



# AEROATL GREENWAY MODEL MILE

**SOUTH FULTON**  
PROJECT FEASIBILITY STUDY









***The opinions, findings, and conclusions in this publication are those of the author(s) and not necessarily of the Department of Transportation, State of Georgia or the Federal Highway Administration.***

***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

President & CEO, Aerotropolis Atlanta Alliance



# AeroATL Model Mile

## PROJECT FEASIBILITY STUDY

### ACKNOWLEDGMENTS:

## PROJECT TEAM

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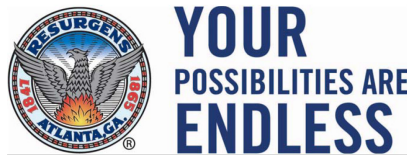






## THANK YOU

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:



**YOUR  
POSSIBILITIES ARE  
ENDLESS**



### **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



# **SOUTH FULTON**

# **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.***

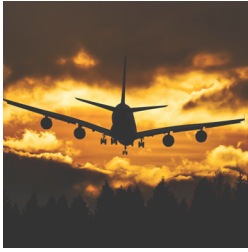
As an outgrowth of the AeroATL Greenway Plan, seven communities were selected to complete a model mile feasibility study. Each community embarked on a planning process that examined the feasibility of creating a model mile greenway/multi-use trail that will spark development of an interconnected network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

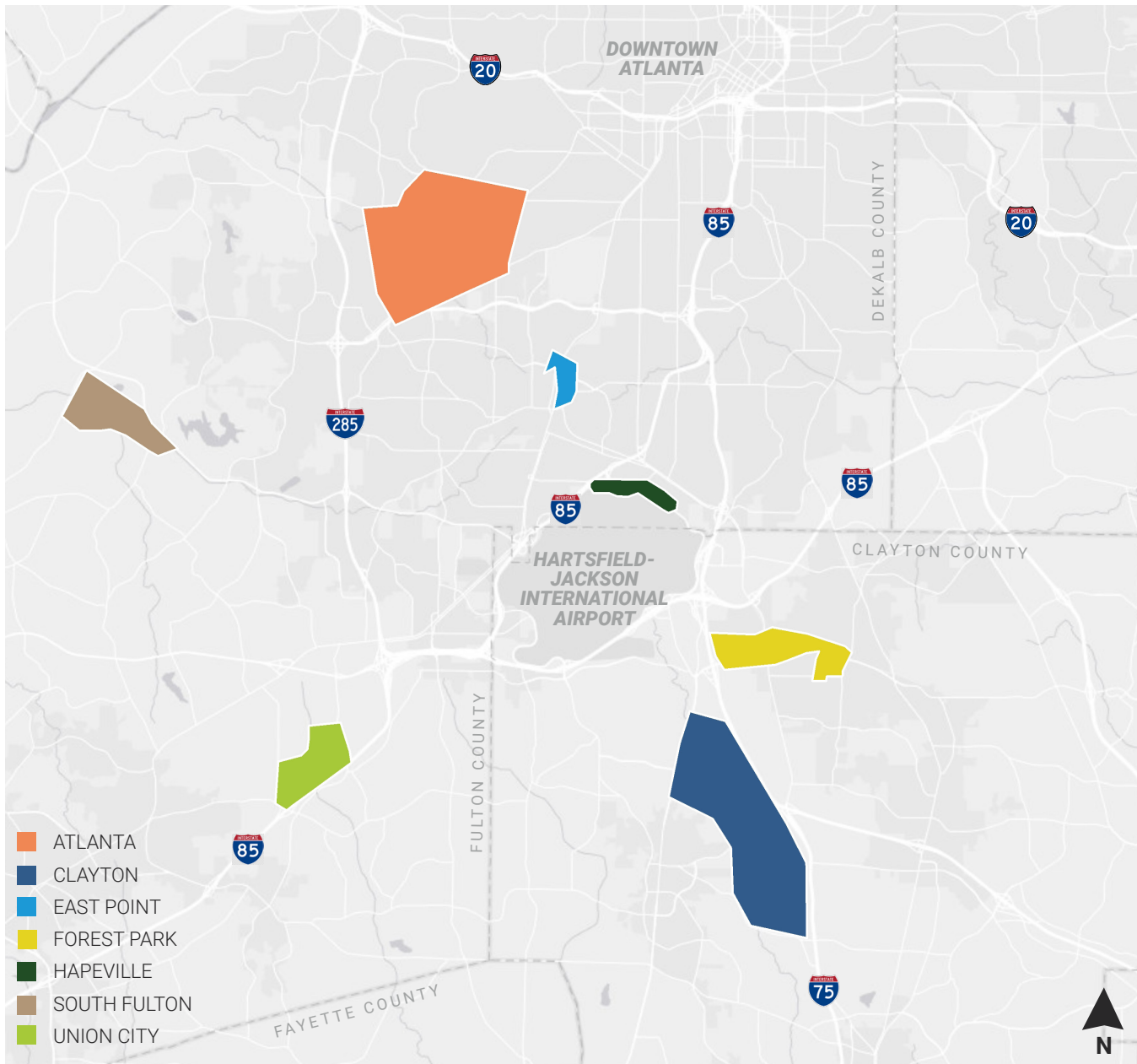
This approach helped to educate each community about the level of effort needed to design and construct the trail, including the financial implications and the resulting benefits.





## 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.

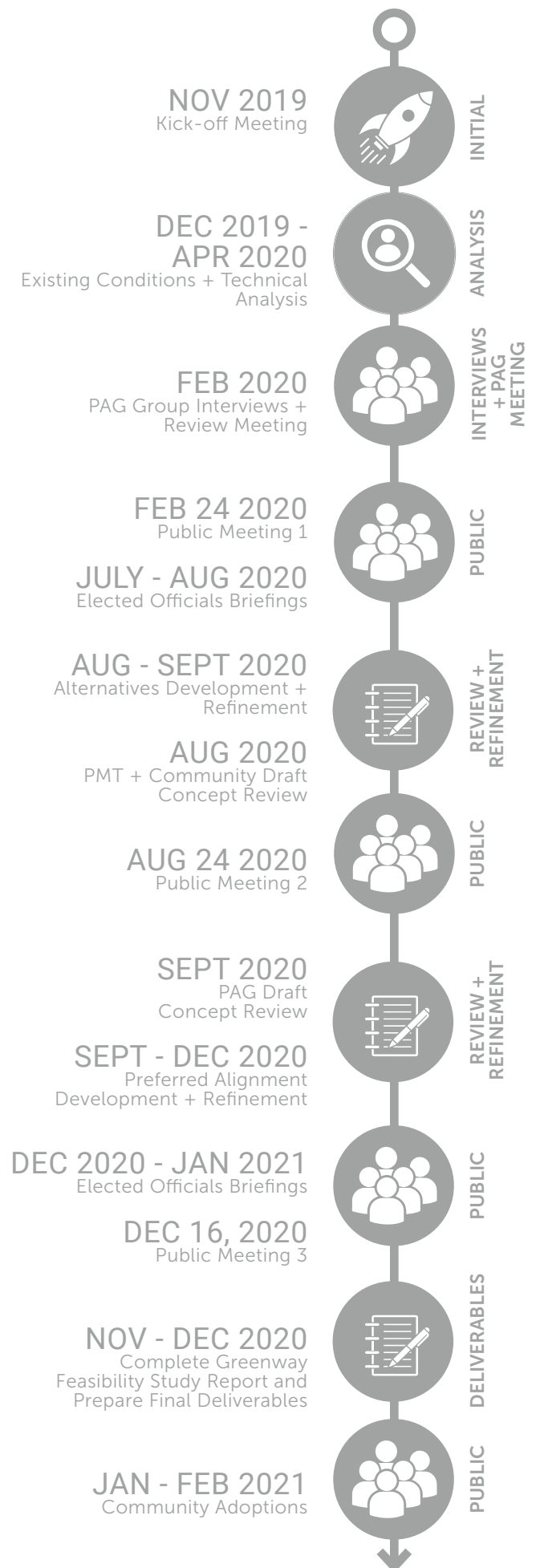
## IMPLEMENTABLE RECOMMENDATIONS

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
 <b>LENGTH OF TRAIL</b>	8,650 LINEAR FEET / 1.65 MILES	5220 LINEAR FEET / .99 MILE	4,380 LINEAR FEET / .83 MILES
 <b>DIRECT CONNECTIONS</b>	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
 <b>ENVIRONMENTAL</b>	MODERATE STREET TREES IMPACTED INCLUDING SPECIMEN TREES	LESS THAN 1% IMPACT TO WETLANDS	LESS THAN 10 TREES IMPACTED NO WETLAND/FLOODPLAIN IMPACTS
 <b>AMENITY OPPORTUNITIES</b>	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
 <b>ESTIMATED COST</b>	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

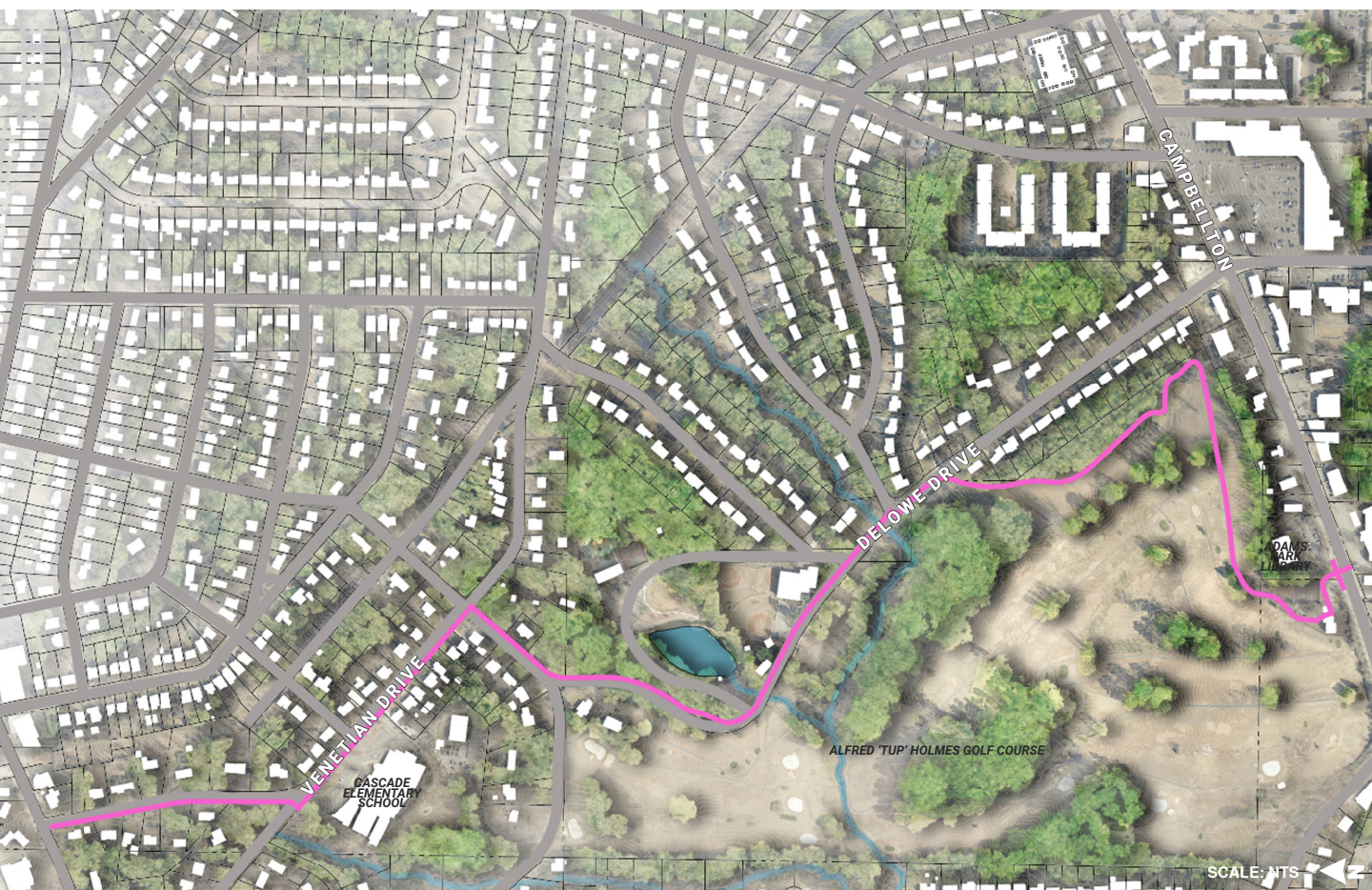


# ATLANTA

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.

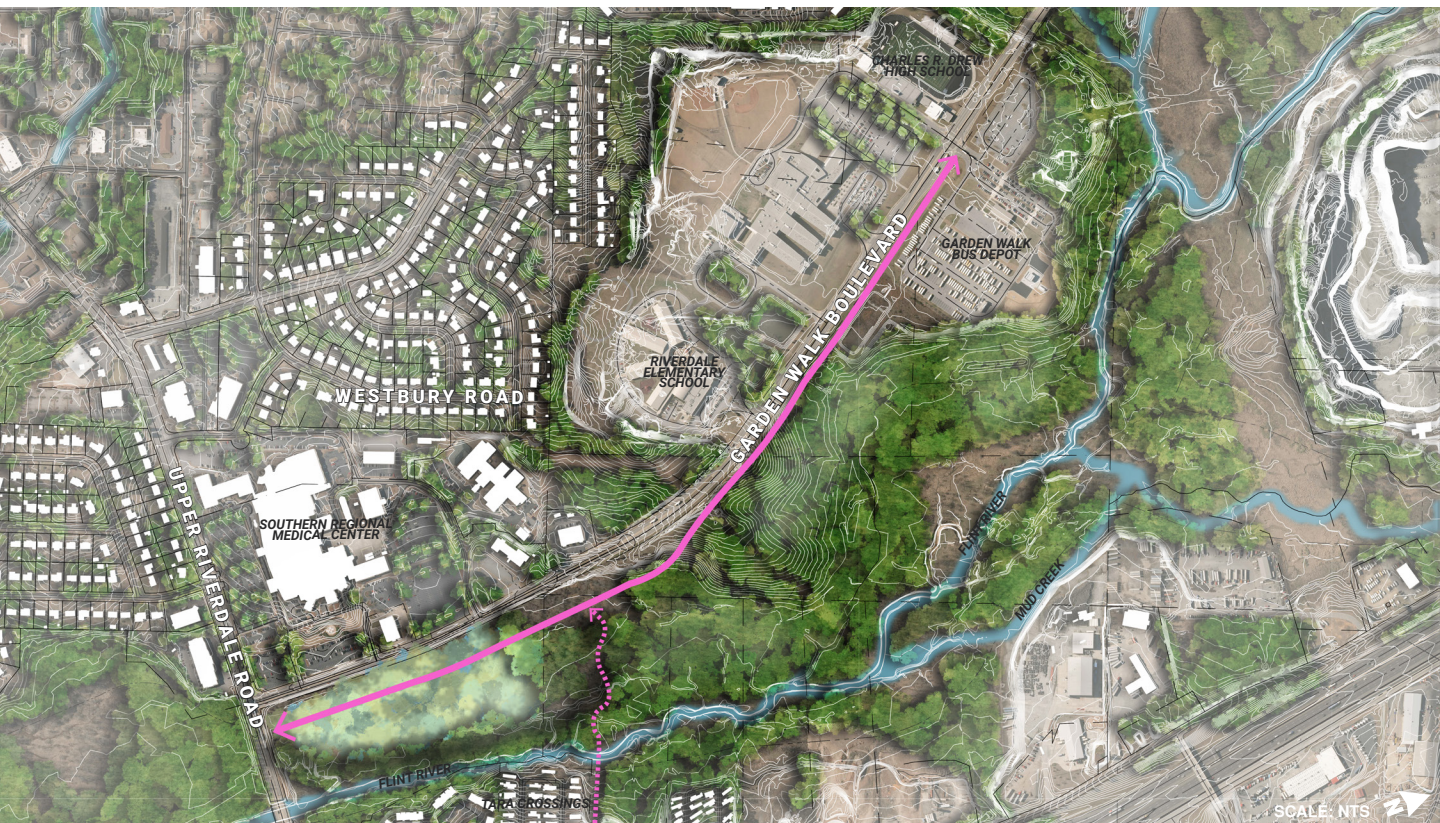


# CLAYTON COUNTY

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

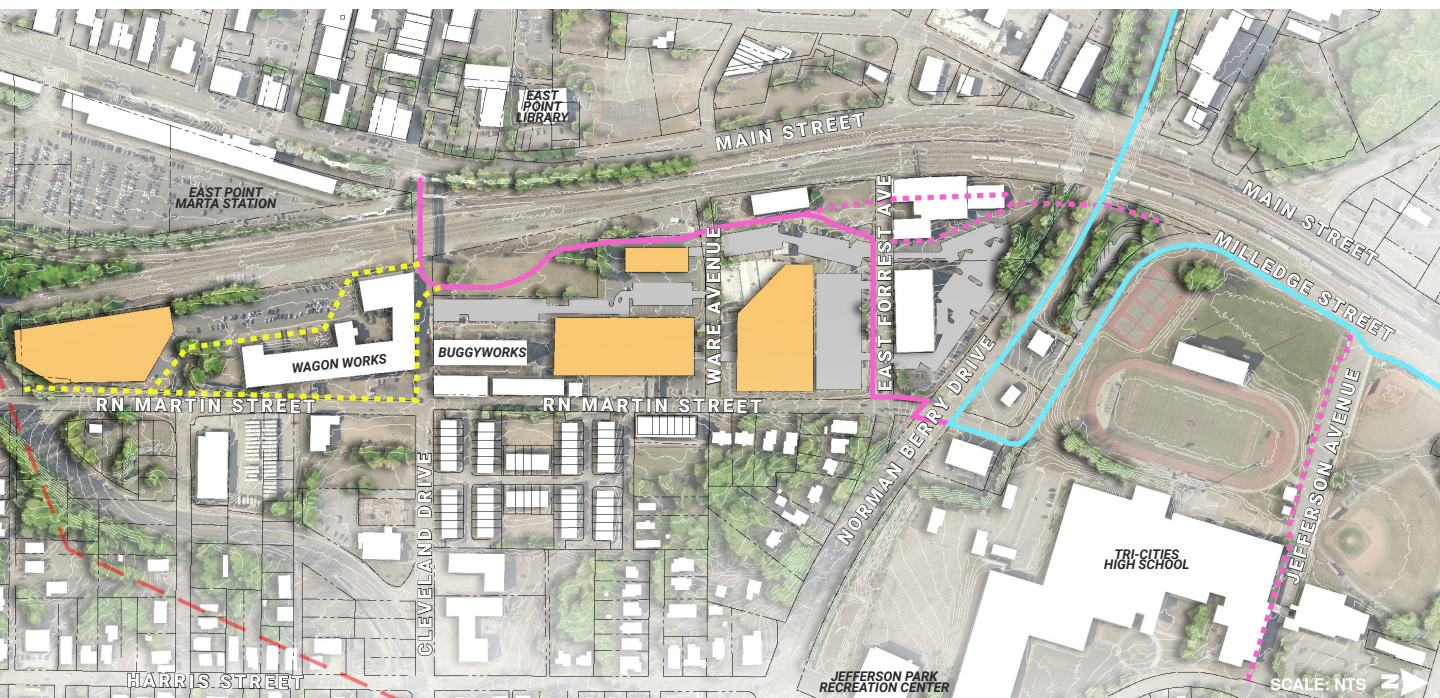
The East Point Model Mile will provide a trail experience embedded into the redevelopment of the historic collection of buildings along the north-south MARTA and CSX rail lines known as The East Point Warehouse District and renamed by the developer as East Point Exchange (EPX). It is rich with placemaking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

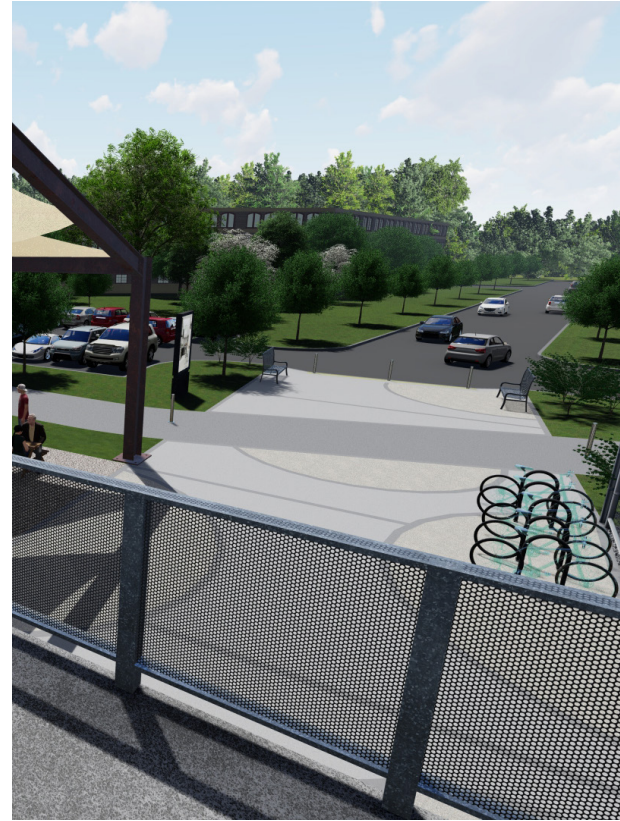
- Mobility: expand mobility options to access downtown East Point, Tri-Cities High School, residential areas, and employment centers.
- Revitalization: catalyze redevelopment of the Warehouse District.
- Safety: create safe connections to downtown East Point, the existing PATH Trails, and Tri-Cities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

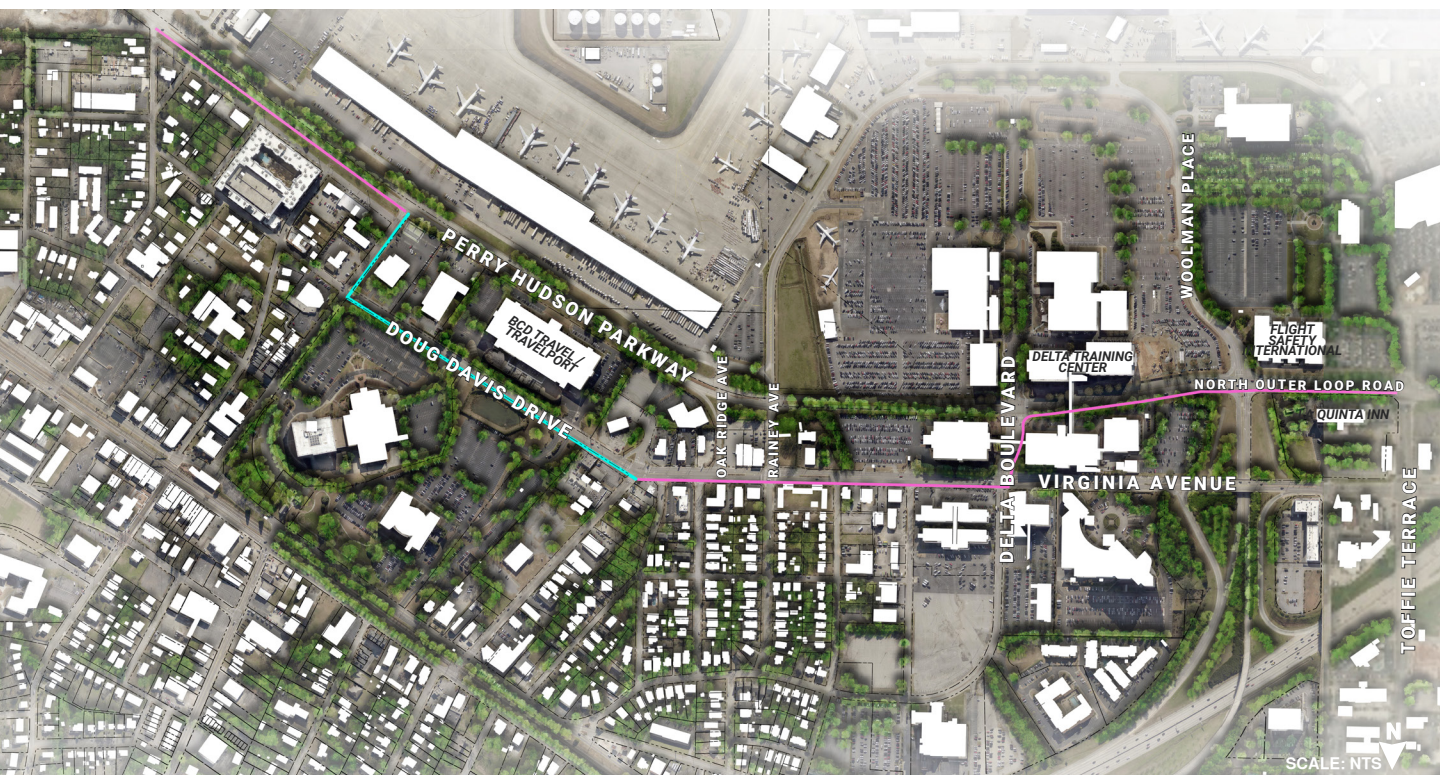


# HAPEVILLE

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.

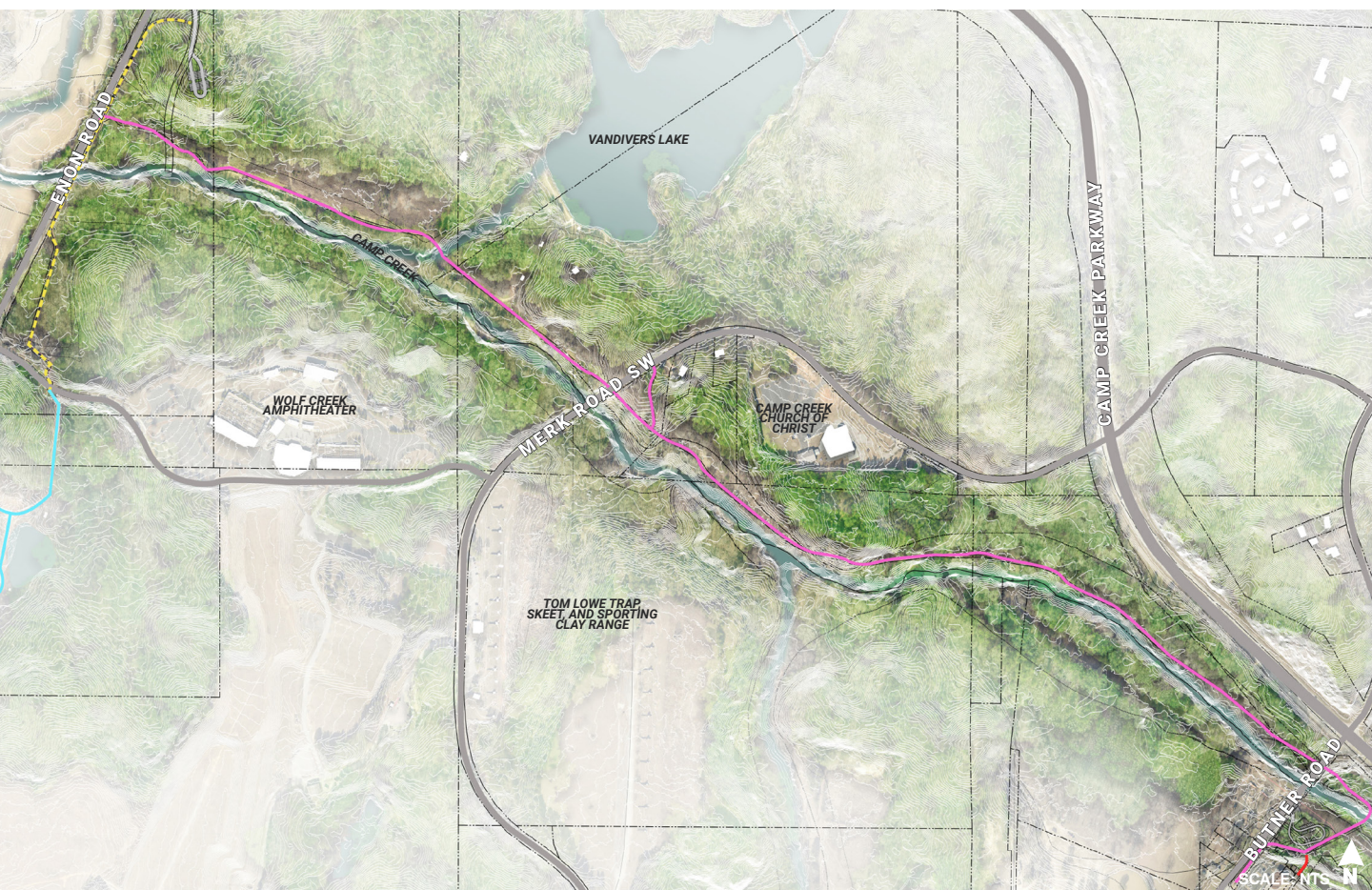


# SOUTH FULTON

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:

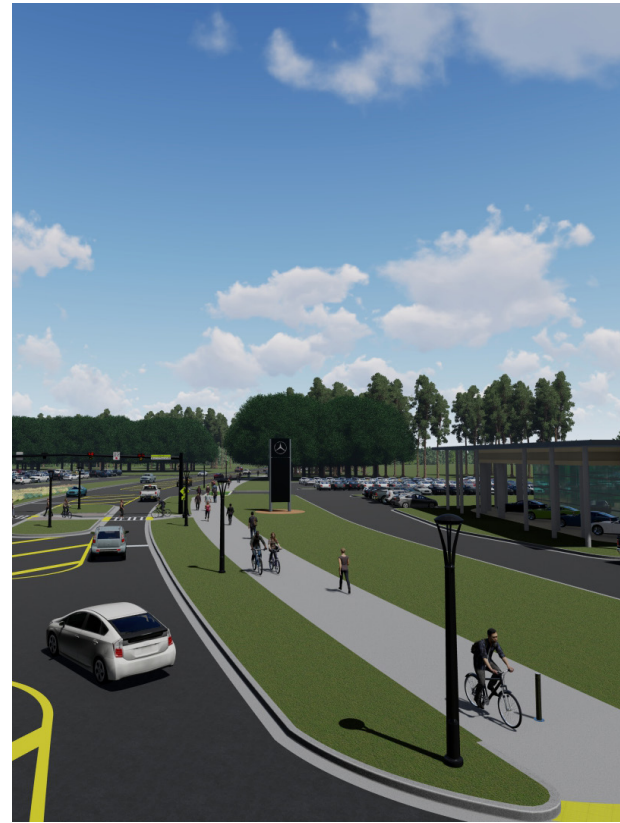
- **Connect:** expand mobility options for the surrounding residents to access employment, schools, and the MARTA Park and Ride Lot on the south end of Royal South Parkway near Feldwood Road.
- **Preserve:** create access to natural areas along the corridor and preserve them for enjoyment by residents 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 South Fulton Model Mile trail will travel.***

The proposed South Fulton Model Mile is an important multi-use trail project along Camp Creek connecting the existing Wolf Creek Multi-Use Trail Road to Butner Road. The trail's proximity to Camp Creek creates opportunities to bring community awareness to the stream and presents restoration opportunities in which the community can engage.

The model mile trail will provide safer routes for pedestrians and bicyclists as well as educational and recreational opportunities. Through this

trail, the community will gain access to flora and fauna associated with wetlands and riparian ecosystems. Destinations for the multi-use trail include the Wolf Creek Amphitheater and its multi-use trail, the Wolf Creek Library, and The Shops at Camp Creek Village.

In addition to providing recreational opportunities for residents, the model mile trail is poised to spur the creation of a South Fulton trail network and connect undeveloped land in the community.

# EXISTING PLANS + STUDIES REVIEW

This section provides a brief overview of the existing plans previously conducted for the City of South Fulton and identifies specific information that is relevant to the development of the South Fulton Model Mile Trail Concept Report

## PAST STUDIES

### ***Fulton County Comprehensive Plan 2016-2035 (2016)***

*The Fulton County Comprehensive Plan 2016-2035 was adopted by Fulton County in 2016. The City of South Fulton is currently in the process of making minor updates to this plan in an effort to adopt it for the City.*

*The plan establishes a framework for the City's growth and development. The document includes an analysis of the population, land use, housing, transportation, environmental features, community facilities, and resource planning.*

## ONGOING PROJECTS

### ***Enon Road Sidewalk Improvements (2012)***

Since 2012, proposed construction plans for sidewalk improvements have been completed for

Enon Road. These plans run from Lynarbor Lane to Sanford J. Jones Boulevard, the gated entrance to Wolf Creek Amphitheater.

The construction plans have not yet been implemented but propose the addition of a curb and gutter, two feet of stamped concrete, and a five-to-eight-foot concrete sidewalk on both sides of Enon Road.

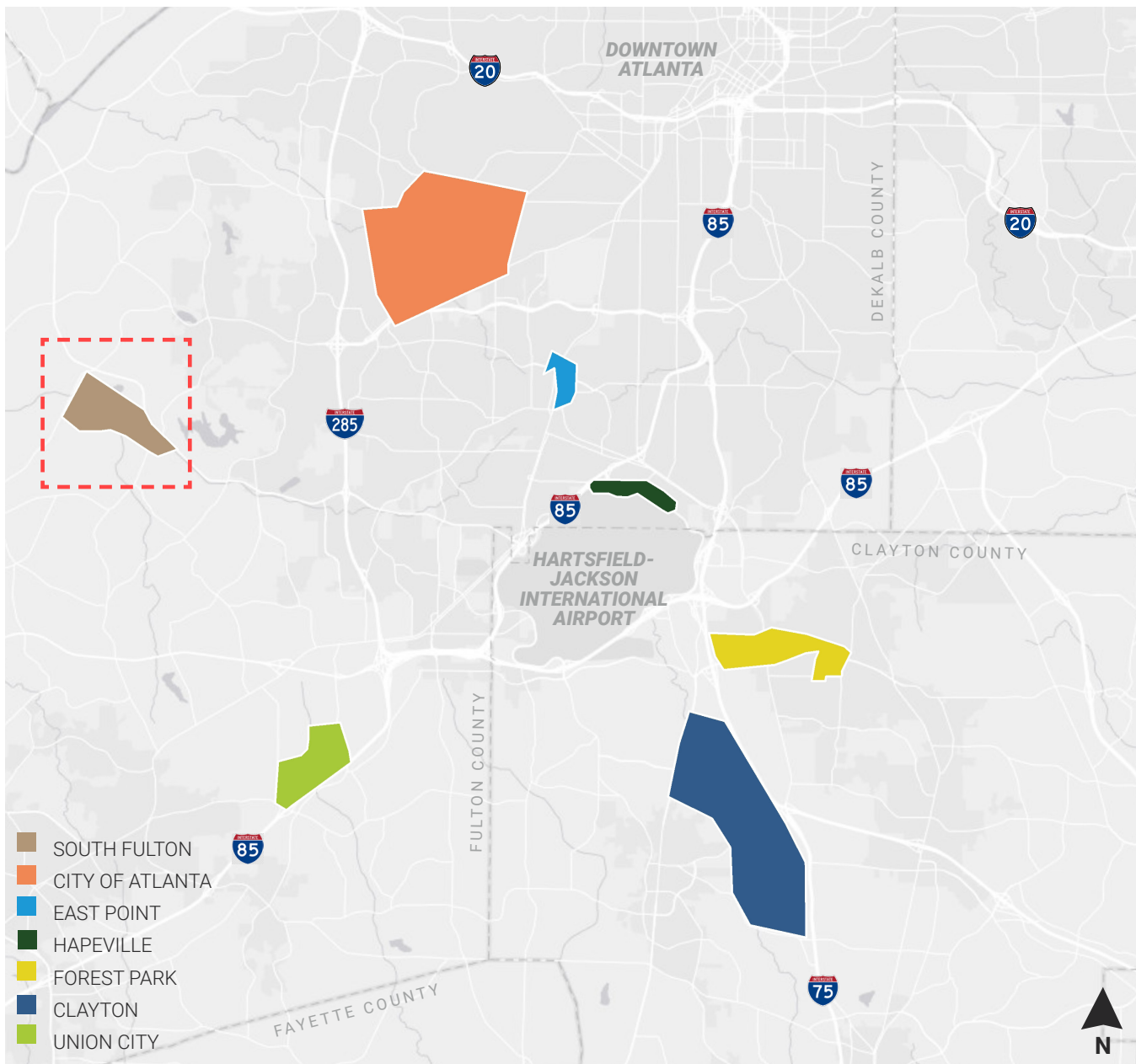
These plans will be used as a basis for the model mile trail alignment along Enon. Pushing the trail further from the roadway and creating a larger trail network will be explored.

### ***Butner Road Sidewalks (2020)***

Through the Transportation Special Purpose Local Option Sales Tax (TSPLOST), the City has programmed multiple improvements along Butner Road. Specifically, the bridge over Camp Creek will be replaced and the Butner Road/Camp Creek Parkway intersection will be upgraded. This is part of a larger effort to widen Butner Road in the vicinity of the study area. A construction time frame is not known at this time.



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# STUDY AREA

The City of South Fulton has designated a site approximately 10 miles west of Atlanta Hartsfield-Jackson International Airport along SR-6/Camp Creek Parkway as the study area for the multi-use model mile trail. South Fulton currently has a limited trail network within the City and is seeking to create connectivity for its nearly 86,000 residents.

This site was identified for its potential to connect existing trails, including the Wolf Creek Multi-Use Trail, with the development and improvements along Butner Road. It also has the potential to provide residents with a trail through the mature woods along Camp Creek tributary away from the road.







# SITE PHOTOS



The Wolf Creek Multi-Use Trail entrance and trailhead just off Enon Road is an obvious trail connection to broaden the trail network in South Fulton.



A bridge crossing over an intermittent stream near Vandivers Lake shows an existing conditions of the area and what can be expected for the trail.



The flowing waters of the Camp Creek tributary make for potential trail overlooks.



Sediment areas within the easement north of the Camp Creek tributary present a potential challenge for maneuvering the trail through wet conditions.



Existing wetlands adjacent to Enon Road are further studied in this section.





Roadwork on Butner Road will reconstruct the bridge and create new sidewalks over the Camp Creek tributary.



In the final trail alignment woods adjacent to the Camp Creek tributary will be preserved.



The Shops at Camp Creek Village mixed-use development on Butner Road makes for a potential destination to a community, restaurants, and retail.



Sidewalks do not exist at the pedestrian crossing signal at Camp Creek Parkway and Butner Road.



The utility easement provides opportunity for the trail alignment through existing open space separated from traffic.



# HISTORIC + CULTURAL RESOURCES

The study area includes multiple historic resources, cultural landmarks, and destinations. Their presence will influence the trail's alignment and support the preservation and/or connectivity to these locations. A desktop environmental screening was conducted to identify archaeological, historical, and environmental resources in the study area. This complemented on-site investigations of the corridor.

## **ARCHAEOLOGICAL + HISTORIC RESOURCES**

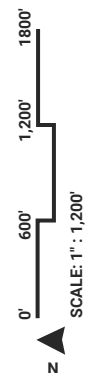
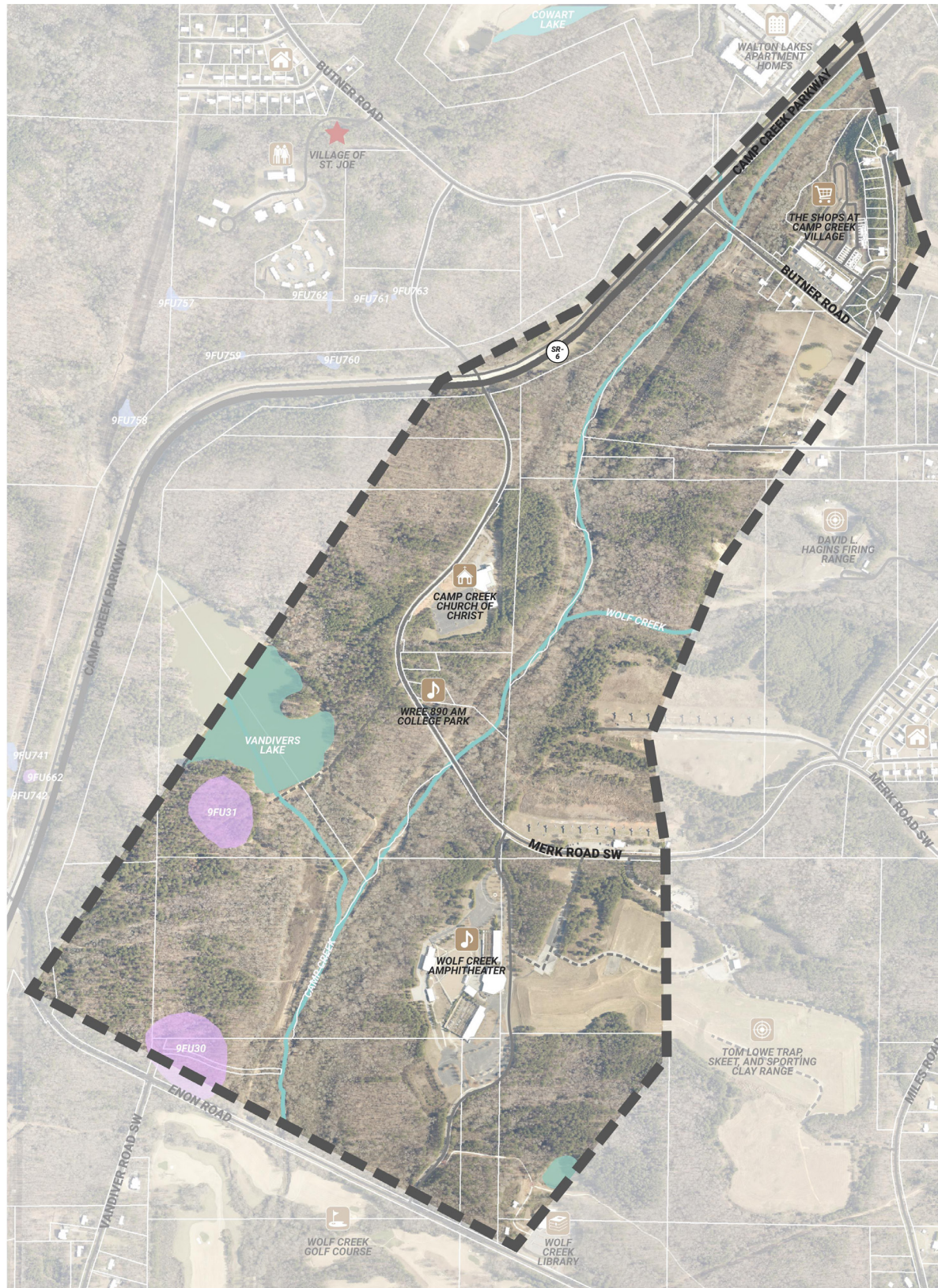
According to the desktop screening, two recorded archaeological sites exist within the study area, sites 9FU30 and 9FU31. Site 9FU30, located off Enon Road, contains a rock shelter of unknown aboriginal origin. Located west of Vandivers Lake is a site described as an Archaic and Post-Archaic

artifact scatter. Both sites are not currently listed on the National Register of Historic Places (NRHP), and their eligibility is undetermined.

With the development of the surrounding land, these sites will need to be further investigated and their NRHP status determined. These archaeological resources offer opportunities for trailside education and signage.

There is one known historic resource near the study area. Located just off Butner Road adjacent to Cowart Lake is the Village of St. Joe, which is home to a Queen Ann-style cottage dating to 1914. It appears to meet NRHP criteria but is not designated. Preserving and enhancing the history of this historic building could add a significant educational element to the study area.





# legend

- study area
- parcels
- structures
- state roads
- roads
- gravel / dirt road
- streams / creeks

- waterbody
- historic resource
- site with unknown NRHP status
- NRHP ineligible site
- apartment complex
- church
- golf course

- library
- music / entertainment
- residential homes
- retirement home
- shooting range
- shopping



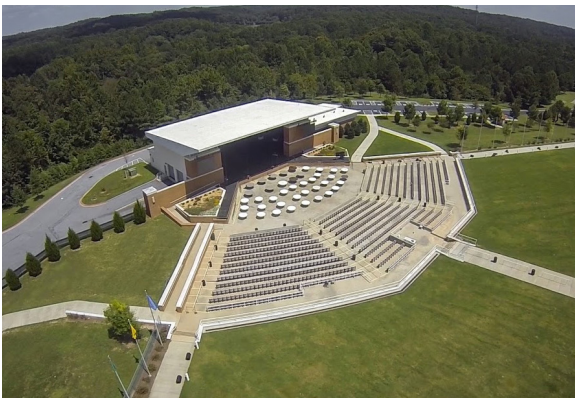
# LANDMARKS + DESTINATIONS

## ***Wolf Creek Amphitheater***

Wolf Creek Amphitheater was built by Fulton County in 2011. In December 2020, its ownership transitioned to the City of South Fulton, which uses it as one of its public safety facilities. The amphitheater is located on 435-acres of largely wooded land.

This outdoor amphitheater can accommodate over 5,400 guests for live outdoor concerts, plays, performances, and festivals. The amphitheater's peak season is May through September.

Connecting to this entertainment center is a real possibility, and since it is publicly owned, there are no concerns about right-of-way acquisition.



The Camp Creek Amphitheater has tables, stadium seating, and a lawn. The amphitheater is an entertainment destination for all of South Fulton.

## ***The Shops at Camp Creek Village***

Established in 2011, this mixed-use development includes townhomes, restaurants and bars, a pharmacy, a salon, a gym, clothing stores, and a police station.

The Shops at Camp Creek Village serve the surrounding area as one of the only commercial centers. Creating a larger connection to this site can be mutually beneficial to the surrounding community and the mixed-use development.

## ***Wolf Creek Library***

The opening of the Wolf Creek Library in September 2014 brought a library to the community for the first time. Its 25,000-square-foot space is sustainably constructed and is LEED Silver Certified. Creating a connection to the library will enhance the continued positive use of such public educational resources.



The Shops at Camp Creek Village, a mixed-use development, is a potential trailhead.



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# PARKS, OPEN SPACE, AND EXISTING + PROPOSED TRAILS

## **PARKS + OPEN SPACE**

Within the southwestern portion of the study area is approximately 550 acres of designated open space. It is primarily composed of the Wolf Creek Amphitheater, the David L. Hagins Firing Range, and the Tom Lowe Trap, Skeet, and Sporting Clay Range, all of which are owned by Fulton County.

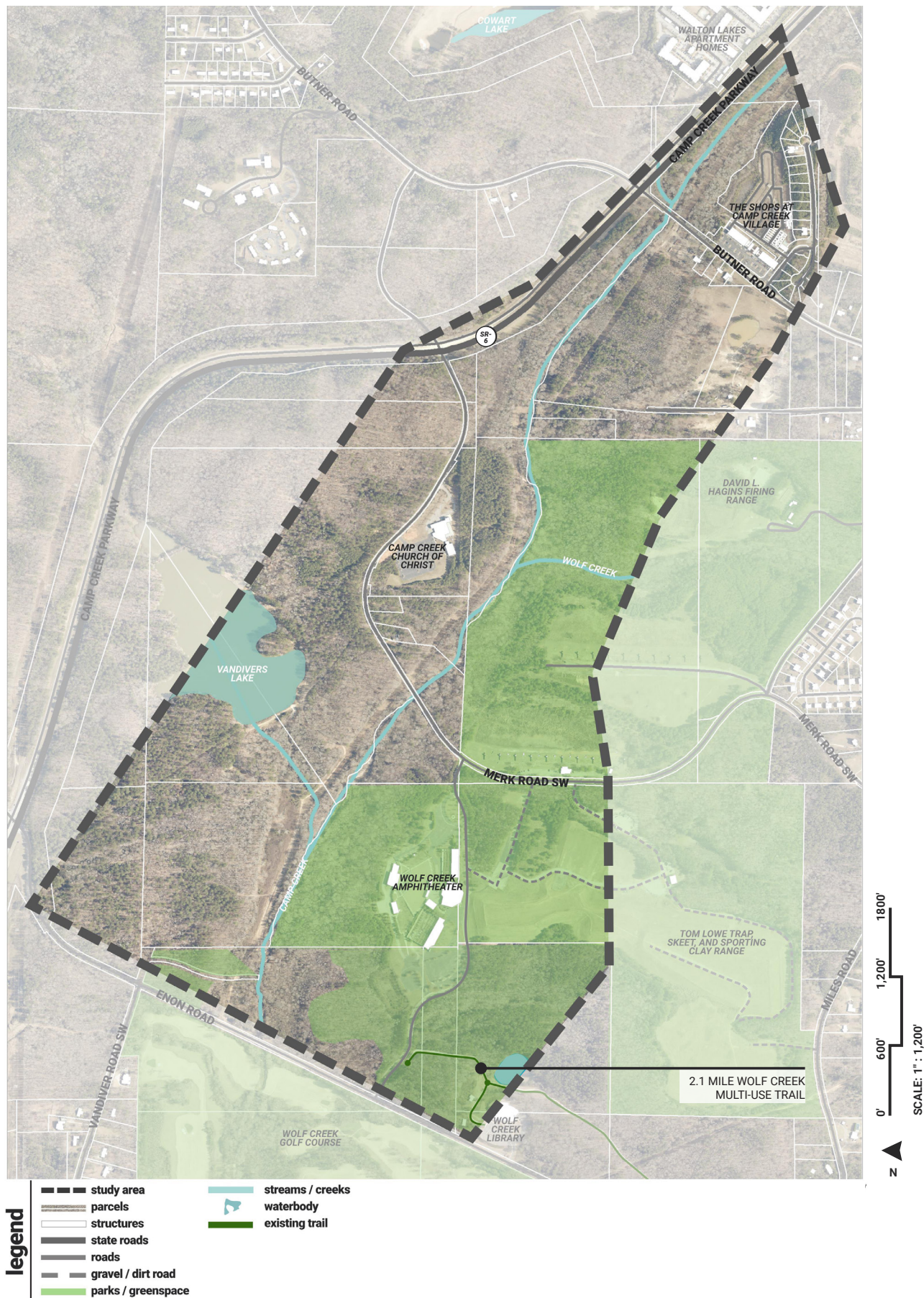
### ***David L. Hagins Firing Range***

The David L. Hagins Firing Range is located between Merk Road and Butner Road just outside the study area. It is owned and operated by Fulton County and is used as a training center for police officers. This firing range is not open to the public and can be further buffered to protect pedestrians.

### ***Tom Lowe Trap, Skeet, and Sporting Clay Range***

The Tom Lowe Trap, Skeet, and Sporting Clay Range was established for the 1996 Summer Olympics. Owned by Fulton County, this shooting range is open to the public and offers ranges for trap, skeet, five stands, and sporting clays. The range can be incorporated into the multi-use trail as a unique destination to the citizens that is not available in many communities.





### ***Wolf Creek Golf Course***

The Wolf Creek Golf Course is located just outside the study area along Enon Road. It is a year-round semi-private course that opened in 2001. It features 18 holes and natural wetlands and incorporates the natural rolling topography. A Georgia Power easement runs through the golf course from the study area. This easement could offer a future connection point to the model mile trail and extend the trail to other locations.

### ***Piedmont Driving Club Golf Course***

The Piedmont Driving Club Golf Course sits just outside the study area on Camp Creek Parkway. It is a private golf course and country club connected with the Atlanta Club House, which has a branch located between Piedmont Park and the Atlanta Botanical Gardens. The course has private walking trails through the woods, and its cart path crosses over Cowart Lake. Meeting with the golf course to discuss opportunities for trail connections will be explored.

## **MULTI-USE TRAILS**

Existing trail amenities within the study area include a 2.1-mile multi-use trail that connects Wolf Creek Amphitheater to the Wolf Creek Library and a 0.78-mile nature trail that connects Butner Road to the Walton Lakes Community.

### ***Wolf Creek Multi-Use Trail***

The Wolf Creek Multi-Use Trail is a 10-foot-wide lightly traveled out-and-back trail. The trail has access to a lake, the Wolf Creek Library, and the Wolf Creek Amphitheater. It is one of only a few trails constructed in South Fulton. Connecting the model mile trail to the Wolf Creek Multi-Use Trail would create a larger trail network and set a precedent for the development of future trails in South Fulton.

### ***Walton Communities Nature Trail***

The entrance to the Walton Communities Nature Trail, marked by a stone pillar, sits just outside the study area on the northeast side of Camp Creek Parkway south of Butner Road. The trail is 0.78 miles and presumably connects to the Walton Lake gated apartments, which is on private land and does not have safe access to further investigate the connection. The trail marker states:



*"The William 'Bill' Edwards Nature Trail is named in honor of a visionary, trailblazer and leader in public service to the citizens of South Fulton. Since becoming the District 7 Commissioner in 2000, he has been committed to providing service that enhances the quality of life for all the residents of South Fulton while creating a better place for them to 'Live, Work and Play.' This nature trail is a collaboration between Walton Communities and Fulton County Government and will offer a new 0.78 mile path of connectivity for South Fulton's citizens."*



The interpretive signage at the Wolf Creek Multi-Use Trail is in need of restoration.



The Wolf Creek Multi-Use Trail inside Wolf Creek Amphitheater off Enon Road is a natural trail connection point for the South Fulton Model Mile.

Connecting the model mile trail to the Walton Communities nature trail will give the South Fulton community access to nature and retail. It will also increase the walkability and pedestrian-friendly nature of this area, which is heavy with vehicular traffic. Opportunities will be explored for extending the model mile trail across Camp Creek Parkway to connect to this nature trail.



The Walton Communities Nature Trail will be further explored as a trail connection.



The Walton Apartments Clubhouse will be explored as a future connection point.



# ENVIRONMENTAL RESOURCES

Streams, wetlands, open water, and floodplain zones are found in the study area. A full delineation of the regulated resources and buffers should be performed prior to permitting and construction. The study area feeds the Camp Creek watershed, which is connected to the Chattahoochee River. The study area features varying topography of rolling hills and valleys, specifically in areas around the Camp Creek tributary. These topographic conditions can impact the trail alignment, accessibility, and costs.

## HYDROLOGY

Camp Creek runs east-west through the middle of the study area. Camp Creek is a 14.1-mile-long tributary of the Chattahoochee River. Its headwaters are in College Park, and it flows west to join the Chattahoochee northeast of Campbellton, Georgia. The state has established a 25-foot undisturbed stream buffer along its banks, and the City of South Fulton requires a minimum 75-foot undisturbed stream buffer, measured from the top of the bank, in which all impervious surfaces are prohibited.

A large floodway and floodplain with wetlands scattered throughout are prominent features within the study area located along Camp Creek



Aligning the trail to provide access to the Camp Creek tributary creates the potential for educational opportunities for the community.

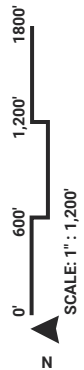
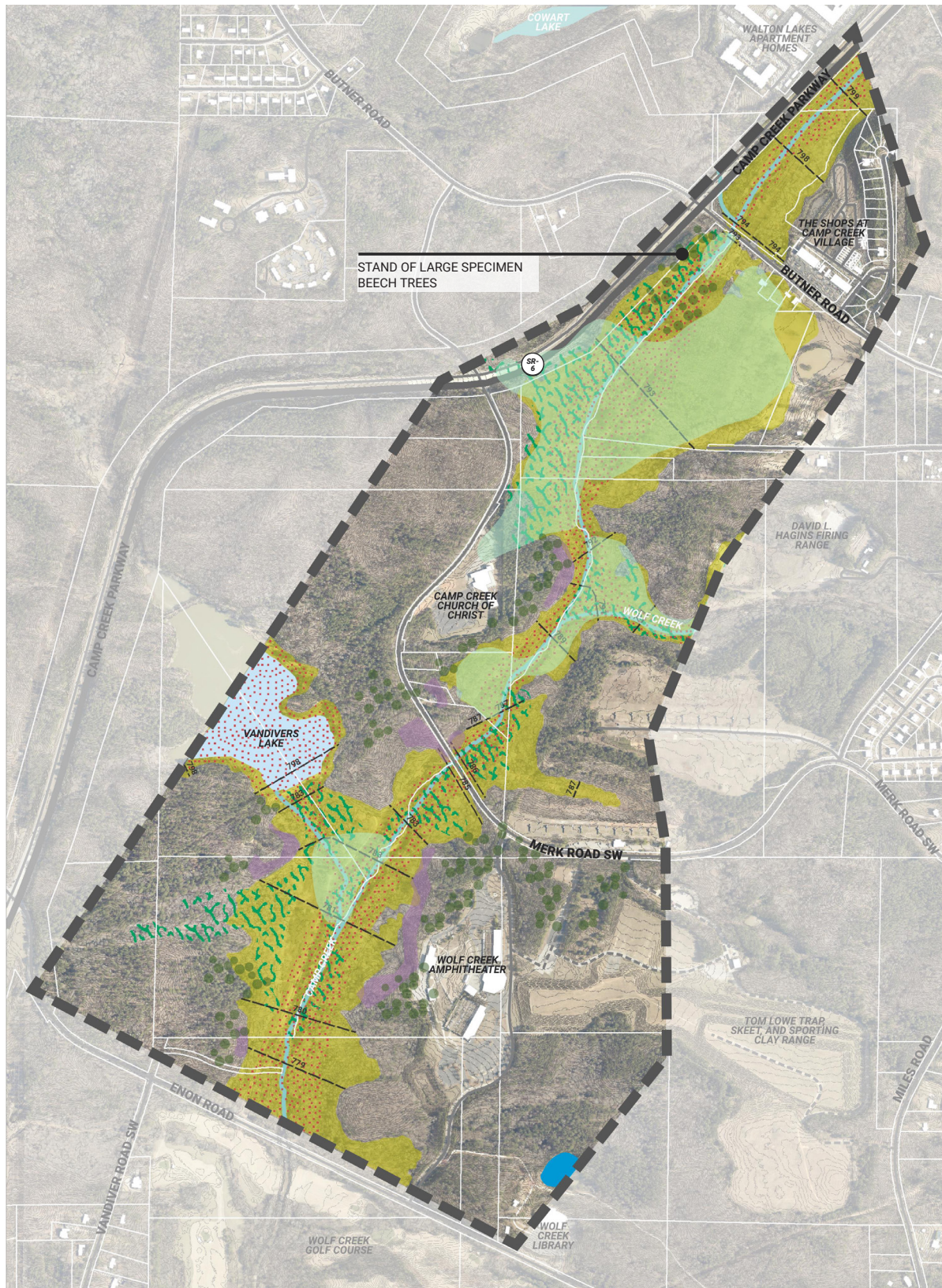


The final alignment will preserve an existing grove of specimen beech trees located in the woods.



Existing conditions along the western portion of the Camp Creek tributary may present some challenges with the wetlands.





**legend**

- |                    |                                   |                    |
|--------------------|-----------------------------------|--------------------|
| --- study area     | waterbody                         | --- topography     |
| parcels            | lake                              | steep slopes       |
| structures         | fresh water pond                  | specimen tree area |
| state roads        | freshwater forest / shrub wetland |                    |
| roads              | base flood elevation              |                    |
| gravel / dirt road | floodway                          |                    |
| streams / creeks   | 100-year floodplain (AE)          |                    |



between Enon Road and Butner Road. Designing a trail within an area considered part of a stream's natural undisturbed flow is challenging. Any permanent structure within a floodway or a 100-year floodplain must be shown as having no impact on the stream. Where possible, the final trail design should set structures above the base elevation and outside the floodways. Permanent structures like bridges and abutments will require additional studies.

One lake, Vandivers Lake, can be found within the study area. Another, Cowart Lake, sits just outside the study area. The lakes are located on opposite sides of Camp Creek Parkway. Vandivers Lake is a

dammed lake feeding off the Camp Creek tributary and is owned by a private developer. Cowart Lake is the larger of the two lakes and is predominantly surrounded by the Piedmont Driving Club Golf Course. Cowart Lake includes a dock and golf cart bridge that spans the middle of the lake.

Cowart Lake and Vandivers Lake are located on former agricultural land. Today, they are surrounded by a mixed forest with mature pines. The two lakes are popular for fishing. A variety of fish can be found including redbreast sunfish, crappie, striped bass, warmouth, bullhead, white bass, catfish, smallmouth bass, bluegill, and redear sunfish.

Sediment areas within the easement north of the Camp Creek tributary may present challenges for maneuvering the trail through the wetlands.





A freshwater pond is located east of the Wolf Creek Library within viewing distance. The Wolf Creek Multi-Use Trail travels along one side of the pond. Connecting pedestrians to these water features would provide the community with increased recreation opportunities.

## ECOLOGY

The study area contains a mixture of moderate vegetation density and moderate barren areas. Invasive and native species are prominent throughout the area. Specimen beech trees are found just to the west of Butner Road on the northern side of the Camp Creek tributary. The forested areas and specimen trees are a

significant trail amenity and will be protected and enhanced.

The environmental screening identified three federal threatened and endangered species listed in Fulton County: Gulf moccainshell (*Medionidus penicillatus*), oval pigtoe (*Pleurobema pyriforme*), and shinrayed pocketbook (*Lampsilis subangulata*). If additional field studies determine that these freshwater aquatic bivalve mollusks are present in the study area, measures will be needed taken to protect them.





# TRANSPORTATION NETWORK

The undeveloped rural context of this portion of Metro Atlanta is dominated by a major highway with limited mobility options. Camp Creek Parkway/SR-6 is a high-speed four-lane state route with a center median. The highway connects Sweetwater Creek State Park to Atlanta Hartsfield-Jackson International Airport. Running north-south is Merk Road and Butner Road; both roadways intersect Camp Creek Parkway. Branching off these roadways are less traveled roads primarily composed of compacted dirt or gravel. Enon Road hugs the western boundary.

There are currently no known or planned public transportation bus routes or stops located within the study area.

## ROAD NETWORKS

Camp Creek is a major highway with large rights-of-way and adjacent bioswales. The intersection of Merk Road and Camp Creek Parkway and Butner Road and Camp Creek Parkway are dangerous areas for vehicles, pedestrians, and cyclists. This is due to the sheer size and speed of the road.

Merk and Butner Road are generally windy and hilly, as is the abutting land. Because of these constraints, there is limited space for a trail. Merk and Butner Roads both bridge the Camp Creek tributary at much higher elevations than the stream below. There is potential for the trails to

tunnel under the roads and to expand the bridges to create a safer trail experience for users.

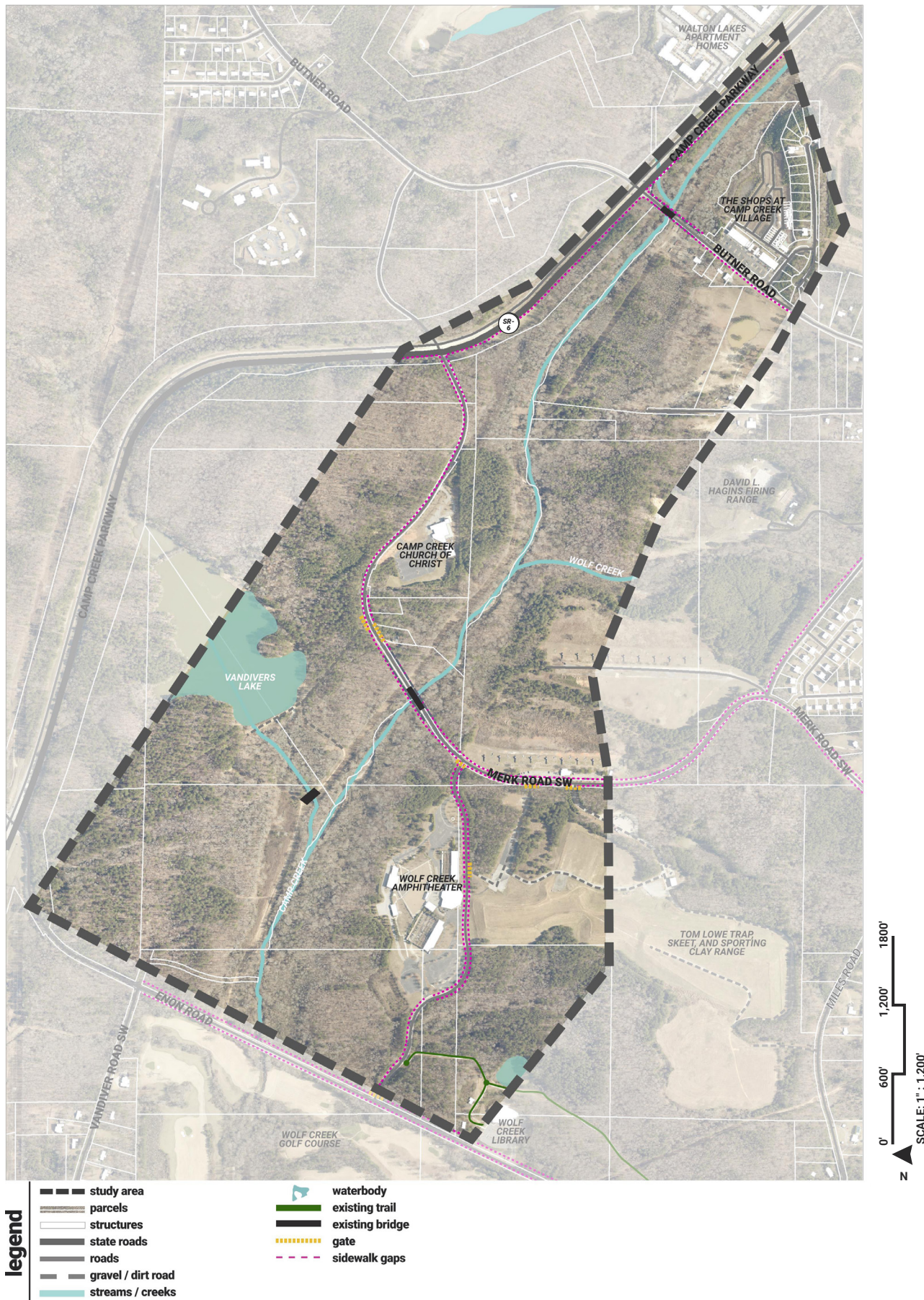
Butner Road is currently undergoing a road widening project to expand from two lanes to four lanes north across Camp Creek Parkway. A new bridge with sidewalks is being constructed over the Camp Creek tributary near The Shops Camp Creek Village and the intersection of Camp Creek Parkway and Butner Road.

Enon Road is a two-lane road with no curbs or gutters. Natural wetlands are present in the Fulton County-owned property to the east. Sidewalks are planned along Enon Road within the study area. To get potential trail users further away from the roadway and into nature, there is an opportunity to construct a boardwalk through the wetlands.

## PEDESTRIAN INFRASTRUCTURE

Sidewalks are uncommon within the study area. Four-foot-wide sidewalks are present only near high-trafficked pedestrian areas such as The Shops at Camp Creek Village, the Wolf Creek Amphitheater, and the Camp Creek Church of Christ. The Wolf Creek Multi-Use Trail connects to an on-road sidewalk within Wolf Creek Amphitheater. The model mile will provide the opportunity to improve the existing sidewalks and make new connections.







# UTILITIES

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 studies and surveys of the site will be necessary to further verify the presence of utilities, particularly those underground.

Although South Fulton is a rural and underdeveloped area, it has a complex network of utilities. Existing utilities include drainage pipes, telecommunication and transmission poles, and water, electrical, and gas lines. A major 100-foot easement, which includes a sanitary sewer and gas line, runs parallel to Camp Creek. The 100-foot sanitary sewer and gas easement also includes gas lines that run east-west through the study area. Midway between Merk Road and Butner Road, the gas line crosses over the tributary and continues east. The sanitary sewer line crosses the tributary in three areas, but the main line continues on the eastern side of the tributary. This easement presents an opportunity for the trail to run through rolling hills and forests without extensive effort. The easement would allow pedestrians to experience the Camp Creek tributary away from traffic. Accessing this easement will be explored further when developing the design for the model mile.

Above-ground utilities and light poles line Merk, Butner, and Enon Roads. The poles generally sit on the back of the property line with varying

distances from the face of the curb. There may be opportunities to bury lines, which can reduce clutter and power outages during poor weather conditions. Utilities and signal boxes will need to be protected, relocated, and adjusted in some places along the corridor.

There is a large existing radio tower south Merk Road between the Camp Creek Church of Christ and the Camp Creek tributary. The tower previously broadcasted WREE 890 AM College Park, but its current status is unknown. The final trail alignment should avoid this facility.

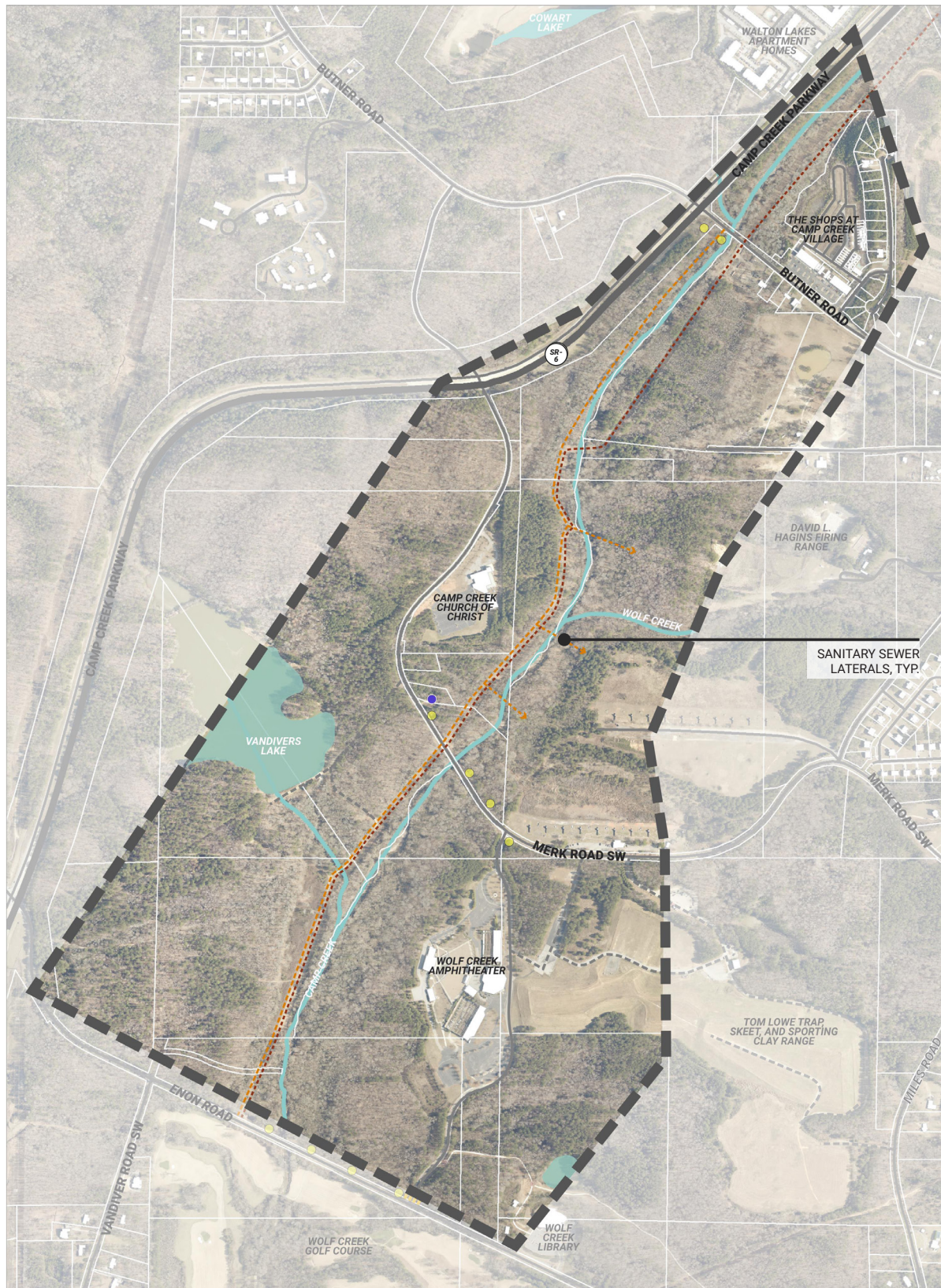


Raised sewers within the easement adjacent to the Camp Creek tributary will be buffered to provide a setback from the trail alignment.



The 100-foot utility easement is a potential candidate for the trail alignment that needs to be further investigated.





# legend

- study area
- parcels
- structures
- state roads
- roads
- gravel / dirt road
- parks / greenspace

- streams / creeks
- waterbody
- existing trail
- existing bridge
- telephone or light pole
- sewer easement
- gas easement

- radio tower
- potential road conflict
- gate
- sidewalk gaps





# ANALYSIS SUMMARY

In summary, the South Fulton 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 study area has a tremendous amount of underdeveloped land, much of which is already owned by Fulton County or South Fulton.
- The potential for the trail to intersect Merk and Butner Roads creates challenges because of the elevation change and high-speed nature of the roads.
- Camp Creek Parkway's highway design and speed create challenges for at-grade crossings.
- Any trail alignment should advance the public transportation network and explore some locally funded connections.





A trail spur under or over Camp Creek Parkway will be the safest option for a pedestrian crossing. This is an important connection because it will link the trail to a residential area and the Walton Communities Nature Trail.

- Above-ground utilities are prevalent throughout the study area and may impact trail design and cost based on the final alignment.
- The sewer and gas easement offers long-term potential for trail connectivity but is constrained by right-of-way issues and access.
- Developable land adjacent to the Camp Creek tributary contains many hydrological factors that will greatly determine the final alignment.
- Connecting to existing trail systems within the study area will serve as the beginning of a trail network in South Fulton.
- The final alignment must protect large specimen trees.
- Varying topographic conditions can impact the trail alignment, accessibility, and costs.



# ALTERNATIVES







# OVERVIEW

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

The following proposed alignment routes explore multiple alternatives within the study area. These routes were influenced by the existing conditions, construction feasibility, and the ability to link key destinations. Planned projects, future development, right-of-way acquisition and property access easements, and potential construction costs informed these alternatives. The alignment alternatives focused on providing

distinctive connections and how to best navigate current roadways. Once the alignments were determined, the impact of constructing each route was explored. Input gathered from the general public, city staff, and stakeholders was combined with a matrix used to compare each alignment. This analysis led to the selection of the preferred model mile alignment.

# STRAIGHT SHOT ALIGNMENT

The Straight Shot alignment connects The Shops at Camp Creek Village, Wolf Creek Amphitheater, Wolf Creek Library, and Camp Creek. This alignment is a continuous path that tunnels underneath existing roadways and bridges over Camp Creek.

## ALIGNMENT ROUTE

A trailhead is proposed adjacent to The Shops at Camp Creek Village which connects via a trail/ramp, to offset the change in elevation. A bridge crosses Camp Creek and turns southwest passing through a tunnel underneath Butner Road. Once under Butner Road, the trail follows an existing utility easement adjacent to Camp Creek. At Merk Road the trail spurs up to the existing sidewalk on the road and tunnels underneath Merk Road, continuing to follow the utility easement on the other side of the road. The trail navigates through existing wetlands, stream buffers, and floodways to Enon Road. At Enon Road, the trail turns east, following the road through wetlands to the existing trailhead for the Wolf Creek Multi-Use Trail.

## ANALYSIS

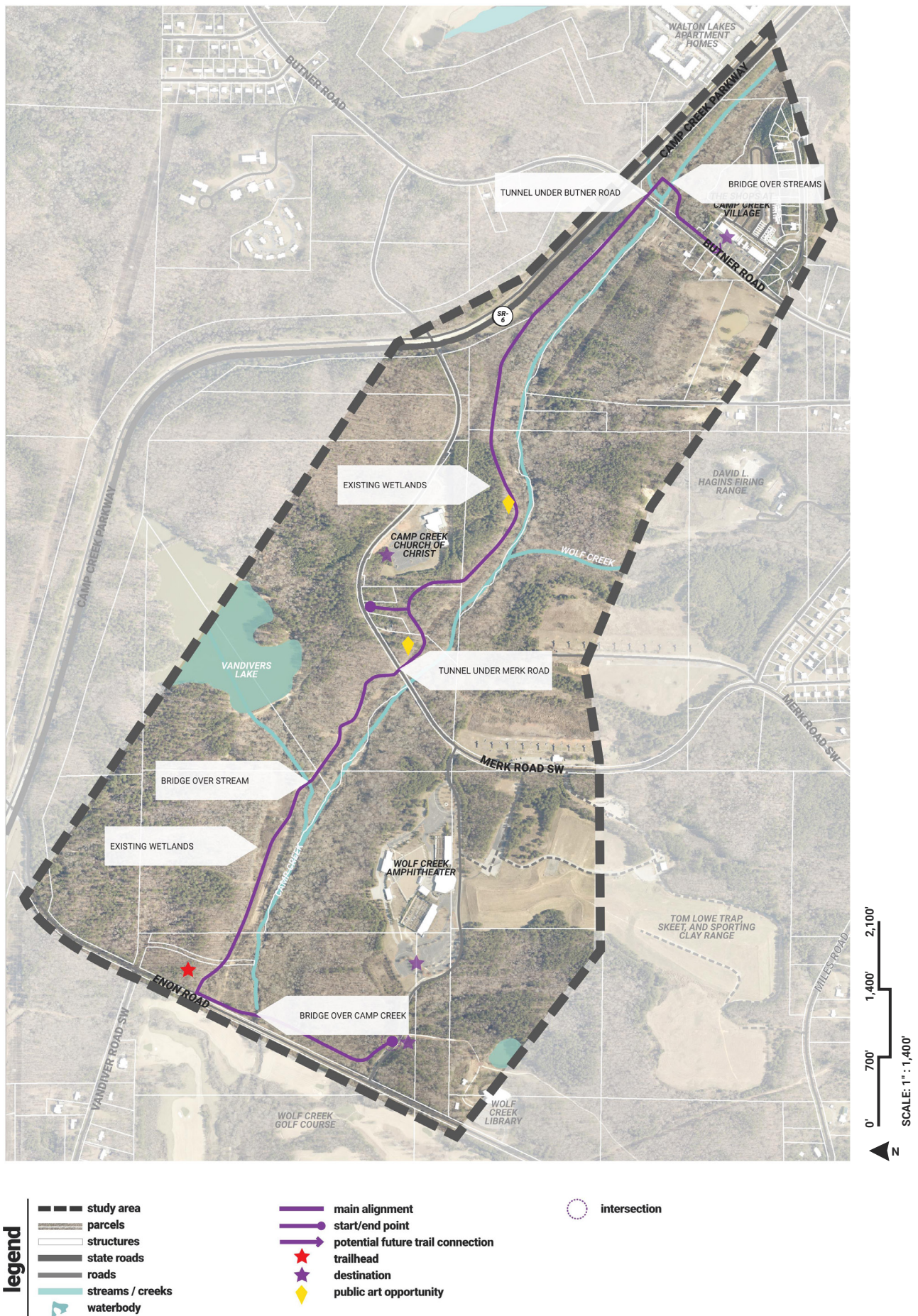
### ***Pros***

- The alignment would connect users to commercial, public, and recreational uses.
- The trail provides opportunities for education and interpretation of the natural systems and habitats along Camp Creek.
- Segments of the on-grade trail utilize the existing utility easements, reducing the need for significant grading and clearing.
- Proposed tunnels eliminate unsafe at-grade crossings of Merk and Butner Roads.

### ***Cons***

- The proposed tunnels would increase the cost of the trail.
- Construction may be more difficult due to the presence of wetlands, floodplains, and buried utilities.







## PRECEDENT IMAGES



An example of how overlooks and direct creek access enhance people's experience of their community. Photo by City of Longmont, <https://www.flickr.com/photos/longmont-colorado/12525589983>



An example of a tunnel under a high-speed roadway to provide a safe and continuous user experience. Photo by Michigan Municipal League, <https://www.flickr.com/photos/michigancommunities>



An example of a raised trail that accommodates steep topography like that found near the proposed Butner Road tunnel.



## CROSS SECTION



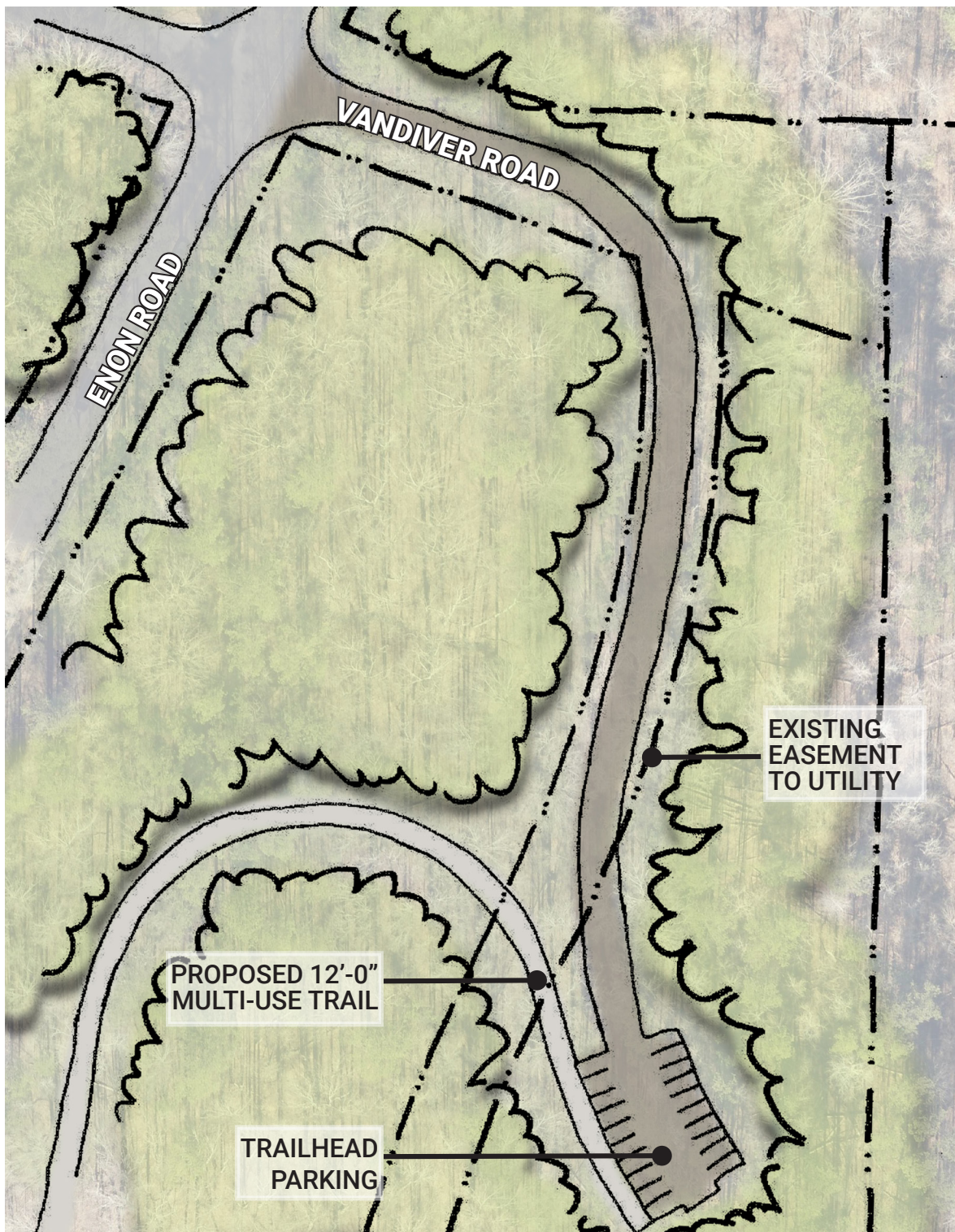
This section depicts the multi-use trail through wetlands.



Existing conditions present at the utility easement between Camp Creek and Vandivers Lake.



## TRAILHEAD CONCEPT SKETCH



The sketch above depicts a quick concept design for a potential trailhead at Vandiver Road and Enon Road.



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# CROSS ROADS ALIGNMENT

The Cross Roads alignment connects The Shops at Camp Creek Village, Wolf Creek Amphitheater, Wolf Creek Library, and Camp Creek. This alignment crosses the roadways at grade and bridges over Camp Creek.

## ALIGNMENT ROUTE

A trailhead is proposed for southeast of The Shops at Camp Creek Village. The trail crosses Butner Road at grade with some type of traffic control device and bridges Camp Creek. It continues southwest, paralleling the creek along an existing utility easement. At Merk Road, the trail tunnels underneath the roadway and follows the utility easement. The trail maneuvers through existing wetlands, stream buffers, and floodways to Enon Road. At Enon Road the trail turns east, following the road through wetlands to the existing trailhead for the Wolf Creek Multi-Use Trail.

## ANALYSIS

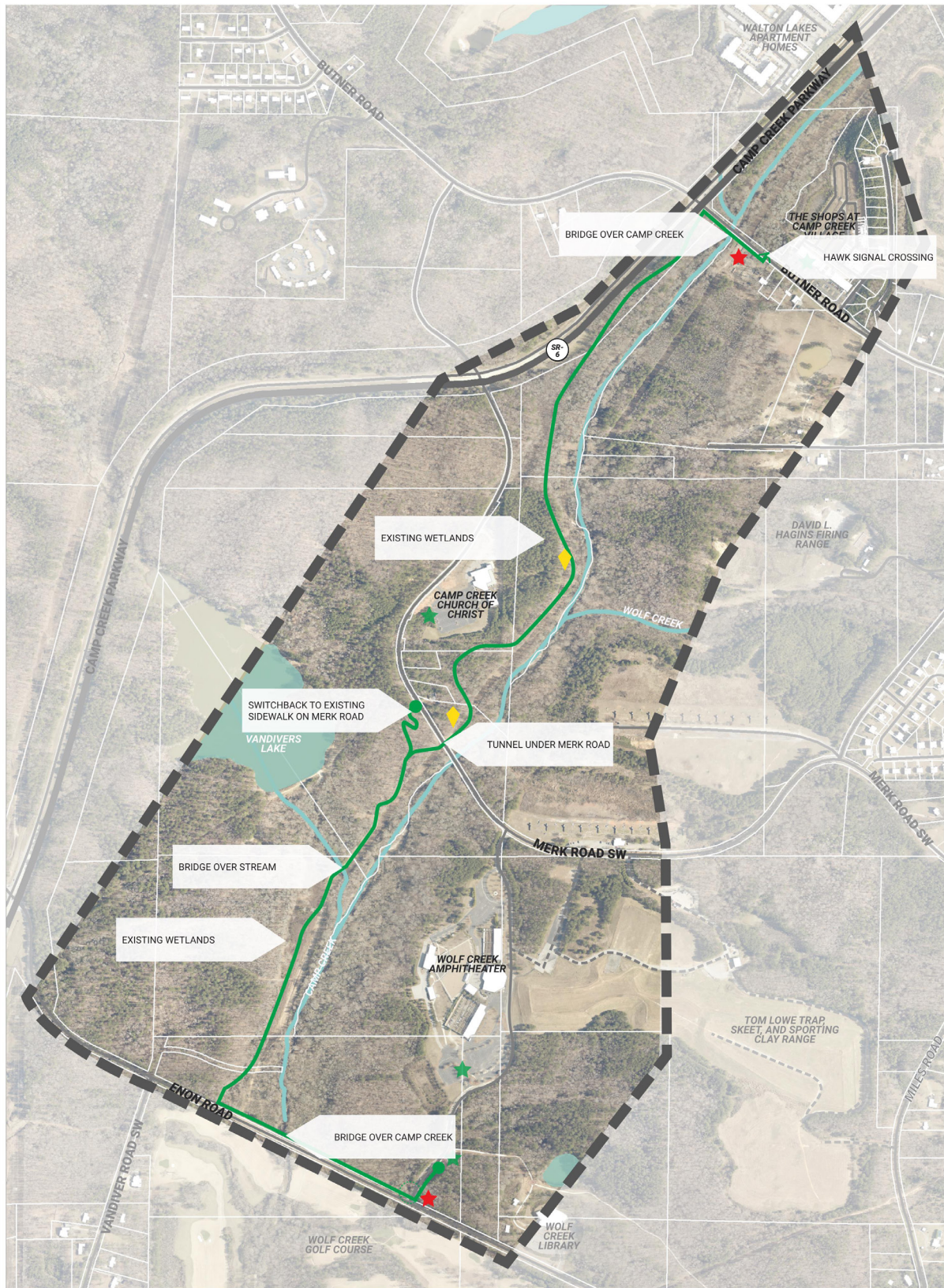
### **Pros**

- The alignment would connect users to commercial, public, and recreational uses.
- The trail provides opportunities for education and interpretation of the natural systems and habitats along Camp Creek.
- Segments of the on-grade trail utilize the existing utility easements, reducing the need for significant grading and clearing.
- Proposed tunnels eliminate unsafe at-grade crossings of Merk Road.

### **Cons**

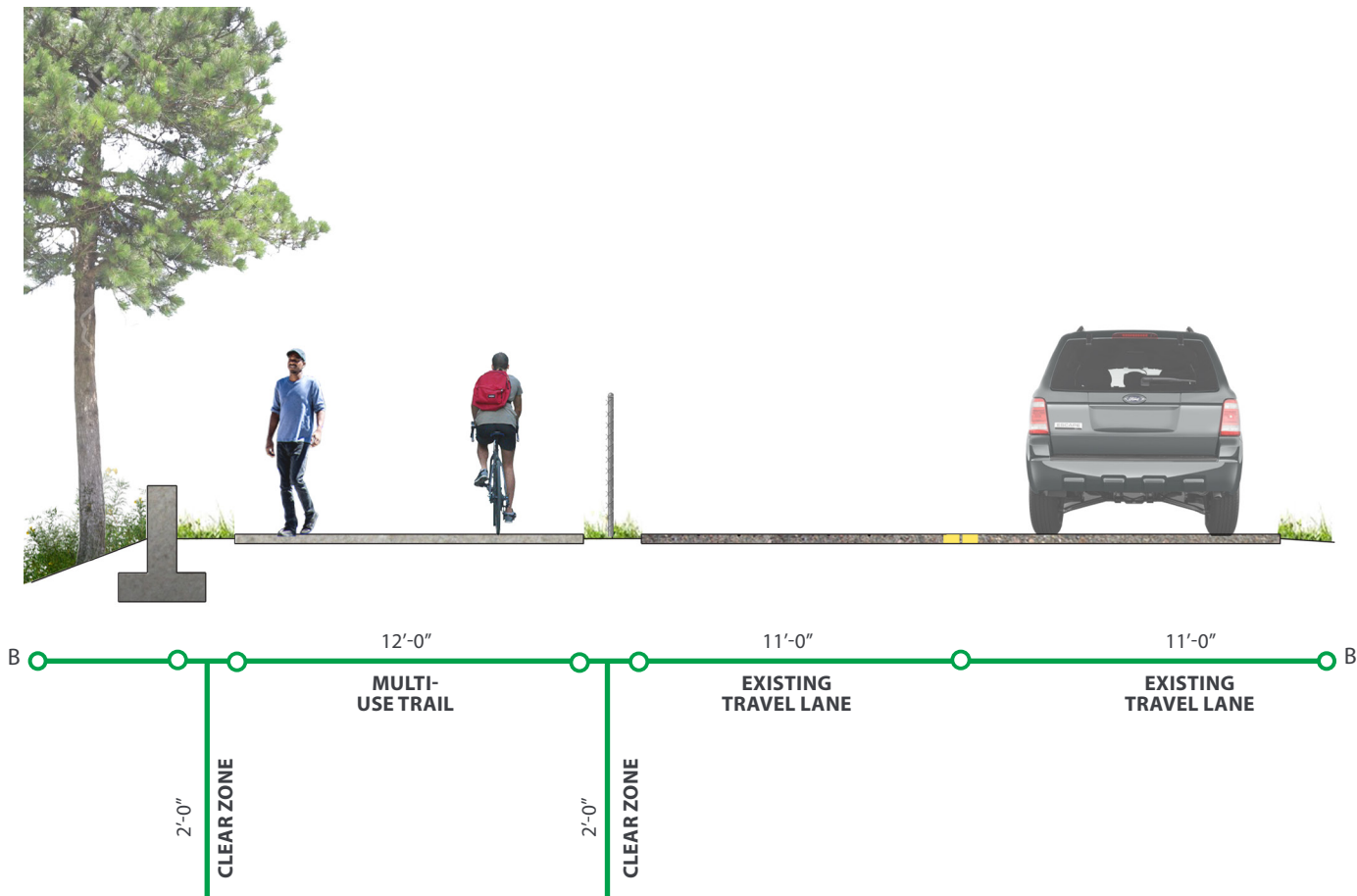
- Proposed tunnels would increase the cost of the trail.
- Construction may be more difficult due to the presence of wetlands, floodplains, and buried utilities.
- The at-grade trail crossings of Butner Road can be dangerous for pedestrians and bicyclists because of the high-speed road conditions.







# CROSS SECTIONS

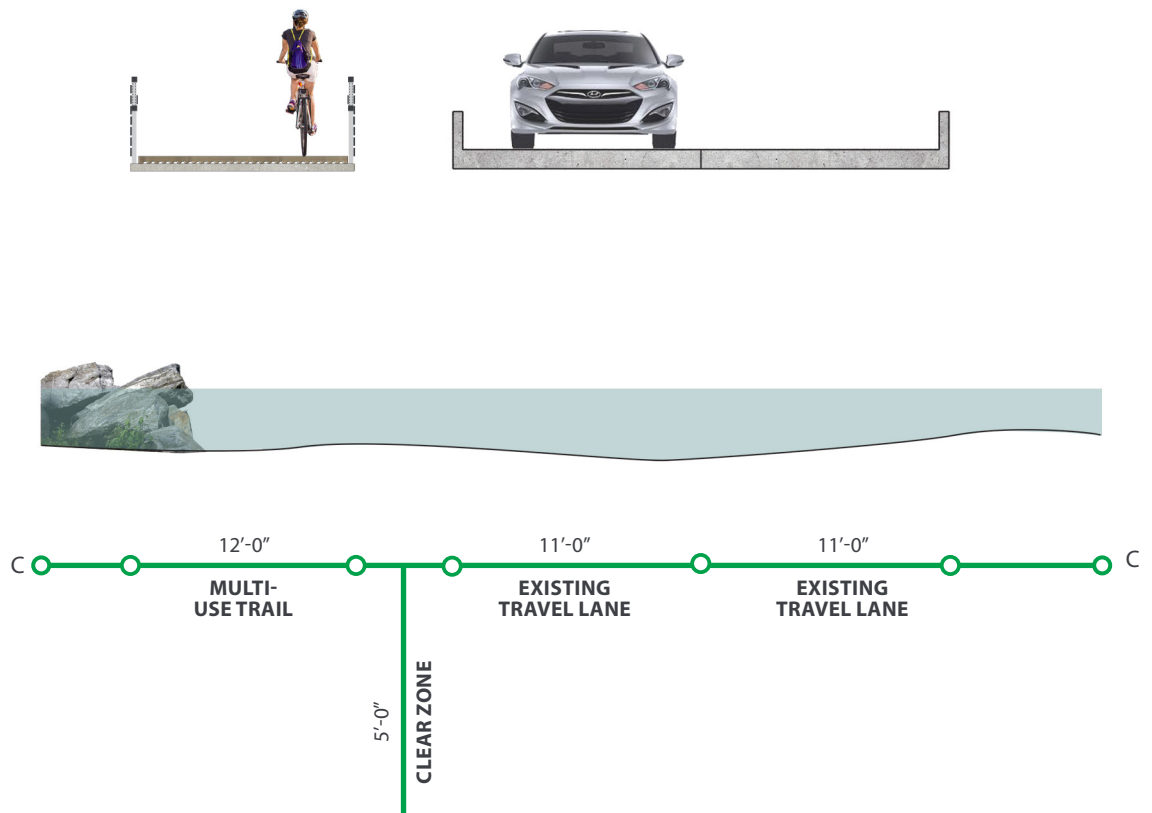


This cross-section depicts potential conditions for the multi-use trail along Butner Road. The multi-use trail is separated from Butner Road with a protective fence on the roadside and a retaining wall to mitigate the existing slope.



Existing conditions present on Butner Road.





This cross-section depicts potential conditions for the trail at Camp Creek. The trail is proposed to be a separate pedestrian bridge adjacent to Butner Road.



Existing conditions on Butner Road. This narrow bridge on a heavily trafficked high-speed road is unsafe for pedestrians.



## PRECEDENT IMAGES



An example illustrating how the trail on Butner Road would be separated with a landscape buffer and street trees.



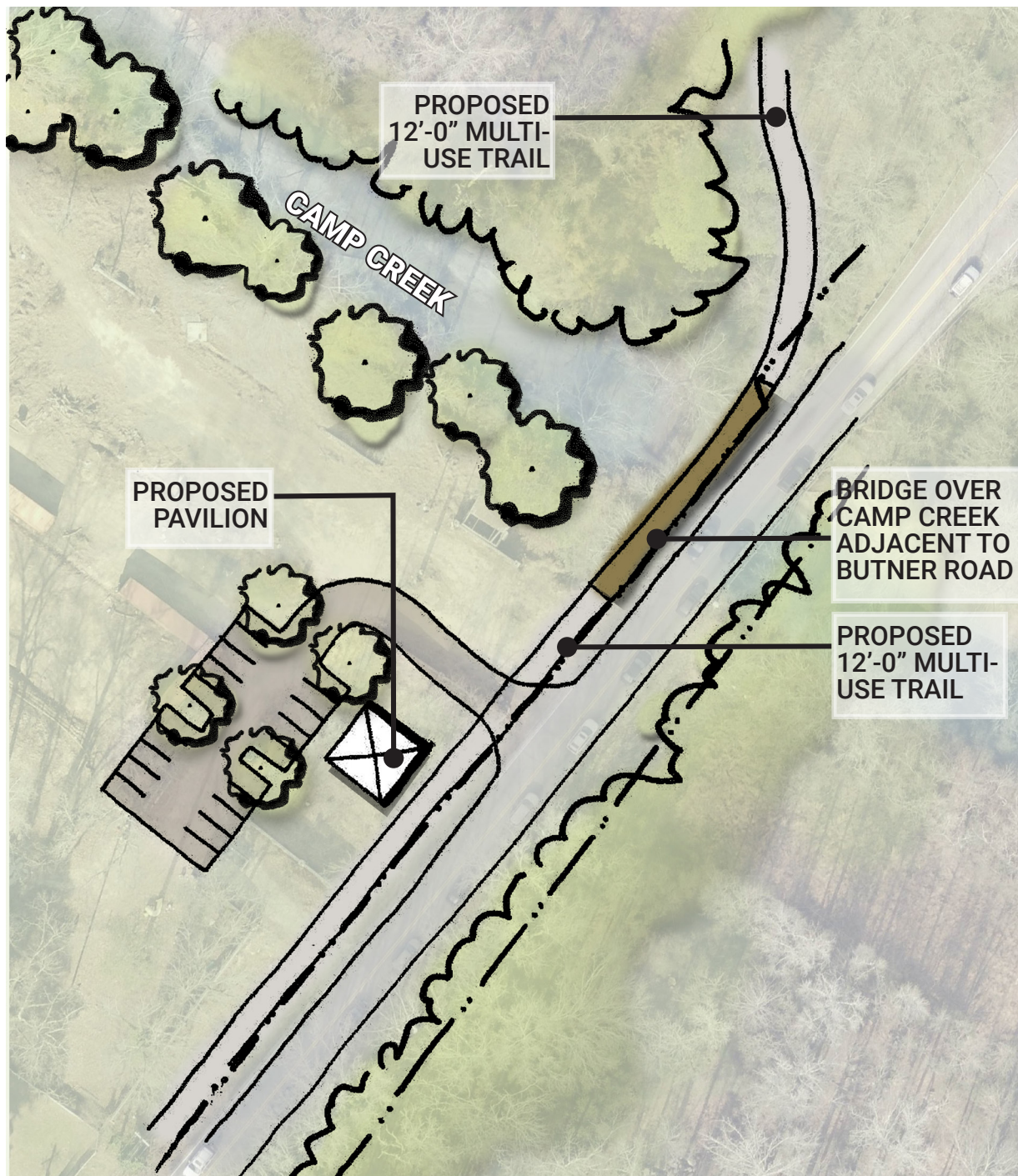
An example of a prefabricated bridge. There are two proposed bridges in the Straight Shot alignment.



An example of trail through existing woods similar to large segments of this model mile trail.



## TRAILHEAD CONCEPT SKETCH



The sketch above depicts a quick concept design for a potential trailhead on Butner Road across the street from The Shops at Camp Creek Village.

# 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 the trail crosses. Fewer conflicts create a more cohesive and safer trail experience for users.
- **Length of Trail:** This is a simple quantitative criterion that compares the total length of each alignment.
- **Connections:** Creating direct and easy connections to neighborhoods, commercial districts, and civic uses makes for a thoughtful planned trail. More connections increase trail usage.
- **Environmental Impact:** Environmental impacts are the effects the trail design has on trees, wetlands, and floodway/floodplains. The intent is to avoid large impacts in order to reduce costs and conserve the natural conditions of the trail.
- **ROW Impacts:** Reducing the amount of private property impacts and easement acquisition can reduce trail construction coordination and costs.
- **Off-Road vs On-Road Trail:** 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.

## ALIGNMENT SUMMARY

The alternative routes were presented to the client, stakeholders, and public in order to gauge interest and obtain feedback regarding each alignment. From these two alternatives, the following elements influenced the preferred alignment:

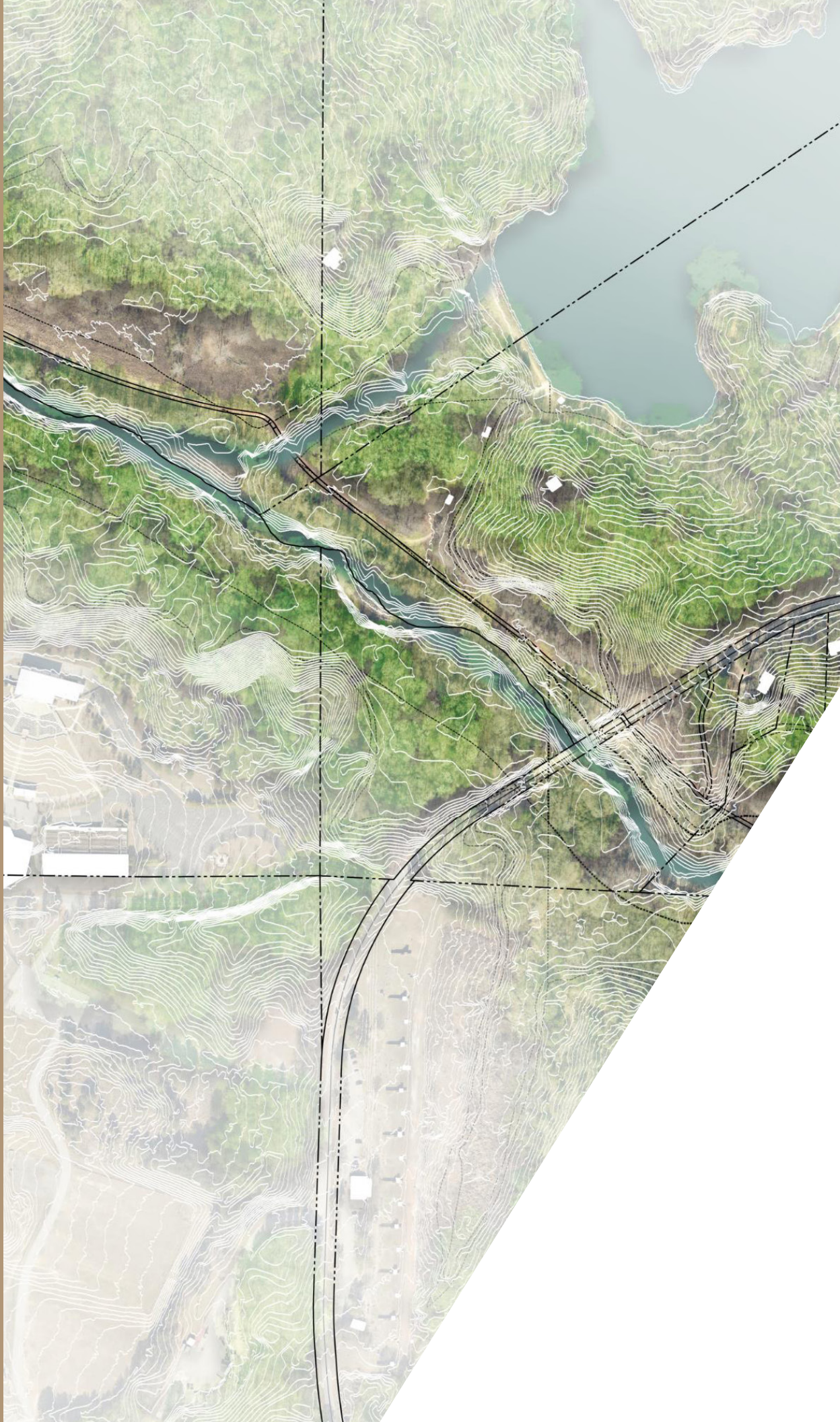
- Wetlands, floodplains, floodways, and stream setbacks must be considered.
- Need to identify safe crossings at Butner and Merk Roads.
- Need to connect users to Camp Creek and its watershed.



	south fulton <b>straight shot</b> trail alignment	south fulton <b>cross roads</b> trail alignment
 <b>CONFLICT POINTS</b>	0 DRIVEWAYS 1 INTERSECTIONS	0 DRIVEWAYS 2 INTERSECTIONS
 <b>LENGTH OF TRAIL</b>	11,868 LINEAR FEET / 2.24MILES	11,423 LINEAR FEET / 2.16 MILES
 <b>CONNECTIONS</b>	2 NEIGHBORHOODS 1 COMMERCIAL DISTRICT 4 CIVIC	2 NEIGHBORHOODS 1 COMMERCIAL DISTRICT 4 CIVIC
 <b>ENVIRONMENTAL IMPACT</b>	MINIMAL WETLAND IMPACTS	MINIMAL WETLAND IMPACTS
 <b>ROW IMPACTS</b>	9 PROPERTIES	9 PROPERTIES
 <b>OFF-ROAD VS ON-ROAD TRAIL</b>	25% TRAIL ON ROAD	30% TRAIL ON ROAD
 <b>INFRASTRUCTURE IMPACTS</b>	UPGRADE STORMWATER INFRASTRUCTURE RELOCATE UTILITIES	UPGRADE STORMWATER INFRASTRUCTURE RELOCATE UTILITIES



# 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 South Fulton's Model Mile Trail Segment.***

A review of the alternatives for the South Fulton Model Mile emphasized the Camp Creek riparian corridor. An existing utility easement made for a logical trail location. Therefore, the alternatives focused on safely crossing Merk and Butner Roads.

The preferred alignment is divided into two phases, with the goal that funding will be secured

for both. The first phase identifies a safe, direct connection between Butner Road and Enon Road. The second phase connects Vandiver Road (and trailhead) and the existing Wolf Creek Multi-Use Trail. The second phase could be incorporated into the planned Enon Road roadway improvements as well as linked to the development of the Vandiver property.

# PREFERRED ALIGNMENT

The AeroATL South Fulton Model Mile Trail Plan discussed in this section outlines the preferred alignment. The preferred alignment is organized into two phases with logical termini. Below are concise descriptions of each phases.

## PHASE I

The eastern terminus for the model mile begins north of The Shops at Camp Creek Village off Butner Road. From the trailhead, the trail wraps up the hillside to connect to The Shops at Camp Creek Village and continues down to bridge over Camp Creek. North of the creek, the trail becomes a raised boardwalk to navigate probable wetlands. To cross Butner Road, a tunnel is recommended for safety and continuity. Once through the tunnel, the trail runs along a hardwood forest via an existing utility easement. Between Butner Road and Merk Road the trail is envisioned as both a boardwalk and concrete trail, depending on the environmental conditions. At Merk Road, a spur connects to the existing sidewalk and then tunnels underneath the roadway. The trail continues southwest with both concrete surfacing and a boardwalk bridging a small drainage ravine near Vandivers Lake. The trail connects to the western

terminus, along with a trailhead, near Enon Road, completing the first phase of the model mile. Both trailheads, if desired, could be completed in phase I to provide access points and destinations on either end of the model mile.

- **Trail Termini/Public Spaces:** The trailhead on Butner Road is located just north of The Shops at Camp Creek Village. The trailhead adjacent to Enon Road may be included in this phase, if desired.
- **Trail Length:** Approximately 6,000 linear feet of concrete trail, 3,700 linear feet of boardwalk, 280 linear feet of tunnel, and 150 linear feet of pedestrian bridge, for a total of approximately 2 miles.
- **Trail Types:** 12 feet of concrete trail through woods, 10-12 feet of concrete path on the road with a planting buffer, and 12 feet of boardwalk through the woods.
- **Challenges:** The floodplains and wetlands along Camp Creek and the steep topography near roadways present construction challenges. Coordinating usage of the utility easement with the providers will need to be further explored in future design phases.



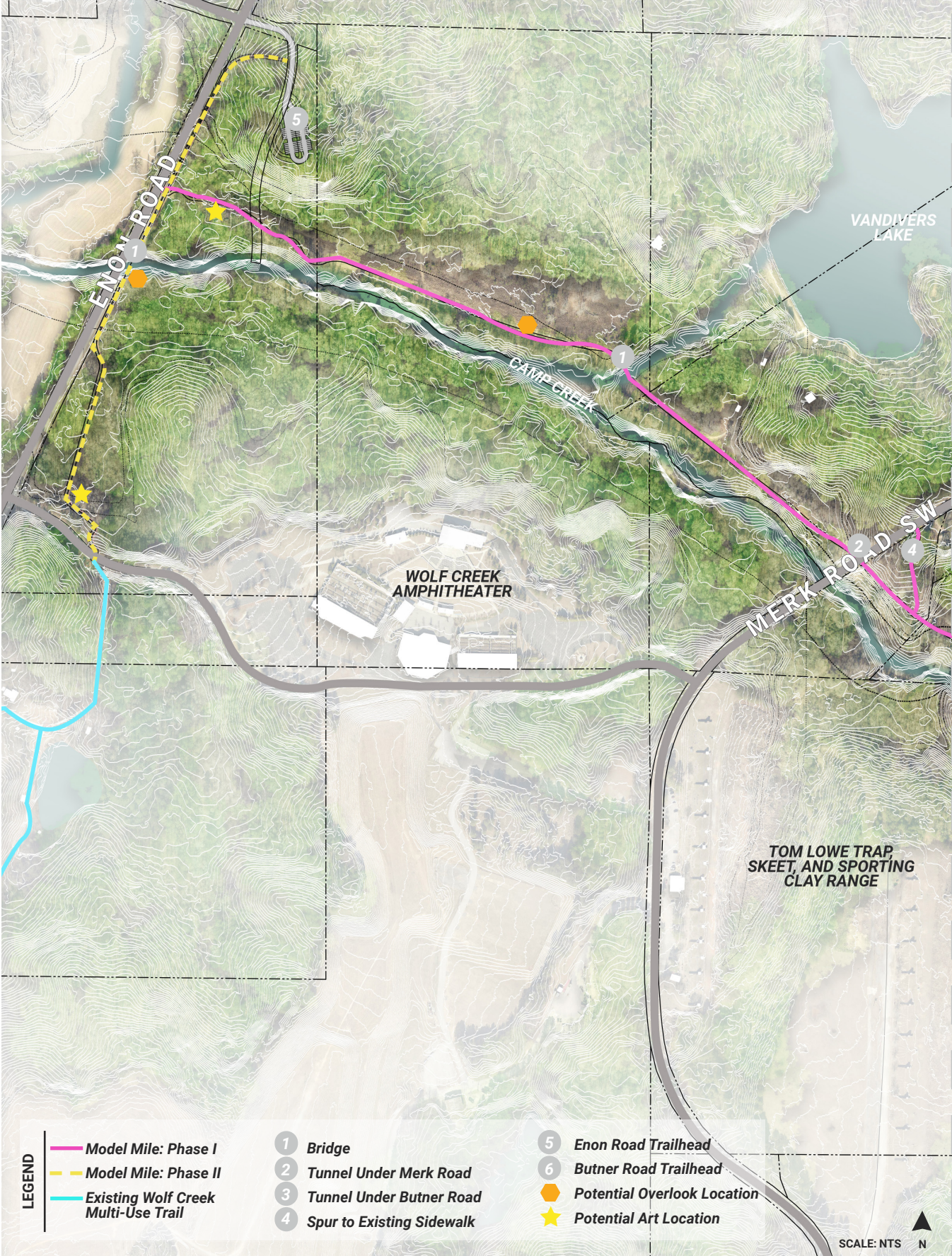
## PHASE II

The western terminus for the model mile trail, along with a trailhead, is located at the southeast side of the intersection of Vandiver Road and Enon Road. From the trailhead, the trail meanders down to Enon Road. The trail becomes a side path paralleling Enon Road with a landscape buffer to separate the trail from the road with a dedicated greenway bridge over Camp Creek. South of the proposed pedestrian bridge, the trail cuts away from the roadway with a boardwalk through existing wetlands and ramping up to Sanford J. Jones Boulevard through the Wolf Creek Amphitheater. The trail crosses the road via a mid-block pedestrian crossing and connects to the existing Wolf Creek Multi-Use Trail trailhead.

- **Trail Termini/Public Spaces:** The trail is accessed at a trailhead located at the intersection of Vandiver Road and at the Wolf Creek Multi-Use Trail trailhead.
- **Trail Length:** Approximately 1,550 linear feet of trail, 900 linear feet of boardwalk, and 150 linear feet of pedestrian bridge, (a total of 2,600 linear feet), for approximately 0.5 miles of total trail.
- **Trail Type:** A 12-foot-wide concrete path through the woods and on the roadway with a landscape buffer. A pedestrian bridge crossing the stream and separate from the roadway. Alternatively, the trail can occupy 8 feet of trail on the road with a fence barrier. A 12-foot-wide boardwalk is needed through the wetlands.
- **Challenges:** There are floodplains and wetlands along Camp Creek that present construction challenges.



# AEROATL SOUTH FULTON PREFERRED ALIGNMENT PLAN VIEW









# TRAIL ELEMENTS

Connecting cultural gathering spaces that currently exist or that may develop in the future is key to creating a trail system that is embraced by the community. These trail elements help to give the trail a sense of place, a connection to nature, and an additional means of building community through recreation.

## SAFETY & SECURITY

User safety and security are two of the most important factors to consider for a multi-use trail. Elements like accessibility, sight lines, lighting, and crosswalks are several examples that greatly affect how visitors feel when moving along a trail. When combined, these elements create an environment that is more secure and can help prevent situations where urgent care or help is needed.

The South Fulton Model Mile will be open for trail users to enjoy from dawn to dusk. Pedestrian lighting is recommended in high pedestrian areas like trailheads. Lighting within the tunnel is necessary to ensure user safety and prevent accidents. Proper lighting illuminates all potential obstructions and improves comfort and visibility.

To achieve the greatest separation from the roadway and eliminate potential vehicular-pedestrian conflicts, pedestrian bridges are

recommended adjacent to, but function independently from the road. Along Enon Road where the trail runs adjacent to the roadway, a tree-lined buffer can create separation and protect trail users. High-visibility crosswalk designs improve user safety where it is necessary for at-grade crossings. The trail meets the existing Wolf Creek Multi-Use Trail at Sanford J. Jones Boulevard via a mid-block crossing with an option for a rectangular rapid flashing beacon. These beacons can enhance safety by increasing driver awareness of potential pedestrians crossing to reduce crashes between vehicles and pedestrians.

Placing emergency call boxes and security cameras along the model mile is another safety measure to consider as the trail moves into the next phase of design and implementation. Call boxes provide trail users with a level of confidence as well as a form of communication if scenarios such as urgent health issues or suspicious activity arise. Security cameras in appropriate locations may deter potential unsolicited activity, and if an accident does arise, footage can be helpful. Safety and security are often the first concerns of trail users. By employing combined safety and security strategies, communities can create a trail that is comfortable and encourages frequent use, which also serves to increase safety.





Example of public art that connects to the natural environment. Photo by: Thomas Cizauskas.



Example of a pedestrian bridge for the proposed Camp Creek. Photo by: Steve Harwood <https://www.flickr.com/photos/captkodak/7443808006>.

## INTERPRETIVE SIGNAGE

In future design phases, interpretive signage should be developed and designed through trail designers working with the community. Signage along the trail that captures and presents the area's history and culture would bring a richness to the trail. The signage could highlight the history of Camp Creek and the diversity of cultures who lived nearby and depended on the creek and its resources. The signage could also celebrate everyday people and their joys and struggles by featuring residents' stories.

## 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. The initial concept includes several opportunities for public art, including at the entrance to the Wolf Creek Amphitheater, within the future development of the Vandivers Lake property, and at the trailhead near Butner Road. Ideas for art installations should be generated by the residents in the community. 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. The art workshops could also be conducted concurrent with the interpretive signage effort. 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.

## OVERLOOKS

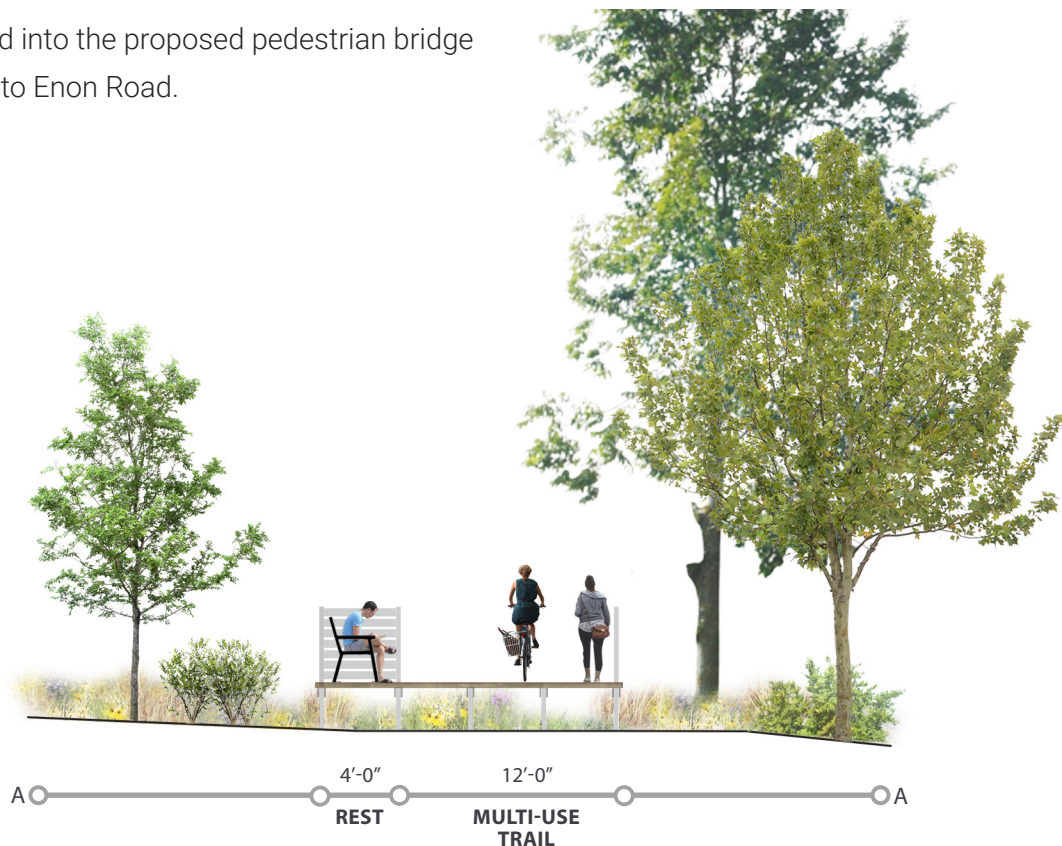
Overlooks located along the trail will provide scenic views and access to the soft sounds of the babbling Camp Creek. Located just off the trail, these spaces give people a place to rest and provide opportunities for education, relaxation and meditation. An overlook can be as simple as a mulch clearing with some concrete pavement for ADA access, interpretive signage, or an art piece. Incorporating a way for differently abled people to experience the overlook is a key design requirement; therefore, access and selection of the pavement material is important and should consider visual cues, surface texture, and ADA guidelines for accessible walkways. There are several potential overlook locations that should be further vetted and explored in future design phases:

- Adjacent to or within the beech hardwood forest.
- Integrated into the proposed pedestrian bridge adjacent to Enon Road.

- In an existing clearing adjacent to the Camp Creek Church of Christ.
- Along the wetland north of Camp Creek and south of Vandivers Lake.

## TUNNELS

The preferred alignment includes two proposed tunnels, which when designed and planned well can be quite a striking and memorable feature of the trail experience. Underpasses offer a safe, continuous at-grade trail experience, which would otherwise be dangerous along the existing high-speed roadways. Elements to consider with these tunnels are materials, lighting, and potential murals or other art. Working with a local artist to create a vibrant, colorful tunnel experience is a great way to build community. It would also create an identifying feature along the trail, something that could become visually synonymous with the South Fulton Model Mile.



This cross-section depicts a typical boardwalk through a wetland area.



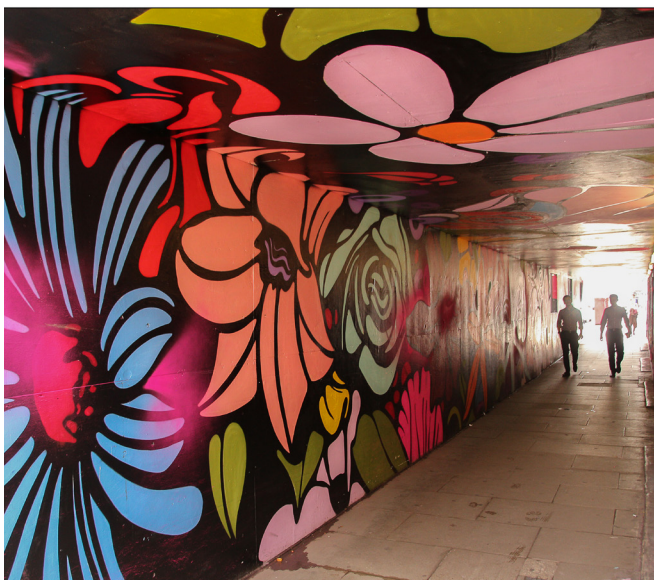
## BOARDWALK

Boardwalks will be used to maneuver through wetlands, topography, and wildlife and around large trees in order to protect their root zones and avoid loss or damage to the tree. 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 the disturbance to the land, a top-down construction approach is advised. Top-down construction is a method where small, lightweight construction equipment sits upon 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. Boardwalks 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.

## AESTHETIC STORMWATER ENHANCEMENTS

Improving water quality and the habitat in areas feeding Camp Creek can also be a component of this project by integrating best management practices along the trail. Strategies such as rain gardens and bioretention can slow water velocity, filter pollutants, and provide an aesthetic amenity with vibrant native plantings. Additional stormwater practices that will be utilized in conjunction with the trail include infiltration trenches, vegetative swales, filter strips, permeable pavements, and boardwalks (which minimize the disturbance of the natural flow of water over the land). These stormwater practices can be utilized along stretches of the trail with drainage challenges and within and around the trailheads and overlooks.



Example of a mural in an underpass tunnel for the proposed tunnels under Butner Road and Merk Road. Photo by: Maureen Barlin, [https://www.flickr.com/photos/maureen\\_barlin/27912557906](https://www.flickr.com/photos/maureen_barlin/27912557906).



Example of the restoration of existing wetlands with native plantings to promote biodiversity.



# TRAILHEADS

Trailheads serve as a logical terminus and give access to the trail while creating a meeting space for trail users. The Butner Road trailhead includes permeable paver parking spaces, a pedestrian plaza, bike racks, a space for sculptures and other aer, trail signage, interpretative panels, and benches. It also includes an upper plaza, with a

pavilion, restrooms, and water bottle filler, located outside the floodplain adjacent to The Shops at Camp Creek Village. This plaza can be accessed via a staircase from the parking lot or ADA access from Butner Road. The Enon Road trailhead includes parking, an information kiosk, bike racks, trail signage, and benches.

## BUTNER ROAD TRAILHEAD PLAN VIEW



- LEGEND

1

Entry Signage

2

Existing Utility Easement

3

Plaza

4

Benches

5

Pervious Paver Parking

6

Stairs

7

12'-0" Multi-Use Trail

8

Bridge

9

Sculpture

10

Restroom

11

Bollards

12

Retaining Wall

13

Aero Signage

14

Bike Racks

★

360 View (See Page Right)



## BUTNER ROAD TRAILHEAD 360 RENDERINGS



The multi-use trail looking toward The Shops at Camp Creek Village.



The multi-use trail looking toward the bridge over Camp Creek.



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

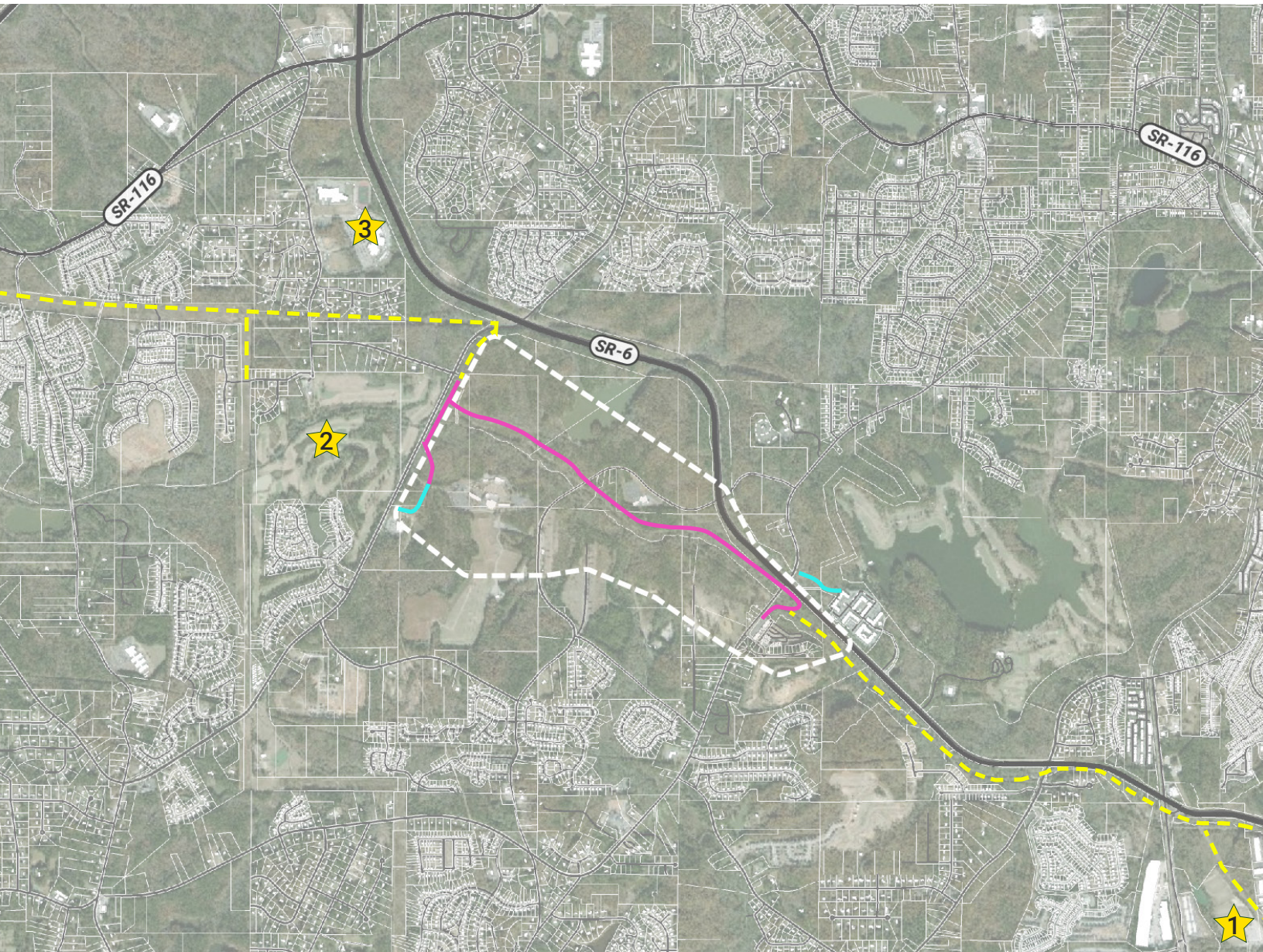
# FUTURE CONNECTIONS & TRAIL AMENITIES

As the South Fulton Model Mile develops, it is important to keep in mind potential future connections and amenities, prudent considerations in creating an effective trail system. The existing utility easement has the potential to house future trails that would connect to and extend the model mile trail. To the north and east, potential connections include the Georgia Sports Park (two miles), Camp Creek Market Place (four miles), and Atlanta Hartsfield-

Jackson International Airport (six miles). To the south and west, potential connections include the Wolf Creek Golf Course on the other side of Enon Road and the Chattahoochee River (3.5 miles). To the north across Camp Creek Parkway on Butner Road, the Walton Communities Nature Preserve Trail offers a connection to the existing neighborhood and would give those communities access to the goods and services at The Shops at Camp Creek Village without the use of vehicles.



# SOUTH FULTON FUTURE CONNECTIONS & AMENITIES MAP



- LEGEND**
- Model Mile
  - Existing Trails
  - Potential Future Connections

- 1 Georgia Sports Complex
- 2 Wolf Creek Golf Course

- 3 West Lake High School

SCALE: NTS N



# IMPLEMENTATION







# FEASIBILITY & BENEFITS

***The South Fulton Model Mile has the potential to become a community driver by physically connecting to Camp Creek and acting as a cultural and social spine through the region.***

Implementing the first phase of a greenway network in the City of South Fulton will serve as a catalyst for quality development and provide much-needed open space and conservation in a rapidly changing community. This portion of South Fulton suffers from a lack of safe, nonmotorized mobility options. Therefore, the first phase of the greenway will greatly enhance the mobility and quality of life for residents by providing an alternative means of travel. The

greenway will also provide visitors with a direct connection to Camp Creek 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 the implementation, including phasing and prioritization, project communication, potential funding sources, and projected costs for design and construction.

# KEY STAKEHOLDERS

The advantage of this model mile is that it involves relatively few property owners. Nonetheless, this area is growing and changing with ownership transitions and planned redevelopment, which needs to consider the trail as part of their overall vision. Key stakeholders include:

- **Wolf Creek Amphitheater:** Now under the ownership of the City of South Fulton, it will remain a key entertainment destination. Considerations include future parking demands, access to and from the trail during events, and safety and security protocols. Other opportunities include direct access to the new greenway across Camp Creek as well as consideration for nature trails north of the Amphitheater.
- **Wolf Creek Golf Course:** Lying west of Enon Road, the golf course provides a logical open space link further west toward the Chattahoochee River. It is important to continually engage golf course management to capitalize on future trail expansion.
- **Utility Companies:** Close coordination with Fulton County and Atlanta Gas and Light is needed to coordinate utilities and easements

for trail implementation. Utilizing existing easements is commonplace, but trail design will need to meet the requirements of the utility owners.

- **Department of Public Works:** The Department of Public Works will ultimately manage the design and construction of the trail. Multiple departments will need to work together to ensure this project is on a capital improvements list and is funded.
- **The Shops at Camp Creek Village:** The Shops will benefit tremendously from an adjacent greenway network. Engaging the property and business owners during preliminary design will help to maximize the benefits of the trail and determine how to best manage the trailhead.
- **Vandiver Lake Ownership:** The City is currently working with the owner of the Vandivers Lake property to develop the site as a city center. Any development needs to consider the trail and how it can be incorporated into the development. Depending on the timeline, the development of the Vandivers property may help accelerate the construction of the trail.



# PRIORITIZATION

The implementation of the preferred alignment has been divided into two phases. This was done because the different phases could potentially receive separate funding and could be included in other projects. However, the goal is to secure funding for both at the same time.

Phase I includes the proposed trailhead near Butner Road and the trail alignment extending from The Shops at Camp Creek Village all the way to Enon Road. Phase II includes a trail paralleling Enon Road on the east that connects Wolf Creek Amphitheater to the proposed trailhead on the north side of Camp Creek.

With planned construction for sidewalk improvements along Enon Road and an expansion of Butner Road in the project pipeline, elements of the trail could be folded into either project. Ideally, both projects for phase I and phase II would be on a parallel timeline. Ultimately, phasing could be broken up several different ways. For instance, both trailheads could be included in phase I in order to provide access on both ends of the model mile. For the purpose of this study and to balance costs, the trailhead on Butner Road is included in phase I and the trailhead off Enon Road is included in phase II.

# POTENTIAL FUNDING SOURCES

Identifying public investment opportunities and further vetting potential funding sources is a first step South Fulton can take to bring the model mile vision to fruition. The Aerotropolis Alliance can assist the model mile communities with identifying funding, which is critical to obtaining opportunities and assistance.

Using local funding sources is the best approach to help realize the construction of the trail within the next three to five years. Specifically, the City can take the following actions:

- Partner with the developer of the Vandivers Lake property to begin design and construction of the greenway. Prioritize direct connections to the Wolf Creek Amphitheater and to the Wolf Creek Trail along Enon Road. This would include the construction of a dedicated trailhead near Enon Road and Camp Creek Parkway.
- Design the trail, including the initiatives outlined in the prior bullet in a single phase.

- List the model mile on the City's CIP and offset additional funding needs with TSPLOST funds (this assumes TSPLOST will be approved again for Fulton County by 2022).
- Utilize the Tax Allocation District and the City's bonding capabilities as financing strategies to fund trail construction.

If TSPLOST/TAD funds are not an option, or additional funds are needed, another reasonable option for construction funds is the Georgia Transportation Infrastructure Bank (GTIB). 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 be pursued only when local funding sources aren't available. However, federal dollars can support future scoping and feasibility studies for later phases of the South Fulton 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 the key elements of the project. The costs represent standard

calculations for 2020. Costs may vary based on several factors, including final design, funding sources, and the start of construction.

OVERALL PROJECT COST	PHASE I	PHASE II	COMBINED
CONSTRUCTION	\$7,642,880	\$2,027,400	\$9,670,300
UTILITIES	\$75,000	\$125,000	\$200,000
ROW ACQUISITION	\$54,600	\$260,000	\$54,600
ENGINEERING & INSPECTION (5%)	\$382,100	\$101,400	\$483,500
DESIGN FEE (12%)	\$917,100	\$243,300	\$1,160,400
CONTINGENCY (20%)	\$1,528,600	\$405,500	\$1,934,000
ESTIMATED SUBTOTAL	\$10,600,400	\$2,902,500	\$13,500,900

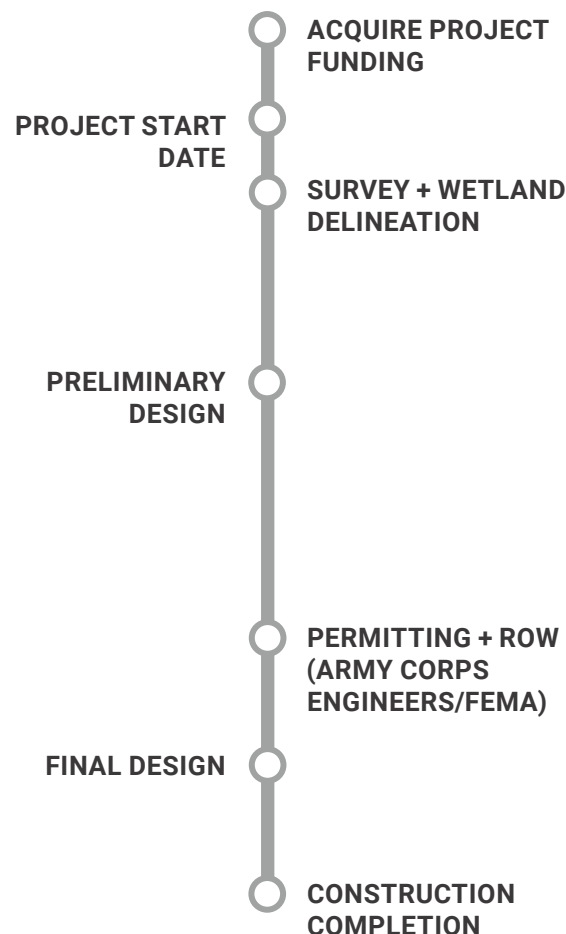
INFLATION COSTS: 3.5% INCREASE PER YEAR		
2021		\$13,975,400
2022		\$14,464,600
2023		\$14,970,900
2024		\$15,494,800
2025		\$16,037,100

# DESIGN & ENGINEERING SEQUENCE

The timeline assumes the project will obtain approval and acquire project funding. Critical tasks in the timeline include a topographic and boundary survey of the project as well as wetland delineation. Permitting is unknown at this time, but due to environmental complexities, it can be assumed that permitting will take a minimum of six months. Once funding is identified, trail construction can be complete within three years of initiating the project design.

This model mile study identifies a preferred alignment and its vision. At the completion of the planning process, the City will move the project forward to seek funding opportunities. Ultimately, the model mile will be constructed in phases based on funding. Progression from the planning stages to construction and groundbreaking will be a process that will introduce a new set of variables. Those variables could include changes to the built environment, demographic shifts, transportation expansion, and property ownership. Managing change and preserving the culture of the South Fulton community requires collaboration between stakeholders and neighborhood advocates. It is important for the

community to remain involved in this process in order to maintain the core components of the community's vision for the South Fulton Model Mile.





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# APPENDIX



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ENVIRONMENTAL REPORT	A
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VIRTUAL FORUM TWO: 8/28/2020	C
VIRTUAL FORUM THREE: 12/16/2020	D

# APPENDIX - A



3500 Parkway Lane, Suite 500  
Peachtree Corners, Georgia 30092

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www.pondco.com

## Environmental Screening Survey

Project Name: Aerotropolis Trails, City of South Fulton  
County: Fulton  
Consultant Firm: Pond and Company  
Date: February 10, 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 (City of South Fulton) project area totals approximately 639 acres and is located south of the intersection of Enon Road and Camp Creek Parkway in Fulton County, Georgia (Figure 1). The screening area consists of residential, commercial, institutional, and industrial land use.

### **Ecology:**

*Author:* Sara Duquette

*Ecological Resources Identified:* Yes

*Resource Type:* 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	Number Present	Linear Footage (lf)/Acreage (ac) within the study area
Streams	20	13,656 lf
Wetlands	10	59.2 ac
Open Water	2	14.9 ac
Floodplain Zone (AE)	-	219.9 ac
Floodplain Zone (A)	-	0

### **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 five (5) listed species within Fulton 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
<b>Fauna</b>				
northern long-eared bat	<i>Myotis septentrionalis</i>	T	Will roost in tree cavities and under exfoliating bark during Summer; Winter hibernation takes place in tight crevices in caves and mines	No, the project area is not within the range of this species.
gulf moccasinshell	<i>Medionidus penicillatus</i>	E	small streams to large rivers in sandy, cobble, or gravel substrates with moderate flow	TBD
oval pigtoe	<i>Pleurobema pyriforme</i>	E	small streams to large rivers in sand or gravel substrates with moderate flow	TBD
shinyrayed pocketbook	<i>Lampsillis subangulata</i>	E	medium sized streams to large rivers in sandy to muddy substrates with slight to moderate current	TBD
Cherokee darter	<i>Etheostoma scotti</i>	T	small to medium-sized streams in association with gravel and cobble substrates, moderate to swift stream flow	No, species is endemic to Etowah River Basin; the project is in the Chattahoochee River Basin.

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

### **Archaeology:**

Author: Kenny Pearce

Resources Identified: yes

A literature and document search was 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 eight previous archaeological surveys and 19 previously recorded archaeological sites within a 1-mile radius of the proposed project area (Attachment 2: Figure 3). Of the previous eight archaeological surveys identified, five (GASF Reports 2963, 8734, 9408, 10233, and 10498) lie within or cross portions of the project boundary. These five surveys, Table 3, were all conducted for various road and bridge improvement projects. Of the 19 previously recorded archaeological sites, only two (9FU30 and 9FU31, Table 5) lie within the project area limits. Site 9FU30 is a rock shelter containing unknown aboriginal artifacts while Site 9FU31 is described as an Archaic and post-Archaic artifact scatter. The NRHP eligibility status of both is considered unknown. The remainder of the sites identified outside of the project area consist primarily of nineteenth/twentieth century historic sites but also include 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**

<b>GASF Report Number</b>	<b>Report Title</b>	<b>Reference</b>
2094	Archeological Survey of Two Bridge Replacements in Fulton County, Georgia	Gresham 2001
2963	Archeological Survey of Two Bridge Replacements in Fulton County, Georgia	Erickson 2005
5719	Archaeological Assessment of Project BRMLB-9054(3) Fulton County	Richardson 1998
8734	GDOT Archaeological Report Short Form for Negative Findings: Wolf Creek Trail, Fulton County	Koch 2013
9408	Georgia Highway Project PR-3619 (Lakewood Freeway Extension, Fulton County, Georgia)	Condrey 1972
10233	Bridge Categorical Exclusion: Project No. BRZLB-121(3), Fulton Co.	Paglioni 1991
10498	Archaeological Assessment of Various District 7 Resurfacing Projects, Dekalb and Fulton Counties	Duff 2007
11786	Bridge Categorical Exclusion: Project No. BRZLB-121(12), Fulton Co.	Anglin 1994

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

<b>Site Number</b>	<b>Site Name</b>	<b>Component</b>	<b>NRHP Eligibility</b>	<b>Recording Entity/Date</b>
9FU24	Butner Road	Unknown aboriginal lithic scatter	Unknown	Joan C. Rupp/1973
9FU30	None	Unknown aboriginal (rock shelter)	Unknown	Unknown/1973
9FU31	Enon Road #3/Vandiver Lake	Archaic and post-Archaic artifact scatter	Unknown	Phillip Condrey and R.S. Dickens/1972
9FU51	None	Archaic through Mississippian	Unknown (but future research recommended on original site form)	Name on site form not legible/1970



Site Number	Site Name	Component	NRHP Eligibility	Recording Entity/Date
9FU52	Type - Village	Unknown aboriginal artifact scatter	Unknown	Norman S. Pottinger/recording date not given
9FU522	None	Mid to late 20th century trash midden	Ineligible	R.S. Webb & Associates/2005
9FU529	Cpt Robert Smith Cemetery	Historic 19th century cemetery	Unknown	New South Associates/2005
9FU640	None	Archaic lithic scatter	Unknown	Latady-Slack/1975
9FU662	Enon Road	Archaic lithic scatter	Unknown	Meier/1978
9FU740	None	Late 19th to early 20th century rock piles	Ineligible	Southeastern Archeological Services, Inc./2017
9FU741	None	Late 19th to early 20th century rock piles	Ineligible	Southeastern Archeological Services, Inc./2017
9FU742	None	Unknown aboriginal (probable Archaic)	Ineligible	Southeastern Archeological Services, Inc./2017
9FU757	None	19th to 20th century rock piles	Ineligible	Southeastern Archeological Services, Inc./2018
9FU758	None	19th to 20th century rock piles	Ineligible	Southeastern Archeological Services, Inc./2018
9FU759	None	20th century liquor still	Ineligible	Southeastern Archeological Services, Inc./2018
9FU760	None	19th to 20th century house site	Ineligible	Southeastern Archeological Services, Inc./2018
9FU761	None	Unknown aboriginal lithic scatter; 19th to 20th century historic artifact scatter	Ineligible	Southeastern Archeological Services, Inc./2018

Site Number	Site Name	Component	NRHP Eligibility	Recording Entity/Date
9FU762	None	19th to 20th century rock pile	Ineligible	Southeastern Archeological Services, Inc./2018
9FU763	None	19th to 20th century rock pile	Ineligible	Southeastern Archeological Services, Inc./2018

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

Inspections of the GNAHRGIS database (GNAHRGIS 2020) identified one previously recorded historic resource (33188) within 1- mile of the project area. Resource 33188 is a historic residence located north of the project area on the west side of Butner Road. This resource was not believed to be eligible for NRHP inclusion. For further information concerning this previously recorded historic resource, refer to Table 5.

**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
33188	Village of St. Joe	2969 Butner Road/Fulton County	1914; Residence - Queen Anne Cottage	Appears not to meet NRHP criteria (integrity) according to surveyor

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

If you have any questions or require any additional information, please contact me at 470.387.8936 or [Duquettes@pondco.com](mailto:Duquettes@pondco.com).

Sincerely,

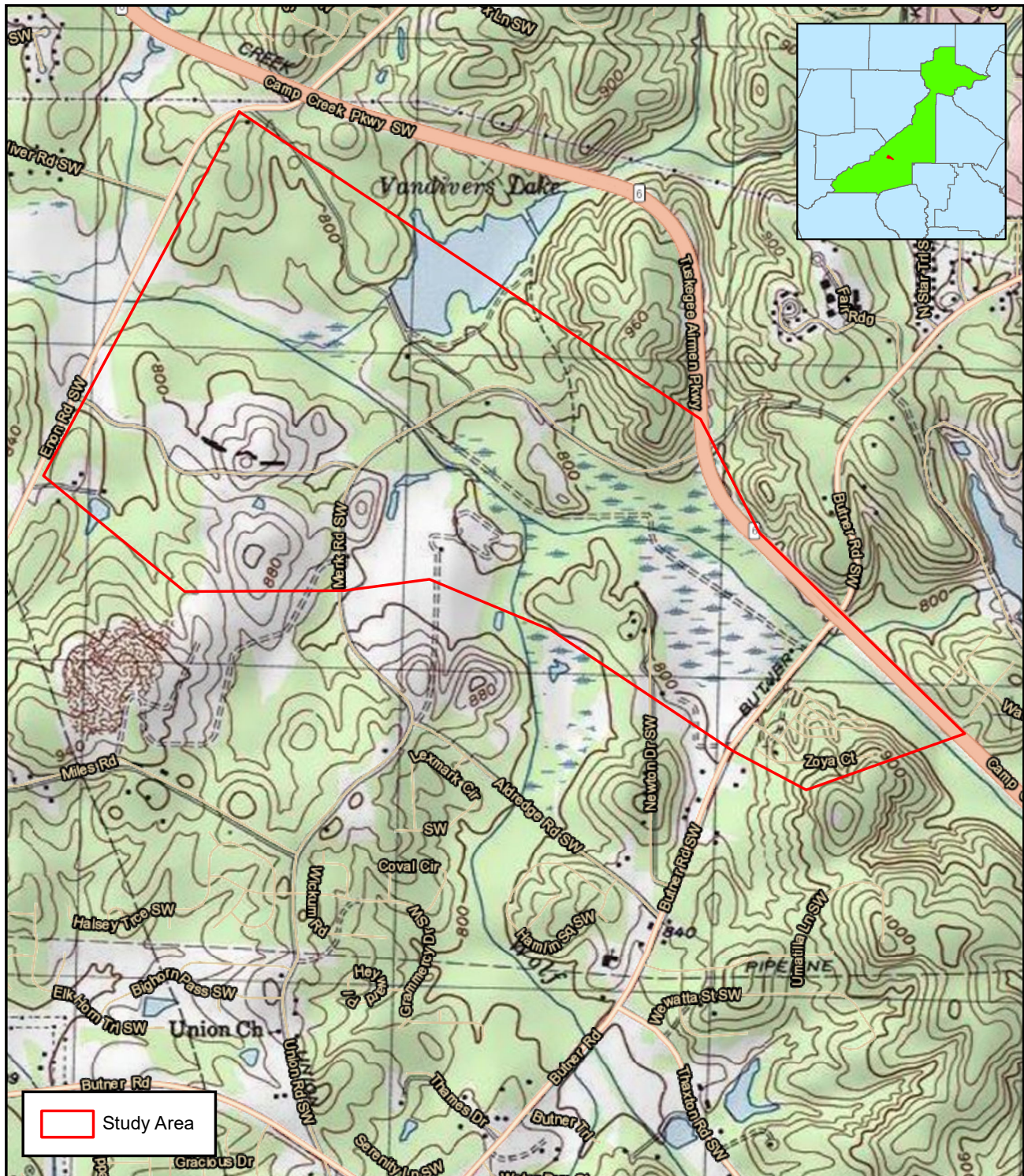


Sara Duquette  
Scientist III

Enclosures:  
Attachments: Figures

Architects  
Engineers  
Planners  
Constructors





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

Figure 1  
Site Location Map



Aerotropolis Trails  
City of South Fulton  
Fulton County  
February 2020



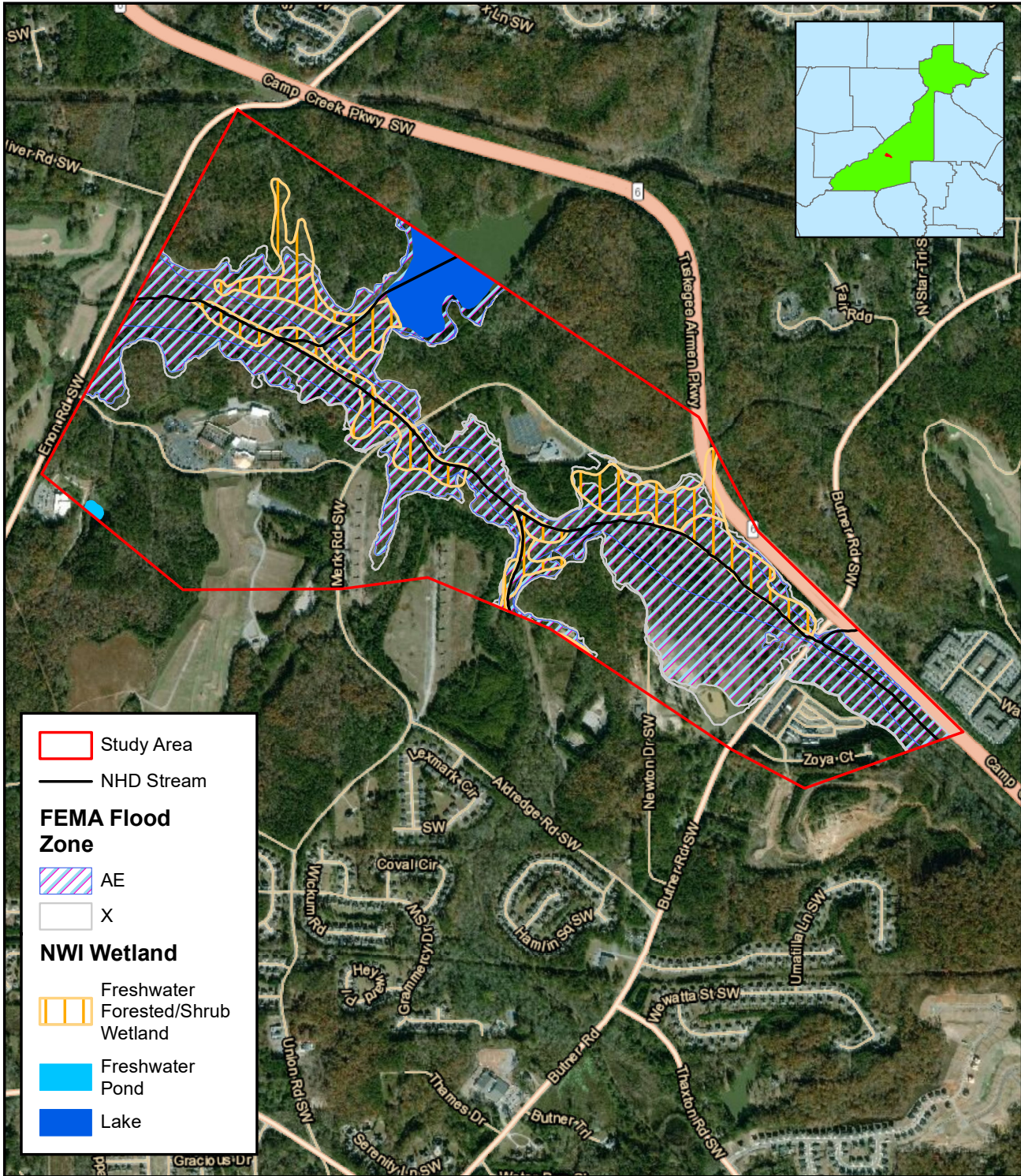
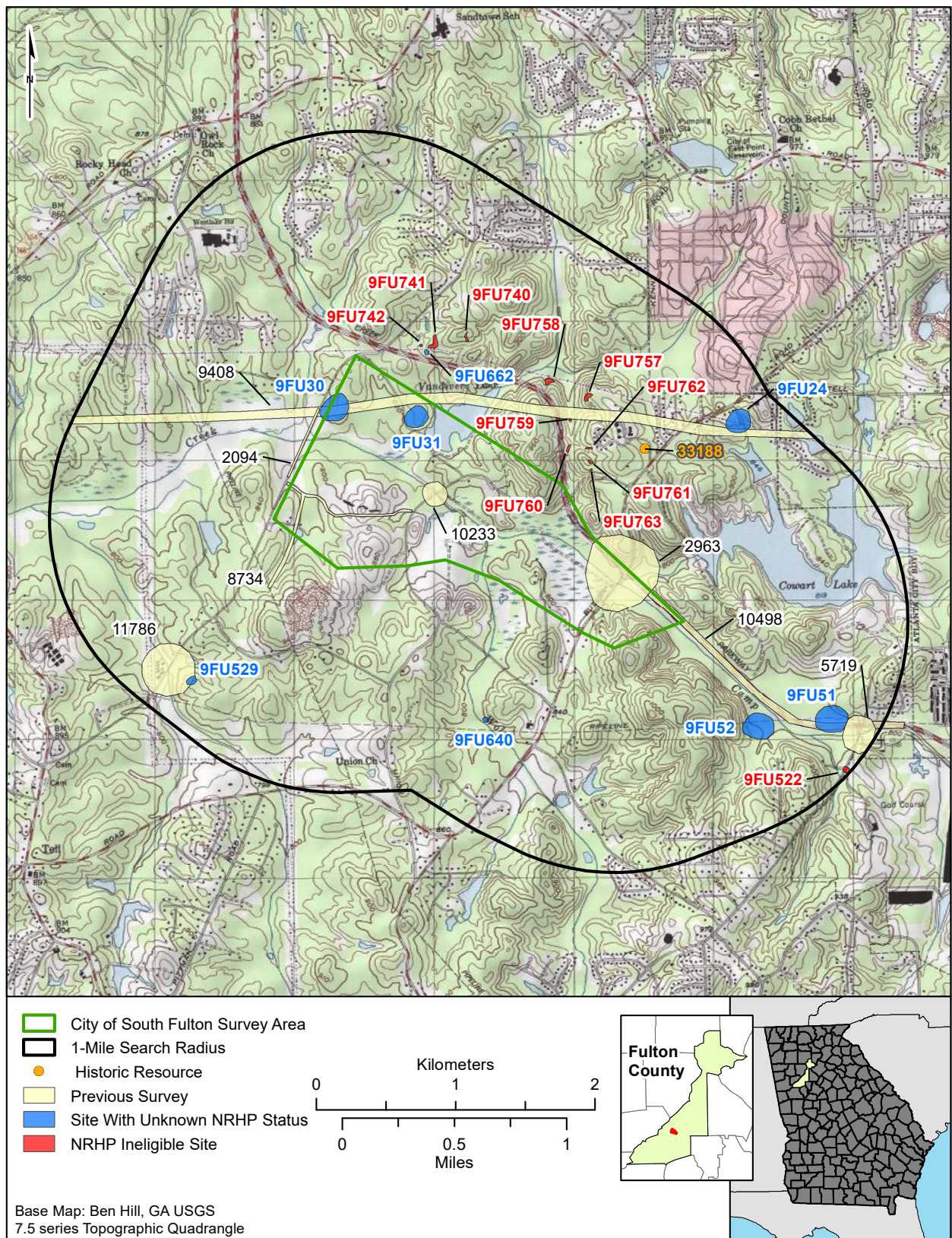


Figure 2  
Environmental Screening Map





**Figure 3.** Topographic map showing previously recorded archaeological sites, previously conducted cultural resources surveys, and one previously recorded historic resource located within a 1-mile radius of the project area.

# APPENDIX - B

## City of South Fulton

### City Of South Fulton Model Mile Poll Session

Question: What is your current association with the City South Fulton?		Total votes (13)	
No	Answer options	Votes	% of Total
1	Resident	7	53.8%
2	Business Owner	0	0.0%
3	Government Employee	1	7.7%
4	Elected Official	0	0.0%
5	Just Interest in the Trail System	5	38.5%

Question: Do you actively use trails/greenways in South Fulton or other surrounding communities?		Total votes (14)	
No	Answer options	Votes	% of Total
1	Yes	11	78.6%
2	No	3	21.4%
3	I Don't Know	0	0.0%

Question: Which of the following destinations would you like to see the trail connect to? (Select your top two options.)		Total votes (21)	
No	Answer options	Votes	% of Total
1	Wolf Creek Multi-Use Trail	10	47.5%
2	Wolf Creek Amphitheater	5	23.8%
3	Tom Lowe Trap & Skeet Range	0	0.0%
4	Vandivers Lake	1	4.8%
5	Camp Creek Tributary	1	4.8%
6	The Shops at Camp Creek Village	3	14.3%
7	Other	1	4.8%

Question: What type of trail elements would you like to see?		Total votes (13)	
No	Answer options	Votes	% of Total
1	Overlooks	0	0.0%
2	Seating Areas	4	30.7%
3	Picnic Area	4	30.8%
4	Bird Blinds	1	7.7%
5	Nature Wayfinding / Interpretive Signage	3	23.1%
6	Other	1	7.7%



Question: Which amenities would make a proposed greenway along Camp Creek would make you comfortable to use the trail? (Select your top two options.)			Total votes (23)	
No	Answer options	Votes	% of Total	
1	Multiple Access Points Off and On the Trail	6	26.1%	
2	Clear Sight Lines	1	4.3%	
3	Lighting	6	26.1%	
4	Call Boxes for Emergency Services	1	4.3%	
5	Trail Signage and Wayfinding	2	8.7%	
6	Trail Police / Security Force	7	30.5%	

## City Of South Fulton Model Mile Q & A Session

**Q: Obviously connectivity to Hartsfield-Jackson International Airport is a destination but will these trails connect to South Fulton Parkway?**

A: This model mile will not connect to SF Parkway. However, the larger AeroATL Greenway Plan identifies an outer ring that would run north-south approximately two miles east of Butner Road (and the current terminus of the South Fulton Model Mile). This future outer ring would provide a connection to South Fulton Parkway further south.

**Q: What will be the total distance of the trail? We are very excited about this coming to our community!!**

A: Each of the trails measures a little over or under a mile. This segment is approximately 1.3 miles. We have not yet decided the logical termini for this trail, so this distance can change.

**Q: What are “spokes”? How can I participate in this project?**

A: You can remain connect to this project to participate by emailing [jenprice@sycamoreconsulting.net](mailto:jenprice@sycamoreconsulting.net) to get put on the project outreach list.

**Q: What is the construction timeline?**

A: There is no construction funding or timeline yet identified for this project. Our goal is to select an alignment and to develop a general idea of costs at a conceptual level. Construction could take a couple of years to complete. If federal funding is being used, it will take longer (four to five years).

**Q: How was this site determined for a trail?**

A: The City of South Fulton chose this location as a result of the AeroATL Greenway Plan. This segment is also near a number of properties owned by the City of South Fulton and could connect existing amenities including the Wolfcreek nature trail, the Wolfcreek Amphitheater, and the public library.

**Q: What sources of funding will be used to pay for the trail construction?**

A: There are several options for funding the trail and these options may vary by community. Some common sources could include federal funding, local funding sources (general fund, SPLOST, TSPLOST), and state resources/grants. There are also private funding sources such as public-private partnerships that may be available depending on the location of the trail.

**Q: Do you have plans to connect to The Riverlands Greenway?**

A: The original AeroATL Greenway Plan was completed prior to the Riverlands Greenway. To make this connection the trail would need to continue west approximately 3 miles to the proposed Riverlands Greenway near SR 154.

**Q: Is it possible that the trails will connect between different local governments participating?**

A: Yes. The ultimate goal is to construct the entire system which connects all of the local participating governments. This is a part of a larger plan to fully connect the Aerotropolis area. This plan can be found online at [www.aeroatl.org](http://www.aeroatl.org).

**Q: Will you connect to East Point or College Park?**

A: Yes. The ultimate goal is to construct the entire system which connects all of the local participating governments. This is a part of a larger plan to fully connect the Aerotropolis area. This plan can be found online at [www.aeroatl.org](http://www.aeroatl.org).

**Q: Is it correct that funding has not yet been secured?**

A: Correct, funding has not yet been approved for full design of the trail or constructing the trails.

**Q: Was South Fulton looked at for the model mile? Union City, Fairburn, Chatt Hills could all include similar projects.**

A: The City of South Fulton is a partner in this study, as well as the City of Union City. Both have model miles that are being studied. Fairburn and Chattahoochee Hills are not a part of the Aerotropolis CIDs and are not included in this project.



# APPENDIX - C

## City of South Fulton

### City Of South Fulton Model Mile Q & A Session

**Q: How will the trailhead in the purple alignment connect with Wolf Creek Amphitheater?**

A: Our thinking is to construct a separate trailhead and not utilize Wolf Creek Amphitheater. People will be able to still access the venue, but there are other areas that would make good trailheads as well. The trail will be treated as a park and will have park hours, so this could conflict with the hours and operation if it is tied to the amphitheater where activities could extend beyond trailhead hours. Because of these management challenges, we are recommending a separate trailhead that would not be in conflict with venue operations.

**Q: Why was Butner Road/Camp Creek chosen versus other locations around the city in the purple alignment?**

A: I cannot speak to why the city specifically chose this segment but there are many potential trail segments in South Fulton that could have been chosen. This Model Mile is a good starting point as it will eventually connect to popular areas such as Camp Creek and beyond. Current destinations in this area were likely considered when selecting this segment.

**Q: What is the selected start date of this project?**

A: This plan will conclude with a document and report that provides guidance on construction costs, materials, and the alignment. It will be up to the City to find money and move forward. Generally, the timeline for a locally funded project like this could see construction beginning in about a year.

**Q: What is the estimated cost of the purple alignment?**

A: We do not have defined costs at this time, but we generally use an estimate of \$1M per mile. It can be lower in rural areas and higher in urban areas. This will be a higher priced trail because of the challenges we will have to navigate.

**Q: When you mention boardwalk, is that the style of the path?**

A: Yes, the boardwalk design is recommended here because it helps to minimize environmental impacts to areas such as wetlands and streams.

**Q: Are there any considerations for art installations or use of local artists to create artwork?**

A: Yes, we've begun to identify potential public art locations, shown as yellow stars on the map. This will be a significant conversation to make this a destination and will be decided upon during construction.

**Q: Has anyone reached out to Chattahoochee Hills or Serenbe?**

A: Yes, Chattahoochee Hills is aware of the project. All of the cities in south Fulton County and Clayton County who sit on the Aerotropolis Atlanta Alliance board were given the opportunity to participate in the study, including Chattahoochee Hills. They did not opt into the process at that time. Our hope is that, as the trails get developed, we will connect many miles of trails throughout the south metro region including to Chattahoochee Hills, and others around south Fulton County.

**Q: Does Aerotropolis also do this work for subdivisions?**

A: We are an alliance of public and private partners in south Fulton. As for neighborhood associations or subdivisions, we don't work at that hyper local level but we can have conversations with you and your jurisdiction to talk about how we may be able to support and help develop trails in your subdivision.

**Q: It appears that this trail is designed for pedestrian use only. Will there be space to allow for bikes and peds to use the trail at the same time?**

A: Yes, this is a multi-modal trail that will accommodate bikes and pedestrians.

**Q: Regarding the tunnel, when using the trail would you be underground for the entire distance from Butner to Merk Road?**

A: No, the tunnel is just to get under Merk Road, a total of about 50 feet.

**Q: What type of materials would be used to construct the boardwalk?**

A: There are multiple ways to construct a boardwalk. We prefer a concrete boardwalk because it is easier to maintain over time. Lumber is another alternative. Over time, lumber requires more maintenance but is a lot less costly.

**Q: Will there be lighting?**

A: Typically, trails like this one are dawn to dusk trails, so they operate and function as park spaces. The trail segments that are along the street may incorporate lighting, however, in the more park like spaces, lighting may not be utilized.

**Q: How do we see the layout and presentation documents after the meeting?**

A: Visit the Aerotropolis Atlanta Alliance website at <https://aeroatl.org/special-projects/aeroatl-greenway-model-mile/>

**Q: What amenities will be considered?**

A: Yes. There are many opportunities for restrooms and perhaps a building or picnic areas at the trailhead. Along the trail, there could be overlooks, seating, signage and educational plaques, public art, and other amenities.

**Q: What happens next? How can we help ensure that the trail is built?**

A: It all comes down to prioritization at the local level. It's important to let your elected officials know that you're behind this project. We're providing all cities with an implementation strategy which helps to secure



funding. In South Fulton, we want to also influence the plans that are in the pipeline for this area. We are coordinating improvements as a strategy to ensure that this trail can be built easily and quickly. We advocate for local and state level dollars which come with quicker timelines for construction, as well.

**C: Re: the cross sections shown for Butner in the green alignment, my preference would be a completely separated trail. This would be safer with the speeds that I see on Butner.**

**Q: Regarding the traffic from motorized vehicles (ATV, golf carts), what can we do to discourage this type of use?**

A: The City can prohibit the use of motorized vehicles on the trail. You can also incorporate bollards or other design elements to prevent access to ATVs and carts. This goes back to how the City will manage, operate, and police the space. The more heavily used it is, the less likely you are to see these prohibited uses.

**Q: Are there thoughts of adding a dog park?**

A: This has not come up but can be considered and would be another way to activate the space and add value.

# 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.

