



# City of Chamblee

## Rail-Trail Extension Conceptual Design Study



Report | August 2016

**Heath & Lineback Engineers, 2016**

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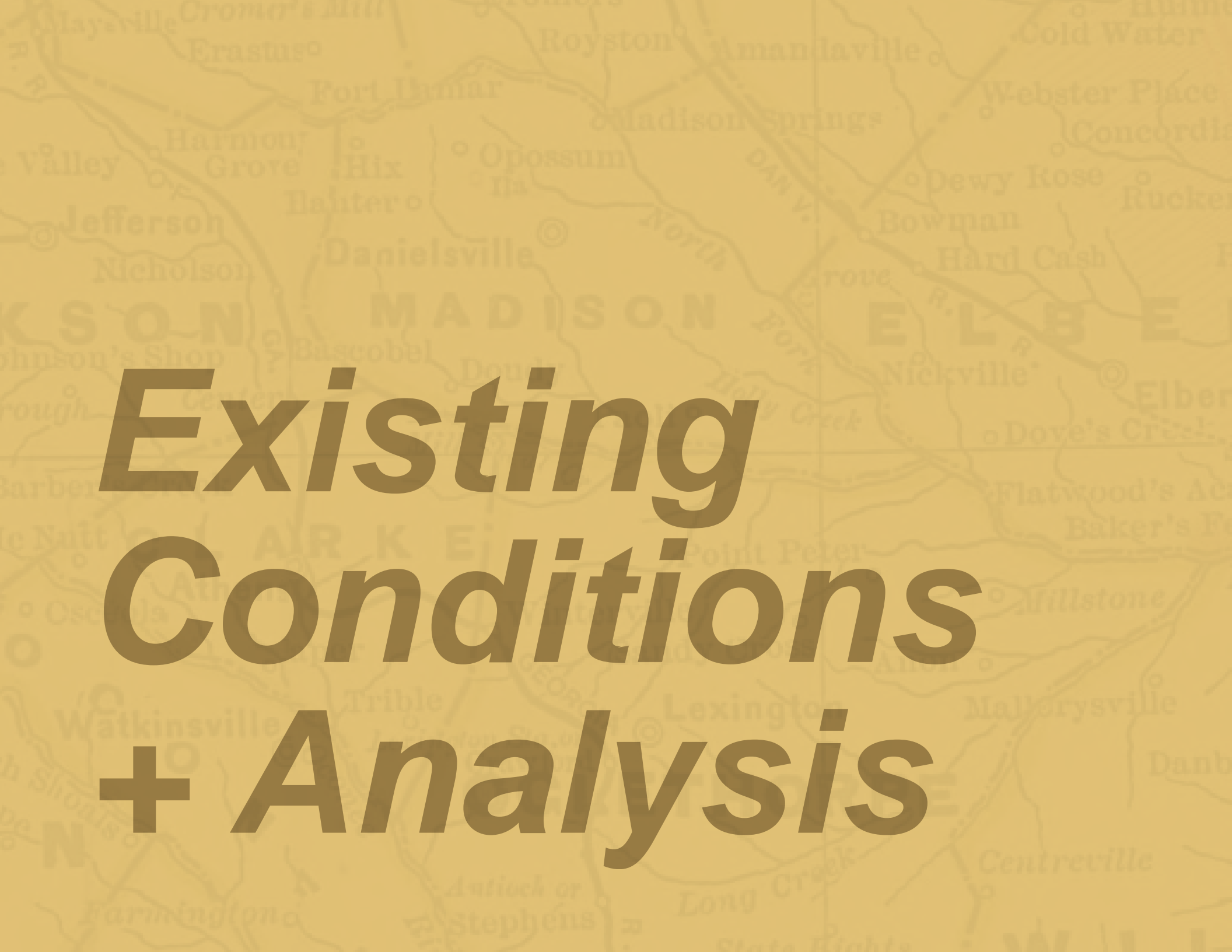
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# ***Existing Conditions + Analysis***

# 1.0 Existing Conditions + Analysis

A 2012 Livable Centers Initiative (LCI) Study identified the extension of the Keswick Trail along an abandoned rail corridor as a possible multi-use trail for City of Chamblee residents.

## 1.1 Introduction

The City of Chamblee was at the junction of what is now the Norfolk Southern Railroad and the Roswell Railroad. While the Norfolk Southern Railroad continues to operate within the City limits, the Roswell Railroad ceased operation in 1921. The idea to create a multi-use trail along this abandoned corridor emerged during the City's 2000 LCI study. The first segment of this trail was built shortly after the study was completed to connect Walmart to Keswick Park. In 2012, the City of Chamblee completed an LCI study update that recommend the expansion of the rail-trail.



Roswell Railroad Company

In June 2015, the City of Chamblee hired Heath & Lineback Engineers, Inc. and Perez Planning + Design, LLC (Design Team) to prepare a Conceptual Design Study for the 0.86 mile long section of the corridor as a supplemental LCI study. As illustrated in Figure 1.1a, the study area extends from McGaw Drive at Peachtree Road to Chamblee Dunwoody Way. At one location, the corridor is adjacent to a parcel owned by MARTA that serves as a stormwater detention pond facility and had been identified as a potential greenspace and park.

The purpose of the study was to work with City residents and stakeholders to develop a conceptual vision for the Rail-Trail Extension and MARTA stormwater detention pond facility.

The conceptual vision would then be used to develop a cost estimate and implementation strategy for the project. Findings from the study would provide the City of Chamblee with the information necessary to move the project to the next phase of implementation which would include survey, design development drawings, and construction documents.

Figure 1.1a - Study Area





## 1.2 Design Study Process Overview

The Chamblee Rail-Trail Extension Conceptual Design Study was developed in four phases over the course of twelve months (August 2015 through August 2016). These four phases are documented in this report as follows:

1. **Existing Conditions + Analysis.** The Design Team worked with the City of Chamblee and the Metropolitan Atlanta Rapid Transit Authority (MARTA) to develop an understanding of the existing and planned conditions of the corridor. This phase began with an overview of the benefits of trails and parks and emphasized the importance of this project within a broader economic, environmental, and social sustainability context.  
  
This phase then provided a review of previously completed studies and plans relevant to the study area, developed an existing and planned conditions base map of the corridor, completed a corridor site visit to document and understand the opportunities and constraints of the corridor, and provided a technical analysis of the MARTA stormwater detention pond facility.
2. **Public Engagement.** Critical to the success of any trail project is actively listening to the voices of the future trail users. This phase detailed the techniques and strategies used by the Design Team to gather and actively listen to these voices. Central to these techniques and strategies was the development of a Stakeholder Advisory Group comprised of a diverse group of interested and vested

residents, property owners, and agencies that guided the Design Team through the twelve-month study process. Public engagement techniques included:

- One-on-one interviews with elected officials
  - Trail neighbor and resident interviews
  - Stakeholder Advisory Group
  - Public workshops
  - Online survey
3. **Concept Plan.** Armed with an understanding of the existing conditions of the corridor and the thoughts, ideas, and concerns of property owners and future trail users, the Design Team developed a Concept Plan for the corridor. This phase detailed the proposed Concept Plan and included existing and proposed condition perspective-section alternatives, perspectives sketches, and plans to show the potential impact of the corridor on the future build-out of the study area.
  4. **Implementation Plan.** Based on the Concept Plan, the Design Team developed an Implementation Plan for the Chamblee Rail-Trail that establishes a cost estimate for the project and identifies phases of implementation, potential sources of funding, and proposes an action plan for the project.



## 1.3 Benefits of the Chamblee Rail-Trail

The City of Chamblee is embarking on what has the potential to be one of their most transformative projects. The extension of the Keswick Trail and redevelopment of the abandoned rail corridor into a linear park, with a multi-use trail and parks dotted along the way, could transform the area into a vibrant, walkable, and livable small town. Similar to other linear park and trail projects across the country, this transformation could lead to a multitude of economic, social, and environmental benefits for the City of Chamblee, Downtown residents, and commercial property owners and tenants. The following section provides an overview of some of these benefits and discusses two case studies from the Atlanta Metro Area that have provided local and regional economic, social, and environmental benefits.

### Pedestrian and Bicycle Connectivity

When cities nation-wide survey their citizens asking how to improve the quality of life in their cities, pedestrian and bicycle connectivity consistently emerge as a top priority. In fact, the City of Chamblee recently completed a Parks and Recreation Needs Assessment and bicycle and pedestrian connectivity emerged as the top priority.

Cities in the Metro-Atlanta Area are no different. Many cities, agencies, and non-profit organizations have been working hard to provide residents and visitors with these connections. In recent years, a greater focus has been placed on creating regional trail connections within the Metro Area. Figure 1.3a illustrates some of these regional trail connections and how



Silver Comet Trail

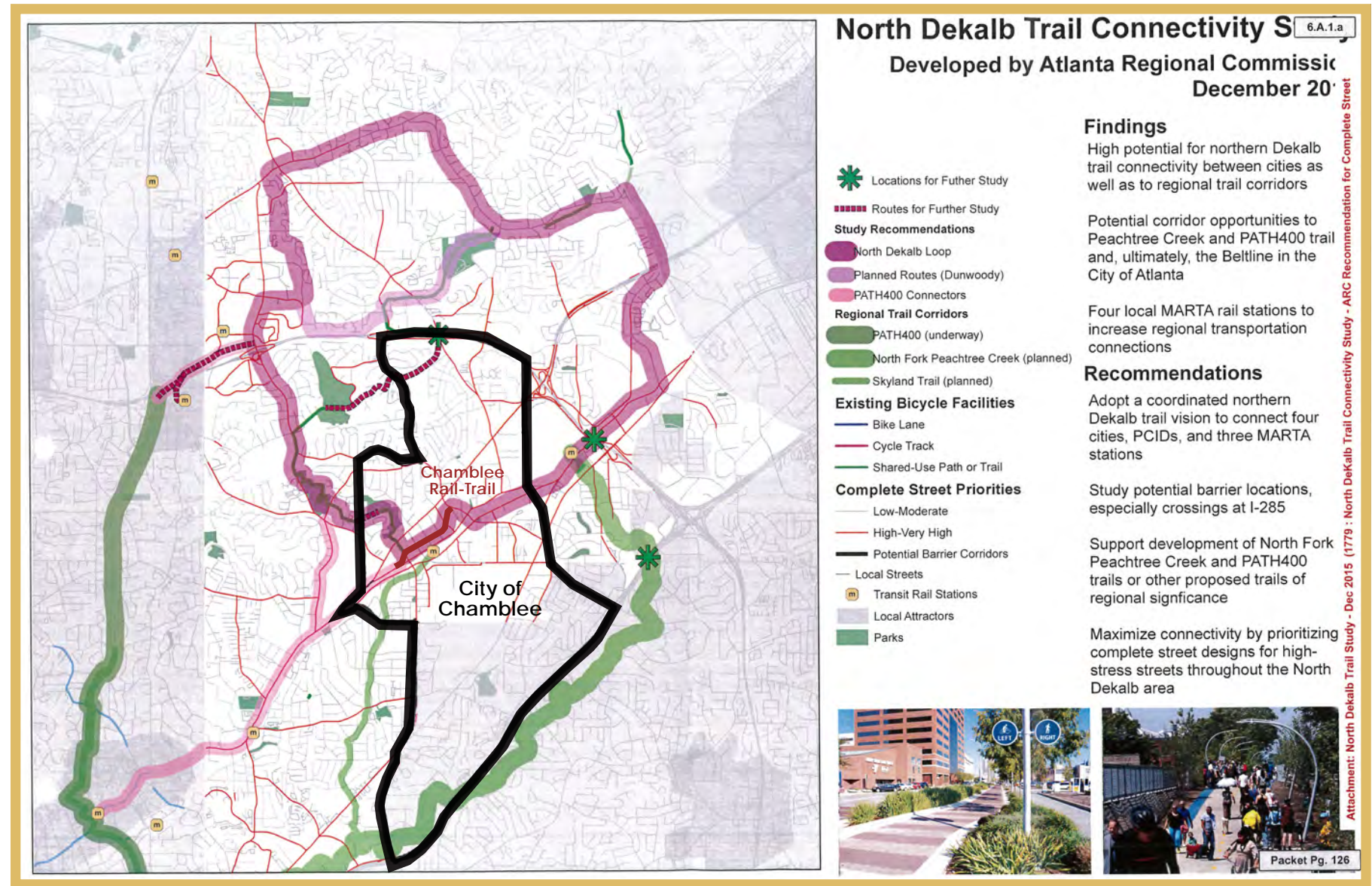


PATH 400





Figure 1.3a – Regional Trail Connectivity



they relate to the Chamblee Rail-Trail. In time, residents living near the Chamblee Rail-Trail will be able to connect to the North DeKalb Loop, which will connect to PATH 400, the North Fork Peachtree Creek Trail, and the Atlanta BeltLine.

### Economic Impact of Parks and Trails

A multitude of studies have shown that parks have the potential to increase the value of properties located within their surrounding area. Research has shown that properties within 100 feet of a greenspace may benefit from a 22 percent increase in value, with the impact decreasing the further the property is located from the greenspace. After 1,300 feet, the economic impact is insignificant.<sup>1</sup>

One study suggested that trails have a similar impact on property values.<sup>2</sup> Based on the distances noted previously, Figure 1.3b illustrates the potential impact on property values along and adjacent to the Chamblee Rail-Trail corridor. As depicted in the figure, the entire study area would benefit from increased property values afforded by the trail.

Two major projects within the Atlanta Metro Area illustrate not only the abundant economic impacts of trails, but the social and environmental benefits as well. These projects, the Silver Comet Trail and the Atlanta BeltLine, are described below.

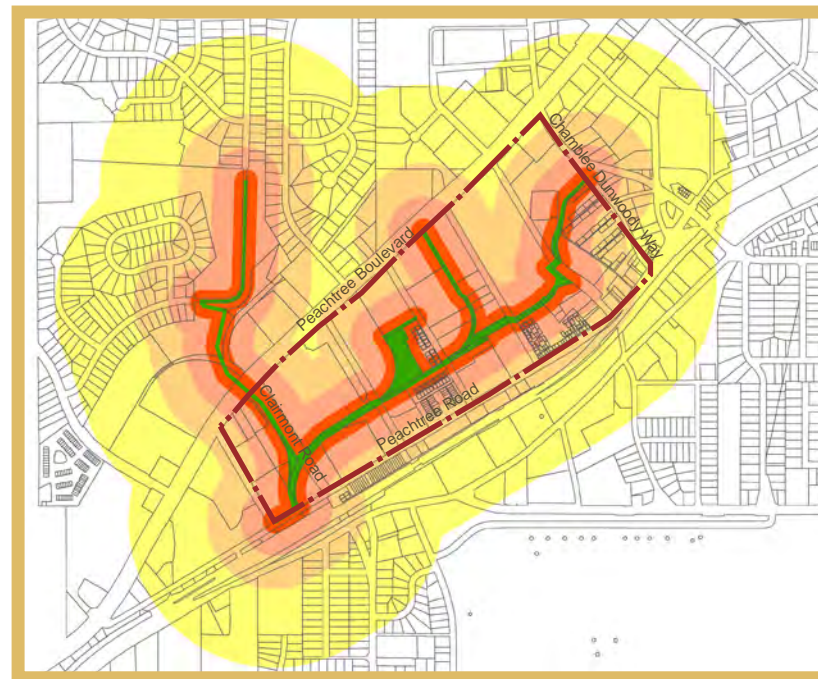
### The Benefits of the Silver Comet Trail

A recent study was completed by the Northwest Georgia

<sup>1</sup> Crompton, John L., 2004. *The Proximate Principle: The Impact of Parks, Open Space and Water Features on Residential Property Values and the Property Tax Base*. Ashburn, Virginia. National Recreation and Parks Association

<sup>2</sup> Karadeniz, Duygu, 2008. *The Impact of the Little Miami Scenic Trail on Single Family Residential Property Values*. University of Cincinnati, 2008

**Figure 1.3b – Potential Impacts on Property Values for Properties along the Chamblee Rail-Trail Corridor**



#### Legend

		Study Area
		Trail Corridor
Distance from Greenspace		Increase in Property Values
100'		+22%
300'		+15%
600'		+5%
1,300'		+1-5%
+1,300'		No Increase





Regional Commission that comprehensively reports the economic benefits of the existing 61 mile Silver Comet Trail and its proposed 66 mile expansion.<sup>3</sup>

The study noted that now more than ever, trails are seen as regional economic development tools that generate values though:

- **Recreational spending** - bicycle rentals, food & drink, sporting equipment
- **Tourism** - spending by out-of-state users on lodging, transportation, dining
- **Spillover impacts** - additional jobs and worker spending
- **Fiscal impacts** - sales tax revenue generated
- **Increased property values** - increased household wealth near the Silver Comet Trail
- **Property tax revenue** - benefiting municipalities and school districts

Figure 1.3c is a summary of the economic value of the existing Silver Comet Trail.

The study also notes that for every \$1 spent on the Silver Comet Trail expansion, Georgians gain an estimated \$4.64 in direct and indirect economic benefits. This translates to over 400% return on investment for local communities, the region, and the state.

<sup>3</sup> Northwest Georgia Regional Commission, 2013. Silver Comet Trail Economic Impact Analysis and Planning Study. Rome, GA.



In addition to economic benefits, trails provide a number of quality of life benefits. These include:

- **Employer and Employee Attraction** – Recreational amenities such as trails are playing an important role in determining where people choose to live and work.<sup>4</sup>
- **Increased Access and Mobility** – Trails improve access and mobility by providing residents with an alternative way to complete business and leisure trips. Trips along a trail take cars off the road which provide the following three benefits:
  - Reduces air pollution and improves air quality<sup>5</sup>

<sup>4</sup> "Quality of Life in the Planning Literature," Dissart and Deller (2000) and "Amenities as an Economic Development Tool: is there Enough Evidence?" Gottlieb (1994).

<sup>5</sup> Federal Highway Administration. (1992). Benefits of bicycling and walking to health. Gotchi, T. & Mills, K. (2008). Active transportation for America. Rails-to-Trails Conservancy.

**Figure 1.3c - Economic Value of the Silver Comet Trail**

Economic Benefit	Value
Recreational Spending	\$47 Million
Tourism Spending	\$10 Million
Regional Spillover	\$98 Million
State Spillover Impact	\$118 Million
Statewide Fiscal Impact	\$4 Million
Property Value Increases	\$182 Million
Property Tax Gains	\$2 Million
<b>TOTAL</b>	<b>\$461 Million</b>

Source: Econsult Solutions, Inc. (2013)

- Reduces congestion for drivers, saving time and energy consumption
- Reduces wear and tear on roads and vehicles
- **Health Benefits** – Recreational amenities such as trails facilitate active lifestyles, which minimize health problems. More and more, governments are seeing the positive impact that trails are having in fostering active lifestyles and improving residents' health, especially considering the increased costs of healthcare.

The Northwest Georgia Regional Commission study notes that physical activity appears to lower health care costs in four major categories:

- **Direct health care costs** - Costs paid for immediate health care needs
- **Indirect health care costs** - Costs paid for long-term avoidance of chronic negative health outcomes
- **Direct and indirect worker compensation costs** - Costs paid in worker compensation claims
- **Absenteeism and "presenteeism" costs** - Costs paid in loss of workplace productivity from sickness or impaired ability to perform
- **Environmental Stewardship** – Linear green space corridors such as trails provide habitat and protect sensitive natural features, natural processes, and ecological integrity by

linking fragmented tracts of land. By preserving flora that create oxygen and serve as filters for air pollutants, these linear green space corridors contribute to cleaner air.

### The Benefits of the Atlanta BeltLine Eastside Trail

Another metro area project that has demonstrated the validity of the economic impacts of trails is the Atlanta BeltLine Eastside Trail. The built-out portion of the Eastside Trail is approximately 1.9 miles in length. Similar to the Chamblee Rail-Trail, it was built on abandoned rail lines.

Figures 1.3d through Figure 1.3f shows images of a portion of the corridor before the trail was built, after the trail was built, and what it could look like when the corridor is completed and adjacent properties are redeveloped.

According to a 2013 study completed by Atlanta BeltLine, Inc., the transformation of an abandoned rail corridor into the Eastside Trail has led to over \$775 million worth of private real estate redevelopment within ½ mile of the trail.

Economic impacts are not the only results that the Eastside Trail has achieved. It has also facilitated a variety of environmental, cultural, social, and recreational benefits. Some of these benefits include:

- Removal of 1,700 tons of contaminated soil
- Removal of 100+ acres of kudzu and other invasive species



Figure 1.3d – Atlanta BeltLine Eastside Trail Before Construction



Source: Perkins + Will and Field Operations

Figure 1.3e – Atlanta BeltLine Eastside Trail Existing Conditions



Source: Perkins + Will and Field Operations

Figure 1.3f – Atlanta BeltLine Eastside Trail Proposed Conditions



Source: Perkins + Will and Field Operations

- Planting of 600+ trees as part of the Atlanta BeltLine Arboretum
- Planting of 109,000 native grass plugs along 11 acres
- Creation of the City of Atlanta's largest temporary art exhibit
- Development of numerous cultural events such as the Lantern Parade which attracts over 10,000 spectators
- Development of a multitude of health and fitness programs including Yoga in the Park attended weekly by hundreds of people
- Increased volunteerism along the corridor





## 1.4 Review of Existing Plans and Studies

The Chamblee Rail-Trail Extension Conceptual Design Study (Design Study) builds off of a number of previous planning efforts. To provide a foundation for completing the Design Study, the following documents were reviewed:

- 10-year Update for the Chamblee Town Center Livable Centers Initiative, 2014
- A City on the Right Track, City of Chamblee Comprehensive Plan, 2015
- City of Chamblee Unified Development Ordinance, 2015
- Unified Development Ordinance (UDO) Addendum 3.0 Streetscape, 2015
- Easement at Peachtree Malone Lofts Documentation
- Metropolitan Atlanta Rapid Transit Authority (MARTA) Stormwater Management As-Built Report, 215/15
- Traffic Impact Study for Chamblee Gateway South, 2014

Properties along the corridor are in various stages of development or redevelopment, including planning, design, permitting, and construction. The Design Team obtained plans of all these properties and incorporated the plans into a study area base map. Figure 1.4a illustrates the locations these projects in relation to the Rail-Trail and the MARTA stormwater detention pond facility. These projects include:

- ① Peachtree Station Shopping Center -Whole Foods (retail)- Under Construction
- ② Mercy Care (medical office)- Under Construction
- ③ Trackside Development (office), MARTA Lot 1- Under Design/Permitting
- ④ The Olmsted (mixed use)- Under Construction
- ⑤ Chamblee Atlanta (mixed use)- Under Design/Permitting
- ⑥ The Malone on Peachtree (mixed use) - Under Design/Permitting
- ⑦ DeKalb County Senior Community Center (government) -Under Construction
- ⑧ Parkside Chamblee (office)- Under Design/Permitting
- ⑨ Chamblee Residence Townpark (residential) - Under Permitting
- ⑩ Parkview on Peachtree (mixed use)- Under Construction

The following is an overview of findings that relate to the Rail-Trail study, as determined from review of the existing plans and studies.



The map displays the Atlanta-Keswick Station area with various redevelopment lots highlighted in red and numbered 1 through 10. A green line indicates the existing Keswick Trail, and a dashed green line shows the proposed rail-trail extension. A legend in the bottom right corner defines the symbols used: a red dashed line for the Study Area, a solid green line for the Existing Keswick Trail, a dashed green line for the Proposed Rail-Trail Extension, a green outline for the MARTA Stormwater Detention Pond Facility, and a red outline for the Redevelopment Lot. The map also shows surrounding streets like Peachtree Road, Peachtree Industrial Road, and Peachtree Dunwoody Road, as well as existing buildings and parking lots.

### 10-year Update for the Chamblee Town Center Livable Centers Initiative, 2014

The 10-year Update for the Chamblee Town Center Livable Centers Initiative details a vision for an area in Chamblee between Peachtree Boulevard (SR 141) to the west, Chamblee Tucker Boulevard and Burk Drive to the east, and the MARTA rail line north to Ingersoll Rand Drive. This vision was determined through a six month planning process that included input from community leaders, residents, and property owners during a series of public workshops. The Rail-Trail and a potential public park on a MARTA stormwater detention pond facility located along the proposed rail-trail extension were integral components of this vision.

The Chamblee Town Center Master Plan includes a five-year action plan that focuses on the community's vision for Downtown, inclusive of:

- Enhancing Chamblee's sense of place
- Increasing walkability
- Improving the Chamblee MARTA rail station area
- Providing a higher quality of life
- Adding more places to work, shop, and have fun

The plan includes projects and initiatives aimed at spurring high-quality development, increasing connectivity, and providing transportation options that build upon past planning efforts. These projects and initiatives will be based on an updated assessment of market conditions, land use/development, transportation facilities, and analysis of area

challenges and opportunities. Specific recommendations were organized into six categories:

- Comprehensive Plan Update and Land Use Policy
- Urban Design Priorities
- Historic Resources
- Market/Economic Development
- Lifelong Community Strategy
- Zoning Considerations

Specific recommendations within these categories that relate to and influence the Chamblee Rail-Trail include:

- **Comprehensive Plan Update and Land Use Policy**
  - Continue to encourage mixed-use development in key locations
  - Support a variety of housing types
  - Incorporate the Chamblee Rail-Trail and open space into redevelopment efforts
- **Urban Design Priorities**
  - Transit-oriented Development (TOD ) Subarea
    - Continue to work with developers to ensure that development around the existing MARTA rail station is walkable
    - Develop a regional detention area and community space on the MARTA owned property located between Chamblee Tucker Road and Malone Drive





- Provide safe and convenient access to future Chamblee Rail-Trail extensions
  - Adopt a long-range maintenance plan for parks and green space
  - Seek opportunities for alternative fuel source stations in public or semi-public places
- Downtown Subarea
  - Invest in a civic green space
  - Extend historic architectural “look and feel” of downtown Chamblee
  - Integrate the Chamblee Rail-Trail extension through the Downtown subarea
- **Historic Resources**
  - Create architectural standards for historically designated areas, such as Antique Row and the Downtown Subarea
- **Market/Economic Development**
  - Identify funding mechanisms for transportation infrastructure improvements listed in this report
  - Create a Utility Relocation Fund
- **Lifelong Community Strategy**
  - Focus additional senior housing and services around MARTA infrastructure
  - Focus additional senior housing near retail and other services

## • Zoning Considerations

- Section 407 – Consider removing the requirement that mixed-use developments include between 20 and 80 percent residential uses
- Section 908 – Consider requiring that development with any use (not just non-residential with more than 600 feet of frontage along a single street) be divided into blocks having a minimum of 600 feet

**Figure 1.4b – Chamblee Five Year Action Plan Recommendations**



Source: 10 Year LCI Update for Chamblee Town Center Livable Centers Initiative



- Section 1007 – Consider removing the requirement that multi-family residential uses be located above nonresidential uses
- The study recommended the development of the Rail-Trail as one of the short-term projects, which led to the completion of this rail-trail study (See Figure 1.4b).

### A City on the Right Track, City of Chamblee Comprehensive Plan, 2015

The City of Chamblee Comprehensive Plan serves as the City's guide for future development. Underpinned by an extensive public engagement effort, the plan sets policies and guides rezoning and capital investment decisions that collectively lead to the realization of a city-wide vision.

This vision is stated in the comprehensive plan as follows:

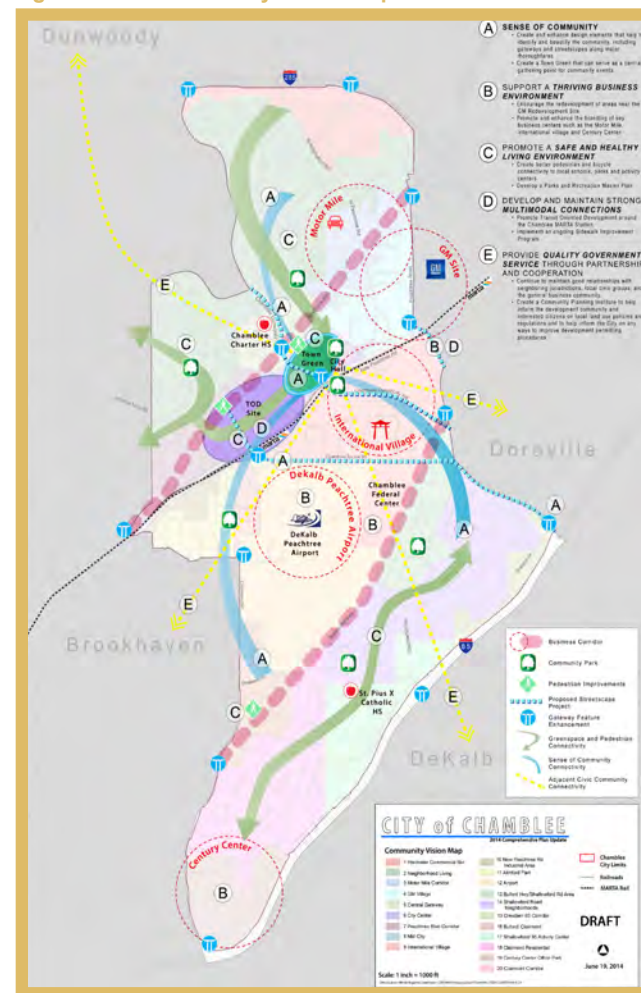
*The City of Chamblee aspires to be a healthy, vibrant, safe environment where residents live, work, play and grow in a diverse community valuing families and neighbors, respecting the historic qualities of our city.*

Five goals and a mission statement are as follows:

#### Goals

1. Create a greater sense of community identity
2. Support a thriving business environment
3. Promote a healthy and safe living environment
4. Develop and maintain strong multi-modal connections

Figure 1.4c – Community Vision Map



Source: City of Chamblee Comprehensive Plan



5. Provide quality government service through partnership and cooperation

### **Mission Statement**

*The City of Chamblee is committed to excellence through exceptional leadership, quality services, community activities, and innovative planning in partnership with our residents and businesses.*

Figure 1.4c shows a community vision map that illustrates the vision and aspirations of the comprehensive plan. An integral component of the vision is the Rail-Trail project that connects the existing Keswick Trail to the future location of the town green.

Twenty unique character areas within the City further define the community's vision. Each of these character areas contains its own subarea vision, policies, and implementation measures.

The Rail-Trail project is located within the Mid-City character area. The vision for the Mid-City character area states:

*Centered around the Chamblee MARTA Station, this area will support transit oriented lifestyles with associated housing, services, and employment.*

It is zoned as Village Commercial and Transit-Oriented Development. Key policies and implementation measures related to the rail-trail project include:

- Improve pedestrian connections to the MARTA station through the investment and maintenance of streetscape elements such as sidewalks, fountains, and parks/greenspace
- Undertake a parking study for the district and investigate the potential of additional public parking
- Develop a regional detention area and community space on MARTA-owned property located between Chamblee Tucker Road and Malone Drive
- Work with MARTA to incorporate mapping and wayfinding within the station and at bus stops, and create prototype bus shelters to enhance the character of the area
- Provide safe and convenient access to future Chamblee Rail-Trail Extension
- Seek high quality development adjacent to the MARTA station
- Create a blueprint for streetscape improvements.

### **City of Chamblee Unified Development Ordinance, 2015**

Guided by the Comprehensive Plan, the Unified Development Ordinance (UDO) provides detailed direction on the use, layout, and development of the built environment within City limits. Sections in the UDO associated with future development of properties within the study area were reviewed to understand how they might relate to the trail. It





is anticipated that the following sections will influence the development of the Rail-Trail.

- **Section 210-10. - VC, village commercial district.**

(a) Purpose and intent. This zoning district is intended primarily for mixed-use development and related uses at a higher density. This district provides a location for residences, retail, goods and services and offices to satisfy the common and frequent needs of the city's commercial core and greater Chamblee area with design standards and design parameters to encourage a pedestrian-friendly traditional urban form, oriented to pedestrians, which will limit the conflicts between vehicles and pedestrians.

(b) The following additional regulations shall apply to the VC zoning district:

(1) Multifamily residential uses and structures shall not be permitted on the ground floor and shall only be permitted if located directly above nonresidential uses as part of the same structure. See Addendum 1.0 Design Guidelines, Figure DG.1.

- **Section 210-11. - TOD, transit oriented development district.**

(a) Purpose and intent. This zoning district is intended to support mixed-use development that promotes higher density development within walking distance of the Chamblee MARTA Station. This district provides a

location for residences, retail, goods and services and offices with design standards and design parameters to encourage a pedestrian-friendly traditional urban form, oriented to a network of pedestrian and bicycle pathways to the MARTA Station. The district is intended to minimize automobile use and maximize the use of public transportation, bicycle and pedestrian access within the city.

(b) The following additional regulations shall apply to the TOD zoning district:

(1) Multifamily residential uses and structures shall not be permitted on the ground floor and shall only be permitted if located directly above nonresidential uses as part of the same structure. See Addendum 1.0 Design Guidelines, Figure DG.1.

(2) Developments in the TOD district shall provide a connected pedestrian network as shown in Addendum 1.0 Design Guidelines, Figure DG.1.

(c) Densities in the TOD zoning district shall be permitted to exceed the respective residential and nonresidential FAR maximum up to the total maximum allowable FAR permitted in this district only when the following criteria are met:

(1) Open space density bonus: For every one square foot of additional approved open space provided in excess of the minimum open space requirements, an



additional ten square feet of development shall be permitted. See Section 230-2, Dimensional Standards of Zoning Districts, for open space standards.

(2) New streets and new on-street parking bonus: For every one square foot of approved new streets and approved newly created on-street parking spaces provided, an additional ten square feet of development shall be permitted.

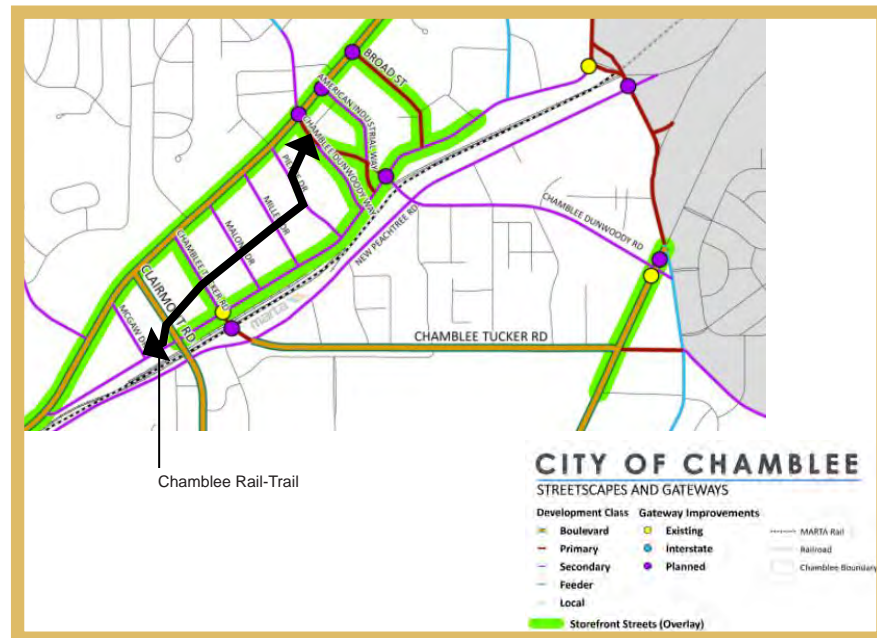
Also important to understand are the development setbacks required by the zoning code. Per Section 230-2 Dimensional Standards of Zoning District, dimensions required for VC and TOD Districts are:

- Front yard: Varies based on development type, size, height, etc.
- Side yard: None or 7.5' deep.

### Unified Development Ordinance (UDO) Addendum 3.0 – Streetscape Guidelines

In order to assist with the administration and enforcement of the City of Chamblee's Code of Ordinances as they relate to streetscape improvements within the public right-of-way, the City of Chamblee adopted Streetscape Guidelines. Guidelines relevant to the Rail-Trail study are the designation of streets within the study area and amenity specifications. Figure 1.4d shows a map with the street designation.

Figure 1.4d – City of Chamblee Street Designation

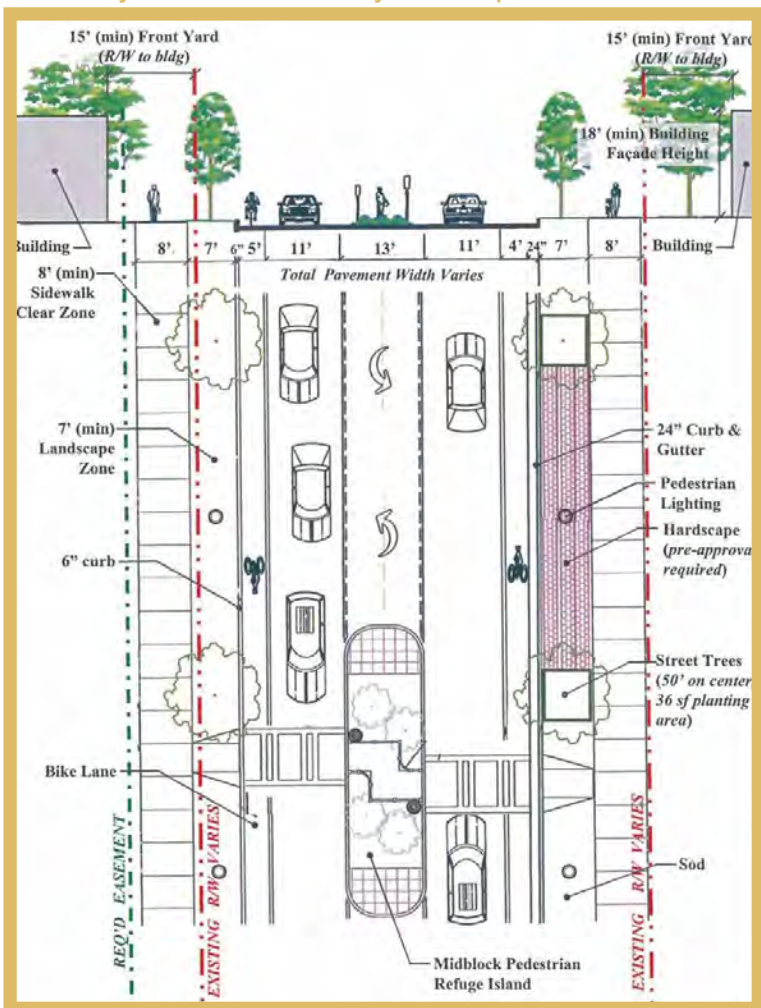


Source: City of Chamblee UDO Addendum 3.0 Streetscape Guidelines

As shown in Figure 1.4d, most of the streets that cross the trail are designated as secondary streets. Figure 1.4e details specific considerations for secondary streets.



Figure 1.4e – City of Chamblee Secondary Street Requirements



Source: City of Chamblee UDO Addendum 3.0 Streetscape Guidelines

### Easement at Peachtree Malone Lofts Documentation

On December 13, 2012, as recorded at DeKalb County, the Peachtree Malone Lofts, LLC provided the City of Chamblee with a 10-foot-wide easement along the entire length of the northern edge of the property between Chamblee Tucker Road to the west and Malone Drive to the east for the future implementation of the Rail-Trail. The agreement states that once the City decides to build the trail, the City would have to repair, move, or reconstruct all the improvements that exist within the easement. These include the dog run, a trash compactor, and visitor parking spaces.

Figure 1.4f identifies the location of the existing Rail-Trail easement, dog run, trash compactor, and visitor parking spaces.





Figure 1.4f – Peachtree Malone Lofts Easement



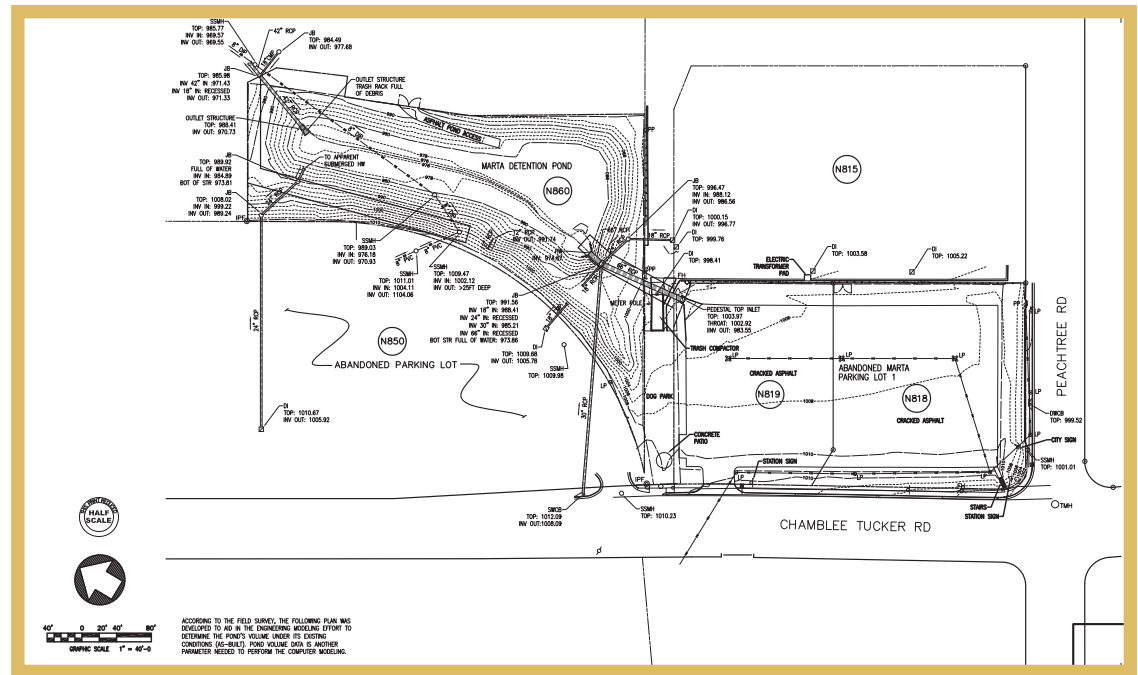
## Metropolitan Atlanta Rapid Transit Authority (MARTA) Stormwater Management As-Built Report, 215/15

Prepared by MARTA's Office of Engineering & Development, the Stormwater Management As-Built Report evaluates the hydrologic, hydraulic, and water quality characteristics of the existing MARTA stormwater detention pond facility located along the Rail-Trail near the MARTA Chamblee rail station. The analysis was performed to determine the pond's existing potential to reduce flooding downstream and reduce in-stream pollution in its current form.

The report states that, since the pond was built in the 1980s, MARTA followed a methodology tending to "drastically under-design/size such facilities with no provisions for water quality. As a result, the ponds that were designed at that time were approximately one fourth of their required volumes in comparison to today's standards." The report further states that the "pond under its current conditions is not capable of meeting any new requirements to reduce flooding events of 1 through 100-year in frequency nor reducing stream pollution. However, the pond is in compliance because it met the old requirements."

However, the report notes that the pond functions as a regional stormwater facility because it receives drainage from multiple property owners. The study concludes that, while in its current form the pond cannot meet current flood control and water quality requirements, if modified, it has the potential to meet these requirements. The level of modification would depend on the amount of resources that could be allocated to the pond. As a regional stormwater facility, modifications to the pond would be eligible for various types of state and federal grants.

Figure 1.4g – MARTA Detention Pond Survey



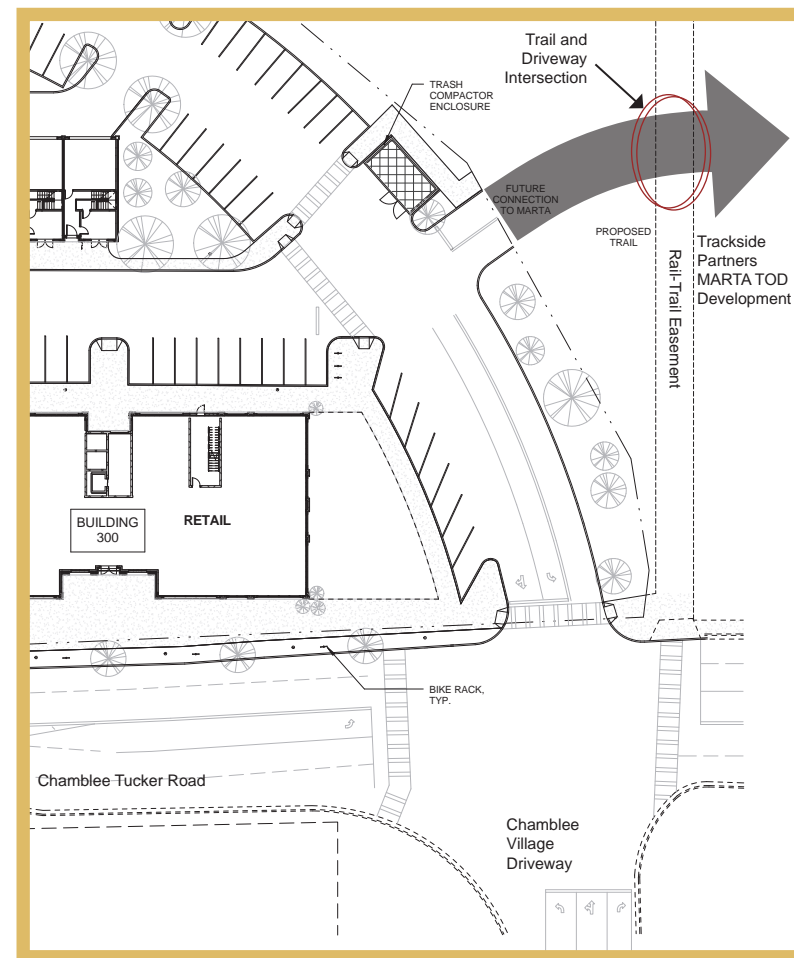
### Traffic Impact Study for Chamblee Gateway South

The Traffic Impact Study for the Chamblee Gateway South presents the analysis of the anticipated traffic Level of Service (LOS) impacts to the proposed Olmsted Development driveways. Elements relevant to the Rail-Trail study are the proposed recommendations for the design of the development's driveways, particularly the driveway located at the intersection of Chamblee Tucker Road and Chamblee Village Driveway.

Figure 1.4h shows the recommended driveway design in relation to the existing Rail-Trail easement.

The proposed driveway on Chamblee Tucker Road will provide access to both the Olmsted Development and the proposed Trackside MARTA TOD. The Rail-Trail would traverse the Trackside MARTA TOD driveway.

Figure 1.4h – Olmsted Development Driveway Recommendation



Source: Cocke Finkelstein, Inc.





## 1.5 Review of Existing Conditions

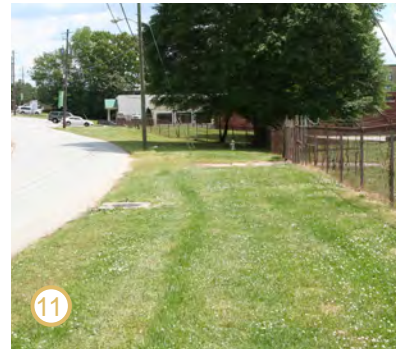
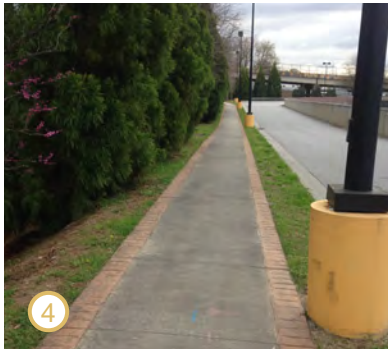
The Design Team visited the corridor and MARTA stormwater detention pond facility to document the existing conditions of the study area. The following pages include images and notes from the Design Team's observations. Numbers on images correspond to locations where they were captured along the corridor on Figure 1.5a.



The existing Keswick Trail is a well-designed public space that makes exemplary use of what would otherwise be underutilized space under the Clairmont Road bridge. The trail and public space is comprised of high-quality materials and construction details that provide a great foundation for the City of Chamblee's public realm brand and materials palette. The Rail-Trail should continue the use of these materials and details.







The Rail-Trail corridor provides great potential for direct connectivity through the Downtown's Mid-City character area. However, it does present some challenges. Approximately two-thirds of the corridor is either in public ownership or has an easement. The easement along the Peachtree Malone Lofts property will require the relocation of visitor parking spaces, a trash compactor, and a dog run. The remainder of the corridor is in private ownership. While most of these private parcels remain undeveloped, some contain a variety of built improvements along the future potential route of the Rail-Trail. These improvements include fences, decorative columns, retaining walls, and concrete and asphalt surfaces. Additionally, the corridor has a varied topography, utilities that cross or border the corridor, and adjacent development that in certain cases, is built within close proximity of the potential route of the Rail-Trail.





Figure 1.5a – Chamblee Rail-Trail Extension Corridor





Match Line Figure 1.5a-2



## 1.6 Environmental Screening Survey

The Design Team completed an environmental screening survey of the Rail-Trail corridor, including the MARTA stormwater detention pond facility. The screening surveyed general land uses, ecology, archeology, history, air quality/noise, and underground storage tanks/hazardous materials sites. The following is a summary of the key findings. Complete results can be found in the Appendix.

- **Ecology** - Survey of the MARTA stormwater detention pond facility identified one small jurisdictional wetland and a stream. The stream is considered a jurisdictional water of the US Army Corps of Engineers (USACE) and any impacts to the stream would require a section 404 wetlands permit. The stream is also a buffered State water, and is subject to the stream buffer requirement of the Georgia Department of Natural Resources (GADNR) and the City of Chamblee.

The presence of a stream within the MARTA stormwater detention pond facility is significant, as it makes it very difficult to modify areas located within 25' of the stream. This impacts the site's ability to function as a regional detention facility. Furthermore, it appears that most of the properties that would connect to the regional stormwater facility have already been redeveloped with their own stormwater and water quality treatment systems. Modifying these systems would be very costly and would not create value to the property owners.

For stormwater detention facilities that attract wildlife, the Federal Aviation Administration (FAA) has recommendations for distance from an airport aircraft movement area, loading ramp, or parking area. The FAA recommended distance is 10,000 feet for airports where jets operate, such as Dekalb-Peachtree Airport.

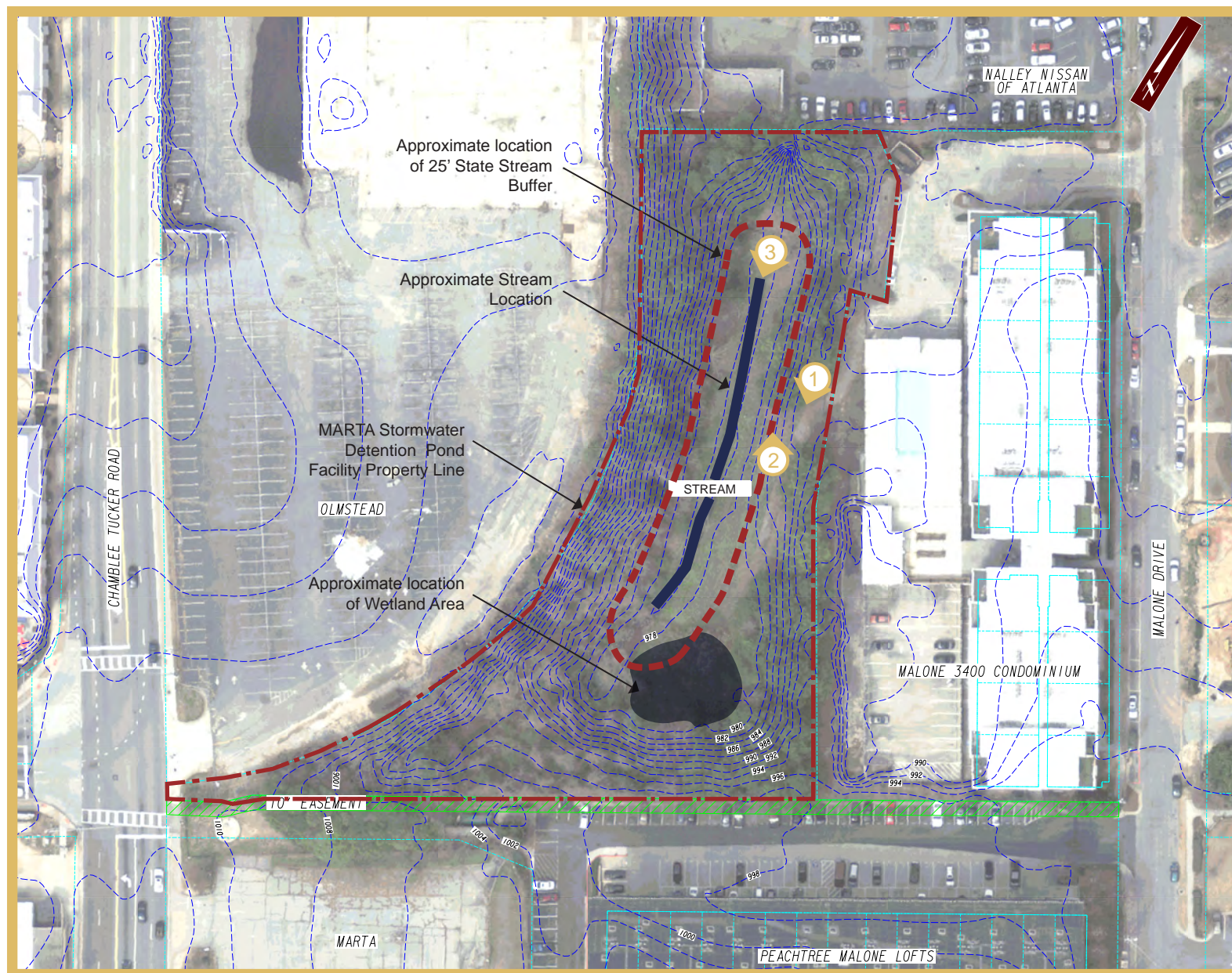
The MARTA stormwater detention pond facility is located approximately 2,000 feet from the DeKalb-Peachtree Airport. While detention and retention facilities may be acceptable land uses, they would require coordination with FAA's Airports District Office (ADO).

- **History** - The spur lines associated with the Peachtree Industrial Boulevard District-Peachtree Industrial Park are considered a contributing element to the district's potential National Register of Historic Place (NRHP) eligibility. Because the proposed project would involve conversion of the rail spur corridors to trails, the impacts associated with this action would need to be analyzed and State Historic Preservation Office (SHPO) concurrence would be required in the event a 404 permit is required.
- **UST/Haz Mat** - If right-of-way is required from the QuikTrip at 5347 Peachtree Industrial Blvd or R S Automotive at 5105 Peachtree Industrial Blvd., #B, subsurface investigations (Phase II) will be required.





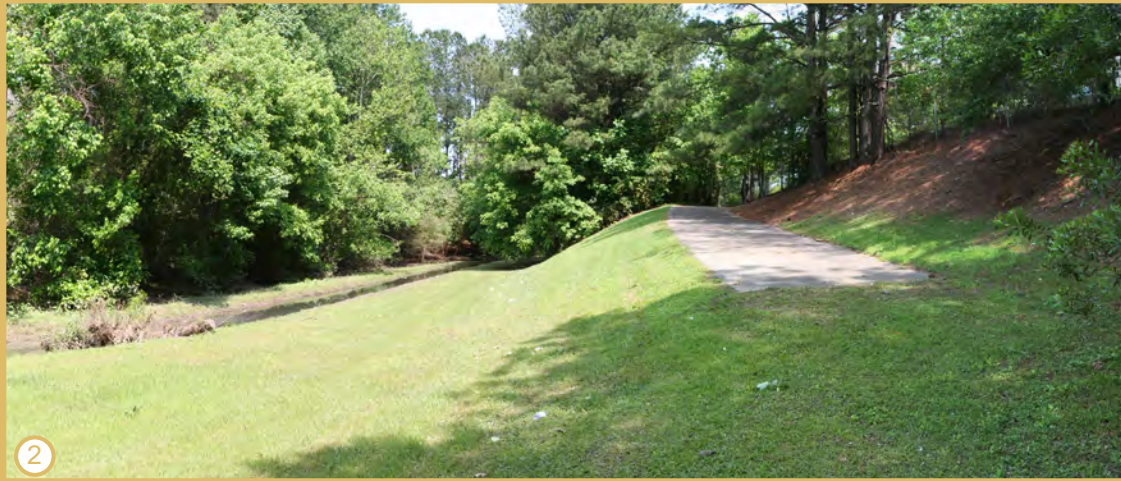
Figure 1.6a – Key Findings from MARTA Stormwater Detention Pond Facility Environmental Screening Survey











The MARTA stormwater detention pond facility's central location along the Rail-Trail corridor and the Mid-City District offers an ideal location for creating an amenity for the area. Ideally located, the site presents some unique challenges and opportunities.

Existing development around the site currently backs-onto the space. Proposed plans of adjacent development parcels suggest that future developments will also back-onto the space. This development pattern will limit natural surveillance and "eyes on the park." Providing as much access as possible to the space will be important for the use and safe function of the park.

The site is approximately 25' deep and contains steep slopes. While presenting construction challenges, these slopes also present an opportunity to use topography creatively to create a variety of terraced spaces for social and recreational uses. These spaces could be built incrementally and designed in such a way as to allow the site to continue to function as a stormwater detention pond facility.



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# ***Public Engagement***

## 2.0 Public Engagement

Actively listening to the thoughts, ideas, and concerns of future trail and park users is critical to the success of any trail project.

The Design Team used a variety of techniques and strategies to gather and actively listen to the future trail users of the Rail-Trail. Over 350 residents participated in interviews, small focus group meetings, public workshops, and an online survey. The 12-month process was guided by a Stakeholder Advisory Group comprised of a diverse group of interested and vested residents, property owners, and agency representatives. A summary of the findings from the various public engagement techniques is outlined below.

### 2.1 Mayor and Council Member Interviews

The Mayor and City Commissioners were interviewed about their vision, ideas, and potential findings for the Rail-Trail and the MARTA stormwater detention pond facility. Common themes and comments that emerged from these interviews included:

- The Rail-Trail should be designed as a linear park
- Regional connectivity is important. The project should connect to a broader network of trails throughout the City with direct connection to the GM redevelopment site and City of Brookhaven
- The Rail-Trail should be a multi-purpose concrete trail
- Safety is very important. The Rail-Trail must be well lit and open
- Cameras should be provided along the trail as a security measure
- The MARTA stormwater detention pond facility should be developed as a passive greenspace and include amenities such as benches, a fountain, gazebo, amphitheater for special events, playground, and butterfly garden
- The City of Chamblee is a wildlife habitat and the MARTA stormwater detention pond facility could provide educational opportunities associated with this designation
- Funding sources that should be considered for the project include:
  - **Pay as you go:**
    - General Fund/CIP
    - Grants
    - Special Assessments
    - Community Improvement District (CID)
  - **Borrowing:**
    - General Obligation Bond
    - Revenue Bonds
  - **Partnerships:**
    - Businesses
    - Agencies
    - Developers
    - Non-profit Organizations



## 2.2 Stakeholder Advisory Group Meeting #1

The Stakeholder Advisory Group was interviewed about their vision, ideas, and concerns for the Rail-Trail and the MARTA stormwater detention pond facility. Specifically, they were asked three questions:

1. What is your vision for the Rail-Trail? How do you see it impacting the surrounding area?
2. What concerns or potential issues do you foresee that you would like us to take under consideration?
3. What funding source(s) would you support?

The following is a summary of the findings from the discussion.

1. **What is your vision for the Rail-Trail? How do you see it impacting the surrounding area?**
  - Advisory Group members noted that they envisioned the Rail-Trail as a green corridor that was welcoming and beautiful with shops and stores along the way. The MARTA stormwater detention pond facility would be better utilized as a park. The park would have spaces for residents and visitors to hang out and enjoy amenities such as dog exercise/amenities and art along the trail.
  - Peachtree Malone Loft representatives noted that residents from the buildings are concerned about losing any amenities due to the Rail-Trail project. They would prefer to see minimal impact to their property,



Stakeholder Advisory Group Meeting #1 Discussions





namely the dog run, trash compactor, and parking spaces that are located within the trail easement. The City noted that per the easement legal agreement, any impacts to the amenities caused by the Rail-Trail along the easement would have to be fully replaced by the City.

- Peachtree Malone Loft representatives noted that any replacement of the dog park would need to be a private dog park.
- Regional connectivity was identified as being very important for the project. The Keswick Trail currently does not connect to anything, which limits its use and makes the trail feel unsafe. Connectivity through the MARTA station to the south side of the City was also identified as being critical.
- The group discussed the option to treat the trail as a multi-use trail with a centerline, pedestrians and bicyclists sharing the same space, versus a separated trail with separate spaces allocated for pedestrians and cyclists. Some of the members of the Advisory Group preferred to see a multi-use trail whereas others preferred to see a separated pedestrian and cyclist space.

## 2. What concerns or potential issues do you foresee that you would like us to take under consideration?

- Security and maintenance were concerns. Measures should be taken to ensure that the trail is safe,

including lighting the trail. This would also include installing better lighting along the Keswick Trail Tunnel.

- Some Advisory Group members were concerned about the Rail-Trail and MARTA stormwater detention pond facility park being used by the homeless.
- Safe crossing points through streets between trail segments should be addressed through markings and, where appropriate, controlled intersection crossings.

## 3. What funding source(s) would you support?

- Advisory Group members were supportive of all the following funding sources:
  - **Pay as you go:**
    - General Fund/CIP
    - Grants
    - Community Improvement District (CID)
  - **Borrowing:**
    - General Obligation Bond
    - Revenue Bonds
  - **Partnerships:**
    - Businesses
    - Agencies
    - Developers
    - Non-profit Organizations

Charging for parking was also identified as a potential strategy.



## 2.3 Trail Neighbor Interviews

Property owners adjacent to the trail were also interviewed about their thoughts, vision, ideas, and concerns for the Rail-Trail and the MARTA stormwater detention pond facility. Following are comments from specific property owners. For development locations, please see the base map (Figure 1.4a) provided in the first chapter.

### MARTA

The Design Team met with representatives from various internal departments within MARTA, including Civil Engineering, Safety, Facilities, and Real Estate. The purpose of the meeting was to discuss the potential future use of the MARTA stormwater detention pond facility as an amenity greenspace for City of Chamblee residents.

MARTA's primary concern is the security and safety of users of the trail located within the MARTA Lot 1 development and at the MARTA stormwater detention pond facility. MARTA noted that they would likely provide an easement for the City to use the MARTA stormwater detention pond facility or sell the property to the City. The final easement or sale would be made by MARTA managers and the MARTA Board. MARTA is typically required to charge 100% of market value for the sale of the property and up to 50% of market value for an easement.

The Design Team will provide a high-level conceptual plan of the MARTA stormwater detention pond facility for MARTA to review. The plan will have to be completed in coordination with MARTA's development partner for Lot 1, who will be

using the detention pond to address the development's stormwater needs.

### The Olmsted Chamblee

The Design Team met with the developer of the mixed-use Olmsted development to discuss how the Rail-Trail may integrate with the proposed development. Since the development was about to begin construction, there was nothing that could be done to better integrate the trail into the development. However, the developer was supportive of the Rail-Trail project.

### Peachtree Malone Lofts

Representatives from the Peachtree Malone Lofts (PML) Homeowners Association (HOA) Board met with the Design Team and representatives from the City of Chamblee to discuss possible options to build the Rail-Trail in the existing 10' easement while minimizing impacts to their existing dog run, trash compactor, and visitor parking spaces located on the easement. Per the easement agreement between the City of Chamblee and PML, any impacts to the PML's dog run, trash compactor or parking spaces will be repaired/replaced by the City.



[illegible]

- Option 1

- From Chamblee Tucker Road, run the trail around the dumpster and existing parking spaces onto the MARTA property until reaching the 3400 Malone Condominiums. Then through  $\pm 20$  existing parking spaces in the PML parking lot.
- The dog park could be relocated adjacent to the dumpster, adjacent to the parking spaces, or combined with 3400 Malone Condominiums.
- Parking spaces could be relocated within the MARTA stormwater detention pond facility, or within the MARTA TOD parking deck, or adding some parallel spaces in the PML parking lot (or a combination).
- The dumpster would not be impacted.



Figure 2.3b – Rail-Trail and PML Dog Run + Parking Re-Location Study - Option 2



#### • Option 2

- From Chamblee Tucker Road, run the trail north, parallel to the Olmsted development within the MARTA property and then east to Malone Drive just south of the Nissan dealership property, then south on Malone Drive along the east side of the street to connect back to the proposed trail easement.
- The dog park could be relocated adjacent to the dumpster, adjacent to the parking spaces, or combined with 3400 Malone Condominiums.
- Parking would not be impacted.
- The dumpster would not be impacted.



Figure 2.3c – Rail-Trail and PML Dog Run + Parking Re-Location Study - Option 3



### • Option 3

- From Chamblee Tucker Road, run the trail around the dumpster and existing parking spaces onto the MARTA pond property until reaching the 3400 Malone Condominiums. Then north paralleling the 3400 Malone Condominiums and then east to Malone Drive.
- The dog park could be relocated adjacent to the dumpster, adjacent to the parking spaces, or combined with 3400 Malone Condominiums.
- Parking would not be impacted.
- The dumpster would not be impacted.

The option for both the PML and 3400 Malone Condominiums to share a dog park was further discussed but determined by the PML HOA Board members as not ideal. The Design Team would explore the three concepts in more detail and within the context of additional public engagement and the project's goals and objectives.



### 3400 Malone Condominiums

Representatives from the 3400 Malone Condominiums HOA Board met with the Design Team and representatives from the City of Chamblee to obtain input regarding the Rail-Trail and the MARTA stormwater detention pond facility greenspace. Common themes that emerged from the discussion included:

- Safety is important for 3400 Malone Condominiums residents. The Rail-Trail must be lit. Residents should have a fence and allow residents to access the trail through a controlled gate.
- The MARTA stormwater detention pond facility should be developed as a passive greenspace and include amenities such as a playground, benches, a fountain to aerate the water and discourage the concentration of mosquitoes that currently occur due to stagnant water, a gazebo, and small amphitheater similar to the one that was built in Historic Fourth Ward Park in Atlanta.
- If possible, the existing MARTA access point to the MARTA stormwater detention pond facility should be relocated.

### Peachtree Townpark

The Design Team met with the developers from Peachtree Townpark to discuss the potential integration of the Rail-Trail to the proposed townhome development. While the development plan for the property was already approved by the City, the developers were supportive of the trail and open to exploring a way to integrate half of the trail onto their development, as long as the integration did not result in a reduction of the number of proposed townhomes. The

adjacent property owner of the Azalea Place Apartments would need to integrate the other half of the trail onto their property for this strategy to work. The trail would then straddle both properties.

The Peachtree Townpark developers were concerned about the perception of safety that the trail could potentially create for new townhome owners. They proposed to keep their development fenced in with a gate provided to allow townhome residents to access the trail. The integration of the trail would potentially impact some of the common greenspace designed, per the City of Chamblee's Councils requests, for the future residents of the Peachtree Townpark community. They requested to work with the City to explore the potential of counting the space allocated by the trail towards the community's common greenspace.

### Azalea Place Apartments

After speaking with the developers of the Peachtree Townpark developers, the Design Team spoke with the property managers of the Azalea Place Apartments located adjacent to Peachtree Townpark. Similar to the Peachtree Townpark development, the Azalea Place Apartments' property managers were supportive of the trail and expressed interest in allowing half of the trail to be on their property with the other half on the Peachtree Townpark property. They noted that there might be some setback challenges since the buildings are located close to the property line. The City noted that they would work with the property owners to address these challenges in order to facilitate the trail connection.





## Guardian Storage Property

The Design Team met with owners of the Guardian Storage property. The property owners had recently acquired the property. They were supportive of Rail-Trail as they currently own property along the Atlanta BeltLine and have seen the positive impact it has had on their property.

While the Guardian Storage property will remain in its current form for the coming years, they would like to redevelop the property within the next 10-years. Depending on what the market will bear at the time of redevelopment, the development program may take the form of a mixed-use development. As such, they would like to retain as much buildable area as possible and retain their current rights relating to setbacks, density, and height.

The property owners worked with the Design Team and sketched out an alignment for the corridor that they felt comfortable with and suggested that a portion of the space could become a park. Figure 2.3d shows the alignment discussed.

Figure 2.3d – Potential Rail-Trail Alignment through Guardian Storage



## 2.4 Stakeholder Advisory Group Meeting #2

Based on findings from the Existing Conditions and Technical Analysis and interviews completed with the Mayor and City Council members, Stakeholder Advisory Group Meeting #1, and Trail Neighbors, the Design Team developed a public engagement exercise designed to collect specific information associated with the vision for the Rail-Trail and MARTA stormwater detention pond facility. The Stakeholder Advisory Group Meeting #2 focused on presenting the exercise to the group, collecting input regarding the effectiveness of the exercise, and using the exercise to get the group's input.

The exercise was based on the three primary elements that create a trail experience:

1. Trail Type
2. Trail Amenities
3. Trail Edge Condition

Trail Type



Trail Amenities



Trail Edge Condition



Following are copies of the boards from the public workshop. Responses collected from the Stakeholder Advisory Group are captured on pages 50-52.





Figure 2.4a – Public Engagement Example Exercise Boards

# 1 Trail Type and Amenities

## 1A Trail Type

Tell us what type of trail you would like to see develop by placing ONE DOT on the preferred option.

### MULTI-USE SHARED SPACE



### MULTI-USE SEPARATED SPACE



## 1B Trail Amenities

Following is a list of amenities that you typically see along trails. Please tell us if there are amenities that you would prefer to NOT SEE on the trail.

### EXAMPLES OF TRAIL AMENITIES

- Benches
- Trash/Recycling Receptacles
- Bike Racks
- Lighting
- Water Fountains
- Security Cameras
- Emergency Phones
- Bicycle Fix-it Stations
- Public Art
- Other:

### TRAIL AMENITIES I WOULD PREFER NOT TO SEE ON THE TRAIL...

Place your comments here

# 2 Trail Edge Conditions

Tell us what type of trail edge condition you would prefer to see along the following land uses by placing a dot on the preferred option (ONE DOT PER LAND USE).

## 2A Residential



## 2B Commercial | Retail



## 2C Commercial | Office



## 2D Industrial



COMMENTS?





Figure 2.4a – Public Engagement Example Exercise Boards - Continued

### ③ MARTA Detention Area

The existing MARTA retention pond has the potential to serve as a community greenspace amenity. If it is developed that way, what amenities/facilities would you like to see in the space? Please post comments below.



AMENITIES | FACILITIES I WOULD LIKE TO SEE IN THIS SPACE...

Place your comments here

### ④ Historical + Cultural Narratives

**4A** What would you most like people to know about Chamblee? Please name 1(one) to 3(three) of the most important take-home messages for residents as well as visitors about Chamblee.

Place your comments here

**4B** What are myths and misconceptions that you would like to see corrected about Chamblee?

Place your comments here



Figure 2.4a – Public Engagement Example Exercise Boards - Continued

## 4 Historical + Cultural Narratives

**4C** What is one of your fondest memories of Chamblee? Please share with us a personal story.

**4D** What physical applications can you envision being incorporated in the Chamblee Rail Trail to interpret the history and culture of the area ? (E.g. Interpretive signage, themed trail signage for directional/regulatory or etiquette/functional signage, public art, etc.?)

The exercise included questions associated with the type of edge treatment that participants would like to see in specific areas along the trail, any potential concerns or ideas associated with the Rail-Trail and MARTA stormwater detention pond facility, as well as a question about the funding strategies that residents would support.

The Stakeholder Advisory Group approved the exercise and agreed that it would be a useful exercise to share with the public during Public Workshop #1 and through an online survey. Figure 2.6a contains the exercise results from the Stakeholder Advisory Group meeting. The results are presented in a matrix that compares or combines them with the findings from Public Workshop #1 and the online survey. A total of six Stakeholder Advisory Group members participated in the meeting. Additional comments can be found in the Appendix.

## 2.5 Public Workshop #1

On Thursday, February 18, 2016, the Design Team facilitated Public Workshop #1 for the Rail-Trail Concept Study. The purpose of the workshop was to introduce the project to the general public and use the public engagement exercise developed by the Design Team to obtain input regarding the vision for the Rail-Trail and the MARTA stormwater detention pond facility. Thirty-two people attended the Public Workshop. Exercise questions on 36"x48" boards were placed around the room for participants to view and provide input. Participants were given Post-It notes on which to write their comments and were asked to place them on the boards. Figure 2.6a contains the highest ranking exercise results from Public Workshop #1.



## 2.6 Online Survey

The Design Team developed an online survey of the public engagement exercise to collect additional input. The hyperlink to the survey was distributed by the City via email and left open for response during the month of February and March 2016. Two hundred ninety-five responses were received.

Figure 2.6a contains the highest ranking exercise results from the online survey.



Public Workshop #1





Figure 2.6a – Public Engagement Exercise Findings













Exercise Question	Stakeholder Advisory Group Results (% of Participants)		Public Workshop Results (% of Participants)		Online Survey Results (% of Participants)	
<b>1A Trail Type</b> - Tell us what type of trail you would like to see developed: Multi-Use Shared Space or Multi-Use Separated Space?	100% - Multi-Use Separated		69% - Multi-Use Separated		59% - Multi-Use Separated	
<b>1B Trail Amenities</b> - Following is a list of amenities that you typically see along trails. Please tell us if there are amenities that you would prefer <b>NOT SEE</b> on the Trail: Benches, Trash/ Recycling Receptacles, Bike Racks, Lighting, Water Fountains, Security Cameras, Emergency Phones, Bicycle Fix-It Stations, Public Art, Other.	All presented amenities were deemed acceptable.		All presented amenities were deemed acceptable; consider grass that has to be mowed, emergency phones, public art		30%-All sounds good, 28%-bicycle fix-it stations, 14%-public art	
<b>2 Trail Edge Conditions</b> - Tell us what type of trail edge condition you would prefer to see along the following land uses:						
2A Residential	83%		56%		35%	
2B Commercial   Retail	50%		50%		34%	
2C Commercial   Office	75%		93%		70%	
2D Industrial	60%		50%		37%	



Figure 2.6a – Public Engagement Exercise Findings- Continued

Exercise Question	Stakeholder Advisory Group Results	Public Workshop Results	Online Survey Results
<b>3 MARTA Detention Area</b> - The existing MARTA stormwater detention pond facility has the potential to serve as a community greenspace amenity. If it is developed that way, what amenities/facilities would you like to see in the space?	<b>Dog park, Playground, Trail through detention area as opposed to the parking of PML.</b>	<b>Public art, Dog park, Amphitheatre, Picnic tables, Playground, Fitness course, Community garden</b>	<b>Picnic tables, Public art, Dog park, Community garden, Playground, Amphitheater, Fitness course</b>
<b>4A Historical + Cultural Narratives</b> - What would you most like people to know about Chamblee? Please name one (1) to three (3) of the most important take-home messages for residents as well as visitors about Chamblee?	<b>History - Farming/dairy history, early residents, early institutions, A/A heritage, rail history, military history, factory/industrial history; “It’s taking a while, but we are getting there;” “Keep Chamblee weird;” Great restaurants; Less of a train stop more commercial/industrial; Diversity; Multicultural; Small town feel.</b>		
<b>4B Historical + Cultural Narratives</b> - What are myths and misconceptions that you would like to see corrected about Chamblee?	<b>That it’s not only an industrial suburb; “Chambodia”; That we’re not a bunch of “rubes” (uneducated country people); Not hard to get along with; We are not progressive or innovative; Poor; Industrial; All car dealerships; Unsafe; High Crime.</b>		
<b>4C Historical + Cultural Narratives</b> - What is one of your fondest memories of Chamblee?	<b>“Drivin’ N Cryin’”; “I can take MARTA to work”; “I left a bad neighborhood and moved here;” “The great community;” “Going to Frosty Caboose in the summer and a train pulling in and stopping, both kids and adults are always drawn to it. Walking around down in that area, even took family pictures along there;” “Taking our kids to PDK since they were toddlers. My husband is a private pilot and we always loved he playground next to the taxi way and PDK Day. Now they’re young adults and we get together for dinner at the Downwind pretty regularly.”</b>		



Figure 2.6a – Public Engagement Exercise Findings- Continued

Exercise Question	Stakeholder Advisory Group Results	Public Workshop Results	Online Survey Results
<b>4D Historical + Cultural Narratives</b> - What physical applications can you envision being incorporated in the Chamblee Rail-Trail to interpret the history and culture of the area?	<b>Interpretive signage, Themed trail signage, Public art including monuments</b> <b>Historic maps, Etiquette signage, “Keep right”, Historic markers e.g. “Former site of:”, Rail theme, Keep in mind blind people with foot and bike traffic, Benches, Modern industrial mash up, “City on the right track”</b>		
<b>Potential Concerns + Ideas</b> - What concerns and ideas do you have that you would like us to take under considerations?	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Security</li> <li>• Connectivity</li> <li>• Lighting</li> <li>• Cleanliness</li> <li>• Police bike patrol</li> <li>• Peachtree Malone (PML): private dog park, dumpster, 40 visitor parking spots</li> <li>• Not enough residential ownership</li> <li>• Visitor parking</li> </ul>		<ul style="list-style-type: none"> <li>• Protected sidewalk from trailhead at McGraw Drive to Whole Foods development</li> <li>• Need traffic calming measures near trail entrances</li> <li>• Connection to MARTA</li> <li>• Push out over Clairmont bridge</li> <li>• Erosion, homeless people sleeping in the park</li> <li>• Want plan to include long term connection to southeast side of Chamblee (Dresden)</li> </ul>
<b>Funding + Implementation Opportunities</b> - What funding source(s) would you <b>NOT</b> support to build the trail? <b>Pay as you Go:</b> <ul style="list-style-type: none"> <li>• General Fund/CIP</li> <li>• Grants</li> <li>• Special Assessment</li> <li>• Community Improvement District</li> </ul> <b>Borrowing:</b> <ul style="list-style-type: none"> <li>• General Obligation Bond</li> <li>• Revenue Bonds</li> </ul> <b>Partnerships:</b> <ul style="list-style-type: none"> <li>• Businesses</li> <li>• Agencies</li> <li>• Developers</li> <li>• Non-profit Organizations</li> </ul>	<b>No special assessments</b>	<b>No special assessments</b>	<ul style="list-style-type: none"> <li>• Pay as you go</li> <li>• Borrowing</li> </ul>





## 2.7 Summary of Public Engagement Findings

Following is a summary of the key themes and ideas that emerged from the public engagement of the Rail-Trail and the MARTA stormwater detention pond facility:

### The Rail-Trail SHOULD:

- Be a linear park with a multi-use separated concrete trail and include landscape buffers between the trail and land uses
- Be welcoming and beautiful featuring shops and stores along its length with better use of the MARTA stormwater detention pond facility
- Provide local connectivity to the rest of the City and regional connectivity to trail network to the north of Keswick Park, GM Redevelopment to the east, and Brookhaven to the southwest
- Be SAFE at all times, open, well lit, no fencing parallel to the trail for ease of access from adjacent properties (unless existing fencing is already in place), and well maintained
- Celebrate the history, culture, environment, and memories of Chamblee

### The MARTA Detention Facility SHOULD:

- Be an amenity for Mid-City and the Rail-Trail
- Be a SAFE, passive greenspace
- Include greenspace amenities such as picnic tables, gazebo, public art, dog park, community garden, playground, amphitheater, fitness course, and butterfly garden





3,0



# ***Concept Plan***



## 3.0 Concept Plan

The Concept Plan for the Chamblee Rail-Trail Extension is based on findings from the existing conditions analysis combined with thoughts, ideas, and concerns of property owners and future trail users collected during the public engagement phase.

### 3.1 Introduction

This section illustrates a conceptual plan that considers the potential near-term transformation of the abandoned historic Chamblee rail corridor into a linear park. This linear park would include a multi-use separated trail with parks dotted along the way. Included in this concept is the transformation of the MARTA stormwater detention pond facility into a stormwater park (Rail-Trail Park).

Additionally, the concept plan suggests a future vision for what the build-out of the study area could become over time. The purpose of this vision is to suggest how properties along the corridor that have not redeveloped could potentially redevelop as Trail-Oriented Developments (TrODs) - developments that front onto the trail and, through land use, design guidelines, and design standards, support and bolster the use, safety, and vibrancy of the Rail-Trail.

The following pages provide a description of the proposed concept plan. The proposed plan is organized into seven focus areas identified in Figure 3.1a. Each focus area includes existing and proposed plan views, existing and proposed condition perspective-sections, and two perspective images to illustrate proposed conceptual conditions.



Rail-Trail Extension + Rail Trail Park Concept Plan Development



Figure 3.1a – Rail-Trail Extension + Rail-Trail Park Concept Plan Focus Areas

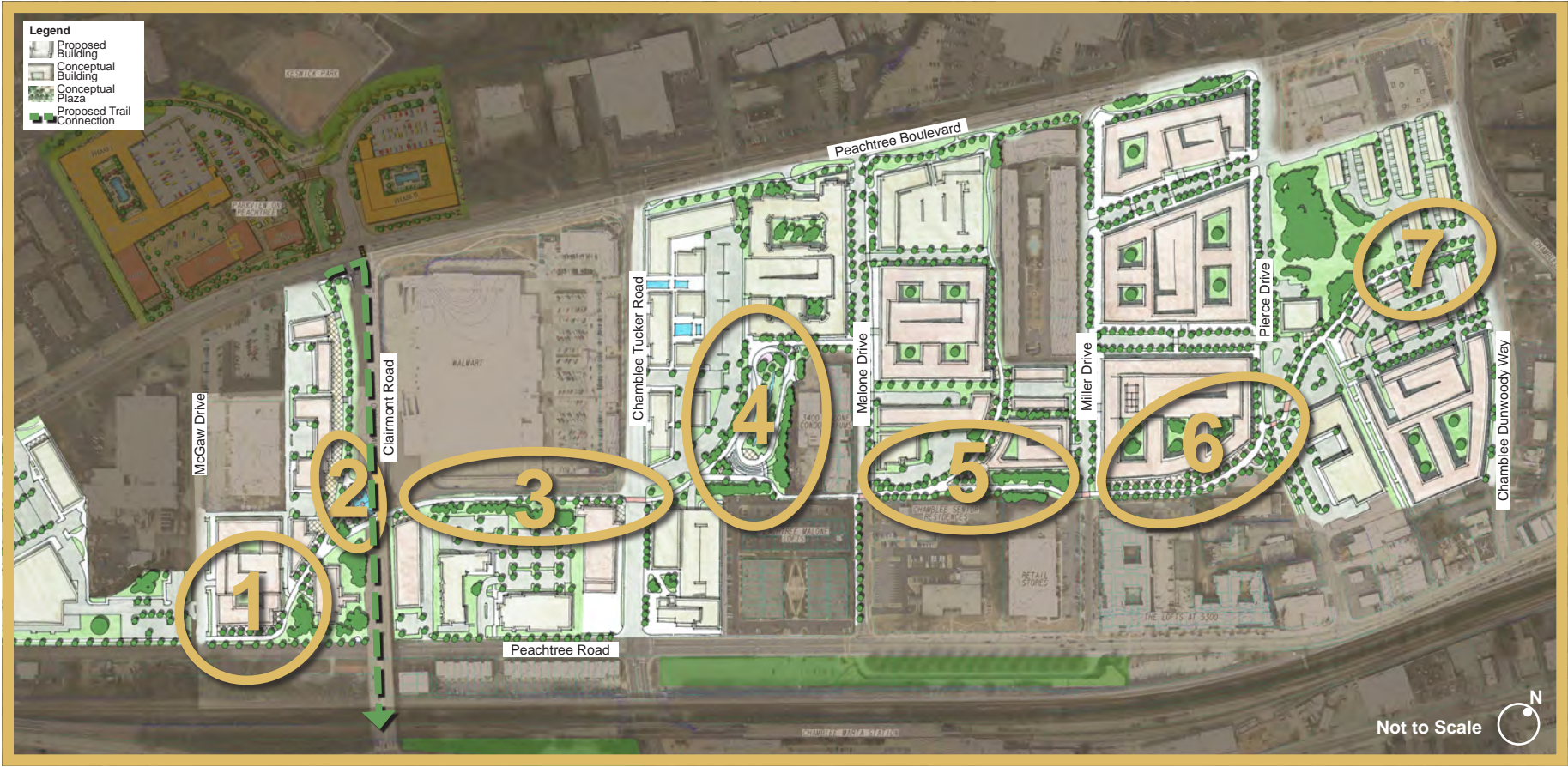
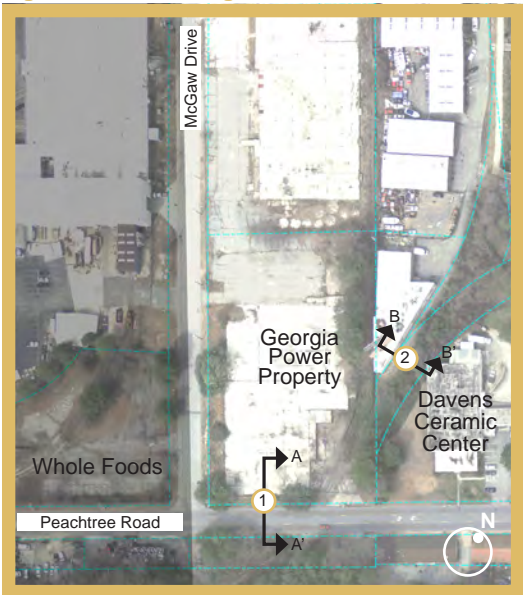




Figure 3.2a – Existing Conditions



### 3.2 Focus Area 1 - Whole Foods + Georgia Power

The Whole Foods + Georgia Power Focus Area is located on the western edge of the study area. It extends from McGaw Drive east along Peachtree Road and the Rail-Trail corridor to the Clairmont Road overpass. Figure 3.2a illustrates the existing conditions of the area along with the location of two existing conditions perspective-sections depicted in Figure 3.2c and 3.2g.

Figure 3.2b illustrates the proposed conditions of the Whole Foods + Georgia Power Focus Area. The image shows the Rail-Trail connecting to the proposed Whole Foods parking lot to the west of McGaw Drive, continuing along the north side of Peachtree Road until it reaches the abandoned historic rail corridor where the alignment shifts towards the northeast on the way to the Clairmont Road overpass.

The proposed conditions also show the potential redevelopment of the Georgia Power property and other properties along the Rail-Trail corridor as TrODs. The Georgia Power site is currently planned as a power substation. The City should consider working with Georgia Power to find an alternative location for the substation which would enable the site to redevelop into a more suitable, trail-friendly use.

Figure 3.2b – Proposed Conditions

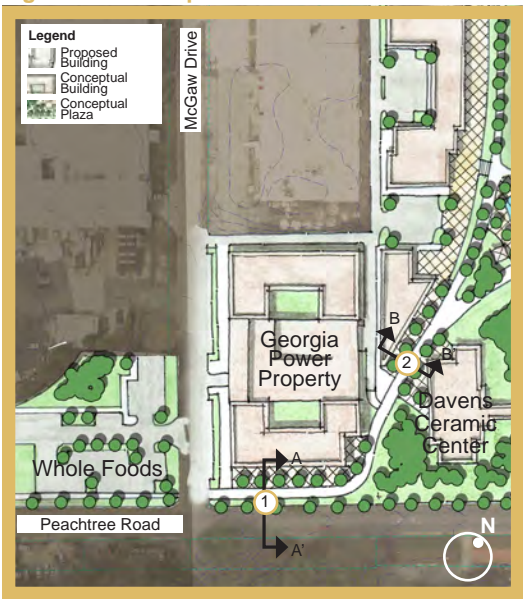


Figure 3.2c – Section ① - Existing Conditions

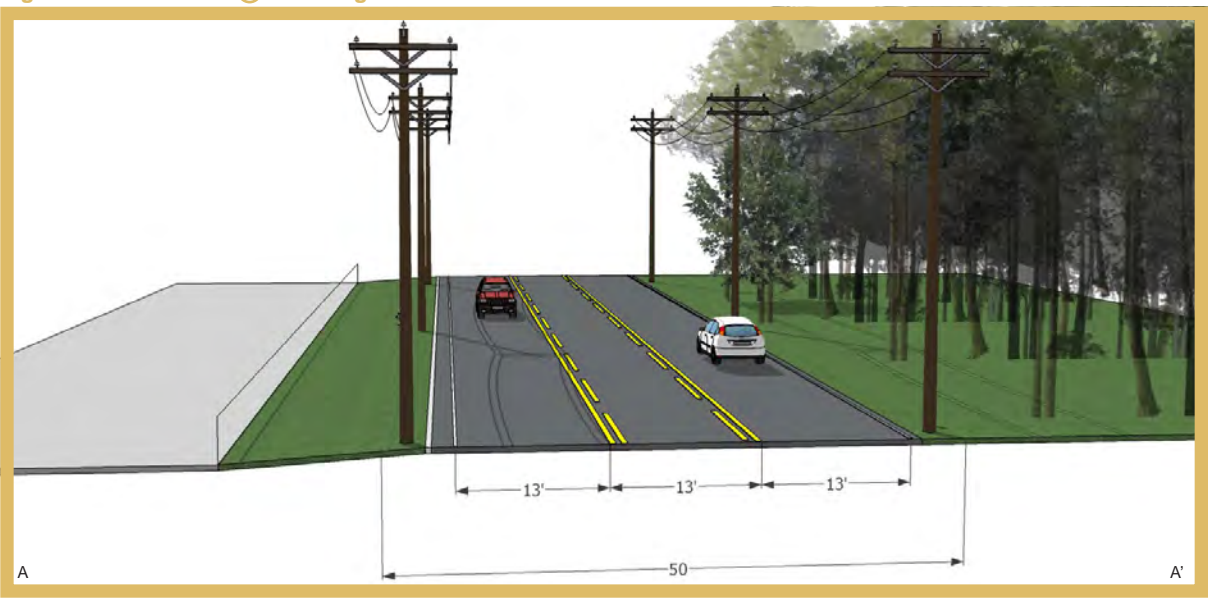




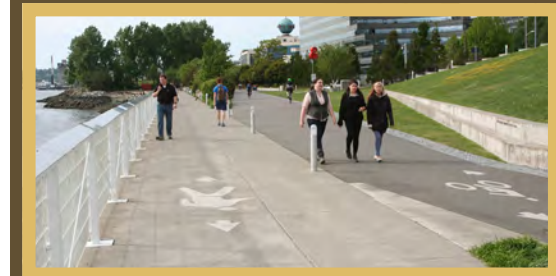
Figure 3.2d – Section ① Proposed Rail-Trail Alignment



Figure 3.2c illustrates the existing conditions along the edge of Peachtree Road and the Georgia Power property. The Peachtree Road right-of-way (ROW) is approximately 50' wide with three 13' travel lanes and powerlines along the edge of the ROW.

Figure 3.2d illustrates the potential alignment of the Rail-Trail along Peachtree Road and the Georgia Power Property. Informed by the findings from the public engagement, the Rail-Trail is proposed as a 16' wide, concrete, multi-use separated trail. Figure 3.2e shows an example of the proposed trail.

Figure 3.2e - Proposed Rail-Trail



8' of the trail will be dedicated to pedestrians and 8' will be dedicated to cyclists, roller bladders, runners with baby carriages, etc. The City should consider requiring Whole Foods to develop their segment of the trail as 16' wide, multi-use separated trail.

The proposed conditions consider the narrowing of the traffic lanes along Peachtree Road from 13' to 11' to allow space for a 6' vegetative buffer to separate trail users from moving traffic and the burying of powerlines along the road. A small retaining wall would be required to address the sloped grade between Peachtree Road and the Georgia Power property. 5' of the 16' trail section would be located along the Peachtree Road ROW while 11' would be located on the Georgia Power property.

Figure 3.2f illustrates the potential future redevelopment of the Georgia Power property as a TrOD. It suggests a 20' setback from the edge of the trail to the edge of the building. This 20' setback includes a 6' buffer between the Rail-Trail and a potential plaza space activated by first floor retail/commercial uses and the Rail-Trail.

Figure 3.2f – Section ① Proposed Rail-Trail + Trail-Oriented Development



Figure 3.2g illustrates the existing conditions of the abandoned historic rail corridor as it approaches the Clairmont Road overpass.

The corridor is approximately 50' wide and is bordered by industrial land uses on both sides. Davens Ceramic Center is located on the east side of the corridor and a warehouse is located on the west side.

The corridor is currently wooded with a dense understory below a mixture of mature pine and hardwood trees. Portions of the original railroad tracks still remain along the corridor.

Figure 3.2g – Section ② Existing Conditions

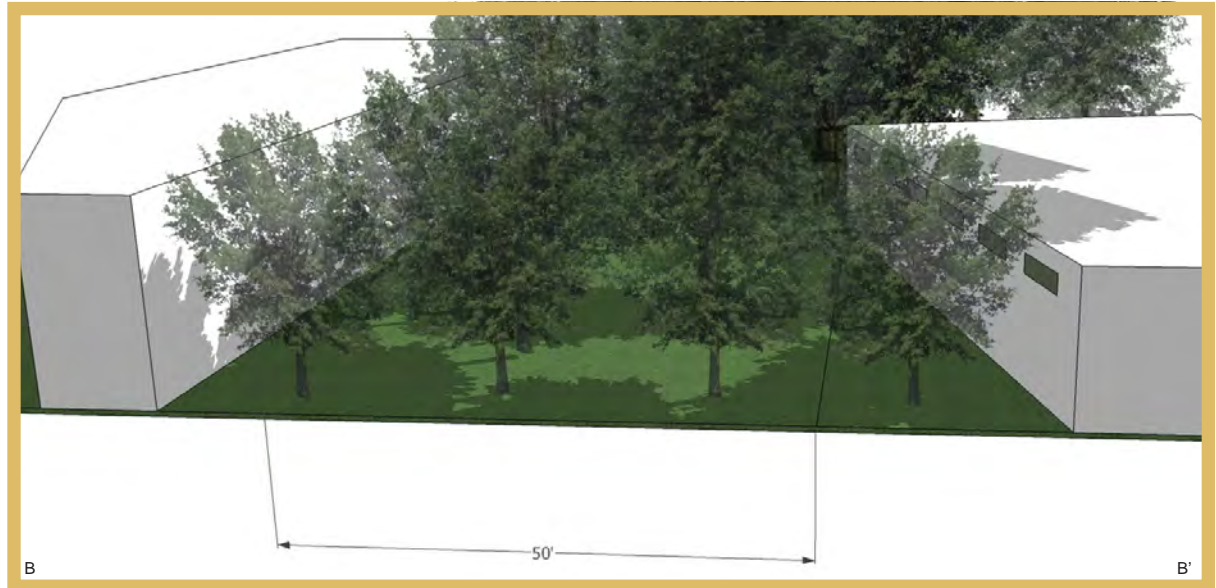


Figure 3.2h illustrates the potential alignment of the Rail-Trail within the abandoned historic rail corridor.

There is sufficient space within the abandoned corridor to weave the trail around any specimen trees that may be located within the corridor. Additionally, and consistent with the public engagement findings regarding trail edge treatments along commercial uses, sufficient space should be preserved between the edge of the rail corridor and the trail to allow for a vegetative buffer.

A minimum of 6' should be preserved for a vegetative buffer that includes canopy trees and low groundcover plantings or permeable hardscape/pavers. This would allow for views through the rail corridor buffer to encourage natural surveillance of the corridor and enable "eyes on the trail" while still allowing the views to be framed by landscaping.

Figure 3.2h – Section ② Proposed Rail-Trail Alignment

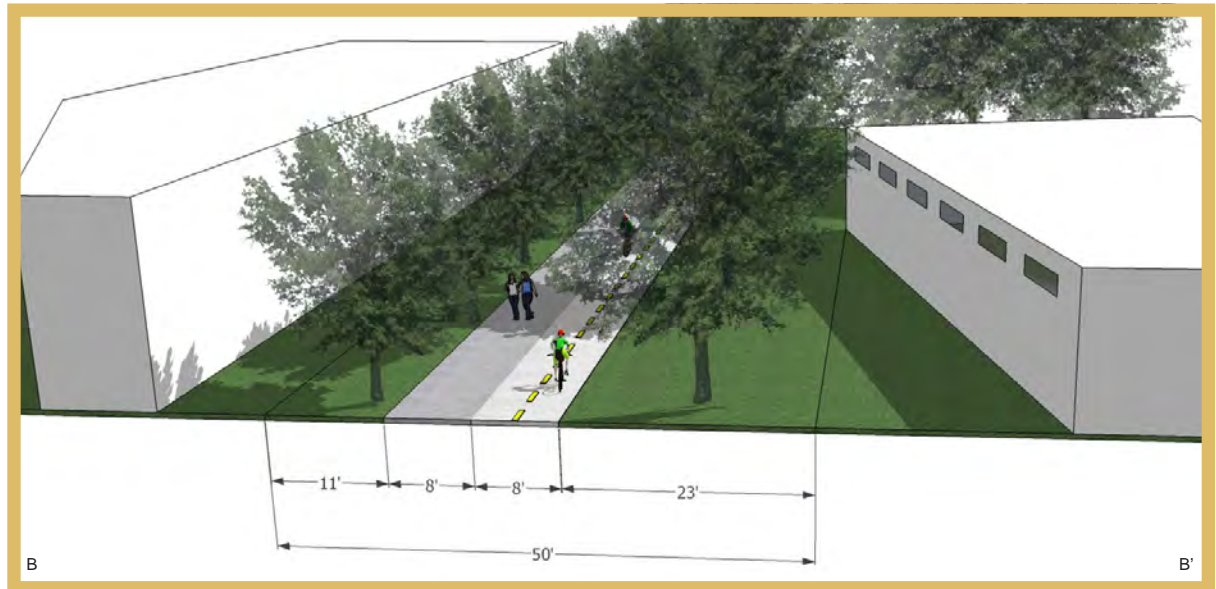




Figure 3.2i – Section ② Proposed Rail-Trail + Trail-Oriented Development

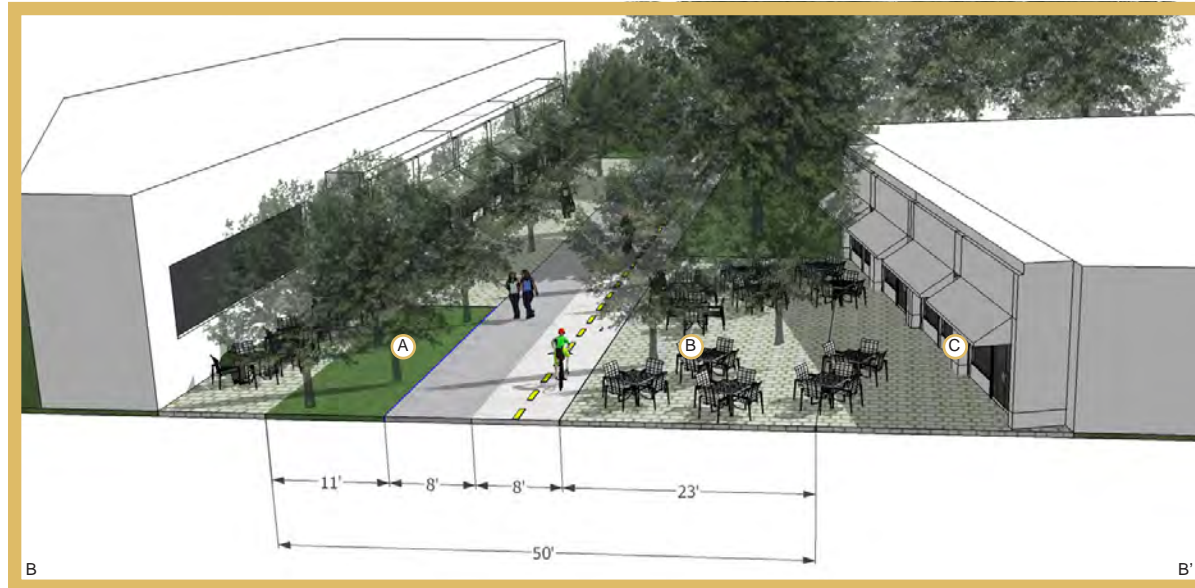


Figure 3.2i illustrates the potential future enhancement or redevelopment of the properties bordering the Rail-Trail. These properties could potentially change from industrial uses to trail-friendly uses such as commercial or retail uses.

The proposed image suggests facade enhancements to adjacent buildings enabling these buildings to face onto the Rail-Trail and encourage natural surveillance and activation of the corridor. Spaces between the buildings and the Rail-Trail corridor could be converted to pedestrian friendly green spaces or plaza spaces that are activated by the trail and the land uses.

Additionally, these spaces could be used to install public art. Consistent with the public engagement findings, these art installations could reference the local history and culture of Chamblee.



① Environmental Public Art



② TrOD Plaza



③ TrOD Building Facade





Figure 3.3a – Existing Conditions

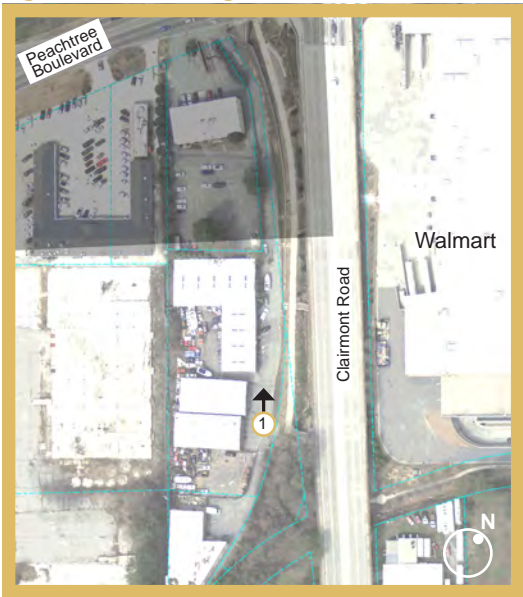


Figure 3.3b – Proposed Conditions



### 3.3 Focus Area 2 - Restaurant Row

The Restaurant Row Focus Area is located along the Keswick Trail just to the west of the Clairmont Road overpass, south of Peachtree Boulevard and north of where the existing Keswick Trail runs towards the east along the Walmart service drive. Figure 3.3a illustrates the existing conditions of the area, along with the locations of an existing conditions perspective image depicted in Figure 3.3d. The area is comprised of industrial land uses accessed by a service drive.

Figure 3.3b illustrates the proposed conditions of the Restaurant Row Focus Area. Based on the findings from the public engagement phase, the image shows the industrial buildings located along the Keswick Trail being adaptively reused or redeveloped to restaurants that face on to the Keswick Trail. The service drive is proposed to be transformed into a shared-use street where vehicles and pedestrians can travel and coexist safely and harmoniously. This shared-use street could provide a connection from the Keswick Trail to a multi-purpose trail on the Clairmont Road Bridge, which would connect the Rail-Trail to the southern portion of the City of

Chamblee. Implementing this connection on the Clairmont Road Bridge would require narrowing the travel lanes on Clairmont Road from 12' and 13' down to 10' or 11' and expanding the sidewalk on the west side of the Clairmont Road Bridge from 6' to 8' with a 4' vegetated buffer between the travel lanes and the multi-purpose trail.

Figure 3.3c – Restaurant Row Park



Additionally, the image proposes the location of a small park between the Restaurant Row shared-use street and where the proposed Rail-Trail forks to the east. Figure 3.3c provides a closer view of the proposed park space. The City should consider the findings from the City of Chamblee Parks and Recreation Master Plan to confirm the uses for this space. Uses



Figure 3.3d – Restaurant Row Perspective ① Existing Conditions



Figure 3.3d depicts the existing conditions of the Restaurant Row Focus area. As noted previously, the area is predominantly comprised of industrial land uses accessed from Peachtree Boulevard through a service drive located just west of the Keswick Trail tunnel and the Clairmont Road overpass.

The service drive varies in width and ranges from about 25' to 40'. It currently functions as a two-way drive with angled and parallel parking located throughout the service drive.

Figure 3.3e – Restaurant Row Perspective ① Proposed Conditions



Figure 3.3e illustrates the proposed potential conditions of Restaurant Row. Informed by the public engagement process, the area is shown being adaptively reused or redeveloped as restaurants or other trail-friendly commercial and retail uses that face onto the Keswick Trail.

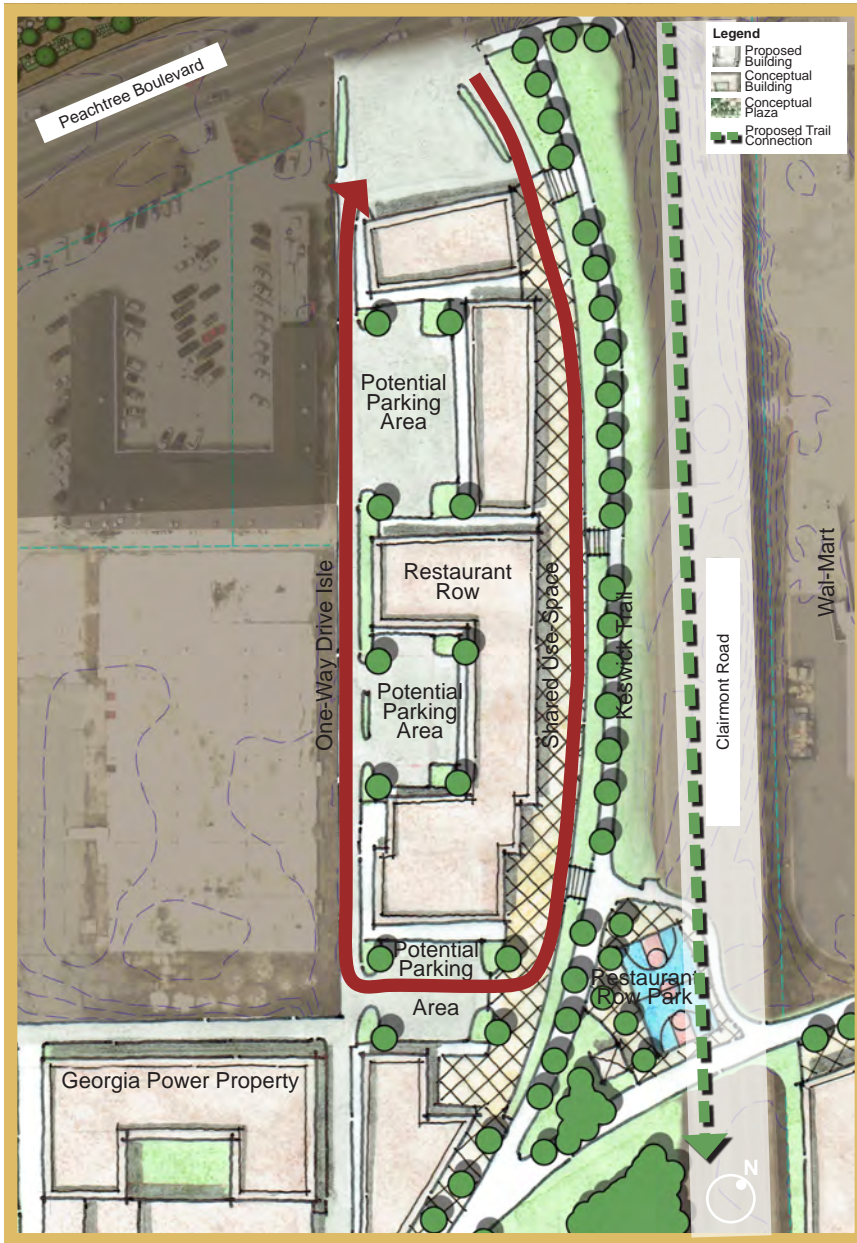
A portion of the service drive is proposed to be transformed into a shared-use street where vehicles and pedestrians can coexist safely and harmoniously. This allows the buildings to be serviced by deliveries and visited by customers in vehicles while still allowing pedestrians to walk along the space to access the restaurants and stores along the way. Page 63 provides additional information about shared-use streets.

The portion of the service drive closest to the buildings could be transformed into outdoor plazas with movable tables, umbrellas, and chairs. Movable furnishings such as planters, as well as varying hardscape materials, could be used to further demarcate the space between the plazas and the shared-use street.





Figure 3.3f – Restaurant Row Proposed Vehicular Circulation



should foster the activation and programming of the space to bring “eyes on the trail and park.” A portion of the space would be located under the Clairmont Road overpass and would function as a canopy for the park.

One potential program for the park could be the development of an active multi-use sports court. This court could provide residents with access to a variety of court games such as basketball, tennis, and pickleball. The space could also include a small picnic pavilion with movable tables and chairs.

Figure 3.3f further illustrates how vehicular circulation and parking could function in the proposed Restaurant Row. The proposed shared-use street would function as a one-way drive. Vehicles would enter the space from Peachtree Boulevard and drive south to the end of the buildings, where the shared-use street would transition to a one-way drive aisle that would circle around and behind the buildings. Vehicles would travel north along the drive aisle where they could access Peachtree Boulevard.

The drive aisle could also provide access to parking lots located behind the buildings. These parking lots could provide additional space for other back-of-house services such as trash collection, deliveries, cleaning, and storage.





## Shared-Use Street

Shared-use streets are urban spaces that are designed to allow vehicles and pedestrians to coexist and travel in the same space safely. This is achieved by removing any features that specifically cater to vehicle traffic such as curbs, travel lane surface markings, traffic signs, and traffic lights. The removal of these familiar vehicular-oriented features creates a degree of uncertainty regarding the primary user of the space.

Shared-use streets are typically designed as plazas with hardscape materials and furnishings traditionally found in pedestrian spaces such as pavers, movable tables and chairs, planters, trash receptacles, bicycle racks, and benches. These urban spaces, designed to feel like a pedestrian plaza but allowing vehicular through traffic, encourage drivers to reduce their speeds and “behave” in a manner that is compatible with pedestrians. This ultimately leads to an urban space that is safer both for pedestrians and vehicles. It allows businesses that require vehicular access to remain viable while also providing access for pedestrian business. Following are examples of shared-use streets.



Exhibition Road | England



Kungsgatan + Bredgatan Intersection | Switzerland



Figure 3.4a – Existing Conditions



### 3.4 Focus Area 3 - Mercy Care + Walmart

The Mercy Care + Walmart Focus Area is located between the Clairmont Road overpass and Chamblee Tucker Road along the Walmart service drive. A portion of the Keswick Trail currently exists in this focus area as a 6' wide sidewalk within an abandoned rail easement. Figure 3.4a illustrates the existing conditions of the area, along with the location of the existing conditions perspective-section depicted in Figure 3.4d.

Figure 3.4b illustrates the proposed conditions of the Mercy Care + Walmart Focus Area. It suggests the conceptual redevelopment of the site just west of the Mercy Care property into a TrOD. The image also includes proposed development of the Mercy Care property. The Rail-Trail is proposed to remain along the alignment of the existing Keswick Trail, but with enhancements. Figure 3.4c illustrates some of these enhancements, including providing greater contrast on the pedestrian crosswalks through the branding of the Rail-Trail crosswalks. Figure 3.4f contains examples of branded crosswalks that could be used for all the Rail-Trail crosswalks.

Figure 3.4b – Existing Conditions



Figure 3.4c – Chamblee Tucker Road Proposed Intersection Improvements

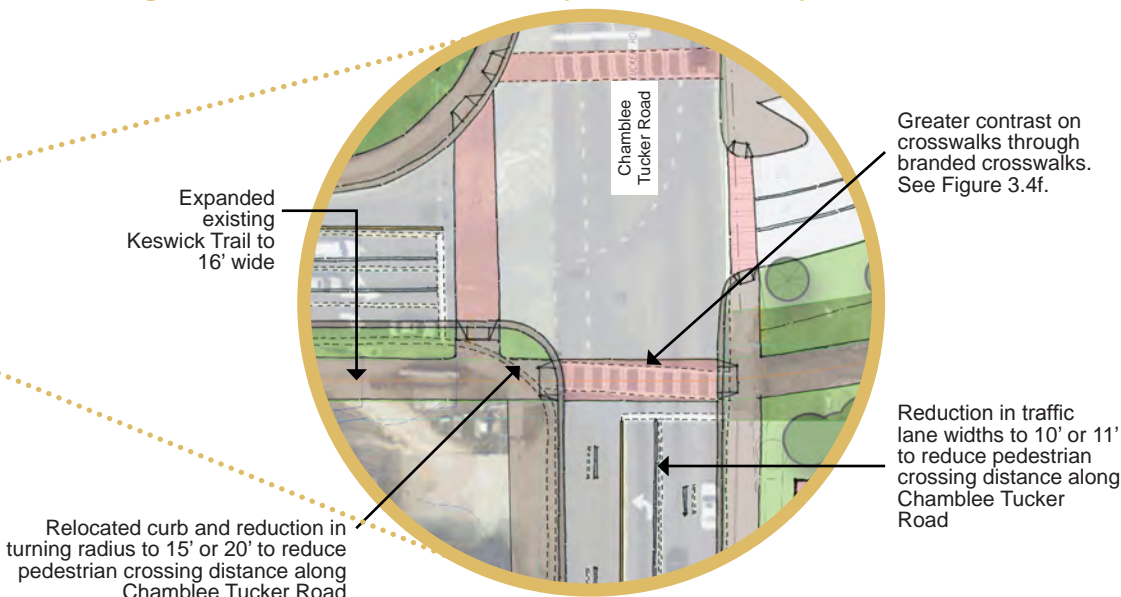




Figure 3.4d – Section ③ Existing Conditions



Figure 3.4e – Section ③ Proposed Rail-Trail Alignment



Figure 3.4f – Branded Crosswalks



Figure 3.4d depicts the existing conditions of the Mercy Care + Walmart Focus Area where the Keswick Trail currently exists. The trail is currently 6' wide with landscaping on the south side (right) and a Walmart service drive on the north side (left).

The south side landscape buffer varies in width and is separated from the Mercy Care property by a ditch. The drive on the north side (left) is comprised of two travel lanes, each 10' wide.

Figure 3.4e depicts the proposed conditions of the Rail-Trail alignment in the Mercy Care + Walmart Focus Area. The Rail-Trail is proposed to be expanded from 6' wide to 16' wide. This would be achieved by expanding towards the Mercy Care property and building a small retaining wall to allow for the trail to be implemented. The expansion would happen within the existing abandoned rail corridor and would not require any acquisition or easements from Walmart or the Mercy Care property.





Figure 3.5a – Existing Conditions

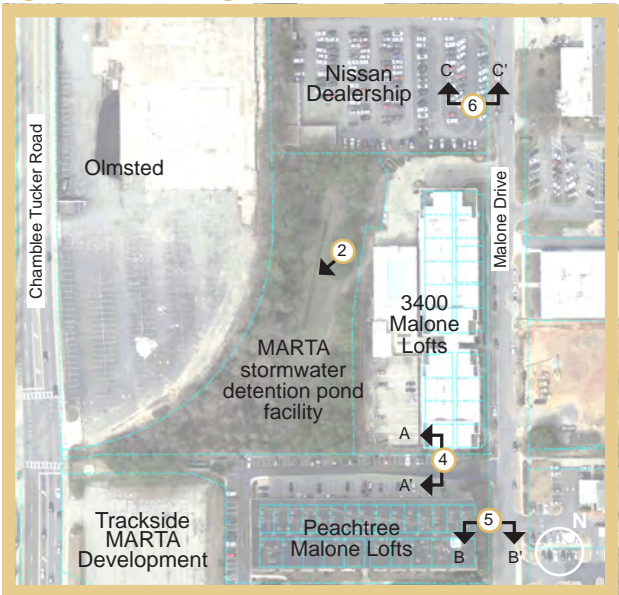


Figure 3.5b – Proposed Conditions



## 3.5 Focus Area 4 - Rail-Trail Park

The Rail-Trail Park Focus Area is located in the center of the study area. It extends from Chamblee- Tucker Road on the west to Malone Drive on the east. Figure 3.5a illustrates the existing conditions of the area along with the location of various existing conditions images included in this section. These include the MARTA stormwater detention pond facility depicted in Figure 3.5c, the location of the perspective-sections depicted in Figures 3.5g and 3.5k, and the existing conditions image of the MARTA stormwater detention pond facility found in Figure 3.5e.

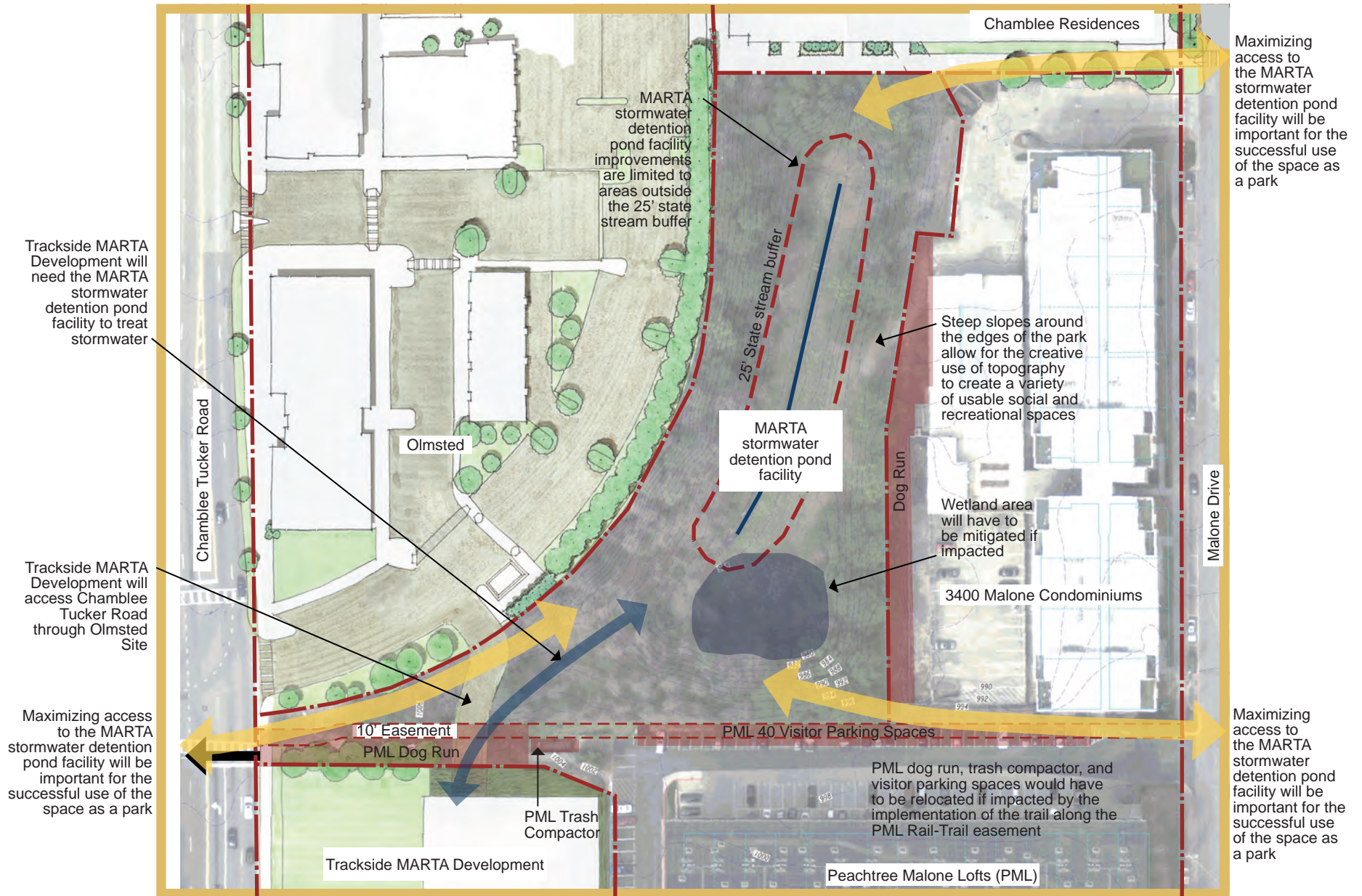
The Rail-Trail Park Focus Area has the potential to become the heart of the Chamblee Rail-Trail. With that potential comes challenges and opportunities. Figure 3.5c identifies these opportunities.

Figure 3.5b illustrates the proposed conditions of the Rail-Trail Park Focus Area. It includes the proposed Olmsted Development, Traskside MARTA Development, and the Chamblee Residences Development located on the existing Nissan Dealership site. The image includes the proposed transformation of the MARTA stormwater detention pond facility into Rail-Trail Park. It also includes the proposed alignment of the Rail-Trail, partially within Rail-Trail Park and partially within the Peachtree Malone Lofts (PML) Rail-Trail Easement. It proposes development of a trail spur along the west side of Rail-Trail Park and along the south side of the proposed Chamblee Residences. Figure 3.5d illustrates a more detailed conceptual plan for the proposed park and Rail-Trail. The plan is informed by the findings from the public engagement process where participants indicated what activities and facilities they wanted to experience in the space.

The proposed Rail-Trail Park is intended to function as a stormwater park, with lower areas of the park flooding during regular storm events and higher areas flooding during larger storm events. Depending on the size of the storm event, some spaces and amenities in the park may be usable while others may not. As the park progresses into more detailed design, additional analysis would be required to understand the extent of flooding for specific storm events.



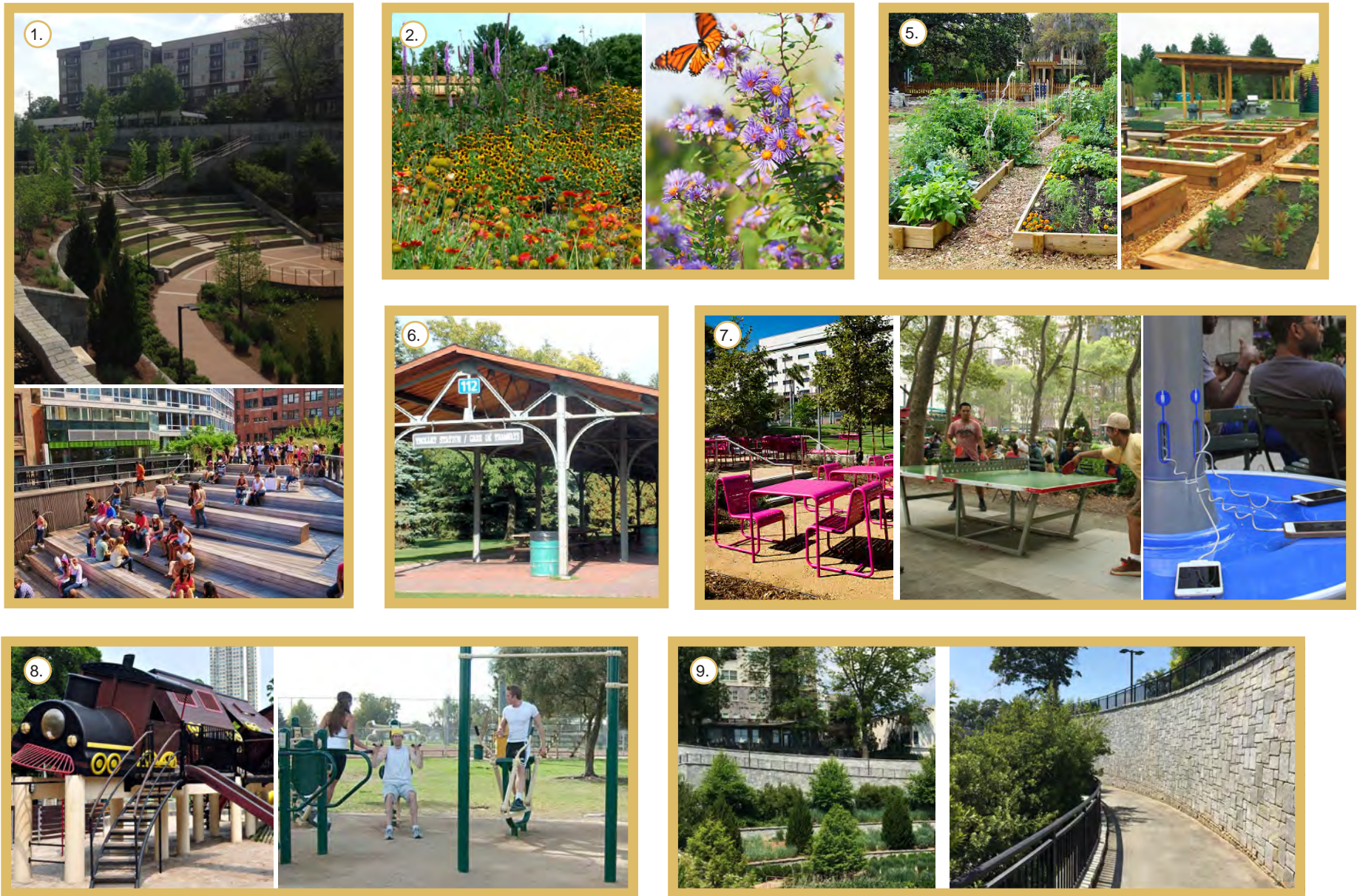
Figure 3.5c – Existing Conditions and Opportunities of the MARTA Stormwater Detention Pond Facility + Peachtree Malone Lofts Rail-Trail Easement











Rail-Trail Park Imagery





Figure 3.5e – MARTA Stormwater Water Detention Pond Facility Perspective ② Existing Conditions



Figure 3.5e depicts the existing conditions of the MARTA stormwater detention pond facility. The site is characterized by steep slopes along the edges of the pond that are wooded with a dense understory below a mixture of mature pine and hardwood trees. The site is approximately 25' deep and contains a stream in the center of the property. As discussed previously, improvements to the site are limited to areas outside the 25' State stream buffer.

While presenting access and construction challenges, the site's slopes also present an opportunity to use topography creatively to transform the space into a usable greenspace.

Figure 3.5f – MARTA Stormwater Water Detention Pond Facility Perspective ② Proposed Conditions



Figure 3.5f illustrates the proposed conceptual conditions of the MARTA stormwater detention pond facility transformed into Rail-Trail Park. The park is comprised of a series of terraced spaces for social and recreational uses, including an amphitheater facilitated by the site's topography. The area within the 25' stream buffer is proposed as a butterfly garden with nature trails.

Sloped ADA walkways allow access to the different terraces of the park formed by retaining walls that range in size from 1' to over 16' in height. The site's terraced design allows for the incremental implementation of the park. The terraced design also allows the park to continue to function as a stormwater detention pond facility. As noted previously, depending on the amount of rain, some spaces and amenities in the park may be usable while others may not. As the park progresses into more detailed design, additional analysis would be required to understand the extent of flooding for specific storm events.





Figure 3.5g – Section ④ Existing Conditions



Maximizing access to Rail-Trail Park will be important to the overall success of the park. The primary access to the park is proposed along the Rail-Trail. As illustrated in Figure 3.5d, the Rail-Trail is proposed to be partially located in the PML Rail-Trail easement and partially in Rail-Trail Park. Implementing the Rail-Trail in the PML easement will require that various elements along the easement be relocated.

Figure 3.5g depicts a portion of the existing conditions of the northern edge of the PML property along the Rail-Trail easement. Visible in the image are the entrance gate and a few of the 40 visitor parking spaces located in the easement.

Figure 3.5h – Section ④ Proposed Rail-Trail Conditions



Figure 3.5h illustrates the proposed conditions of the Rail-Trail alignment through the PML Rail-Trail easement. Due to the limited width of the easement, the trail is proposed as an 8' wide multi-use trail through this space with 1' clearance and fencing on either side of the trail. Flowering vines could be planted along the fence to help screen views into the adjacent properties.

As illustrated in Figure 3.5d, the implementation of the Rail-Trail in the PML Easement would impact 23 parking spaces. Eight of these spaces could be re-located as parallel parking spaces along the Rail-Trail Easement as illustrated in Figure 3.5h. The remaining 15 spaces would be located to the proposed Trackside MARTA Development parking garage as identified in Figure 3.5d.

Figure 3.5h also shows the entrance gate to PML being modified. As depicted in the image, the width of the gate would be reduced to facilitate vehicular egress and ingress into the site. The pedestrian gate is proposed to be relocated to open onto the Rail-Trail.





Figure 3.5i – Alternative Alignment of the Rail-Trail through the PML Easement

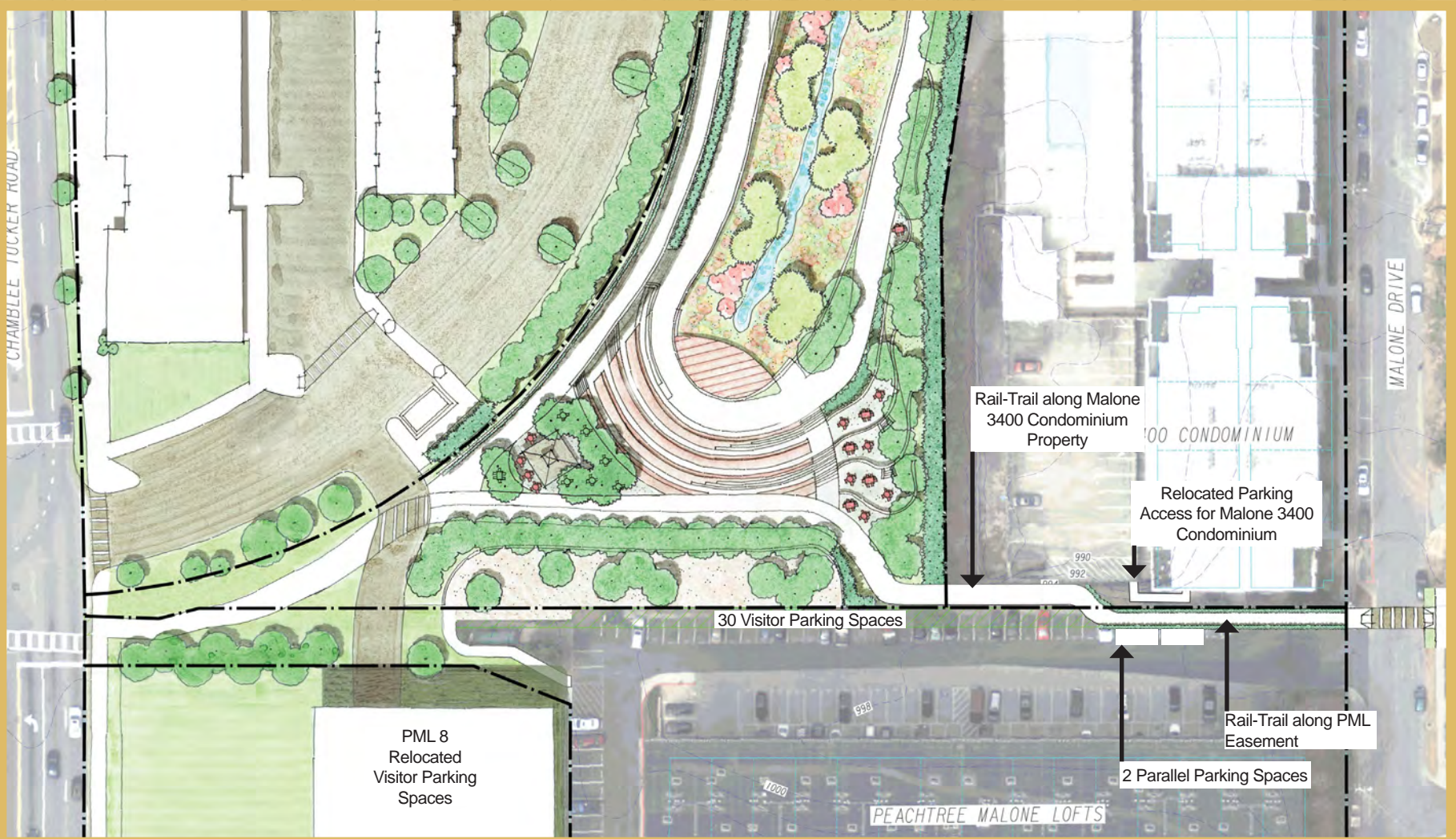




Figure 3.5j - View of PML Easement and Alternative Location of the Rail-Trail Alignment



Figure 3.5i shows an alternative alignment for the Rail-Trail through the PML easement. It considers using less of the PML Easement by using an existing sidewalk and space around it on the Malone 3400 Condominium property for the Rail-Trail. The sidewalk currently provides access to the condominium parking lot.

The existing sidewalk would be expanded to 8' wide and a new parking lot sidewalk connection would be provided for Malone 3400 Condominium. Fencing with a gate would be located along both sides of the Rail-Trail to provide Malone

3400 Condominium and PML residents with secure access from the Rail-Trail to their buildings.

The strength of this concept is that it reduces the number of PML visitor parking spaces impacted from 23 to 10. The challenges include coordination with another Condominium Board, the removal of trees located along the property line between PML and Malone 3400 Condominium shown in Figure 3.5j, and a less aesthetically pleasing connection to Rail-Trail Park.





Figure 3.5k – Section ⑤ Existing Conditions



Convenient access to the Chamblee MARTA rail station is important to the Mid-City Chamblee character area and for the regional connectivity of the Rail-Trail and Rail-Trail Park. Malone Drive provides an important opportunity to create a direct and enhanced connection from the Chamblee MARTA rail station to the Rail-Trail and Rail-Trail Park.

Figure 3.5k depicts the existing conditions of Malone Drive, south of the PML entrance gate. The Malone Drive right-of-way (ROW) is approximately 48'-9" wide with two 15' travel lanes, sidewalks, and a vegetative buffer on the east side (right) of the street. While there is no formal on-street parking along this segment of the street, cars can be seen frequently parking along the street.

Figure 3.5l – Section ⑤ Proposed Conditions



Figure 3.5l illustrates the proposed modification of the street to facilitate the development of a 10' multi-use trail that would directly connect the Chamblee MARTA rail station to the Rail-Trail and Rail-Trail Park.

This is achieved by reducing the travel lanes along Malone Drive from 15' wide to 10' wide and using the excess space to create a 10' wide multi-use trail with a 6'-2" wide vegetative buffer along the west side (left) of the street. Canopy trees would be planted on both side of the street to create a comfortable micro-climate for pedestrians and cyclists.

Signage and wayfinding will be important for this connection and should be developed to direct users to various amenities in the Mid-City character area.

Figure 3.5m – Section ⑥ Proposed Conditions



Access from Rail-Trail Park to the Peachtree Boulevard sidewalk network is also important for increasing access and regional connectivity. Figure 3.5m illustrates the proposed conditions of Malone Drive north of the 3400 Malone Condominiums along the Chamblee Residences proposed to be built on the existing Nissan Dealership site.

The proposed development will implement a 12' wide multi-use trail along the front of the development on Malone Drive that will connect Rail-Trail Park to the Peachtree Boulevard sidewalk network. Additionally, a vegetative buffer with canopy trees and formal on-street parking will be added to the west side (left) of the street. This will be achieved by setting the development back to allow sufficient space for these elements to be implemented.

B





Figure 3.6a – Existing Conditions

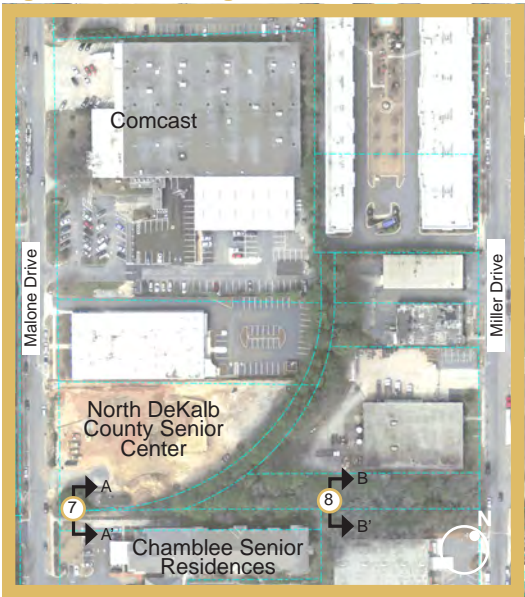
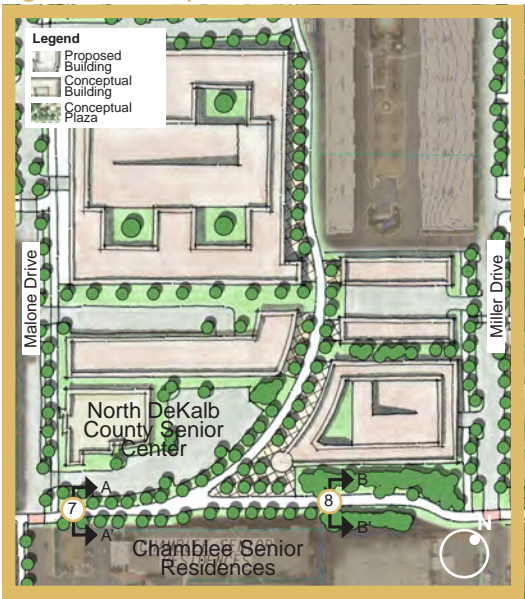


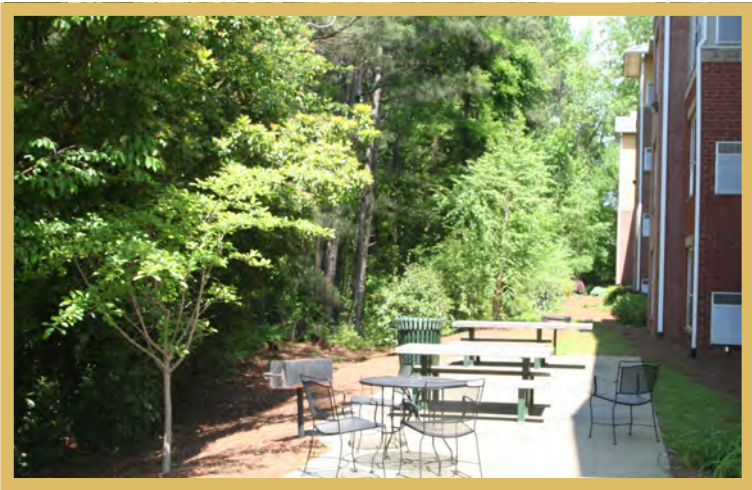
Figure 3.6b – Proposed Conditions



### 3.6 Focus Area 5 - Chamblee Senior Residences

The Chamblee Senior Residences Focus Area is located just east of Rail-Trail Park extending from Malone Drive on the west to Miller Drive on the east. Figure 3.6a illustrates the existing conditions of the area, along with the location of two existing conditions perspective-sections depicted in Figure 3.6c and 3.6e. The area is comprised predominantly of industrial land uses. The proposed North DeKalb County Senior Center is located along the northern edge of the Rail-Trail corridor. The existing Chamblee Senior Residences is located along the southern edge of the corridor. Images of these conditions can be seen in the photographs below. The abandoned historic rail corridor partially extends to the north through the center of the Malone and Miller Drive block. The corridor is interrupted by the existing Comcast building.

Figure 3.6b illustrates the proposed conditions of the Chamblee Senior Residences Focus Area. The image shows the Rail-Trail extending through the focus area along the rail corridor. Additionally, a Rail-Trail spur is proposed along the abandoned historic rail corridor that forks to the north from the Rail-Trail. The spur trail would continue north between the Comcast and residential development and connect to the Malone on Peachtree Development (not shown on the image) to create a trail connection to the Peachtree Boulevard sidewalk system. The images also suggest the future redevelopment of industrial land uses in the focus area as a TrOD.



Rail-Trail Corridor Behind Chamblee Senior Residences



Figure 3.6c – Section ⑦ Existing Conditions



Building the Rail-Trail in the existing rail corridor while being sensitive to the existing residents will be very important in this focus area, particularly along the Chamblee Senior Residences property. As illustrated on the photographs of the Chamblee Senior Residences on the previous page, the area includes a patio with amenities and furnishings that are currently used by residents. There is also a small retaining wall built along the development to help with a topographic grade change. Figure 3.6c depicts the existing conditions of this area.

The Rail-Trail corridor is approximately 30' wide along this segment and is bordered by the proposed North DeKalb County Senior Center on the north (left). The area is partially wooded with a dense understory beneath a mixture of pine and hardwood trees.

Figure 3.6d – Section ⑦ Proposed Rail-Trail Alignment



Figure 3.6d illustrates the proposed conditions of the Rail-Trail alignment adjacent to the Chamblee Senior Residences.

The Rail-Trail is proposed to be built away and below the Chamblee Senior Residences patio area. A vegetative buffer with steps leading down to the Rail-Trail from the patio area will help separate the spaces.

Building the trail at a lower level will also enhance the privacy of senior residents who live on the first floor. 6' of the proposed 16' wide multi-use separated trail will be located on North DeKalb County Senior Center property.





Figure 3.6e – Section ⑧ Existing Conditions

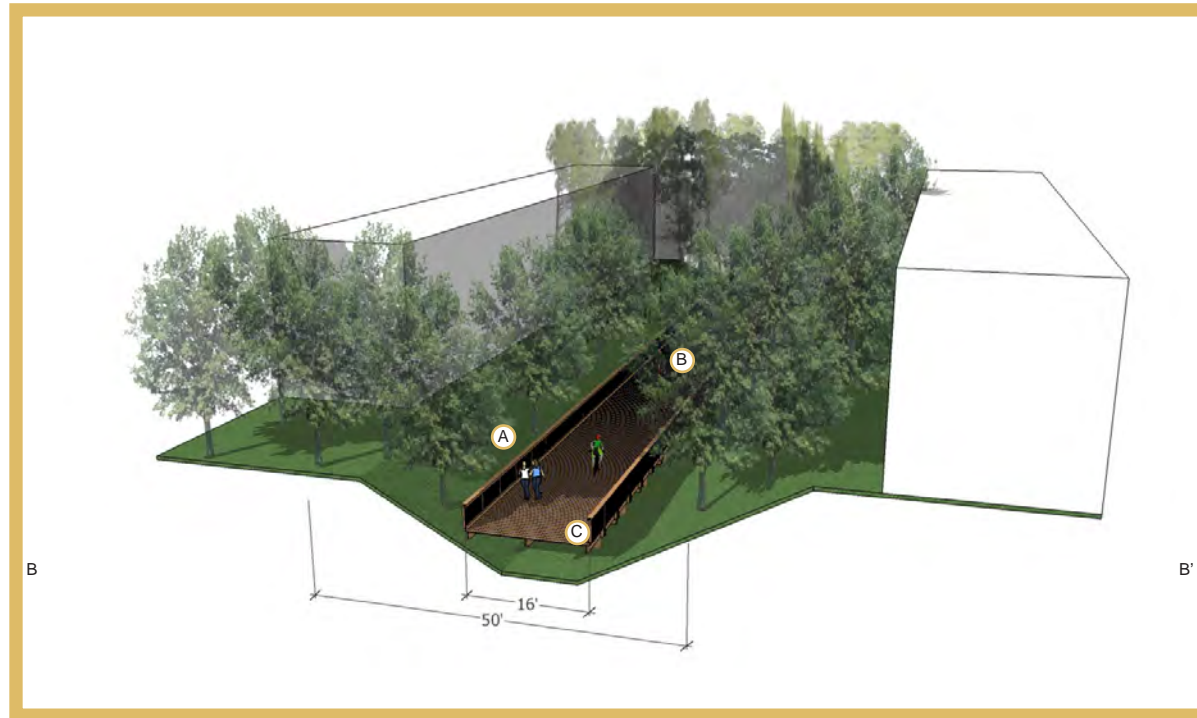


As the Rail-Trail continues east along the rail corridor towards Miller Drive, it transitions into a heavily wooded and topographically depressed area. Figure 3.6e depicts the existing conditions of this area.

The area is bordered by commercial land uses on the south (right) and industrial land uses on the north (left). The rail corridor is approximately 50' wide in this area.



Figure 3.6f – Section ⑧ Proposed Rail-Trail Alignment



The heavily wooded nature of this area presents a unique opportunity to create a natural trail segment in an otherwise urban corridor.

Figure 3.6f depicts the proposed conditions of the Rail-Trail alignment through this area.

Environmental impacts are minimized to the greatest extent possible by implementing a boardwalk trail through this natural area. There is sufficient space within the rail-corridor to potentially weave the trail around specimen trees that may exist, or even incorporate the trees into the boardwalk system. The City may consider using a concrete boardwalk system that is much more durable than typical wooden boardwalk systems.



① Boardwalk Trail through Natural Area



② Trees Incorporated into Boardwalk

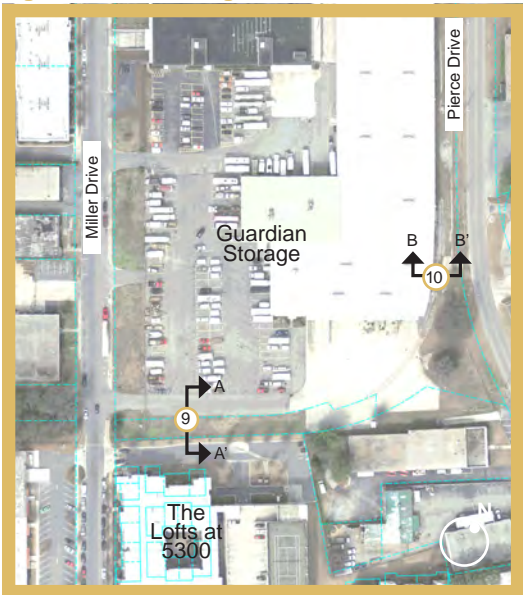


③ Concrete Boardwalk System





Figure 3.7a – Existing Conditions



### 3.7 Focus Area 6 - Guardian Storage

The Guardian Storage focus area is located near the eastern edge of the study area and extends from Miller Drive east to Pierce Drive. Figure 3.7a illustrates the existing conditions of the area along with the location of two existing conditions perspective-sections depicted in Figure 3.7c and 3.7h. The area is comprised predominantly of industrial land uses with a residential multi-family development bordering the corridor along the south side. While the abandoned historic rail corridor is still visible through the property lines, the parcel is owned by the Guardian Storage property owners.

Based on conversations with the property owners discussed in Section 2.0 Public Engagement, Figure 3.7b illustrates the proposed alignment of the Rail Trail and the inclusion of a small park along Pierce Drive as the Rail-Trail turns to the north. The image also suggests the possible future redevelopment of the Guardian Storage property as a TrOD.

Figure 3.7b – Existing Conditions

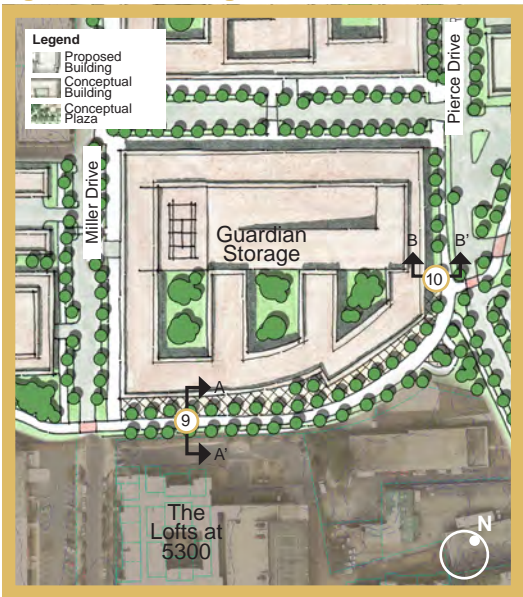


Figure 3.7c – Section ⑨ Existing Conditions



Figure 3.7d – Section ⑨ Proposed Rail-Trail Alignment



Figure 3.7c depicts the existing conditions of the rail corridor in a portion of the Guardian Storage Focus Area. While privately owned, the segment is, for the most part, clear, flat, and of sufficient width to allow the implementation of the proposed 16' wide multi-use separated trail. A fence separates the corridor from the adjacent multi-family residential development to the south. No fence is located along the northern edge of the corridor.

Figure 3.7d illustrates the proposed Rail-Trail alignment through the corridor. The Rail-Trail is aligned towards the center of the corridor leaving sufficient space on both sides of the trail for clearance and future landscaping along the northern edge of the corridor when the property redevelops.

For the short term, a fence is proposed along the northern edge of the corridor to keep children and users from entering the industrial land uses that currently includes large truck traffic.

Figure 3.7e illustrates the potential future redevelopment of the Guardian Storage property as a TrOD. It suggests the removal of the fence and the inclusion of a 15' setback from the edge of the Rail-Trail corridor to the edge of the building. This 15' would allow the implementation of plaza spaces that are either activated by ground floor retail/commercial uses, or act as private outdoor transitional space between the Rail-Trail and potential residential land uses that could occur along the first floor. The image below shows an example of a transitional private outdoor residential trail-oriented space.



Transitional Outdoor Private Residential Space

Figure 3.7e – Section ⑨ Proposed Rail-Trail Alignment + Trail-Oriented Development





Figure 3.7f – Section 9 Existing Side Setback Conditions per City Code



Figure 3.7g – Section 9 Proposed Setback Conditions



## Rail-Trail Land Uses + Development Setbacks

The success of the Rail-Trail is going to be partially influenced by how adjacent development interacts with the trail. This interaction is influenced by both the type of land use adjacent to the trail and the required setback.

Per the City's existing Zoning Ordinance (Section 210-11. - TOD, transit-oriented development district), only non-residential land uses are allowed on the first floor. Without sufficient residential density to create the demand for retail or commercial space, these non-residential uses may remain vacant and lead to unoccupied and blank store fronts. If these are located along the Rail-Trail, they may impact the development of a vibrant corridor.

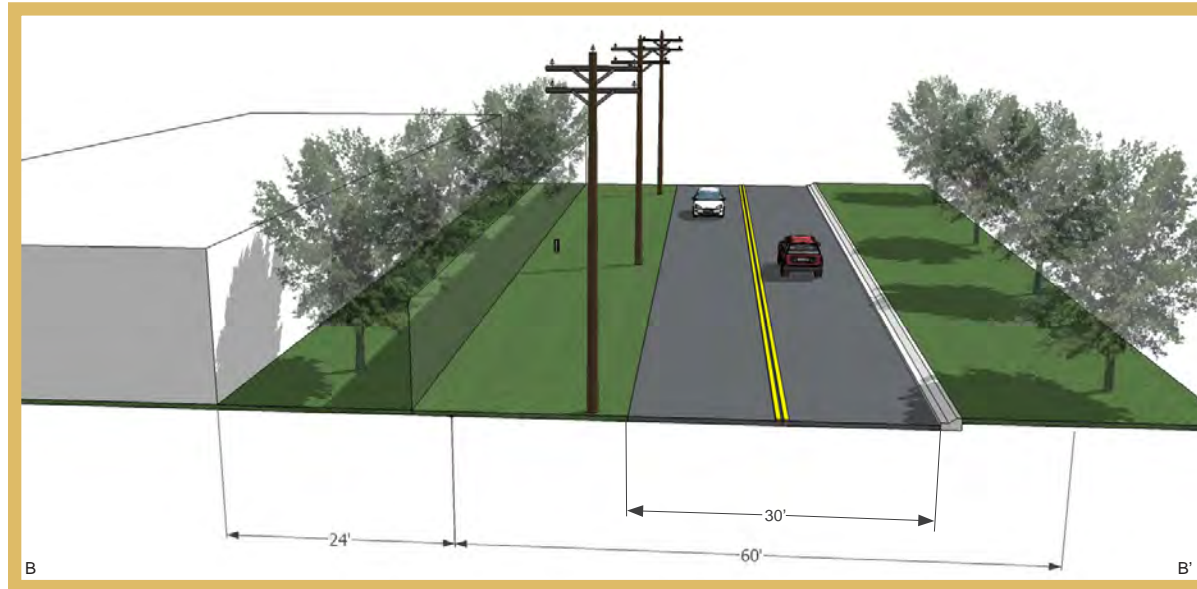
Consistent with the proposed recommendations found in the 10-year Update for the Chamblee Town Center Livable Centers Initiative completed in 2014, the City should consider removing the requirement that multi-family residential uses be located above non-residential uses.

Many of the parcels along the Rail-Trail corridor have side yards that front on the corridor. As illustrated in Figure 3.7f, side yards within the Village Commercial (VC) and TOD district require a 7.5' setback or no setback.

Side yards that border the Rail-Trail corridor should become front yards with uses that face onto the Rail-Trail to encourage natural surveillance of the corridor and "encourage eyes on the trail". Setbacks should be of sufficient depth to allow for semi-public, trail-oriented transitional outdoor spaces that are activated by the trail and adjacent commercial land uses. In the case of first floor residential land uses, sufficient setback should be provided to provide for private outdoor transitional space between the Rail-Trail and potential residential land uses.



Figure 3.7h – Section ⑩ Existing Conditions



As the Rail-Trail exits the Guardian Storage property, it continues north along Pierce Drive before turning towards the east to connect to the abandoned historic rail corridor.

Figure 3.7h depicts the existing conditions of Pierce Drive. The Pierce Drive right-of-way (ROW) is approximately 60' wide with two 15' travel lanes and utilities along the west side (left) of the road.

Figure 3.7i – Section ⑩ Proposed Rail-Trail Alignment + Trail-Oriented Development

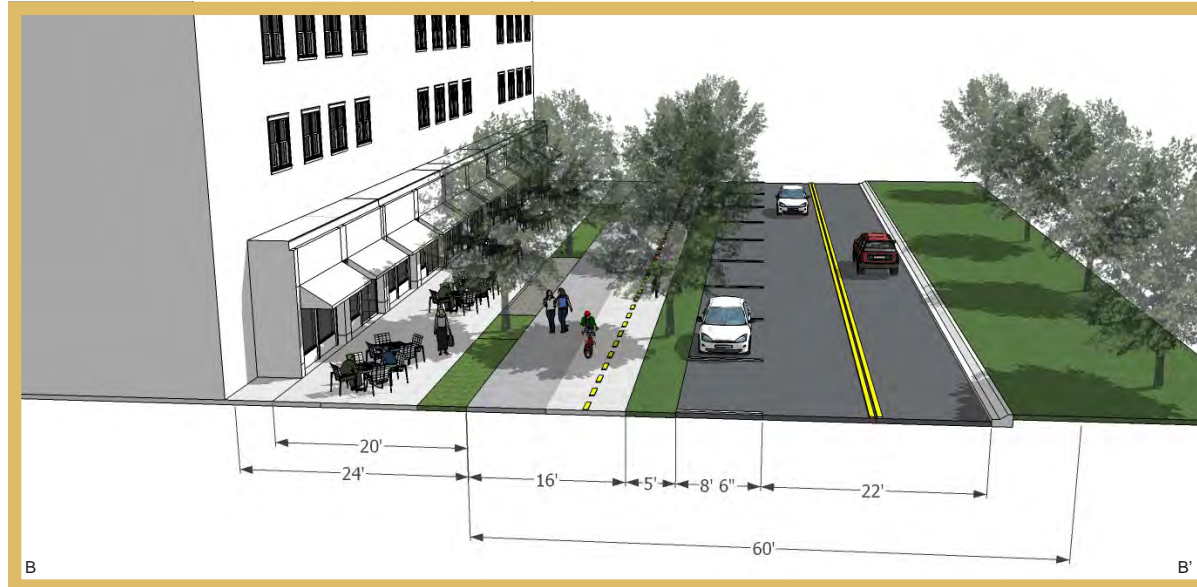


Figure 3.7i illustrates the proposed alignment of the Rail-Trail along Pierce Drive as a 16' wide multi-use separated trail. Additionally, a vegetative buffer with canopy trees and formal on-street parking will be added to the west side (left) of the street. This will be achieved by narrowing the traffic lanes from 15' to 11', which creates additional space for on-street parking and the vegetative buffer.

The image also suggests the potential future redevelopment of the Guardian Storage property into a TrOD. The development is proposed to be set back 20' to allow for a buffer between the Rail-Trail and a potential plaza space activated by first floor retail/commercial uses.





Figure 3.8a – Existing Conditions

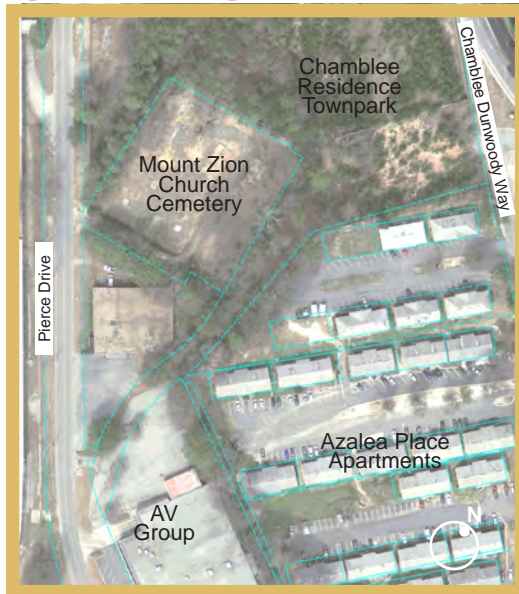
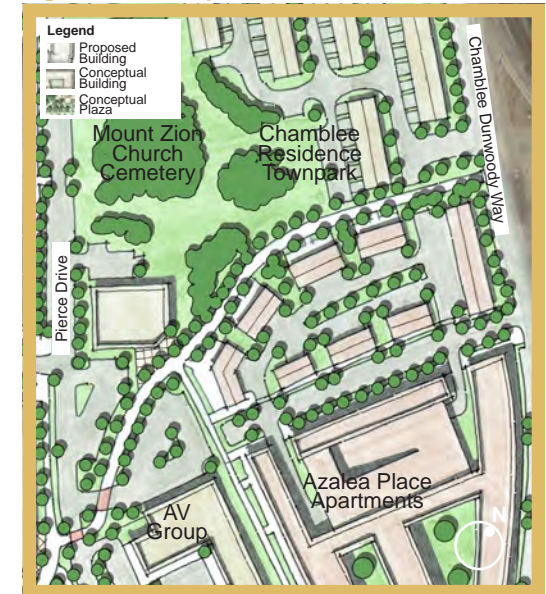


Figure 3.8b – Proposed Rail-Trail Alignment



Figure 3.8c – Proposed Conditions



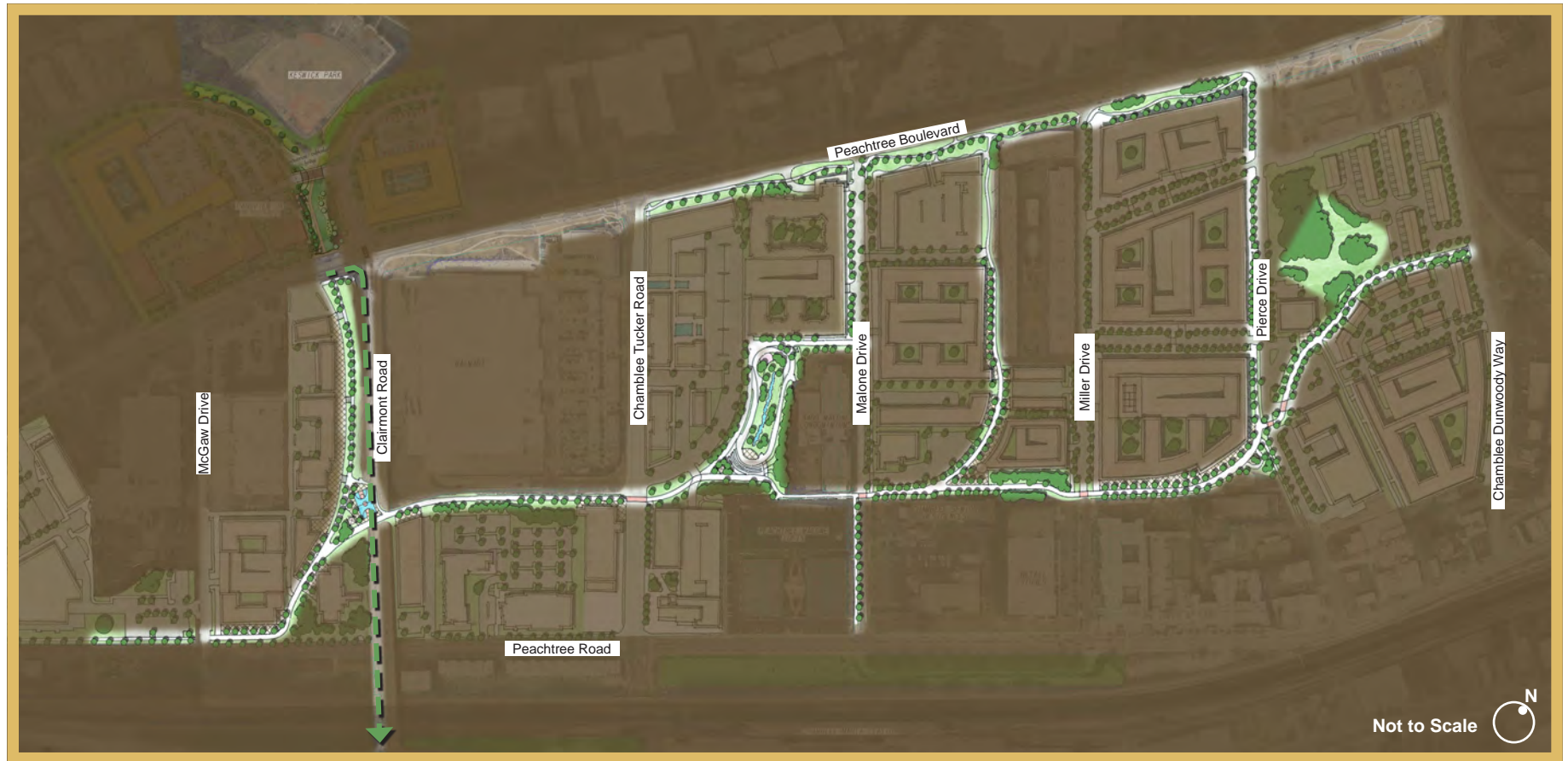
## 3.8 Focus Area 7 - Townpark + Azalea Place Apartments

The Townpark + Azalea Apartments Focus Area is located on the eastern edge of the study area and extends from Pierce Drive east to Chamblee Dunwoody Way. Figure 3.8a illustrates the existing conditions of the area.

The area is comprised of three properties, two of which are in the process of redeveloping. The AV Group Development is located along Pierce Drive and is currently in the design phase of redevelopment. The Chamblee Residences Townpark Development and the Azalea Place Apartments are located on Chamblee Dunwoody Way. The Townpark development is also in the process of redevelopment.

The Townpark Development owns the abandoned historic rail corridor that extends from Pierce Drive to Chamblee Dunwoody Way. As discussed in Section 2.0 Public Engagement, the Townpark developers have agreed to allow the City to use the abandoned historic rail corridor for implementation of the Rail-Trail. They have also agreed to adjust their site plan to allow half of the trail to straddle their property. The Azalea Place Apartments property managers were also supportive of the trail and expressed interest in allowing the other half of the trail to be on their property. This condition is illustrated in Figure 3.8b. The City should continue to work with these properties' owners to ensure that the Rail-Trail is accommodated through this space and explore the potential of integrating the Mount Zion Church Cemetery into the Rail-Trail as a park space, similar to the City of Atlanta Oakland Cemetery. Over time, this may also lead to the redevelopment of the Azalea Place Apartments into a TrOD as illustrated in Figure 3.8c.

Figure 3.9a – Rail-Trail Extension + Rail-Trail Park Concept Plan Focus Areas



### 3.9 Rail-Trail Public Realm System

Figure 3.9a illustrates the complete Rail-Trail system within the study area. This system has the potential to transform the City of Chamblee's Mid-City character area into a vibrant, walkable, and livable small town while providing multiple economic, social, and environmental benefits.

When the system is completed as planned and illustrated above, it will add approximately 7,600 feet (1.4 miles) of trails and approximately 7.7 acres of greenspace in the Mid-City character area, 3.4 acres of which are park spaces and approximately 4.3 are trail space.





## 3.10 Historical + Cultural Trail Elements

In section 2.0 Public Engagement, participants identified a variety of historical and cultural narratives that could be celebrated throughout the Rail-Trail corridor and in Rail-Trail Park. The most popular narratives were related to the rail and industrial/factory history of the City of Chamblee.

When asked how they envisioned these narratives being applied and celebrated throughout the Rail-Trail corridor, participants identified elements such as interpretive signage, thematic signage, historic maps, historic monuments, and public art.

Subsequent pages contain imagery developed by the Design Team of custom elements such as furnishings, signage, and kiosks that could be integrated throughout the corridor. These custom elements are based on the historical rail and industrial/factory themes identified by residents.

### Public Art

Public art was another strategy that residents identified as desirable for expressing the historical and cultural narratives of the City of Chamblee. Critical to implementing quality public art is having a strong public art program with a defined artist selection process. Following is an example of a Request for Qualifications for a Public Art Program that the City of Chamblee should consider using to source public art along the Rail-Trail.

#### REQUEST FOR QUALIFICATIONS (RFQ) CHAMBLEE RAIL TRAIL: PUBLIC ART CALL FOR ENTRIES

##### INTENT

The City of Chamblee desires to build a public art program to be located along the new Rail-Trail at select locations (TBD). The public art program shall create a focal point of interest and excitement for the community. The art pieces must be original, site-specific, and themed to storylines of Chamblee.

##### THEME ONE: MEMORIES

Chamblee residents have proud memories of Chamblee as it developed. Featured comments are:

- Attending community events, music & festivals
- Watching trains and planes
- Shopping along Antique Row
- Visiting businesses such as Frosty Caboose, Taco Tico, Chamblee Putt Putt



## THEME TWO: MULTI-CULTURALISM

Chamblee is proud of its diversity. With a remarkable number (43%) of foreign-born residents, the community is a broad mix of people with multi-cultural backgrounds, including Hispanic, African American, Vietnamese, Chinese, and many others.

## THEME THREE: OLD TRACKS

Chamblee formed as a transportation hub from a railroad city. How has this progressive City changed with the times? Shifts toward air travel (like PDK) and now bike & foot traffic on the proposed Rail-Trail keep Chamblee on the Right Track.

## RFQ SELECTION PROCESS

Project team (TBD) will research and identify a pool of qualified candidates. From this pool, no more than 15 artists will be invited to continue in the selection process. The review committee will then evaluate submissions and recommend up to three (3) finalists.

Forecast Public Art will subcontract with the finalists to prepare proposals for committee review along with facilitating interviews with the finalists. An honorarium of \$500.00 will be provided to each finalist to develop one or more preliminary concepts for the art feature at the site.

Proposals should be developed enough to provide a good understanding of how the art will look within the context of the location. Finalists will be asked to present their proposals to the committee.

## BUDGET

Established budget ±\$60,000 to cover permanent art per site. (Number of Sites TBD) A variety of media including but not limited to metal, stone, concrete, ceramic, glass and composite will be considered. Cost to include design, fabrication, materials, labor, transportation, insurance and installation of the art feature.

Near the City of Chamblee are various local artists that could be invited to participate in the City's public art program. The following pages contain the names and samples of some of the works from these local artists that the City should consider. Further, figures 3.10a-3.10c show examples of how historic and cultural themes could be incorporated into trail amenities such as gateways, information kiosks, and bike racks.





## SAMPLE: LOCAL ASIAN ARTISTS

### LOCAL CHINESE AND BLACK ARTIST: BRANDON SADLER - RISING RED LOTUS



#### BRANDON SADLER

Brandon Sadler aka Rising Red Lotus (b.1988), a native ATLien, earned a BFA in Painting and Illustration from SCAJ Atlanta and is a multi-disciplinary artist, calligrapher, film director, and writer. Sadler is renowned for his public mural works and his solo and group exhibitions have brought him accolades as one of Atlanta's most prolific artists collected by individuals as well as the High Museum of Art.

Born in 1988, Atlanta, Georgia

#### Education

2005-09 B.F.A. Illustration, Savannah College of Art and Design, Atlanta, GA

#### Selected Collections

2011 High Museum of Art, Contemporary Art Collection, Atlanta, GA

#### Solo Exhibitions

2013 Nothing is Sacred, Nelson Street Gallery, Atlanta, GA

2011 Red Lotus: The Floating World, ABV Gallery, Atlanta, GA



LUNAR MOOR | Acrylic and Gold Leaf on Reels, 58x32", 2015



TRIAL BY FIRE | Acrylic on Assembled Wood Panel, 32x56", 2013

### LOCAL LAOTIAN ARTIST: SANITHNA PHANSANANH

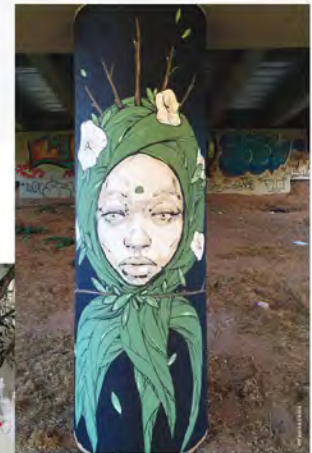


Sanithna Phansavanh  
suh-neat-nuh pon-suh-von

I am an artist working and living in Atlanta, Georgia, with a focus on examining the human condition, particularly the dynamic between creation, existence, and permanence. My work, ranging from small, intimate drawings to large-scale, public murals, has been shown nationally and internationally, with the most recent exhibitions at the High Museum of Art, on the Atlanta Beltline, and as a part of the City of Atlanta's "Elevate" program.

Email / Instagram / Tumblr / Twitter

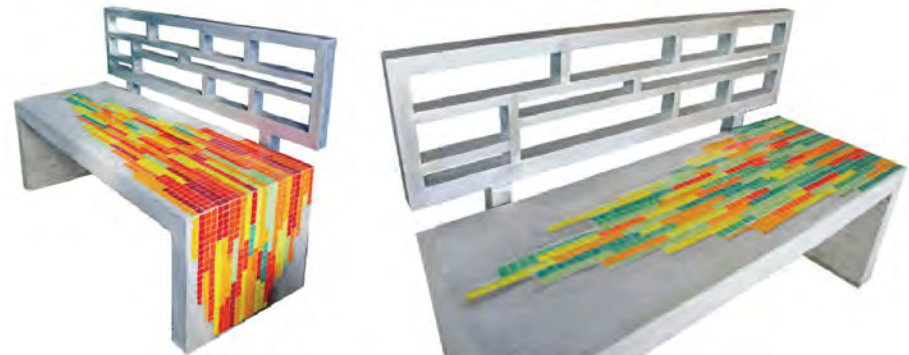
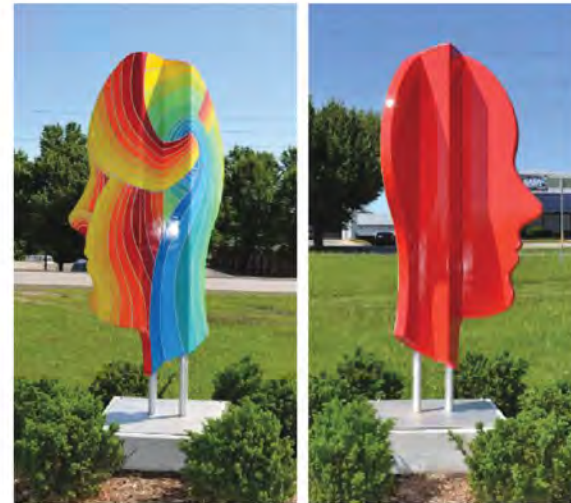
Solo Exhibitions  
2010



## SAMPLE: REGIONAL LATINA ARTIST AND SCULPTOR



### REGIONAL ARGENTINEAN ARTIST: CECILIA LUEZA





## SAMPLE: VIETNAMESE ART & ARTISTS



HISTORIC VIETNAMESE ART: "THE RAT'S WEDDING"



NGUYEN THANH BINH  
The Blue



NGUYEN THANH BINH  
The Mother 01



NGUYEN THANH BINH  
The young dancers



NGUYEN THANH BINH  
Young florists



NGUYEN THANH BINH  
Young girls in pink



NGUYEN THANH BINH  
Young girls in blue



NGUYEN THANH BINH  
The Mother 02



NGUYEN THANH BINH  
Young girls in red

### VIETNAMESE ARTIST: LE LOC FLOWER BOATS 01

POINTILLISM MOSAIC-LIKE WORK

Figure 3.10a – Gateway to Rail-Trail - Main Entry Gate

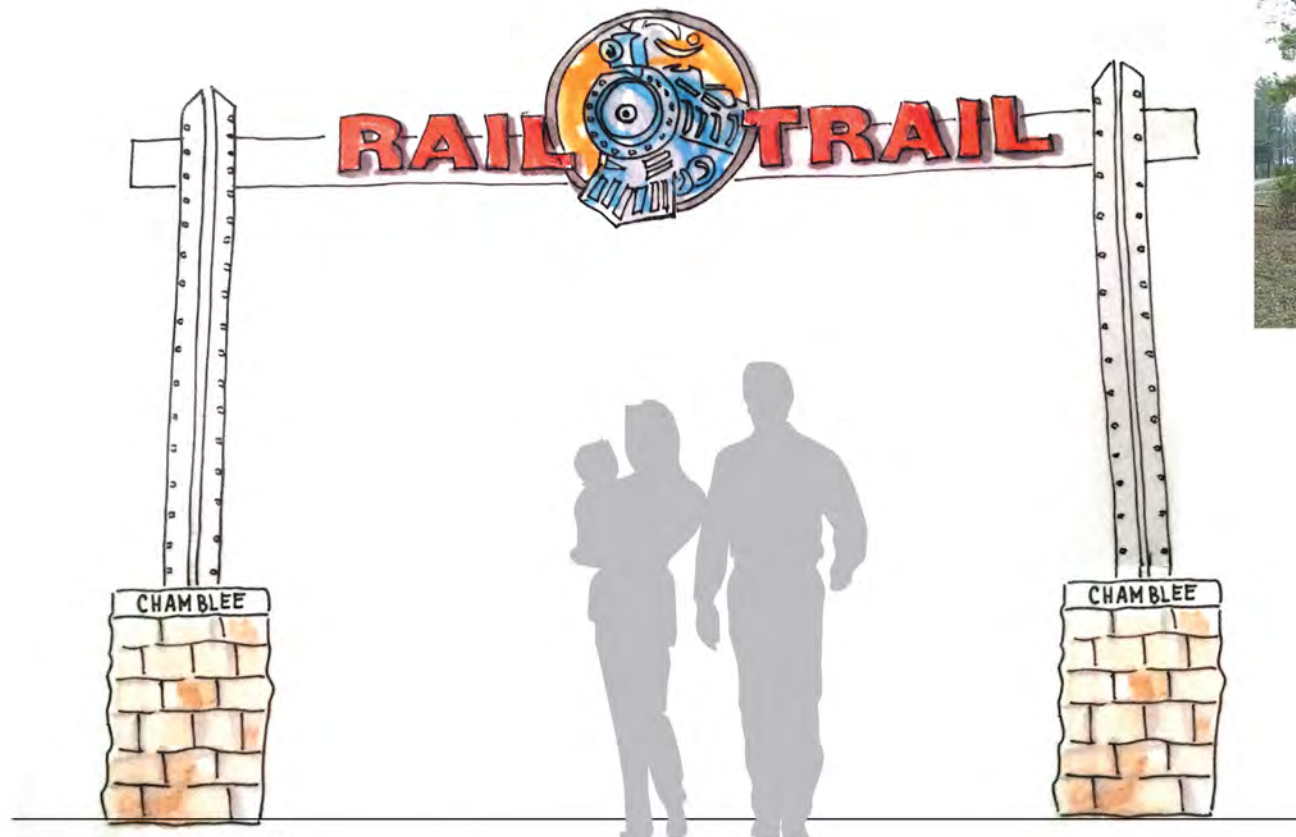
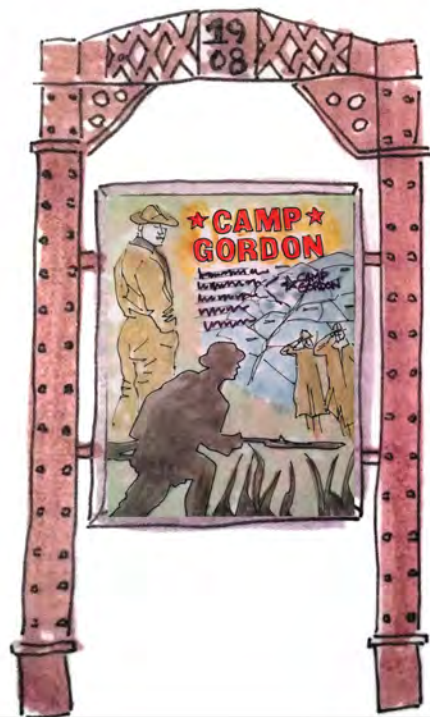
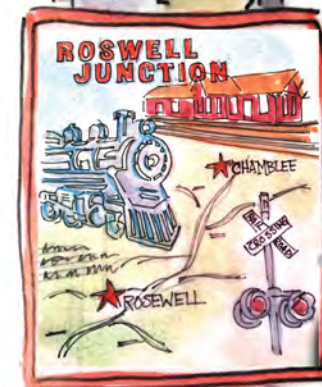




Figure 3.10b – Interpretive Kiosks



Interpretive Bridge Theme

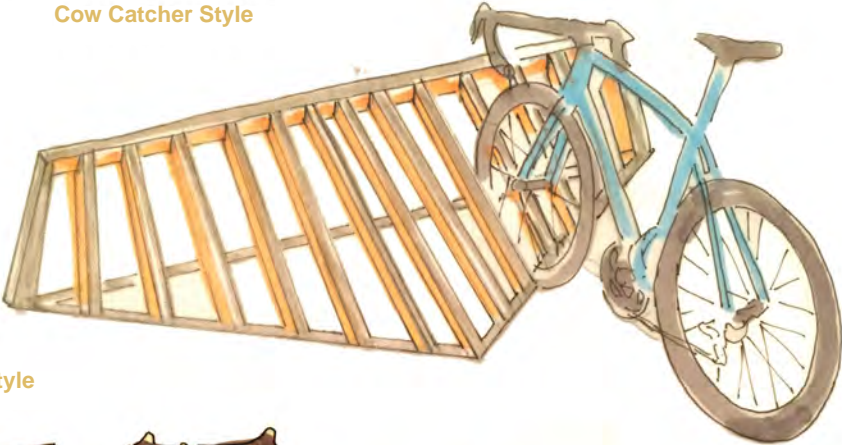


Interpretive Platform Theme

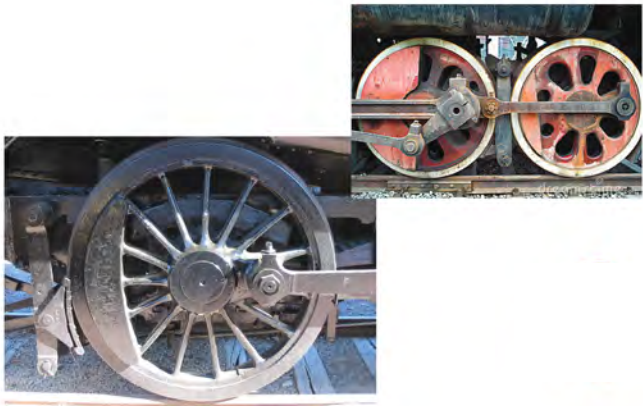
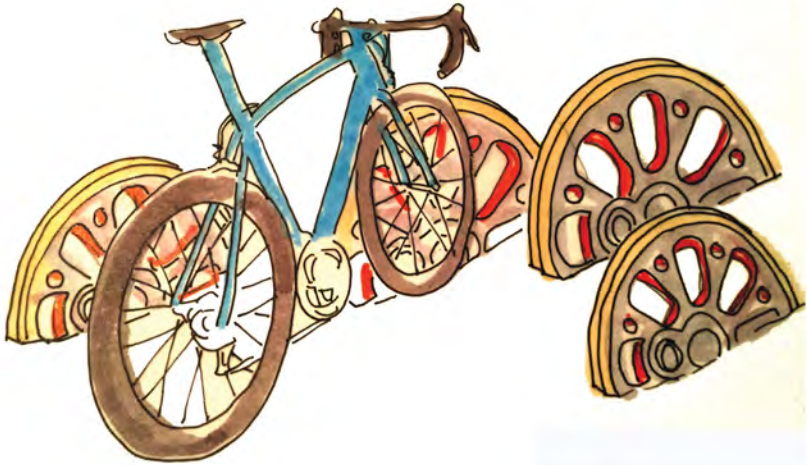


Figure 3.10c – Themed Bike Racks

Cow Catcher Style



Train Wheel Style







40



# ***Implementation Plan***



## 4.0 Implementation Plan

Based on the Concept Plan, the Implementation Plan for the Chamblee Rail-Trail establishes a cost estimate for the project and identifies phases of implementation, potential sources of funding, and proposes an action plan.

### 4.1 Cost Estimate

Figure 4.1b provides a summary of costs for the Rail-Trail. These are conceptual costs estimates that consider trail and park elements and amenities such as grading, traffic control, crosswalks control devices, utilities, testing, landscaping, hardscapes, signage and markings, drainage erosion control, lighting, railings, call boxes, cameras, furnishings, bike/ped counters, and design and engineering costs. They also include a 10 percent contingency. The summary of costs references Figure 4.1a.



Figure 4.1a – Rail-Trail Extension + Rail-Trail Park Segments

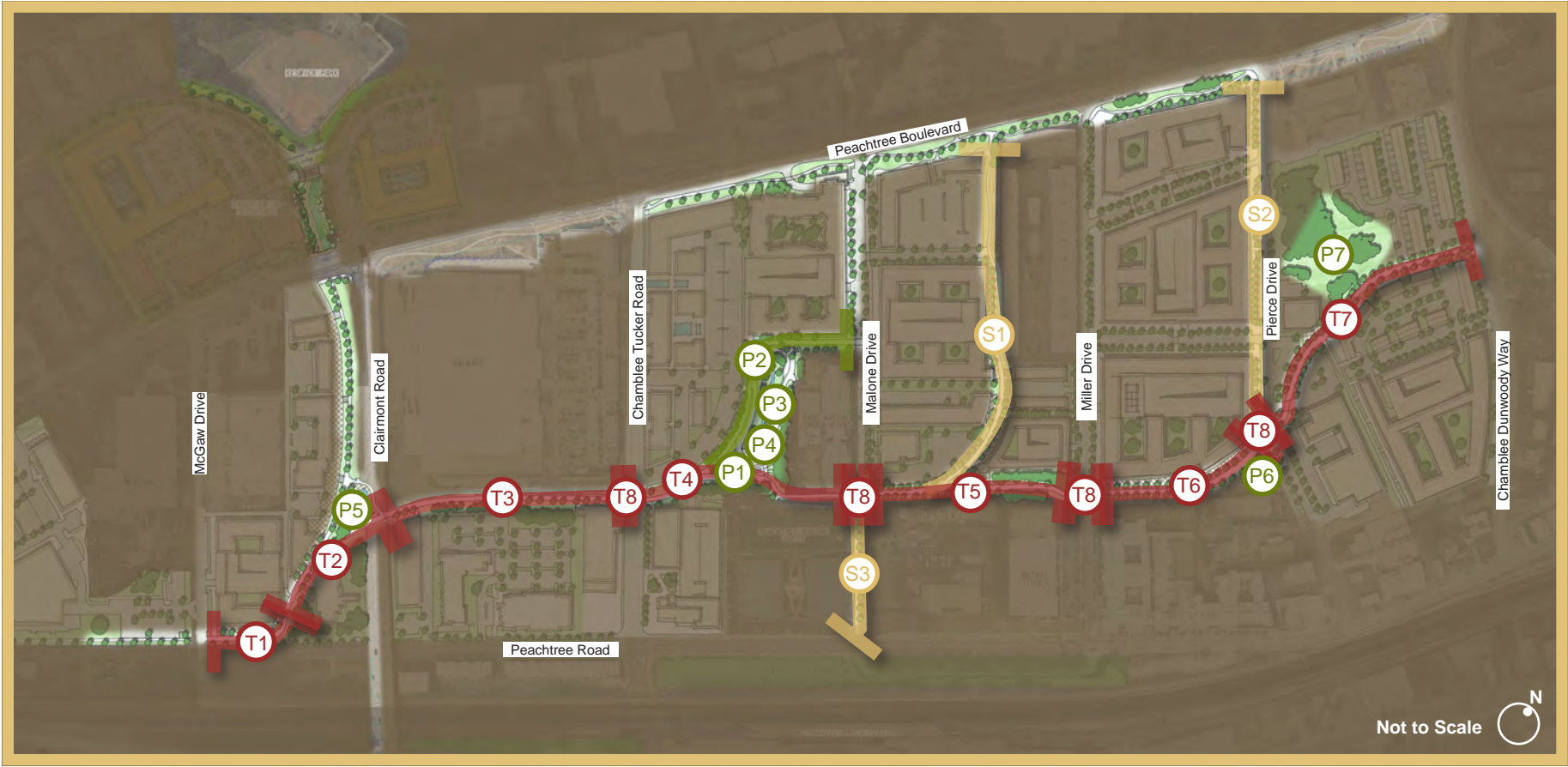




Figure 4.1b – Rail-Trail Project Cost Estimate

Project ID	Project Name	Description	Engineering Costs	Required ROW Anticipated	Construction Costs
T1	Segment 1 - Main Rail-Trail	Implement 16' path, landscaping, signing, lighting, and amenities along the Georgia Power property/frontage.	\$14,000	Yes	\$265,182
T2	Segment 2 - Main Rail-Trail	Implement 16' path, landscaping, signing, lighting, and amenities from the Georgia Power property/frontage on Peachtree Road to the existing Keswick Trail under Clairmont Road.	\$16,000	No	\$316,756
T3	Segment 3 - Main Rail-Trail	Implement 16' path, landscaping, signing, lighting, and amenities from the existing Keswick Trail under Clairmont Road to Chamblee Tucker Road.	\$36,000	Yes	\$686,238
T4	Segment 4 - Main Rail-Trail	Implement 8'-16' path, landscaping, signing, lighting, and amenities from Chamblee Tucker Road to Malone Drive. Reduce travel lanes and reduce radii on Chamblee Tucker Road to increase pedestrian safety.	\$81,000	Yes	\$1,752,252
T5	Segment 5 - Main Rail-Trail	Implement 16' path, landscaping, signing, lighting, and amenities from Malone Drive to Miller Drive.	\$41,000	Yes	\$1,344,242
T6	Segment 6 - Main Rail-Trail	Implement 16' path, landscaping, signing, lighting, and amenities from Miller Drive to Pierce Drive.	\$31,000	Yes	\$511,527
T7	Segment 7 - Main Rail-Trail	Implement 16' path, landscaping, signing, lighting, and amenities from Pierce Drive to Chamblee Dunwoody Way.	\$41,000	Yes	\$557,453
T8	Rail-Trail Branded Cross Walks	Implement branded crosswalks at Rail-Trail crossings: McGaw Dr, Chamblee Tucker Rd, Malone Dr, Miller Dr, and Pierce Dr.	\$1,500	No	\$61,000
T9	Rail-Trail Artwork/ sculptures	Implement 3 historical and culturally appropriate public artwork pieces along the Rail-Trail Corridor.	\$0	No	\$180,000
S1	Rail-Trail Spur 1 - Between Malone and Miller Drives	Implement 12' path, landscaping, signing, lighting, and amenities from the Senior Center north to Peachtree Blvd.	\$28,000	Yes	\$604,390
S2	Rail-Trail Spur 2 - Pierce Drive	Implement 16' path, landscaping, signing, lighting, and amenities along Pierce Drive from the Main Rail-Trail north to Peachtree Blvd.	\$43,680	Yes	\$580,320
S3	Rail-Trail Spur 3 - MARTA Connection	Implement 10' path, landscaping, signing, lighting, and amenities along Malone Drive from the Main Rail-Trail south across Peachtree Road to the Chamblee MARTA Station.	\$20,580	No	\$273,420
S4	Rail-Trail Spur 5 - Clairmont Road Bridge Connection	Implement a 12' path, landscaping, signage, lighting, and amenities from the existing Keswick Trail to Peachtree Boulevard/Clairmont Road. Reduce travel lane widths on the Clairmont Road bridge from 12' and 13' lanes down to 10' lanes, widen sidewalk on the west side of the bridge to 8' and implement a 4' wide vegetated buffer between roadway and trail from Peachtree Boulevard to New Peachtree Road.	\$63,248	Yes	\$790,600



Figure 4.1b – Rail-Trail Project Cost Estimate (Cont'd)

Project ID	Project Name	Description	Engineering Costs	Required ROW Anticipated	Construction Costs
P1	Rail-Trail Park - Dog Park	Implement the relocated Peachtree Malone Loft Dog Park on the Rail-Trail Park site.	\$20,000	Yes	\$287,830
P2	Rail-Trail Park - Spur 4	Implement 12' path, landscaping, signing, lighting, and amenities from Main Rail-Trail north, through the Rail-Trail Park, to Chamblee Atlanta development.	\$56,000	Yes	\$1,149,342
P3	Rail-Trail Park	Implement 12' path, landscaping, signing, lighting, butterfly garden, playground, community garden, pavilion, plaza spaces, exercise equipment, amenities, and required pond retrofitting for the Rail-Trail Park.	\$250,000	Yes	\$3,383,295
P4	Rail-Trail Park - Amphitheater	Implement the amphitheater, stairs, ADA ramp, and the cantilevered stage in the Rail-Trail Park.	\$100,000	Yes	\$1,491,008
P5	Rail-Trail - Row Park	Implement park improvements such as the multi-use sports court, pavilion, hardscaping, landscaping, lighting, and park amenities for the Row Park.	\$4,750	No	\$63,130
P6	Rail-Trail Guardian Storage Park	Implement park improvements such as hardscaping, landscaping, lighting, and park amenities for the Guardian Storage Park.	\$2,800	Yes	\$38,400
P7	Mount Zion Church Cemetery Park	Implement park improvements such as hardscaping, landscaping, lighting, shelters, and park amenities for the Mount Zion Church Cemetery Park	\$26,880	Yes	\$336,000
Total			\$877,438		\$14,672,385





## 4.2 5-Year Phased Implementation Plan

Figure 4.2a suggests a 5-year implementation strategy for three phases of the Rail-Trail. This phased implementation strategy is based on the assumption that just under \$1 million may be available per year for implementation.

Phase 1					
Project ID	Project Name	Description	Engineering Costs	Required ROW Anticipated	Construction Costs
P1	Rail-Trail Park - Dog Park	Implement the relocated Peachtree Malone Loft Dog Park on the Rail-Trail Park site.	\$20,000	Yes	\$287,830
T4	Segment 4 - Main Rail-Trail	Implement 8'-16' path, landscaping, signing, lighting, and amenities from Chamblee Tucker Road to Malone Drive. Reduce travel lanes and reduce radii on Chamblee Tucker Road to increase pedestrian safety.	\$81,000	Yes	\$1,752,252
Total					\$2,040,082
Add Alternate					
T9	Rail-Trail Artwork/ sculptures	Implement 1 historical and culturally appropriate public artwork pieces along the Rail-Trail Corridor.	\$0	No	\$60,000
Phase 2					
Project ID	Project Name	Description	Engineering Costs	Required ROW Anticipated	Construction Costs
T6	Segment 6 - Main Rail-Trail	Implement 16' path, landscaping, signing, lighting, and amenities from Miller Drive to Pierce Drive.	\$31,000	Yes	\$511,527
P6	Rail-Trail Guardian Storage Park	Implement park improvements such as hardscaping, landscaping, lighting, and park amenities for the Guardian Storage Park.	\$2,800	Yes	\$38,400
T1	Segment 1 - Main Rail-Trail	Implement 16' path, landscaping, signing, lighting, and amenities along the Georgia Power property/frontage.	\$14,000	Yes	\$265,182
T2	Segment 2 - Main Rail-Trail	Implement 16' path, landscaping, signing, lighting, and amenities from the Georgia Power property/frontage on Peachtree Road to the existing Keswick Trail under Clairmont Road.	\$16,000	No	\$316,756
Total					\$1,131,865



Phase 3					
Project ID	Project Name	Description	Engineering Costs	Required ROW Anticipated	Construction Costs
T3	Segment 3 - Main Rail-Trail	Implement 16' path, landscaping, signing, lighting, and amenities from the existing Keswick Trail under Clairmont Road to Chamblee Tucker Road.	\$36,000	Yes	\$686,238
P5	Rail-Trail - Row Park	Implement park improvements such as the multi-use sports court, pavilion, hardscaping, landscaping, lighting, and park amenities for the Row Park.	\$4,750	No	\$63,130
T8	Rail-Trail Branded Cross Walks	Implement branded crosswalks at Rail-Trail crossings: McGaw Dr, Chamblee and Tucker Rd.	\$2,400	No	\$24,400
T9	Rail-Trial Artwork/ sculptures	Implement 1 historical and culturally appropriate public artwork pieces along the Rail-Trail Corridor.	\$0	No	\$60,000
S3	Rail-Trail Spur 3 - MARTA Connection	Implement 10' path, landscaping, signing, lighting, and amenities along Malone Drive from the Main Rail-Trail south across Peachtree Road to the Chamblee MARTA Station.	\$20,580	No	\$273,420
Total					\$1,107,188





## 4.3 Funding Sources

Implementing projects such as the Rail-Trail, typically require a variety of funding sources over a number of years. During the public engagement process, residents were asked what types of funding sources they would support to implement the Rail-Trail. Residents appear to be supportive of the following fundings sources:

### Pay as you Go:

- General Fund/CIP
- Grants
- Community Improvement District

### Borrowing:

- General Obligation Bond
- Revenue Bonds

### Partnerships:

- Businesses
- Agencies
- Developers
- Non-profit Organizations

Figure 4.3a contains a list of typical funding sources for walking and biking projects categorized by the time frame of implementation as well as the relative size of the project budget.

Additionally, Figure 4.3b identifies a variety of grants that the City should considering applying for. Grant amounts, match requirements, eligible elements, and application deadlines are also included in the figure.

Figure 4.3b – Available Grants + Grant Specifics

	Short Term Project < 2 years	Long term project > 2 years
Small Budget	<ul style="list-style-type: none"> <li>• Neighborhood Association</li> <li>• Community Improvement District</li> <li>• Crowd sourcing</li> <li>• Non-Profit Grants</li> <li>• Impact Fees</li> <li>• Infrastructure Bonds</li> <li>• Governor's Office of Highway Safety</li> <li>• Local taxes</li> <li>• Local health departments</li> <li>• Foundation grants</li> <li>• Individual donors</li> </ul>	Federal Transportation Funds Capital Improvement Budget Funds State Programs: <ul style="list-style-type: none"> <li>• Georgia Department of Transportation</li> <li>• Recreational Trails Program (Department of Natural Resources)</li> <li>• Community Development Block Grant (CDBG)</li> </ul>
Big Budget	<ul style="list-style-type: none"> <li>• Foundation grants</li> <li>• Individual donors</li> <li>• Community Improvement Districts</li> <li>• Public-Private Partnerships</li> <li>• Infrastructure Bonds</li> <li>• Local taxes</li> </ul>	<ul style="list-style-type: none"> <li>• Federal Transportation Funds</li> <li>• Congressional Earmarks</li> </ul>

Source: Atlanta Regional Commission, Walk Bike Thrive!: Atlanta Regional Bicycle & Pedestrian Plan (2016)

The funding options identified in Figure 4.3b are based on the City's eligibility to apply for the listed funding opportunities. Prior grant awards or current projects may affect the ability of the City to obtain the listed grants. Additionally, grant amounts are based on the maximum award possible. The cost of elements will ultimately determine the maximum amount to be obtained.



Figure 4.3b – Available Grants + Grant Specifics

Funding Program	Grant Amount	Match Requirements	Types of Eligible Elements	Anticipated Deadline
<b>Greenway &amp; Trail Development</b>				
Recreational Trails Program (RTP)	\$100,000	20%	Trails and facilities that support trails such as restrooms, shelters, signage, support facilities, infrastructure, and design	November
Land & Water Conservation Fund (LWCF)	\$200,000	100%	Trails, trailhead facilities, restrooms, shelters, signage, support facilities, infrastructure, and design	TBD
American Academy of Dermatology (AAD)	\$8,000	0%	Shade structures	November
Urban & Community Forestry (U&CF)	\$20,000	100%	Landscaping (tree planting)	TBD
Our Town Grant	\$200,000	100%	Innovative public art projects	December
Transportation Alternative Program	\$7,200,000	0%	Bicycle/pedestrian facilities, landscaping, and traffic calming	Fall 2016
<b>Stormwater/Water Quality/Environmental Education</b>				
Section 319(h) Grants	\$400,000	40%	Stormwater, water quality, and education projects	October
Pre-Disaster Mitigation	\$3,000,000	25%	Stormwater including open space, and hardening	October
Urban Waters Grant	\$60,000	5%	Signage, public education, and innovative water quality projects	February
Environmental Education Grants	\$91,000	25%	Environmental education related facilities and programming	March

The integration of stormwater and other emergency management features into projects such as a recreation center or recreation trail can significantly increase the grant funding opportunities available to the City. Examples of design features that would introduce additional grant opportunities would include the construction of parking areas to act as drainage basins for severe weather events, stormwater retention ponds that alleviate localized flooding as part of park or trail project, and the hardening of an

indoor facility such as a recreation center to act as a shelter and/or public outreach center before and after a disaster.

Before applying for the grant, the City should schedule an appointment with the granter to discuss the project and receive direction related to its eligibility and any specific requirements that the granter might have for the grant.





### Philanthropic Funding Sources

The Atlanta Region benefits from over \$500 Million of philanthropic givings every year. Some of these organizations fund trail and linear park projects similar to the Chamblee Rail-Trail. In order to apply for philanthropic funding, the City would need to work with residents to establish a 501c3 for the Chamblee Rail-Trail and for Rail-Trail Parks. Below is a list of a variety of foundations in the Atlanta Metro Area that may be available to assist in the implementation of the Rail-Trail.

- Arthur M. Blank Family Foundation
- Community Foundation for Greater Atlanta
- The Coca-Cola Foundation, Inc.
- Georgia Power Foundation, Inc.
- Home Depot Foundation
- James M. Cox foundation of Georgia, Inc.
- J.Bulow Campbell Foundation
- Lettie Pate Whitehead Foundation, Inc.
- O. Wayne Rollins Foundation
- Robert W. Woodruff Foundation
- Turner Foundation, Inc.
- UPS Foundation
- CDC Foundation
- The AFLAC Foundation, Inc.
- Bradley-Turner Foundation, Inc.
- The Courts Foundation, Inc.
- North Georgia Community Foundation
- Community Foundation of Central Georgia
- Georgia-Pacific Foundation, Inc.
- Carlos and Marguerite Mason Trust
- The Sartain Lanier Family Foundation, Inc.
- Gay and Erskine Love Foundation
- The Peyton Anderson Foundation, Inc.
- Community Foundation for Northeast Georgia
- William I. H. and Lula E. Pitts Foundation
- The Abraham J. and Phyllis Katz Foundation
- Dorothy V. and Logan Lewis Foundation, Inc.
- Callaway Foundation, Inc.
- Luther and Susie Harrison Foundation, Inc.
- The Savannah Community Foundation
- Anncox Foundation, Inc.
- Healthcare Georgia Foundation
- The Tull Charitable Foundation
- AGL Resources Private Foundation
- The Community Foundation of Northwest Georgia
- Williams Family Foundation of Georgia, Inc.

It is important to note that philanthropic organizations typically look to leverage their dollars with other funding sources. Ideally, they expect the public sector to provide a minimum of 75% of the project funding.



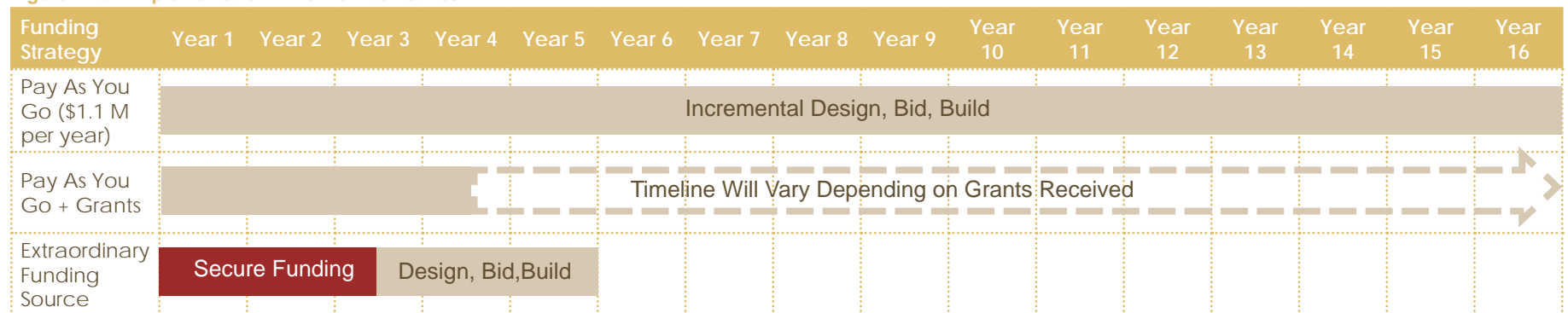
## 4.4 Implementation Timeline Alternatives

Figure 4.4a illustrates three different implementation timeline scenarios based on different funding strategies. The first strategy considers incrementally designing, bidding, and building the Rail-Trail and associated greenspaces. If design and construction happens incrementally, it would increase the cost of the project by about 20 percent. This is due to the start-up design costs (survey, site visits, construction document organization, etc.) and contractor mobilization costs that would be incurred every time a new phase begins. If the design for the entire project is completed at once and construction is completed incrementally, it would increase the cost of the project by about 18.5 percent. Assuming that \$1.1 million may be available each year to pay for the design and construction of the project, it would take approximately sixteen years to complete the project.

On the opposite end of the spectrum, if the City were to consider an extraordinary funding source that would pay for the design, bid, and build of the project at one time, the project could be completed in approximately five-and-half years. This assumes two-and-half years to secure the funding and three years to design, bid, and build the project.

A third scenario considers a combination of Pay As You Go and Grants. The timeline for this strategy may vary between three years at the short end to over sixteen years at the long end depending on the amount of funding that is obtained.

**Figure 4.4a – Implementation Timeline Alternatives**



## 4.5 Action Plan

This section focuses on strategic actions that the City of Chamblee should take to implement the Rail-Trail and Rail-Trail Parks. Strategic actions are organized around specific time frames that include:

- A 100 Day Action Plan for no-cost or very low-cost actions and organizational steps needed to keep momentum going and keep stakeholders involved and sharing responsibility for the plan's success
- One Year Action Plan
- Five Year Action Plan

Following are descriptions of specific actions associated with these time frames.

### 100-Day Action Plan

- **The City should approve and adopt the Rail-Trail Extension Conceptual Design Study.**
  - This will enable the project to be eligible for some of the federal funding sources identified in Figure 4.3b. Specifically, the Transportation Alternative Program (TAP).
- **The City should allocate funds for FY2017 to complete the design and construction of the PML Dog Run as the first phase of the MARTA Rail-Trail Park.**

- **The City should work with MARTA, MARTA's developer, and Peachtree Malone Lofts (PML) to:**
  - Finalize negotiations associated with access to the Trackside MARTA Development through PML property and from the Olmsted site.
  - Finalize negotiations associated with the relocation of the dog run in the MARTA stormwater detention pond facility.
  - Finalize negotiations associated with the relocation of PML visitor parking spaces in the Trackside MARTA parking garage.
- **The City should work with MARTA and MARTA's developer to begin the design the PML Dog Run as the first phase of the MARTA Rail-Trail Park.**

### One Year Action Plan

- **The City should hire a full-time grants writer or grants consultant to assist the City in pursuing grants for the Chamblee Rail-Trail and Rail-Trail Park.**
  - The City should evaluate the cost-benefit of hiring a full-time grants writer versus a grants consultant. A grants consultant typically charges a fee per grant application that can vary between \$3,000 to \$4,000 per grant application depending on the complexity of the grant application. This equates to about 0.05 percent to 3 percent of the total grant amount, depending on the size of the grant.





- The City should coordinate with ARC to apply for Rail-Trail funding through TAP.
- The City should work with residents to establish a 501c3 for the Chamblee Rail-Trail and for Rail-Trail Park.
  - This will enable the City to pursue philanthropic funds that the City would otherwise not be eligible to pursue.
  - The 501c3 could also function as the champion of the project and continue to work with stakeholders and residents to continue the momentum for the project created by the design and implementation of the PML dog run as the first phase of Rail-Trail Park.
- The City should work with MARTA to establish a strategy to secure access via easement or fee simple acquisition of the MARTA stormwater detention pond facility for the future development of Rail-Trail Park.
- The City should work with MARTA and MARTA's developer to construct the PML Dog Run as the first phase of the MARTA Rail-Trail Park.
- The City should complete the design for the first phase of the Rail-Trail through the PML Chamblee Rail-Trail Easement.
- The City should consider implementing incentives for development areas along the Rail-Trail and Rail-Trail Parks. This will enable the City to establish policies that incentivize developers to assist in the implementation of the Rail Trail and/or create Trail Oriented Developments

(TrOD) that will foster the development of a vibrant rail corridor. Incentives to consider include:

- Allowing residential land uses on the ground floor in appropriate areas and adjusting building setbacks to create TrOD spaces along the Rail-Trail corridor
- Density bonus
- State and/or local tax abatement
- Expedited permitting / waiver of permitting fees
- Discounted transit passes and implementation of individual Rider accounts for pre-tax income and payroll tax savings
- Reduced minimum parking requirements
- Reduced minimum open space / community space requirements
- The City should continue to work with property owners to secure access for the Rail-Trail via donation, easements, or fee simple acquisition for the Rail-Trail and associated greenspaces. Specific property owners/developments that the City should coordinate with include:
  - Hickman Property (Nissan Dealership site)
  - Guardian Storage
  - Townpark
  - Azalea Apartments



- The City should complete one historically and culturally appropriate public artwork piece along the Rail-Trail Corridor.

#### Five Year Action Plan

- The City should complete the construction of the Rail-Trail through the PML Chamblee Rail-Trail Easement.
- The City should design, bid, and build the Rail-Trail through the Guardian Storage property between Miller Drive to Pierce Drive, including the pocket park near Pierce Drive.
- The City should continue to work with property owners to secure access for the Rail-Trail via donation, easements, or fee simple acquisition for the Rail-Trail and associated greenspaces. Specific property owners/developments that the City should coordinate with include:
  - Georgia Power
  - DeKalb County
  - Comcast
- The City should work with Georgia Power to find an alternative location for the substation, enable the site to redevelop into a more suitable, trail friendly use.
- The City should design, bid, and build the Rail-Trail through the Georgia Power property/frontage on Peachtree Road.
- The City should implement a branded crosswalk on McGaw Drive.
- The City should design, bid, and build the Rail-Trail through from the Georgia Power property/frontage on Peachtree Road to the existing Keswick Trail under Clairmont Road.
- The City should create a pocket park beneath the Clairmont Road overpass
- The City should design, bid, and build the Rail-Trail from the existing Keswick Trail Under Clairmont Road to Chamblee Tucker Road.
- The City should work with the Georgia Department of Transportation to reduce the width of traffic lanes on Chamblee Tucker Road, reduce curb turning radii, and replace crosswalk striping with more visible, branded crosswalks.
- The City should design, bid, and build the Rail-Trail Spur along Malone Drive from the Rail-Trail to the MARTA Station.
- The City should complete one historically and culturally appropriate public artwork piece along the Rail-Trail Corridor.
- The City should continue to implement the Rail-Trail as money becomes available.



## 4.6 Management

The following section provides an overview of trail operations, maintenance, and security considerations that the City of Chamblee should be mindful of as the Rail-Trail and Rail-Trail Park enter into more detailed design.

### Operations

Most trails and greenspaces in the metropolitan Atlanta area operate from dawn to dusk. This means that during the times that the trail and greenspace are closed, any activity that occurs in the trail or greenspace is illegal and could lead to prosecution. However, the Stakeholder Advisory Group and citizens expressed the desire for trail lighting and extended hours of operation to later in the evening. This could mean keeping the Rail-Trail and Rail-Trail Park open 24 hours per day, or closing them at a specific time in the evening.

Consistent with typically programmed park operating hours, the Rail-Trail and Rail-Trail Park could remain open until 10:00pm. While specific operating hours were not identified through the public engagement process, as the trail and greenspace enter more detailed design, final operating hours should be established to be consistent with resident desires and the City's ability to police the corridor. Additionally, the design of the final Rail-Trail lighting may include lighting timers that turn off Rail-Trail lights at a designated time.

### Maintenance

Trail and greenspace maintenance may include landscape, hardscape, facility, and amenity upkeep; emptying trash receptacles, periodic surface pressure washing, cleaning the trail especially in the MATRA Pond area, which is subject to flooding, and possible repair of vandalism. Landscaping should be designed to require little watering, once established. Water service lines should be designed along the Rail-Trail.

Maintenance costs for the Rail-Trail and Rail-Trail Park may vary depending on the final design as well as the City's desired maintenance level of service. Based on national benchmarks, trail and greenspace maintenance costs may vary between \$4,163 per acre at a lower quartile cost to \$17,597 per acre at an upper quartile cost. Lower quartile benchmarks may represent municipalities with a lower maintenance level of service while upper quartile benchmarks represent municipalities with a higher maintenance level of service. The national median maintenance costs are \$8,884 per acre. Based on these benchmarks and the Rail-Trail and Rail-Trail's Park total acreage of 7.7 acres, maintenance costs may range between \$32,000 to \$135,500 per year.





## Safety and Security

The Stakeholder Advisory Group, citizens, and City Council all expressed security concerns especially due to problems on the existing Rail-Trail under the Clairmont Road bridge. Construction cost estimates for the Chamblee Rail-Trail include a camera system that can be monitored by the Chamblee Police Department and emergency call boxes along the trail. Finally, police officers on bicycles patrolling the Rail-Trail would provide a significant crime deterrence. The combination of these elements along with designing the trail and greenspace with Crime Prevention through Environmental Design (CPTED) principles that encourage citizens “eyes-on-the-trail” should minimize Rail-Trail security problems.



## 4.7 Return on Investment

Implementing the Rail-Trail and associated parks is an investment in the City's economic, social, and environmental future. Specific Return On Investments (ROI) that the City of Chamblee may experience include:

- Increased tax revenue for the City as a result of increases in property values for properties adjacent to the Rail-Trail as well as increases in redevelopment of properties into higher density mixed use developments. Property values within 1,300 feet of the trail may increase anywhere from one percent to over twenty percent over current values
- Increased occupational tax revenue due to possible increases in the number of businesses within the Mid-City character area
- Increase in social capital and volunteerism
- Reduction in air pollution and an increased air quality
- Reduction in local congestion for drivers
- Reduction in wear and tear on roads and vehicles
- Reduced health care costs for residents due to the potential increase of active lifestyle









# ***Appendix***

Environmental Screening Survey

Project Name: Chamblee Rail Trail Extension  
County: DeKalb  
Consultant Firms: Edwards-Pitman Environmental, Inc. for Heath & Lineback Engineers  
Date: December 30, 2015 (Revised)

**Site Description:** The proposed project would involve the extension of an existing trail within the city limits of Chamblee in DeKalb County, Georgia. The project is part of a more comprehensive Livable Centers Initiatives (LCI) effort for the Atlanta Regional Commission's (ARC's) City of Chamblee Downtown LCI area. The roadways that form the approximate boundaries of the study area include McGaw Drive to the west, Chamblee Dunwoody Way to the east, Peachtree Industrial Boulevard to the north, and Peachtree Road to the south. The approximate limits of this survey area (as provided by Heath & Lineback Engineers) are provided on the aerial photograph below.



Study Area

**General Land Use Description:**

The land within the screening area is highly diversified to include commercial, residential and light industrial land uses. Commercial land uses of the study area include (but are not limited to) a Wal-Mart Superstore (1871 Chamblee Tucker Rd.), Nalley Nissan (5211 Peachtree Industrial Blvd.), Guardian Self Storage (5305 Peachtree Blvd.), and Eckardt Electric (3467 Pierce Dr.). Multi-family residential complexes within the study area include Miller Station on Peachtree (3450 Miller Dr.), Peachtree Malone Lofts (corner of Peachtree Rd. and Malone Dr.), Malone 3400 Condominiums (3400 Malone Dr.), and Chamblee Senior Residences (3381 Malone Dr.). One additional land use of note is the Mount Zion Church cemetery, located on the east side of Pierce Drive and north of Eckardt Electric.

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DeKalb County  
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**Ecology:**

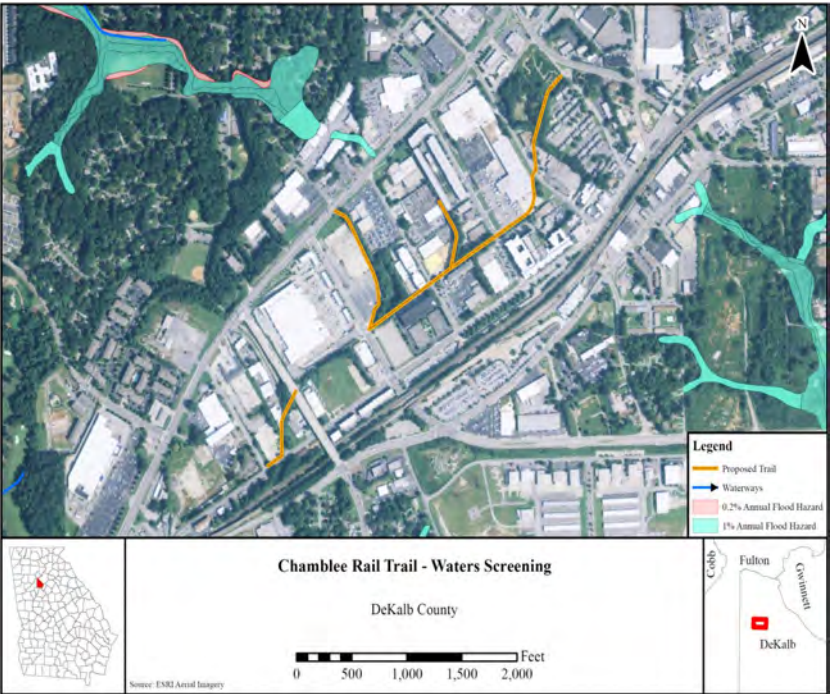
Author: Charlotte Estes/David Pearce

Date Surveyed: November 9, 2015/December 2, 2015/December 17, 2015

Ecological Resources Identified: Yes ☒ No ☐  
Resource Type: Stream ☒ Wetland ☒ Open Water ☐ T&E/Habitat ☐  
Any State Buffered Waters? Yes ☒ No ☐ Unknown ☐  
Any Jurisdictional Waters? Yes ☒ No ☐ Unknown ☐

**Streams/Wetlands:**

On November 9, 2015, a screening survey for environmental resources located within and immediately adjacent to the screening area was conducted. The screening survey did not identify any jurisdictional wetlands, streams, or open waters. Additional desktop survey efforts identified streams and floodplains that are located beyond the limits of the study area as presented in the figure below.



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DeKalb County  
December 30, 2015





At the request of Heath & Lineback, an additional survey was conducted on December 2, 2015 in the area associated with the MARTA detention area located in the area shown in the below aerial photograph.

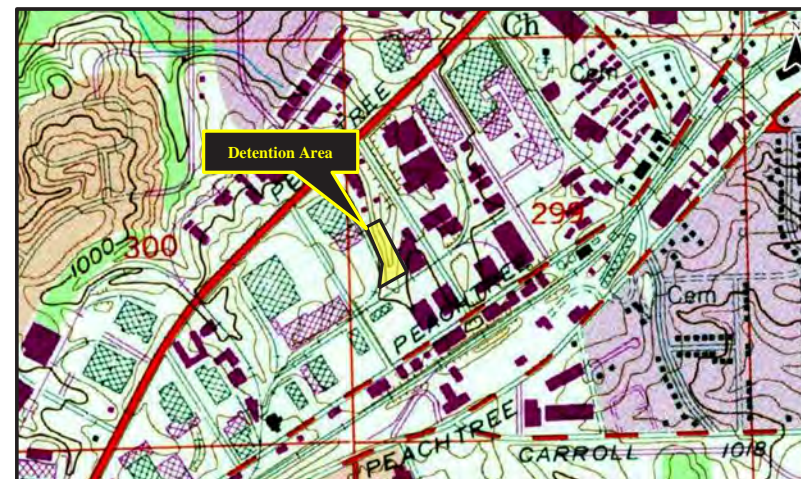


Detention Area: 2015 Google Earth Aerial

The purpose of this request to address specific questions associated with the site and its potential use as a passive park. The Heath & Lineback request noted the following questions/concerns:

- We have heard from the City/MARTA that the pond may be spring feed. Please confirm that there are no waters, springs, or wetlands at the pond.
- If there are no waters or wetlands are we correct that the only permitting required would be NPDES?
- If there is a wetland and/or spring what would be the required permitting (404, SBV, ect.)?
- Finally, there is a good chance there will be a dog park relocated to the pond site. If we allowed dogs to use the pond as a type of water recreational facility, is there any environmental hurdles you can think of (pet waste getting in the pond)?

Field survey of the site was limited due to access issues to the parcel; however, visual reconnaissance of the site failed to identify a spring. In addition, a survey of historic USGS topographic mapping does not show a water source or "blue line" stream for this parcel. A reproduction of the 1954 Chamblee, GA USGS Quad Mapping is provided in the following figure.



Detention Area: 1954 USGS Topo Map

Field survey did identify what appeared to be a ditch on the property that, at the time had very little water running through it. This ditch does appear in April 2002 aerial photography of the site, as shown below.

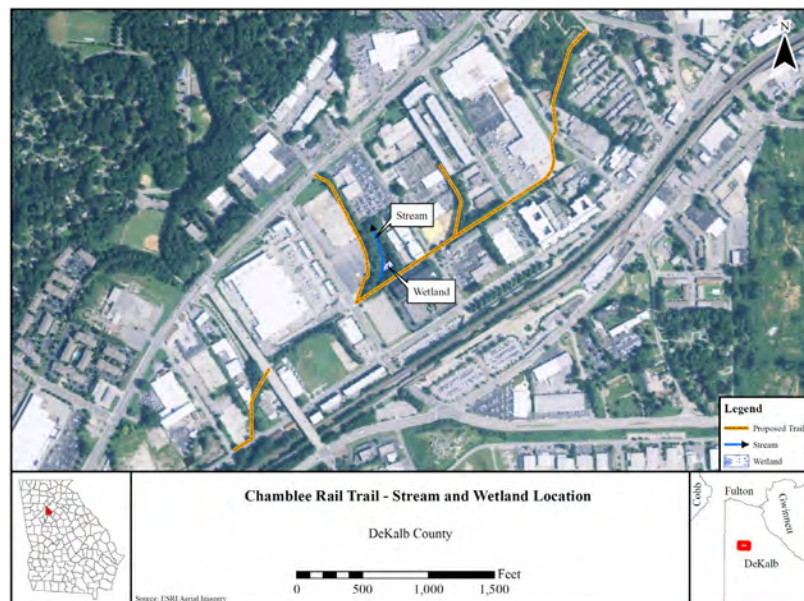


Detention Area: 2002 Google Earth Aerial

To provide further clarification and guidance regarding this site, an additional field survey was conducted on December 17, 2015. Based on the survey efforts associated with that site visit, it was determined that a portion of the site contained a small wetland potentially subject to Section 404 permitting regulations (jurisdictional) as well as a stream that would be considered a buffered state water. The locations of the wetland and stream are provided in the following figure.







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If this stream is spring-fed as reported by MARTA/city officials, then it could be considered a jurisdictional water and any impacts to the stream would require a section 404 wetlands permit. This permitting process could result in the need for mitigation associated with these impacts. In addition, if the project results in impacts to the state-mandated stream buffer, it would be subject to the stream buffer requirements of Georgia's Department of Natural Resources (GADNR) and the City of Chamblee.

We are unaware of any permitting requirements associated with the use of the area as a dog park.

#### Protected Species:

Additionally as a part of the environmental screening, the US Fish and Wildlife Service's (USFWS) Information, Planning, and Conservation System (IPaC) and the GADNR websites were consulted for information regarding potential impacts to federally protected species related to implementation of the proposed project. The USFWS IPaC list identifies three species of concern within DeKalb County, including the little amphianthus (*Amphianthus pusillus*), black spored quillwort (*Isoetes melanospora*), and dwarf sumac (*Rhus michauxii*). The GADNR DeKalb County list identifies the federally little amphianthus and the black spored quillwort.

#### Little Amphianthus – Federally Threatened

Little amphianthus occurs on shallow, flat bottomed depressions (vernal pools) on granite outcrops with thin, gravelly soils and winter-spring inundation. No granite outcrops were observed within the screening area. More intensive field surveys may identify habitat for this species; however, based on the screening survey it does not appear that little amphianthus would be a species of concern during project development.

#### Black Spored Quillwort – Federally Endangered

The black-spored quillwort habitat is restricted to shallow, flat-bottomed depressions on granite outcrops, where water collects after a rain. These depressions are less than 1-foot in depth, and are entirely rock-rimmed, and usually contain soil at least 1-inch deep. They may be dry much of the summer, except during rainy periods. No granite outcrops were observed within the screening area. More intensive field surveys may identify habitat for this species; however, based on the screening survey it does not appear that little amphianthus would be a species of concern during project development.

#### Dwarf Sumac – Federally Endangered

Dwarf sumac are found in dry, open, rocky, or sandy woodlands over mafic bedrock with high level of calcium, magnesium, or iron; often on ridges and river bluffs. The wooded areas observed within the screening area are within maintained lawns and would not provide suitable habitat for the dwarf sumac. Surveys that are more intensive may identify pockets of suitable habitat for this species; however, based on the screening survey it does not appear that dwarf sumac would be a species of concern during project development.

#### Archaeology:

*Author:* Joseph Roberts

*Date Surveyed:* November 11, 2015

*Archaeological Resources Identified:*

Within One Kilometer:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Number of Sites: 0
Within Survey Boundary:	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>	Number of Sites: 0

On November 10, 2015, a check of the Georgia Archaeological Site File was conducted electronically for this project at the University of Georgia in Athens.

No previously recorded archaeological sites are located within a 1-kilometer radius of the project corridor. In addition, no previously recorded sites fall within the Area of Potential Effect (APE).

In addition to archaeological sites recorded in the Georgia Archaeological Site File database, two previous surveys intersect or align with the project corridor. In 2004, archaeologists with Southeastern Archeological Services, Inc. performed survey for pedestrian corridor improvements to Peachtree Industrial Boulevard and Chamblee-Tucker Road (Patton 2004). The reconnaissance survey included several non-contiguous linear

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corridors in downtown Chamblee, Georgia. One corridor of the survey, along Chamblee-Tucker Road, intersects with the current survey area between Peachtree Road and Peachtree Boulevard. No cultural resources were found during that survey.

A previous survey of Miller Drive by Edwards-Pitman, by Lynn Pietak (2004), also intersects the current survey area between Peachtree Boulevard and Peachtree Road. The reconnaissance survey of 400 feet of the east side of Miller Drive, north of Peachtree Road, was undertaken for sidewalk and streetscape improvements. No cultural resources were found during that survey.

#### References Cited

- Patton, Robert B.  
2004 *Peachtree Industrial Boulevard (PIB)/Chamblee-Tucker Road Pedestrian Corridor Improvements*. Southeastern Archeological Services, Inc. Athens, Georgia. Prepared for GDOT OE/L, Atlanta, Georgia, P.I. Nos. 0002851, 0002852, and 0002853. Georgia Archaeological Site File Report No. 2598.
- Pietak, Lynn M.  
2004 *Phase I Archaeological Survey of Miller Drive Streetscape Project Area, DeKalb County, Georgia*. Edwards-Pitman Environmental, Inc. Smyrna, Georgia. Prepared for GDOT OE/L, Atlanta, Georgia, P.I. No. 0004479. Georgia Archaeological Site File Report No. 2814.

#### History:

Author: Leslie H. Brown  
Date Surveyed: November 12, 2015  
Structures 50+ year Identified:

Within Survey Boundary: Yes ☒ No ☐ Number of Sites: 2

Existing information on previously identified historic properties was consulted to determine if any are located within the area of potential effects (APE) of the proposed project. The review of existing information on previously identified historic properties revealed that no National Register listed properties, proposed National Register nominations, National Historic Landmarks, or bridges determined eligible for inclusion in the National Register in the updated Georgia Historic Bridge Survey (GHBS) were identified within the proposed project's APE.

The review of existing information also revealed that no properties 50 years old or older were identified within the proposed project's APE in the 1997 GADNR DeKalb County survey.

Two properties 50 years of age or older not identified in the GADNR survey were identified within the proposed project's APE during the historic resources desktop survey. These properties are the Peachtree Industrial Boulevard District- Peachtree Industrial Park (Resource 1). This district is roughly bounded by Peachtree Industrial Boulevard to the north, Motors Industrial Way to the east, and Peachtree Road to the south. The resources within this district consist of industrial and commercial properties that were constructed between 1952 and 1965. Also identified within the APE of the proposed trail during the desktop survey is Resource 2. This resource is located at 3514 Chamblee Dunwoody Road. Resource 2 appears to have been constructed ca. 1910.

Therefore, as a result of our desktop identification efforts, two historic resources have been identified within the APE of the proposed rail trail project. The locations of these resources relative to the study area are provided in the figure below.

Chamblee Rail Trail Extension  
DeKalb County  
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Historic Resource Locations

One element of note associated with the Peachtree Industrial Boulevard District-Peachtree Industrial Park is the network of railroad spurs located throughout the project corridor. These spur lines appear in the 1954 USGS topographic mapping shown on page 4 and are considered a contributing element to the overall district's potential NRHP eligibility. Because the proposed project would involve conversion of the rail spur corridors to trails, the impacts associated with this action would need to be analyzed and State Historic Preservation Office (SHPO) concurrence would be required in the event a 404 permit is required.

#### Air Quality/Noise:

Author: Russ Danser, AICP  
Date Surveyed: November 12, 2015  
Impacts Anticipated: Yes ☐ No ☒

**Ozone:** It is unknown if this project is identified in the conforming TIP.

**CO:** Given the project type (trail), it is not anticipated that this project would significantly impact CO concentrations and would, therefore, not require a CO hot-spot analysis.

**PM<sub>2.5</sub>:** It is anticipated that this project, when evaluated by an interagency group consisting of FHWA, EPA, EPD and the MPO, would be Exempt per the Transportation Conformity Rule and thus meet the statutory and regulatory requirements for PM<sub>2.5</sub> hotspots without a qualitative analysis.

**MSAT:** It is anticipated that the proposed project would be classified as a project with *No Potential MSAT Effects*.

**Noise:** It is anticipated that this project meets the definition of a Type III project and does not require a noise study or abatement of highway noise impacts.

Chamblee Rail Trail Extension  
DeKalb County  
December 30, 2015



#### Underground Storage Tanks/Hazardous Materials Sites:

Author: Russ Danser, AICP

Date Surveyed: November 12, 2015

Sites Identified: Yes ☒ No ☐ Number of Sites: 2

There is one gas station (QuikTrip) located at 5347 Peachtree Industrial Blvd and one automotive repair facility (R S Automotive) located at 5105 Peachtree Industrial Blvd., #B. If right-of-way is required from these properties, subsurface investigations (Phase II) will be required. If contamination were encountered, then Standard Specification 107.22 Hazardous and/or Toxic Waste for USTs would be required.

#### Summary of Findings:

**Ecology:** Visual reconnaissance of the proposed park area on the parcel currently used by MARTA for stormwater retention identified one small jurisdictional wetland as well as a ditch that appeared to contain rainwater from a recent rain event. If this stream is spring-fed as reported by MARTA/city officials, then it could be considered a jurisdictional water of the US Army Corps of Engineers (USACE) and any impacts to the stream would require a section 404 wetlands permit. In addition, as a buffered state water, it would be subject to the stream buffer requirement of GADNR and the City of Chamblee.

**History:** The spur lines associated with the Peachtree Industrial Boulevard District-Peachtree Industrial Park are considered a contributing element to the district's potential NRHP eligibility. Because the proposed project would involve conversion of the rail spur corridors to trails, the impacts associated with this action would need to be analyzed and SHPO concurrence would be required in the event a 404 permit is required.

**UST/Haz Mat.:** If right-of-way is required from the QuikTrip at 5347 Peachtree Industrial Blvd or R S Automotive at 5105 Peachtree Industrial Blvd., #B, subsurface investigations (Phase II) will be required.

## DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

### LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type:	Multi-Use Path	P.I. Number:	N/A
GDOT District:	7	County:	Dekalb
Federal Route Number:	N/A	State Route Number:	N/A
	Project Number:		N/A

The Chamblee Rail Trail Extension Conceptual Design Study consists of the extension of the existing multi-use path 1.5 miles along an abandoned former rail line from Peachtree Road at McGaw Drive to Chamblee Dunwoody Way and the creation of a public amenity utilizing the existing MARTA detention facility.

#### Submitted for approval:

Heath and Lineback Engineers Inc.,

Consultant Designer & Firm or GDOT Concept/Design Phase Office Head & Office	Date
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City of Chamblee

Local Government Sponsor	Date
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State Program Delivery Engineer	Date
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GDOT Project Manager	Date
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#### Recommendation for approval:

State Environmental Administrator	Date
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State Traffic Engineer	Date
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Project Review Engineer	Date
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State Utilities Engineer	Date
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District Engineer	Date
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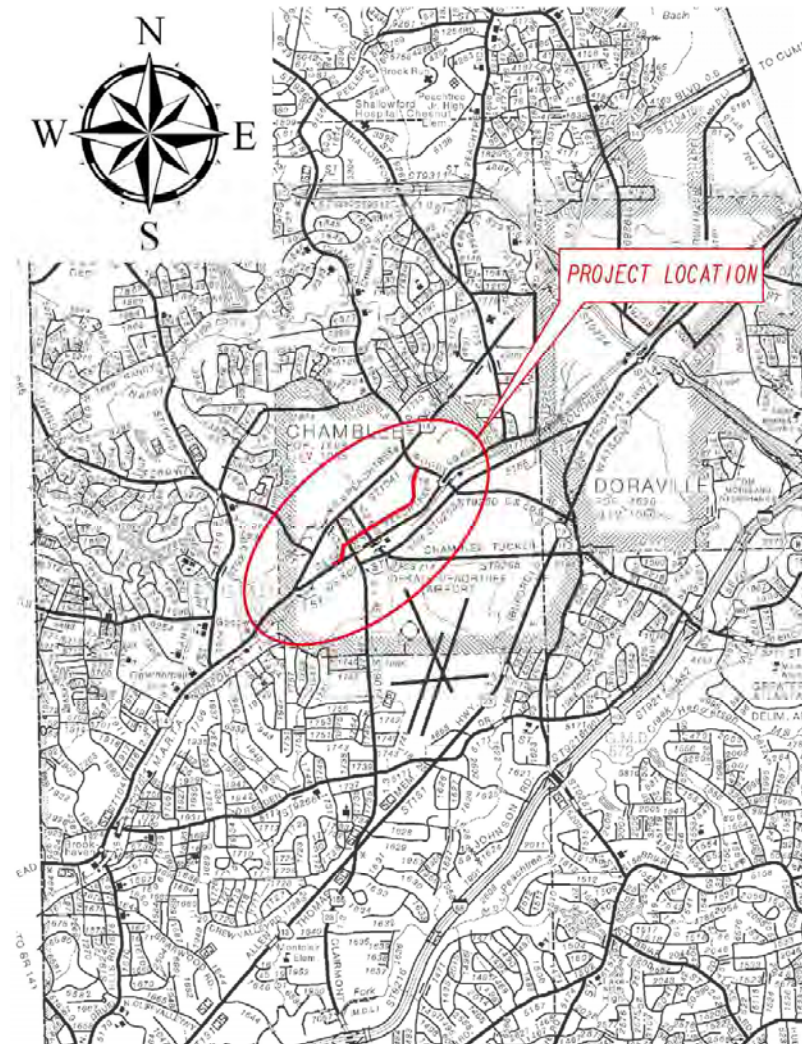
- ☒ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- ☐ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

State Transportation Planning Administrator	Date
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## PROJECT LOCATION MAP



**Project Justification Statement:** The Chamblee Rail Trail Design Study will support the Atlanta Regional Commission (ARC) subelement: 502 CAS - Livable Centers Initiative Investment Policy Studies (LCI), and projects within the City of Chamblee Downtown LCI area.

The Atlanta Metropolitan Transportation Planning Area is included in a non-attainment area for ozone under the Clean Air Act Amendments of 1990. Because of this designation, the region must look toward better development practices that support increased use of transportation modes other than single occupant vehicles (SOV) to help reduce emissions and meet air quality requirements. The LCI Program seeks to increase the use of alternatives to driving alone by developing transportation projects and other programs to improve accessibility, expand mixed-uses, utilize transit and support further development in the study area. Evaluation of the existing structure and development of likely scenarios should produce recommendations for future investment that support ARC's Livable Centers Initiative Program.

The Chamblee Rail Trail project begins near a future Whole Food Stole located west of McGaw Drive at Peachtree Road and extends east along an abandoned rail corridor to the intersection of the Keswick Park spur trail under the Clairmont Road bridge and along a commercial driveway. The main Rail Trail will cross Chamblee Tucker Road at an existing traffic signal and follow the abandoned rail corridor to the east and cross Malone Drive, Miller Drive, and Pierce Drive to a terminal point near Chamblee Dunwoody Way. Two spur Rail Trails will follow abandoned rail lines north to existing sidewalk on Peachtree Boulevard, SR 141. In addition, routes along Chamblee Tucker Road, Malone Drive, and Miller Drive will be investigated to create links from the main Rail Trail to the Chamblee MARTA Station.

Future trail connection will include links to the ARC planned North DeKalb Inner Connector. This trail system will include connections to the PATH 400 Trail and Atlanta Beltline Trail to the southwest, the Brookhaven area, including the Peachtree Creek Greenway, to the south, the GM redevelopment to the east, and DeKalb County areas north of Chamblee.

**Existing conditions:** The existing abandoned rail corridor is the remnants of a 19<sup>th</sup> century railroad that connected the cities of Chamblee and Roswell. The purpose of the railroad was to move goods between the cities. Chamblee was a farming and dairy town and Roswell was a textile producer. Tracks exist along sections of the abandoned rail corridor.

### Other projects in the area:

- PI#0002410- SR 141 from McGraw Dr./MP 3.0 to N. Peachtree Rd/ MP4.8
- PI#0004476- Peachtree Indust. BLVD at Miller/ Malone PED improvements
- PI#0004478- Streetscapes @ several locations along Malone & Watkins
- PI#0004479- CS 670/ Miller Dr from Peachtree Rd to Abandon Rail Spur
- PI#0006982- SR 141 from Chamblee-Tucker Rd to Pierce Dr
- PI#0770944- ATMS/ SYS optimization Peachtree Industrial BLVD from Peachtree to New Peachtree
- PI#M002787- SR 141 from Fulton County line to Gwinnett County line
- PI#M005407- SR 141 from Fulton County line to CR 7956/ Shallowford Rd

**MPO:** Atlanta Regional Commission (ARC)

**TIP #:** N/A

**TIA Regional Commission:** N/A

**Congressional District(s):** 11

**Federal Oversight:** ☐ PoDI ☒ Exempt ☐ State Funded ☐ Other



**Projected Traffic:** ADT or AADT 24 HR T: NA %  
Current Year (20WW): NA Open Year (2017): NA Design Year (2027): NA  
Traffic Projections Performed by:

**Functional Classification (Mainline):** Multi-use path  
Peachtree Road Urban, minor arterial  
McGaw Drive Urban, local road  
Chamblee Tucker Road Urban, minor arterial  
Malone Drive Urban, local road  
Miller Drive Urban, local road  
Pierce Drive Urban, local road  
Chamblee Dunwoody Way Urban, local road

**Complete Streets - Bicycle, Pedestrian, and/or Transit Standard Warrants:**

Warrants met: ☐ None ☒ Bicycle ☒ Pedestrian ☐ Transit

**Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project?** ☒ No ☐ Yes

**Pavement Evaluation and Recommendations**

Initial Pavement Evaluation Summary Report Required? ☒ No ☐ Yes  
Initial Pavement Type Selection Report Required? ☒ No ☐ Yes  
Feasible Pavement Alternatives: ☐ HMA ☒ PCC ☐ HMA & PCC

**DESIGN AND STRUCTURAL**

**Description of the proposed project:** A general description of the project, including the proposed length, and general location of the project, any city and county limits or proximity thereto. Specific design data (e.g. typical section, design speed, etc.) should be kept to a minimum, since it will be described in a later section. If an ITS Project, summarize the Concept of Operations briefly. Information on structures should be included in table below.

**Major Structures:** (If no major structures on project, N/A and delete table below)

Structure	Existing	Proposed
ID # and/or Location	Describe length, typical section, including lane and shoulder widths, etc. of existing structure, and sufficiency rating	Describe proposed length, typical section including lane and shoulder widths, etc. of proposed structure.
Retaining walls (not including gravity walls)	Describe current structure	Describe proposed structures
Other	Describe current structure	Describe proposed structures

**Mainline Design Features: Rail Trail Extension – Multi-use Path**

Feature	Existing	Standard*	Proposed
<b>Typical Section</b>			
- Number of Lanes	N/A	Multi-Use Path	Multi-Use Path
- Lane Width(s)	N/A	10'-14'	14'
- Median Width & Type	N/A	N/A	N/A
- Outside Shoulder or Border Area Width	N/A	2'	2'
- Outside Shoulder Slope	N/A	2%	2%
- Inside Shoulder Width	N/A	2'	2'

- Sidewalks	N/A	N/A	N/A
- Auxiliary Lanes	N/A	N/A	N/A
- Bike Lanes	N/A	Included on Multi-Use Path	Included on Multi-Use Path
Posted Speed	N/A		N/A
Design Speed	N/A	18 MPH	18 MPH
Min Horizontal Curve Radius	N/A	60-FT	60-FT
Maximum Superelevation Rate	N/A	2%	2%
Maximum Grade	N/A	5%	5%
Access Control	N/A	N/A	N/A
Design Vehicle	N/A	Bike	Bike
Pavement Type	N/A	Concrete	Concrete

\*According to current GDOT design policy if applicable

**Major Interchanges/Intersections:** McGaw Drive, Chamblee Tucker Road, Malone Drive, Miller Drive, Pierce Drive, and Chamblee Dunwoody Way

**Lighting required:** ☒ No ☐ Yes

**Off-site Detours Anticipated:** ☒ No ☐ Yes ☐ Undetermined

**Transportation Management Plan [TMP] Required:** ☒ No ☐ Yes  
If Yes: Project classified as: ☐ Non-Significant ☐ Significant  
TMP Components Anticipated: ☐ TTC ☐ TO ☐ PI

**Design Exceptions to FHWA/AASHTO controlling criteria anticipated:**

FHWA/AASHTO Controlling Criteria	No	Undetermined	Yes	Appvl Date (if applicable)
1. Design Speed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Lane Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Shoulder Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Bridge Width	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Horizontal Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Superelevation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Vertical Alignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Grade	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Stopping Sight Distance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. Cross Slope	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. Vertical Clearance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. Lateral Offset to Obstruction	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. Bridge Structural Capacity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



**Design Variances to GDOT Standard Criteria anticipated:**

GDOT Standard Criteria	Reviewing Office	No	Undetermined	Yes	Appvl Date (if applicable)
1. Access Control/Median Openings	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Intersection Sight Distance	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Intersection Skew Angle	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Lateral Offset to Obstruction	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. Rumble Strips	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
6. Safety Edge	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
7. Median Usage	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
8. Roundabout Illumination Levels	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
9. Complete Streets	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
10. ADA & PROWAG	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
11. GDOT Construction Standards	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
12. GDOT Drainage Manual	DP&S	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
13. GDOT Bridge & Structural Manual	Bridges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**VE Study anticipated:** ☒ No ☐ Yes ☐ Completed – Date:

**UTILITY AND PROPERTY**

**Temporary State Route needed:** ☒ No ☐ Yes ☐ Undetermined

**Railroad Involvement:** N/A

**Utility Involvements:** List any identified utilities which may be impacted by project, including type and owner.

**SUE Required:** ☐ No ☐ Yes ☒ Undetermined

**Public Interest Determination Policy and Procedure recommended?** ☐ No ☐ Yes

**Right-of-Way (ROW):** Existing width: 0- ft. Proposed width: \_\_\_\_\_ ft.  
Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined  
Easements anticipated: ☐ None ☒ Temporary ☒ Permanent ☐ Utility ☐ Other

Anticipated total number of impacted parcels: \_\_\_\_\_  
Displacements anticipated: Businesses: 0  
Residences: 0  
Other: 0  
Total Displacements: 0

**Location and Design approval:** ☐ Not Required ☒ Required

**Impacts to USACE property anticipated?** ☒ No ☐ Yes ☐ Undetermined

**CONTEXT SENSITIVE SOLUTIONS**

**Issues of Concern:** Briefly list potential project impacts that have been identified which may require Context Sensitive Solutions. Refer to GDOT's Context Sensitive Design Online Manual and AASHTO's Guide for Achieving Flexibility in Highway Design.



**Context Sensitive Solutions Proposed:** Describe how the Issues of Concern listed above are to be addressed by the project.

**ENVIRONMENTAL & PERMITS**

**Anticipated Environmental Document:**

**GEPA:** ☐ **NEPA:** ☐ CE ☐ EA/FONSI ☐ EIS

**MS4 Permit Compliance – Is the project located in a MS4 area?** ☐ No ☒ Yes

**Environmental Permits/Variances/Commitments/Coordination anticipated:**

Permit/ Variance/ Commitment/ Coordination Anticipated	No	Yes	Remarks
1. U.S. Coast Guard Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. Forest Service/Corps Land	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. CWA Section 404 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Stream/wetland at MARTA Pond
4. 33 USC 408 Decision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. Tennessee Valley Authority Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. Buffer Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Stream at MARTA Pond
7. Coastal Zone Management Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8. NPDES	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Project disturbs over an acre
9. FEMA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
10. Cemetery Permit	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
11. Other Permits	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
12. Other Commitments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13. Other Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

**Is a PAR required?** ☒ No ☐ Yes ☐ Completed – Date:

**Environmental Comments and Information:**

**NEPA/GEPA:** List status of environmental document and comment on any significant NEPA/GEPA issues and/or risks present including 4f resources.

**Ecology:** List level of study performed, if any protected species or habitats may be present, seasonal survey requirements, and any other significant issues that should be considered throughout project development.

**History:** List possible effects to potential or known historic resources, if additional surveys are required, if SHPO concurrence is required or has been received, and any other significant issues that should be considered throughout project development.

**Archaeology:** List any cemeteries or other publicly documented archeological resources present, possible effects to archeological resources, if additional surveys be required, if SHPO concurrence is required or has been received, and any other significant issues that should be considered throughout project development.

**Air Quality:**

Is the project located in a PM 2.5 Non-attainment area? ☐ No ☐ Yes

Is the project located in an Ozone Non-attainment area? ☐ No ☐ Yes

Carbon Monoxide hotspot analysis: ☐ Required ☐ Not Required ☐ TBD

If yes to either PM 2.5 or Ozone Non-attainment, provide a comparison between the proposed project concept and the conforming plan's model description. Include such features as project limits, number of through lanes, proposed open to traffic year, etc. If project is exempt from conforming plan, explain why. If the project corridor contains a traffic signal, the design year



traffic volumes exceed 10,000 vpd **and** the level of service is D, E or F, a CO hotspot analysis is required.

**Noise Effects:** List level of noise studies required, modeling requirements, mitigation measures needed, etc.

**Public Involvement:** List level of Public Outreach expected including citizen committees, Public Information meetings, Public Hearings, Detour Meetings, etc.; also include any additional public outreach needed. For significant meetings previously completed, list dates, types of meetings, and attach meeting summaries or minutes.

**Major stakeholders:** Identify major stakeholders in project (e.g. traveling public, business associations, etc.).

## CONSTRUCTION

**Issues potentially affecting constructability/construction schedule:** Summarize any known issues which may affect the construction of the project (e.g. staging/detour issues, seasonal construction requirements, very high traffic volumes requiring off-hour construction, etc.

**Early Completion Incentives recommended for consideration:** ☐ No ☐ Yes

Early Completion Incentives is a method of providing the contractor with an incentive to expedite the completion of construction. Appropriate projects are those which address severe congestion – to provide an early benefit - or where construction must be completed by a fixed date. Incentives should only be considered where recommended by the Office of Construction. If incentives for early completion are recommended for consideration, include brief explanation of major reasons why and include estimate of RUC (Road User Costs). A benefit-to-cost ratio calculation may be required.

## COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

**Initial Concept Meeting:** (if applicable) - Provide date of ICM and brief summary. Attach minutes if available.

**Concept Meeting:** Provide date of CM and brief summary. Attach minutes.

**Other coordination to date:** Attach any pertinent documentation of other meetings/coordination.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	GDOT Office, Consulting firm, local government, etc.
Design	
Right-of-Way Acquisition	
Utility Coordination (Preconstruction)	
Utility Relocation (Construction)	
Letting to Contract	
Construction Supervision	
Providing Material Pits	
Providing Detours	
Environmental Studies, Documents, & Permits	
Environmental Mitigation	
Construction Inspection & Materials Testing	

**Project Cost Estimate Summary and Funding Responsibilities:** Add additional rows as necessary; Attach current cost estimates to report.

Breakdown of PE	ROW	Reimbursable Utility	CST*	Environmental Mitigation	Total Cost
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Funded By						
\$ Amount						
Date of Estimate						

\*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

## ALTERNATIVES DISCUSSION

**Alternative selection:** Compare and contrast the various alternatives studied in summary and reason(s) why each alternative was or was not selected. Discussion should include no-build and preferred alternatives, and should compare various factors such as total cost, environmental and social impacts, time requirements, PE requirements, etc. as appropriate to the decision process. Please use the following format:

Preferred Alternative: description			
Estimated Property Impacts:		Estimated Total Cost:	
Estimated ROW Cost:		Estimated CST Time:	
Rationale: Reason(s) why this alternative was or was not selected (cost, property impacts, environmental impacts, etc.). Preferred build alternative should meet goals outlined in Project Justification.			

<b>No-Build Alternative:</b> <i>description</i>			
<b>Estimated Property Impacts:</b>		<b>Estimated Total Cost:</b>	
<b>Estimated ROW Cost:</b>		<b>Estimated CST Time:</b>	
<b>Rationale:</b> <i>Reason(s) why this alternative was or was not selected (cost, property impacts, environmental impacts, etc.).</i>			

Alternative 1: <i>description</i>			
Estimated Property Impacts:		Estimated Total Cost:	
Estimated ROW Cost:		Estimated CST Time:	
Rationale: <i>Reason(s) why this alternative was or was not selected (cost, property impacts, environmental impacts, etc.).</i>			

Continue with Alternative 2, 3, etc. as appropriate.

**Comments:** Add further comments as appropriate.

## LIST OF ATTACHMENTS/SUPPORTING DATA (List supporting data in attached order)

- Concept Layout
- Typical sections
- Detailed Cost Estimates:
  - Construction including Engineering and Inspection and Contingencies
  - Right-of-Way
  - Utilities
  - Minutes of any meetings that shows support or objection to the concept (e.g. PIOH, PHOH, Detour Meeting, Town Hall Meeting, etc.)





**APPROVALS**

**Concur:** \_\_\_\_\_  
Director of Engineering

**Approve:** *Include this signature line for PoDI Projects Only* \_\_\_\_\_  
Division Administrator, FHWA

\_\_\_\_\_  
Date

**Approve:** \_\_\_\_\_  
Chief Engineer

\_\_\_\_\_  
Date

Intentionally Left Blank



Chamblee Rail-Trail - 0.89 miles					
Item Description		Quantity	Unit	Unit Cost	Cost
TRAIL	DESIGN COMPLETE	1	LS	\$260,000.00	\$260,000.00
	GRADING COMPLETE	1	LS	\$557,000.00	\$557,000.00
	TRAFFIC CONTROL	1	LS	\$186,000.00	\$186,000.00
	UTILITIES	1	LS	\$100,000.00	\$100,000.00
	TESTING	1	LS	\$75,000.00	\$75,000.00
	LANDSCAPING	1	LS	\$232,000.00	\$232,000.00
	SIGNING & MARKING	1	LS	\$34,800.00	\$34,800.00
	RAPID FLASHING BEACONS	3	EA	\$28,000.00	\$84,000.00
	DRAINAGE	1	LS	\$60,320.00	\$60,320.00
	EROSION CONTROL	1	LS	\$83,520.00	\$83,520.00
	LIGHTING	152	EA	\$5,000.00	\$760,000.00
	CONC SIDEWALK, 5 IN	7100	SY	\$36.34	\$258,014.00
	RAILING	1288	LF	\$45.77	\$58,951.76
	CLASS B CONCRETE, RETAINING WALL	1546	CY	\$872.60	\$1,349,039.60
	CONCRETE BOARDWALK	5380	SF	\$125.00	\$672,500.00
	BOLLARDS	33	EA	\$500.00	\$16,500.00
			Trail Total	\$4,787,645.36	

TRAIL AMENITIES	CALL BOX	4	EA	\$12,000.00	\$48,000.00
	CAMERA	12	EA	\$15,000.00	\$180,000.00
	BENCH	4	EA	\$2,500.00	\$10,000.00
	TRASH CAN	4	EA	\$1,000.00	\$4,000.00
	PET WASTE STATION	4	EA	\$600.00	\$2,400.00
	BIKE FIX-IT STATION	12	EA	\$1,300.00	\$15,600.00
	BICYCLE RACK	12	EA	\$500.00	\$6,000.00
	WORK OUT STATION	6	EA	\$5,000.00	\$30,000.00
	COMMUNITY GARDEN	720	SF	\$20.00	\$14,400.00
	WATER FOUNTAIN	12	EA	\$2,500.00	\$30,000.00
	BIKE/PED COUNTER	6	EA	\$8,000.00	\$48,000.00
	<b>Amenity Total</b>				<b>\$388,400.00</b>

Sub-total	\$5,176,045.36
10% Contingency	\$517,604.54
<b>Project Total</b>	<b>\$5,693,649.90</b>

Chamblee Rail-Trail Segment 1: Georgia Power Property - 0.08 miles					
Item Description		Quantity	Unit	Unit Cost	Cost
TRAIL - SEGMENT 1	DESIGN COMPLETE	1	LS	\$14,000.00	\$14,000.00
	GRADING COMPLETE	1	LS	\$48,000.00	\$48,000.00
	TRAFFIC CONTROL	1	LS	\$16,000.00	\$16,000.00
	UTILITIES	1	LS	\$10,000.00	\$10,000.00
	TESTING	1	LS	\$6,000.00	\$6,000.00
	LANDSCAPING	1	LS	\$20,000.00	\$20,000.00
	SIGNING & MARKING	1	LS	\$3,000.00	\$3,000.00
	RAPID FLASHING BEACONS	0	EA	\$28,000.00	\$0.00
	DRAINAGE	1	LS	\$5,000.00	\$5,000.00
	EROSION CONTROL	1	LS	\$7,000.00	\$7,000.00
	LIGHTING	13	EA	\$5,000.00	\$65,000.00
	CONC SIDEWALK, 5 IN	688	SY	\$36.34	\$25,001.92
	RAILING	0	LF	\$45.77	\$0.00
	CLASS B CONCRETE, RETAINING WALL	0	CY	\$872.60	\$0.00
	CONCRETE BOARDWALK	0	SF	\$125.00	\$0.00
	BOLLARDS	6	EA	\$500.00	\$3,000.00
Trail Segment Total				\$222,001.92	

TRAIL AMENITIES	CALL BOX	0	EA	\$12,000.00	\$0.00
	CAMERA	2	EA	\$15,000.00	\$30,000.00
	BENCH	0	EA	\$2,500.00	\$0.00
	TRASH CAN	0	EA	\$1,000.00	\$0.00
	PET WASTE STATION	0	EA	\$600.00	\$0.00
	BIKE FIX-IT STATION	1	EA	\$1,300.00	\$1,300.00
	BICYCLE RACK	1	EA	\$500.00	\$500.00
	WORK OUT STATION	0	EA	\$5,000.00	\$0.00
	COMMUNITY GARDEN	0	SF	\$20.00	\$0.00
	WATER FOUNTAIN	0	EA	\$2,500.00	\$0.00
	BIKE/PED COUNTER	0	EA	\$8,000.00	\$0.00
	<b>Amenity Total</b>				<b>\$31,800.00</b>

Sub-total	\$253,801.92
10% Contingency	\$25,380.19
<b>Segment 1 Total</b>	<b>\$279,182.11</b>





Chamblee Rail-Trail Segment 2: Georgia Power Property to Keswick Trail- 0.08 miles					
	Item Description	Quantity	Unit	Unit Cost	Cost
TRAIL - SEGMENT 2	DESIGN COMPLETE	1	LS	\$16,000.00	\$16,000.00
	GRADING COMPLETE	1	LS	\$48,000.00	\$48,000.00
	TRAFFIC CONTROL	1	LS	\$16,000.00	\$16,000.00
	UTILITIES	1	LS	\$15,000.00	\$15,000.00
	TESTING	1	LS	\$6,000.00	\$6,000.00
	LANDSCAPING	1	LS	\$20,000.00	\$20,000.00
	SIGNING & MARKING	1	LS	\$3,000.00	\$3,000.00
	RAPID FLASHING BEACONS	0	EA	\$28,000.00	\$0.00
	DRAINAGE	1	LS	\$5,000.00	\$5,000.00
	EROSION CONTROL	1	LS	\$7,000.00	\$7,000.00
	LIGHTING	14	EA	\$5,000.00	\$70,000.00
	CONC SIDEWALK, 5 IN	688	SY	\$36.34	\$25,001.92
	RAILING	70	LF	\$45.77	\$3,203.90
	CLASS B CONCRETE, RETAINING WALL	0	CY	\$872.60	\$0.00
	CONCRETE BOARDWALK	0	SF	\$125.00	\$0.00
	BOLLARDS	0	EA	\$500.00	\$0.00
	Trail Segment Total				\$234,205.82

TRAIL AMENITIES	CALL BOX	1	EA	\$12,000.00	\$12,000.00
	CAMERA	2	EA	\$15,000.00	\$30,000.00
	BENCH	1	EA	\$2,500.00	\$2,500.00
	TRASH CAN	1	EA	\$1,000.00	\$1,000.00
	PET WASTE STATION	1	EA	\$600.00	\$600.00
	BIKE FIX-IT STATION	1	EA	\$1,300.00	\$1,300.00
	BICYCLE RACK	1	EA	\$500.00	\$500.00
	WORK OUT STATION	1	EA	\$5,000.00	\$5,000.00
	COMMUNITY GARDEN	120	SF	\$20.00	\$2,400.00
	WATER FOUNTAIN	2	EA	\$2,500.00	\$5,000.00
	BIKE/PED COUNTER	1	EA	\$8,000.00	\$8,000.00
	Amenity Total				\$68,300.00

Sub-total	\$302,505.82
10% Contingency	\$30,250.58
<b>Segment 2 Total</b>	<b>\$332,756.40</b>

Chamblee Rail-Trail Segment 3: Keswick Trail to Chamblee Tucker Road- 0.14 miles					
	Item Description	Quantity	Unit	Unit Cost	Cost
TRAIL - SEGMENT 3	DESIGN COMPLETE	1	LS	\$36,000.00	\$36,000.00
	GRADING COMPLETE	1	LS	\$70,000.00	\$70,000.00
	TRAFFIC CONTROL	1	LS	\$30,000.00	\$30,000.00
	UTILITIES	1	LS	\$15,000.00	\$15,000.00
	TESTING	1	LS	\$12,000.00	\$12,000.00
	LANDSCAPING	1	LS	\$37,000.00	\$37,000.00
	SIGNING & MARKING	1	LS	\$5,000.00	\$5,000.00
	RAPID FLASHING BEACONS	0	EA	\$28,000.00	\$0.00
	DRAINAGE	1	LS	\$10,000.00	\$10,000.00
	EROSION CONTROL	1	LS	\$13,000.00	\$13,000.00
	LIGHTING	24	EA	\$5,000.00	\$120,000.00
	CONC SIDEWALK, 5 IN	1291	SY	\$36.34	\$46,914.94
	RAILING	300	LF	\$45.77	\$13,731.00
	CLASS B CONCRETE, RETAINING WALL	236	CY	\$872.60	\$205,933.60
	CONCRETE BOARDWALK	0	SF	\$125.00	\$0.00
	BOLLARDS	6	EA	\$500.00	\$3,000.00
	Trail Segment Total				\$617,579.54

TRAIL AMENITIES	CALL BOX	0	EA	\$12,000.00	\$0.00
	CAMERA	1	EA	\$15,000.00	\$15,000.00
	BENCH	0	EA	\$2,500.00	\$0.00
	TRASH CAN	0	EA	\$1,000.00	\$0.00
	PET WASTE STATION	0	EA	\$600.00	\$0.00
	BIKE FIX-IT STATION	2	EA	\$1,300.00	\$2,600.00
	BICYCLE RACK	2	EA	\$500.00	\$1,000.00
	WORK OUT STATION	1	EA	\$5,000.00	\$5,000.00
	COMMUNITY GARDEN	120	SF	\$20.00	\$2,400.00
	WATER FOUNTAIN	2	EA	\$2,500.00	\$5,000.00
	BIKE/PED COUNTER	1	EA	\$8,000.00	\$8,000.00
	Amenity Total				\$39,000.00

Sub-total	\$656,579.54
10% Contingency	\$65,657.95
<b>Segment 3 Total</b>	<b>\$722,237.49</b>



Chamblee Rail-Trail Segment 4: Chamblee Tucker Road to Malone Drive - 0.14 miles					
	Item Description	Quantity	Unit	Unit Cost	Cost
TRAIL - SEGMENT 4	DESIGN COMPLETE	1	LS	\$81,000.00	\$81,000.00
	GRADING COMPLETE	1	LS	\$150,000.00	\$150,000.00
	TRAFFIC CONTROL	1	LS	\$30,000.00	\$30,000.00
	UTILITIES	1	LS	\$15,000.00	\$15,000.00
	TESTING	1	LS	\$12,000.00	\$12,000.00
	LANDSCAPING	1	LS	\$38,000.00	\$38,000.00
	SIGNING & MARKING	1	LS	\$6,000.00	\$6,000.00
	RAPID FLASHING BEACONS	1	EA	\$28,000.00	\$28,000.00
	DRAINAGE	1	LS	\$10,000.00	\$10,000.00
	EROSION CONTROL	1	LS	\$14,000.00	\$14,000.00
	LIGHTING	24	EA	\$5,000.00	\$120,000.00
	CONC SIDEWALK, 5 IN	1033	SY	\$36.34	\$37,539.22
	RAILING	220	LF	\$45.77	\$10,069.40
	CLASS B CONCRETE, RETAINING WALL	1194	CY	\$872.60	\$1,041,884.40
	CONCRETE BOARDWALK	0	SF	\$125.00	\$0.00
	BOLLARDS	6	EA	\$500.00	\$3,000.00
	Trail Segment Total				\$1,596,493.02

TRAIL AMENITIES	CALL BOX	1	EA	\$12,000.00	\$12,000.00
	CAMERA	2	EA	\$15,000.00	\$30,000.00
	BENCH	1	EA	\$2,500.00	\$2,500.00
	TRASH CAN	1	EA	\$1,000.00	\$1,000.00
	PET WASTE STATION	1	EA	\$600.00	\$600.00
	BIKE FIX-IT STATION	2	EA	\$1,300.00	\$2,600.00
	BICYCLE RACK	2	EA	\$500.00	\$1,000.00
	WORK OUT STATION	1	EA	\$5,000.00	\$5,000.00
	COMMUNITY GARDEN	120	SF	\$20.00	\$2,400.00
	WATER FOUNTAIN	2	EA	\$2,500.00	\$5,000.00
	BIKE/PED COUNTER	1	EA	\$8,000.00	\$8,000.00
	Amenity Total				\$70,100.00

Sub-total	\$1,666,593.02
10% Contingency	\$166,659.30
<b>Segment 4 Total</b>	<b>\$1,833,252.32</b>

Chamblee Rail-Trail Segment 5: Malone Drive to Miller Drive - 0.13 miles					
	Item Description	Quantity	Unit	Unit Cost	Cost
TRAIL - SEGMENT 5	DESIGN COMPLETE	1	LS	\$41,000.00	\$41,000.00
	GRADING COMPLETE	1	LS	\$71,000.00	\$71,000.00
	TRAFFIC CONTROL	1	LS	\$29,000.00	\$29,000.00
	UTILITIES	1	LS	\$15,000.00	\$15,000.00
	TESTING	1	LS	\$13,000.00	\$13,000.00
	LANDSCAPING	1	LS	\$35,000.00	\$35,000.00
	SIGNING & MARKING	1	LS	\$5,000.00	\$5,000.00
	RAPID FLASHING BEACONS	1	EA	\$28,000.00	\$28,000.00
	DRAINAGE	1	LS	\$9,320.00	\$9,320.00
	EROSION CONTROL	1	LS	\$13,000.00	\$13,000.00
	LIGHTING	24	EA	\$5,000.00	\$120,000.00
	CONC SIDEWALK, 5 IN	613	SY	\$36.34	\$22,276.42
	RAILING	238	LF	\$45.77	\$10,893.26
	CLASS B CONCRETE, RETAINING WALL	116	CY	\$872.60	\$101,221.60
	CONCRETE BOARDWALK	5380	SF	\$125.00	\$672,500.00
	BOLLARDS	6	EA	\$500.00	\$3,000.00
	Trail Segment Total				\$1,189,211.28

TRAIL AMENITIES	CALL BOX	1	EA	\$12,000.00	\$12,000.00
	CAMERA	2	EA	\$15,000.00	\$30,000.00
	BENCH	1	EA	\$2,500.00	\$2,500.00
	TRASH CAN	1	EA	\$1,000.00	\$1,000.00
	PET WASTE STATION	1	EA	\$600.00	\$600.00
	BIKE FIX-IT STATION	2	EA	\$1,300.00	\$2,600.00
	BICYCLE RACK	2	EA	\$500.00	\$1,000.00
	WORK OUT STATION	1	EA	\$5,000.00	\$5,000.00
	COMMUNITY GARDEN	120	SF	\$20.00	\$2,400.00
	WATER FOUNTAIN	2	EA	\$2,500.00	\$5,000.00
	BIKE/PED COUNTER	1	EA	\$8,000.00	\$8,000.00
	Amenity Total				\$70,100.00

Sub-total	\$1,259,311.28
10% Contingency	\$125,931.13
<b>Segment 5 Total</b>	<b>\$1,385,242.41</b>



Chamblee Rail-Trail Segment 6: Miller Drive to Pierce Drive - 0.14 miles					
	Item Description	Quantity	Unit	Unit Cost	Cost
TRAIL - SEGMENT 6	DESIGN COMPLETE	1	LS	\$31,000.00	\$31,000.00
	GRADING COMPLETE	1	LS	\$80,000.00	\$80,000.00
	TRAFFIC CONTROL	1	LS	\$30,000.00	\$30,000.00
	UTILITIES	1	LS	\$15,000.00	\$15,000.00
	TESTING	1	LS	\$12,000.00	\$12,000.00
	LANDSCAPING	1	LS	\$38,000.00	\$38,000.00
	SIGNING & MARKING	1	LS	\$6,000.00	\$6,000.00
	RAPID FLASHING BEACONS	1	EA	\$28,000.00	\$28,000.00
	DRAINAGE	1	LS	\$10,000.00	\$10,000.00
	EROSION CONTROL	1	LS	\$14,000.00	\$14,000.00
	LIGHTING	25	EA	\$5,000.00	\$125,000.00
	CONC SIDEWALK, 5 IN	1299	SY	\$36.34	\$47,205.66
	RAILING	0	LF	\$45.77	\$0.00
	CLASS B CONCRETE, RETAINING WALL	0	CY	\$872.60	\$0.00
	CONCRETE BOARDWALK	0	SF	\$125.00	\$0.00
	BOLLARDS	6	EA	\$500.00	\$3,000.00
	Trail Segment Total				\$439,205.66

TRAIL AMENITIES	CALL BOX	0	EA	\$12,000.00	\$0.00
	CAMERA	2	EA	\$15,000.00	\$30,000.00
	BENCH	0	EA	\$2,500.00	\$0.00
	TRASH CAN	0	EA	\$1,000.00	\$0.00
	PET WASTE STATION	0	EA	\$600.00	\$0.00
	BIKE FIX-IT STATION	2	EA	\$1,300.00	\$2,600.00
	BICYCLE RACK	2	EA	\$500.00	\$1,000.00
	WORK OUT STATION	1	EA	\$5,000.00	\$5,000.00
	COMMUNITY GARDEN	120	SF	\$20.00	\$2,400.00
	WATER FOUNTAIN	2	EA	\$2,500.00	\$5,000.00
	BIKE/PED COUNTER	1	EA	\$8,000.00	\$8,000.00
	Amenity Total				\$54,000.00

Sub-total	\$493,205.66
10% Contingency	\$49,320.57
<b>Segment 6 Total</b>	<b>\$542,526.23</b>

Chamblee Rail-Trail Segment 7: Pierce Drive to Chamblee Dunwoody Way - 0.18 miles					
	Item Description	Quantity	Unit	Unit Cost	Cost
TRAIL - SEGMENT 7	DESIGN COMPLETE	1	LS	\$41,000.00	\$41,000.00
	GRADING COMPLETE	1	LS	\$90,000.00	\$90,000.00
	TRAFFIC CONTROL	1	LS	\$35,000.00	\$35,000.00
	UTILITIES	1	LS	\$15,000.00	\$15,000.00
	TESTING	1	LS	\$14,000.00	\$14,000.00
	LANDSCAPING	1	LS	\$44,000.00	\$44,000.00
	SIGNING & MARKING	1	LS	\$6,800.00	\$6,800.00
	RAPID FLASHING BEACONS	0	EA	\$28,000.00	\$0.00
	DRAINAGE	1	LS	\$11,000.00	\$11,000.00
	EROSION CONTROL	1	LS	\$15,520.00	\$15,520.00
	LIGHTING	28	EA	\$5,000.00	\$140,000.00
	CONC SIDEWALK, 5 IN	1488	SY	\$36.34	\$54,073.92
	RAILING	460	LF	\$45.77	\$21,054.20
	CLASS B CONCRETE, RETAINING WALL	0	CY	\$872.60	\$0.00
	CONCRETE BOARDWALK	0	SF	\$125.00	\$0.00
	BOLLARDS	3	EA	\$500.00	\$1,500.00
	Trail Segment Total				\$488,948.12

TRAIL AMENITIES	CALL BOX	1	EA	\$12,000.00	\$12,000.00
	CAMERA	1	EA	\$15,000.00	\$15,000.00
	BENCH	1	EA	\$2,500.00	\$2,500.00
	TRASH CAN	1	EA	\$1,000.00	\$1,000.00
	PET WASTE STATION	1	EA	\$600.00	\$600.00
	BIKE FIX-IT STATION	2	EA	\$1,300.00	\$2,600.00
	BICYCLE RACK	2	EA	\$500.00	\$1,000.00
	WORK OUT STATION	1	EA	\$5,000.00	\$5,000.00
	COMMUNITY GARDEN	120	SF	\$20.00	\$2,400.00
	WATER FOUNTAIN	2	EA	\$2,500.00	\$5,000.00
	BIKE/PED COUNTER	1	EA	\$8,000.00	\$8,000.00
	Amenity Total				\$55,100.00

Sub-total	\$544,048.12
10% Contingency	\$54,404.81
<b>Segment 7 Total</b>	<b>\$598,452.93</b>





Chamblee Rail-Trail - Spur 1 Trail - 0.28 miles					
	Item Description	Quantity	Unit	Unit Cost	Cost
SPUR 1 TRAIL	DESIGN COMPLETE	1	LS	\$56,000.00	\$56,000.00
	GRADING COMPLETE	1	LS	\$119,000.00	\$119,000.00
	TRAFFIC CONTROL	1	LS	\$40,000.00	\$40,000.00
	UTILITIES	1	LS	\$25,000.00	\$25,000.00
	TESTING	1	LS	\$16,000.00	\$16,000.00
	LANDSCAPING	1	LS	\$22,500.00	\$22,500.00
	SIGNING & MARKING	1	LS	\$11,513.00	\$11,513.00
	DRAINAGE	1	LS	\$5,850.00	\$5,850.00
	EROSION CONTROL	1	LS	\$8,100.00	\$8,100.00
	LIGHTING	15	EA	\$5,000.00	\$75,000.00
	CONC SIDEWALK, 5 IN	529	SY	\$36.34	\$19,223.86
	RAILING	555	LF	\$45.77	\$25,402.35
	CLASS B CONCRETE, RETAINING WALL	687	CY	\$872.60	\$599,476.20
Spur 1 Trail Total					\$1,023,065.41

SPUR 1 TRAIL AMENITIES	CALL BOX	1	EA	\$12,000.00	\$12,000.00
	CAMERA	2	EA	\$15,000.00	\$30,000.00
	BENCH	1	EA	\$2,500.00	\$2,500.00
	TRASH CAN	1	EA	\$1,000.00	\$1,000.00
	PET WASTE STATION	1	EA	\$600.00	\$600.00
	BIKE FIX-IT STATION	4	EA	\$1,300.00	\$5,200.00
	BICYCLE RACK	2	EA	\$500.00	\$1,000.00
	WORK OUT STATION	1	EA	\$5,000.00	\$5,000.00
	COMMUNITY GARDEN	120	SF	\$20.00	\$2,400.00
	WATER FOUNTAIN	2	EA	\$2,500.00	\$5,000.00
	BIKE/PED COUNTER	1	EA	\$8,000.00	\$8,000.00
Spur 1 Amenity Total					\$72,700.00

Spur 1 Sub-total	\$1,095,765.41
10% Contingency	\$109,576.54
<b>Spur 1 Total</b>	<b>\$1,205,341.95</b>

Chamblee Rail-Trail - Spur 2 Trail - 0.22 miles					
	Item Description	Quantity	Unit	Unit Cost	Cost
SPUR 2 TRAIL	DESIGN COMPLETE	1	LS	\$28,000.00	\$28,000.00
	GRADING COMPLETE	1	LS	\$59,000.00	\$59,000.00
	TRAFFIC CONTROL	1	LS	\$20,000.00	\$20,000.00
	UTILITIES	1	LS	\$25,000.00	\$25,000.00
	TESTING	1	LS	\$8,000.00	\$8,000.00
	LANDSCAPING	1	LS	\$60,500.00	\$60,500.00
	SIGNING & MARKING	1	LS	\$9,075.00	\$9,075.00
	DRAINAGE	1	LS	\$15,730.00	\$15,730.00
	EROSION CONTROL	1	LS	\$21,780.00	\$21,780.00
	LIGHTING	41	EA	\$5,000.00	\$205,000.00
	CONC SIDEWALK, 5 IN	1379	SY	\$36.34	\$50,112.86
Spur 2 Trail Total					\$502,197.86

SPUR 2 TRAIL AMENITIES	CALL BOX	1	EA	\$12,000.00	\$12,000.00
	CAMERA	2	EA	\$15,000.00	\$30,000.00
	BENCH	1	EA	\$2,500.00	\$2,500.00
	TRASH CAN	1	EA	\$1,000.00	\$1,000.00
	PET WASTE STATION	1	EA	\$600.00	\$600.00
	BIKE FIX-IT STATION	4	EA	\$1,300.00	\$5,200.00
	BICYCLE RACK	2	EA	\$500.00	\$1,000.00
	WORK OUT STATION	1	EA	\$5,000.00	\$5,000.00
	COMMUNITY GARDEN	120	SF	\$20.00	\$2,400.00
	WATER FOUNTAIN	2	EA	\$2,500.00	\$5,000.00
	BIKE/PED COUNTER	1	EA	\$8,000.00	\$8,000.00
Spur 2 Amenity Total					\$72,700.00

Spur 2 Sub-total	\$574,897.86
10% Contingency	\$57,489.79
<b>Spur 2 Total</b>	<b>\$632,387.65</b>



Chamblee Rail-Trail - Spur 3 Trail - 0.20 miles				
SPUR 3 TRAIL	Length	Unit	Unit Cost	Cost
SPUR 3 - PIERCE DRIVE	1040	LF	\$600.00	\$624,000.00

LF COST INCLUDES ALL CONSTRUCTION AND LIGHTING

Chamblee Rail-Trail - Spur 4 Trail - 0.20 miles				
SPUR 4 TRAIL	Length	Unit	Unit Cost	Cost
SPUR 4 - CONNECTION TO MARTA STATION	490	LF	\$600.00	\$294,000.00

LF COST INCLUDES ALL CONSTRUCTION AND LIGHTING

Chamblee Rail-Trail - Pond Park				
Item Description	Quantity	Unit	Unit Cost	Cost
DESIGN COMPLETE	1	LS	\$350,000.00	\$350,000.00
GRADING COMPLETE	1	LS	\$350,000.00	\$350,000.00
EARTHWORK	14079	CY	\$50.00	\$703,950.00
TRAFFIC CONTROL	1	LS	\$20,000.00	\$20,000.00
ENVIRONMENTAL MITIGATION	1	LS	\$75,000.00	\$75,000.00
UTILITIES	1	LS	\$50,000.00	\$50,000.00
TESTING	1	LS	\$50,000.00	\$50,000.00
TREES	84	EA	\$1,500.00	\$126,000.00
SOD	870	SY	\$6.50	\$5,655.00
SHRUBS/GROUND COVER	4050	SF	\$10.00	\$40,500.00
BUTTERFLY GARDEN SEEDING	0.38	AC	\$5,500.00	\$2,111.74
PAVERS	7450	SF	\$19.00	\$141,550.00
SIGNAGE	1	LS	\$50,000.00	\$50,000.00
PLAYGROUND	1	EA	\$150,000.00	\$150,000.00
PAVILION 1 - WITH RESTROOM	1	EA	\$150,000.00	\$150,000.00
PAVILION 2	1	EA	\$25,000.00	\$25,000.00
DRAINAGE	1	LS	\$125,000.00	\$125,000.00
EROSION CONTROL	1	LS	\$50,000.00	\$50,000.00
LIGHTING	24	EA	\$5,000.00	\$120,000.00
CONC SIDEWALK, 5 IN	2230	SY	\$36.34	\$81,038.20
RAILING	1335	LF	\$45.77	\$61,102.95
CLASS B CONCRETE, RETAINING WALL	1028	CY	\$872.60	\$897,032.80
VENEER	12295	SF	\$21.00	\$258,195.00
CONCRETE BOARDWALK	1050	SF	\$125.00	\$131,250.00
CALL BOX	3	EA	\$12,000.00	\$36,000.00
CAMERA	6	EA	\$15,000.00	\$90,000.00
TABLES AND CHAIRS	33	EA	\$3,500.00	\$115,500.00
TRASH CAN	16	EA	\$1,000.00	\$16,000.00
PET WASTE STATION	3	EA	\$600.00	\$1,800.00
BIKE FIX-IT STATION	1	EA	\$1,300.00	\$1,300.00
BICYCLE RACK	6	EA	\$500.00	\$3,000.00
WORK OUT STATION	6	EA	\$5,000.00	\$30,000.00
COMMUNITY GARDEN	380	SF	\$20.00	\$7,600.00
WATER FOUNTAIN	6	EA	\$2,500.00	\$15,000.00
BIKE/PED COUNTER	3	EA	\$8,000.00	\$24,000.00
Park Sub-total			\$4,353,585.69	
20% Contingency			\$870,717.14	
Park Total			\$5,224,302.83	

PARK



8/3/2016

Chamblee Rail-Trail - Pond Park Excluding Amphitheater					
PARK - EXCLUDING AMPHITHEATER	Item Description	Quantity	Unit	Unit Cost	Cost
	DESIGN COMPLETE	1	LS	\$250,000.00	\$250,000.00
	GRADING COMPLETE	1	LS	\$250,000.00	\$250,000.00
	EARTHWORK	9079	CY	\$50.00	\$453,950.00
	TRAFFIC CONTROL	1	LS	\$15,000.00	\$15,000.00
	ENVIRONMENTAL MITIGATION	1	LS	\$25,000.00	\$25,000.00
	UTILITIES	1	LS	\$40,000.00	\$40,000.00
	TESTING	1	LS	\$30,000.00	\$30,000.00
	TREES	74	EA	\$1,500.00	\$111,000.00
	SOD	565	SY	\$6.50	\$3,672.50
	SHRUBS/GROUND COVER	3550	SF	\$10.00	\$35,500.00
	BUTTERFLY GARDEN SEEDING	0.38	AC	\$5,500.00	\$2,111.74
	PAVERS	5540	SF	\$19.00	\$105,260.00
	SIGNAGE	1	LS	\$40,000.00	\$40,000.00
	PLAYGROUND	1	EA	\$150,000.00	\$150,000.00
	PAVILION 1 - WITH RESTROOM	1	EA	\$150,000.00	\$150,000.00
	PAVILION 2	1	EA	\$25,000.00	\$25,000.00
	DRAINAGE	1	LS	\$115,000.00	\$115,000.00
	EROSION CONTROL	1	LS	\$40,000.00	\$40,000.00
	LIGHTING	20	EA	\$5,000.00	\$100,000.00
	CONC SIDEWALK, 5 IN	1870	SY	\$36.34	\$67,955.80
	RAILING	812	LF	\$45.77	\$37,165.24
	CLASS B CONCRETE, RETAINING WALL	604	CY	\$872.60	\$527,050.40
	VENEER	7280	SF	\$21.00	\$152,880.00
	CONCRETE BOARDWALK	0	SF	\$125.00	\$0.00
	CALL BOX	3	EA	\$12,000.00	\$36,000.00
	CAMERA	6	EA	\$15,000.00	\$90,000.00
	TABLES AND CHAIRS	23	EA	\$3,500.00	\$80,500.00
	TRASH CAN	12	EA	\$1,000.00	\$12,000.00
	PET WASTE STATION	3	EA	\$600.00	\$1,800.00
	BIKE FIX-IT STATION	1	EA	\$1,300.00	\$1,300.00
	BICYCLE RACK	6	EA	\$500.00	\$3,000.00
	WORK OUT STATION	6	EA	\$5,000.00	\$30,000.00
	COMMUNITY GARDEN	380	SF	\$20.00	\$7,600.00
	WATER FOUNTAIN	6	EA	\$2,500.00	\$15,000.00
	BIKE/PED COUNTER	3	EA	\$8,000.00	\$24,000.00
Park Sub-total				\$3,027,745.68	
20% Contingency				\$605,549.14	
<b>Park Total</b>				<b>\$3,633,294.82</b>	

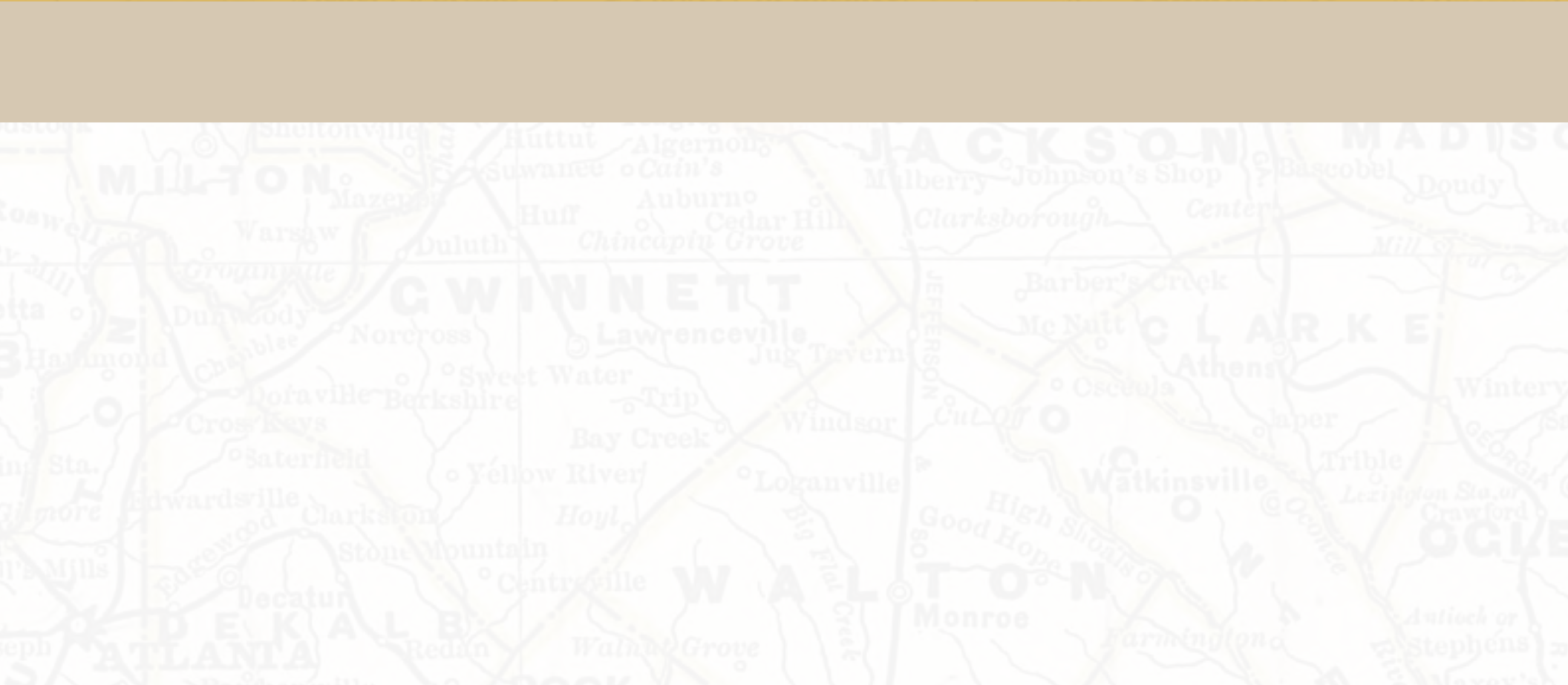
8/3/2016

Chamblee Rail-Trail - Pond Park Amphitheater					
PARK AMPHITHEATER	Item Description	Quantity	Unit	Unit Cost	Cost
	DESIGN COMPLETE	1	LS	\$100,000.00	\$100,000.00
	GRADING COMPLETE	1	LS	\$100,000.00	\$100,000.00
	EARTHWORK	5000	CY	\$50.00	\$250,000.00
	TRAFFIC CONTROL	1	LS	\$5,000.00	\$5,000.00
	ENVIRONMENTAL MITIGATION	1	LS	\$50,000.00	\$50,000.00
	UTILITIES	1	LS	\$10,000.00	\$10,000.00
	TESTING	1	LS	\$20,000.00	\$20,000.00
	TREES	10	EA	\$1,500.00	\$15,000.00
	SOD	305	SY	\$6.50	\$1,982.50
	SHRUBS/GROUND COVER	500	SF	\$10.00	\$5,000.00
	BUTTERFLY GARDEN SEEDING	0.00	AC	\$5,500.00	\$0.00
	PAVERS	1910	SF	\$19.00	\$36,290.00
	SIGNAGE	1	LS	\$10,000.00	\$10,000.00
	PLAYGROUND	0	EA	\$150,000.00	\$0.00
	PAVILION 1 - WITH RESTROOM	0	EA	\$150,000.00	\$0.00
	PAVILION 2	0	EA	\$25,000.00	\$0.00
	DRAINAGE	1	LS	\$10,000.00	\$10,000.00
	EROSION CONTROL	1	LS	\$10,000.00	\$10,000.00
	LIGHTING	4	EA	\$5,000.00	\$20,000.00
	CONC SIDEWALK, 5 IN	360	SY	\$36.34	\$13,082.40
	RAILING	523	LF	\$45.77	\$23,937.71
	CLASS B CONCRETE, RETAINING WALL	424	CY	\$872.60	\$369,982.40
	VENEER	5015	SF	\$21.00	\$105,315.00
	CONCRETE BOARDWALK	1050	SF	\$125.00	\$131,250.00
	CALL BOX	0	EA	\$12,000.00	\$0.00
	CAMERA	0	EA	\$15,000.00	\$0.00
	TABLES AND CHAIRS	10	EA	\$3,500.00	\$35,000.00
	TRASH CAN	4	EA	\$1,000.00	\$4,000.00
	PET WASTE STATION	0	EA	\$600.00	\$0.00
	BIKE FIX-IT STATION	0	EA	\$1,300.00	\$0.00
	BICYCLE RACK	0	EA	\$500.00	\$0.00
	WORK OUT STATION	0	EA	\$5,000.00	\$0.00
	COMMUNITY GARDEN	0	SF	\$20.00	\$0.00
	WATER FOUNTAIN	0	EA	\$2,500.00	\$0.00
	BIKE/PED COUNTER	0	EA	\$8,000.00	\$0.00
Sub-total				\$1,325,840.01	
20% Contingency				\$265,168.00	
<b>Amphitheater Total</b>				<b>\$1,591,008.01</b>	









City of Chamblee