



Concept Plan

Town Center Streetscapes

June 2020



ACKNOWLEDGEMENTS

CHAMBLEE MAYOR & CITY COUNCIL

R. Eric Clarkson - Mayor
Brian Mock - Mayor Pro Tem
John Mesa - District One
Leslie C. Robson - District Two
Karen Lupton - District Three
Darron Kusman - At Large Seat



CHAMBLEE STAFF

Jon Walker, City Manager
Al Wiggins, Deputy City Manager
Jodie Gilfillan, Parks and Recreation Director
Catherine Lee, Community and Economic Development Director
Kerry Thomas, Chief of Police
Matthew Dickison, AICP, Planning and Development Director
Andrew Russell, AICP, Planning Manager

CONSULTANTS - CPL

Kevin McOmber, PE, Senior Vice President
Joseph Powell, PLA, Associate
Jeff Mueller, PE, Associate



TOWN CENTER STROLL CONTRIBUTORS

Lowe's Chamblee
Seven Oaks
Gus's Chicken
Contrast Artisan Ales
Frosty Caboose
Vintage Pizza

TABLE of CONTENTS

Executive Summary	Page 4
Previous Plans	Page 5
Community Engagement	Page 13
Concept Designs	Page 25
Implementation	Page 33
Appendix A	Page 36

EXECUTIVE SUMMARY

THE PROJECT

In the summer of 2019, the City of Chamblee initiated a project to develop the Town Center Streetscapes Concept Plan to determine the best solutions for current and future streets in Chamblee Town Center. This area, generally bound by Peachtree Boulevard to the northwest, the MARTA/Norfolk Southern rail lines to the southeast, Chamblee Dunwoody Road to the southwest and a line extending from Ingersoll Rand Drive to Peachtree Boulevard on the northeast, has been the subject of several planning efforts in the recent past. Home to the City's municipal complex, including City Hall, the Police Department and the Civic Center, this area is primed to grow into a local and regional live, work, play destination. Currently, the area presents ongoing challenges to developing a walkable, bikeable environment because of the constraints of the existing built environment—existing structures of historic interest, railroad and MARTA lines, and established infrastructure contribute to the context of the area studied. The concepts presented herein and the methods for gathering public input are based on deference to that context through transitions and adjustments designed to enhance the character of the area, rather than transform it. In addition, special attention is paid to creating a unique, easily identifiable Town Center for Chamblee.

The project was broken into overlapping tasks to navigate the City through a process that worked within site constraints and build upon a successful downtown, including the following: **Task 1:** Information Gathering/Existing Conditions; **Task 2:** Concept Development; **Task 3:** Community Engagement; **Task 4:** Concept Conclusion; and **Task 5:** Adoption by City Council.



Previous Plans

Town Center Streetscapes



PREVIOUS PLANS

PRIOR PLANNING EFFORTS

The streetscape improvement recommendations in Town Center are guided by the City of Chamblee and input from residents, business owners, and other key stakeholders. These planning efforts for Town Center and implementation of the Town Center Streetscapes is supported by the vision, goals and policies of previously adopted studies and plans.

These studies and plans include:

City of Chamblee Comprehensive Plan (2019)

Town Center Planned Unit Development (PUD) Pattern Book (2019)

Chamblee Mobility Plan (2019)

Chamblee Rail Trail Phase 3 Extension Study (2019)

Automated Shuttle Detailed Design Plan (2019) & Self-Driving Shuttle Feasibility Study and Concept Plan (2018)

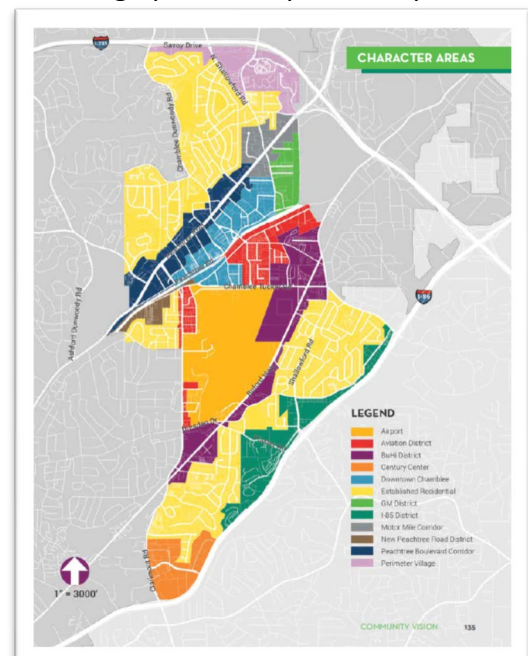
Downtown Chamblee Town Center Master Plan (2018)

Chamblee Town Center Livable Centers Initiative (LCI) (2001) and LCI 10-Year Update (2014);

COMPREHENSIVE PLAN

The Comprehensive Plan provides the vision for the future of the City, with short and long term implementation plans for investments to achieve that vision. The vision of the City is “aspiring to be a healthy, vibrant, safe environment where residents live, work, play and grow in a diverse community that values its neighbors and the historic qualities of the city.” This vision is supported by the overarching goals of creating a greater sense of community identity, supporting a thriving business environment, promoting a healthy/safe living environment, developing and maintaining strong multi-modal connections and providing quality government services through partnership and cooperation.

The Comprehensive Plan divides the City into twelve distinct character areas, each with a unique vision and implementation measures. The Town Center Streetscapes are mostly located in the Downtown Chamblee Character Area. This character area envisions a vibrant and recognizable center that ties the greater Chamblee community together, and attracts visitors from around the Atlanta region. Centered on the Chamblee MARTA station, this area supports transit-oriented lifestyles with associated housing, services, civic functions and employment. In addition, the area contains a blend of historic and modern buildings within a safe and walkable environment. A key policy is to improve pedestrian connections to the MARTA station by investing in sidewalks, bicycle infrastructure and landscaping.



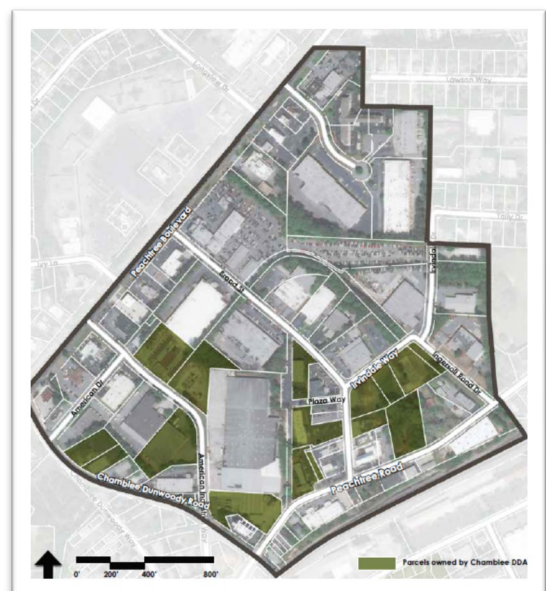
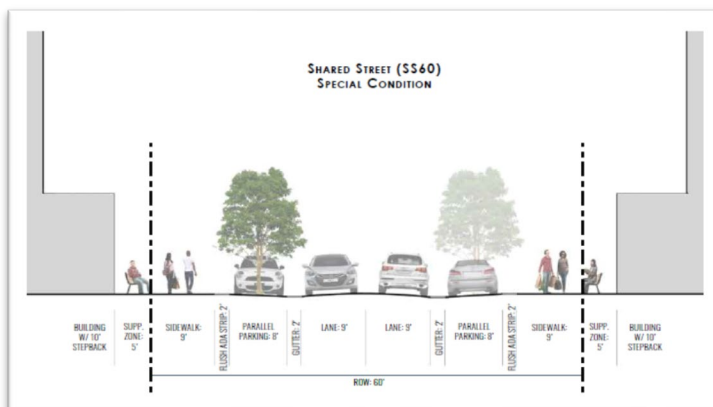
PREVIOUS PLANS

The transportation recommendations in the comprehensive plan build upon the recommendations in the City's recently adopted Mobility Plan. Specifically, the Peachtree Blvd @ Chamblee Dunwoody Road Small Area Plan recommends the implementation of new streetscapes along most streets in the Town Center area. These include the following transportation projects: B.23: Broad Street Enhancements; B.18: American Drive Protected Facility; B20: Rail Trail Phase 3 – Chamblee Dunwoody Link; B21: American Industrial Way Street Enhancements; and NS.07: American Industrial Way Extension. This area is intended to reinforce the vision of a dense, walkable core for the city, to take advantage of the Rail Trail and the close proximity of the Chamblee MARTA station. By concentrating residences and new commercial opportunities, any potential increase in vehicle traffic can be reduced if residents choose to walk or bike to destinations, or if other patrons can park their vehicle only once while visiting the area.

TOWN CENTER PLANNED UNIT DEVELOPMENT (PUD) PATTERN BOOK

The Town Center PUD Pattern Book was adopted through the zoning map amendment process in 2019. This City-initiated rezoning governs the development of property within the Downtown Chamblee Town Center Master Plan PUD district (see below, right). Bound by Peachtree Blvd to the north, MARTA/Norfolk Southern rail lines to the southeast, Chamblee Dunwoody Rd to the southwest, and approximately Ingersoll Rand Dr to the east, the Town Center PUD Pattern Book will permit innovative development as a unified and integrated town center in accordance with detailed development plans, to accomplish the goals of the Chamblee Town Center Master Plan. PUD Districts, in general, permit development concepts not otherwise allowed within the zoning ordinance. The Town Center PUD Pattern Book contains specific zoning regulations governing use, site dimensional standards, architectural standards, streets, landscape and hardscape standards to create the desired built environment for downtown.

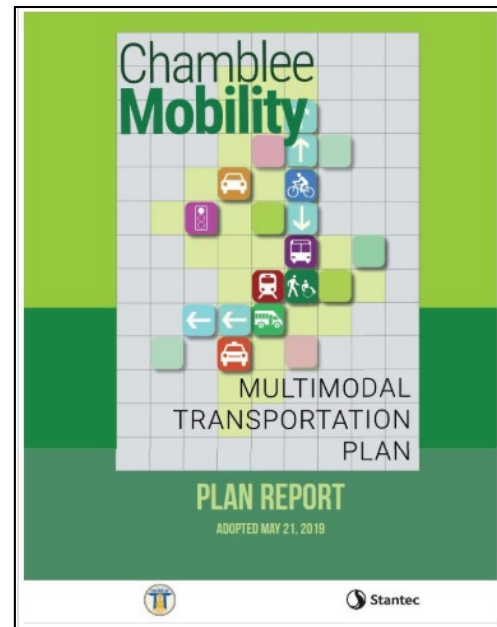
Among the goals for the district is to support walking, biking, and transit on streets to reduce the burden of car traffic. In particular, Broad Street, from Peachtree Rd to the proposed Rail Trail crossing, is required to be a shared street (Street Section SS60) (shown below).



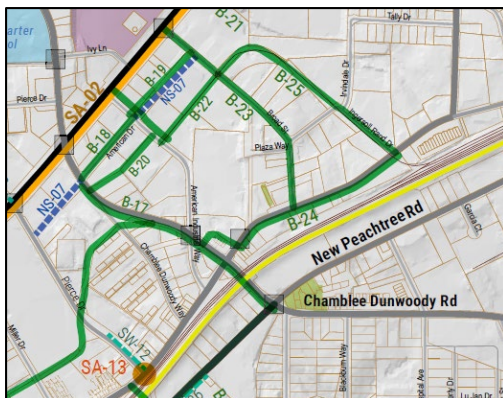
PREVIOUS PLANS

CHAMBLEE MOBILITY PLAN

In May of 2019 Chamblee adopted its first comprehensive transportation plan, a document with a multi-modal focus called the Chamblee Mobility Plan. The result of heavy resident and stakeholder input, it provides a data-driven, community-supported framework for how Chamblee should invest in its transportation system over the next 20 years. Most of the Plan's recommendations—and associated costs to the City—are in the form of capital projects that add new streets, bicycle and pedestrian paths, and make adjustments to the street network at key locations. However, the Plan also recommends policy changes to City ordinances and practices, and includes a series of follow-up studies to explore select transportation themes in greater detail. The Plan provides an overview of how projects are prioritized and how they may be eligible for funding.



The Plan identifies focus areas throughout the city. The downtown area is located in the Central Chamblee Focus Area. The Plan identifies the following projects in the downtown area: B-17, B-20, B-22, B-23, B-24 and B-25, all of which are multi-use path and trail projects; NS-07, a new street connection from Broad Street to American Industrial Way; and CS-02, to convert a short section of Chamblee Dunwoody Road to a three-lane section between American Industrial Way and New Peachtree Road (under the Peachtree Road and Norfolk Southern Railroad bridges). This allows space for a multi-use path connection to link the downtown Chamblee Rail-Trail system expansions to the south side of the railroad corridor, a critical link for the connections between north and south Chamblee.



CENTRAL CHAMBLEE FOCUS AREA

In addition to the Chamblee Rail-Trail system that the City has been expanding, the plan recommends a series of sidewalk infill projects on short extents of streets in and around Chamblee's downtown business district, filling gaps on key connecting streets.

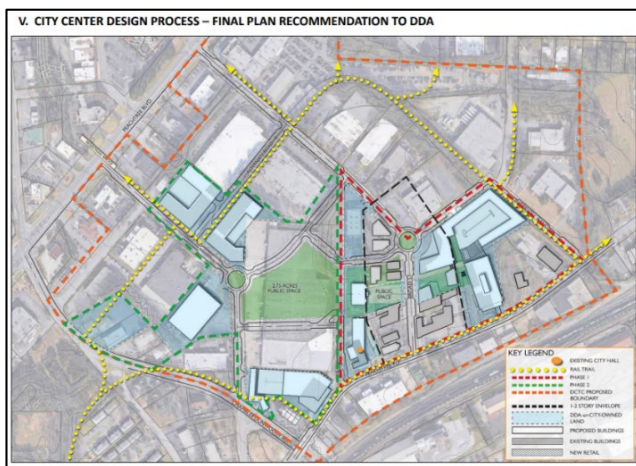


*Excerpt from Mobility Plan
showing proposed multi-use trail
connections in downtown*

PREVIOUS PLANS

DOWNTOWN CHAMBLEE TOWN CENTER MASTER PLAN

The Downtown Chamblee Town Center Master Plan, adopted in June of 2018, builds on the recommendations in the Town Center Livable Centers Initiative (LCI) to create an area-specific plan for downtown. The DDA project, led by the consultant/developer Seven Oaks, involved a great deal of public input, and resulted in an overall concept plan (below) to guide development decisions in the area.



The plan proposed the following major recommendations:

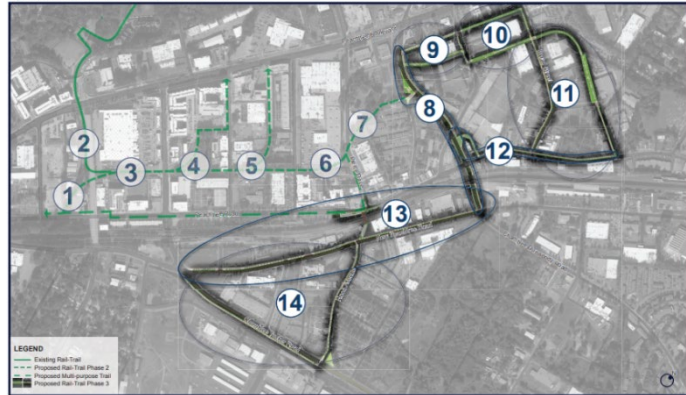
- Implement a new sub-area district under the Village Commercial zoning classification that would be dedicated to the area and identify that target area; **(Note: Implemented with the Town Center PUD)**
- Establish a priority list for the City to begin making moves that would ultimately result in the construction and development of new City buildings, moving the police station and jail, construct public parking facilities, as well as the repositioning of the City Civic Center site for a higher purpose;
- Establish an infrastructure development plan for the area and begin construction along Broad Street, spreading hardscape and landscape improvements from these over the next five years;
- Develop a flexible but targeted incentive plan for encouraging compatible development, recognizing that markets change over time, and selecting the best in class developers who share this vision and will commit to help implement it; the ultimate objective is to encourage private development, each unique, market driven, but meeting the plan objectives; and
- Monitor City financing objectives so as to maximize the opportunity for success, combining public investment and private development.

PREVIOUS PLANS

CHAMBLEE RAIL TRAIL PHASE 3 EXTENSION STUDY

In May of 2019, City Council adopted a concept plan for phase three of the Rail Trail. This plan, developed by the same firm who produced the Rail Trail Phase 2 Concept Plan, built upon that plan to provide concepts for extending the trail east across Chamblee Dunwoody Road through the downtown town center area and across the railroad and MARTA tracks to south of New Peachtree Road. The plan also makes recommendations for hardscape and streetscape elements, landscaping, bioretention and wayfinding signage. The resulting concept plan is provided (right). Much focus was put on trail design for Chamblee Dunwoody Road, going under the bridge, to facilitate the expansion of the Rail Trail southward. In addition, a combination of on-street and off-street trail alignments are provided to allow for maximum implementation flexibility. Several segments can be accommodated through streetscape improvements minimizing impacts to privately-owned property.

Figure 3.1a – Rail-Trail Phase 3 Concept Plan Focus Areas



AUTOMATED SHUTTLE DETAILED DESIGN PLAN & SELF-DRIVING SHUTTLE FEASIBILITY STUDY AND CONCEPT PLAN

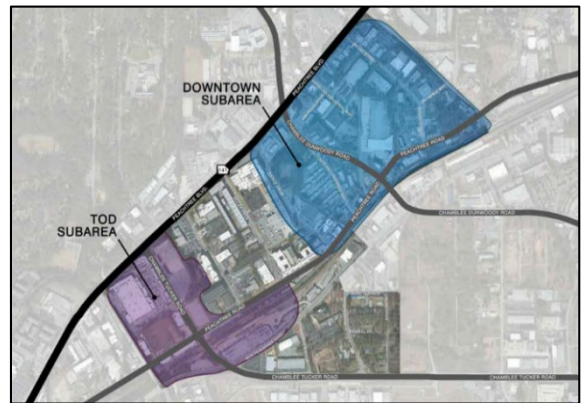
In 2018, the City began looking into the feasibility of being one of the first cities in the state to fully implement shared autonomous vehicles on public streets, by adopting the Self-Driving Shuttle Feasibility Study. Chamblee, and specifically, Peachtree Road, are strategically positioned in an ideal location for this technology, with the MARTA station and numerous business and commercial centers in the area. In addition, the recent and proposed redevelopment in proximity to MARTA supports transit expansion. An automated shuttle on Peachtree Road will provide vital first/last-mile connections for residents, commuters, and visitors and will work seamlessly with already available local and regional transportation options. In May of 2019, concurrent with the development of the Rail Trail Phase 3 Study and the Mobility Plan, the City adopted the Automated Shuttle Detailed Design Plan. This plan expanded upon the feasibility study by identifying how the corridor would need to be retrofitted to accommodate autonomous vehicles, stop locations and other technology needs.



PREVIOUS PLANS

TOWN CENTER LIVABLE TOWN CENTERS INITIATIVE (LCI)

A 2001 LCI study for Chamblee's downtown area focusing on transit-oriented development (TOD) around the Chamblee MARTA rail station, found that progress on the corridor should prioritize walkability and biking. A 2014 update expanded the Town Center LCI study boundary to encompass 300 acres between New Peachtree Road and Peachtree Boulevard and from Clairmont Road east to Ingersoll Rand Drive, including the Town Center area. The study provided a survey of the sidewalk network and gaps along the route, including that of Peachtree Road and adjacent streets, including Broad Street and Ingersoll Rand Drive. The Town Center area is identified in the LCI



as the second subarea of study (blue in the image to the right). Compared to the TOD subarea around the MARTA station, downtown Chamblee is characterized by, “Vacant and underutilized properties scattered throughout the subarea, and the environment is distinctly more small-town commercial and institutional rather than multi-family and larger-scale retail.”

The Study recognizes the amenity that existing Broad Street provides as a downtown street and looks to strengthen its role with new development, while preserving its character. The anchor green space for the Town Center subarea concept is centered at the intersection of Broad Street and Irwindale Way. This open area becomes a place for pedestrians and slows vehicular traffic along Broad Street. While the development concept shows Broad Street through the green space, open space can be positioned to one side or the other of the street as additional land is secured from the City's property, or from future private redevelopment on the east side of Broad Street. The Study encourages the city to consider requiring street front commercial on high priority pedestrian streets such as Peachtree Road and Broad Street. Also, the plan embraces the proposed trail system and community open space as part of redevelopment efforts while recommending additional flexibility for some of the development regulations in return for encouraging additional, higher quality outdoor spaces.



Community Engagement

Town Center Streetscapes



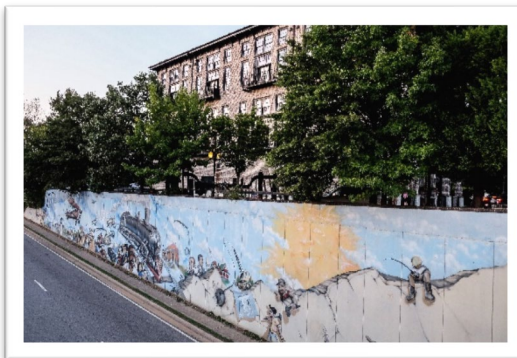
COMMUNITY ENGAGEMENT

KEY FINDINGS AND THEMES

Many residents, property owners and business owners participated in the development of the concept plans for the Town Center Streetscapes project. A major community event, the Town Center Stroll, provided multiple opportunities for attendees to provide input into the Plan. The specific input received during this event is outlined on the following pages.

Participants expressed a strong desire for pedestrian-friendly, safe streetscapes and amenities, landscaping and green space, gathering areas with seating and the city continuing to build out the Rail Trail in the downtown area. Improving the usability and appearance of existing spaces and infrastructure, such as the underutilized area on the Peachtree Road bridge were also important to the community. Preferences for the need for public art, such as murals, and a water feature in the downtown area were also shared.

Input on bicycle facilities was mixed, with some participants advocating for separated bike lanes and others giving lower priority to bicycle facilities compared to other projects. The need for adequate public parking was also expressed by the public. The concept of Broad Street as a shared street with unique hardscapes and on-street parking was well received.



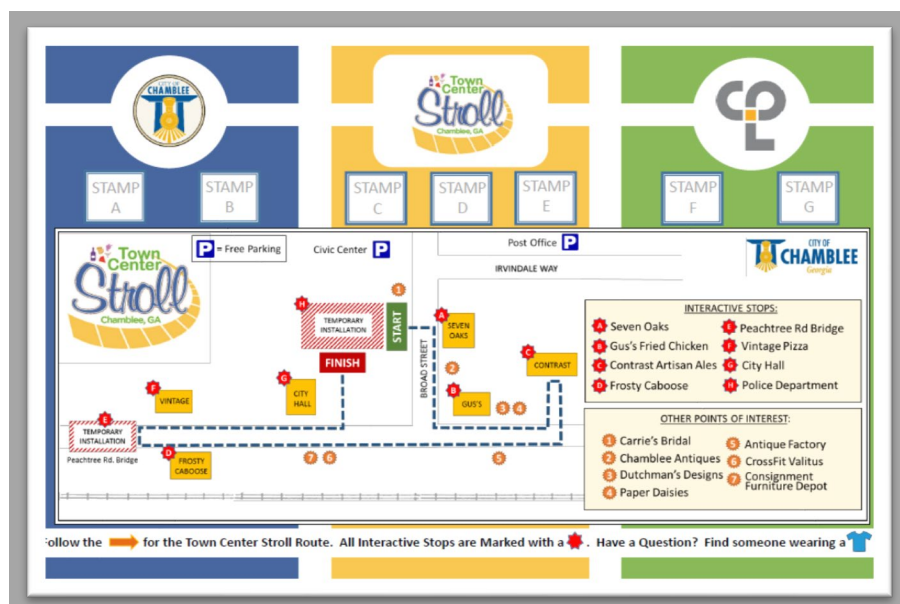
COMMUNITY ENGAGEMENT

TOWN CENTER STROLL

The most substantial opportunity for public involvement was the Town Central Stroll. This event was held on Thursday, September 26th from 5:30 p.m. to 9:00 p.m. The Town Center Stroll was an event-style public involvement opportunity that allowed people to experience the corridor as it exists today and provide input on the proposed changes. It was modeled after the highly successful Mid-City Stroll event the city held in September of 2017, in the Mid-City District, to get input to guide the design of streetscapes on Peachtree Road and several segments of the Rail Trail Phase 2 extension, which are being implemented now. For the Town Center Stroll, as with the Mid-City Stroll, the City partnered with local businesses along the corridor to create a street festival event. This event highlighted several proposed changes through tactical urbanism demonstration projects. (See brochure below)

Tactical Urbanism: An approach to neighborhood building that uses short-term, low-cost, and scalable interventions and policies to catalyze long term change.

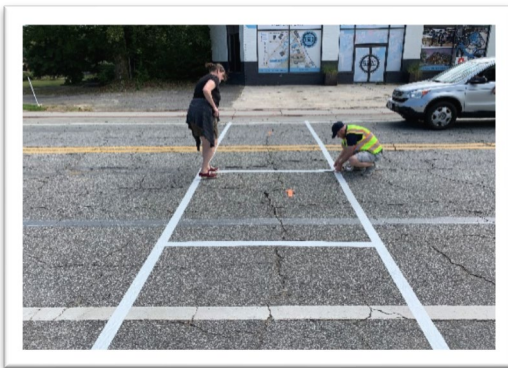
The event began in the parking lot in front of the Chamblee Police Station on Broad Street and ended in front of City Hall along Peachtree Road. Over 25 staff members and volunteers managed the event. It included nine interactive stops where different methods were employed to receive feedback on draft plan concepts and needs for the Town Center area. Printed concept boards were located at each stop where participants used post-it notes and stickers to provide general comments on the concepts. Other points of interest were highlighted on the event map to promote local businesses. Attendees were encouraged to purchase food and drinks while visiting any stops located inside of one of several local restaurants along the route. A summary description of each interactive stop, the public involvement activities available at each stop, and the public input received follows.



COMMUNITY ENGAGEMENT

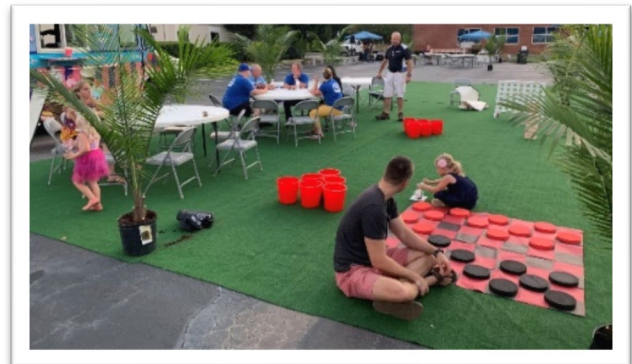
CROSSWALKS AND WAYFINDING

Currently, there are several intersections without adequate crosswalks in the downtown area on Broad Street and Peachtree Road. As part of the event, all major intersections were converted to temporary three-way stops, and mid-block crossings were added for pedestrian convenience and comfort. Police Officers were located at intersections to assist with traffic management and ensure safe pedestrian crossings. Staff created a three-way stop at Broad Street and Irwindale Way, and temporary mid-block crossings were installed on Broad Street in front of the former Indiana's Antiques building, and at Peachtree Road at the curb cut for Contrast Artisan Ales and the Michelle Office building. White floor tape was used to create these crosswalks. Orange arrows that adhered to the ground were placed as wayfinding signage to guide attendees to each stop.



GREEN SPACE

The City Hall building at its current location on Peachtree Road today (bottom left) is surrounded by green space, mature tree canopy, wooden arbors with vines, a gazebo, benches, and bushes, shrubs, and flowering plants. On the Broad Street side, there is only a parking lot, which is used for parking for visitors to the Police Station, however, using green roll-out turf and potted plants, staff converted much of that lot into a temporary plaza with park space, recreation areas with games, food trucks and live music. (bottom right)



COMMUNITY ENGAGEMENT

START TENT: WELCOME AND CHECK-IN BOOTH

Attendees were greeted by staff at the check-in booth, the starting point for the event located in the Police Station parking lot along Broad Street. The Town Center Stroll brochure (below) was handed out to every attendee who checked in, and a project overview was given to each attendee at this booth along with more detailed information about the project. The brochure also contained the event map (shown on a previous page).



Each attendee was given a Town Center Stroll button so that staff located throughout the stroll would know that they had signed-in at the welcome table (picture above and below). Attendees could also sign up to stay involved and receive updates on the project and other development projects and activities in the city. A kids' scavenger hunt booklet with a Chamblee-themed word puzzle and crayons, pins, sunglasses, event-branded water bottles, and other handouts were provided.

PROJECT INFORMATION:

The Town Center Streetscape design is an effort to determine the best solutions for the roadway, sidewalk, and amenities in the Town Center area in the heart of downtown Chamblee. The challenge will be to work within the existing built environment to develop a streetscape and trail plan that transitions and adjusts based on the surrounding context.

Your participation in the Town Center Stroll will both energize the plan and help the City develop the final plan for these important corridors.

You will also learn more about the following recently completed or ongoing planning efforts:

- Downtown Chamblee Town Center Master Plan;
- 2019 Major Update to the Comprehensive Plan;
- Rail Trail Phase 3 Extension Study;
- Capital Improvement Plan; and
- Peachtree Road Bridge Improvements.

NEED MORE INFORMATION?

Visit the Planning & Development Department's webpage at www.chambleega.gov. Here you can find information about this project and other planning and development initiatives.

You also can email us at chambleedevdept@chambleega.gov or call us at 770-986-5024 Monday thru Friday from 8:30 AM to 5:00 PM.


CITY OF CHAMBLEE
Georgia


CLARK PATTERSON LEE
5346A Peachtree Road
Chamblee, GA 30341
CPLTeam.com


Town Center Stroll
Chamblee, GA

SEPTEMBER 26, 2019

The City of Chamblee would like your feedback on the concept plans for the Town Center Streetscapes. Downtown Chamblee is rapidly changing, and these projects will ensure that people can move safely and efficiently throughout the City's Town Center and other parts of Chamblee.

The Town Center Stroll begins at the Police Department and continues along Broad St and Peachtree Rd. The event begins at 5:30 PM and concludes at approximately 9 PM. However, we encourage you to stay after the Stroll for dinner or drinks at one of the establishments along or near the route.

COMMUNITY ENGAGEMENT

INTERACTIVE STOP A

Stop A, located along Broad Street in front of the former Indiana's Antiques building, served to provide information on the role of economic development and the DDA, to engage the public in a budgetary spending exercise and to provide information on upcoming plans for development in the downtown area. The booth was staffed with employees from Seven Oaks, the developer of Town Center Phase I, and city staff members.

Stop A highlighted the Town Center DCI mixed-use development planned for the large, partially Downtown Development Authority (DDA)-owned block bounded by Broad Street, Irvindale Way, Ingersol Rand Drive and Peachtree Road, which includes the Indiana Antiques building. The developer, Seven Oaks, was on hand with poster boards of the site plan and renderings of the project, to share information with the public and to receive feedback for their future zoning application for the property.

Stop A also featured a Piggy Bank activity for town center planning, where participants were given a certain amount of money (10 plastic pennies), shown eight clear plastic piggy banks each representing a public good and asked to allocate their money to their preferred public good(s). Public goods included: new streets, streetscapes, public art, green space, public parking, trails, a central town green and housing affordability. A picture and tally of the results is to the right.

Streetscapes and Trails were tied for the highest priority, followed by a tie between Green Space and a Central Town Center Green.



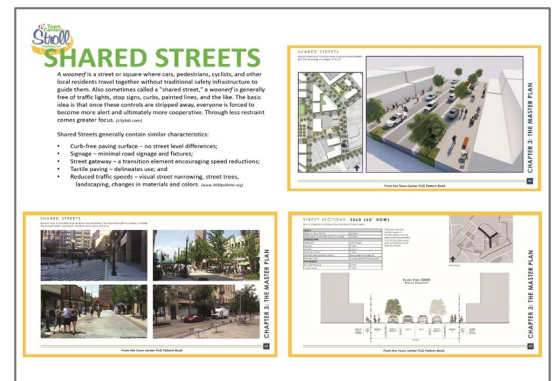
#2 GREEN SPACE/TOWN GREEN
#5 PUBLIC ART
#4 PUBLIC PARKING
#1 STREETSCAPES/TRAILS
#6 NEW STREETS
#3 HOUSING AFFORDABILITY

COMMUNITY ENGAGEMENT

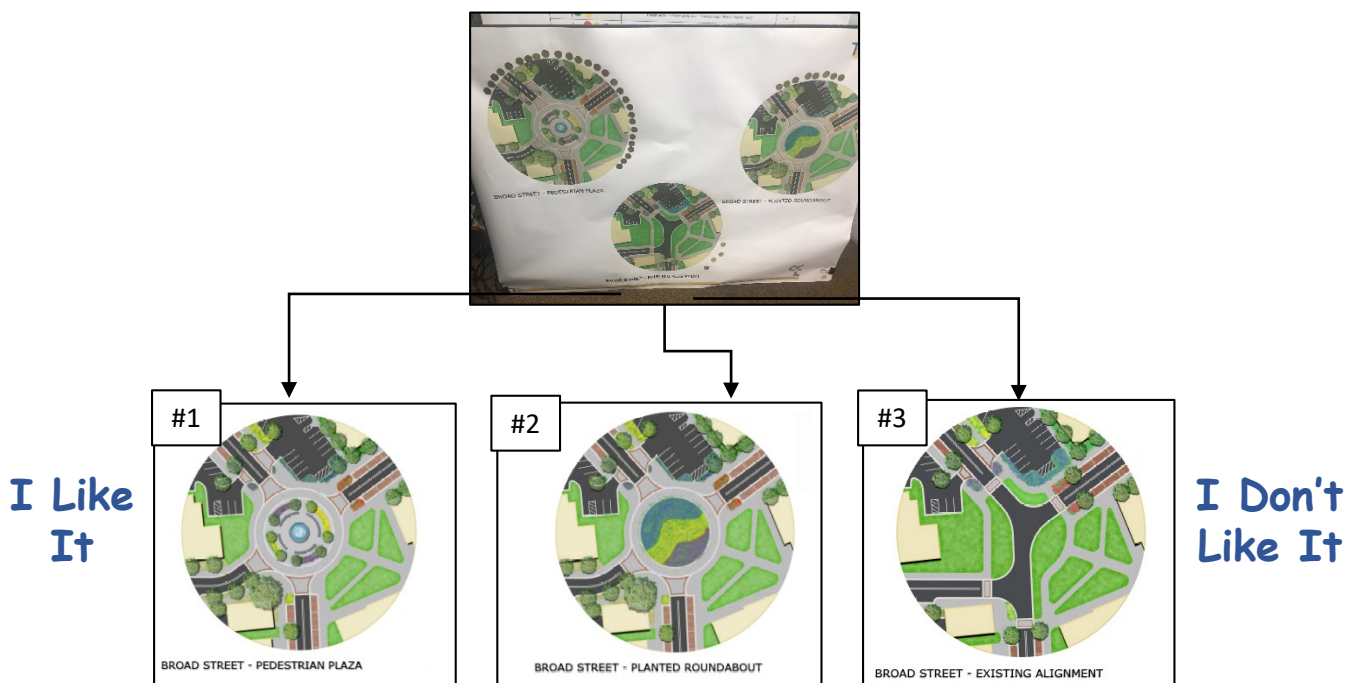
INTERACTIVE STOP B: GUS'S

Stop B was setup inside Gus's World Famous Fried Chicken restaurant in the Rust-N-Dust shopping center at the northwest corner of the intersection of Peachtree Road and Broad Street. This is a property containing multiple abutting buildings that formerly housed antique stores, were renovated in 2016, and are now thriving and fully leased with tenants including Gus's, Dutchmans casual living store, and Commodore traditional barber shop.

This stop featured a fly-through video of a re-imagined, more pedestrian-friendly Broad Street, examples and cross-sections of shared streets, and concepts for the intersection of Broad Street and Irwindale Way. A "dot exercise" was used for participants to allocate dots to their preferred concepts for the intersection. The pedestrian plaza concept for the Broad Street/Irwindale Way intersection was the overwhelming preferred option of participants. (See image below) Comments received at this stop called for enhanced lighting under the Peachtree Road bridge, more murals, a water feature, separated bike lanes, traffic calming measures, and a desire for improvements to occur sooner rather than later.



PUBLIC INPUT: DOT EXERCISE BOARD

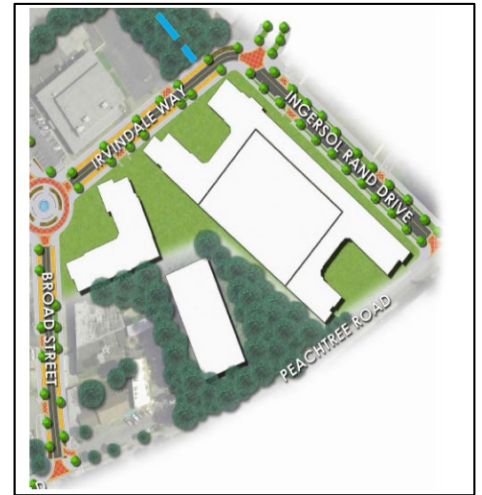


COMMUNITY ENGAGEMENT

INTERACTIVE STOP C: CONTRAST ARTISAN ALES

Stop C was hosted by Contrast Artisan Ales and Terminus Commercial Real Estate. Contrast Artisan Ales microbrewery opened in late 2018 in what was once a low-profile storage building in the back of what is now the Michelle office development on Peachtree Road.

Here attendees commented on prioritization of curbside space, portions of the Phase 3 Rail Trail extension, took a curb space quiz, and discussed transportation choices and the high cost of public parking with Planning and Development Department staff. Comments received on the Rail Trail extensions headed north toward Third Rail Studio and Peachtree Boulevard recommended adding and maintaining good sidewalks, planning for increased traffic, as well as a multi-use trail along Peachtree Boulevard. Comments for parking adding maximum parking space regulations in the zoning ordinance instead of minimums, and maximum time limits for on-street parking to ensure spaces for businesses. Participants had the opportunity to complete a visual preference survey on curb space prioritization. Nine images were shown in the visual survey and stickers numbered 1-3 were placed on an image to award points. The images with the most points were most preferred. (See results below).



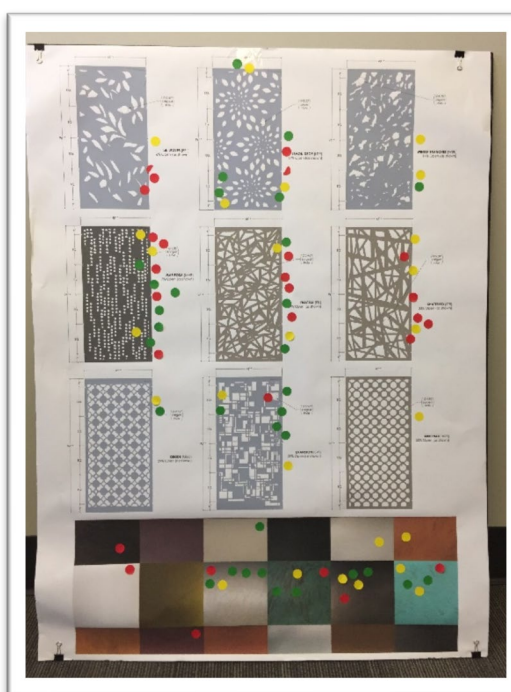
PUBLIC INPUT: VISUAL PREFERENCE SURVEY



COMMUNITY ENGAGEMENT

INTERACTIVE STOP D: FROSTY CABOOSE

Stop D took place in the parking lot adjacent to the Frosty Caboose ice cream shop. This stop focused on design patterns and preferences for hardscape and shade structures in the downtown area. Concepts for the Peachtree Road bridge design, American Way and Adams Street (below right) were also presented.



Participants were asked to identify their favorite color/material for hardscape by placing marbles in a bucket next to their preferred choice, and then were asked to place a dot on their favorite treatments. Dot color had no meaning for this particular activity. The designs and colors with the most dots were deemed most favorable by attendees.

COMMUNITY ENGAGEMENT

INTERACTIVE STOP E: PEACHTREE ROAD BRIDGE

Stop E was setup on the north side of the Peachtree Road Bridge. Tactical urbanism strategies were implemented to slow traffic and create a safer and more comfortable environment for pedestrians. The southbound right-turn lane and driving lane were barricaded off with orange cones and new, narrower southbound and northbound lanes were delineated. This resulted in a plaza area on the north side of the bridge, where tents for entertainment were set up. Makeshift benches were created using cinder blocks and 4x4 wood posts, and plants were set up to simulate street trees.

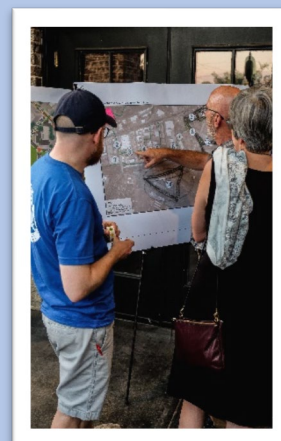
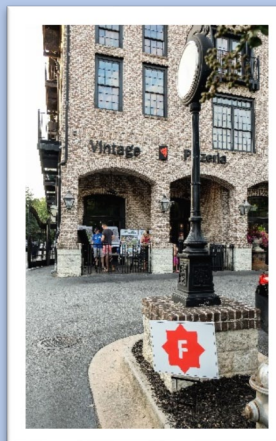


INTERACTIVE STOP F: VINTAGE PIZZA

Stop F took place on the front patio at Vintage Pizza. There, participants gave feedback on concepts for Phase 3 of the Rail Trail, trail crossings, and programming options for open public space along the trail, using a dot exercise. Results are presented below. Lighting, public art, hardscape areas, and bioretention ranked the highest for Rail Trail programming. Bicycle facilities, signage and exercise equipment ranked the lowest.



Rail Trail Programming Comments	
Public Art ★	24
Hardscape Areas	11
Exercise Equipment	4
Drinking Fountains	8
Bio Retention	10
Landscaping	5
Bicycle Repair	1
Bike Share	4
Seating Area	9
Signage	3
Lighting ★	26

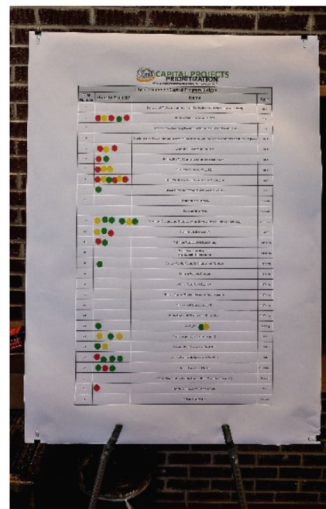
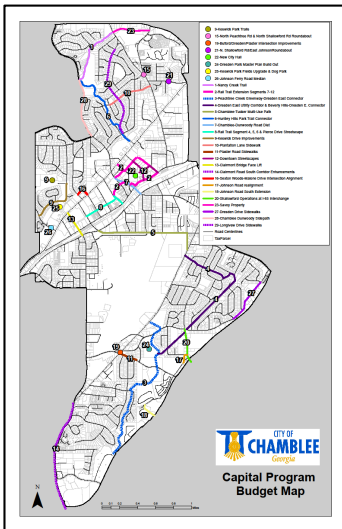


COMMUNITY ENGAGEMENT

INTERACTIVE STOP G: CITY HALL

Stop G was located in the atrium in the lobby at City Hall. This stop engaged attendees in a detailed overview of the City's Capital Improvement Program Budget. Poster boards included a City-wide map of the capital budget program (below), and a board listing out all of the projects by name, project type and location on the map. Participants were afforded five dots to place on the board in the Priority column. Dot colors were not representative of any scale or ranking of preference.

CAPITAL PROJECTS PRIORITIZATION



Most favored by participants:

**Rail Trail Phase 4-6 and
Pierce Drive Streetscape**



**Rail Trail Extension Segments 7-12
Downtown Streetscape
Clairmont Road Bridge Facelift**

Stop G also gave participants the opportunity to view and discuss the draft maps and character area designations from the City's One Chamblee Comprehensive Plan Update, which would be adopted by City Council three months later in December 2019. Staff explained how capital projects planning and prioritization is informed by comprehensive planning and guides future choices by decision makers.

**ONE
CHAMBLEE**
COMPREHENSIVE PLAN UPDATE

Prepared for the City of Chamblee, Georgia

COMMUNITY ENGAGEMENT

INTERACTIVE STOP H:

Stop H completed the loop back to the Police Station parking lot and was the final stop on the Town Center Stroll. This stop was the main display of tactical urbanism demonstration projects with activities for kids and families. This stop also showcased how the installation of greenspace, benches and other activities can transform a single-use parking lot into a fun vibrant space for all.



Concept Designs

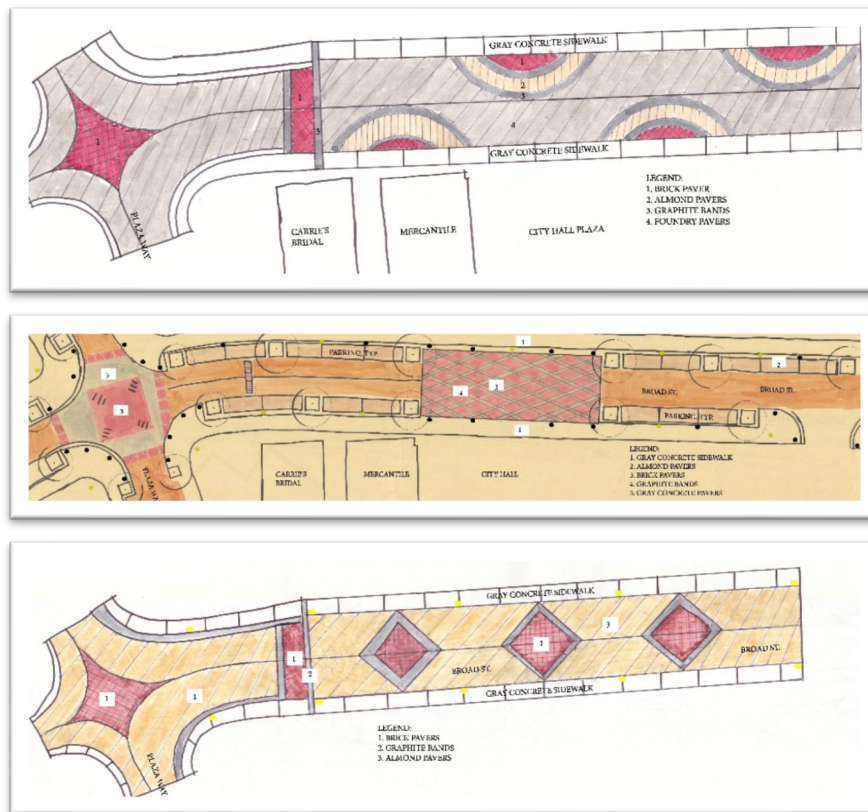
Town Center Streetscapes



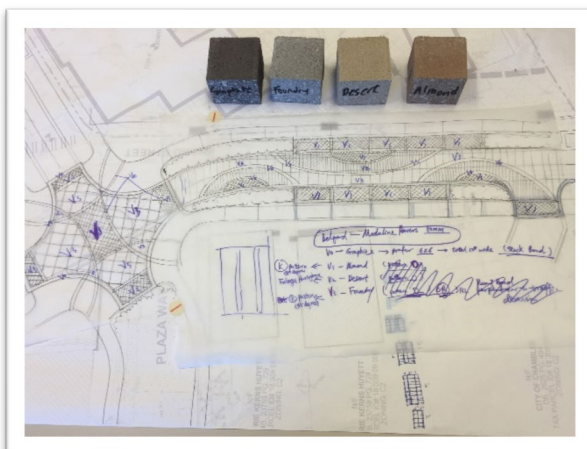
CONCEPT DESIGNS

CONCEPT DEVELOPMENT

The following concept designs were developed with input received from the community, the Mayor and City Council and City staff. An Advisory Committee, consisting of the City Manager, Deputy City Manager, Community and Economic Development Director and other key staff, served as a sounding board for recommendations and helped select the final color scheme, materials and hardscape design.



CPL's Landscape Architecture Team created several individual concepts that were used to develop the final concept designs.

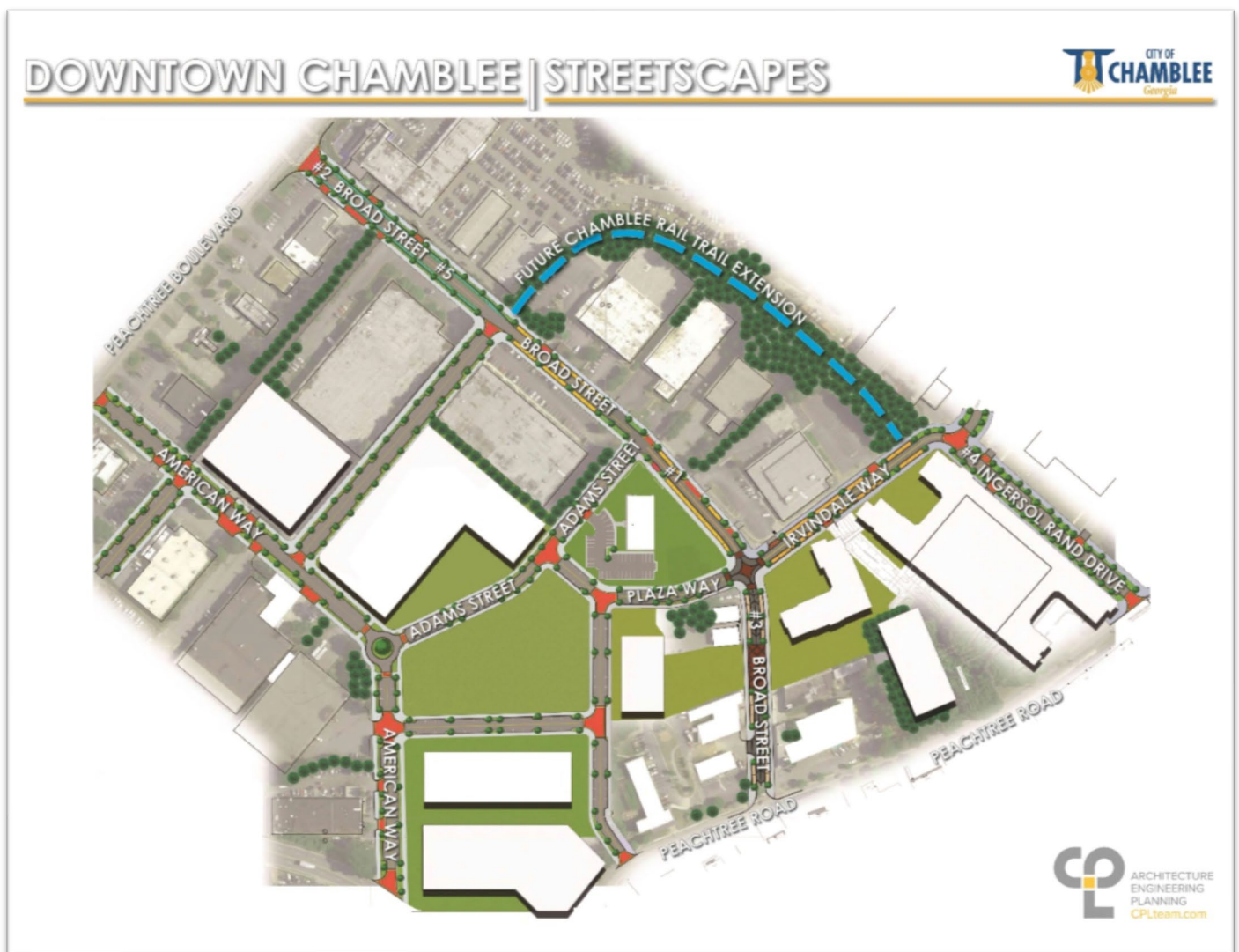


Hardscape materials were on display at the Town Center Stroll event where attendees were able to indicate their preferences. This information, along with the guidelines in the Town Center PUD, were used to create a unique design that lets visitors know that they've arrived at Chamblee Town Center. Broad Street, designed as the "Festival Street" of the area, was given special attention and serves as a major focal point with an enhanced streetscape treatment.

CONCEPT DESIGNS

GOALS AND GUIDING DOCUMENTS

The recommendations of this Concept Plan are meant to create a safe, walkable environment for pedestrians while supporting the redevelopment of surrounding parcels as recommended by the Downtown Chamblee Town Center Master Plan (Master Plan). The overall Concept Plan below includes streetscape recommendations for American Way, Adams Street, Irvindale Way, Ingersoll Rand Drive, Peachtree Road and Broad Street. Also included in this Concept Plan, are potential new streets as identified in the Master Plan. These concepts include recommendations for lane width, sidewalk width, street tree placement, lighting, hardscaping, etc. per the recommendations of the Town Center Planned Unit Development (PUD). In addition, the plan incorporates the expansion of the Rail Trail as it extends through the Town Center area. Rail Trail recommendations are guided by the Rail Trail Extension Study Phase III adopted by the City in 2019.



CONCEPT DESIGNS

SHARED STREETS

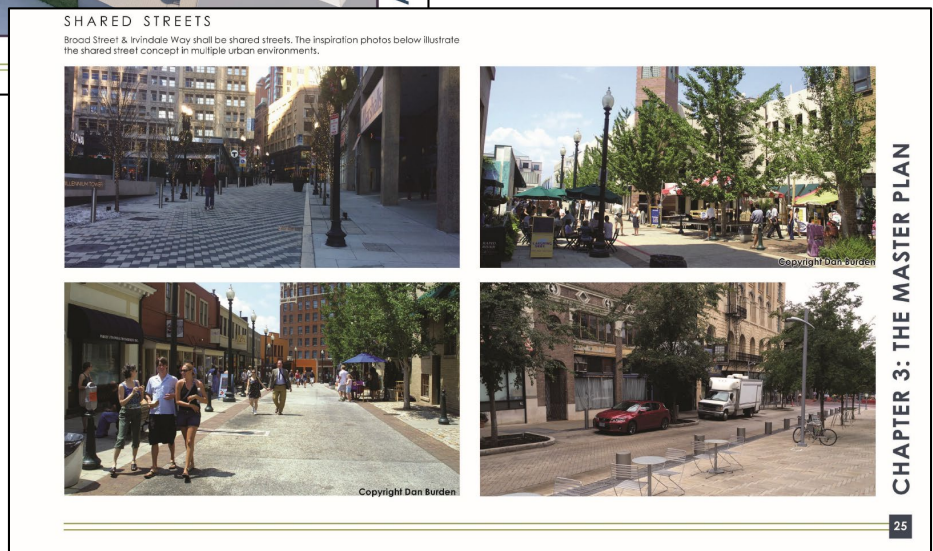
Broad Street and Irvindale Way are designated as shared streets, which are streets where cars, pedestrians, cyclists, and other local residents travel together without traditional safety infrastructure to guide them. A shared street is generally free of traffic lights, stop signs, curbs, painted lines, and the like. The basic idea is that once these controls are stripped away, everyone is forced to become more alert and ultimately more cooperative. (citylab.com)

Shared Streets generally contain similar characteristics:

- Curb-free paving surface – no street level differences;
- Signage – minimal road signage and fixtures;
- Street gateway – a transition element encouraging speed reductions;
- Tactile paving – delineates use; and
- Reduced traffic speeds – visual street narrowing, street trees, landscaping, changes in materials and colors.



Recommendations from the Town Center PUD were used to design the shared streets in Town Center.



CONCEPT DESIGNS

BROAD STREET

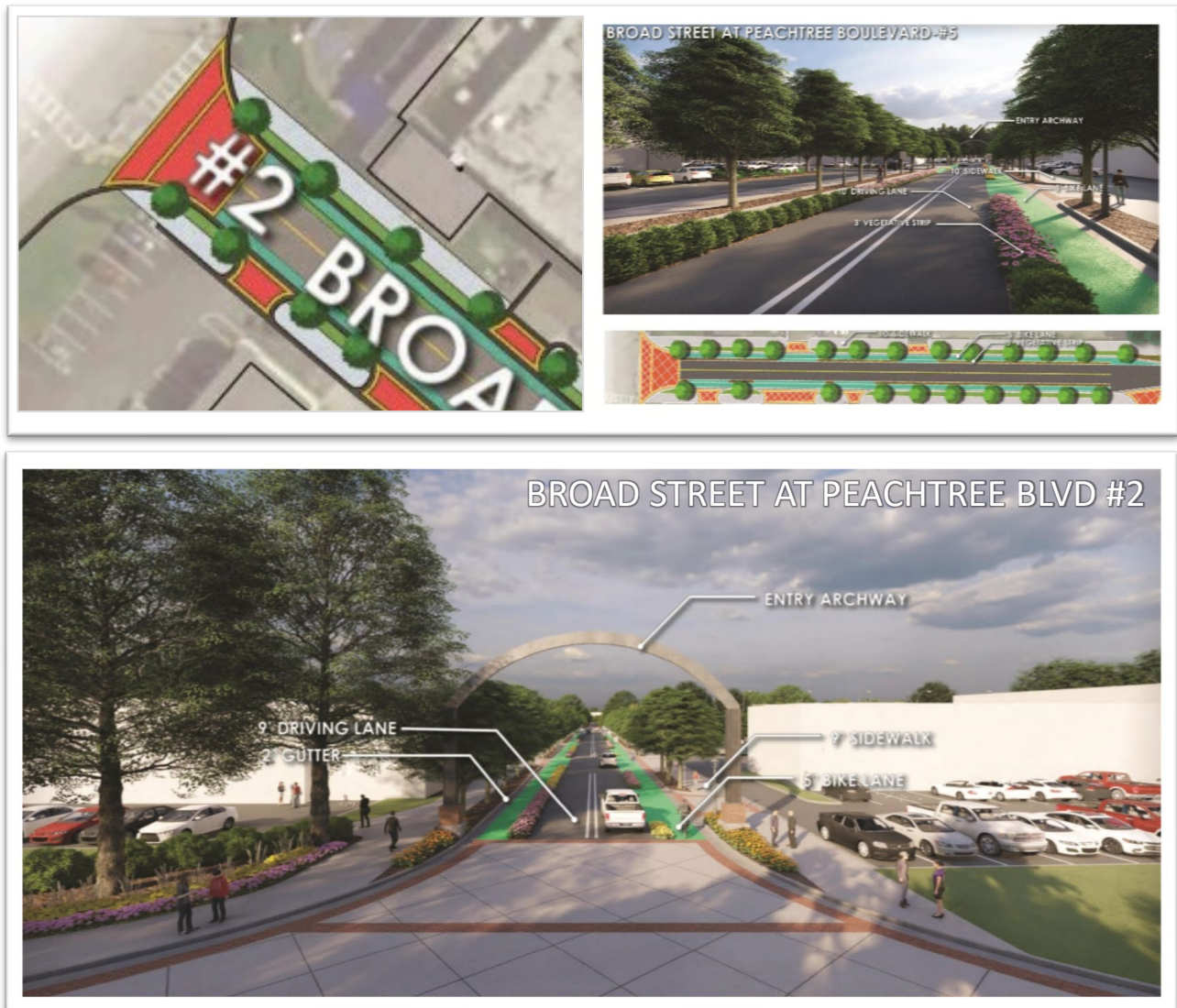
Broad Street is designed to be a shared street. The street will be curb-free with a raised table, three-way stop located at the intersection of Broad Street and Peachtree Road. The intersection of Broad Street and Irwindale Way will be transformed into a street gateway with a 3-way stop initially, and a four-way stop once Irwindale Way is aligned to connect with Plaza Way across Broad Street. With a detailed paver design, enhanced landscaping, seat walls, etc. this focal point will alert drivers that they are entering a shared street and that they should use extra caution. While the public expressed support of a traffic circle in this location, it was determined that the property impacts were too great. In addition, converting the intersection to a 4-way stop helps to calm traffic. From a design perspective, the intersection will still have the look and feel of a grand entrance into this portion of Broad Street through the design of the four corners, hardscaping and landscaping. The varying paving materials, lack of curb and pedestrian use throughout will naturally slow vehicles and make Broad Street uncomfortable for driving. In addition, at either end of this stretch of Broad Street, removable bollards will be installed to allow for easy closure during city events and festivals. Vehicles would be rerouted around this section of Broad Street via Irwindale Way and Ingersoll Rand Drive.



Broad Street would be reconstructed to include 9-foot wide travel lanes, 9-foot wide concrete sidewalks, 8-foot wide parallel, on-street parking spaces, constructed with contrasting pavers, and a wide pedestrian crossing area. This crossing connects the future plaza in front of the proposed City Hall building to the future plaza in Chamblee Town Center Phase I to create a continuous pedestrian space. While a curb-free street is meant to allow street crossings at any point, this specific crossing area does not include any on-street parking or street trees to allow for the uninterrupted flow of pedestrians. This feature also helps to further slow vehicular traffic while creating an additional focal point along the corridor. The hexagonal shapes throughout this portion of Broad Street and the pattern within the intersection of Broad Street and Irvindale Way are created with contrasting pavers. While the use of pavers throughout this area is more costly, the overall quality and feel of the area will inform visitors that they have arrived someplace special.

CONCEPT DESIGNS

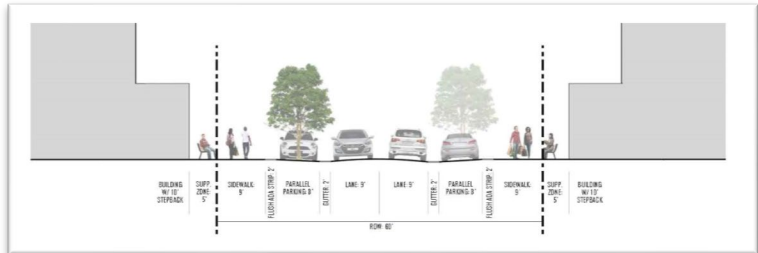
The curb-free street treatment continues along Broad Street west toward Peachtree Blvd until the intersection of Broad Street and the proposed Rail Trail extension. A new street connection between Broad Street and American Way is also contemplated for this area. The streetscape section west of Irvindale Way includes 9-foot wide travel lanes, 9-foot wide sidewalks and 8-foot wide on-street, parallel parking. Here the paving material switches to asphalt with pavers and paver banding used at any current or future driveways/intersections. Further west on Broad Street the streetscape transitions to 7-foot wide sidewalks and 6-foot wide bike lanes also with 9-foot wide travel lanes. The concept also proposes an entry-arch gateway feature near the intersection of Broad Street and Peachtree Blvd to signify to those arriving that they've entered Chamblee Town Center. The design of this intersection will require further coordination with the Georgia Department of Transportation.



CONCEPT DESIGNS

IRVINDALE WAY & INGERSOLL RAND DRIVE

Irvindale Way between Broad Street and Ingersoll Rand Drive will also be reconstructed as a curb-free street. This section includes 9-foot wide travel lanes, 9-foot wide sidewalks and 8-foot wide on-street parallel parking. Paving materials are asphalt with pavers and paver banding at driveways/intersections. Ingersoll Rand Drive, however, has a more traditional streetscape treatment. This section includes 10-foot wide travel lanes, 7-foot wide sidewalks, 8-foot wide on-street, parallel parking and 7 1/2 – foot wide landscape strips. In addition, the Rail Trail runs along one side of Ingersoll Rand Drive which would be constructed as a 12-foot wide multiuse trail. The Rail Trail reaches Ingersoll Rand Drive after crossing Broad Street and travelling off-street on undeveloped land before reaching the intersection of Irvindale Way and Ingersoll Rand Drive (see below).



Irvindale Way Street Cross-Section

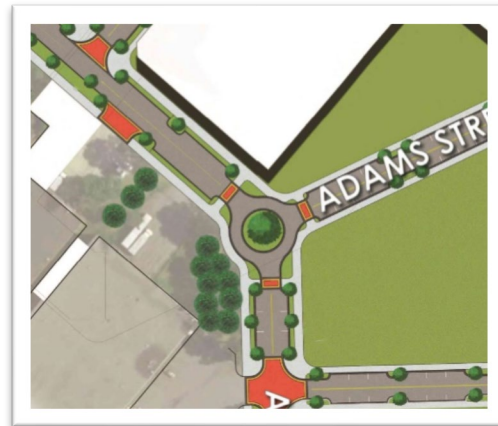


CONCEPT DESIGNS

OTHER TOWN CENTER STREETS

Remaining Town Center streetscape concepts provide a similar treatment for existing and new streets in the area. All of these streetscapes include 8-foot wide on-street, parallel parking spaces to provide as much parking as possible within the right-of-way. In addition, a similar landscape and paving pattern is used throughout to differentiate the Town Center area from other parts of the City. A traffic circle is envisioned for the intersection of American Way and Adams Street (see below). This will serve as both a focal point and traffic calming feature for the area. Other intersections will be constructed with pavers and will be raised table intersections for pedestrians, where grades allow.

Paving materials will be similar throughout the area with street furniture and other elements (benches, bike racks, light fixtures, etc.) as recommended by the Town Center PUD. Hardscaping throughout will respect what currently exists, and is currently being constructed, throughout the City while ensuring that Town Center hardscapes are somewhat unique. The figure below provides more details about the preferred hardscape materials for Town Center.



Implementation Plan

Town Center Streetscapes

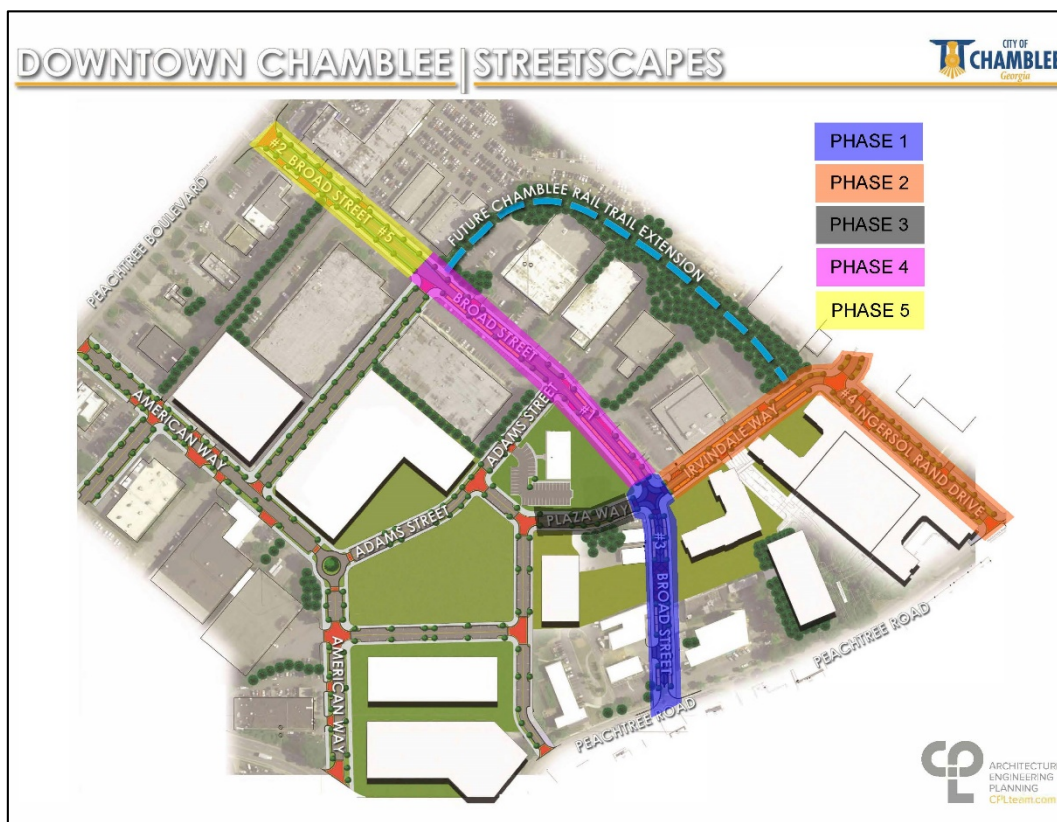


IMPLEMENTATION

PHASING

The City proposes to implement streetscape projects on Broad Street, Irvindale Way, Ingersol Rand Drive and Plaza Way as recommended in this Concept Plan. At this time, it is assumed that other streetscapes will be constructed by private developers as redevelopment occurs in the area. However, the City evaluates potential capital projects each year and this could change in the future. The overall cost estimate for the City initiated streetscape projects is approximately \$5.2 million, not including costs for utility relocation and easement acquisition. Utility relocation costs are determined on a case-by-case basis by the utility provider. Easement acquisition would likely add an additional \$100,000 to \$300,000 in overall cost depending upon a property owner's willingness to donate easements to the City. A more detailed estimate of utility and easement costs would be determined upon the creation of detailed design documents.

The project has been divided into multiple phases for construction purposes. These phases could be constructed together, individually or in different combinations, at the discretion of the City. See below for the recommended phasing plan for the project. Cost estimates for each section and a recommended timeline for implementation may be found on the following page.



IMPLEMENTATION

TIMELINE & COST BY PHASE

The City has budgeted \$148,500 in 2020 for the creation of detailed design documents for all phases. Those documents are underway and will be finalized upon the adoption of this Concept Plan. In addition, Phases 1, 2 and 3 are proposed to be constructed in 2021 (\$1.5 million) and 2022 (\$1.6 million) in the City of Chamblee Capital Program Budget. The funding source for these projects is the Special Purpose Local Option Sales Tax (SPLOST) fund approved by voters in 2017. See below for a full implementation plan for the project.

Town Center Streetscapes Implementation Plan					
Phase Number	Location	Construction Start Date	Construction End Date	Total Cost	Funding Source
1	Broad Street from Peachtree Road to Irwindale Way	2021	2022	\$ 1,490,790	SPLOST
2	Irwindale Way and Ingersol Rand Drive	2021	2022	\$ 1,308,690	SPLOST
3	Plaza Way southwest of Broad Street	2021	2022	\$ 556,545	SPLOST
4	Broad Street from Irwindale Way to proposed New Street	2023	2024	\$ 1,044,480	TBD
5	Broad Street from proposed New Street to Peachtree Blvd	2024	2025	\$ 811,170	TBD
				\$ 5,211,675	

APPENDIX A

COST ESTIMATES

Downtown Chamblee Streetscapes						
Broad Street Area 'A'						
Opinion of Probable Costs 4-10-2020						
#		ITEM	QTY*	UNIT	UNIT Costs	Total Costs
1	Staking		1	ls	\$ 5,000.00	\$5,000.00
2	Mobilization		1	ls	\$ 10,000.00	\$10,000.00
3	Demolition		1.00	ac	\$ 20,000.00	\$20,000.00
4	Grading & Drainage		1.00	ac	\$ 40,000.00	\$40,000.00
5	Erosion Control					\$23,500.00
	A.	Initial Phase	1.00	ac	\$ 20,000.00	\$20,000.00
	B.	Intermediate Phase	1.00	ac	\$ 2,000.00	\$2,000.00
	C.	Final Phase	1.00	ac	\$ 1,500.00	\$1,500.00
	D.	NPDES Monitoring - N/A	0.00	ls	\$ 2,000.00	\$0.00
6	Concrete					\$799,000.00
	A	Sidewalk (4" Depth)	11,000	sf	\$ 5.50	\$60,500.00
	B	Curb	0	lf	\$ 14.00	\$0.00
	C	Driveway Aprons	1	ea	\$ 1,500.00	\$1,500.00
	D	Banding (12" wide)	4,000	lf	\$ 28.00	\$112,000.00
	E	Unit Pavers	25,000	sf	\$ 25.00	\$625,000.00
7	Lighting / Electrical					\$120,500.00
	A	Light Poles	13	ea	\$ 8,500.00	\$110,500.00
	B	Tree up Lighting	20	ea	\$ 500.00	\$10,000.00
8	Roadway					\$300.00
	A	Asphalt Paving - New	0	sf	\$ 3.00	\$0.00
	D	Striping	600	lf	\$ 0.50	\$300.00
9	Site Furnishings					\$118,000.00
	A	Shade Shelters	1	ea	\$ 7,500.00	\$7,500.00
	B	Litter Receptacles	3	ea	\$ 1,500.00	\$4,500.00
	C	Bike Racks	2	ea	\$ 1,000.00	\$2,000.00
	D	Bench	3	ea	\$ 2,500.00	\$7,500.00
	E	Lit Bollards	21	ea	\$ 2,500.00	\$52,500.00
	F	Tree Grates	20	ea	\$ 1,200.00	\$24,000.00
	F	Other Accessories	1	ls	\$ 20,000.00	\$20,000.00
10	Utilities					\$7,000.00
	A	Adjust Manhole Lids and water valve tops	1	ls	\$ 2,000.00	\$2,000.00
	B	Coordinate Relocated Power Poles with GP	1	ls	\$ 5,000.00	\$5,000.00
11	Signage					\$32,500.00
	A	Roadway	1	ls	\$ 2,500.00	\$2,500.00
	B	Gateway/Monumental	1	ea	\$ 30,000.00	\$30,000.00
12	Landscaping					\$61,525.00
	A	Trees	20	ea	\$ 350.00	\$7,000.00
	B	Shrubs	50	ea	\$ 25.50	\$1,275.00
	C	Groundcover	2,500	sf	\$ 15.50	\$38,750.00
	D	Sod	1,000	sf	\$ 1.00	\$1,000.00
	E	Mulch	50	cy	\$ 70.00	\$3,500.00
	F	Irrigation	1	ls	\$ 5,000.00	\$5,000.00
	G	Meter / Tap / Backflow	1	ls	\$ 5,000.00	\$5,000.00
13	Final Clean Up & Fine Grading		1	ls	\$ 5,000.00	\$5,000.00
		Subtotal				\$1,242,325.00
		20% Contingency				\$ 248,465.00
		* Total				\$1,490,790.00
		*Sub-Surface Utility relocation, easements acquisitions not included.				

Downtown Chamblee Streetscapes						
Broad Street Area 'B'						
Opinion of Probable Costs 4-10-2020						
#		ITEM	QTY*	UNIT	UNIT Costs	Total Costs
1	Staking		1	ls	\$ 5,000.00	\$5,000.00
2	Mobilization		1	ls	\$ 10,000.00	\$10,000.00
3	Demolition		1.25	ac	\$ 20,000.00	\$25,000.00
4	Grading & Drainage		1.25	ac	\$ 40,000.00	\$50,000.00
5	Erosion Control					\$29,375.00
	A.	Initial Phase	1.25	ac	\$ 20,000.00	\$25,000.00
	B.	Intermediate Phase	1.25	ac	\$ 2,000.00	\$2,500.00
	C.	Final Phase	1.25	ac	\$ 1,500.00	\$1,875.00
	D.	NPDES Monitoring - N/A	0.00	ls	\$ 2,000.00	\$0.00
6	Concrete					\$329,500.00
	A	Sidewalk (4" Depth)	15,000	sf	\$ 5.50	\$82,500.00
	B	Curb	1,500	lf	\$ 14.00	\$21,000.00
	C	Driveway Aprons	6	ea	\$ 1,500.00	\$9,000.00
	D	Banding (12" wide)	1,500	lf	\$ 28.00	\$42,000.00
	E	Unit Pavers	7,000	sf	\$ 25.00	\$175,000.00
7	Lighting / Electrical					\$136,000.00
	A	Light Poles	15	ea	\$ 8,500.00	\$127,500.00
	B	Tree up Lighting	17	ea	\$ 500.00	\$8,500.00
8	Roadway					\$47,300.00
	A	Asphalt Paving - New	15,500	sf	\$ 3.00	\$46,500.00
	D	Striping	1,600	lf	\$ 0.50	\$800.00
9	Site Furnishings					\$42,500.00
	A	Shade Shelters	1	ea	\$ 7,500.00	\$7,500.00
	B	Litter Receptacles	4	ea	\$ 1,500.00	\$6,000.00
	C	Bike Racks	4	ea	\$ 1,000.00	\$4,000.00
	D	Bench	4	ea	\$ 2,500.00	\$10,000.00
	E	Lit Bollards	4	ea	\$ 2,500.00	\$10,000.00
	F	Tree Grates	0	ea	\$ 1,200.00	\$0.00
	F	Other Accessories	1	ls	\$ 5,000.00	\$5,000.00
10	Utilities					\$7,000.00
	A	Adjust Manhole Lids and water valve tops	1	ls	\$ 2,000.00	\$2,000.00
	B	Coordinate Relocated Power Poles with GP	1	ls	\$ 5,000.00	\$5,000.00
11	Signage					\$2,500.00
	A	Roadway	1	ls	\$ 2,500.00	\$2,500.00
	B	Gateway/Monumental	0	ea	\$ 30,000.00	\$0.00
12	Landscaping					\$181,225.00
	A	Trees	17	ea	\$ 350.00	\$5,950.00
	B	Shrubs	50	ea	\$ 25.50	\$1,275.00
	C	Groundcover	10,000	sf	\$ 15.50	\$155,000.00
	D	Sod	2,000	sf	\$ 1.00	\$2,000.00
	E	Mulch	100	cy	\$ 70.00	\$7,000.00
	F	Irrigation	1	ls	\$ 5,000.00	\$5,000.00
	G	Meter / Tap / Backflow	1	ls	\$ 5,000.00	\$5,000.00
13	Final Clean Up & Fine Grading		1	ls	\$ 5,000.00	\$5,000.00
		Subtotal				\$870,400.00
		20% Contingency				\$ 174,080.00
		* Total				\$1,044,480.00
		*Sub-Surface Utility relocation, easements acquisitions not included.				

Downtown Chamblee Streetscapes						
Broad Street Area 'C'						
Opinion of Probable Costs 4-10-2020						
#		ITEM	QTY*	UNIT	UNIT Costs	Total Costs
1	Staking		1	ls	\$ 5,000.00	\$5,000.00
2	Mobilization		1	ls	\$ 10,000.00	\$10,000.00
3	Demolition		1.00	ac	\$ 20,000.00	\$20,000.00
4	Grading & Drainage		1.00	ac	\$ 40,000.00	\$40,000.00
5	Erosion Control					\$23,500.00
	A.	Initial Phase	1.00	ac	\$ 20,000.00	\$20,000.00
	B.	Intermediate Phase	1.00	ac	\$ 2,000.00	\$2,000.00
	C.	Final Phase	1.00	ac	\$ 1,500.00	\$1,500.00
	D.	NPDES Monitoring - N/A	0.00	ls	\$ 2,000.00	\$0.00
6	Concrete					\$161,700.00
	A	Sidewalk (4" Depth)	8,000	sf	\$ 5.50	\$44,000.00
	B	Curb	2,700	lf	\$ 14.00	\$37,800.00
	C	Driveway Aprons	5	ea	\$ 1,500.00	\$7,500.00
	D	Banding (12" wide)	800	lf	\$ 28.00	\$22,400.00
	E	Unit Pavers	2,000	sf	\$ 25.00	\$50,000.00
7	Lighting / Electrical					\$95,000.00
	A	Light Poles	10	ea	\$ 8,500.00	\$85,000.00
	B	Tree up Lighting	20	ea	\$ 500.00	\$10,000.00
8	Roadway					\$51,500.00
	A	Asphalt Paving - New	17,000	sf	\$ 3.00	\$51,000.00
	D	Striping	1,000	lf	\$ 0.50	\$500.00
9	Site Furnishings					\$42,500.00
	A	Shade Shelters	1	ea	\$ 7,500.00	\$7,500.00
	B	Litter Receptacles	4	ea	\$ 1,500.00	\$6,000.00
	C	Bike Racks	4	ea	\$ 1,000.00	\$4,000.00
	D	Bench	4	ea	\$ 2,500.00	\$10,000.00
	E	Lit Bollards	4	ea	\$ 2,500.00	\$10,000.00
	F	Tree Grates	0	ea	\$ 1,200.00	\$0.00
	F	Other Accessories	1	ls	\$ 5,000.00	\$5,000.00
10	Utilities					\$7,000.00
	A	Adjust Manhole Lids and water valve tops	1	ls	\$ 2,000.00	\$2,000.00
	B	Coordinate Relocated Power Poles with GP	1	ls	\$ 5,000.00	\$5,000.00
11	Signage					\$32,500.00
	A	Roadway	1	ls	\$ 2,500.00	\$2,500.00
	B	Gateway/Monumental	1	ea	\$ 30,000.00	\$30,000.00
12	Landscaping					\$182,275.00
	A	Trees	20	ea	\$ 350.00	\$7,000.00
	B	Shrubs	50	ea	\$ 25.50	\$1,275.00
	C	Groundcover	10,000	sf	\$ 15.50	\$155,000.00
	D	Sod	2,000	sf	\$ 1.00	\$2,000.00
	E	Mulch	100	cy	\$ 70.00	\$7,000.00
	F	Irrigation	1	ls	\$ 5,000.00	\$5,000.00
	G	Meter / Tap / Backflow	1	ls	\$ 5,000.00	\$5,000.00
13	Final Clean Up & Fine Grading		1	ls	\$ 5,000.00	\$5,000.00
		Subtotal				\$675,975.00
		20% Contingency				\$ 135,195.00
		* Total				\$811,170.00
		*Sub-Surface Utility relocation, easements acquisitions not included.				

Downtown Chamblee Streetscapes						
Irvindale Way, Ingersol Rand Drive						
Opinion of Probable Costs 4-10-2020						
#		ITEM	QTY*	UNIT	UNIT Costs	Total Costs
1	Staking		1	ls	\$ 5,000.00	\$5,000.00
2	Mobilization		1	ls	\$ 10,000.00	\$10,000.00
3	Demolition		2.00	ac	\$ 20,000.00	\$40,000.00
4	Grading & Drainage		2.00	ac	\$ 40,000.00	\$80,000.00
5	Erosion Control					\$47,000.00
	A.	Initial Phase	2.00	ac	\$ 20,000.00	\$40,000.00
	B.	Intermediate Phase	2.00	ac	\$ 2,000.00	\$4,000.00
	C.	Final Phase	2.00	ac	\$ 1,500.00	\$3,000.00
	D.	NPDES Monitoring - N/A	0.00	ls	\$ 2,000.00	\$0.00
6	Concrete					\$410,800.00
	A	Sidewalk / Rail Trail (4" Depth)	24,000	sf	\$ 5.50	\$132,000.00
	B	Curb	2,500	lf	\$ 14.00	\$35,000.00
	C	Driveway Aprons	6	ea	\$ 1,500.00	\$9,000.00
	D	Banding (12" wide)	1,600	lf	\$ 28.00	\$44,800.00
	E	Unit Pavers	7,600	sf	\$ 25.00	\$190,000.00
7	Lighting / Electrical					\$185,000.00
	A	Light Poles	20	ea	\$ 8,500.00	\$170,000.00
	B	Tree up Lighting	30	ea	\$ 500.00	\$15,000.00
8	Roadway					\$70,000.00
	A	Asphalt Paving - New	23,000	sf	\$ 3.00	\$69,000.00
	D	Striping	2,000	lf	\$ 0.50	\$1,000.00
9	Site Furnishings					\$42,500.00
	A	Shade Shelters	1	ea	\$ 7,500.00	\$7,500.00
	B	Litter Receptacles	4	ea	\$ 1,500.00	\$6,000.00
	C	Bike Racks	4	ea	\$ 1,000.00	\$4,000.00
	D	Bench	4	ea	\$ 2,500.00	\$10,000.00
	E	Lit Bollards	4	ea	\$ 2,500.00	\$10,000.00
	F	Tree Grates	0	ea	\$ 1,200.00	\$0.00
	F	Other Accessories	1	ls	\$ 5,000.00	\$5,000.00
10	Utilities					\$7,000.00
	A	Adjust Manhole Lids and water valve tops	1	ls	\$ 2,000.00	\$2,000.00
	B	Coordinate Relocated Power Poles with GP	1	ls	\$ 5,000.00	\$5,000.00
11	Signage					\$2,500.00
	A	Roadway	1	ls	\$ 2,500.00	\$2,500.00
	B	Gateway/Monumental	0	ea	\$ 30,000.00	\$0.00
12	Landscaping					\$185,775.00
	A	Trees	30	ea	\$ 350.00	\$10,500.00
	B	Shrubs	50	ea	\$ 25.50	\$1,275.00
	C	Groundcover	10,000	sf	\$ 15.50	\$155,000.00
	D	Sod	2,000	sf	\$ 1.00	\$2,000.00
	E	Mulch	100	cy	\$ 70.00	\$7,000.00
	F	Irrigation	1	ls	\$ 5,000.00	\$5,000.00
	G	Meter / Tap / Backflow	1	ls	\$ 5,000.00	\$5,000.00
13	Final Clean Up & Fine Grading		1	ls	\$ 5,000.00	\$5,000.00
		Subtotal				\$1,090,575.00
		20% Contingency				\$ 218,115.00
		* Total				\$1,308,690.00
		*Sub-Surface Utility relocation, easements acquisitions not included.				

Downtown Chamblee Streetscapes						
Plaza Way						
Opinion of Probable Costs 4-10-2020						
#		ITEM	QTY*	UNIT	UNIT Costs	Total Costs
1	Staking		1	ls	\$ 5,000.00	\$5,000.00
2	Mobilization		1	ls	\$ 10,000.00	\$10,000.00
3	Demolition		1.00	ls	\$ 20,000.00	\$20,000.00
4	Grading & Drainage		1.00	ls	\$ 100,000.00	\$100,000.00
5	Erosion Control					\$35,000.00
	A.	Initial Phase	1.00	ls	\$ 20,000.00	\$20,000.00
	B.	Intermediate Phase	1.00	ls	\$ 10,000.00	\$10,000.00
	C.	Final Phase	1.00	ls	\$ 5,000.00	\$5,000.00
	D.	NPDES Monitoring - N/A	0.00	ls	\$ 2,000.00	\$0.00
6	Concrete					\$30,400.00
	A	Sidewalk (4" Depth)	4,000	sf	\$ 5.50	\$22,000.00
	B	Curb	600	lf	\$ 14.00	\$8,400.00
	C	Driveway Aprons	0	ea	\$ 1,500.00	\$0.00
	D	Banding (12" wide)	0	lf	\$ 28.00	\$0.00
	E	Unit Pavers	0	sf	\$ 25.00	\$0.00
7	Lighting / Electrical					\$56,000.00
	A	Light Poles	6	ea	\$ 8,500.00	\$51,000.00
	B	Tree up Lighting	10	ea	\$ 500.00	\$5,000.00
8	Roadway					\$21,250.00
	A	Asphalt Paving - New	7,000	sf	\$ 3.00	\$21,000.00
	D	Striping	500	lf	\$ 0.50	\$250.00
9	Site Furnishings					\$10,000.00
	A	Shade Shelters	0	ea	\$ 7,500.00	\$0.00
	B	Litter Receptacles	2	ea	\$ 1,500.00	\$3,000.00
	C	Bike Racks	2	ea	\$ 1,000.00	\$2,000.00
	D	Bench	2	ea	\$ 2,500.00	\$5,000.00
	E	Lit Bollards	0	ea	\$ 2,500.00	\$0.00
	F	Tree Grates	0	ea	\$ 1,200.00	\$0.00
	F	Other Accessories	0	ls	\$ 10,000.00	\$0.00
10	Utilities					\$3,000.00
	A	Adjust Manhole Lids and water valve tops	1	ls	\$ 1,000.00	\$1,000.00
	B	Coordinate Relocated Power Poles with GP	1	ls	\$ 2,000.00	\$2,000.00
11	Signage					\$1,000.00
	A	Roadway	1	ls	\$ 1,000.00	\$1,000.00
	B	Gateway/Monumental	0	ea	\$ 30,000.00	\$0.00
12	Landscaping					\$169,637.50
	A	Trees	10	ea	\$ 350.00	\$3,500.00
	B	Shrubs	25	ea	\$ 25.50	\$637.50
	C	Groundcover	10,000	sf	\$ 15.50	\$155,000.00
	D	Sod	2,000	sf	\$ 1.00	\$2,000.00
	E	Mulch	50	cy	\$ 70.00	\$3,500.00
	F	Irrigation	1	ls	\$ 5,000.00	\$5,000.00
	G	Meter / Tap / Backflow	0	ls	\$ 5,000.00	\$0.00
13	Final Clean Up & Fine Grading		1	ls	\$ 2,500.00	\$2,500.00
		Subtotal				\$463,787.50
		20% Contingency				\$ 92,757.50
		* Total				\$556,545.00
		*Sub-Surface Utility relocation, easements acquisitions not included.				