A. Yes, but it was determined that that location was too far north to realistically serve the western study area. It is wonderful for overall trail network connectivity though.
- 29. Is there anywhere else that the Beltline crosses through residents' front yards and cuts them off from public roads? If so, how is that handled?**
- A. The West End Trail along White Street, between Hopkins Street and Lawton Street is one possible example. Bill Kennedy Way, between Glenwood Avenue and Memorial Drive is another example. There are numerous side paths and cycle tracks on public

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streets throughout the City of Atlanta. Private property will not be cut-off from public roads.

30. All the water meters for the houses at the end of Spring Valley are clustered at the north side of the entrance to the drive. Has there been any consideration to how/whether all the water pipes would have to be rerouted?

A. The current effort is at a much higher level than the question. Utilities may require relocation, but utility connections will be maintained.

31. Is there precedent from Beltline development thus far where abandoned alleys, private property, or single family zoned historic neighborhoods have been developed?

A. There is no abandoned railroad corridor between Bankhead and Lindbergh, so this effort is to identify different corridors that can feasibly floss through NW Atlanta and provide a mainline BeltLine trail. The West End Trail along White Street, between Hopkins Street and Lawton Street is one possible example. Bill Kennedy Way, between Glenwood Avenue and Memorial Drive is another example. There are numerous side paths and cycle tracks on public streets throughout the City of Atlanta.

32. What studies have been conducted regarding the conservation needs of the impacted areas...greenspace, trees, animal habitat, and water source cleanliness?

A. The current effort is at a much higher level than the question. These analyses have not been performed.

33. What is the plan to provide continued access to impacted homes where the proposed development cuts off driveway access from the public street, impacts postal service delivery to private homes, impedes access to private homes for emergency services/vehicles, and restricts basic city trash pickup?

A. Private property will not be cut off from public roadway access.

34. How will environmental impacts be studied and addressed for erosion, impervious surface consequences, and flood control by disturbing the natural barriers and water courses?

A. The current effort is at a much higher level than the question. No hydrological analysis has been performed yet. ABI meets or exceeds the City Stormwater Manual requirements.

35. How will Beltline contend with foreseeable liability from additional traffic, parking, and construction for the neighborhood residents and children specifically who currently use the neighborhood streets to bike, walk, and host neighborhood events that will no longer be safe due to increased car traffic and construction. Many measures have been implemented to increase the safety of our neighborhood due to problems with cut-through traffic by constructing speed bumps and no turn signs at the entrance to Spring Valley. How will the development of the Beltline work to keep the purpose of these measures in place instead of negating the time and money that has been spent to study and implement these traffic calming measures? Please address this risk to public safety.

A. The current effort is at a much higher level than the question. If this corridor is chosen, pedestrians on the BeltLine represent no different liability to the City or to motorists

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than pedestrians on the sidewalk or in the street. We ask everyone to drive, walk, and ride responsibly.

36. Has the history behind the neighborhood, purpose behind the formation of Spring Valley Park as an undeveloped nature preserve, and rationale for not developing Spring Valley as a city road to connect to Walthall been considered in the decision-making process?

- A. There is no abandoned railroad corridor between Bankhead and Lindbergh, so this effort is to identify different corridors that can feasibly floss through NW Atlanta and provide a mainline BeltLine trail. ABI believes in context sensitive design, but first needs to identify a corridor through which to develop a design for a trail alignment. Existing city assets are being considered to provide connectivity for the BeltLine trail, which will become a neighborhood asset.

37. What other parts of the beltline have residential homes just feet away from the path?

- A. Please look at the ABI interactive map: <https://beltline.org/map/>. In various configurations, the paved BeltLine trail is residential-adjacent within numerous neighborhoods around the loop: Glenwood Park, Reynoldstown, Cabbagetown, Old Fourth Ward, Inman Park, Just Us, Washington Park, Mozley Park, Adair Park, Capital View, Capital View Manor, Westview, Hunter Hills, Collier Hills North, Ardmore Park.

38. What other parts of the beltline does the path flow in the same direction and over actual car traffic and driveways?

- A. The West End Trail along White Street, between Hopkins Street and Lawton Street is one possible example. Bill Kennedy Way, between Glenwood Avenue and Memorial Drive is another example. There are numerous side paths and cycle tracks on public streets throughout the City of Atlanta.

39. What considerations have been made about how private residents are to enter and exit their properties with path traffic (often steady and heavy? And the flow of path traffic follows the necessary flow of the resident car traffic?

- A. The current effort is at a much higher level than the question. If this corridor is chosen, pedestrians on the BeltLine represent no different liability to the City or to motorists than pedestrians on the sidewalk or in the street. Private property will not be cut-off from public roads. We ask everyone to drive, walk, and ride responsibly.

40. What consideration to population density... especially children in the area has been given, as the increased traffic, driveway pass through dangers, and heavier car and foot traffic with children in play in their own front yards, will certainly cause severe issues and loss of homeowners staying and moving into the area?

- A. The current effort is at a much higher level than the question. If this corridor is chosen, pedestrians on the BeltLine represent no different liability to the City or to motorists than pedestrians on the sidewalk or in the street. Private property will not be cut-off from public roads. We ask everyone to drive, walk, and ride responsibly.

41. What security and privacy considerations have been given?

- A. The current effort is at a much higher level than the question. BeltLine trail implementation includes lighting and security cameras, and is designed with the concepts and principals set forth by the Crime Prevention Through Environmental Design (CPTED) Association.

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42. What will the property value impact be to all of the residents along the path being that perceived and actual crime, traffic, noise, and overall nuisance issues will arise?

- A. The current effort is at a much higher level than the question. These analyses have not been performed. Generally, adjacent property values have risen after BeltLine implementation, however it is difficult to ascertain to what degree any change in value was directly attributable to the BeltLine. Crime statistics point to the BeltLine being one of the safest places within the City.

43. The city has yet to resolve the speeding, traffic, and high-danger directional turn issues along Northside Drive from 75 to Peachtree Battle, currently putting Spring Valley/Collier Hills North residents at risk in vehicles, let alone on foot. How is this being aligned to the other DOT projects impacting residential areas?

- A. The study for the NW trail is in the process of identifying preferred alternatives. Once an alternative is selected and progresses to further study, traffic mitigation concerns in the vicinity will be a consideration in all design work.

44. Specifically with regards to the possible Spring Valley corridor, what consideration has been given to the unique issues presented by this proposed plan, including creating multiple drive across situations for private residences, the ability of such residents to have access to public services and emergency assistance as well as public safety concerns?

- A. The current effort is at a much higher level than the question. If this corridor is chosen, pedestrians on the BeltLine represent no different liability to the City or to motorists than pedestrians on the sidewalk or in the street. Private property will not be cut-off from public roads. We ask everyone to drive, walk, and ride responsibly.

45. What studies have been performed on the proposed sites, including, but not limited to, hydrology and environmental impact studies?

- A. The current effort is at a much higher level than the question. The planning-level analyses performed to-date is primarily topographical, to determine gross lengths of walls and bridges. No hydrological analysis has been performed yet. ABI meets or exceeds the City Stormwater Manual requirements. No environmental impact studies have been performed.

46. Georgia Power owns a large portion of the proposed Spring Valley Connection, and The City of Atlanta thereafter owns the link from Northside Drive toward Spring Valley Park. In comparison to alternative routes, this seems like a very practical option for these reasons. Is the connection option through Spring Valley Park the easiest option because it would require the least amount of private property acquisition?

- A. This corridor attempts to leverage the public assets that can provide a significant portion of the needed corridor connectivity.

47. How does the connection option through Spring Valley Park provide new transportation opportunities to nearby dense residential development? Is there a metric or number that you could provide to show the benefit? Are there particular areas of dense development that this link will connect?

- A. If this corridor is chosen, there would be trail network connectivity to the existing BeltLine Northside/Tanyard Creek trail, which ties in with the PATH network around Bobby Jones Golf Course, and ultimately with the balance of the BeltLine loop and the trails and streets that end up connecting with it. There is no quantified metric.

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48. Could you provide examples of completed trail connectors that you feel would relate to the vision of connecting the ABL through Spring Valley Park? This could ease any concerns that residents have about an increase in vehicular activity and on street parking.

A. There are trail projects all around the city that provide alternative access and mobility for those not driving. The Lionel Hampton Trail in SW Atlanta is an example. The Northside/Tanyard Creek Trail in this study area is another example. Freedom Parkway Trail is yet another example.

49. What are some of the options that the Atlanta Beltline may provide to residents to ensure that pedestrian safety is considered (street improvements, cross walks, speed bumps, an increase in police presence)?

A. The current effort is at a much higher level than the question. BeltLine trail implementation includes lighting and security cameras, and is designed with the concepts and principals set forth by the Crime Prevention Through Environmental Design (CPTED) Association. We envision implementation analogous to that of Eastside Trail running within the Wylie Street right-of-way through Reynoldstown, or in Bill Kennedy Way right-of-way in Glenwood Park.

50. Are you aware of ongoing issues with stormwater flooding from Greystone Road and Meredith Drive into Spring Valley Park? There is a large quadrant of Meredith Drive that has been washed away as a result, and it causes erosion and debris to be delivered to the anticipated location of the trail head (Happy to share videos, Ccharcourt@gmail.com).

A. The current effort is at a much higher level than the question. No hydrological analysis has been performed. ABI meets or exceeds the City Stormwater Manual requirements, but will be focusing on the trail footprint. Department of Watershed Management should be reached at 311 to report existing issues.

51. The setback of residential historic property will be impacted by the presence of the trail if completed. How does the Spring Valley Connection preserve and enhance the historic and cultural character of the neighborhood? What efforts have been made to ensure that this is considered?

A. The current effort is at a much higher level than the question. No analysis of historic or cultural resource impacts has been performed.

52. Are you aware that it is plausible for the original owners of the historic structure at 515 Spring Valley Road to be buried within a relative distance of where potential property acquisition will take place? Would this impact or draw out your timeline out? How could this change (if approved) as Collier Hills has recently submitted a nomination to the Georgia Register of Historic Places, to be considered by the National Register of Historic Places? Neighbors would be concerned by these types of discoveries, as it could prolong construction of the trail if realized.

A. The current effort is at a much higher level than the question. No analysis of historic or cultural resource impacts has been performed.

53. Can you confirm that only one of the three options presented will definitely be chosen?

A. The intention is for ABI to identify a single mainline trail corridor, which would mean picking 1 corridor from the western study area and 1 corridor from the eastern study

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area, to perform design and then construct. Ideally, all feasible corridors would eventually be designed and constructed to add to the City's trail network, but ABI will be remain focused on the mainline corridor.

54. What have your feasibility studies shown regarding the impact of daily, routine delivery of (construction, lawn service trucks and trailers, Uber/Lift, UPS, Amazon, baby-sitter, trash, and lawn cuttings pick-up) services to the Collier Hills, Spring Valley and cut-off homes in the neighborhood which would routinely block and cross the proposed Path route?

A. The current effort is at a much higher level than the question. Private property will not be cut-off from public roads. We ask everyone to drive, walk, and ride responsibly.

55. How does the Beltline and Path Foundation plan to guarantee Collier Hills 81-year-old US Federal Postal Services not be altered in any way which includes actual access and deliveries to the cut-off homes on Spring Valley?

B. The current effort is at a much higher level than the question. Private property will not be cut-off from public roads. We ask everyone to drive, walk, and ride responsibly.

56. What is your policy and precedent on disturbing and desecrating an existing family gravesite and memorial along the proposed Path route along Spring Valley Road?

A. The current effort is at a much higher level than the question. ABI believes in context sensitive design and if there is a family grave site within the community, ABI will make every effort to avoid it. The location and extents of the grave site should be provided to ABI as soon as possible.

57. What impact would construction of the proposed Pathway have on existing, dedicated private city water lines along Spring Valley Road and to the cut-off homes on Spring Valley?

A. The current effort is at a much higher level than the question. Private property will not be cut-off from public roads, and utility service will be maintained, even if some utility infrastructure must be relocated.

58. What precedent exists for the Beltline or Path crossing a series of private driveways effectively cutting off routine daily access to personal residences?

A. There is no abandoned railroad corridor between Bankhead and Lindbergh, so this effort is to identify different corridors that can feasibly floss through NW Atlanta and provide a mainline BeltLine trail. The West End Trail along White Street, between Hopkins Street and Lawton Street is one possible example. Bill Kennedy Way, between Glenwood Avenue and Memorial Drive is another example. There are numerous side paths and cycle tracks on public streets throughout the City of Atlanta.

59. How does altering the character and lifestyle of an older, established historical neighborhood such as Collier Hills/Spring Valley contribute to the mission/values statement of the Beltline Trail?

A. There is not an abandoned railroad corridor between Bankhead and Lindbergh, so this study effort is to identify potential corridors that can feasibly weave through NW Atlanta and provide a mainline BeltLine trail, completing the 22-mile loop. ABI believes in context sensitive design and will work with neighbors and neighborhoods on appropriate solutions if this alternative is selected for further design study.

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60. Spring Valley Conservation Park provides a full tree canopy and a home to numerous animals - how much of this can be preserved with construction and if not, what will PATH and ABI do to compensate?

- A. SVP is designated as a Nature Preserve by City's Office of Parks. (Definition of Nature Preserve: Land set aside for preserving natural resources, historic landscapes, open space, and providing visual aesthetics/buffering. Provides passive-use opportunities such as low impact trail corridors with an emphasis on ecological stewardship and wildlife protection.) The current effort is at a much higher level than the question. No impact study has been performed.

61. As a cut through street to Piedmont Hospital already, have the impacts of additional traffic to Spring Valley Rd and the already congested intersection of Northside and Collier Road been studied? At least a dozen children on Collier Place and Spring Valley Rd attend Atlanta Public Schools and use the bus. How will bus stops be affected and what safety measures will be implemented to keep them safe on now a busier road?

- A. The current effort is at a much higher level than the question. Private property will not be cut-off from public roads, so bus stops would not likely be affected. ABI is not trying to solve for vehicular traffic congestion, but would provide a safe, alternative means of access and mobility for those who do not drive. We ask everyone to drive, walk, and ride responsibly.

62. Did someone mention when the decision will be made?

- A. We are working towards initial recommendations and a prioritization of the trail alignment options by late January or early February. We will be working through community engagement feedback, cost estimates, and other analysis work between now and then. We are planning another community meeting in late January or early February to present the prioritized alignment options back to the community.

63. PATH seems to be doing a lot of the talking for ABI - who's actually responsible and who makes final decisions?

- A. This is the BeltLine NW Trail Feasibility Study. ABI is the owner and PATH Foundation is ABI's consultant, preparing the study on our behalf. As with all of ABI's trail projects, we are working collaboratively as a team. The preferred alignment determination will be an ABI decision, informed by this analysis and resultant community input.

64. Does large mean commercial and industrial or does it include residential?

- A. We have not analyzed or made any preferential decisions at this time. That work will continue through February at which time we will likely be presenting prioritized corridor alignments.

65. What are the factors being considered in the decision?

- A. There is no abandoned railroad corridor between Bankhead and Lindbergh, so this effort is to identify different corridors that can feasibly floss through NW Atlanta and provide a mainline BeltLine trail. ABI will ultimately identify the corridor that is believed to provide the best trail user experience, at a cost within budget, that can be delivered by 2030. ABI will provide numerous opportunities for community engagement to help inform this decision.

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66. What is the timing of making the decision, start of development, and projected completion?

- A. Work will continue through February at which time ABI will likely be presenting prioritized corridor alignments.

67. If selection, what is the decision-making criteria for the selection?

- A. There is no abandoned railroad corridor between Bankhead and Lindbergh, so this effort is to identify different corridors that can feasibly floss through NW Atlanta and provide a mainline BeltLine trail. ABI will ultimately identify the corridor that is believed to provide the best trail user experience, at a cost within budget, that can be delivered by 2030. ABI will provide numerous opportunities for community engagement to help inform this decision.

68. What is the timeline for a decision on the planned route, and what gating items or milestones will occur on that plan before a final decision is made?

- A. Work will continue through February at which time ABI will likely be presenting prioritized corridor alignments.

69. What are the considerations for the selection of the appropriate trail and what process will be applied before a decision is made?

- A. There is no abandoned railroad corridor between Bankhead and Lindbergh, so this effort is to identify different corridors that can feasibly floss through NW Atlanta and provide a mainline BeltLine trail. ABI will ultimately identify the corridor that is believed to provide the best trail user experience, at a cost within budget, that can be delivered by 2030. ABI will provide numerous opportunities for community engagement to help inform this decision.

70. What is the timing for the decision process?

- A. Work will continue through February at which time ABI will likely be presenting prioritized corridor alignments.

71. Who are the decision makers for the final location of the trail?

- A. The preferred alignment determination will be an ABI decision, informed by this analysis and resultant community input.

72. Will you please clarify the purpose of this feasibility study vs. detailed design and engineering down the road?

- A. There is no abandoned railroad corridor between Bankhead and Lindbergh, so this effort is to identify different corridors that can feasibly floss through NW Atlanta and provide a mainline BeltLine trail and loop. After a corridor is prioritized, design efforts would then begin, to develop engineered construction documents based on survey data. Consider an analogy of a kitchen renovation: start with feasibility activities that include identifying the location of the kitchen within the house, the kind of appliances to be considered, the general layout of the kitchen work triangle, etc. vs. engineering activities that include picking the exact sink, faucet, and appliance models and installation locations, designing the specific electrical and plumbing connections to those locations, ensuring the floor structure can hold up the refrigerator, picking the final countertop material and determining how it attaches to the cabinets, and specifying the final wall paint colors and flooring materials, all designed to be within an 1/8" or less.

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- 73. How far along in design and engineering will the Beltline be when they make a decision to proceed with one of the routes?**
- A. ABI will begin design engineering efforts after the preferred alignment has been identified.
- 74. Has the Beltline surveyed the potential routes yet to determine feasibility of design?**
- A. No. ABI/PATH efforts to-date have been based on available GIS datasets.
- 75. Has the Beltline staff walked all potential routes?**
- A. ABI technical staff has walked all the potential corridors.
- 76. How many single - family neighborhoods in the city has the Beltline bisected without a previous trail or rail line?**
- A. The Atlanta BeltLine has navigated through the West End and Westview neighborhoods (with the West End Trail along White Street) and Glenwood Park (with the Southside Trail along Bill Kennedy Way) along the streets where there was not a previous railroad corridor.
- 77. Is there precedent for forcing a property owner to cross the Beltline in order to come and go from their home? If so, how has the Beltline ensured safety to both the travelers on the Beltline and the property owners?**
- A. The West End Trail along White Street, between Hopkins Street and Lawton Street is one possible example. Bill Kennedy Way, between Glenwood Avenue and Memorial Drive is another example. There are numerous side paths and cycle tracks on public streets throughout the City of Atlanta. Numerous neighborhoods have sidewalks, across which residential driveways must cross. Pedestrians on the BeltLine represent no additional liability to the City or to motorists than pedestrians on the sidewalk or in the street in neighborhoods without sidewalks.
- 78. Why is it so important to have a full connection of Beltline paths when you could walk along the existing sidewalk from one part of the Beltline to another? Is that worth displacing residents?**
- A. The BeltLine is a vision for the City of Atlanta for the future and a means to provide safe access and mobility for those who cannot or do not drive. The 6 corridors are not foreseen to require acquisition of existing housing.
- 79. What factors are being considered in the 3 proposals?**
- A. There is no abandoned railroad corridor between Bankhead and Lindbergh, so this effort is to identify different corridors that can feasibly floss through NW Atlanta and provide a mainline BeltLine trail. ABI will ultimately identify the corridor that is believed to provide the best trail user experience, at a cost within budget, that can be delivered by 2030. ABI will provide numerous opportunities for community engagement to help inform this decision.
- 80. What is the timeline for the selection as well as construction starting/finishing?**
- A. Work will continue through February at which time ABI will likely be presenting prioritized corridor alignments. Construction is not yet scheduled, except to be complete by 2030.
- 81. In the proposal, the Beltline would cross private drives. How would the flow of traffic work with Beltline pedestrians crossing private driveways?**

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- A. The current effort is at a much higher level than the question. Numerous neighborhoods have sidewalks, across which residential driveways must cross. If this corridor is chosen, trail users on the BeltLine represent nothing different to motorists than pedestrians on the sidewalk or in the street. We ask everyone to drive, walk, and ride responsibly.

82. Does the Beltline have the authority to build this structure on a conservation & nature park?

- A. There is no abandoned railroad corridor between Bankhead and Lindbergh, so this effort is to identify different corridors that can feasibly floss through NW Atlanta and provide a mainline BeltLine trail. ABI is coordinating with the Department of Parks and Recreation as study progresses to confirm what is feasible.

83. Is there any precedent in the Beltline construction disrupting a neighborhood's privacy with disapproving residents? If so, how was this handled?

- A. There is no abandoned railroad corridor between Bankhead and Lindbergh, so this effort is to identify different corridors that can feasibly floss through NW Atlanta and provide a mainline BeltLine trail. ABI believes in context sensitive design, but first needs to identify a corridor through which to develop a design for a trail alignment. Existing city assets are being considered to provide connectivity for the BeltLine trail, which will become a neighborhood asset.

Economic / Benefits

84. What is the perceived economic impact of the Spring Valley connector, and can you provide any insight that there would be an economic impact? Have you considered placemaking as an economic measure, and if so, does this relate?

- A. The current effort is at a much higher level than the question. Placemaking is always a consideration in trail planning, but the current focus is finding the feasible corridors.

85. The residents of Spring Valley Road already have quick access to the Atlanta Beltline Trail. Hosting the connector on our street would hopefully be a benefit to the greater community vs. a benefit to a handful of residences that would be sacrificing a lot of privacy. In considering that the Collier Hills neighborhood has a small footprint, and in considering the multiple connection points to the Atlanta Beltline, how is this option benefiting our area and community as a whole in comparison to other route options? What are we providing that other neighborhoods cannot in terms of inclusion, equity, employment opportunities and transportation opportunities?

- A. The current effort is at a much higher level than the question. The current effort is about finding the feasible corridors to then pursue design efforts.

86. What have your studies shown concerning the flooding and pollution of the existing Spring Valley creek caused by the elimination of the existing natural soil, tree and vegetation buffer zone on Spring Valley Road and the cut-off homes? EPA has prior involvement in the area and has shut down 3rd party activities in the area negatively affecting the existing creeks and waterway.

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- A. The current effort is at a much higher level than the question. ABI has not yet performed hydrological analyses. Private property will not be cut-off from public roads. Please provide ABI with more information about this EPA involvement in the area.

87. What are the specific benefits of the SV corridor proposal to our neighborhood? Do you foresee this increasing or decreasing our property value?

- A. The current effort is at a much higher level than the question. These analyses have not been performed. Generally, adjacent property values have risen after BeltLine implementation, however it is difficult to ascertain to what degree any change in value was directly attributable to the BeltLine.

Potential Legal

88. Define the legal responsibility (Beltline Trail, Path Foundation, City of Atlanta or Fulton County) for any accidents, (vehicular, pedestrian, or otherwise) caused by usage of the proposed Beltline Trail through the old, established neighborhood of Spring Valley, especially the two cut-off homeowners forced to routinely and daily cross the trail to enter their homes and for service vehicle access?

- A. Numerous neighborhoods have sidewalks, across which residential driveways must cross. If this corridor is chosen, trail users on the BeltLine represent nothing different to motorists than pedestrians on the sidewalk or in the street. We ask everyone to drive, walk, and ride responsibly. Private property will not be cut-off from public roads.

89. What is the Path Foundation's and Beltline's legal responsibility for delivery of emergency services (fire, police, medical) needed to access the homes blocked by the proposed Beltline Pathway on the street and cut-off homes on Spring Valley?

- A. Private property will not be cut-off from public roads.

90. What is the Beltline's or Path Foundation's personal injury liability responsibility resulting for accidents (vehicle/pedestrian) caused by daily, routine entering and exiting of the proposed Path Trail route to the Spring Valley neighborhood and cut-off homes?

- A. Numerous neighborhoods have sidewalks, across which residential driveways must cross. If this corridor is chosen, trail users on the BeltLine represent nothing different to motorists than pedestrians on the sidewalk or in the street. Drive responsibly and do not run anyone over. Private property will not be cut-off from public roads.

91. Has the Beltline been sued by property owners in the past? If so, what was the outcome?

- A. ABI has been sued by property owners. These cases are still pending, and it is inappropriate to comment on pending litigation.

Funding for Design

92. How much of your budget would be taken up by a bridge over I-75?

- A. We are still working on cost estimates and may be able to provide this information when the study is finalized. We expect the bridge to be a significant cost.

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Community Engagement

93. Does that resident involvement include not only those properties being dug up or removed for the beltline, but also those whose property is off or steps away from the beltline and being impacted?

- A. No properties will be dug up or removed for construction of the BeltLine. Yes, we engage the greater community and often meet with the adjacent property owners separately.

94. Can neighborhoods submit formal responses to your plans?

- A. Yes, please send formal responses to engage@atlbeltline.org.

95. How do we get involved in the discussion BEFORE decisions and other discussions are happening and presented in January and before design is done? It's too late if not.

- A. We have the pinpoint website where feedback can be provided, neighborhoods can request meetings, individuals can reach out to ABI with questions, and we will have additional meetings. Design will not start until at the earliest February and additional community engagement meetings will be held throughout the design effort.

96. How does the Beltline work with private property owners on or adjacent to proposed paths?

- A. ABI typically engages at the study group level, which are geographic clusters of neighborhoods, and at the City-wide level through our Quarterly Briefing outreach meetings, and also meet with individual neighborhoods and property owners separately if warranted.

97. What will the public participation process be for the evaluation of alternatives?

- A. ABI typically engages at the study group level, which are geographic clusters of neighborhoods, and at the City-wide level through our Quarterly Briefing outreach meetings, and also meet with individual neighborhoods and property owners separately if warranted.

98. How are affected residents being included in the decision and planning process?

- A. ABI typically engages at the study group level, which are geographic clusters of neighborhoods, and at the City-wide level through our Quarterly Briefing outreach meetings, and also meet with individual neighborhoods and property owners separately if warranted.

99. What is the decision process and criteria considered in deciding the route for development? In addition, how is citizen participation factored into the process.

- A. ABI typically engages at the study group level, which are geographic clusters of neighborhoods, and at the City-wide level through our Quarterly Briefing outreach meetings, and also meet with individual neighborhoods and property owners separately if warranted.

100. How will the residents be involved in the decision-making process that will impact their livelihood and property value - pocketbook?

- A. ABI typically engages at the study group level, which are geographic clusters of neighborhoods, and at the City-wide level through our Quarterly Briefing outreach

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meetings, and also meet with individual neighborhoods and property owners separately if warranted.

101. As you evaluate the possible solutions, how will the planning group work with the public and, more specifically, the affected residents?

- A. ABI typically engages at the study group level, which are geographic clusters of neighborhoods, and at the City-wide level through our Quarterly Briefing outreach meetings, and also meet with individual neighborhoods and property owners separately if warranted.

102. What role will residents play in the study and implementation process?

- A. ABI typically engages at the study group level, which are geographic clusters of neighborhoods, and at the City-wide level through our Quarterly Briefing outreach meetings, and also meet with individual neighborhoods and property owners separately if warranted.

103. What is the value of the Spring Valley resident's opinion in determining the location of the Beltline Trail and how it affects our life's?

- A. ABI typically engages at the study group level, which are geographic clusters of neighborhoods, and at the City-wide level through our Quarterly Briefing outreach meetings, and also meet with individual neighborhoods and property owners separately if warranted.

104. How will residents of Spring Valley Rd and Collier Hills neighborhood be included in the planning and the decision?

- A. ABI typically engages at the study group level, which are geographic clusters of neighborhoods, and at the City-wide level through our Quarterly Briefing outreach meetings, but may and also meet with individual neighborhoods and property owners separately if warranted.

105. Will the opinions of the residents in Spring Valley be strongly considered for the selection? Do we have a legitimate say in the matter?

- A. Yes, opinions of residents in Spring Valley will be strongly considered for selection. Yes, Spring Valley residents say matters.

Other

106. Can you please expound on the mission of the Beltline and how these proposed routes align with those values and goals?

- A. Narrative describing routes, analysis of routes, and recommendations for the routes and how they align with the BeltLine vision will be completed as a study progresses.

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