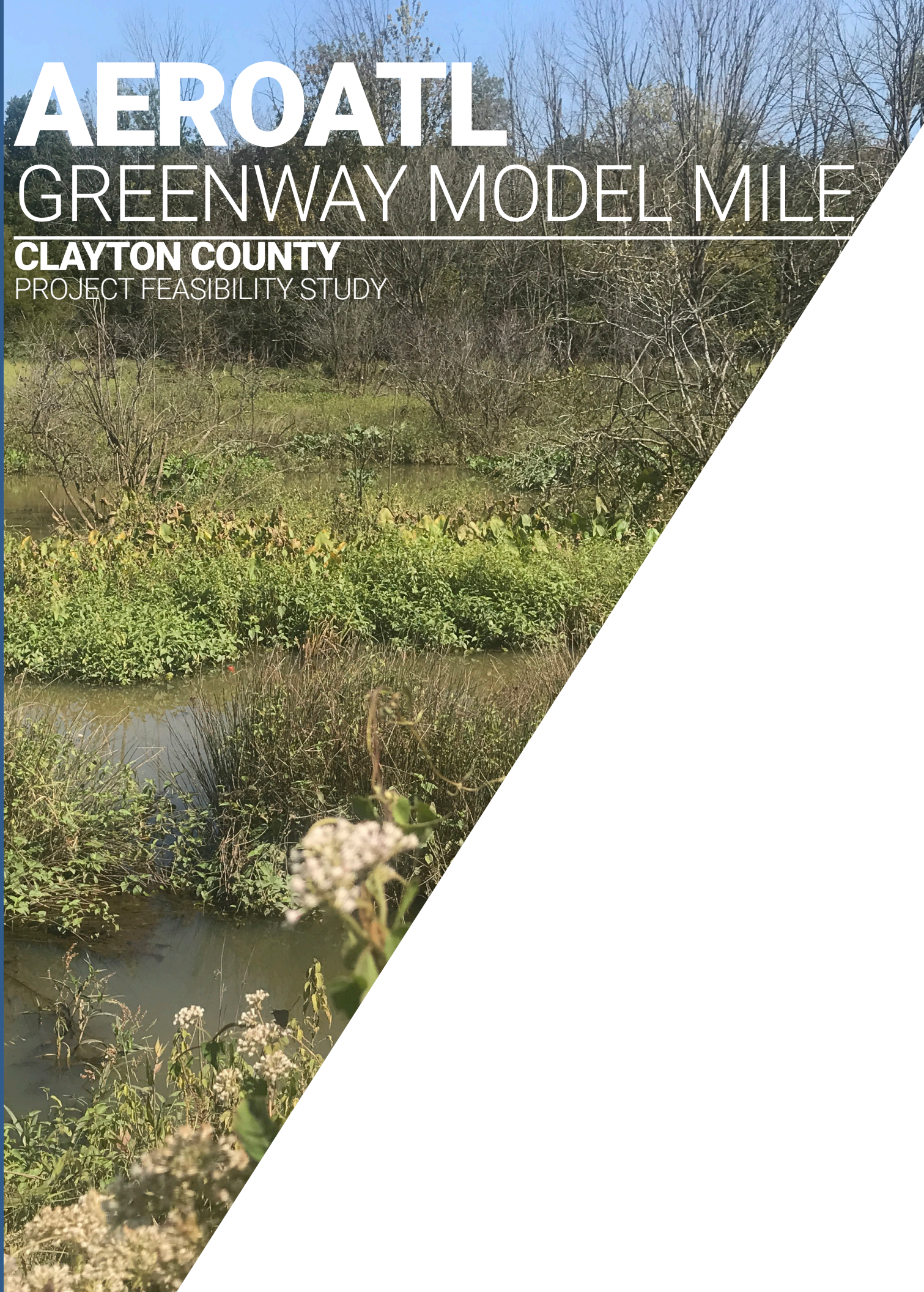
AEROATL GREENWAY MODEL MILE

CLAYTON COUNTY

PROJECT FEASIBILITY STUDY



MAY 2021

Prepared in cooperation with the Department of Transportation, Federal Highway Administration and the Atlanta Regional Commission.

AEROTROPOLIS ATLANTA ALLIANCE

Dear Friends,

The document in your hands—the AeroATL Greenway Model Mile Feasibility Study—is a community-driven plan for implementing a network of trails, parks, and greenways in metro Atlanta's airport region. It is the culmination of the partnership between the Aerotropolis Atlanta Alliance and Aerotropolis Atlanta Community Improvement Districts.

In 2012, the Aerotropolis Atlanta Alliance's founders came together to bring balance to metro Atlanta's growth, advancing quality-of-life improvements and meaningful development on the Southside. The Aerotropolis Atlanta Blueprint built upon this idea, proposing the AeroATL Greenway Concept, a master network of trails around the airport that connects to the Atlanta BeltLine and other regional trail networks. The concept gained traction with the community for its potential to connect neighborhoods to key businesses and institutions, provide safe alternatives to driving, and spark a new direction in the region's growth.

In 2020, we embarked on implementing the award-winning AeroATL Greenway Master Plan with seven local governments in the airport area. The AeroATL Greenway Model Mile Feasibility Study organizes seven of our local partners to engineer, fund, and build a "model mile" of the overall Master Plan network in their community—the first seven of many more to come that will one day better connect these communities to each other.

Throughout the plan's creation, we have taken to heart the African proverb, "If you want to go fast, go alone. If you want to go far, go together." It is in this spirit of collaboration and due to the dedicated community leaders, their staff, our board, the consultant team, and the many community stakeholders that we can say we have begun to bring balance to our growth.

The completion of this plan signifies a new day for Aerotropolis Atlanta. A literal path forward for us to connect our lives to the places we live and work. A network of communities dedicated to a better future for everyone. A way of moving forward together.

Onward and upward together,

Shannon James

Shannon James
President & CEO, Aerotropolis Atlanta Alliance

AeroATL Model Mile
PROJECT FEASIBILITY STUDY

ACKNOWLEDGMENTS:

PROJECT TEAM

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THANK YOU

This project was made possible by the hard work and dedication of many business owners, community members, stakeholders, government officials, and others that gave their time and efforts.

AeroATL Model Mile

PROJECT FEASIBILITY STUDY

ACKNOWLEDGMENTS:

CITY OF ATLANTA ELECTED OFFICIALS

Mayor

Mayor Keisha Lance Bottoms

City Council

Council President Felicia A. Moore
District 1: Carla Smith
District 2: Amir R. Farokhi
District 3: Antonio Brown
District 4: Cleta Winslow
District 5: Natalyn Mosby Archibong
District 6: Jennifer N. Ide
District 7: Howard Shook
District 8: J.P. Matzigkeit
District 9: Dustin R. Hillis
District 10: Andrea L. Boone
District 11: Marci Collier Overstreet
District 12: Joyce Sheperd
Post 1: Michael Julian Bond
Post 2: Matt Westmoreland
Post 3: Andre Dickens

CLAYTON COUNTY ELECTED OFFICIALS

Board Chairman

Chairman Jeffrey E. Turner

Board of Commissioners

District 1: Sonna Singleton Gregory
District 2: Gail Hambrick
District 3: Felicia Franklin Warner
District 4: Vice Chairman DeMont Davis

CITY OF EAST POINT ELECTED OFFICIALS

Mayor

Mayor Deana Holiday Ingraham

City Council

Ward A: Lance Robertson

Ward A - At Large: Sharon Shropshire

Ward B: Thomas Calloway

Ward B - At Large: Karen Rene

Ward C: Myron B. Cook

Ward C - At Large: Nanette Saucier

Ward D: Stephanie Gordon

Ward D - At Large: Joshua B. Butler, IV

CITY OF FOREST PARK ELECTED OFFICIALS

Mayor

Mayor Angelyne Butler

City Council

Ward 1: Kimberly James

Ward 2: Dabouze Antoine

Ward 3: Hector Gutierrez

Ward 4: Latresa Akins-Wells

Ward 5: Allan Mears

AeroATL Model Mile

PROJECT FEASIBILITY STUDY

ACKNOWLEDGMENTS:

CITY OF HAPEVILLE ELECTED OFFICIALS

Mayor

Mayor Alan Hallman

City Council

Councilman at Large Travis Horsley

Alderman at Large Mike Rast

1st Ward: Mark Adams

2nd Ward: Chloe Alexander

CITY OF SOUTH FULTON ELECTED OFFICIALS

Mayor

Mayor William “Bill” Edwards

City Council

District 1: Catherine Foster-Rowell

District 2: Carmalitha Gumbs

District 3: Helen Z. Willis

District 4: Naeema Gilyard

District 5: Corey A. Reeves

District 6: Khalid Kamau

District 7: Mark Baker

UNION CITY
ELECTED OFFICIALS

Mayor

Mayor Vince Williams

City Council

Christina Hobbs

Brian K. Jones

Angelette Mealing

Mayor Pro Tem Shayla J. Nealy

CLAYTON COUNTY
AeroATL Model Mile

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EXECUTIVE SUMMARY

GREENWAY CATALYSTS

Seven Model Miles. Seven Communities. One Initiative. The seven model miles represent the first step toward building a more connected, equitable Aerotropolis community.

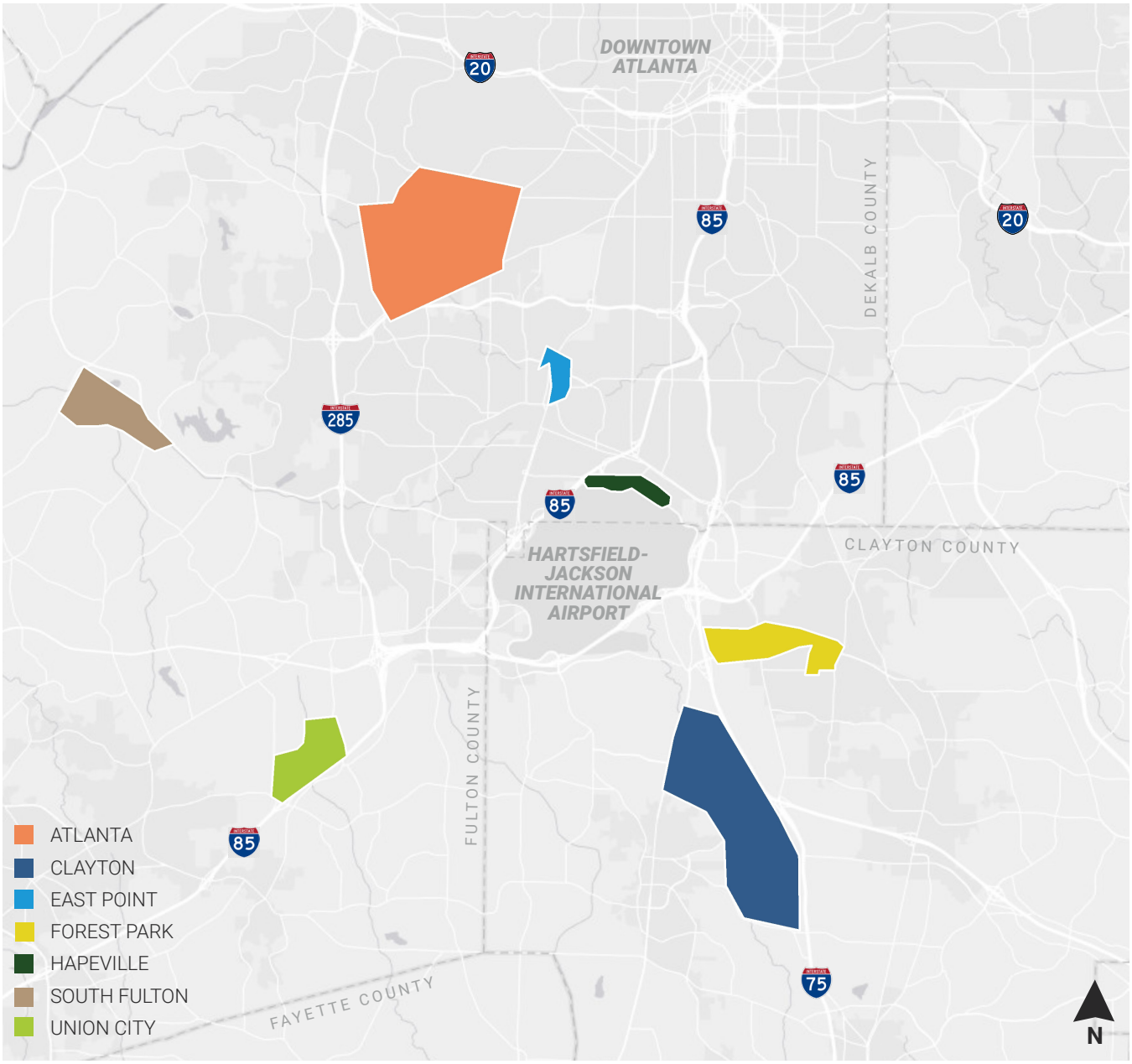
As an outgrowth of the AeroATL Greenway Plan, seven communities were selected to complete a model mile feasibility study. Each community embarked on a planning process that examined the feasibility of creating a model mile greenway/ multi-use trail that will spark development of an interconnected network of trails throughout the Aerotropolis region.

These trail feasibility studies examined the proposed trail alignment at a detailed level, including analyzing the existing conditions, researching relevant existing plans and studies, conducting a desktop screening of environmental and cultural resources, and identifying alignment options. This process was supported by a public engagement process that complemented the research in order to select and refine a preferred alignment.

This approach helped to educate each community about the level of effort needed to design and construct the trail, including the financial implications and the resulting benefits.

2018 AEROATL GREENWAY PLAN VISION

"A comprehensive and inviting trail network that contributes to the quality of life and economic vitality of Aerotropolis communities by giving residents, employees, and visitors safe, direct and enjoyable options for getting around the airport area."



WHAT IS THE GREENWAY MODEL MILE FEASIBILITY STUDY?

The Atlanta Regional Commission awarded the Aerotropolis Atlanta Community Improvement Districts (CIDs) a Livable Communities Initiative (LCI) grant in 2019 to complete the AeroATL Greenway Model Mile Feasibility Study. This feasibility study is the next phase of the AeroATL Greenway Plan completed in the fall of 2018. There are nine key partners, including the Aerotropolis Atlanta Alliance (the Alliance) and the Aerotropolis Atlanta CIDs, and seven communities: the City of Atlanta, Clayton County, the City of East Point, the City of Forest Park, Hapeville, the City of South Fulton, and Union City. Together, the Alliance, the CIDs, and the municipalities identified a model mile multi-use path segment in each of their respective communities to further evaluate the potential for construction.

Throughout this feasibility study process, each of the model mile communities took an in-depth look at how the trail should be best configured to maximize economic growth, connectivity, physical and mental health, community pride and identity, and the environment, which are critical elements of the AeroATL Greenway Plan.

The model miles are the first step in connecting the Aerotropolis region and the communities within it, one of the most important factors expressed by community leaders and community members alike. Providing safe, alternative means of transportation and recreation is a game-changer for the south side of the Atlanta Metropolitan area, which surrounds the busiest airport in the world. Shifting focus and resources to this historically underfunded and under-resourced region will begin to close the equity gap and provide opportunities for the communities to improve quality of life and work toward achieving their highest potential with fewer obstacles.

THE PROCESS

These feasibility studies help advance each community's model mile toward design and construction. The project began in November 2019 and concluded in February 2021 with all seven communities adopting. Each municipality's feasibility report documents the process undertaken to achieve community consensus regarding the alignment of the model mile in the respective communities. These studies analyzed each proposed trail in detail. The work included researching and mapping existing conditions, reviewing previous plans, documenting and analyzing the alignments in situ, implementing a public involvement plan, developing and refining alternatives, estimating costs, selecting a preferred alternative, and conducting a feasibility assessment. The results of these tasks are documented and summarized in each community's model mile feasibility study.

PUBLIC OUTREACH IN A GLOBAL PANDEMIC

The global COVID-19 pandemic struck in early 2020 as the public engagement phase of the project was beginning. The Pond and Company project team worked with the Alliance, the CIDs, and each community to adapt to the changing world. The team worked collaboratively through bi-weekly project management team meetings, project advisory group meetings, and virtual public forums to facilitate an iterative public process with a focus on building consensus among community members and interest groups. Adaptations due to COVID-19 meant shifting the planned in-person public open house meetings to online virtual meetings. Instead of conducting two in-person meetings, as originally planned, the team hosted seven separate virtual meetings in late February, one for each community, to present the findings of the existing conditions and technical analysis. In late August, the team again hosted seven virtual public meetings to review the alignment alternatives. Finally, in mid-December two virtual public meetings presented the preferred alignments for all communities.

Web-based tools augmented the virtual meetings to further enhance public engagement. Pigeonhole Live collected real-time feedback during the virtual meetings, and websites for each community created with Social Pinpoint gathered comments from residents. The community websites were also integrated with the Alliance Greenway Plan project website. The websites used a survey to collect feedback and a mapping tool, which allowed community members to add pins to a map along with comments and feedback. The project team updated all websites and project information throughout the project process. Each community's ability to adapt and be flexible amid the pandemic was critical to maintaining the project schedule and grant deadline. The Alliance and the CIDs promoted the project and public meetings on their websites and LinkedIn, and

the communities promoted the events on their respective websites and social media pages. Finally, in December 2020 through February 2021, the project team scheduled briefings with elected officials, and each community's council voted to adopt their feasibility report documents.

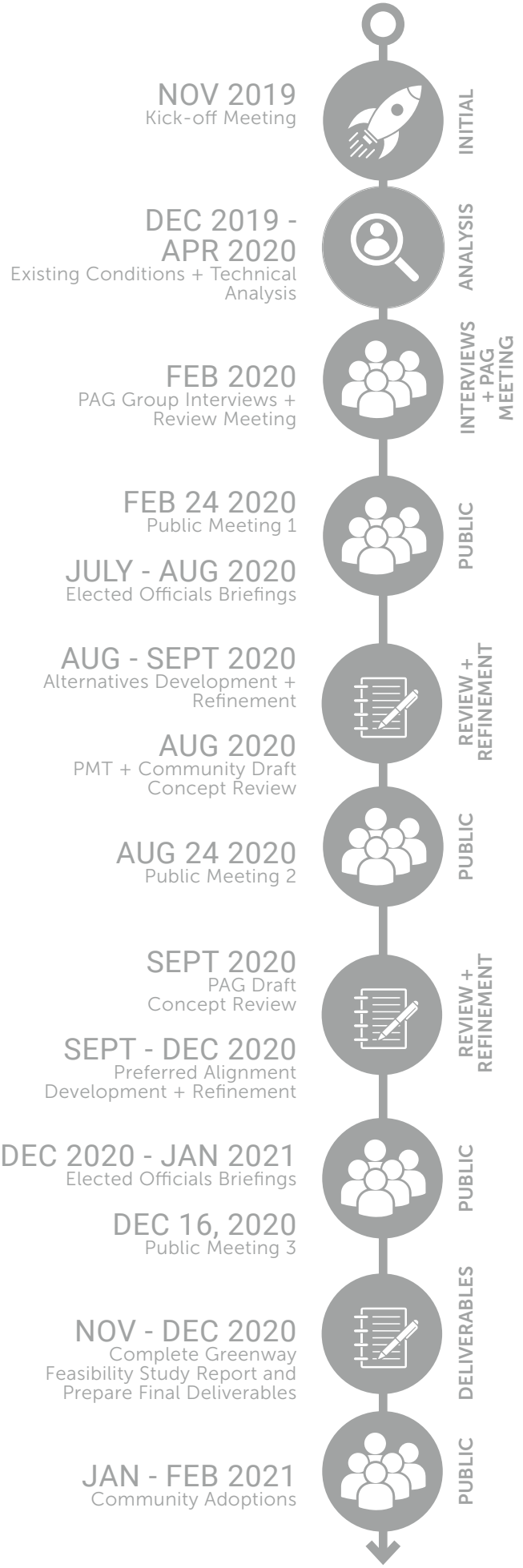
IMPLEMENTABLE RECOMMENDATIONS

The Greenway Plan Model Mile Feasibility study sets up each model mile for the next step of implementation, which includes producing detailed design and construction documents. The goal of this study was to develop feasible alignments with public input by working closely with each community, the Alliance, and the CIDs. Each model mile plan includes a chapter that clearly outlines recommendations for implementation, including key points of interest along the corridor, phasing and prioritization, potential funding sources, project costs, and a design and engineering sequence for final implementation tasks.

PROJECT TIMELINE

To meet the requirements of the LCI funding, it was critical to establish a project schedule, identify major milestones along a project timeline, conduct community outreach, and develop a report by the end of 2020. Four overarching cornerstones organized the process:

- Existing conditions and technical analysis
- Public involvement
- Alternatives development, refinement, and preferred alignment selection
- Final deliverables



THE SEVEN

This section contains a brief overview of each of the seven communities. The chart on the next two pages provides an at-a-glance summary of each community's preferred model mile trail and its major elements, features, and estimated costs. The chart is not meant as a comparison as each trail embodies specific assets and challenges unique to each community.

The overviews of the seven communities outline the major benefits of each model mile and provide a snapshot of each trail alignment and design. Each community is explored in greater detail within its own feasibility report.

AEROATL MODEL MILE SUMMARY CHART

	ATLANTA	CLAYTON COUNTY	EAST POINT
LENGTH OF TRAIL	8,650 LINEAR FEET / 1.65 MILES	5220 LINEAR FEET / .99 MILE	4,380 LINEAR FEET / .83 MILES
DIRECT CONNECTIONS	3 NEIGHBORHOODS 2 COMMERCIAL DISTRICTS 1 PARK 1 GREENSPACE 1 SCHOOL 1 EXISTING TRAIL 3 YOUTH & FAMILY CENTERS 5 MARTA STOPS	1 HOSPITAL 1 CIVIC 2 SCHOOLS 1 MARTA BUS ROUTE 1 MARTA BUS STOP	3 NEIGHBORHOODS 20+ BUSINESSES 2 COMMERCIAL DISTRICTS 1 PARK 3 GREENSPACES 2 EXISTING TRAILS 1 SCHOOL 1 MARTA TRANSIT STATION
ENVIRONMENTAL	MODERATE STREET TREES IMPACTED INCLUDING SPECIMEN TREES	LESS THAN 1% IMPACT TO WETLANDS	LESS THAN 10 TREES IMPACTED NO WETLAND/FLOODPLAIN IMPACTS
AMENITY OPPORTUNITIES	ADAMS PARK LIBRARY ADAMS PARK ALFRED 'TUP' HOLMES GOLF COURSE 2 NEW TRAILHEADS PUBLIC ART LOCATIONS CAMPBELLTON BRT/LRT CASCADE RD COMPLETE STREET	CONNECTION TO FLINT RIVER WILDLIFE SIGHTINGS SMAL TRAILHEAD PUBLIC ART LOCATIONS	HISTORIC DOWNTOWN NEW TRAILHEAD (MILLEDGE STREET) JEFFERSON RECREATION CENTER BRYAN PARK FUTURE WAREHOUSE DISTRICT REDEVELOPMENT
ESTIMATED COST	PHASE I: $6,374,780 PHASE II: $387,700 TOTAL: $6,762,480	TOTAL: $5,465,911.00	PHASE I: $1,899,388 PHASE II: $2,101,612 TOTAL: $4,001,000

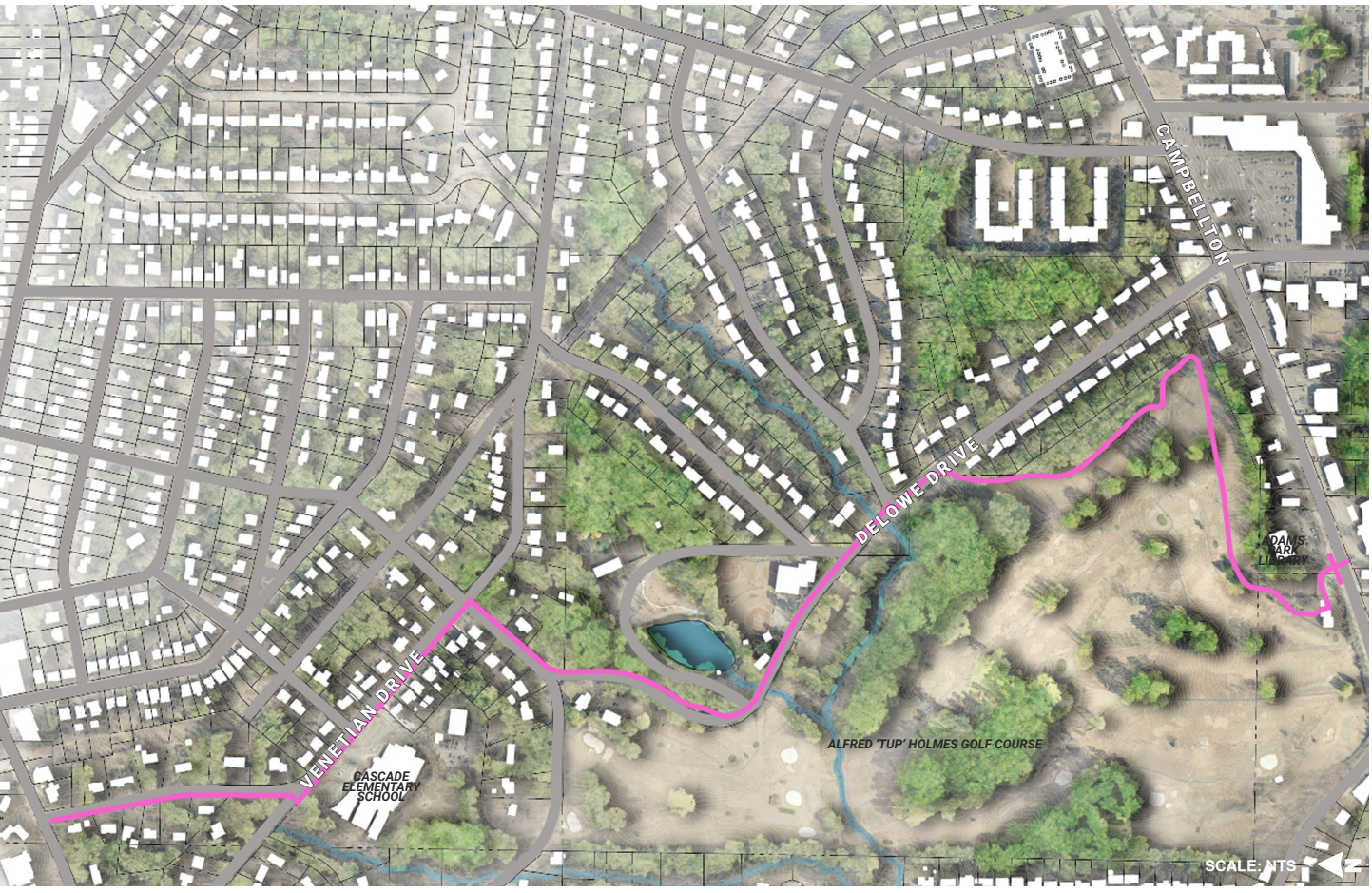
FOREST PARK	HAPEVILLE	SOUTH FULTON	UNION CITY
11,300 LINEAR FEET / 2.15 MILES	8000 LINEAR FEET / 1.5 MILES	11,868 LINEAR FEET / 2.24 MILES	12,200 LINEAR FEET/ 2.3 MILES
50+ BUSINESSES 1 MARKET 2 PARKS 2 YOUTH & FAMILY CENTERS 3 GOVERNMENT FACILITIES 7 MARTA BUS STOPS	1 NEIGHBORHOOD 20 BUSINESSES 1 MIXED-USE DEVELOPMENT 2 CIVIC 3 TRANSIT 2 MARTA BUS ROUTES	7 BUSINESSES 1 GREENSPACE 1 YOUTH & FAMILY CENTER 2 ENTERTAINMENT VENUES 1 EXISTING TRAIL	5 NEIGHBORHOODS 20 BUSINESSES 3 COMMERCIAL DISTRICTS 4 SCHOOLS 1 MARTA PARK AND RIDE
MINIMAL STREET TREES IMPACTED	MINIMAL ENVIRONMENTAL IMPACTS	MINIMAL WETLAND IMPACTS	35 TREES IMPACTED MINIMAL WETLAND IMPACTS
STARR PARK MAIN STREET DOWNTOWN BILL LEE PARK ATLANTA STATE FARMERS MARKET FOREST PARK CITY HALL NEW TRAILHEAD PUBLIC ART LOCATIONS	FINDING THE FLINT PROJECT SITE DELTA FIGHT MUSEUM PUBLIC ART LOCATIONS GREEN INFRASTRUCTURE	WOLF CREEK AMPHITHEATER WOLF CREEK LIBRARY WOLF CREEK MULTI-USE TRAIL CAMP CREEK 2 NEW TRAILHEADS PUBLIC ART LOCATIONS	GLADYS S. DENNARD LIBRARY AT SOUTH FULTON NEW TRAILHEAD AT MARTA PARK AND RIDE LOT PASSIVE RECREATION AT POND
PHASE I: $5,775,000 LATER PHASE: $2,100,000 TOTAL: $7,875,000	TOTAL: $2,706,648	PHASE I: $11,000,000 PHASE II: $3,300,000 TOTAL: $14,300,000	PHASE I: $2,120,088 PHASE II: $1,829,258 TOTAL: $3,949,346

ATLANTA

The Atlanta Model Mile is poised to drive community development by connecting community amenities and creating a social spine through the Adams Park Neighborhood. The trail connects people directly to businesses along Campbellton Road, the Adams Park Library, the Alfred 'Tup' Holmes Golf Course, Adams Park, the Adams Park Recreation Center, Cascade Elementary School, and the Cascade Business District (CBD). It also promotes transit-oriented development by linking the planned Campbellton Road Bus Rapid Transit (BRT) and future Light Rail Transit (LRT) to the CBD.

The goals the City of Atlanta community deemed important are:

- Safety: include pedestrian facilities and traffic-calming elements to improve safety along the corridors for all users.
- Mobility: establish a model mile greenway that connects Campbellton Road to the Cascade Heights Business District.
- Equity: incorporate public art, safe gathering spaces, and interpretive opportunities to tell the story of Adams Park.



Aerial view of the trail at Delowe Drive and Venetian Drive.

Looking east from the corner of Delowe Drive and Venetian Drive.

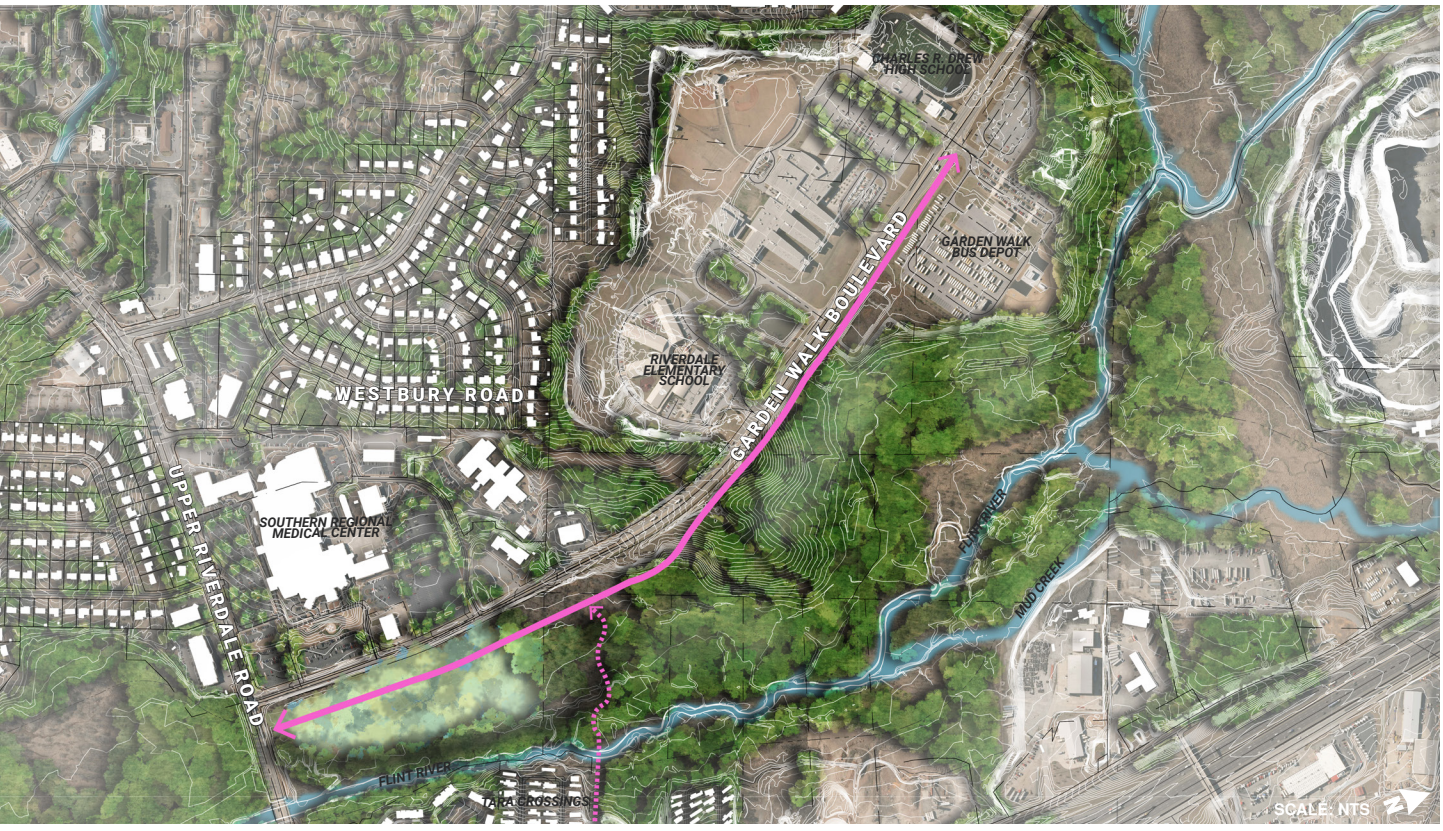
Looking northwest from the corner of Delowe Drive and Venetian Drive.

CLAYTON COUNTY

The Clayton County Model Mile will provide infrastructure for bicycles and pedestrian mobility near the Flint River; the two anchors at either end of the trail are Charles W. Drew High School to the north and Southern Regional Medical Center to the south. This trail segment supports education and healthy lifestyles for residents, students, the Southern Regional workforce, and patients of Southern Regional. It provides users access to exceptional natural habitats and is a useful recreational and mobility resource for anyone who lives and works in the area.

The goals Clayton County deemed important are:

- Safety: provide infrastructure for nonmotorized transportation to improve safety along the corridor for those travelling by means other than a personal vehicle or public transit.
- Mobility: establish a model mile greenway that provides access to important local destinations, namely schools and the medical center.
- Opportunity: the trail will open-up access to land that few know is there; this access will enhance mental and physical well-being and provide educational opportunities.



Proposed pedestrian trailhead entrance.

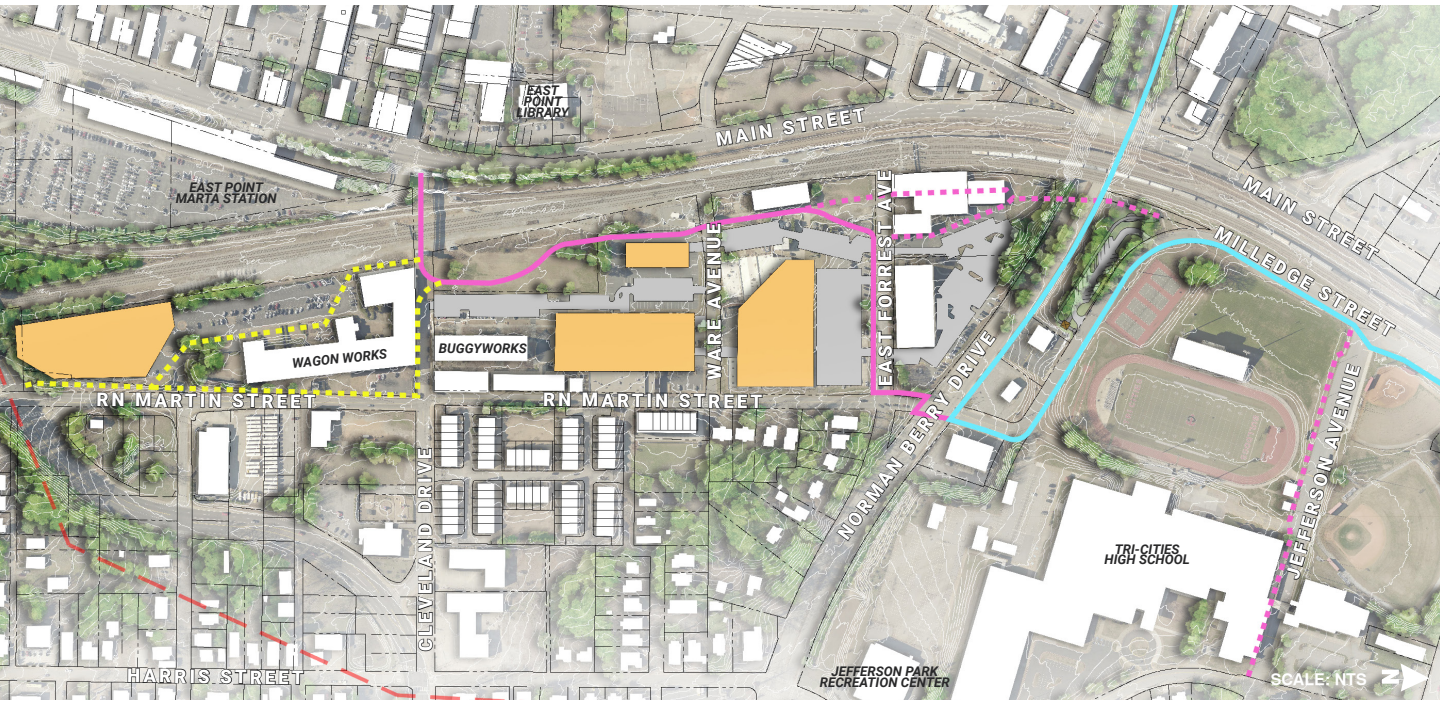
EAST POINT

The East Point Model Mile will provide a trail experience embedded into the redevelopment of the historic collection of buildings along the north-south MARTA and CSX rail lines known as The East Point Warehouse District and renamed by the developer as East Point Exchange (EPX). It is rich with placemaking opportunities, mobility and transportation connectivity, and historic features.

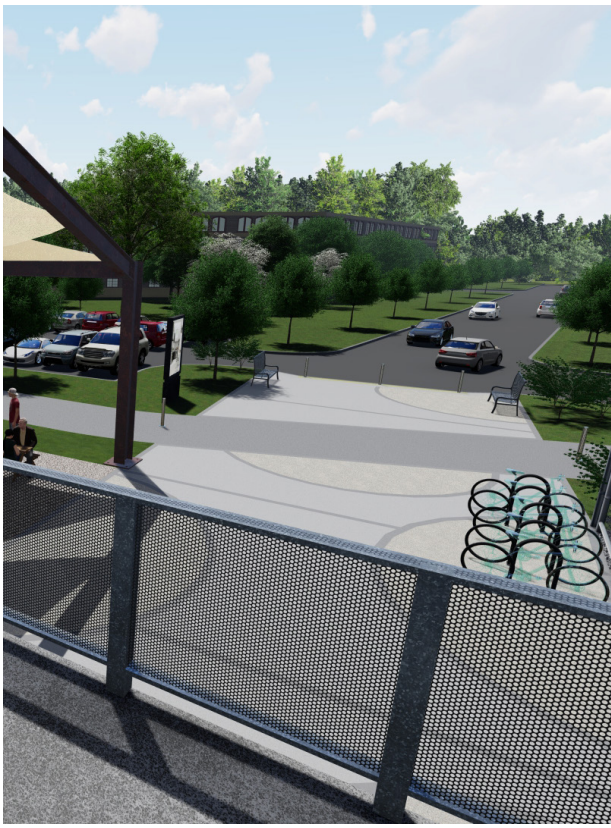
The trail extends through downtown East Point and through private property, including the historic Buggyworks and Wagonworks buildings, connecting to Tri-Cities High School near the northern terminus of the segment and the newly completed East Point PATH Trail. The private property owner-developer of the East Point Exchange project intends to honor the historical significance of the existing structures and wants to integrate the property into the trail to create a regional mixed-use destination. The trail connects to the MARTA pedestrian bridge, and a future phase will provide a pedestrian bridge over Norman Berry Drive.

The goals the East Point community deemed important are:

- Mobility: expand mobility options to access downtown East Point, Tri-Cities High School, residential areas, and employment centers.
- Revitalization: catalyze redevelopment of the Warehouse District.
- Safety: create safe connections to downtown East Point, the existing PATH Trails, and Tri-Cities High School.



View of "The Couch," a flexible outdoor space for community and private events.



View from the proposed "Beacon" platform.

Proposed view of "The Couch" flexible space adjacent to the East Point Model Mile multi-use trail.

FOREST PARK

The Forest Park Model Mile will provide infrastructure for bicycles and pedestrian mobility in an area where the City hopes to spur economic development and give those not in cars or buses a means to safely travel to their jobs. The model mile connects downtown Forest Park and commercial establishments on Main Street to the regionally significant State Farmers Market. The trail helps to improve the visual character of Forest Parkway and Main Street and connects multiple civic spaces. The trail design also includes the development of a flexible park space with the ability to accommodate food trucks.

The goals the Forest Park community deemed important are:

- Support workforce development: use the trail to connect people to jobs in the industrial/commercial corridor along Forest Parkway.
- Connect: link community spaces together as a cohesive network.
- Image: improve the image and visual character of Main Street and Forest Parkway.

Aerial view of the flexible park space and adjacent trail.

Proposed multi-use trail and adjacent park space.

Flexible park space.

HAPEVILLE

The Hapeville Model Mile will provide a more equitable means of travel for those not in cars, trucks, or buses, and will broaden the way users move through this rapidly redeveloping area by broadening the network of pedestrian and bicycle infrastructure. The trail connects the Delta Headquarters to downtown Hapeville and multiple airport employment centers, restaurants, and support services. This model mile has the distinction of intersecting the headwaters of the Flint River and will provide access to the future Flint River Park on the Delta campus. Finding the Flint is an important initiative, and this model mile has the opportunity to support the Flint River awareness campaign through design and destination.

The goals the Hapeville community deemed important are:

- Provide a safe route of passage: install sidewalks, crosswalks, and pedestrian safety measures in the sections of the corridor lacking this infrastructure.
- Expand mobility options: improve safety along the corridor by providing infrastructure for those traveling by means other than a personal vehicle or public transit.
- Placemaking: enhance the experience and quality of life along the corridor, including among the adjacent employers, downtown Hapeville, and the development happening along the corridor.

Aerial view of the Virginia Avenue streetscape.

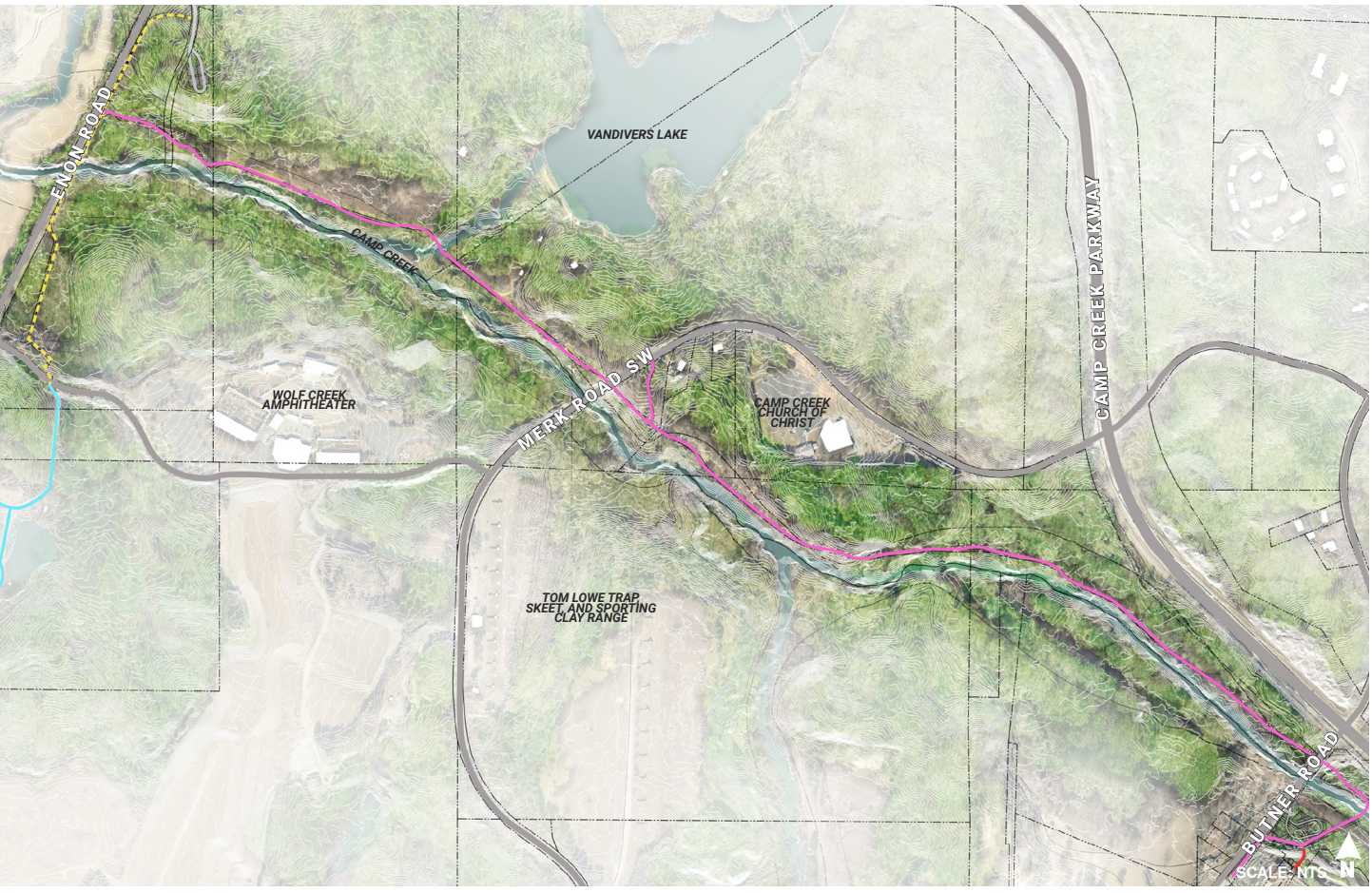
Proposed streetscape looking east along Virginia Avenue.

Proposed streetscape improvements and multi-use trail looking west down Virginia Avenue toward Delta Boulevard.

SOUTH FULTON

The South Fulton Model Mile will provide infrastructure for bicycles and pedestrian mobility in an area of the city that lacks nonmotorized transportation and recreational options. The South Fulton Model Mile will open a rich natural area to residents and visitors. The trail follows the north bank of Camp Creek between Butner Road and Enon Road and connects people directly to Camp Creek, the Wolf Creek Amphitheater, the Wolf Creek Multi-Use Trail, the Wolf Creek Library, the Wolf Creek Golf Course, and The Shops at Camp Creek Village. Two trailheads, located where the model mile intersects both Enon Road and Butner Road, provide destination points and trail access. The goals in the South Fulton community deemed important are:

- Connect: connect the Wolf Creek Multi-Use Trail to Butner Road.
- Utilize Open Space: make the most of underutilized open space and connect people to nature.
- Safety: Promote and enhance safety along the trail by adding a pedestrian bridge along Enon Road and a tunnel under Butner Road.



Aerial view of the Butner Road trailhead.

Multi-use trail looking toward the bridge over Camp Creek.

The multi-use trail looking toward signage, sculpture, parking lot, and Butner Road.

UNION CITY

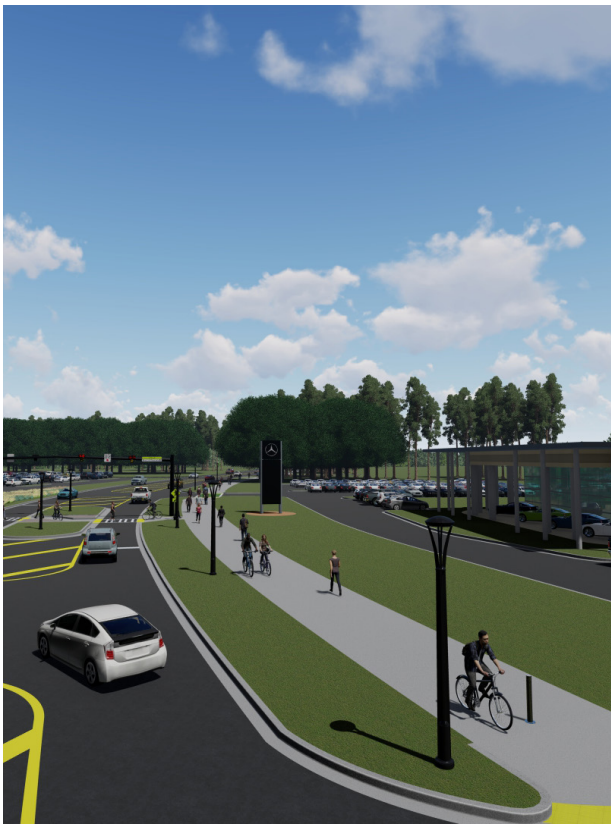
The Union City Model Mile is poised to drive community development by connecting to Morning Creek and serving as a cultural and social spine through the region.

The trail provides connectivity for the office and light industrial businesses along the corridor, Hapeville Charter School, Banneker High School, Fulton College and Career Academy, and the Gladys S. Dennard Library at South Fulton. The greenway connects people to the Morning Creek corridor off Royal South Parkway, providing opportunities for outdoor education and recreation. Plans for the second phase leverage the Morning Creek corridor as a nature trail and passive park space for residents and commuters.

The goals the Union City community deemed important are:

- Connect: expand mobility options for the surrounding residents to access employment, schools, and the MARTA Park and Ride Lot on the south end of Royal South Parkway near Feldwood Road.
- Preserve: create access to natural areas along the corridor and preserve them for enjoyment by residents and visitors.
- Safety: incorporate safe crossings to access the model mile from the trailhead at the MARTA Park and Ride Lot, along with other safety measures to ensure a level of comfort for all users of the trail.

Aerial view of the MARTA trailhead and road crossing.



Looking south along the proposed multi-use trail.

View of the trailhead illustrating safe pedestrian connections, public art opportunities, wayfinding signage, and bioretention plantings.

EXISTING CONDITIONS

INTRODUCTION

This section of the report provides a summary of the study area through which the proposed model mile of trail will travel.

The proposed Clayton County Model Mile is an important multi-use trail project along the Flint River connecting Charles R. Drew High School, Riverdale Elementary School, and Southern Regional Medical Center. Creating a segment of trail in this location will provide safer routes for pedestrians and bicyclists as well as educational and recreational opportunities.

Among the educational benefits, the trail will give the schools in the area access to study the flora and fauna of the local wetlands and riparian ecosystems. Among the recreational benefits, the trail will provide safer outdoor amenities for residents as well as the patients, visitors, and employees of the medical center. The trail's proximity to the Flint River will bring community awareness to the river and provide numerous restoration opportunities in which the community can engage. This segment will also provide safer nonvehicular access to the school and medical center from the local neighborhoods.

There is no other amenity like this proposed segment of trail in the surrounding area. It will open unused swaths of undevelopable land to the community and should act as a catalyst for expanding the trail network in all directions.

EXISTING PLANS + STUDIES REVIEW

This section provides a brief overview of multiple studies that were conducted to guide the future of Clayton County's social, economic, and built environment. The process started in 2008 with the Clayton County Department of Parks and Recreation Master Plan and most currently includes the AeroATL Greenway model mile plan.

A view of the right-of-way along Upper Riverdale Road where it crosses the Flint River. This area is a potential terminus for the model mile. There is significant trash present within the landscape, which pollutes the river and surrounding wetlands.

Parks and Recreation Master Plan (2008)

Clayton County developed this master plan to guide future decisions of the Department of Parks and Recreation in order to best serve the needs of the community. The plan identifies standards, policies, and resources needed to achieve the department's goals regarding operations, programs, facilities, open space, trails, bikeways, and parkland. The AeroATL model mile aligns with the goals set forth in this document and will expand the County's open space and trail amenities. Among the ways the model mile will contribute to this master plan's goals include building upon the existing system of trails in the County that provide alternative transportation options and a safe environment for the community for recreation and learning about the natural environment.

Clayton Connects Master Plan (2015)

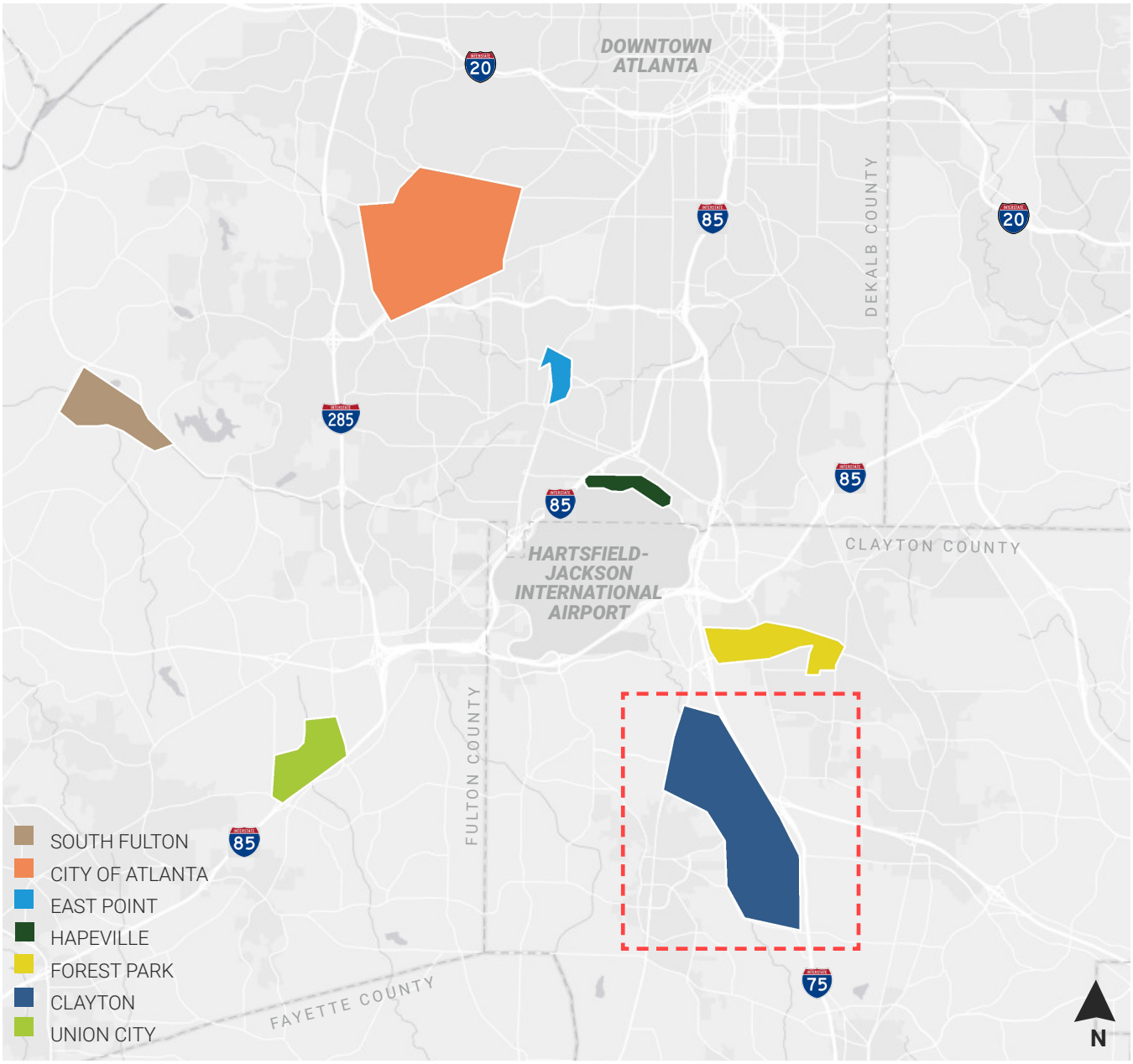
This document is a multi-use trail master plan executed by PATH and KAIZEN. It identifies 112 miles of linear parks and trails that can connect Clayton County parks, schools, businesses, and neighborhoods. The AeroATL model mile aligns with the goals and ideas set forth in this document and will contribute to the expansion of the County's multi-use trail system.

Comprehensive Transportation Plan (2018)

Clayton County created this document to guide the development of its future transportation network. The plan addresses multiple modes of transportation, including roadways/bridges, transit, bicycle and pedestrian facilities, and freight. The plan identifies the area chosen for the preferred alignment for the Clayton Model Mile as having safety concerns for vehicles, pedestrians, and bicyclists based on crash analysis data. This data reports an above average number of crashes involving two or more vehicles and crashes involving vehicles and pedestrians or bicyclists.

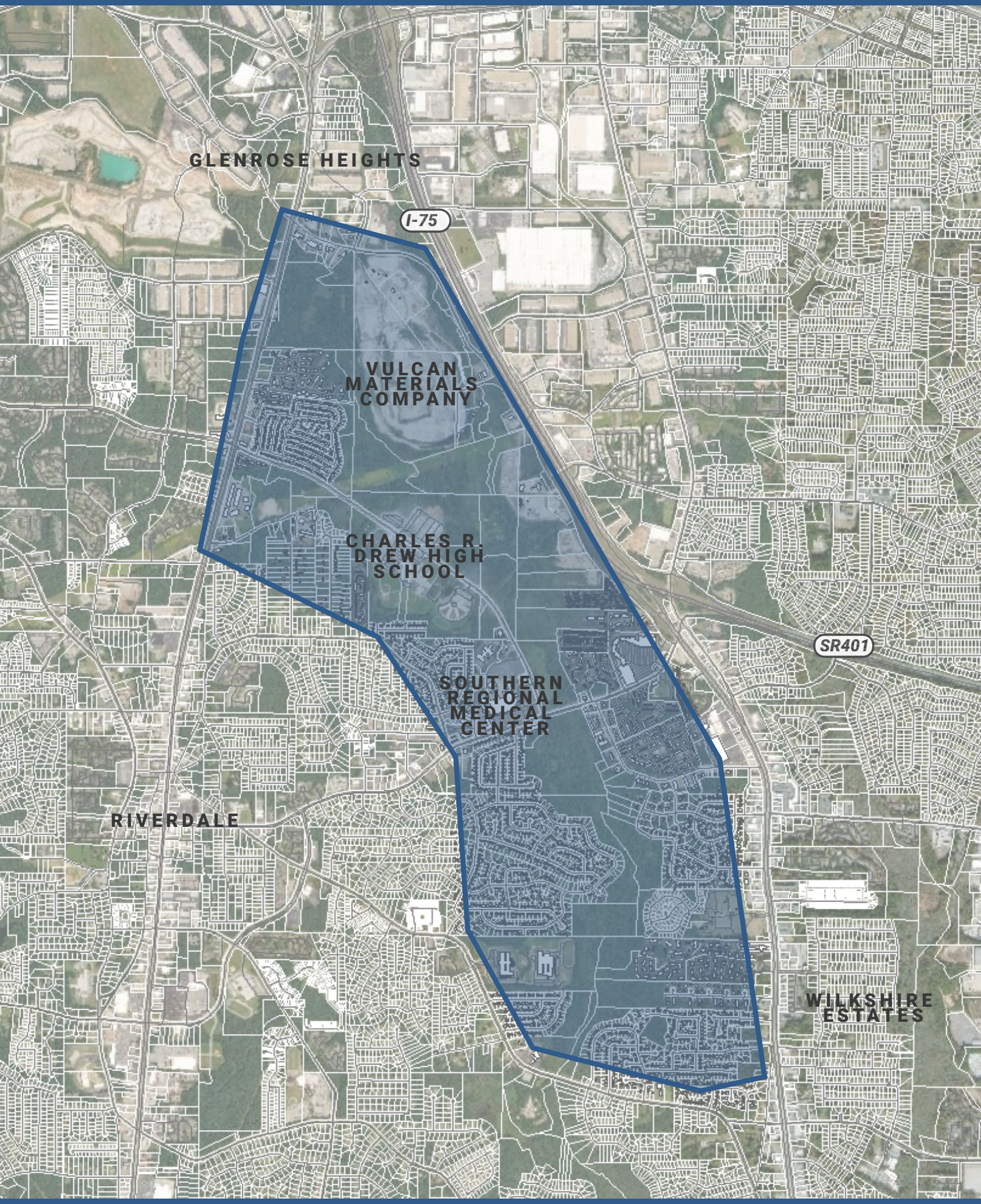
Clayton County 2019 Comprehensive Plan (2019)

This document presents the county's overall vision, defines goals, and lays out a task list for county leaders, staff, and community members to address in order to position Clayton County as a leader within metro Atlanta. It is an update to the 2014 Comprehensive Plan with revised policies, data, and work program items. The model mile will contribute to the County's goals for improving walkability and connectivity, investing in infrastructure to support new development and redevelopment, and protecting and conserving existing natural resources. The chosen location for the model mile will give the community access to land that would otherwise be undevelopable due to the floodplain and provide a new amenity that has not previously existed in this community.



STUDY AREA

The Clayton County Model Mile study area is about 15 miles south of downtown Atlanta southeast of the Atlanta Hartsfield-Jackson International Airport. The proposed model mile corridor lies within the wetlands and woodland adjacent to Garden Walk Boulevard starting at Upper Riverdale Road and ending near Charles R. Drew High School. Clayton County is increasing the number of its multi-use paths and pedestrian trails using the Clayton Connects Master Plan. The model mile will assist in the County's goal to create and improve connectivity for its 289,615 residents.


GLENROSE HEIGHTS
I-75
VULCAN MATERIALS COMPANY
CHARLES R. DREW HIGH SCHOOL
SR401
SOUTHERN REGIONAL MEDICAL CENTER
RIVERDALE
WILKSHIRE ESTATES

SITE PHOTOS

Garden Walk Boulevard is held up by a retaining wall. This wall can create separation between cars traveling on the road and pedestrians walking along the potential model mile adjacent to the wetlands.

The existing easement provides easy access for construction of the model mile trail.

The trail can bring awareness to the wetlands adjacent to Garden Walk Boulevard and the need to protect this important ecosystem.

Mud Creek will provide recreational and educational opportunities to visitors of the model mile.

A significant amount of trash is present at multiple locations along Garden Walk Boulevard. It predominantly consists of plastic bottles and other floatables, which pollute the wetlands and river and cause damage to this important ecosystem. With the construction of a multi-use trail through this area, trash receptacles and signage will be added to deter littering.

Large utility pipes crossing the Flint River at this potential terminus for the model mile could pose complications during construction.

The woods adjacent to the Flint River at a potential location for the model mile are dense and would pose visibility issues along the trail.

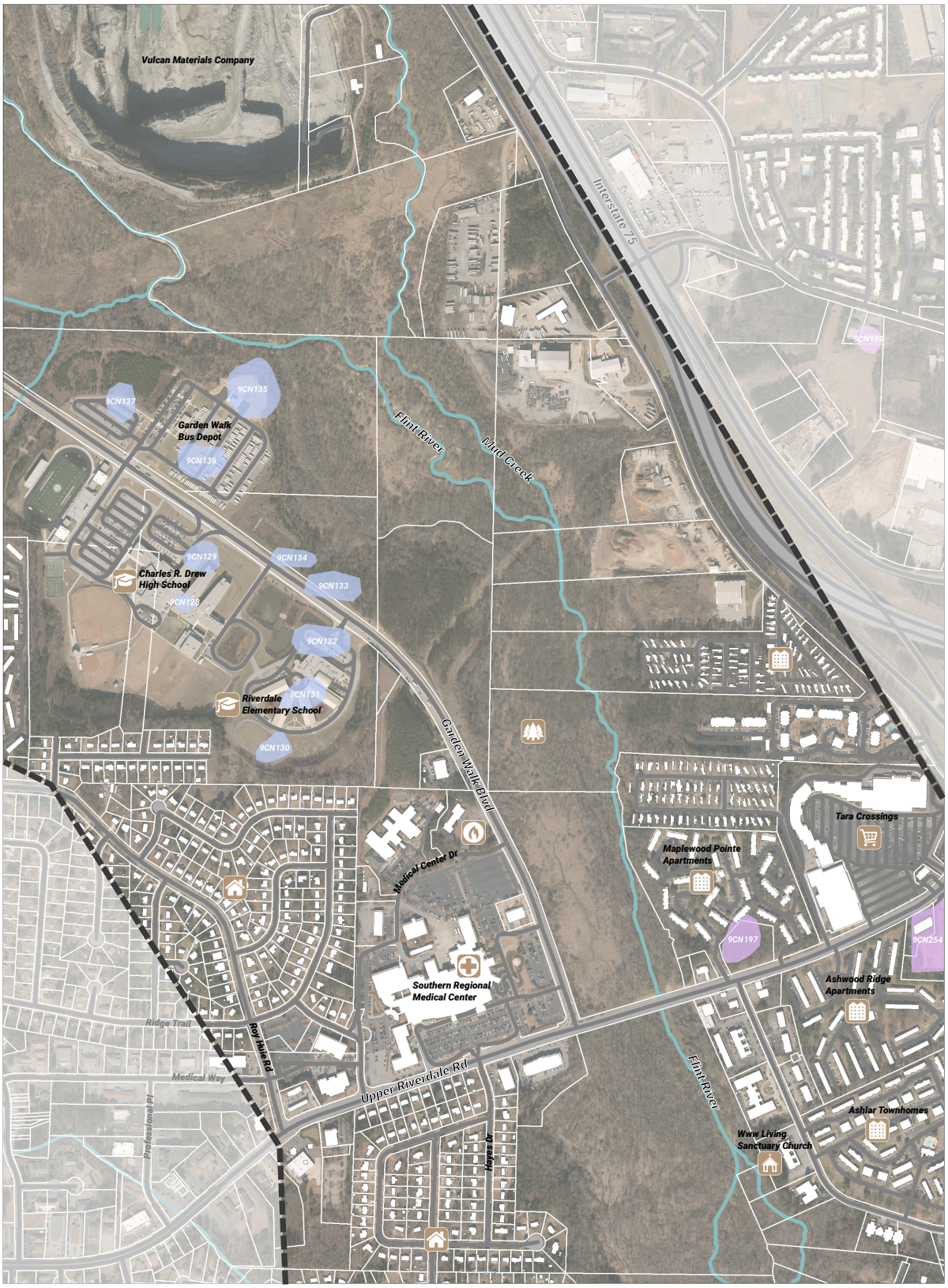
HISTORIC + CULTURAL RESOURCES

Historic resources, cultural landmarks, and destinations will influence the model mile trail's alignment. In turn, the model mile will support the preservation of these resources and enhance connectivity to these locations. A desktop environmental screening was conducted to identify archaeological and historic resources in the study area.

ARCHAEOLOGICAL + HISTORICAL RESOURCES

Research of the Georgia Archaeological Site File (GASF) identified 44 previous archaeological surveys and 35 previously recorded archaeological sites within a one-mile radius of the proposed study area. Of the 35 previously recorded archaeological sites, 21 lie within the study area. Of these 21 sites, three are historic and date to the 19th and 20th centuries, 14 are listed as aboriginal, and four have both a historic and an aboriginal component. The National Register of Historic Places (NRHP) eligibility status of all these sites is either unknown or ineligible. Additional research may be required regarding these sites.

Inspections of the GNAHRGIS database (GNAHRGIS 2020) identified one previously recorded historic resource within one mile of the study area. Stately Oaks is depicted in the database as being located immediately east of the study area south of Mt. Zion Road along Tara Boulevard (not shown on the map). This resource consists of a mid-19th-century plantation that includes a house and outbuildings. It was listed on the National Register of Historic Places (NRHP) in 1972. Around that same time, the house and associated outbuildings were moved approximately three miles south to Jonesboro and now serve as the centerpiece of the Margaret Mitchell Memorial Park.



legend

- study area
- parcels
- structures
- roads
- streams / creeks
- site with unknown NRHP status
- NRHP ineligible site
- school
- church
- apartment complex/multi-family housing
- medical facility
- fire station
- shopping
- forest
- residential

DESTINATIONS

Southern Regional Medical Center

An acute care hospital and a member of the Prime Health Care Foundation, this medical center serves residents throughout Clayton County. Its employees, patients, and visitors could potentially be some of the most frequent users of the proposed model mile of trail.

Charles R. Drew High School

Charles R. Drew High School has approximately 1,600 students enrolled in ninth through 12th grade. Charles R. Drew is one logical terminus for the model mile trail. It would offer students access to nature and expand educational opportunities.

Riverdale Elementary School

Riverdale has approximately 660 students enrolled in preschool through fifth grade and a diverse student population with Spanish as the most common foreign language spoken. The diverseness of the community should be considered when creating trail signage and other communicative elements of the model mile.

The model mile will provide students of Charles R. Drew High School (pictured above) access to natural ecosystems within their community.

The model mile will offer numerous education opportunities to the students of Riverdale Elementary School, including the ability to observe different species of flora and fauna within their community.

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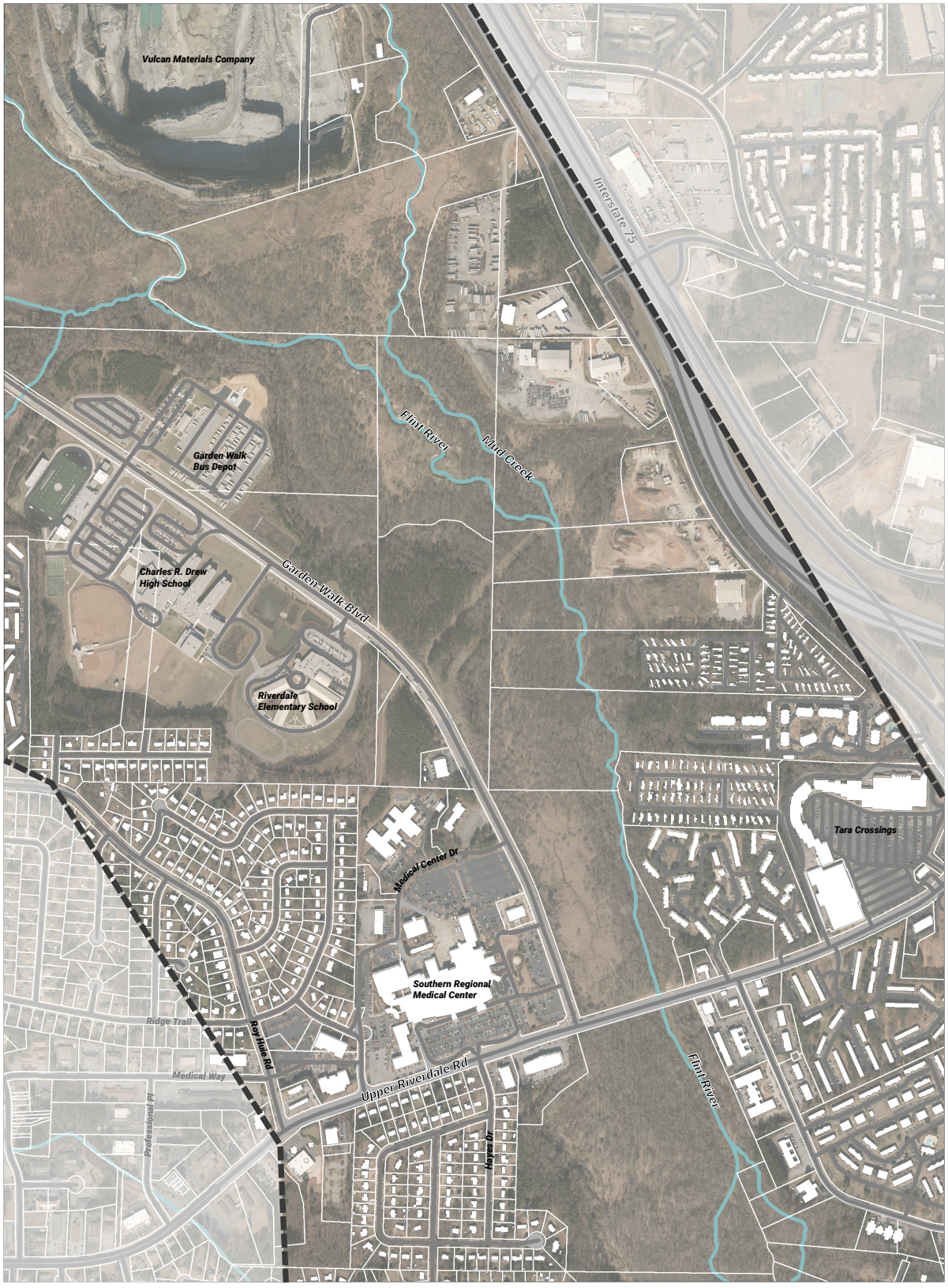
PARKS + OPEN SPACE

While no parks are located within the study area, it is a goal of the County that the model mile trail will provide the surrounding community needed access to nature. The proposed alignment of the trail provides opportunity to explore large swaths of woods, wetlands, and the riparian corridor and escape from the more urban surroundings.

The wetlands adjacent to Garden Walk Boulevard will give users of the model mile trail access to diverse flora and fauna.

The Mud Creek tributary will provide trail visitors access to numerous ecosystems.

A view of the Flint River adjacent to Upper Riverdale Road at a potential terminus of the model mile.


Vulcan Materials Company
Interstate 75
Flint River
Mud Creek
Garden Walk Bus Depot
Charles R. Drew High School
Garden Walk Blvd
Riverdale Elementary School
Tara Crossings
Medical Center Dr
Southern Regional Medical Center
Ridge Trail
Roy Huie Rd
Medical Way
Upper Riverdale Rd
Professional Pl
Hayes Dr
Flint River
0'
500'
1,000'
1500'
SCALE: 1" : 1,000'
N
legend
study area
parcels
structures
roads
streams / creeks

ENVIRONMENTAL RESOURCES

The natural environment is a major resource within the model mile study area. A desktop environmental screening was conducted of the study area, which identified ecological and hydrological resources. This was supported by a review of available GIS data and site visits to build a more complete picture of the area's ecology.

HYDROLOGY

Within the study area, there are 46,482 linear feet of streams, 11.5 acres of open water, 588 acres of floodplain zone AE and 9.6 acres of floodplain zone A (both 100-year floodplain), and 427.8 acres of wetlands. Wetlands are a valuable natural resource that improve natural water quality and provide flood protection, which in turn reduces erosion.

WILDLIFE

Protected Species

As a part of the environmental screening, the US Fish and Wildlife Service's (USFWS) Information, Planning, and Conservation System (IPaC) was consulted for information regarding potential impacts to federally protected species related to implementation of the proposed project. The USFWS IPaC list identified two listed species within Clayton County: the purple bankclimber (Elliptoideus sloatianus) (fauna) and the black-spored quillwort (Isoetes melanospora) (flora). It has not been determined that either of these species exist within the corridor. Additional on-site investigations may be needed during preliminary design.

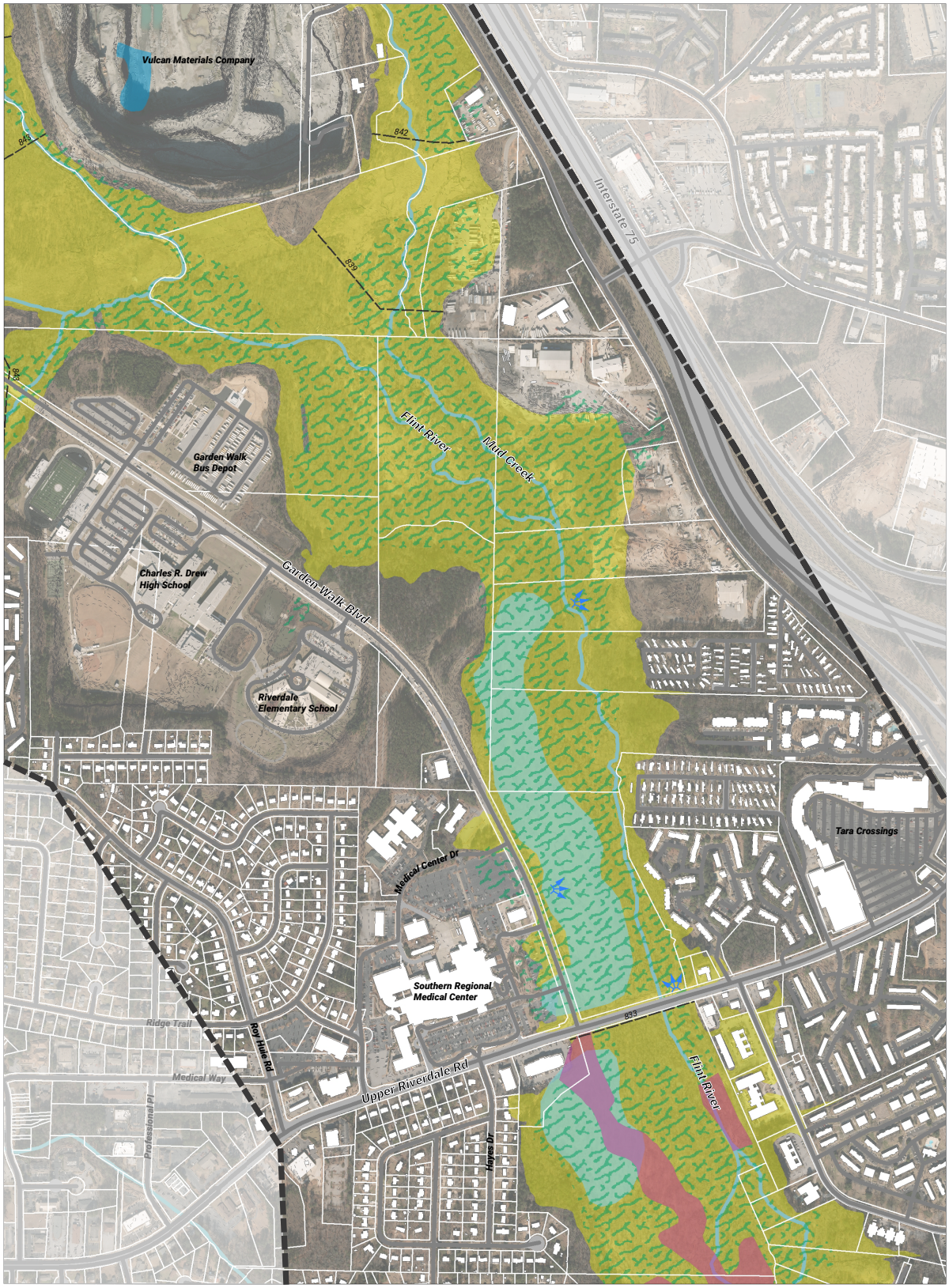
Animal tracks along the banks of Mud Creek show one aspect of this diverse ecosystem that will provide educational and recreational opportunities for the visitors of the model mile trail.

Site Observations

The project team noted significant wildlife activity through paw prints and observations of various species during site visits. Due to the fact that much of this site is wetlands and floodplains, a large section of the proposed trail would need to be raised boardwalk in order to limit the impact to the ecosystem.

HUMAN PRESENCE

There is a significant amount of trash at multiple locations along Garden Walk Boulevard. The trash predominantly consists of plastic bottles and other floatables. There is also noticeable noise pollution from traffic along the proposed trail adjacent to Garden Walk Boulevard.



legend

- study area
- parcels
- structures
- roads
- streams / creeks
- waterbody
- freshwater forest / shrub wetland
- freshwater emergent wetland
- base flood elevation
- 100-year floodplain (A)
- topography
- viewshed within the proposed model mile

TRANSPORTATION NETWORK

The proposed model mile corridor is marked by two main roadways: Upper Riverdale Road at its southern terminus and Garden Walk Boulevard along the western boundary of the study area. Interstate 75 runs generally parallel to the Flint River, which is the proposed eastern boundary.

ROAD NETWORKS

The 2018 Comprehensive Transportation Plan noted that safety is a concern regarding transportation and pedestrian infrastructure in the study area. The concerns are derived from the number of crashes reported during the study that involved two or more vehicles and between vehicles and pedestrians or bicyclists.

The intersection of Garden Walk Boulevard and Upper Riverdale Road is unsafe. Providing pedestrian infrastructure in conjunction with the model mile at this intersection will improve the safety and connectivity for alternative forms of transportation.

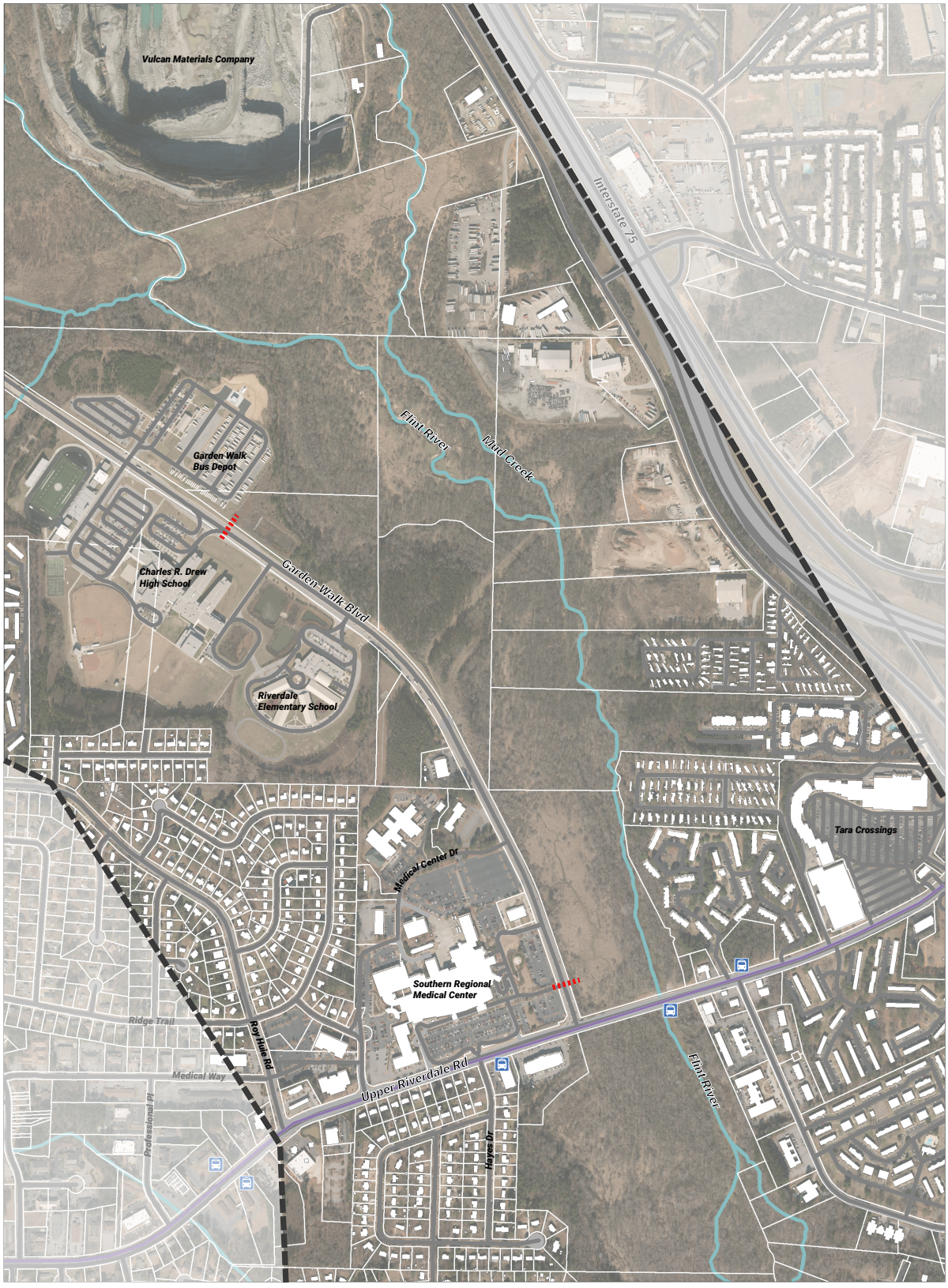
PUBLIC TRANSPORTATION

MARTA bus route 196 runs along Upper Riverdale Road. There is a bus stop near the southern model mile terminus. However there are no bus stops or routes along the proposed model mile corridor.

PEDESTRIAN INFRASTRUCTURE

Sidewalks

The main road within this study area is Garden Walk Boulevard. Sidewalks are present along the west side of the road between Upper Riverdale Road to past Riverdale Elementary and Charles R. Drew High School and continue north. Sidewalks on the east side of the road begin across from Riverdale Elementary School and extend north toward Interstate 85. The sidewalk along the east side of the road is fragmented and does not provide consistent connectivity. There are no crosswalks from the east side of the street to Riverdale Elementary School. Crosswalks are also absent in front of the high school. Despite the posted speed limit signs within the school zone, cars are frequently observed exceeding the speed limit, which creates an unsafe environment for pedestrians, especially children.



legend

- study area
- parcels
- structures
- roads
- streams / creeks
- transit stop
- MARTA Route 196
- crossing conflict

UTILITIES

There are numerous utilities located within the study area, including sanitary and stormwater sewers, drainpipes, telecommunication and transmission poles, water lines, and electrical lines. For this study, the project team conducted a desktop screening and site visits to identify existing utility infrastructure from available data and visual confirmation. As the project moves forward, additional study and surveys of the site will be necessary to verify the presence of existing utilities, particularly those underground.

Along Garden Walk Boulevard, development of the model mile trail would not impact much of the existing utility infrastructure. However, development in the wooded portion presents multiple challenges, including the need to acquire land and bring power to the site specifically for lighting to make the trail safer for users.

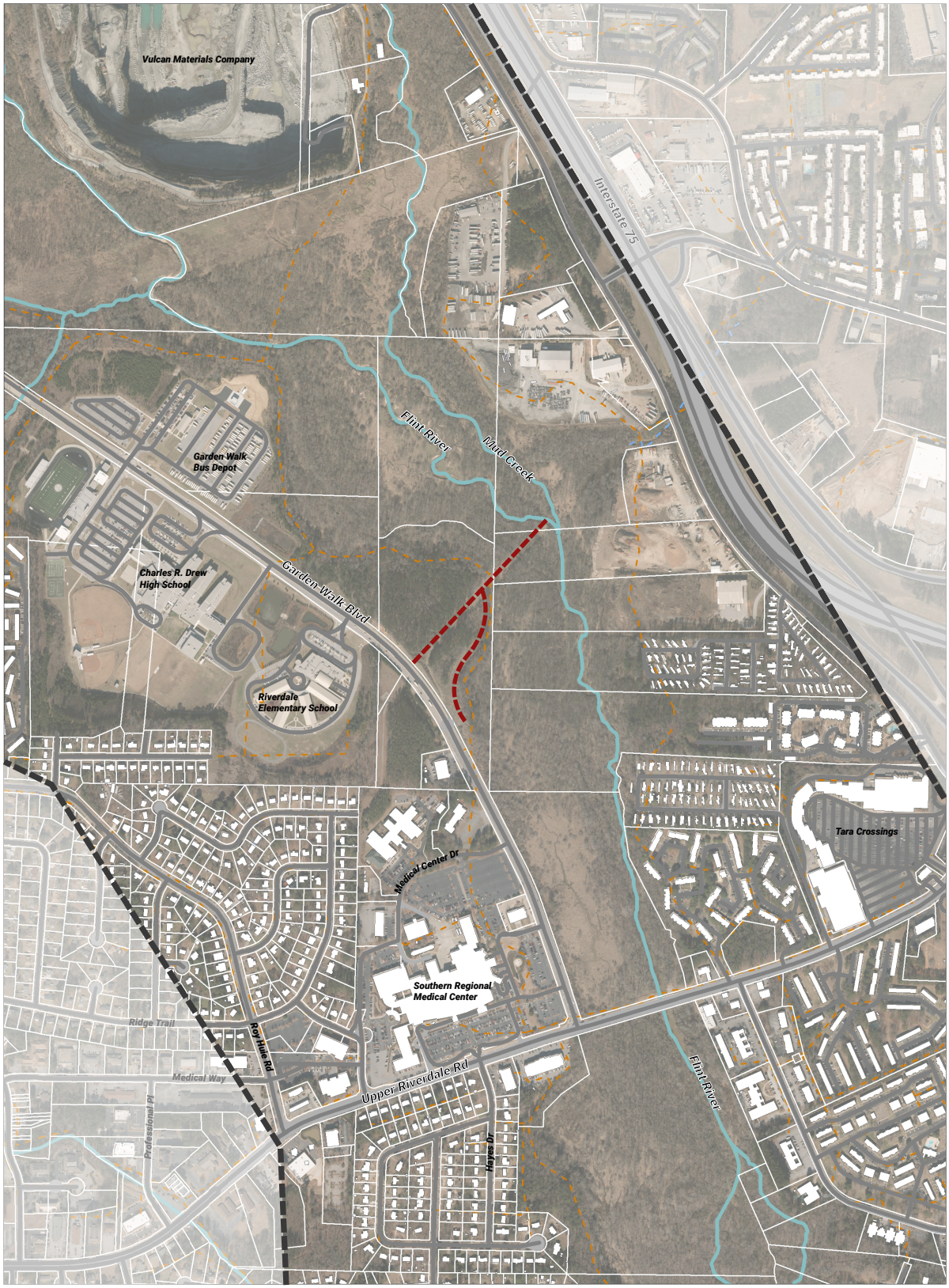
There are two easements that run through the middle of the proposed model mile site. One is a sewer line/wastewater line easement, and the other is an assumed gas pipeline easement. Both easements are clear and provide a great foundation for a potential trail.

The proposed alignment of the model mile cuts through numerous pieces of private property. While this land is undeveloped due to floodplain ordinances, the County would either need to obtain easements or purchase portions of the properties in order to develop the proposed model mile.

This existing gas line easement, with its ease of access and long sight lines, can potentially host a portion of the model mile trail.

A large utility pipe crosses the Flint River adjacent to the portion of Upper Riverdale Road that bridges the water.

A section of the sanitary sewer easement where it intersects with a gas line easement. The easements provide potential access points and locations for portions of the model mile trail.



legend

- study area
- parcels
- structures
- roads
- streams / creeks
- sanitary sewer
- existing utility easement

ANALYSIS SUMMARY

In summary the Clayton County Model Mile trail will serve the study area and the broader community well. The following key issues will inform the design of the trail:

- The presence of wetlands poses multiple challenges, including increased construction costs, due in part to needing to adjust construction methods to minimize the impact to the wetlands.
- Identifying key locations for recreational and educational opportunities pertaining to the diverse flora and fauna in the study area should be an integral part of the model mile design.

- Existing utility easements can provide logical points of entry and access for the model mile and enhance trail connectivity, but they are constrained by right-of-way issues.

ALTERNATIVES

OVERVIEW

This section of the report provides a summary of the process that was undertaken to determine the preferred alignment for the Clayton County AeroATL Model Mile Trail.

The following proposed alignments explore alternative routes within the study area. These routes were influenced by the existing conditions analysis, construction feasibility, and implementation practices. Vehicular lane closures, right-of-way acquisition, property access easements, and estimated construction costs informed the development of the alignments. The alignments are focused on creating distinctive connections and how to best navigate the study area corridor. Once the alignments were determined, the impact of constructing each route was explored. Input gathered from the public, county staff, and stakeholders was combined with a matrix that compares each alignment route. This analysis led to the identification of the preferred model mile alignment.

RIVER WALK ALIGNMENT

The River Walk Alignment is the original model mile alignment proposed by Aerotropolis Atlanta. The alignment connects the Southern Regional Medical Center to Charles R. Drew High School via a boardwalk adjacent to the Flint River with a multi-use trail through a wooded area.

ALIGNMENT ROUTE

The trail begins at the intersection of Garden Walk Boulevard and Upper Riverdale Road as a raised boardwalk that meanders through the wetland area adjacent to the Flint River. Continuing north, the multi-use trail transitions to an on-grade concrete pathway through the woods. After the trail exits the woods just south of the Garden Walk Bus Depot, the trail occupies a portion of the right-of-way adjacent to Garden Walk Boulevard for the final stretch. Alternatively, the trail can extend further north, traveling adjacent to the Flint River and utilizing existing utility easements where possible.

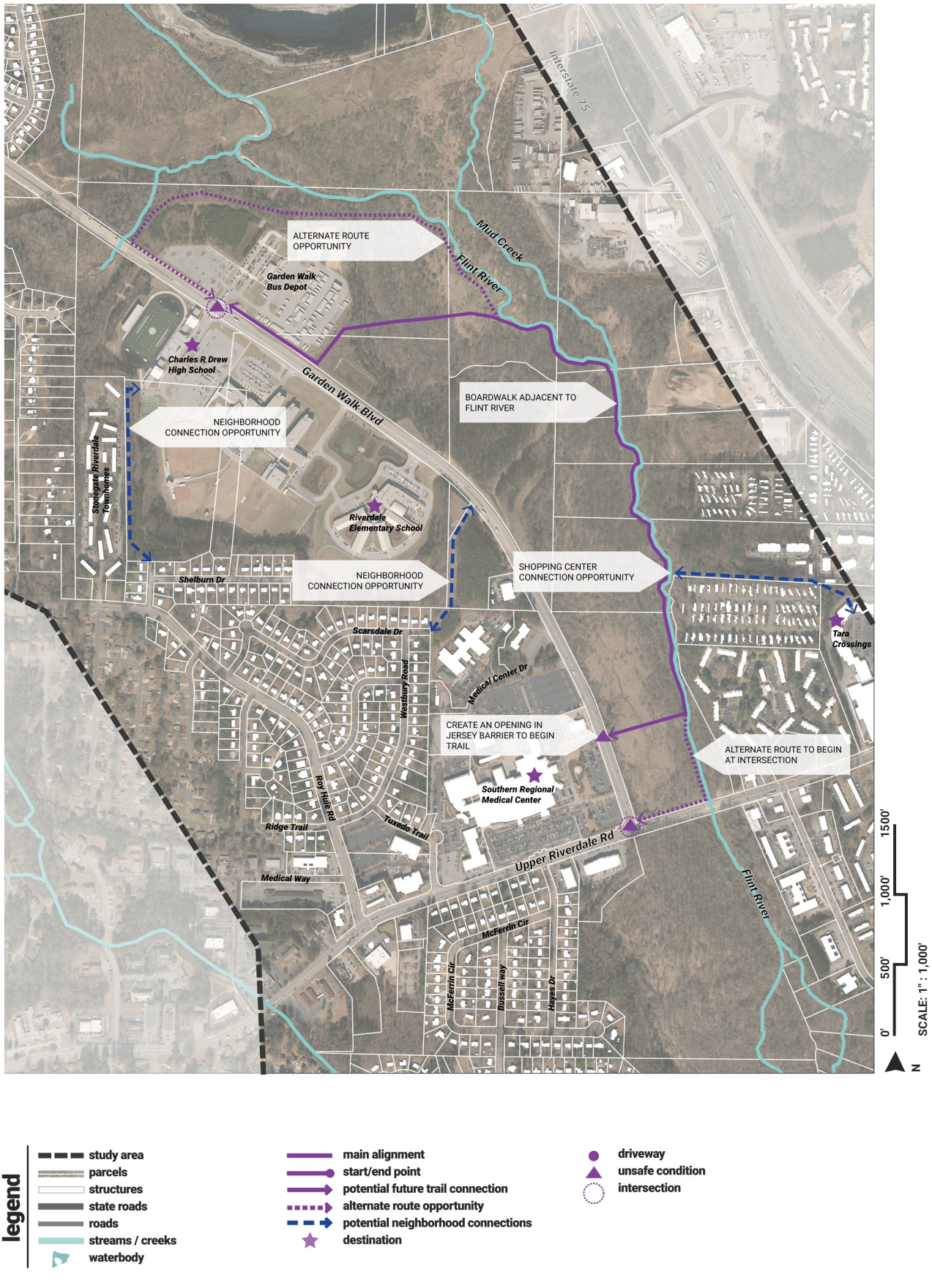
ANALYSIS

Pros

- Gives users access to nature and provides opportunities for education and interpretation of the natural systems and habitats through which the trail passes.
- Uses existing utility easements for portions of the on-grade trail.
- Creates access to otherwise undevelopable pieces of land.

Cons

- Boardwalk construction is expensive.
- Because flooding in the area is significant and worsening, the design of the boardwalk will need to consider the potential for floods.
- There are limited sight lines along the trail, which may cause a trail user to feel isolated and unsafe if they are far from an exit point or out of view of other trail users.
- There are no direct connections to any of the surrounding neighborhoods.



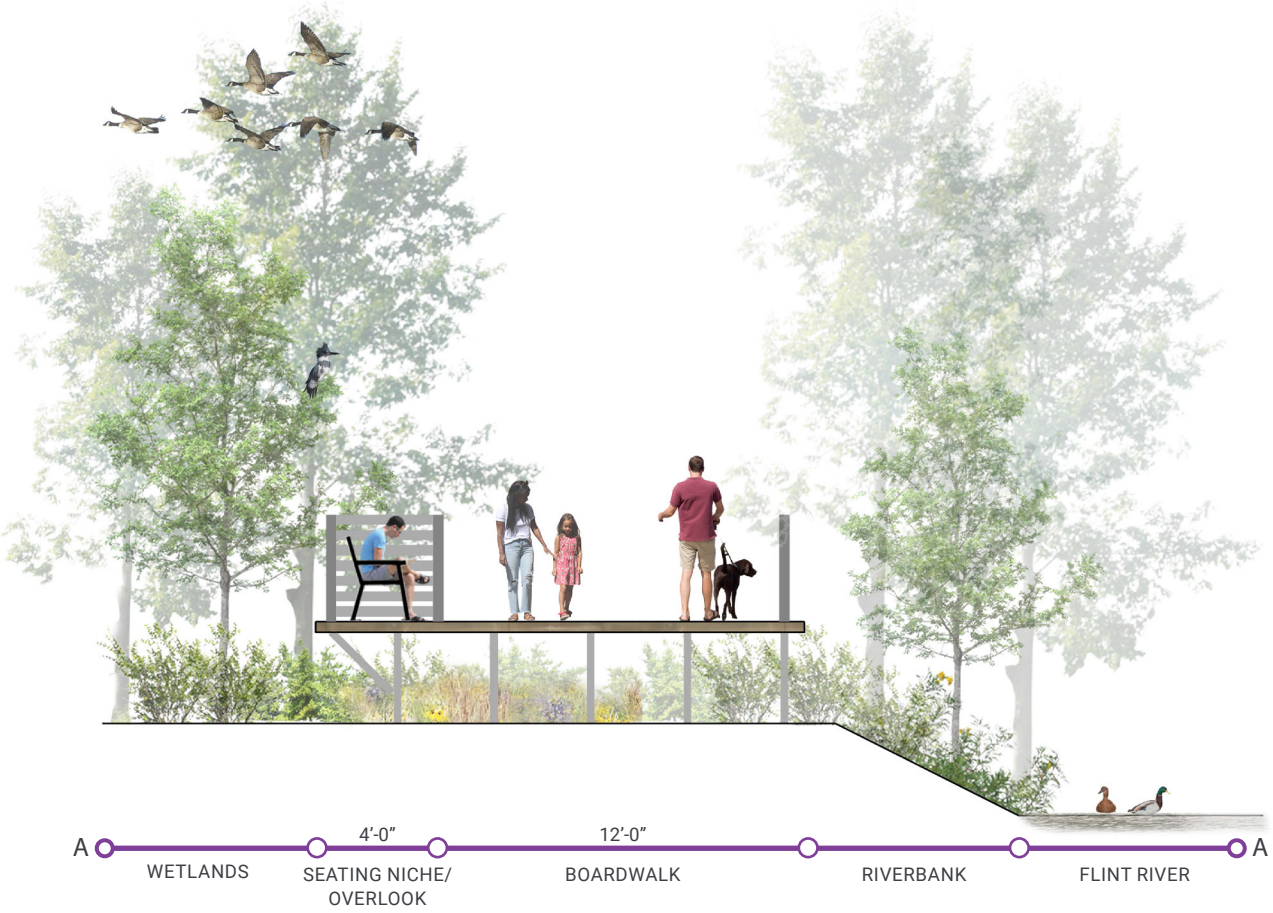
legend

- study area
- parcels
- structures
- state roads
- roads
- streams / creeks
- waterbody
- main alignment
- start/end point
- potential future trail connection
- alternate route opportunity
- potential neighborhood connections
- destination
- driveway
- unsafe condition
- intersection

PRECEDENT IMAGES

A segment of the River Walk Alignment proposes an on-grade multi-use trail through a wooded area, similar to the South Peachtree Creek Trail pictured above.

A segment of the River Walk Alignment proposes a raised boardwalk through the floodplain and wetlands, similar to the South Peachtree Creek Trail boardwalk pictured above.



This cross-section depicts what a raised boardwalk adjacent to the Flint River and through the wetlands could look like.

Existing conditions along the Flint River within the model mile corridor.

GARDEN WALK ALIGNMENT

The Garden Walk Alignment creates a direct connection between the Southern Regional Medical Center and Charles R. Drew High School via Garden Walk Boulevard.

ALIGNMENT ROUTE

The trail begins at the intersection of Garden Walk Boulevard and Upper Riverdale Road. Travelling north along Garden Walk Boulevard, the multi-use trail takes the space occupied by the extra shoulder of pavement adjacent to the barrier wall and the outer-most travel lane. The proposed trail is separated from the vehicular traffic by a landscaped median with a protective metal railing. Once beyond the jersey barrier wall, the trail shifts into the right-of-way along Garden Walk Boulevard and continues north to the Garden Walk Bus Depot across from Charles R. Drew High School. Alternatively, once past the jersey barrier wall, the trail could transition into the woods, using existing utility easements whenever possible.

ANALYSIS

Pros

- Links the Southern Regional Medical Center, Riverdale Elementary School, and Charles R. Drew High School and creates safe, efficient pedestrian access along this the corridor for the community, employees, and school children.
- Provides good visibility along entire length of the trail.
- Provides opportunities for connections to the surrounding neighborhoods.
- Provides potential access to the Flint River, which would provide users with recreational and educational opportunities.
- Reduces the number of lanes and/or narrows the road, which would slow vehicular traffic and have a minimal impact on utilities.

Cons

- Creates minimal connections to the adjacent wetlands and forest.
- Provides no direct connections to schools or neighborhoods without crossing busy roads.
- Will have a significant impact on the roadway infrastructure, including reducing the number of travel lanes, removing existing asphalt, and potentially impacting the jersey barrier wall.
- There is no existing shade along the entire corridor.

legend

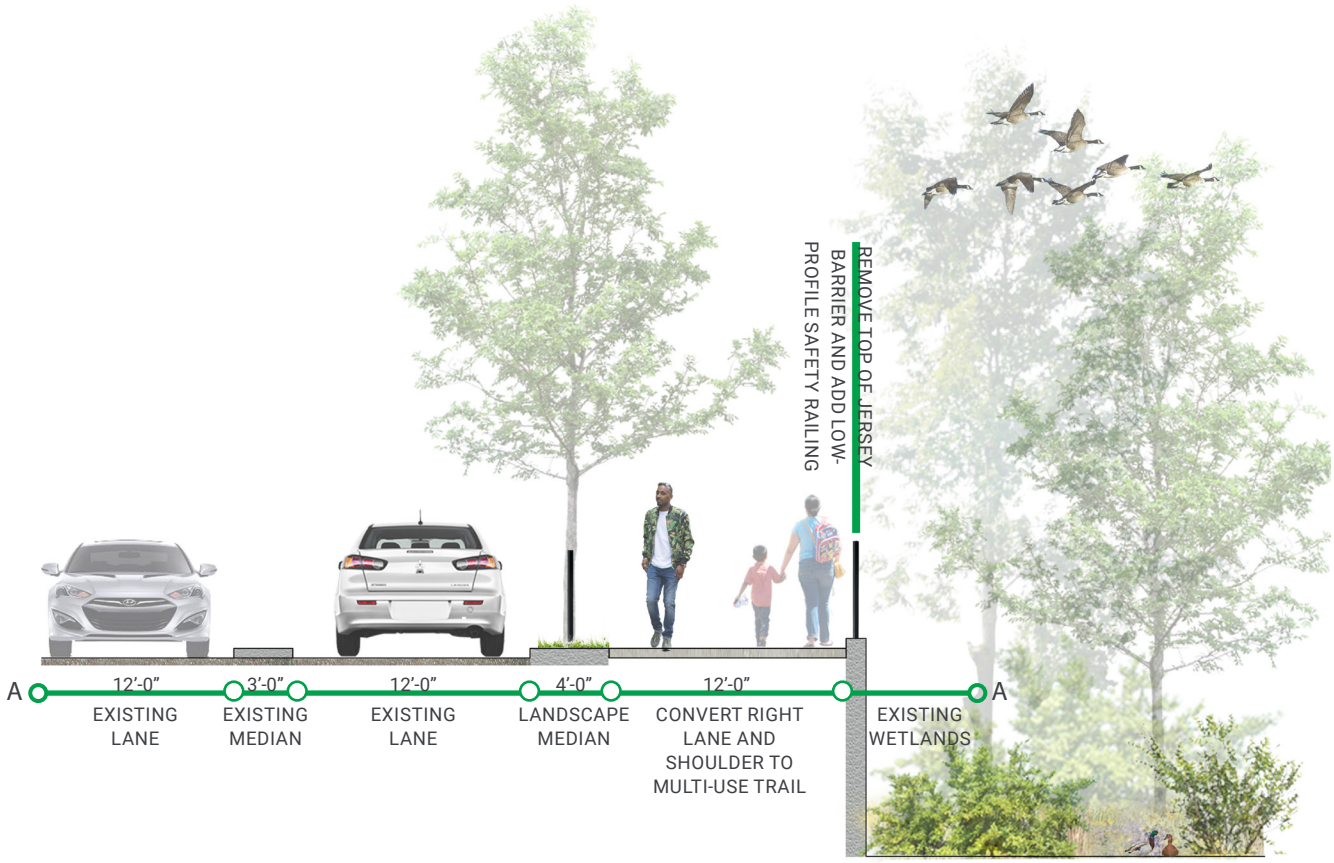
- study area
- parcels
- structures
- state roads
- roads
- streams / creeks
- waterbody
- main alignment
- start/end point
- potential future trail connection
- alternate route opportunity
- potential trail extension
- destination
- driveway
- unsafe condition
- intersection

PRECEDENT IMAGES

The Garden Walk Alignment proposes separating the multi-use trail from vehicular traffic with a decorative metal safety railing. Pictured is an example located in Buckhead.

An example of a landscape strip on Emory University's campus that provides separation between pedestrians and vehicular traffic.

The Garden Walk Alignment proposes a mid-block crossing. It is recommended that the crosswalk be designed with a HAWK signal and a refuge island, like the one pictured above located in downtown Alpharetta.



Existing conditions on Garden Walk Boulevard looking north.

WETLAND WALK ALIGNMENT

The Wetland Walk Alignment creates a connection between the Southern Regional Medical Center and Charles R. Drew High School via a combination of a raised boardwalk through the wetland area and a multi-use trail on the right-of-way adjacent to Garden Walk Boulevard.

ALIGNMENT ROUTE

Beginning at the intersection of Garden Walk Boulevard and Upper Riverdale Road, the alignment heads east on Upper Riverdale Road with the multi-use trail occupying the adjacent right-of-way. About 35-50 feet from the intersection, the trail turns north and transitions to a raised boardwalk that meanders through the wetlands and runs parallel to Garden Walk Boulevard. As the trail continues north past the existing jersey barrier wall, the trail transitions to an on-grade trail within the right-of way on Garden Walk Boulevard. Alternatively, the alignment can use the existing utility easements for a multi-use trail through the woods.

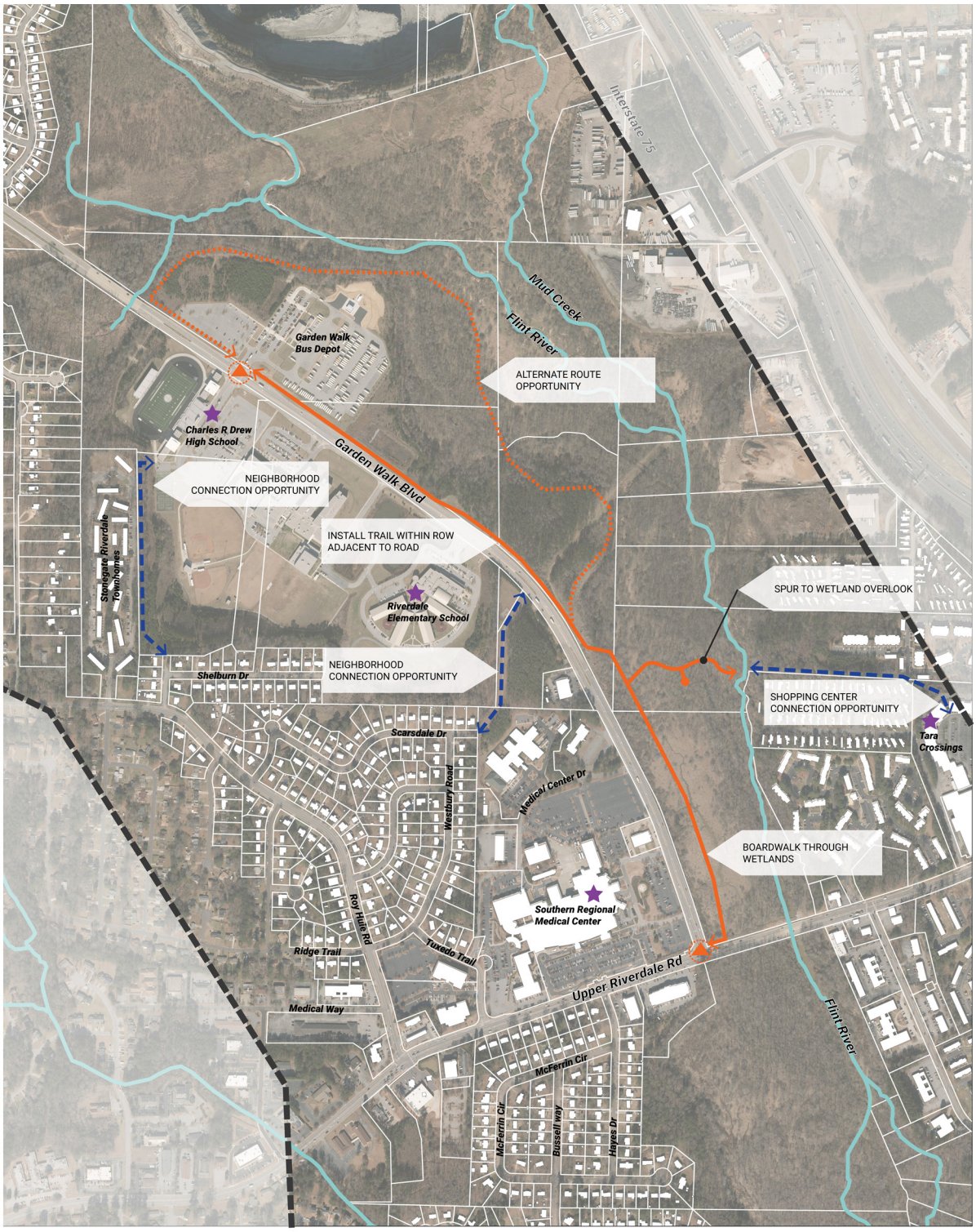
ANALYSIS

Pros

- Allows for clear sight lines from the road for increased safety.
- Provides recreational and educational opportunities for visitors via access to the forest, river, and wetlands.
- Provides opportunities to connect to the surrounding neighborhoods via bridges and mid-block crossings.
- Creates access to otherwise undevelopable land.

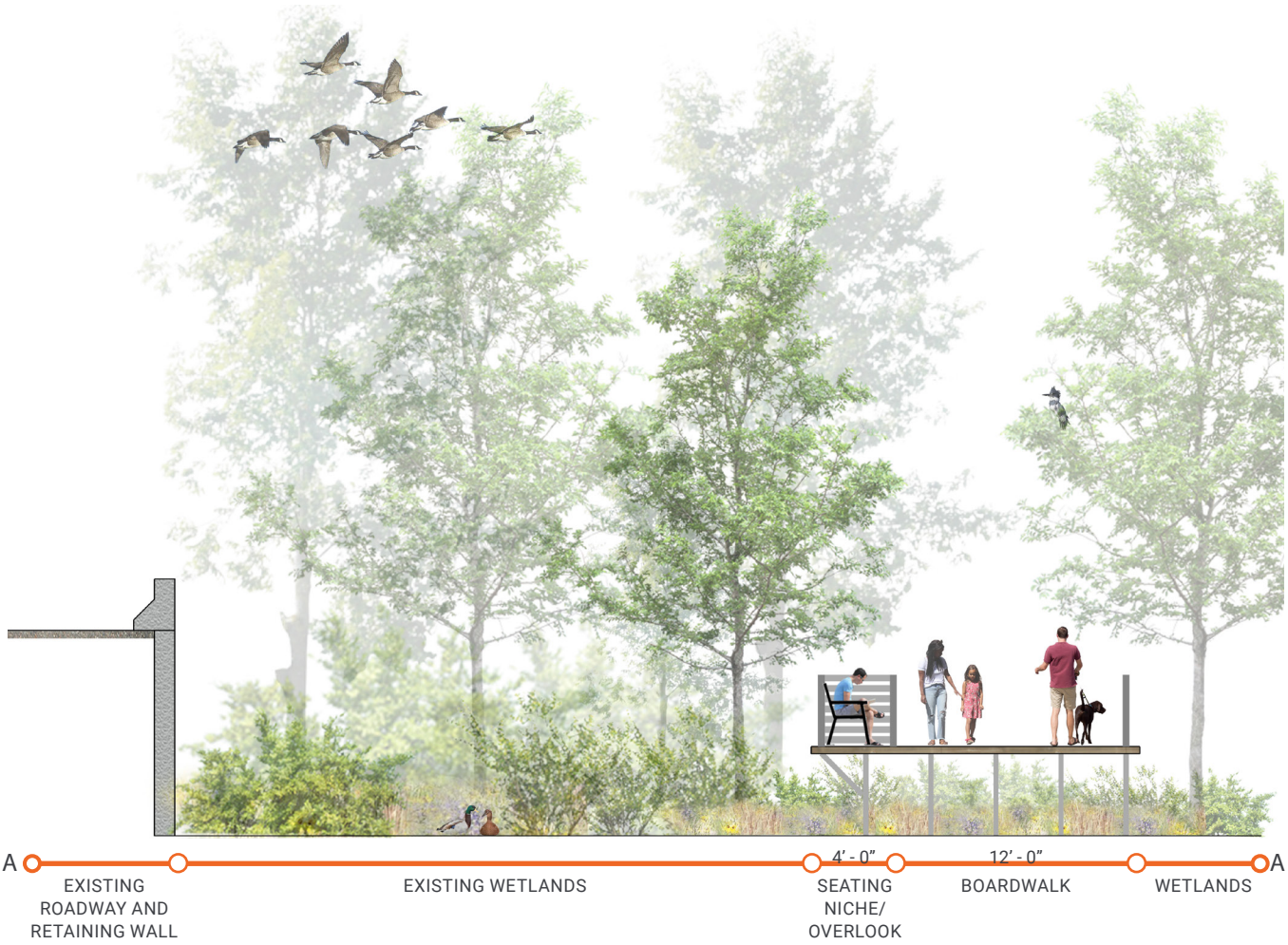
Cons

- Boardwalk construction is expensive.
- Because flooding in the area is significant and worsening, the design of the boardwalk will need to consider the potential for floods.
- There is no existing shade along the road.
- There are no direct connections to the schools and the neighborhoods without having to cross a busy road.

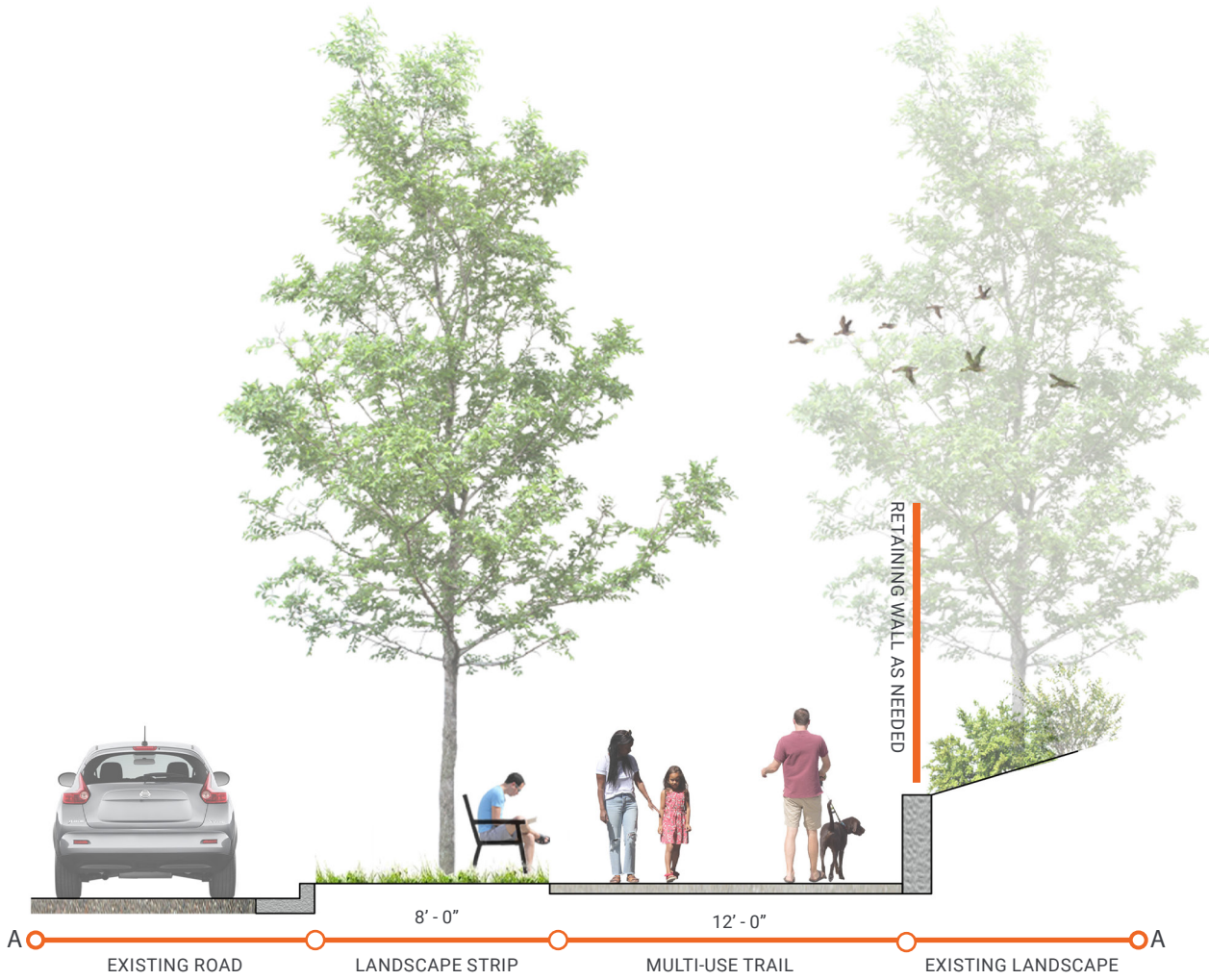


legend

- study area
- parcels
- structures
- state roads
- roads
- streams / creeks
- waterbody
- main alignment
- start/end point
- potential future trail connection
- alternate route opportunity
- potential trail extension
- destination
- driveway
- unsafe condition
- intersection



The intersection of Toffie Terrace and North Outer Loops Road is a key intersection and a beginning point for the Wetland Walk Alignment.



This cross-section depicts what constructing a multi-use trail in the right-of-way adjacent to Garden Walk Boulevard could look like.

The intersection of Toffie Terrace and North Outer Loops Road is a key intersection and a beginning point for the Wetland Walk Alignment.

PRECEDENT IMAGES

An example of a landscape strip that provides separation between a multi-use path and vehicular traffic along Chamblee-Dunwoody Road.

A segment of the Wetland Walk Alternative proposes a raised boardwalk through wetlands, similar the International Park boardwalk pictured above. It is recommended that top-down construction methods be used to protect the wetlands.

A segment of the Wetland Walk Alternative proposes a raised boardwalk through wetlands. It is recommended that the county consider using concrete decking, similar to the International Park bridge pictured above, due to its durability and low maintenance costs.

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SCHOOL WALK ALIGNMENT

The School Walk Alignment connects multiple residential neighborhoods to Charles R. Drew High School, the wetlands adjacent to Garden Walk Boulevard, and the Southern Regional Medical Center via a combination of on-grade trails and a raised boardwalk.

ALIGNMENT ROUTE

Starting behind the football stadium at Charles R. Drew High School, the alignment travels through the woods southwest of the high school and elementary school. By formalizing existing footpaths, the impact to the existing trees can be reduced, preserving the woodland environment. An existing access drive south of Riverdale Elementary school can be used as the trail exits the wooded area and intersects with Garden Walk Boulevard. A HAWK signal with a refuge island is proposed where the trail crosses Garden Walk Boulevard to create a safe mid-block crossing. From there, the multi-use trail can use the outer-most lane on Garden Walk Boulevard, mimicking the Garden Walk Alignment, or travel along the existing utility easements and transition to a raised boardwalk through the wetlands.

ANALYSIS

Pros

- Provides direct connections to adjacent residential areas.
- Provides a direct benefit to the schools, as well as other trail visitors, by providing access to nature and opening up opportunities for education and interpretation of the natural systems and habitats through which the trail passes.

Cons

- There is low visibility within the wooded portion of the alignment.
- Boardwalks are expensive to construct.
- Because flooding in the area is significant and worsening, the design of the boardwalk will need to consider the potential for floods.
- Creates potential safety and access concerns for the schools.
- Requires significant grading to make portions ADA accessible.

legend

- study area
- parcels
- structures
- state roads
- roads
- streams / creeks
- waterbody
- main alignment
- potential spur to river
- potential future trail connection
- potential trail extension
- destination
- unsafe condition
- intersection

PRECEDENT IMAGES

A segment of the School Walk Alignment proposes an on-grade multi-use trail through a wooded area, similar to the South Peachtree Creek Trail pictured above.

The School Walk Alignment proposes a mid-block crossing. It is recommended that the crosswalk be designed with a HAWK signal and a refuge island, like the one pictured above located in downtown Alpharetta.

This cross-section depicts what it could look like if a multi-use trail was constructed to formalize the existing footpaths behind the schools.

Existing conditions along the footpath behind Charles R. Drew High School.

COMPARISON MATRIX

The matrix on the next page provides a side-by-side comparison of each alignment to help determine the preferred alignment. The matrix identifies trade-offs by providing quantitative data for each alignment. The design team identified seven criteria for evaluating the opportunities and constraints along the alignments. These criteria are as follows:

- **Conflict Points:** This criterion is defined by the number of driveways and intersections that the trail crosses. Fewer conflicts create a safer trail user experience for users.
- **Length of Trail:** This is a simple quantitative criterion that compares the total length of each alignment. Typically, longer trails are preferred in order to create a larger trail network.
- **Connections:** Creating direct and easy connections to neighborhoods, commercial districts, and civic uses makes for a highly useful and desirable trail. The more connections a trail has, the more users it will draw.
- **Environmental Impact:** Environmental impacts are the effects the trail design has on trees, wetlands, and floodways/floodplains. The intent is to avoid large impacts in order to reduce costs and conserve the natural conditions of the trail. If the project were to utilize Federal Funding, the full NEPA process would be required to be followed to examine these impacts.
- **ROW Impacts:** Reducing the amount of property impacts and easement acquisition can reduce trail construction coordination and costs.
- **Off-Road vs. On-Road Trails:** Off-road trails can create better experiences away from congestion, vehicles, and noise. On-road trails can create more direct and quicker connections.
- **Infrastructure Impacts:** Reducing the impact on the infrastructure, such as utilities, stormwater, and transportation systems, can reduce coordination and costs.

	CLAYTON COUNTY **RIVER WALK** TRAIL ALIGNMENT	CLAYTON COUNTY **GARDEN WALK** TRAIL ALIGNMENT	CLAYTON COUNTY **WETLAND WALK** TRAIL ALIGNMENT	CLAYTON COUNTY **SCHOOL WALK** TRAIL ALIGNMENT
CONFLICT POINTS	A: 0 DRIVEWAYS 2 INTERSECTIONS B: 0 DRIVEWAYS 2 INTERSECTIONS	A: 0 DRIVEWAYS 2 INTERSECTIONS B: 0 DRIVEWAYS 2 INTERSECTIONS	A: 0 DRIVEWAYS 2 INTERSECTIONS B: 0 DRIVEWAYS 2 INTERSECTIONS	A: 0 DRIVEWAYS 2 INTERSECTIONS B: 0 DRIVEWAYS 2 INTERSECTIONS
LENGTH OF TRAIL	A: 6558 LINEAR FEET / 1.25 MILES B: 8651 LINEAR FEET / 1.6 MILES	A: 4851 LINEAR FEET / .9 MILES B: 6037 LINEAR FEET / 1.15 MILES	A: 5845 LINEAR FEET / 1.1 MILES B: 7652 LINEAR FEET / 1.5 MILES	A: 9097 LINEAR FEET / 1.72 MILES B: 8969 LINEAR FEET / 1.70 MILES
CONNECTIONS	8 NEIGHBORHOOD 2 COMMERCIAL DISTRICT 4 CIVIC 1 TRANSIT	8 NEIGHBORHOOD 2 COMMERCIAL DISTRICT 4 CIVIC 1 TRANSIT	8 NEIGHBORHOOD 2 COMMERCIAL DISTRICT 4 CIVIC 1 TRANSIT	8 NEIGHBORHOOD 2 COMMERCIAL DISTRICT 4 CIVIC 1 TRANSIT
ENVIRONMENTAL IMPACT	LESS THAN 1% IMPACT TO WETLANDS	NO IMPACT TO WETLANDS	LESS THAN 1% IMPACT TO WETLANDS	MINIMAL ENVIRONMENTAL IMPACT
ROW IMPACTS	A: 9 PROPERTIES B: 8 PROPERTIES	A: 0 PROPERTIES B: 5 PROPERTIES	A: 3 PROPERTIES B: 5 PROPERTIES	A: 6 PROPERTIES B: 5 PROPERTIES
OFF-ROAD VS ON-ROAD TRAIL	A: 90% OF TRAIL OFF ROAD B: 90% OF TRAIL OFF ROAD	A: 100% OF TRAIL ON ROAD B: 56% OF TRAIL OFF ROAD	A: 65% OF TRAIL OFF ROAD B: 70% OF TRAIL OFF ROAD	A: 100% OF TRAIL OFF ROAD B: 65% OF TRAIL OFF ROAD
INFRASTRUCTURE IMPACTS	N/A	RELOCATE FIRE HYDRANTS, ROADWAY INFRASTRUCTURE IMPACTS	RELOCATE FIRE HYDRANTS	N/A

ALIGNMENT SUMMARY

The alternative routes were presented to the client, stakeholders, and public in order to gauge interest and obtain feedback. After assessing this information, considering the matrix, and further working with these groups, a preferred alignment for Clayton County was determined.

From these four alternatives, the following elements influenced the preferred alignment:

- Provide access to nature and opportunities for education and interpretation of the natural systems and habitats through which the trail passes.
- Need to address safety and security concerns regarding the trail's proximity to the schools and the visibility along the trail.

PREFERRED ALIGNMENT

OVERVIEW

Public outreach and feedback, field verification, contextual research, and analysis all contributed to the refinement of a preferred alignment that will serve as Clayton County's AeroATL Greenway Model Mile Trail.

Review of the alternatives for the Clayton County Model Mile emphasized featuring the Flint River riparian corridor. In addition to the desire to connect trail users to the natural systems within the study area, trail safety was of the utmost importance.

The chosen alignment capitalizes on the natural amenities the corridor offers while maintaining open sight lines to Garden Walk Boulevard. The preferred alignment also provides visitors access to otherwise undevelopable land. The route connects the intersection of Upper Riverdale Road and Garden Walk Boulevard to Charles R. Drew High School via a combination of a raised boardwalk through wetlands and an on-grade concrete trail adjacent to Garden Walk Boulevard.

PREFERRED ALIGNMENT

The AeroATL Clayton County Plan depicts the preferred alignment, a combination of a raised boardwalk and a concrete trail. Below is a concise description of the trail.

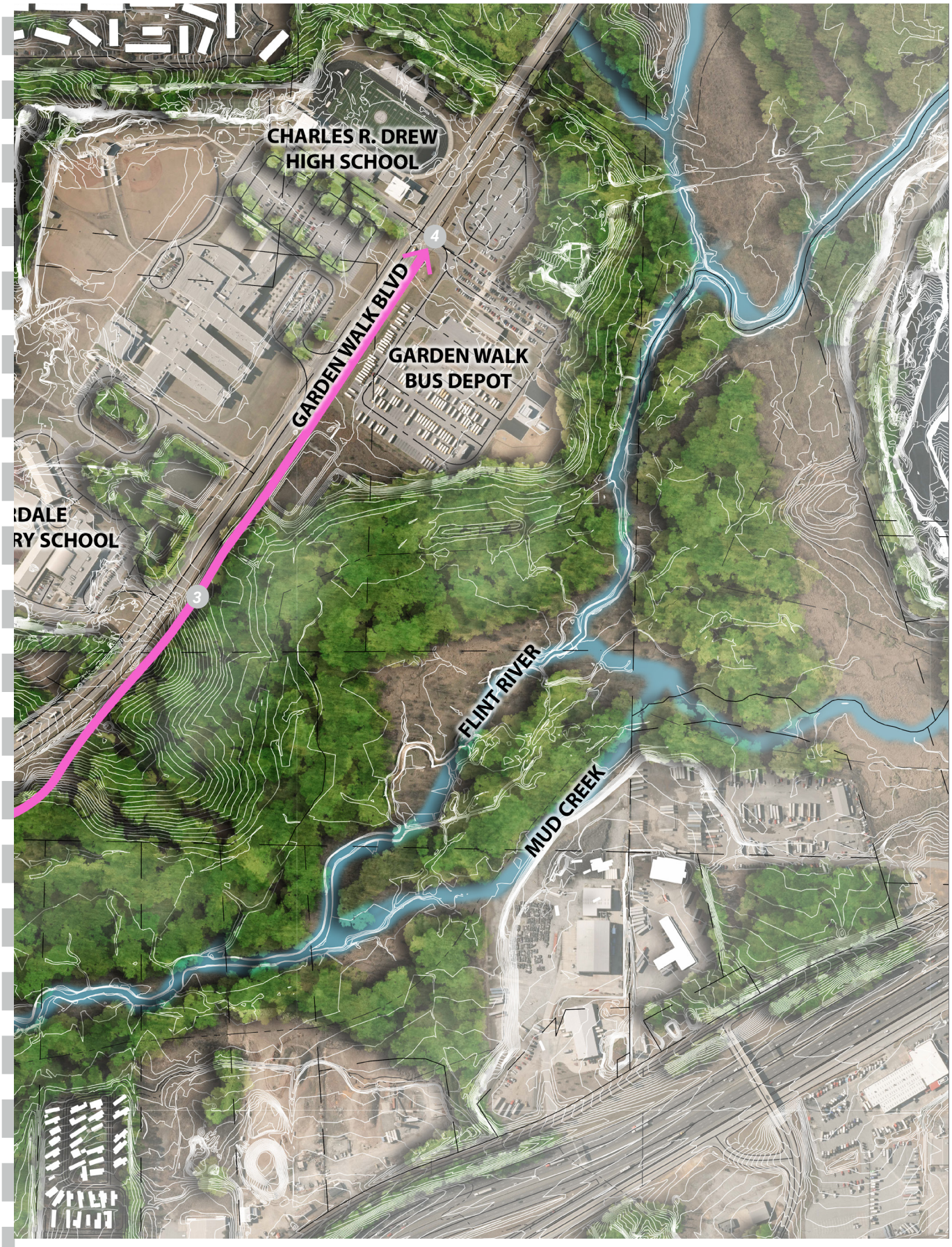
ROUTE

The AeroATL Clayton County Model Mile is set to begin approximately 50 feet east of the intersection of Upper Riverdale Road and Garden Walk Boulevard. The trail begins with a small entry plaza and immediately transitions to raised boardwalk that travels north, meandering through the wetlands adjacent to the Flint River and parallel to Garden Walk Boulevard. When possible, the trail transitions to an on-grade concrete path through the woods. As the trail continues north and intersects with the existing utility easement, the trail uses the existing easement for a short distance as it heads toward Garden Walk Boulevard. As the trail exits the wooded area via the easement, it makes a slight right turn to head north, traveling in the right-of-way adjacent to Garden Walk Boulevard. The northern terminus of the trail is at the intersection of Garden Walk Boulevard and the entrance to the Garden Walk Bus Depot, across from Charles R. Drew High School. It is suggested that the County discuss using the parking lot for the bus depot as parking for trail users and a space to potentially create a formal trailhead for the model mile.

- **Trail Termini:** The southern terminus is a small trailhead east of the intersection of Upper Riverdale Road and Garden Walk Boulevard, while the northern terminus is the intersection of Garden Walk Boulevard and the Garden Walk Boulevard Bus Depot driveway, across from Charles R. Drew High School.
- **Trail Length:** Approximately 2,100 linear feet of raised concrete boardwalk and 3,120 linear feet of concrete trail, totaling approximately 1 mile of trail.
- **Trail Types:** A minimum 12-foot-wide concrete path adjacent to the roadway buffered from the travel lanes with either safety railings or a minimum 5-foot-wide landscape strip. A 12-foot-wide raised boardwalk through wetlands and the floodplain area.
- **Challenges:** The preferred alignment travels through floodplains and wetlands, which present construction challenges. Coordinating usage of the utility easement with the providers will need to be further explored in future design phases.

AEROATL CLAYTON COUNTY PREFERRED ALIGNMENT
PLAN VIEW

MATCH LINE


CHARLES R. DREW
HIGH SCHOOL
GARDEN WALK BLVD
GARDEN WALK
BUS DEPOT
4
3
FLINT RIVER
MUD CREEK
MATCH LINE

TRAIL ELEMENTS

Improving pedestrian circulation and connecting to numerous destinations are key to creating a trail system that is usable, inviting, and embraced by the community. These elements help to give the trail a sense of place and enhance the trail users' experiences along the route.

SAFETY & SECURITY

User safety and security are two of the most important factors to consider for a multi-use trail. Elements like universal accessibility, clear sight lines, and improved crosswalks are several examples of design elements that greatly enhance visitors' sense of safety when moving along the trail. When designed and implemented properly, these elements create an environment that is safer and more secure and is more likely to be used, adding to the overall viability of the trail.

Open sight lines from Garden Walk Boulevard to the boardwalk that runs through the adjacent wetlands are imperative for pedestrian safety and comfort. Once the trail transitions out of the wooded area and into the right-of-way adjacent to Garden Walk Boulevard, tree-lined landscape strips are proposed to provide separation between the pedestrians and vehicular traffic. These provide a physical barrier between the users and the cars, increasing the comfort of the trail users. High-visibility crosswalk designs are recommended to improve pedestrian safety when vehicular-pedestrian conflicts cannot be avoided, such as at the intersections near the schools. Improved pedestrian signaling at major intersections is also suggested. Placing emergency call boxes along the model mile is up to the discretion of Clayton County. Though potentially beneficial, they may not be needed due to the widespread prevalence of mobile phones. Security cameras in appropriate locations may deter potential criminal activity.

An example of pedestrian-vehicular separation using a tree-lined landscape strip.

BOARDWALK

A boardwalk will be used to maneuver through wetlands and floodplain. Concrete decking for the boardwalk is recommended for longevity, durability, and reduced maintenance. Wooden boardwalks, while initially cheaper to install, require significant maintenance and more frequent replacement. This is due to wet conditions that may soften the wood, making it susceptible to termites and other pests, and their susceptibility to damage from everyday use and vandalism. To minimize disturbance to the wetland, a top-down construction approach for the boardwalk is advised. Top-down construction is a method in which small, lightweight construction equipment sits on the newly installed boardwalk and from there installs the next section of the trail. This environmental approach greatly reduces the land disturbance. By elevating the equipment, the only land that is disturbed is where the footings and abutments are installed. Any other traditional method of construction with equipment placed directly in the wetland would likely require a much greater level of regulatory review and permitting from the US Army Corp of Engineers. The boardwalk will require railings whenever the height of the top of the boardwalk is greater than 30 inches from the ground. A wetland delineation is required for this study area.

An example of a boardwalk with concrete decking and a decorative metal safety railing.

This cross-section depicts what constructing a raised boardwalk through the wetlands adjacent to Garden Walk Boulevard could look like.

INTERPRETIVE SIGNAGE

Include interpretive signage in future design phases. The signage may highlight the history and ecology of the Flint River and educate visitors about the importance of the wetland ecosystem that the boardwalk traverses. It could also feature information about the flora and fauna that trail users can expect to see while traveling along the model mile.

An example of an interpretive educational sign.

TRAILHEADS

Trailheads serve as a logical terminus and provide access to the trail while creating a meeting space for trail users. There is a small trailhead proposed at the Upper Riverdale Road entrance of the Clayton County Model Mile. The trailhead includes a small plaza, bike racks, a bike repair station, a space for art, trail signage, interpretative panels, and benches.

The rendering above shows the small proposed trailhead on Upper Riverdale Road. The on-grade plaza transitions to a raised boardwalk that meanders through wetlands and the floodplain.

ART

There is a strong desire to incorporate art along the trail in multiple forms, such as murals, interactive and collaborative art pieces, and sculptures. Ideas for and installations of art along the trail should be generated by community members. Locations for art along the trail can include the small trailhead area at Upper Riverdale Road, niches along the boardwalk, and areas near the school that students could potentially contribute to. Community officials, in partnership with trail designers, should set up community workshops to identify and develop art locations, develop community art projects, and select community artists to participate in and help lead the process. In addition to permanent physical art installations, community art events or pop-ups could help boost trail usage and provide another way for community members to engage with the model mile for community members.

Murals can be incorporated into portions of the boardwalk safety railing as well as retaining walls that may be present along the model mile route.

Small pocket areas for sculptures can be placed along the on-grade portion of the preferred model mile route.

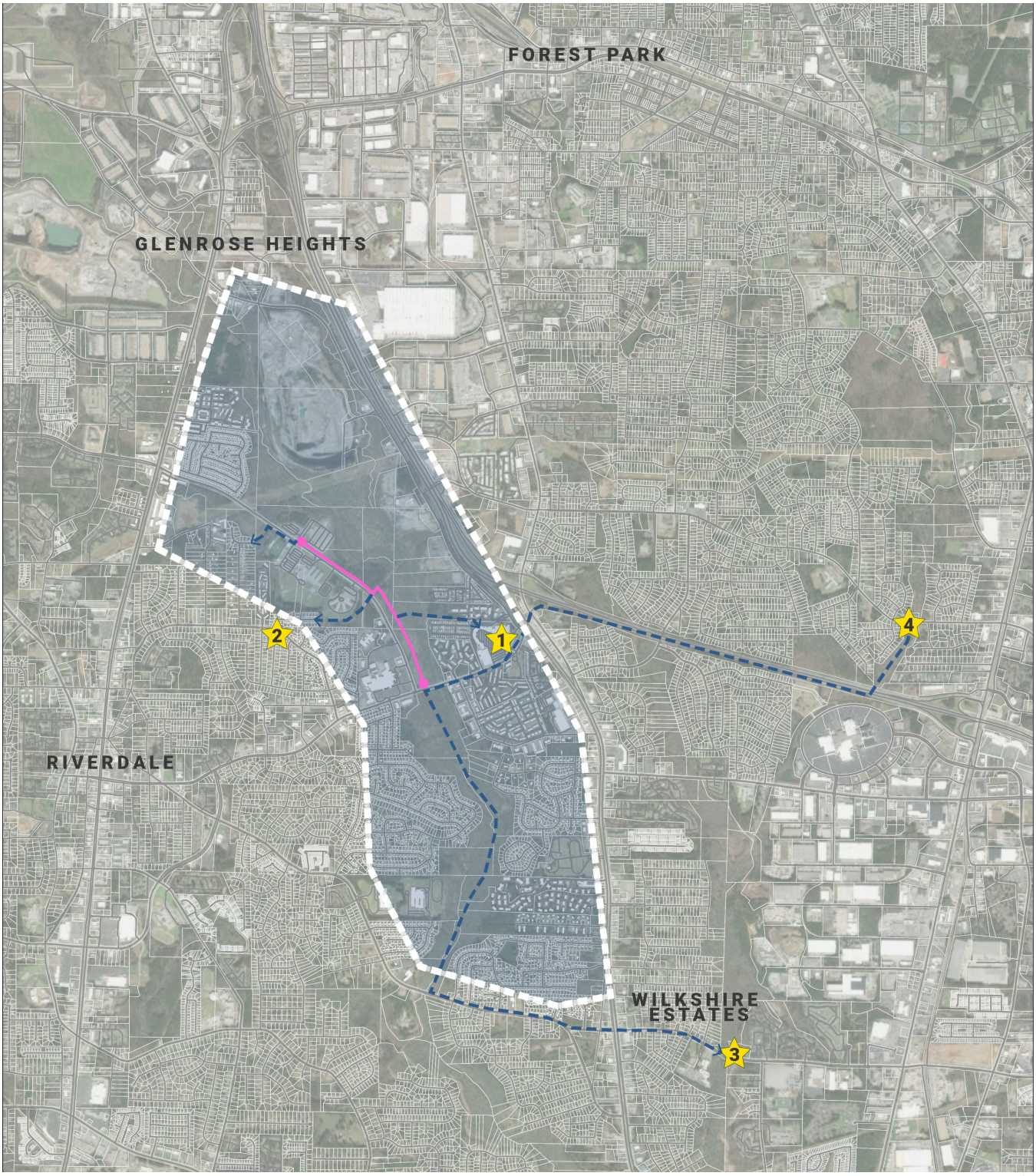
FUTURE CONNECTIONS & TRAIL AMENITIES

As the Clayton County Model Mile develops, it is important to keep in mind potential future connections and amenities that are integral to creating an effective trail system. There are opportunities to connect the model mile to existing trails, neighborhoods, and amenities. The Tara Crossings Shopping Center sits less than half a mile east of the proposed alignment. There is an opportunity to connect the model mile to the shopping center by constructing a raised boardwalk that crosses the Flint River and travels through a wooded area between two multi-family housing complexes. This connection could bring additional foot traffic to the Tara Crossings shopping complex. With the owner's permission, the shopping center parking lot could be used for visitor parking for the trail, allowing people from further away to access the trail.

Numerous residential neighborhoods on the western side of Garden Walk Boulevard sit within a quarter mile of the trail. These neighborhoods could connect to the trail via a combination of mid-block crossings and a concrete trail.

About 3.5 miles east of the Upper Riverdale Road terminus is the Morrow Trail, and five miles south is Jesters Creek Trail. Connecting the model mile to these two existing trail systems would be a significant step in expanding the trail system within Clayton County.

CLAYTON COUNTY FUTURE CONNECTIONS & AMENITIES MAP



IMPLEMENTATION

FEASIBILITY & BENEFITS

The Clayton County model mile has the potential to be a catalyst for creating a better pedestrian infrastructure network in the region that would increase the quality of life of residents.

Expanding the multi-use trail network in Clayton County will serve as a catalyst for development while providing needed pedestrian infrastructure. The Clayton County Model Mile study has a noted lack of connected, safe, nonmotorized mobility options in this car-dominated area. The model mile will enhance the mobility and quality of life for residents in the area by providing an alternative means of travel. It will also provide visitors with access to the Flint River and the surrounding watershed, which is a significant natural resource for the city. A key component to realizing this vision is understanding the multiple components of implementation, including prioritization, project communication, potential funding sources, and projected costs for design and construction.

KEY STAKEHOLDERS

One advantage of this model mile is that it requires land acquisition and easements from relatively few property owners. The County will need to coordinate with the property owners who will be affected and secure buy-in from them. The trail should be presented as an added benefit to their property.

Key stakeholders are individuals or entities who have either a vested interest in the implementation of this trail or that hold or manage land, resources, or other physical elements that will be necessary to obtain, modify or negotiate in order to implement the trail successfully. Some key stakeholders include:

- **Southern Regional Medical Center:** The Southern Regional Medical Center is located adjacent to the proposed model mile alignment to the west of Garden Walk Boulevard. A portion of the proposed route, the large area of wetlands between Garden Walk Blvd and the Flint River, is located on the medical center's property. It is important to continually engage Southern Regional because its employees, patients, and the patient's families comprise a large number of potential trail users. The organization could also be a good partner and possibly even a source of private funding.
- **Clayton County Board of Education:** Charles R. Drew High School, Riverdale Elementary, and the Garden Walk Bus Depot, a county school bus facility, are located along the model mile route. The proposed alignment travels in the right-of-way adjacent to the school property. It is important to keep the Board of Education informed about the model mile project moving forward as the teachers and students will benefit from access to the trail. In addition, there is the potential to create connections to the residential neighborhoods behind the schools if the trail or trail spurs could be constructed on school property
- **Finding the Flint:** Due to the project's proximity to the Flint River, it is important to continuously engage the Finding the Flint initiative. Finding the Flint has obtained numerous grants from foundations, such as the Pisces Foundation and the Kresge Foundation, and would be a good partner to assist with funding efforts.
- **Private Property Owners:** The proposed model mile route traverses multiple private properties. The County will need to work with the owners to either purchase portions of their land or purchase permanent easements to accommodate the trail.
- **Utility companies:** Coordination with local utility companies is needed to verify the exact location of utilities for trail implementation. Some utilities may need to be relocated during trail construction.

PRIORITIZATION

For this study, the preferred alignment is comprised of a single phase of work with the goal that funding will be secured for the entire project at one time. A number of steps need to be taken in order to initiate the design of the model mile. Property owners along the preferred route must be engaged and coordinated with early in the process because their support allows for a smoother acquisition of the required land and ultimately it is hoped that they regularly use the trail. The County must first determine if the landowners are willing to grant permanent access easements or sell the portion of the land that the proposed alignment travels through. If the landowners are unwilling to part with their land in any fashion, an alternative route must be determined.

Another step required before the design process can begin is to obtain a survey. The survey will validate the actual location of the trail and help identify the impacts on the right-of-way, utilities, and additional infrastructure. Due to the project's proximity to the Flint River, a wetland delineation and a flood study should be completed in conjunction with the survey. The limits of the wetlands and the location of the floodplain and floodway will affect the location of certain elements of the trail and influence the type of construction methods used, as well as the permitting process.

Coordinating and keeping up-to-date with stakeholders throughout the design process is important because they have sway within the community and can be potential funding sources. A large section of the preferred alignment travels through a property owned by the Southern Regional Medical Center. This piece of land is undevelopable because it is comprised of wetlands and floods regularly. Because of this, it is possible that the hospital will donate the land to the project or lease it to Clayton County for a minimal fee. The Finding the Flint initiative is a potential partner organization both as a source for grants and to connect with additional private funding sources who are interested in improving and preserving urban wetlands and floodplains. Securing support and buy-in from local commissioners and municipal departments will help boost the community's perception of the project. Local commissioners can allocate portions of their budget toward funding the project and are more likely to do so if their constituents are in support. Numerous municipal departments will be involved in the design, permitting, and maintenance of the model mile trail. Engaging them early and often will allow for a smoother and more efficient project timeline.

POTENTIAL FUNDING SOURCES

Identifying public investment opportunities and further vetting potential funding sources is a first step Clayton County can take to bring the model mile vision to fruition. The Aerotropolis Alliance will assist the model mile communities in identifying funding, a critical resource for opportunities and assistance.

Using local funding sources is often the best approach to help realize the construction of the trail in the shortest timeframe possible. Specifically, the City can take the following actions:

- Partner with the Southern Regional Medical Center to develop a partnership for fundraising.
- Partner with the Finding the Flint organization to raise awareness and seek private funding opportunities or to apply for grants to fund the alignment.
- Include the model mile in the City's capital improvement initiatives and submit the project for SPLOST funding consideration going forward.
- Explore the Clayton County Development Authority as a potential funding source.

If additional funds are needed, another reasonable option is the Georgia Transportation Infrastructure Bank (GTIB) for construction funds. To be eligible, plans for the trail would need to be complete.

Federal funding is highly competitive and requires lengthier project timelines due to federal regulations. Federal funding through the Atlanta Regional Commission (LCI, CMAQ, TAP, etc.) should only be pursued when local funding sources are not available for the model mile. Federal dollars can support future scoping and feasibility studies of later phases of the Clayton trail network.

PROJECT COST

The project team developed a preliminary opinion of probable costs for the preferred alignment. The following costs are line items for key elements of the project. The costs represent standard calculations for 2020. Costs may vary based on several factors, including the final design, funding sources, and the date construction begins.

OVERALL PROJECT COST - TO BE DETERMINED

CONSTRUCTION	$3,522,701.25
UTILITIES	$352,270.13
ROW ACQUISITION	$287,539.96
ENGINEERING & INSPECTION (5%)	$176,135.06
DESIGN FEE (12%)	$422,724.15
CONTINGENCY (20%)	$704,540.25
ESTIMATED SUBTOTAL	**$5,465,911.00**

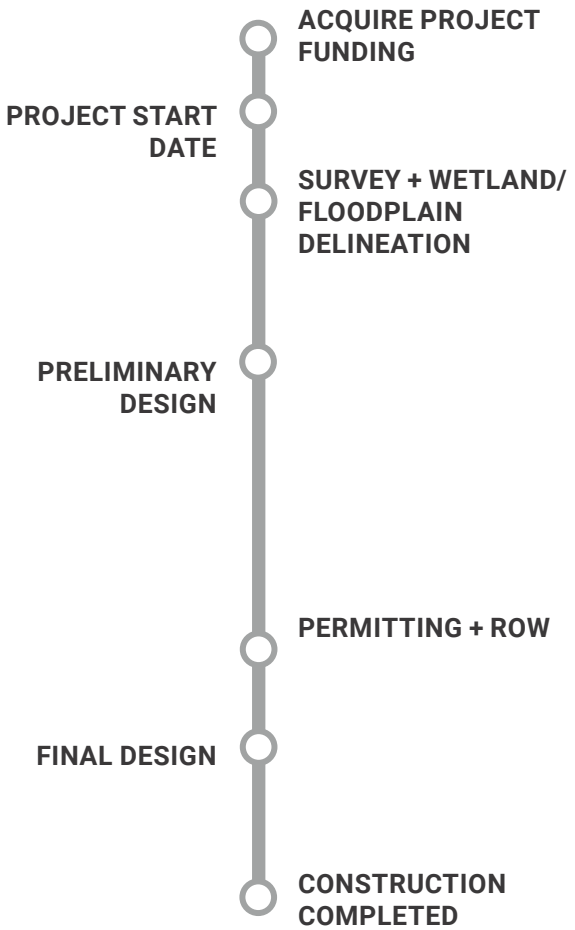
ESIMATED INFLATION COSTS:
3.5% INCREASE PER YEAR

2021	$5,657,217.89
2022	$5,855,220.51
2023	$6,060,153.23
2024	$6,272,258.59
2025	$6,491,787.64

DESIGN & ENGINEERING SEQUENCE

The timeline assumes the project will obtain approval and acquire project funding. Critical tasks in the timeline include the topographic and boundary survey of the project as well as wetland delineation and coordinating with the property owners. Permitting is unknown at this time, but due to project complexities, it can be assumed that permitting will take a minimum of six months. Locally funded trails can typically be constructed within 18 months to three years of securing funding, while federally funded trails can take a minimum of three to five years be realized once funding is secured.

This model mile study identifies a preferred alignment and its vision. At the completion of the planning process, the County will move the project forward to seek funding opportunities. Progression from the planning stages to construction and groundbreaking will introduce a new set of variables. Those variables could include changes to the built environment, demographic shifts, transportation expansion, and changes in property ownership. It is important for the community and major stakeholders to remain involved and active in this process in order to advocate for the core components of the community's vision for the Clayton County Model Mile.



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APPENDIX

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APPENDIX - A

POND

3500 Parkway Lane, Suite 500
Peachtree Corners, Georgia 30092

T: 678.336.7740 | F: 678.336.7744
www.pondco.com

Environmental Screening Survey

Project Name: Aerotropolis Trails, Clayton County
County: Clayton
Consultant Firm: Pond and Company
Date: February 20, 2020

Project Description:
The project consists of defining the alignment and long-term vision of the model mile Aerotropolis trail within the screening boundary. The desktop screening study identifies the environmental and cultural resource constraints at the concept level.

General Land Use Description:
The proposed Aerotropolis Trails (Clayton County) project area totals approximately 2,377 acres and is located west of I-75 and Tara Boulevard, east of State Route (SR) 85, and north of Valley Hill Road Southeast in Clayton County (Figure 1). The project area is also intersected by Garden Walk Boulevard, and Upper Riverdale Road. The screening area consists of residential, commercial, institutional, and industrial land use.

Ecology:
Author: Sara Duquette
Ecological Resources Identified: Yes
Resource Type Evaluated: Streams, Wetlands, Open Waters, Floodplains, T&E/Habitat
State Buffered Waters: Yes
Jurisdictional Waters: Yes
FEMA floodplain: Yes

***Streams/Wetlands/Floodplains*:**
A desktop screening was conducted January 2019 to identify environmental resources located within the screening area. These resources were not delineated and are approximated on the attached *Environmental Screening Map* (Figure 2). This information is for planning purposes only and a full delineation of the regulated resources and buffers should be performed prior to project permitting and construction.

Table 1. Aquatic Resource Summary

Resource Type	Amount Present	Linear footage (lf)/acreage (a) within the study area
Streams	18	4,6582 lf
Wetlands	23	427.8 ac
Open Water	9	11.5 ac
Floodplain Zone (AE)	-	588 ac
Floodplain Zone (A)	-	9.6 ac

***Protected Species*:**
As a part of the environmental screening, the US Fish and Wildlife Service's (USFWS) Information, Planning, and Conservation System (IPaC) was consulted for information regarding potential impacts to federally protected species related to implementation of the proposed project. The USFWS IPaC list

identified two (2) listed species within Clayton County. Refer to the following table for federally protected species.

Table 2. Federal Threatened and Endangered Species Summary

Common Name	Scientific Name	Federal Status	Habitat Requirements	Potential Presence within Project Area
Fauna				
purple bankclimber	*Elliptoideus sloatianus*	T	Small to larger rivers with moderate current and sandy to silty substrates	TBD
Flora				
black-spored quillwort	*Isoetes melanospora*	E	Shallow, temporarily flooded, flat-bottomed pools formed by natural erosion on granite outcrops	TBD

E = Endangered, T = Threatened, TBD = To Be Determined

Archaeology:
Author: Kenny Pearce
Resources Identified: yes

A literature and document search were conducted in order to gather pertinent background information regarding the subject property and its surroundings. This research included inspections of the Georgia Archaeological Site File (GASF), Georgia's Natural, Archaeological, and Historic Resources GIS (GNAHRGIS) database (GNAHRGIS 2020), and the National Register of Historic Places (NRHP) (National Park Service 2020).

Research of the GASF identified 44 previous archaeological surveys and 35 previously recorded archaeological sites within a 1-mile radius of the proposed project area (Figures 3 and 4). Of the previous 44 archaeological surveys identified, 15 lie within or cross portions of the project area (Table 3). Of the 35 previously recorded archaeological sites, 21 lie within the project area limits (Table 4). Of these 21 sites, three are historic and date to the nineteenth and twentieth centuries, 14 are listed as aboriginal, and four have both a historic and aboriginal component. The NRHP eligibility status of all of these sites is either unknown or ineligible. The remainder of the sites identified outside of the project area consist of nineteenth/twentieth century historic sites as well as various aboriginal sites dating as far back as the Archaic period and as recent as the Mississippian period. For additional information on the previous archaeological surveys and previously recorded archaeological sites identified, refer to Tables 3 and 4.

Table 3. Previous Archaeological Surveys Conducted within a 1-Mile Radius of the Project Area.

GASF Report Number	Report Title	Reference
1176	Archaeological Survey of the Proposed Jesters Creek Greenway Clayton County, Georgia	Dukes and Braley 1994
2774	Archaeological Reassessment of Project NH-IM-75-2(174), Clayton County	McIntosh and Duff 2004
2885	Addendum to Phase I Archaeological Survey of SR 85 and SR 138 Signal System Design, Clayton County, Georgia	Pietak and Duff 2004

2968	Phase I Cultural Resources Survey Proposed Fifth Runway Overland Conveyor Site Clayton County, Georgia	Quirk and Jordan 2002
2991	Archaeological Survey of Project CSSTP-0007-00(290), Clayton/Henry County	Erickson 2005a
3120	Phase I Archaeological Survey of the Proposed Lamar Hutcheson Parkway Park and Ride Lot Clayton County, Georgia	Smith 2005
3201	Phase I Archaeological Survey of the Battle Creek Road and Mt. Zion Boulevard Roadway Improvements, Clayton County, Georgia	Banguilan and Silliman 2005
4128	Cultural Resources Reconnaissance Forest Park Quarry Expansion Site Clayton County, Georgia	Jordan and Quirk 2006
4210	Addendum to Phase I Archaeological Survey of Proposed ATMS Installation and Signal Upgrades	Pietak and Silliman 2008
4347	Report of Archaeological Investigations at the Union Bethel AME Church Cemetery, Clayton County, Georgia	Gardner 1993
4550	Archaeological Assessment of Project MSL-0003-00(542), Clayton County	Mustonen 2009
5379	Addendum to Phase I Archaeological Survey of Proposed Widening of Battle Creek Rd. and Mt. Zion Blvd	Pietak and Batt 2009
6282	Phase I Cultural Resource Survey of the Chase Tract, Clayton County, Georgia	Pietak and Holland 1995
6284	Phase II Cultural Resource Investigations at Site 9CN87 (Chase Tract), Clayton County, Georgia	Gardner et al. 1996
6359	Cultural Resource Assessment of the River Hills Subdivision Clayton County, Georgia	Steinen 1978
6531	Archaeological Survey of Project STP-7318-00(850), Clayton County	Pomfret 2001
6534	Archaeological Assessment of Project STP-074-2(39), Clayton County	McIntosh and Duff 2000a
6535	Archaeological Assessment of Project STP-001-4(64), Clayton County	McIntosh and Duff 2000b
6538	Archaeology Assessment of Project BHM-9097(6), Clayton County	Entorf 1987
6540	Archaeological Assessment of Projects MR-9108(3), Clayton County	Paglione 1991a
6545	Archaeological Assessment of Project FR-00104(48), Clayton County	Paglione 1991b
6548	Archaeological Assessment of Project IR-75-2(163) Clayton County	Entorf 1989
6552	Archaeological Assessment of Project STP-074-2(23), Clayton County	Duff 1997
6554	Archaeological Assessment of Project IM-NH-75-2(174), Clayton County	Entorf 1996
6557	Archaeological Assessment of Project STP-074-2(38), Clayton County	Duff and Fleming 1995
6560	Archaeological Assessment of Project NH-001-4(53), Clayton County	Fernandez-Sardina 1994a
6564	Archaeological Assessment of Project STP-074-2(29), Clayton County	Fernandez-Sardina 1994b
7274	Archaeological Assessment of Project IR-75-2(155), Henry/Clayton Counties	Bowen 1985

7731	Phase I Archaeological Survey of Segments 2 and 4 and Workspaces for the Atlanta Gas Light East Beltline Clayton, DeKalb, and Fulton Counties	Valk 2012
7732	Atlanta Gas Light Pipeline Replacement Program Sections 1, 2, 3, 4, and 5 Clayton, Fulton, and DeKalb Counties, Georgia	Joseph 2012
8536	Archaeological Survey for Proposed High Occupancy Vehicle Lanes on I-75 From Mount Zion Boulevard Clayton County to Crown Road Fulton County, Georgia	Koch and Norwood 2007
8849	Archaeological Assessment for SR 85 from Fayette County Line to SR 331	Williams 2013
8920	Phase I Archaeological Survey, I-75 Managed Lanes Concept, Forest Parkway Interchange/NB CD System	Botwick 2012
9458	Quarterly Report on Archaeological Survey in DeKalb, Gwinnett, and Clayton Counties for the National Register of Historic Sites (G.S.U. Project 327)	Babb and Condrey 1974
9882	Archaeological Assessment TCNS ID #157381 Proposed 195-Foot Tall Monopole Telecommunications Structure within a 4,476 Square-Feet Lease Area	Reed and DuBois 2017
9982	Second Addendum to Phase I Archaeological Survey, I-75 Managed Lanes Concept, Forest Parkway Interchange/Northbound Collector-Distributor System, Clayton County, Georgia	Carlock 2017
10736	Archaeological Assessment of Project CSSTP-M003-00(360), Clayton County	Erickson 2005b
10741	Archaeological Assessment of Project CSSTP-M003-00(359), Clayton County	Erickson 2005 C
10986	Second Addendum to the Phase I Archaeological Survey for Mt. Zion Boulevard/Battle Creek Road Widening, Clayton County, Georgia	Bottomley 2018
12504	Archaeological Assessment TCNS ID #181337 Proposed 80-Foot Monopole Telecommunications Structure with an Approximate 80-Footby 80-Foot Lease Area	Edson and Beazley 2019
13224	Cultural Resource Survey Proposed Cell Tower Site TriLeaf #639131/ "Tara Blvd." Jonesboro, GA	Horne 2018
13302	Archaeological Assessment TCNS ID #156596 Proposed 125-Foot Monopole Telecommunications Structure	Errett and Beazley 2017
13322	Archaeological Assessment of I-75-2 (7) 211, Clayton County	Larson 1962
13608	Archaeological Assessment for Project CSNHS-0006-00(401) Fulton, Clayton, and Henry Counties	Brown 2006

Table 4. Previous Archaeological Sites Recorded within a 1-Mile Radius of the Project Area.

Site Number	Site Name	Components	NRHP Eligibility	Recording Entity/Date
9CN22	National Homes Colony	Unknown Aboriginal (rock shelter)	Unknown	Gary Barber/1974
9CN23	None	Unknown Aboriginal (rock shelter)	Unknown	Qullian/1977
9CN30	Lee's Mill	Historic Mill	Unknown	Charles Babb and Phillip Codrey/1974

Site Number	Site Name	Components	NRHP Eligibility	Recording Entity/Date
9CN59	McCord House; Stately Oaks	Mid-19th Century Plantation; House and Outbuildings Moved to Jonesboro (3 Miles to the South) in 1972	Ineligible	S. Caldwell/1972
9CN60	Quarter	Archaic Lithic Scatter	Ineligible	N.S. Steinen/1978
9CN77	None	Unknown Aboriginal Lithic Scatter	Ineligible	Joel Dukes/1994
9CN78	Chambers Mill	Nineteenth Century Mill	Unknown	Tracy M. Dean/2005
9CN79	Flowers Family Cemetery	Historic Cemetery	Unknown	Carey L. Coxe/1994
9CN87	Chase	Late Nineteenth through Middle Twentieth Century Artifact Scatter	Ineligible	Jeffrey W. Gardner/1996
9CN123	None	Late Archaic; Nineteenth to Twentieth Century Artifact Scatter	Ineligible	Phillip Quirk/2001
9CN124	None	Unknown Aboriginal; Twentieth Century Artifact Scatter	Ineligible	Phillip Quirk/2001
9CN125	None	Middle Archaic Lithic Scatter	Ineligible	Phillip Quirk/2001
9CN126	None	Late Archaic Lithic Scatter	Ineligible	Phillip Quirk/2001
9CN127	None	Late Archaic Lithic Scatter; Nineteenth to Twentieth Century Artifact Scatter	Unknown	Phillip Quirk/2001
9CN128	None	Unknown Aboriginal Lithic Scatter; Nineteenth to Twentieth Century Artifact Scatter	Ineligible	Phillip Quirk/2001
9CN129	None	Unknown Aboriginal Lithic Scatter	Ineligible	Phillip Quirk/2001
9CN130	None	Unknown Aboriginal Lithic Scatter	Ineligible	Phillip Quirk/2001
9CN131	None	Unknown Aboriginal Lithic Scatter	Ineligible	Phillip Quirk/2001
9CN132	None	Unknown Aboriginal Lithic Scatter	Ineligible	Phillip Quirk/2001
9CN133	None	Woodland/Mississippian Artifact Scatter	Ineligible	Phillip Quirk/2001
9CN134	None	Unknown Aboriginal Lithic Scatter	Ineligible	Phillip Quirk/2001
9CN135	None	Woodland/Mississippian Artifact Scatter	Ineligible	Phillip Quirk/2001
9CN136	None	Unknown Aboriginal Lithic Scatter	Ineligible	Phillip Quirk/2001
9CN137	None	Unknown Aboriginal Lithic Scatter	Ineligible	Phillip Quirk/2001
9CN138	None	Late Archaic/Early Woodland/Twentieth Century	Ineligible	Phillip Quirk/2001
9CN139	None	Unknown Aboriginal; Twentieth Century	Ineligible	Phillip Quirk/2001
9CN140	None	Unknown Aboriginal Lithic Scatter	Ineligible	Phillip Quirk/2001
9CN141	None	Unknown Aboriginal; Twentieth Century Artifact Scatter	Ineligible	Phillip Quirk/2001
9CN142	None	Unknown Aboriginal Lithic Scatter	Ineligible	Phillip Quirk/2001
9CN143	None	Unknown Aboriginal Lithic Scatter	Ineligible	Phillip Quirk/2001
9CN197	Upper Riverdale Road Cemetery	Early Twentieth Century	Unknown	Diana Valk/2012
9CN199	Morrow Road Historic Scatter	Nineteenth-to-Twentieth Century	Unknown	Diana Valk/2012

Site Number	Site Name	Components	NRHP Eligibility	Recording Entity/Date
9CN249	None	Middle Archaic; Twentieth Century	Ineligible	Gretchen Eggiman/2017
9CN250	Brookstone Stonewalls	Early Twentieth Century	Ineligible	Amy Carruth/2017
9CN254	Carver Memorial Gardens	Mid-Twentieth Century	Unknown	Anthony Chieffo/2019

History:
Author: Kenny Pearce
Structures 50+ years Identified: yes

Inspections of the GNAHRGIS database (GNAHRGIS 2020) identified one previously recorded historic resource (81549) within 1-mile of the project area (see Figure 4, Table 5). Historic Resource 81549 (also known as Stately Oaks) is depicted in the GNAHRGIS database as being located immediately east of the project area, south of Mt. Zion Road along Tara Boulevard. This resource consists of a mid-nineteenth century plantation that includes the plantation house and outbuildings. It was listed on the NRHP in 1972. Around that same time, the house and associated outbuildings were moved some three miles south to Jonesboro and now serve as the center piece of Margaret Mitchell Memorial Park. For further information concerning this previously recorded historic resource, refer to Table 5.

Research of the NRHP (National Park Service 2020) failed to identify any previously listed historic properties within the 1-mile search radius.

Table 5. Previously Recorded Historic Resources Within a 1-Mile Radius of the Project Area.

GNAHRGIS Resource Number	Name	Address/Location	Year Built and Resource Type	NRHP Eligibility Status
81549	Stately Oaks	Lake Jodeco Rd, Jonesboro, Clayton County	1839; Greek Revival Antebellum House. House was moved from its depicted location on GNAHRGIS to its current location (3 miles south of project area) in Jonesboro around 1972.	Listed 1972

If you have any questions or require any additional information, please contact me at 470.387.8936 or Duquettes@pondco.com.

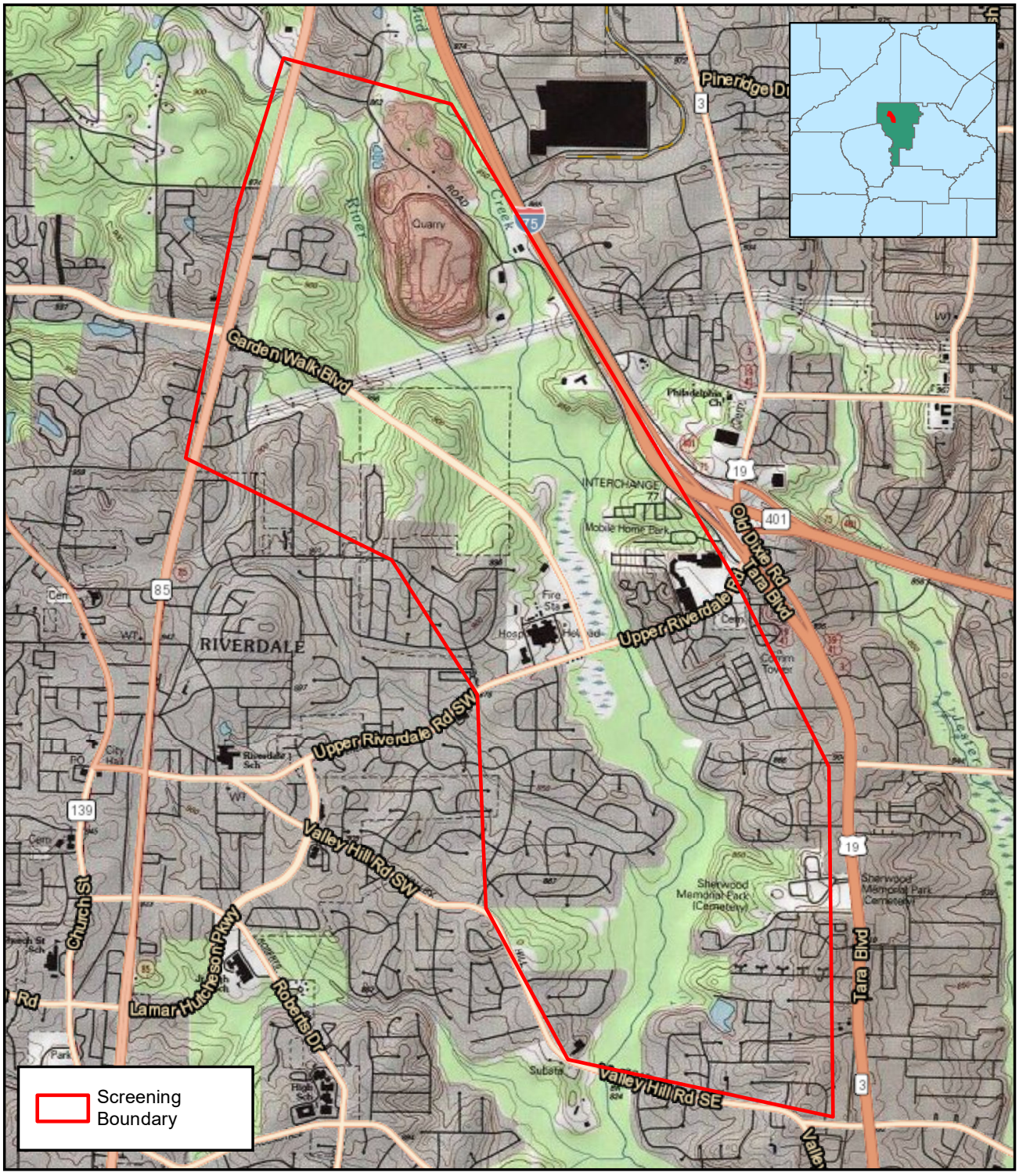
Sincerely,

Sara Duquette

Sara Duquette
Scientist III

Enclosures:
Attachments: Figures

Architects
Engineers
Planners
Constructors



Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors

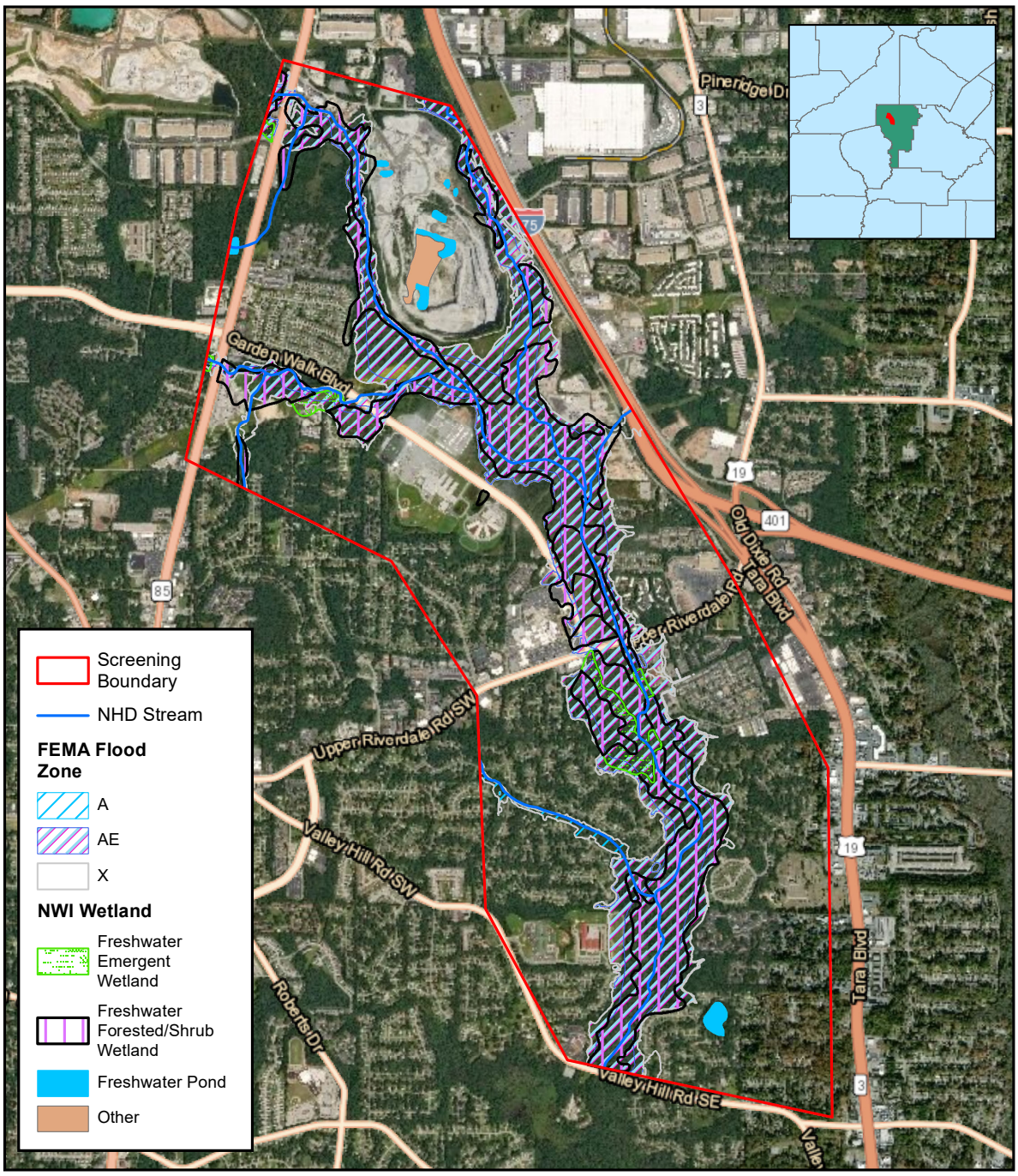
Figure 1
Site Location Map

POND

N

0 1,250 2,500 5,000 Feet

Aerotropolis Trails
Clayton County
Clayton County
February 2020



Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors

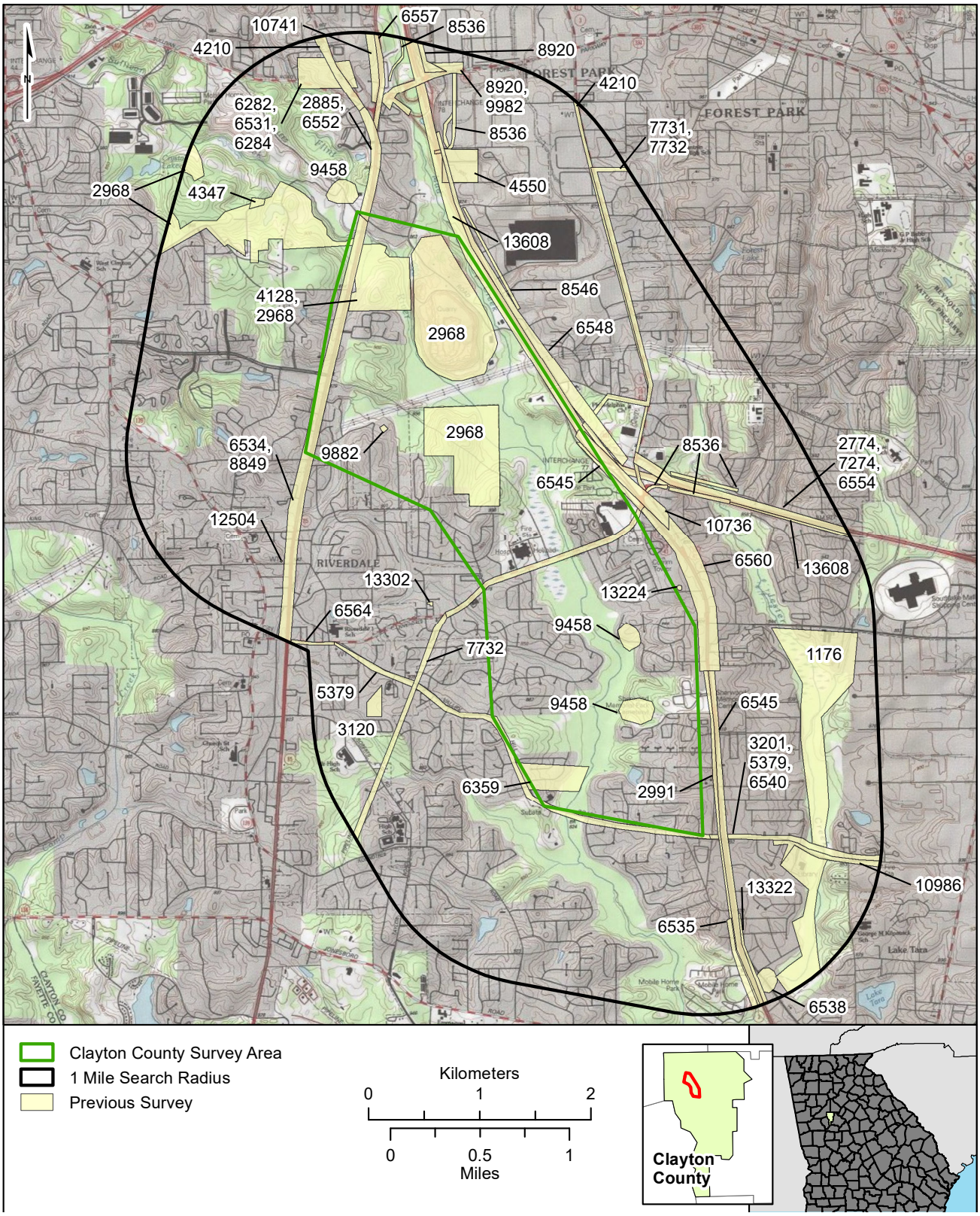
Figure 2
Environmental Screening Map

POND

N

0 1,250 2,500 5,000 Feet

Aerotropolis Trails
Clayton County
Clayton County
February 2020


10741
6557
8536
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8920
8920,
9982
4210
6282,
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6284
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8536
7731,
7732
9458
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4550
13608
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4128,
2968
2968
6548
2968
6534,
8849
9882
8536
2774,
7274,
6554
6545
12504
10736
RIVERDALE
6560
13608
13302
13224
6564
9458
7732
1176
5379
9458
6545
3120
3201,
5379,
6540
6359
2991
13322
10986
6535
6538
Clayton County Survey Area
1 Mile Search Radius
Previous Survey
Kilometers
0
1
2
0
0.5
1
Miles
Clayton
County

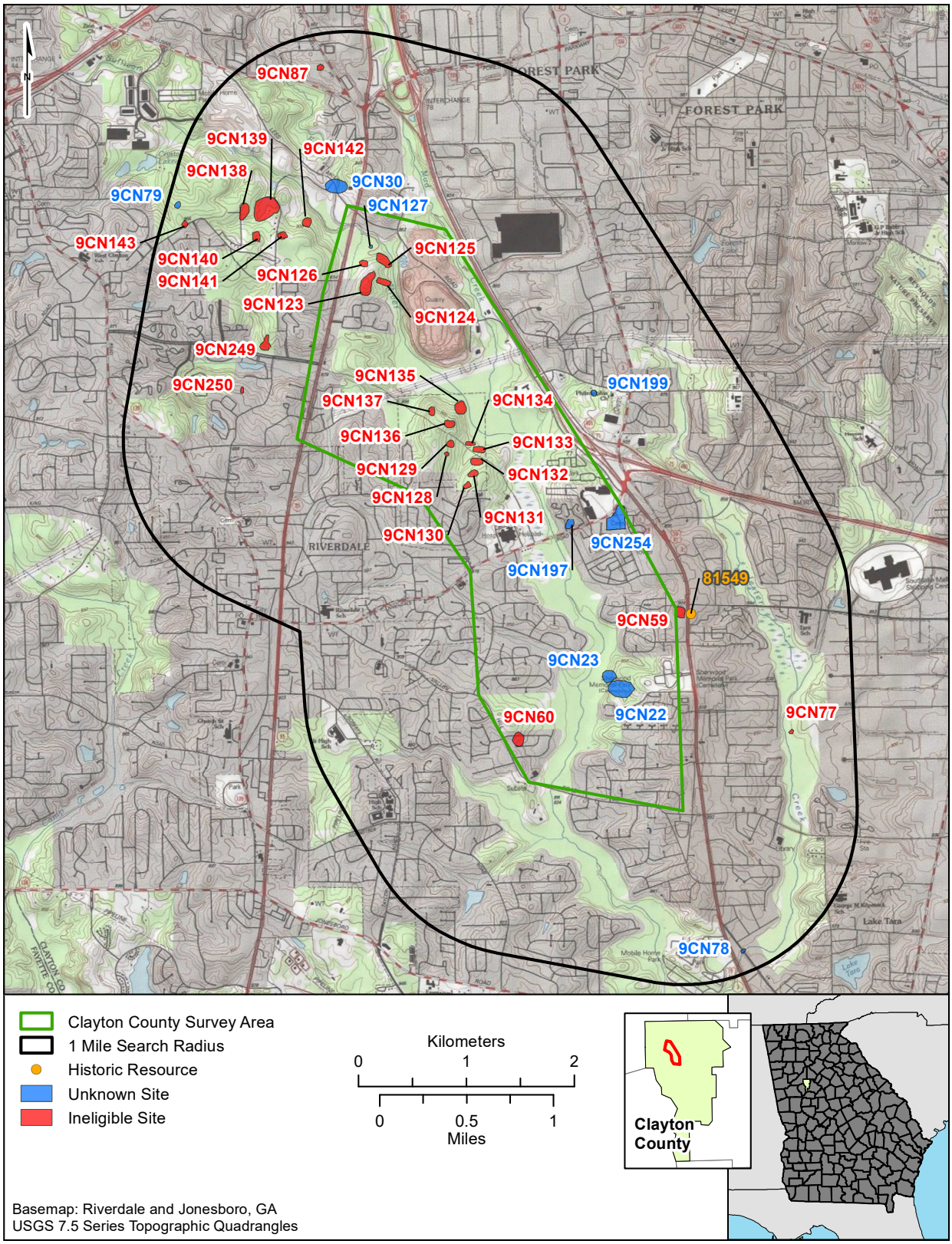

Figure 4. *Topographic map showing previously recorded archaeological sites and one previously recorded historic resource located within a 1-mile radius of the project area.*

APPENDIX - B

AeroATL Model Mile Feasibility Study
Virtual Public Forums

Schedule & Attendance

Municipality	Date	Time	# Attendees
City of South Fulton	4/21/2020	2:00 - 3:00 PM	24
City of East Point	4/21/2020	4:00 - 5:00 PM	35
City of Atlanta	4/22/2020	3:00 - 4:00 PM	28
City of Hapeville	4/23/2020	2:00 - 3:00 PM	22
City of Union City	4/23/2020	4:00 - 5:00 PM	15
Clayton County	4/28/2020	2:00 - 3:00 PM	23
City of Forest Park	4/28/2020	3:00 - 4:00 PM	15
			162

Summary

This first round of public meetings was initially scheduled as two in-person meetings. Due to the COVID-19 pandemic, these meetings were moved to a virtual/dial in format. All meetings were facilitated by a Consultant Team project manager and followed the same agenda:

- Introduction
- Pigeonhole: How To & Poll
- Overview of Goals & Criteria
- Progress to Date
- Existing Conditions
- Virtual Site Tour
- Interactive Poll
- Interactive Q & A
- Next Steps

Each meeting was recorded and can be found at https://aeroatl.org/special-projects. A summary of the interactive poll results and questions/answers recorded at each meeting is included below.

Clayton County

Clayton County Model Mile Poll Session

Question: What is your current association with the Clayton County		Total votes (12)	
No	**Answer options**	**Votes**	**% of Total**
1	Resident	2	16.7%
2	Business Owner	2	16.7%
3	Government Employee	1	8.3%
4	Elected Official	0	0.0%
5	Just interested in the trail system.	7	58.3%

Question: Do you actively use trials/greenways in Clayton County or other surrounding communities?		Total votes (12)	
No	**Answer options**	**Votes**	**% of Total**
1	Yes	5	41.6%
2	No	5	41.7%
3	I don't know.	2	16.7%

Question: How would you best describe the type of trail user you are?		Total votes (11)	
No	**Answer options**	**Votes**	**% of Total**
1	I enjoy a peaceful, solitary walk on occasion.	2	18.2%
2	I enjoy walking with friends and family for recreation.	2	18.2%
3	I am an avid runner.	0	0.0%
4	I love to skateboard/roller blade/scooter on paved trails	0	0.0%
5	I enjoy casually riding my bicycle on paved trails.	6	54.5%
6	I am an avid cyclist who loves to ride anywhere.	1	9.1%

Question: How do you foresee yourself predominantly moving along this trail?		Total votes (11)	
No	**Answer options**	**Votes**	**% of Total**
1	Walking/Running	6	54.5%
2	Biking	4	36.4%
3	Other	1	9.1%

Question: What type of trail elements would you like to see?		Total votes (19)	
No	**Answer options**	**Votes**	**% of Total**
1	Overlooks	9	47.3%
2	Seating areas	3	15.8%

3	Picnic Areas	2	10.5%
4	Bird Blinds	1	5.3%
5	Nature Wayfinding/Interpretive Signage	4	21.1%

Question: What security elements would make you feel safer/more comfortable using the trail?		Total votes (22)	
No	**Answer options**	**Votes**	**% of Total**
1	Multiple access points on and off the trail	8	36.4%
2	Clear sight lines	2	9.1%
3	Lighting	5	22.7%
4	Emergency Call Boxes	2	9.1%
5	Trail Signage/Wayfinding	5	22.7%
6	Security/Police presence	0	0.0%

Question: What destinations would you like to see the trail to connect to?		Total votes (17)	
No	**Answer options**	**Votes**	**% of Total**
1	Southern Regional Medical Center	5	29.4%
2	Riverdale Elementary School/Charles R. Drew High School	6	35.3%
3	Tara Crossings Shopping Center	2	11.8%
4	Nearby Apartment Complexes	4	23.5%

Clayton County Model Mile Q & A Session

Q: Has any kind of timeline been established for construction?

A: A timeline for construction has not yet been established. At the end of this process we will have an idea of how much it would cost to construct, potential funding sources, and (depending on the source of funding) what the timeline for construction will be.

Q: Is the trail scheduled to be 1 mile long?

A: Currently, all of the model miles are +/- one mile in length. If we get a lot of feedback and buy-in from the community, leadership and staff regarding changing the logical termini, the length can change. However, trails tend to be built, one mile at a time.

Q: My concern is Clayton County's history of putting warehouses in residential neighborhoods. Has this been addressed with Clayton County leaders?

A: This is a valid concern but is not something that we can control through this process. It is not anticipated that this trail will impact land use in that regard. We will share this question with Clayton County leadership.

Q: What would you use to construct the trail? Concrete? Asphalt? Boardwalk/wood?

A: We have not yet decided upon materials for this trail, however, concrete is commonly used for trails that are at-grade with the roadway. Concrete is longer term and lower maintenance as compared to asphalt. Boardwalks can be built with concrete as well. It is a matter of how much you want to pay up front versus how much you want to pay in maintenance over time. It will be a paved, multiuse trail.

Q: What is the ETA for starting and completing the project?

A: The feasibility study will wrap up by September/October of this year. A proposed timeline will be developed that depends on funding sources and availability. The entire mile can be designed, engineered, permitted and installed within a few years. Other funding sources can extend the timeline for construction.

Q: Can the trail plan be moved to an alternate location such as the Jonesboro area?

A: This will be the location of the model mile that we are tasked with developing. Remember, it is a small piece of the larger AeroATL Greenway Master Plan network, so there are other trail segments to come which may eventually extend into the Jonesboro area. Please visit www.aeroatl.org to view the entire master plan. You can also visit the other model mile Social Pinpoint websites to view where the other trails are in relation to this segment.

Q: Have y'all biked the Jesters Creek Trail yet? It's a great model for this trail segment.

A: Absolutely. We have members of our Team who were instrumental in the construction of the Jesters Creek Trail. Pond designed and engineered a piece of this trail segment in Morrow area. We agree that it is a good model for this model mile.

Q: Will you have camera surveillance in some areas?

A: Camera surveillance is always a consideration and can be a part of the final recommendation. We are not preparing full design and engineering documents for this study. However, safety recommendations will be factored into our recommendations and into the cost estimates for each model mile.

Q: Where do I find the presentations for the other cities?

A: The presentations and Social Pinpoint websites for each model mile can be found at https://aeroatl.org/special-projects/aeroatl-greenway-model-mile.

APPENDIX - C

Virtual Forum Schedule

Municipality	Date	Time
Clayton County	8/26/2020	2:00 - 3:00 PM
City of Hapeville	8/26/2020	4:00 - 5:00 PM
City of Forest Park	8/27/2020	1:00 - 2:00 PM
City of Union City	8/27/2020	3:00 - 4:00 PM
City of South Fulton	8/28/2020	1:00 - 2:00 PM
City of Atlanta	9/9/2020	6:00 - 7:00 PM
City of East Point	9/16/2020	6:00 - 7:00 PM

Summary

In response to the continuing COVID-19 pandemic, the second round of public meetings were held in a virtual/dial in format. The purpose of this round of meetings was to give an overview of the alignment(s) being considered and to get some preliminary feedback. All meetings were facilitated by a Consultant Team project manager and followed the same agenda:

- Introduction
- Overview of Goals & Criteria
- Alignment Overview
- Alignment Q&A
- Next Steps

Each meeting was recorded and can be found at https://aeroatl.org/special-projects. A summary of the questions/answers recorded at each meeting is included below.

Clayton County

Clayton County Model Mile Q & A Session

Q: Is the elevated concept in the purple alignment expensive to construct?

A: As compared to a concrete trail on the ground, the elevated design is more expensive. You can spend less money in materials up front, but there will be the need for maintenance 10 – 15 years from construction date. However, spending the money up front on quality materials will reduce the need for long term capital improvements down the line. The construction expenses, the return on investment, and other factors will all be considered when selecting the final alignment.

Q: Is the buffered bike lane in the green alignment similar to what is in Buckhead?

A: Yes, this is similar to the Path 400 trail.

Q: The orange alterative seems to be the best of both worlds. If this is the most highly polled, what other factors go into the final decision making? Does the public get to decide on amenities?

A: We will take public feedback into consideration; we want to know what the public feels most comfortable with. The amenities that we are proposing will be in the final report recommendations, however, final amenities will be decided once the project goes into the full design and construction phases.

Q: Will private land have to be acquired for the blue alignment?

A: The wetlands are owned by either the medical center or Clayton County. The rest of the lands are either school property or privately owned and not developed. There is no need to displace or take any property. Everything that we are looking at would require the acquisition of easements and undeveloped property. We expect that these properties will be relatively easy to acquire.

APPENDIX - D

AeroATL Model Mile Feasibility Study
Virtual Public Forums

Virtual Forum Schedule

December 16, 2020

Session #1: 11:00 AM – 12:00 PM

Session #2: 6:00 PM – 7:00 PM

Summary

In response to the continuing COVID-19 pandemic, the third and final round of public meetings were held in a virtual/dial in format. The purpose of this round of meetings was to present draft alignment concepts and to get public feedback before the study is finalized. Both sessions were facilitated by the Consultant Team and followed the same agenda for each Model Mile:

- Project Goals
- Existing Conditions
- Preferred Alignment
- Plan Views
- Typical Sections
- Trail Streetscapes
- Cost Summary
- Q & A Session

Each session was recorded and can be found at https://aeroatl.org/special-projects. A summary of the questions, answers, and comments recorded at both sessions is included below.

Session #1: Questions & Comments

Q: To be well used, trails need destinations...How can the Hapeville trail connect to downtown?

A: This Model Mile is a part of a larger network that, when built, will connect to downtown Hapeville and will provide connectivity for people at the Delta campus and some of the more isolated areas. It will go a long way to improve connections to downtown. A specific spur connection to downtown Hapeville is outside of the scope of this study but is an idea that should be built upon.

Q: For Forest Park, do you see the path continuing in the future over the interstate? or would it turn down Frontage Rd?

A: We looked at several different ways to cross the interstate. Crossing at the intersection at Forest Parkway is less desirable because of the potential conflicts (slip lanes, on ramps/off ramps, heavy traffic). A grade separated crossing further north would be a better and safer option. There is also a potential opportunity to cross near Mud Creek, but there are grade elevation changes on the west side of the highway that would also need to be resolved.

Q: When is this project projected to become a reality?

A: Each community will have its own timeline for implementation. This study emphasizes the use of local funding wherever possible versus federal funding because federal funding lengthens the timeline and can be more competitive. Each municipality is different but are all actively working to build the trails. The CIDs will continue to push these projects to maintain momentum so that they are implemented.

Q: I like the schoolwalk best for Clayton. Connecting to the homes behind the school. Would like to see thoughts on how this could connect to the potential Flint River projects.

A: The boardwalk alignment is located within the floodplain of the Flint River. Earlier in the study process, we looked into alternatives closer to the river, but it is not the safest or most cost-effective opportunity at this time. There is an alternative with a spur overlook to the Flint River that could give users a closer view of the river. Eventually, the system will connect to the Flint River sites near the airport.

Q: What are the plans & ongoing costs related for upkeep and maintenance? This includes regular trash pickup & upkeep of vegetation as well as paint refresh, pressure wash, etc.--avoid looking run down.

A: Upkeep and maintenance costs will be the responsibility of each community, as well as safety and monitoring. We encourage each community to think about such operational costs on the back end. Each community is well aware that these infrastructure costs are important.

Q: Isn't there already bike lanes on Delowe through the park?

A: Yes, there are existing bike lanes but they are substandard width and are rarely used. They are only 2 ft in some places, very narrow and there is no buffer between the bicyclists and the automobile drivers. Speeds are also very high on Delowe, and over time the unused bike lanes have become de facto sidewalks since sidewalks do not exist in the area. This trail would make this area safer for pedestrians and cyclists and will be a better use of public right of way.

Q: what are the future plans for Union City? Would this continue on Buffington? Where would it continue on the north side? Flat Shoals is a crazy busy road.

A: There are some intersection improvements and sidewalks planned for the Buffington Road and Royal South Parkway intersection. The scope of this plan is to focus on Royal South Parkway. Where the trail ties into in the future could be addressed in a future study, but there is a real interest by the City to build a larger network.

Q: I love the EP plans. I'm not sure the pedestrian bridge over the tracks will be used as much as we hope. Elevators are slow and stinky and no ramp for bikes. How can we make it more accessible?

A: We are aware of the inoperable elevators and the issues with people using them for reasons other than accessing the bridge. We've had conversations with the City and there are plans to make the bridge more appealing. The hope is that adding art investments, activity to the area with the trail, and through redevelopment that would reduce the incidences of people misusing the bridge and other public spaces.

C: For EP, I agree with moving the trail to the east side of Marta to get the PATH off of Main and not causing congestion with MARTA commuters.

Q: What are your plans for continued community engagement? How will you ensure residents do not get displaced?

A: We're at the end of this project but each community's desire as they move forward with the engineering plans will be to implement their own community engagement strategy. There will be continued engagement with each individual community as they move these Model Mile projects forward. The CIDs are also going to continue to advocate for this project to keep it in the forefront and will continue to engage the public.

Regarding displacement, in a physical sense, these trails won't impact property directly but as redevelopment occurs, we do want to maintain equity and ensure that long term residents do not get displaced. Each community is very sensitive to this and will be an ongoing part of our discussion.

Session #2: Questions & Comments

Q: Are the trail rights-of-way on public property, or do some of the plans have the trails on private land? Are the private landowners onboard with the plans you're proposing? (Like to grant an easement?)

A: Each Model Mile is different. Where possible, we work within the public right of way, whether it's on Forest Parkway where we could reclaim the shoulder or in Hapeville on Virginia Avenue where we are working within the public right of way. We have a mixture of land owners, some public and some private.

So, a part of the strategy in each community working forward will be to work directly with private property owners as needed.

Q: In these design proposals, to what extent did you consider keeping the trail grades relatively level? I believe that having the trails' grades be too challenging will discourage casual use.

A: Yes. All of the trails that you are seeing are less than 2 – 5 % slope. We try to avoid following corridors where possible and we factor in ADA accessibility into the trail design. There are places where the trails follow roads that are adjacent to curbs where we have limited ability to address these challenges, because you are working with the grade of the road. We've attempted to minimize these instances and have tried to make the trail accessible to a diversity of people.

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