

# SOUTH FORK OF PEACHTREE CREEK VISIONING PLAN





Prepared By



more & better parks

[www.ParkPride.org](http://www.ParkPride.org)

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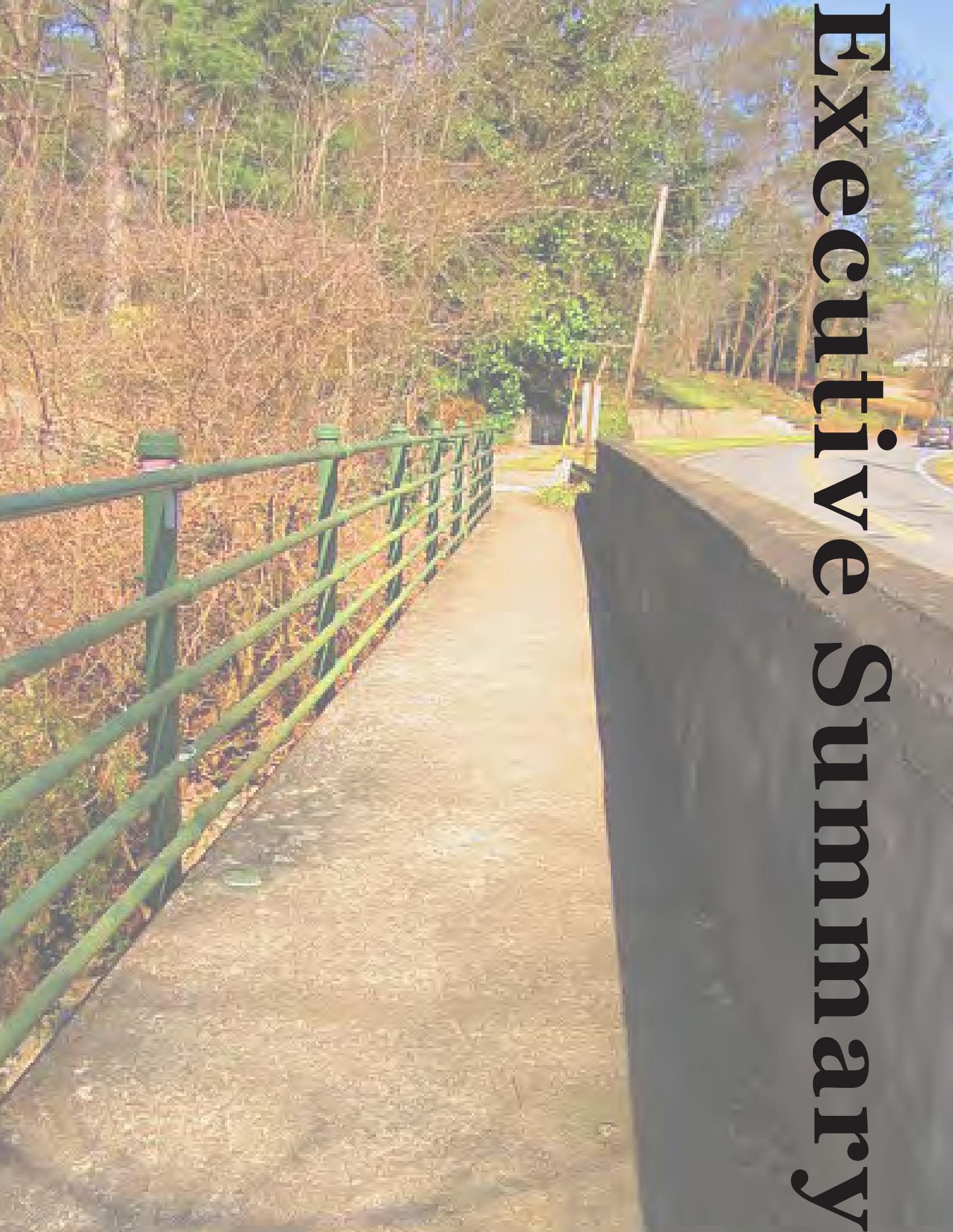
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# Executive Summary



# Executive Summary

Park Pride is a non-profit organization that works with communities to improve parks and greenspaces. Toward that goal, Park Pride offers the Park Visioning program to help communities develop conceptual master plans for existing and desired greenspaces. Each year, two projects are chosen for this public outreach process. The goal is to create a Visioning Plan with broad community support. Once the Visioning Plan is developed, it becomes a guide for city staff, community leaders and Friends of the Park groups for funding and implementing improvements in parks and greenspaces.

Chase townhouses off Armand Road near Lindbergh Drive. These narrow, dirt trails are well tended, well used and are an excellent way to remind users of the great expanse of unused and inaccessible public greenspaces that exist along Atlanta's waterways.

Comments from users and neighbors along the existing segments have been very encouraging. In addition to the trails, the Conservancy spearheaded trash clean-up and invasive species removal. It has also laid the ground work for developing signs that would identify the corridor

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**The study area explored in this Visioning Plan includes approximately 6 miles between the confluence of the North and South Forks of Peachtree Creek, east to Briarcliff Road. The study area lies mostly in City of Atlanta limits, with a short section near Zonolite Park that is in unincorporated DeKalb County.**

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In the spring of 2011, the South Fork Conservancy applied to Park Pride for Park Visioning. The Conservancy had developed a high-level planning document outlining a concept for a linear greenspace along the South Fork of Peachtree Creek. The Atlanta City Council approved a similar plan in the city's 2009 Project Greenspace. It follows the creek upstream from the Atlanta BeltLine at Piedmont Road to the DeKalb County line. The South Fork Conservancy proposed an extended network of low-impact, earthen, off-road trails following the creek well beyond the Atlanta city limits through Emory University and up several tributaries. The eventual plan is to create access to well managed greenspace for the 75,000 residents living within one mile of the creek and its tributaries.

Under the leadership of the South Fork Conservancy and neighborhood associations, volunteers built several demonstration trails along the South Fork of Peachtree Creek, specifically along Georgia Department of Transportation (GDOT) rights-of-way and behind the Cedar

and offer direction and orientation. Proposed signage would also interpret for users the ecological and conservation forces at work in the riparian corridor.

The South Fork Conservancy asked Park Pride to look more closely at the trail concept, specifically identifying support for or concerns from the community about trails location and any added amenities along the creek. While South Fork Conservancy's vision of connecting and opening unused greenspaces along the South Fork of Peachtree Creek includes approximately 31 miles of trails between its confluence near Interstate 85 and Tucker, a shorter segment was identified for this Visioning process. The study area explored in this Visioning Plan includes approximately six miles from the confluence east to Briarcliff Road. The study area lies mostly in City of Atlanta limits, with a short section near Zonolite Park that is in unincorporated DeKalb County.

Many large tracts along the South Fork are public lands. The City of Atlanta's Department of

Watershed Management owns several properties and conservation easements along the creek, many purchased to fulfill federal court requirements to protect the watershed of the Chattahoochee River. Other properties are City of Atlanta Parks including Herbert Taylor Daniel Johnson Park and Morningside Nature Preserve. DeKalb County owns several linear properties, easements and Zonolite Park.

There are also several privately-owned parcels adjacent to the creek. Many are large, industrial or commercial properties. Others are owned by Emory University and many others are privately owned, residential parcels. Easement or a fee-simple arrangement would be required prior to construction of any trails that would cross public or private property. Adjacent and nearby property owners should be consulted regarding a final design of the trail and its associated conservation efforts.

The first step in this Visioning was the formation of the Steering Committee. It is the job of the Steering Committee to direct the public engagement efforts, to help implement the public engagement plan, and to make final decisions about what, if any, improvements should be included in the Visioning Plan. Members of the Committee are expected to represent a constituency group and are asked to report back to their communities. In this case, members of the South Fork Conservancy's board had already met with residents of every neighborhood along the creek and adjacent to the project area. Several individuals from the neighborhoods were asked to serve on the Steering Committee with two board members from the South Fork Conservancy rounding out the mix.

The Design Team included Park Pride's Jesse Allen serving as the project manager and Sally Sears as the Steering Committee chair. Perkins + Will professionals provided geographic information systems maps and debriefed on South Fork's initial concept. Park Pride's Walt Ray and Becky Katz round out the team.

At the second Steering Committee meeting, the Committee began developing a public outreach plan that included a survey that was used to



**Sandbars, like this one in Daniel Johnson Herbert Taylor Park, edge the creek.**



**Steep banks are common along the creek.**



**Lush greenspaces are invisible and inaccessible along the urban creek.**

## Four public meetings drew large crowds:

4/09/12 – 6:00pm at Haygood United Methodist Church

5/08/12 – 6:00pm at Haygood United Methodist Church

6/05/12 – 6:00pm at Happy Science Center

7/10/12 – 6:00pm at Haygood United Methodist Church

generate interest in the project and to advertise the four planned public meetings. The survey was available on-line at [www.parkpride.org](http://www.parkpride.org) and 400 hard copies were distributed at neighborhood association meetings, NPU-F meetings, and door-to-door by Steering Committee members. The results of the survey showed of the 192 respondents, there was general support for a proposed trail system. The results show that 73% of participants who live within two blocks of existing trails and greenspaces 'agree' or 'strongly agree' with having more access to nature trails in their neighborhoods. 80% of those surveyed who lived less than a mile away 'agreed' or 'strongly agreed' with creating more access. 94% of survey respondents who lived more than a mile from existing trails and greenspaces 'agreed' or 'strongly agreed' with creating more access.

### Four public meetings were held on:

4/09/12– Haygood United Methodist Church

5/08/12 – Haygood United Methodist Church

6/05/12 – Happy Science Center

7/10/12 – Haygood United Methodist Church

A key milestone in the process was the development of the Overarching Guidelines. Overarching Guidelines are principles meant to help guide decisions during the design process for a study area; they reflect the community's wants, needs and concerns as well as the project potential. Guidelines are used as a decision-making tool to help the Steering Committee and Design Team know which projects and amenities to include and which to avoid.

In June the following Overarching Guidelines for the South Fork Visioning were developed:

- Enhance access to public greenspaces in ways that are carefully designed to respond to existing conditions and the needs of those neighborhoods they engage.
- Create a system of off-road trails that all can utilize for recreation and exercise.
- Provide parks and greenspace in communities that are currently underserved.
- Encourage quiet and peaceful enjoyment of public lands along and near the South Fork of Peachtree Creek and its tributaries.
- Educate users about conservation to create advocates for better stewardship of the entire watershed of Peachtree Creek.
- Include conservation measures such as riparian zone restoration, removal of invasive species, enhancement of wildlife habitat, erosion control and stormwater management.
- Clearly define publicly accessible and private properties.
- Address misuse of existing parks and greenspace.
- Consider and mitigate, where possible, any loss of privacy of neighboring properties.

The Design Team hosted a design workshop to



### **Existing Trails at the confluence of Peachtree Creek were widely supported.**

gauge where, if at all, trails should be constructed and what other amenities might be desired. The results were highly variable, ranging from trails drawn everywhere with lots of proposed connectivity into public greenspaces and proposed amenities, to a map demonstrating that one group wanted no improvements, connectivity, or access to greenspaces. Even with such disparity in the proposals, some interesting notions became clear.

Some living along the eastern portions of the study area, specifically around Daniel Johnson Herbert Taylor Park, were unsupportive. Several vocal participants opposed trail construction even on public properties. These individuals were not interested in amenities or improvements to either existing or proposed greenspace. Some individuals were interested in preserving or improving the natural habitat in existing greenspaces. Others were not supportive of even this measure of change.

The Design Team also learned that many at the western end of the project favored connectivity and access. They were very comfortable proposing a complex and expanded network of trails and associated amenities. Their desire for connectivity across Herbert Taylor Daniel Johnson Park to Briarcliff Road and beyond was documented in several group proposals.

Learning which areas of the study area were more appropriate for connectivity and access to greenspace, and which areas had more opposition led the Design Team to develop a preliminary design proposal. This early concept showed not only proposed trail locations, but also designated trail heads, possible parking options, potential locations for dog parks and other amenities that might be considered. This preliminary design also reflected disagreement about connectivity between Johnson Road and Briarcliff Road.

Some neighbors on Pasadena Avenue near Herbert Taylor Daniel Johnson Park, and along Robin Lane voiced concerns about strangers parking near their homes, especially if the on-street parking promoted access to trails and greenspace. In response, the Visioning Plan removed parking locations previously proposed on Robin Lane and Pasadena Avenue, on Lenox and Johnson Roads.

Dog parks appeared on the proposal in direct response to the problem of park users unleashing their dogs in certain neighborhood parks. Many believed that more access to off-leash dog parks would help curb the problem.

At the third public meeting, Park Pride presented these proposed plans for review and comment. Participants were updated on the progress of the Visioning process. Break-out groups used maps illustrating possible design proposals and drew

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**The Visioning Plan is meant to be a guide. It demonstrates relative locations, sizes, types of amenities and their relationships to existing conditions. It also attempts to address which project segments should be priorities and which sections should be left unconnected altogether.**

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edits onto those illustrations. Again, some groups proposed additional trails, some crossed out trails, and others proposed alternative locations along the active CSX rail/future MARTA corridor. Few supported the proposed locations of the dog parks, but the concept of one or more dog parks along the corridor was generally seen as positive. Additional vegetative buffers separating the trail from some residential properties were requested. Parking areas away from Robin Lane and Pasadena Avenue, on Lenox and Johnson Roads, drew more criticism than anticipated.

The Design Team used the information gleaned from the third public meeting to develop a final Visioning Plan that includes trails, screening, fencing, approximate bridge locations and other

They should be addressed sensitively, over time, and with continued dialogue. Areas where trails are not proposed because of community concerns may be visited again at a later date.

It is anticipated that project sections with unanimous support could be constructed almost immediately. Specifically, the western sections of trail connecting existing South Fork trails to other existing segments, the Atlanta BeltLine, or large, under-served groups of people are both strategically advantageous and enjoy widespread support. Moving forward, it is suggested that those areas be focused on, built and refined, relying on strong communications with the community and the property owners whether they be public (GDOT, City of Atlanta, DeKalb County)

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**The Design Team used the information gleaned from the third public meeting to develop a final Visioning Plan that includes trails, screening, fencing, approximate bridge locations and other amenities. In areas where adjacent neighbors are less supportive of trail additions, the Design Team recognized that efforts instead should concentrate on habitat restoration, stream bank repair, and enforcement of park rules.**

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amenities. In areas where adjacent neighbors are less supportive of trail additions, the Design Team recognized that efforts instead should concentrate on restoration and stream bank repair. In this report, areas with widespread consensus for trails and other amenities are illustrated with narrow dirt trails, split rail fences directing users away from private property, vegetative screening to filter views, and other widely-supported amenities.

Even though the Design Team attempted at every turn to find common ground for a proposal, not everybody agrees with everything illustrated in the South Fork Visioning Plan. Some feel that the plan is not ambitious enough, pointing out that it fails to connect through Herbert Taylor Daniel Johnson Park to Briarcliff Road. Others are wary of connectivity and feel that the plan is too ambitious. Those concerns are well understood and are common in this type of regional proposal.

or privately owned (industrial or institutional). The Design Team and the Steering Committee learned volumes about the community's hopes and concerns for this six-mile segment along Peachtree Creek's South Fork. This report attempts to document and share what was learned and what design proposals seem to have consensus. The public outreach plan is outlined and the results are shared for further study. Concerns expressed by the community are also outlined and those proposed amenities that attempt to address those concerns are described. The plan included herein is illustrative and is supported by a project list that verbally describes each project in more detail. Bridges will need to be engineered. Exact locations of trails will need to be field verified. Field surveys may be needed for more complex sites where challenges in grade or other difficult site conditions exist.

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**Not everybody agrees with everything illustrated in the South Fork Visioning Plan. Some feel that the plan is not ambitious enough, pointing out that it fails to connect through Herbert Taylor Daniel Johnson Park to Briarcliff Road. Others are wary of connectivity and feel that the plan is too ambitious.**

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The Visioning Plan is meant to be a guide. It demonstrates relative locations, sizes, types of amenities and their relationships to existing conditions. It also attempts to address which project segments should be priorities and which sections should be left unconnected altogether.

It is with great pride that Park Pride presents this, one step of many in realizing the community's vision for greenspace and trail development along the South Fork of Peachtree Creek.



**The Meadow Loop trail was built through a partnership with GDOT and demonstrates the kind of trails that could follow the banks of Peachtree Creek for miles.**



**Trails like those at Daniel Johnson Herbert Taylor Park are a good model for what could be a better connected series of off-road trails.**



# Project Background



# Project Background



The South Fork Conservancy formed in 2008 after neighbors successfully repaired a tributary to Peavine Creek which runs through Deepdene Park, part of the Olmsted Linear Park system. Inspired by the cleaner water and popular trails along the stream, neighbors along the South Fork of Peachtree Creek resolved to form a 501-c-3 nonprofit group to repair decades of neglect.

As the vision grew, these neighbors found supporters among watershed protectors, trail enthusiasts, and families wanting more natural places to enjoy close to home. The Lindbergh LaVista Corridor Coalition paid attention, as did the Druid Hills Civic Association, the CDC, Clifton Community Partners and Emory University.

After months of spreading the idea in small groups, The South Fork Conservancy organized a larger public session at the Marcus Center near Briar Vista Elementary School in June 2009. The Atlanta Regional Commission sent ecologists, bicycle organizations, security and police leaders, Appalachian Trail stewards and interested

community members attended. Two main points of agreement emerged:

- Restoring, conserving and protecting the South Fork of Peachtree Creek
- Connecting green spaces for minimal impact and passive human use

The early vision caught the attention of Atlanta BeltLine originator Ryan Gravel. The BeltLine's vision of a paved route encircling Atlanta along railroad tracks will be extended as a green, natural spur along the watershed. During the summer of 2010, Gravel and Perkins+Will worked on original maps showing where creek trails could link important cultural, historic places. These early concept maps showed possible alignments of the trail. They also reminded many neighbors that their creek needs attention and restoration. The original concept for the trails envisioned by the South Fork Conservancy are the starting point for the Park Pride Visioning Plan, which looks more closely at the first six miles of the South Fork corridor.

# Existing Conditions



# Existing Conditions

The areas along the South Fork of Peachtree Creek have a long and rich history dating back to Native American settlements along its banks. European settlement of the area began in the early 1800s with farming communities. New developments prospered after the city annexed the area in 1925. As Atlanta grew, the creek has been harmed by erosion, flooding, invasive species, pollution and a decline in wildlife habitat. Today, the South Fork of Peachtree Creek is largely unseen and unknown because modern development mostly ignores the creek, except as a drainage basin.



The South Fork's headwaters are near Stone Mountain in Tucker. Several important tributaries join it at Druid Hills Road and in

**Urban graffiti and a makeshift skate park are located along the confluence trail under Interstate 85 (Segment A)**

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**Today, the South Fork of Peachtree Creek is largely unseen and unknown because modern development ignores the creek, except as a location for sewer lines.**

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Emory Village. The focus of the Visioning project is the first six miles of the South Fork, from Briarcliff Road to its confluence near I-85. Here the creek runs through and beside the neighborhoods of Lindbergh/Morosgo, LaVista Park, Woodland Hills, Lindridge/ Martin Manor and Morningside/Lenox Park which includes the neighborhoods of: Morningside, Lenox Park, Noble Park and Johnson Estates. The area also includes public greenspaces: Morningside Nature Preserve, Zonolite Park and Herbert Taylor Daniel Johnson Park. Commercial and industrial districts and Georgia Department of Transportation (GDOT) comprise several sections of the creek corridor.

In some areas of the South Fork corridor, private residences back onto the creek. Other sections are bordered by large industrial or institutional properties. Several large segments of the South Fork wind through city-owned property (parks and nature preserves) and conservation easements. Several properties were purchased with taxpayer funds required under Federal lawsuits to purchase land to

protect the watershed of the Chattahoochee River.

In the past two years, residents of the Lindbergh LaVista Corridor Coalition (LLCC) and the South Fork Conservancy, working in conjunction with GDOT and the Environmental Protection Agency (EPA), opened a previously unused and inaccessible greenspace along I-85. In the area known as the Meadow Loop (which is referred to as Segment A) volunteers removed invasive plant species and replaced them with native plant varieties. They also built a narrow dirt trail. This trail ends where the highway overpass crosses the creek due to difficult surface rocks and challenging terrain. These existing trails are examples of the type of trails that are proposed both up and down stream.

In 2010 and 2011, the South Fork Conservancy worked with the Cedar Chase Homeowners Association to build a similar trail on their property along the creek (Segment A). This dirt trail, which is open to the public, provides access to the confluence of the North and South Forks of Peachtree Creek. Under I-85 and Buford Highway a make-shift skate park sits across the creek from this trail. The Cedar

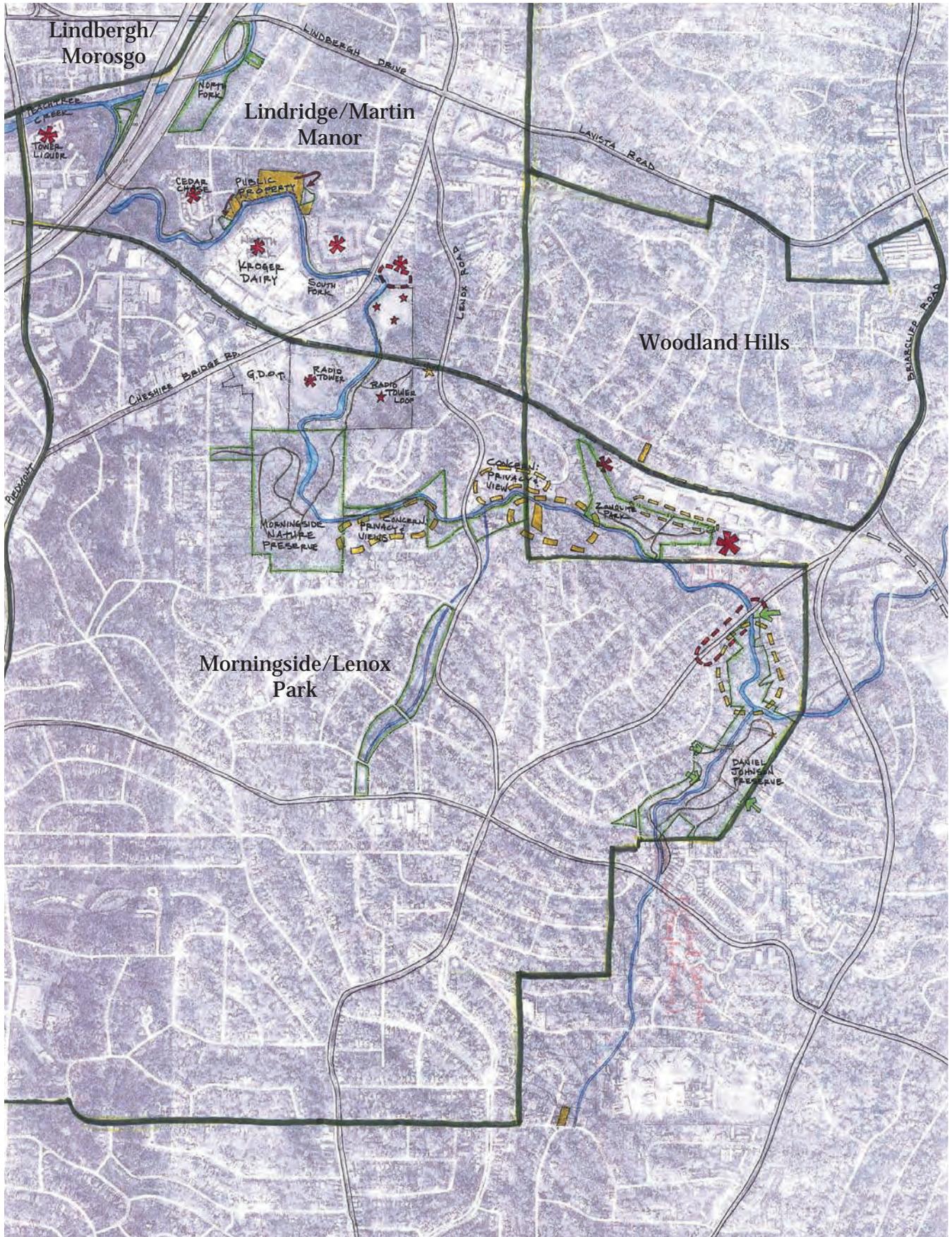


Figure 1: Neighborhood Map



**A simple, discreet blue post marks entrance to the trail between the confluence and Cedar Chase Condos (Segment A)**



**Narrow shoulder between top of bank and fence at Centennial Farms Dairy property (Segment A)**



**Kudzu and privet choke the banks of the creek near Cheshire Bridge Road (Segment A)**

Chase section of trail ends at the confluence and provides access to panoramic views of spots previously inaccessible to anybody except GDOT crews and officials. The opportunity to extend the trail across the North Fork to Adina Drive and to the new developments and amenities nearby cannot be overlooked.

Several challenges to the trail exist along the stretch of creek from Cedar Chase to Cheshire Bridge Road. Properties along the northern edge of the creek are primarily single family residences with the exception of the Bell Cheshire Bridge Apartments. Commercial properties line a majority of the southern edge of the creek, the most notable being Centennial Farms Dairy. In order to build trails through this section, agreements with landowners such as fee simple purchases or conservation easements would have to be arranged. Other challenges include flooding and steep slopes. Preliminary discussions with representatives of Centennial Farms Dairy regarding the potential for trail access are encouraging.

The area along the creek from Cheshire Bridge to Morningside Nature Preserve is unique. Various telecommunication companies own large, open fields where they operate radio towers. The CSX Railroad's active rail and Georgia Power's right-of-way bisect the fields. Adjacent to the electric sub-station, a trailhead and parking area were built in the mid-1990s to access existing trails into and through Morningside Nature Preserve. One of these trails was built by Morningside Place Townhomes and ties into trails in Morningside Nature Preserve. These property owners should be consulted regarding any additional proposed trails.

Morningside Nature Preserve (Segment B) was planned to be a residential development. The community successfully prevented development and was able to work with the City of Atlanta to preserve the land as a public greenspace. Community members and mountain bike advocates have addressed invasive plant species, developed multi-use trails and have built a pedestrian bridge over the creek.

The area between Morningside Nature Preserve and Lenox Road (Segment B) is primarily flat and wooded. Residential lots along Robin Lane abut the southern bank of the South

Fork of Peachtree Creek. Morningside Place Townhomes inhabits the northern bank. The City of Atlanta Department of Watershed Management (Watershed) purchased a conservation easement along this bank from Morningside Place Homeowners Association. This easement agreement specifically outlines permission for public trails. Watershed also purchased part of a large residential lot on the southern bank, which connects the conservation easement to Robin Lane and to Lenox Road. The slope and change in elevation between the Watershed property and their conservation easement would present a challenge if connected.

The stretch of creek between Lenox Road and Zonolite Park (Segment C) poses an interesting set of challenges. This segment lies partly within the City of Atlanta and partly in unincorporated DeKalb County. The creek abuts private properties on the northern banks. On the southern banks of the creek, Atlanta Watershed owns a large swath of property between Lenox Road and the DeKalb County line. With the exception of two adjacent parcels of private property that extends to the southern bank of the creek, DeKalb County owns a 20 foot wide swath along the top of the creek bank. The private lots are vacant and for sale. Acquisition of this property would add to conservation land and would allow for future trail construction along the creek. Flooding in this area is common and invasive plant species are prevalent. Very deep residential lots beyond the 20 foot swath allow a significant visual and sound buffer between the creek, the publicly-owned property, and those residing nearby.

Zonolite Park (Segment C), on South Fork's north bank is owned by DeKalb County, which is currently developing the land into an open park space with woodland trails, a wetland and a community garden. Besides the boundary it shares with the creek, the park abuts commercial and industrial businesses.

East of Zonolite Park, the creek is lined by residential properties to the southwest and commercial properties to the northeast until it reaches Johnson Road. The northeastern bank of the creek seems a likely route for potential trails, as the lots are larger and several are owned by Emory University, a known supporter of parks, greenspace and connectivity.



**The bridge in Morningside Nature Preserve was designed to withstand flooding. (Segment B)**



**A slice of land across the creek from the homes on Robin Lane is primarily flat and wooded. (Segment B)**



**The creek runs briefly into unincorporated DeKalb County approaching Zonolite Park. (Segment C)**



**Rock Creek and the South Fork of Peachtree Creek join in Herbert Daniel Park. (Segment D)**

When the creek crosses Johnson Road (Segment D), it enters Herbert Taylor Daniel Johnson Park. Over the years this park has been impacted by sewer improvement projects that resulted in a large number of lost trees, and the park has been inundated with invasive plant species including kudzu and privet. There have been other challenges as well, including off-leash dogs, bonfires and urban campers. Neighbors in the community have employed strategies to care for the greenspace including continuing invasive plant removal efforts and trail development and maintenance. The Rock Creek Watershed Alliance's members actively work toward conservation and adherence to park rules. This group should be consulted regarding any efforts to continue conservation and restoration efforts.

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**Neighbors in the community have employed strategies to care for the greenspace including continuing invasive plant removal efforts and trail development and maintenance.**

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**The new pond in Zonolite Park provides habitats for wildlife. (Segment C)**

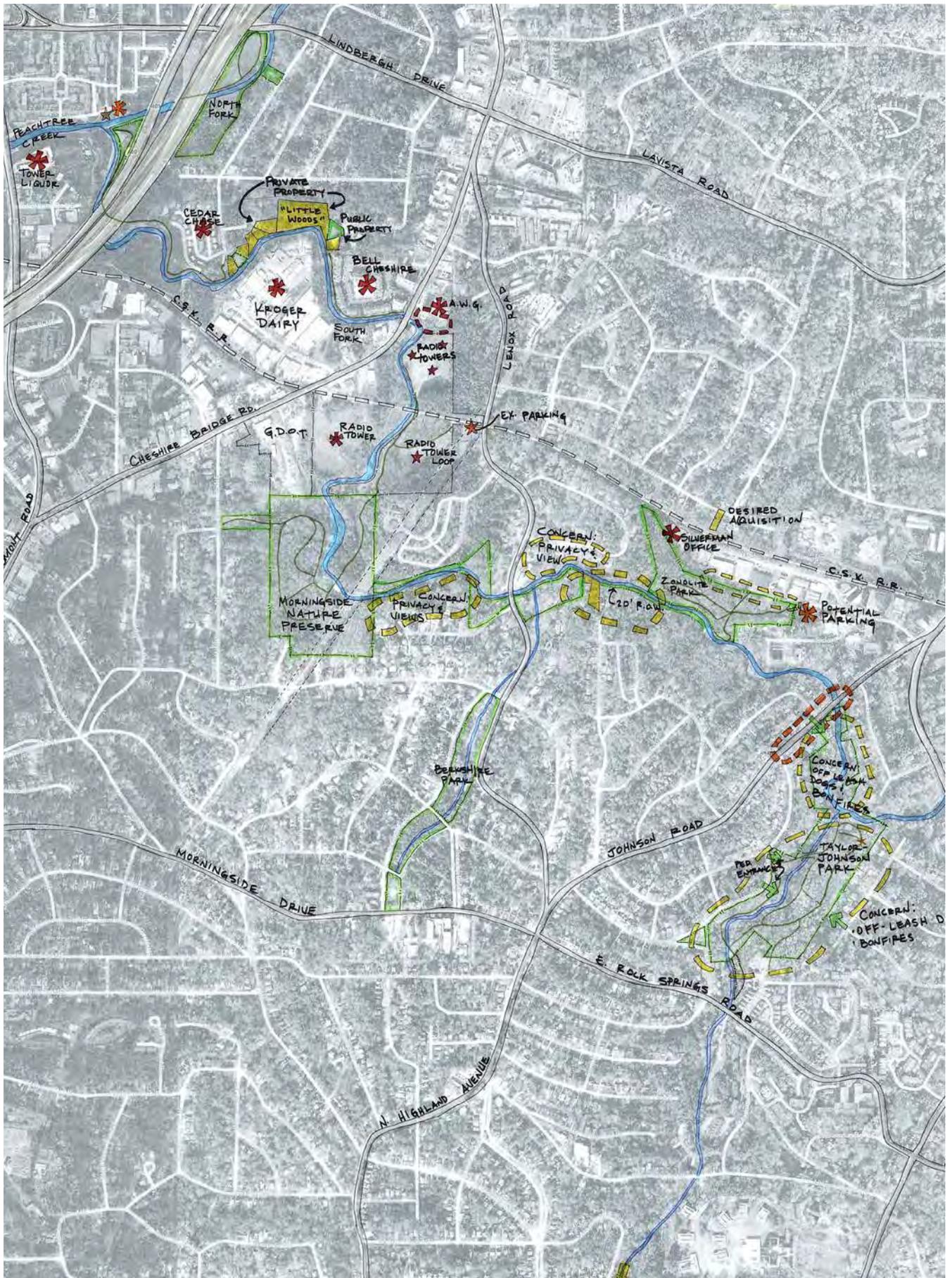


Figure 2: Site Analysis





# Public Outreach

# Public Outreach

Community outreach efforts were extensive and took a variety of forms throughout the Visioning process. Regularly scheduled Steering Committee meetings and four public meetings took place between October, 2011 and July, 2012. Surveys were administered to communities within the study area. Meetings with stakeholders were offered. Park Pride also posted meeting materials and maps online for review and comment throughout the Visioning process.

Park Pride and the Design Team were present at meetings to facilitate discussions with community members and institutional representatives.

## South Fork Timeline

6/2011 – Sally Sears Submitted Park Visioning Application to Park Pride

6/13/11 – South Fork Conservancy Presents to MorningsideLenox Park Neighborhood Association

6/15/11 – South Fork Conservancy Presents to Druid Hills Civic Association



**Community members walked to the confluence of the South Fork of Peachtree Creek.**

July, 2011 to September, 2011 – Discussion Regarding Scope of Work/Study Limits

7/11/11 – Zonolite Public Meeting with Neighbors, EPA and DeKalb County Leadership

10/05/11 – LMMNA Meeting, Unanimous Approval of Trailhead Plan at Meadow Loop

10/20/11 – Steering Committee Kick-Off Meeting

10/29/11 – Zonolite Tour

10/30/11 – Zonolite Tour

11/01/11 – EPA Begins Remediation at Zonolite Park. Broadcast on WSB TV Action News

11/16/11 – Second Steering Committee Meeting

12/21/11 – South Fork Tour

1/08/12 – South Fork Tour

1/09/12 – Kroger Dairy Tour

1/18/12 – Third Steering Committee Meeting

1/22/12 – Lenox to Zonolite Tour

1/27/12 – Park Pride Met with Andrew Walter on Watershed Property to Discuss Development Options

1/28/12 – Lindbergh LaVista Corridor Coalition Consultation with South Fork Conservancy

1/29/12 – Lenox to Zonolite Tour

2/03/12 – Radio Tower Tour

2/03/12 – Park Pride Met with Parks Department and Department of Watershed Management to Discuss Visioning and Trail Development Possibilities/Strategy

2/04/12 – Radio Tower Tour

2/08/12 – Morningside to Lenox Tour

2/10/12 – Morningside to Lenox Tour

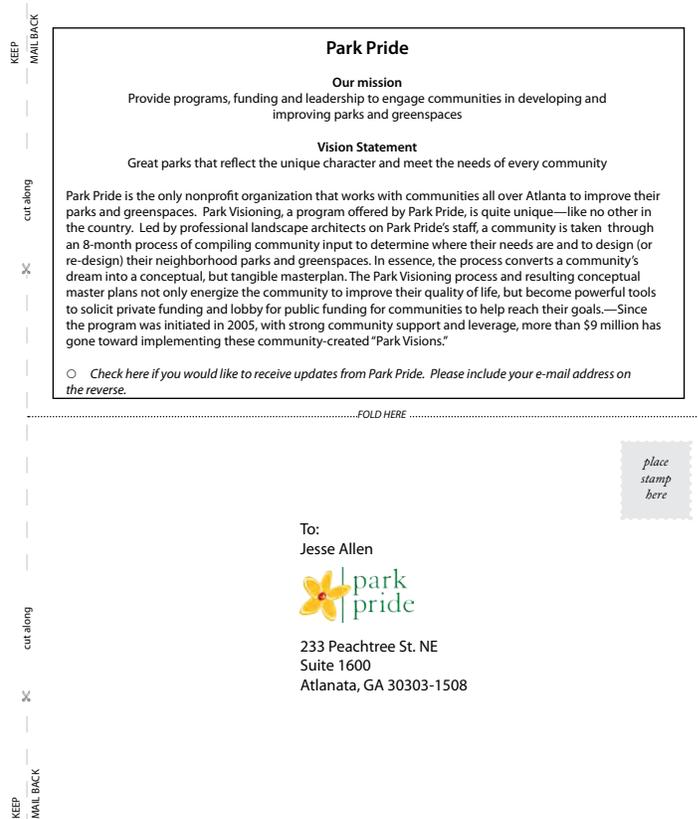
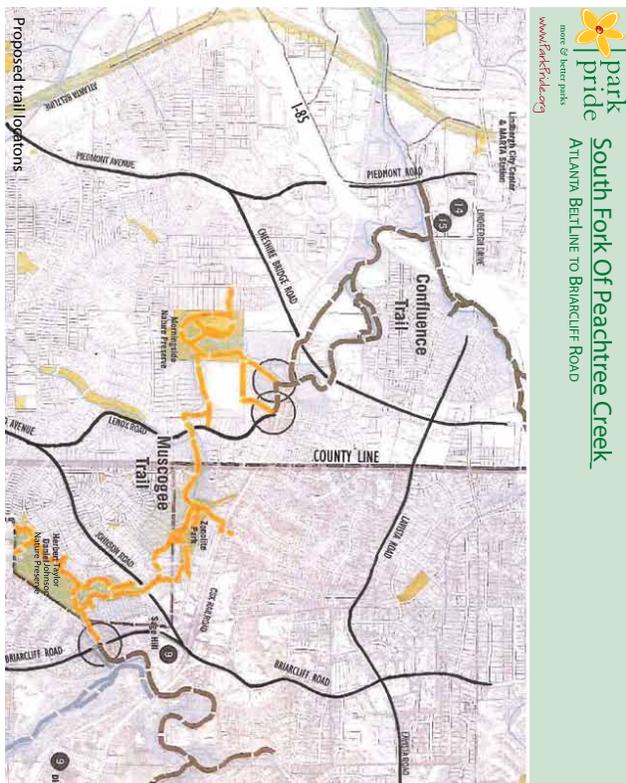


Figure 3: Back of Public Survey

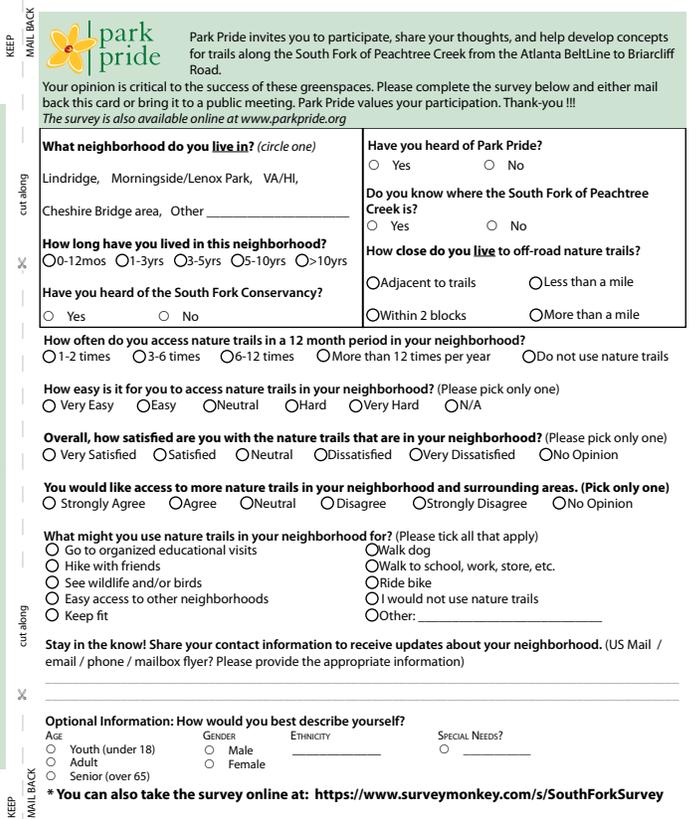


Figure 4: Front Cover of Public Survey

2/12/12 – Morningside to Lenox Tour

2/15/12 – Fourth Steering Committee Meeting

2/17/12 – Meadow Loop to Cedar Chase Tour

2/25/12 – Meadow Loop to Cedar Chase Tour

3/21/12 – Fifth Steering Committee Meeting

3/26/12 – Meadow Loop to Cedar Chase and Zonolite Tour

4/09/12 – First Public Meeting

4/18/12 – Sixth Steering Committee Meeting

5/08/12 – Second Public Meeting

5/16/12 – Seventh Steering Committee Meeting

6/05/12 – Third Public Meeting

6/20/12 – Eighth Steering Committee Meeting

6/23/12 - Lindridge/Martin Manor Neighborhood Association Submits Letter of Support for Trails along the South Fork

6/24/12 – Lindbergh LaVista Corridor Coalition Submits Letter of Support for Trails along the South Fork

7/04/12 - Cedar Chase Condo Association Submits Letter of Support for Trails along the South Fork

7/10/12 – Fourth Public Meeting

7/18/12 – Ninth Steering Committee Meeting

Initial outreach began with the formation of the Steering Committee. The Committee, composed of representatives from within the community, scheduled monthly meetings. They were charged with representing and reporting to communities within the study area. They also conveyed input from the constituencies they represented to the Steering Committee and to Park Pride. Steering Committee members sent notifications about the Visioning and meeting dates and locations to various neighborhood associations and posted on available websites.

Those neighborhoods and associations included:

- Lindbergh LaVista Corridor Coalition
- NPU-F
- Morningside - Lenox Park Association
- Druid Hills Neighborhood Association
- Noble Park
- Briarwood Hills Neighborhood Association
- Lindridge - Martin Manor Neighborhood Association

## Survey

A survey was developed by the Steering Committee and Park Pride. It was used as a tool to gather data about residency, proximity to trails, frequency of trail use, uses for trails, satisfaction with existing trails and attitudes toward proposed trails. It also publicized the dates and locations of the scheduled public meetings. The survey was posted online and notifications about the online survey were sent to the above listed neighborhood groups. 400 hard copies of the survey were also distributed at various neighborhood meetings by Steering Committee members. The hard copy of the survey included the link to the online survey so respondents could decide which method they preferred.

# Survey Results

Park Pride and the South Fork Steering Committee developed a survey to get a high-level understanding of the community's views of trails, access to parks and connectivity. Below are the findings of the survey.

## Neighborhoods Represented

Morningside/Lenox Park was the most represented neighborhood filling out 74.8% of the received surveys. The 28% of "Other" neighborhoods included: Briarwood Hills, Brookhaven, Lindbergh, Brookwood Hills, Johnson Estates, Lavista Park, Martin Manor, Woodland Hills, and Druid Hills.

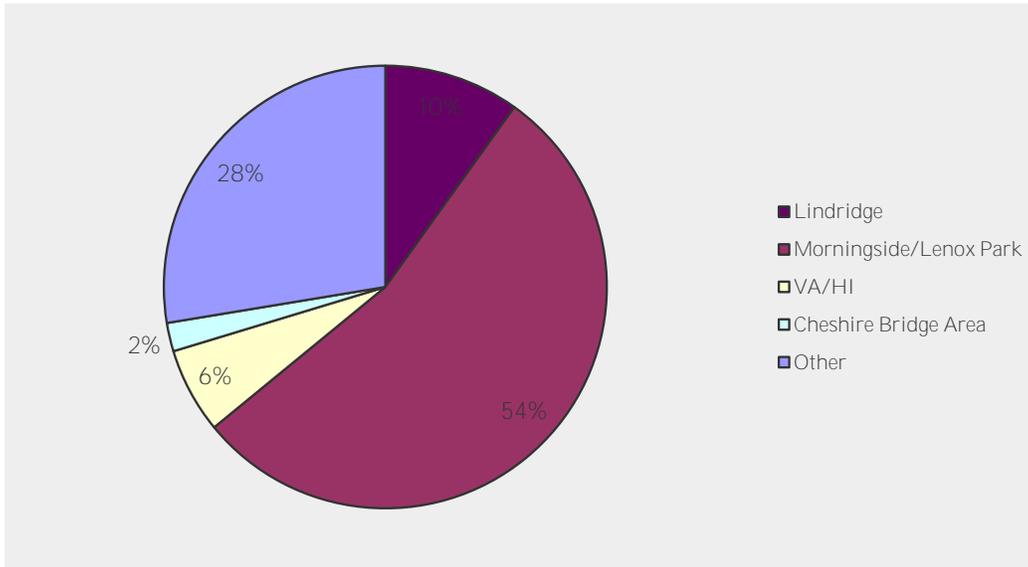


Figure 5: Neighborhoods Represented

## Length of Residency

87.9% of community members who filled out the survey have lived in their neighborhoods for more than 5 years.

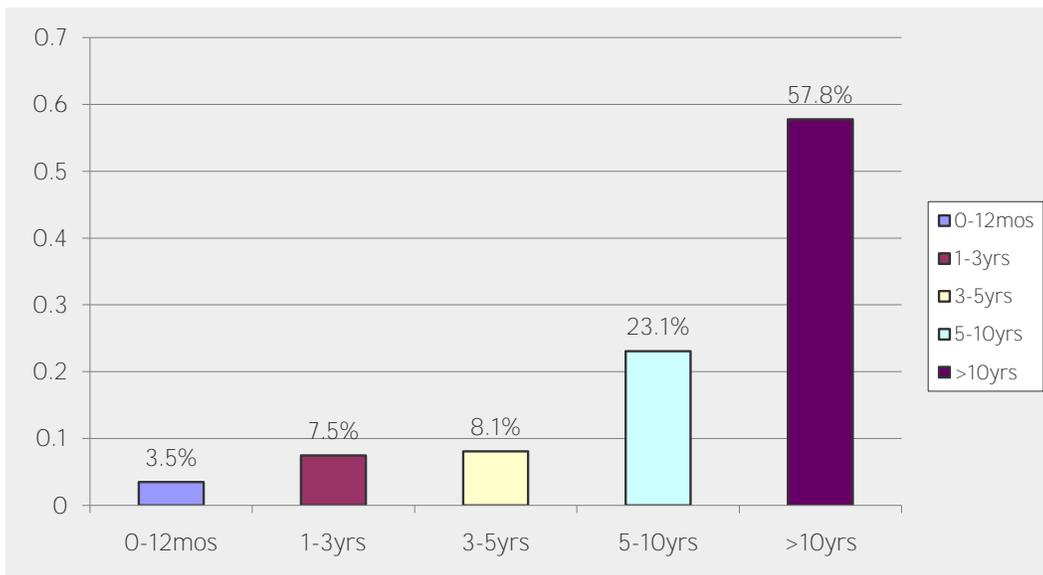
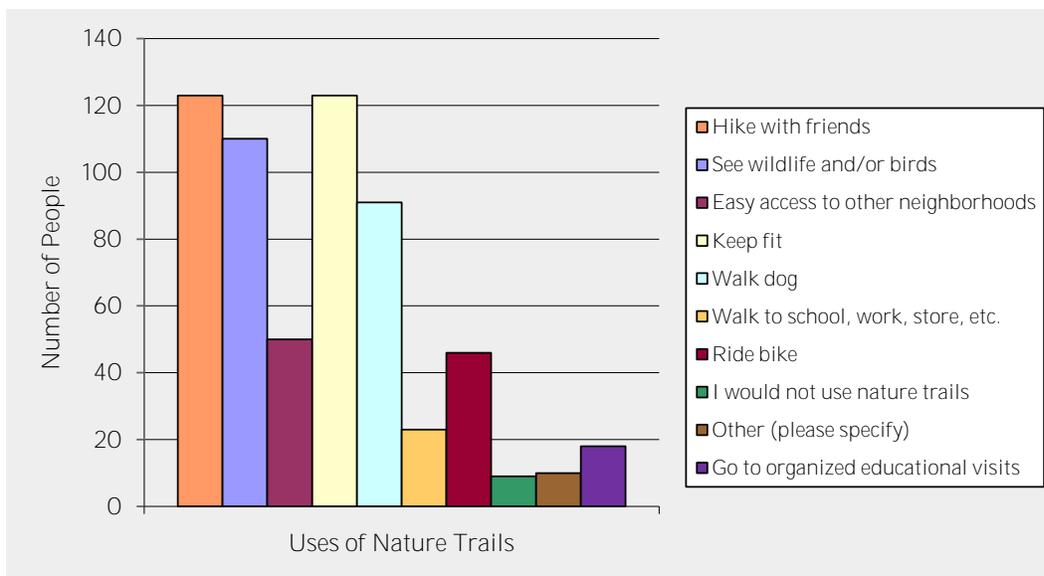


Figure 6: Length of Residency

### Uses of Nature Trails

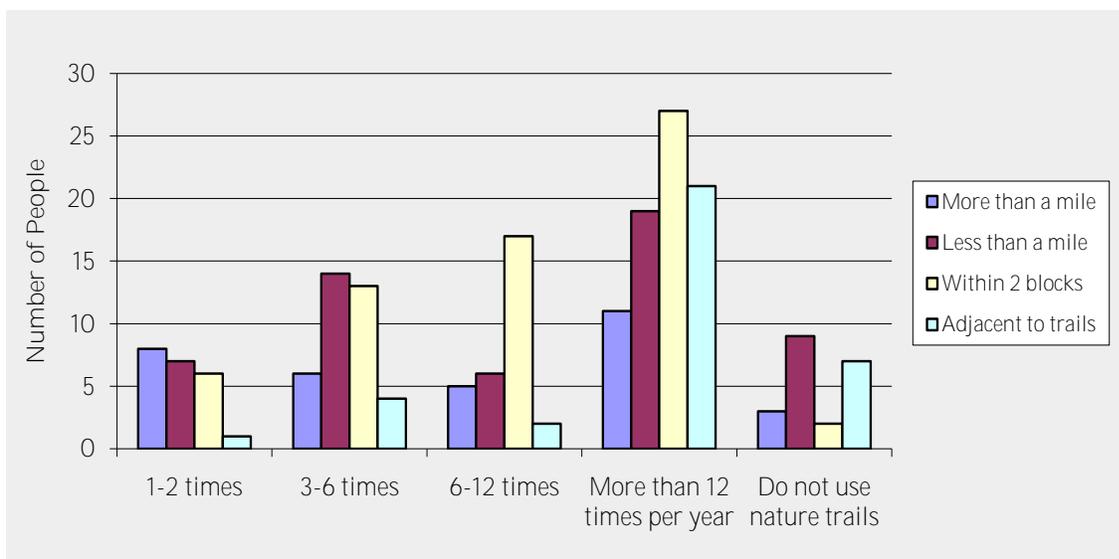
Many community members are interested in having access to trails to hike with friends, keep fit and see wildlife.



**Figure 7: Uses of Nature Trails**

### Who is Using the Parks Now

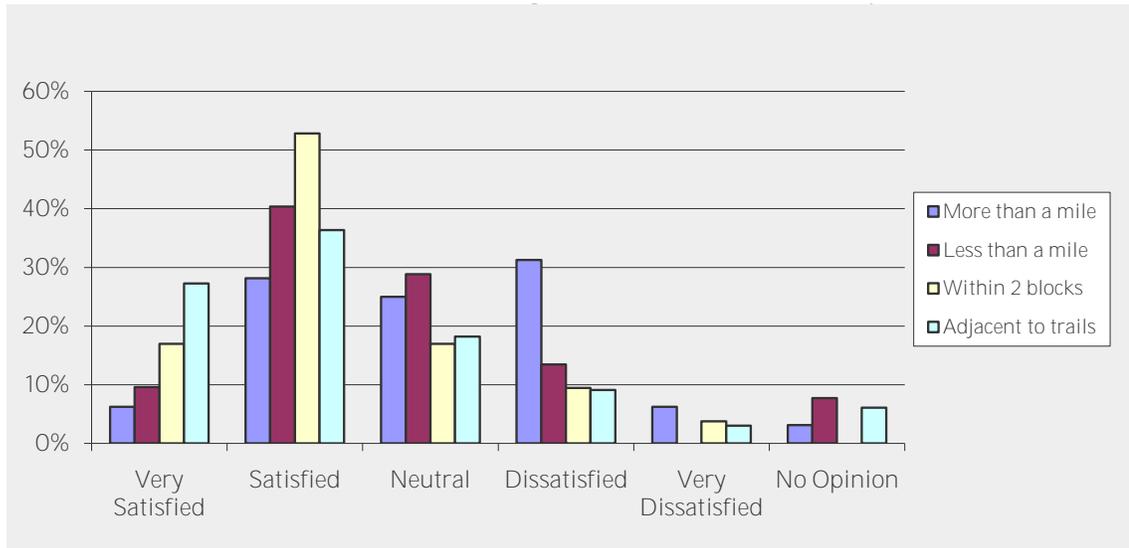
Cross tabulation was used to better understand how two survey questions inter-relate. Community members that have the most access to parks and trails (live within two blocks or adjacent to trails) use them the most.



**Figure 8: How Often Do Community Members Use Nature Trails**

### Attitudes to Trails and Their Proximity

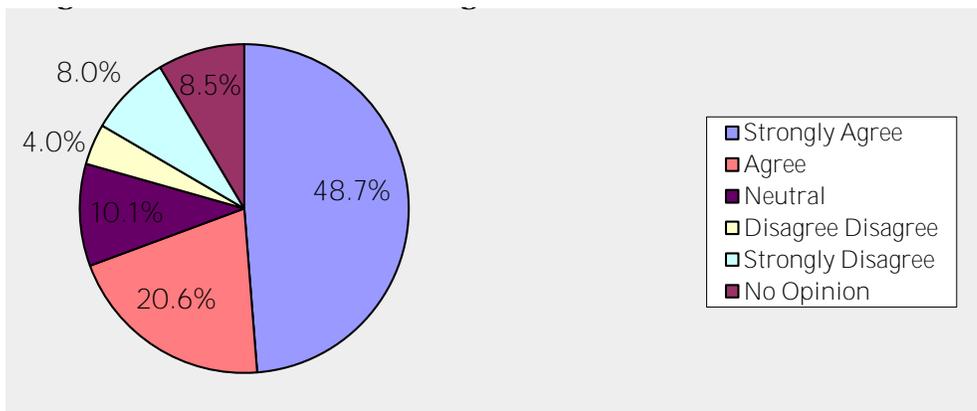
Cross tabulation was used to better understand how two survey questions inter-relate. The chart below inter-relates the “Overall, how satisfied are you with the nature trails that are in your neighborhood?” and “How close do you live to off-road nature trails?” survey questions. The results show that the majority of community members that live within two blocks (73%) or adjacent to trails (66%) are either ‘very satisfied or satisfied’ with existing trails in their neighborhoods. There was a broader range of results for community members that live less than a mile and more than a mile. The majority of people who lived less than a mile (50%) where satisfied. The majority of people who lived more than a mile (33%) from a trail were dissatisfied.



**Figure 9: Attitudes to Trails and Their Proximity**

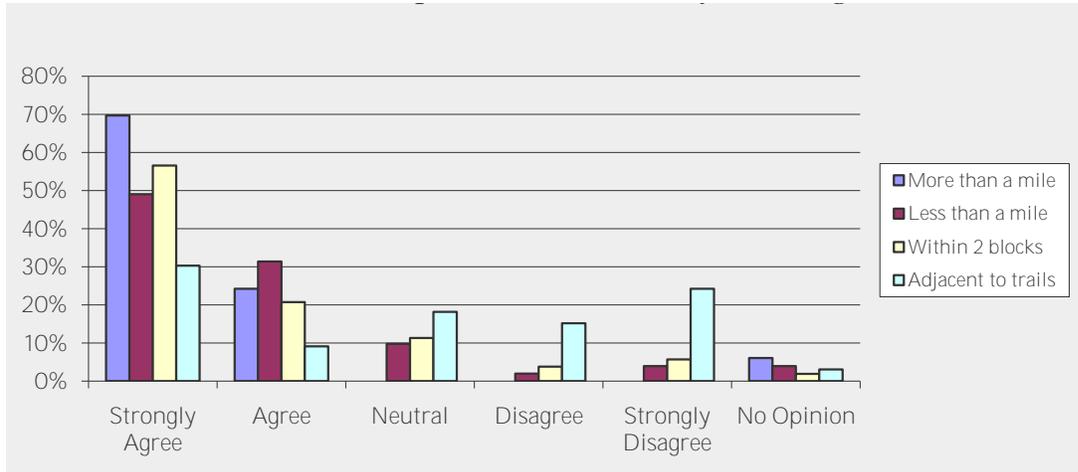
### Attitudes to Proposed Trails

In general the survey showed that 74% of community members strongly agreed or agreed that access to more trails is needed.



**Figure 10: Attitudes to Proposed**

To understand this data more thoroughly the chart below inter-relates the “Would you like more access to nature trails in your neighborhood and surrounding areas?” and “How close do you live to off-road nature trails?” survey questions. The results for community members that live adjacent to existing trails showed 40% who strongly agree or agree and 40% who strongly disagreed or disagreed with the last 20% having no opinion or neutral feelings about new trails. The results show that the majority of community members that live within 2 blocks (73%) ‘strongly agree or agree’ with having more access to nature trails in their neighborhoods. 80% of community members that lived less than a mile strongly agreed or agreed with creating more access. 94% of community members that lived more than a mile strongly agreed or agreed with creating more access.



**Figure 11: Attitudes towards Proposed Trail and Proximity to Existing Trails**

# Public Meeting One

A series of four public meetings was held to solicit input regarding possible trails, connectivity, access to public greenspaces, and conservation opportunities. At the first public meeting, Jesse Allen introduced Park Pride, described the Park Visioning program, shared the initial concept developed by the South Fork Conservancy and oriented attendees to the study area. Representatives of the South Fork Conservancy, Bob Kerr and Sally Sears, introduced themselves and explained the intentions of their organization. During this meeting, attendees completed an exercise identifying strengths, weaknesses, opportunities and challenges (S.W.O.C.) and compiled a Wish List for existing greenspaces and proposed trails.



**Opening visibility and access to the creek was identified as a strength at the first public meeting.**

## STRENGTHS

Visibility and access to creek  
Low impact  
Use of public land along creek  
Contiguous  
Demographics- attractive to families  
Community groups could participate in Watershed decisions and planning  
Being part of the Watershed plan along the entire creek (beyond the first 4 miles)  
Awareness of the creek and watershed as a whole  
Could define where public and private land is  
Don't need to drive everywhere  
Public land used and improved for the public  
Conservation  
Promotion of health  
Exercise opportunity  
More green = more valued neighborhoods  
Awareness of environment and nature  
Connectivity- greater distance to walk  
Reduces pressure from too few areas  
Permits walking, jogging, biking trails  
Lots of public space along corridor  
Connect to MARTA  
Urban campers tend to move on with use  
Gets people outside  
Connects to Emory and Stone Mountain  
Connection to Cheshire Bridge eateries/ other businesses  
Connection of parks- nice to walk  
Beauty of nature- people can watch quietly  
Security  
Healthy- people walking  
Create parks downstream of Johnson-Taylor- make it as nice  
Clearing out the privet  
The first part of the trail- confluence, meadow loop, and Zonolite- are mostly apartments and industrial, so it's less impactful to communities  
Atlanta is under-parked  
Sounds "nice"

## **WEAKNESSES**

**Funding**  
Privacy of adjacent neighbors  
**Accessibility**  
Limited access points currently  
Loose dogs  
**Dog waste**  
Easement is not public access  
Connectivity value not proven  
Public access security issue  
Stop tours on private property  
Johnson Estates- private  
Robin Lane private property  
**Privacy**  
**Isolation**  
Lack of clear borders  
Lack of signage  
**Connectivity**  
Off-leash dogs  
May increase violations of curfew and fires  
**Inequity to people- to expand access**  
**harms immediate community/adjacent**  
**property owners**  
Lack of use means freedom to let dogs off  
leash  
No concrete  
Sections of private property  
Impact on forest/wildlife  
Noise can have negative impact  
Bikers- more riders will be part of  
connectivity  
Animals can't protect against people on  
bikes and (transport?)  
Off-leash dogs  
**Security on trail and in neighborhood**  
The word 'park' is contrary to 'preserve'  
Increasing human traffic is not desirable  
Too much connectivity for the trail  
**Why is connectedness important?**  
If SPLOST passes, more people coming  
into our back yards  
SFC maps currently violate property lines

## **OPPORTUNITIES**

**Flood mitigation**  
**Address pollution and garbage**  
Develop wildlife habitat  
Increase respect of existing wildlife  
Multiple designated dog parks- reduce off-  
leash dogs in other areas  
**Partnership with sanitary/sewer**  
**improvements- neighbors participate in**  
**decisions**  
Address water/flood issues  
Demarcation of public/private  
Define appropriate spaces for desired  
activities (currently illegal)  
Transit connection (Clifton Corridor) –  
**combine resources**  
**Increase awareness**  
**Encourage community**  
**Greater use may increase rule compliance**  
**Restore native habitat**  
**Restore stream corridor and address**  
**flooding issues**  
**Spreads out use**  
Education for kids  
Removal of invasive plants  
**Replant natives**  
**Clean out trash**  
Contact point source of trash (Kroger/Cos)  
and get support to stop flow  
Accept the differences along the 31 miles  
and have different strategies for each  
segment  
Sidewalks on Briarcliff from Zonolite to  
bypass Johnson Rd. – go down to bridge  
on Briarcliff t get to the trail  
**Focus on heavier use especially in**  
**industrial area while leaving preserve for**  
**nature**

## CHALLENGES

### Funding

Preventing motorized vehicles on trails

Enforcement of rules (who? how?)

Homeless – Urban campers

Community fear of increased traffic  
(pedestrian and vehicular)

Water/stream management (flooding)

No site line in back yards

No police security/patrol in back yard-  
burden of security on private property

Off-leash dogs

Enforcement of rules- bonfires, after  
hours, off leash

Invasion- define public/private

Maintain original vision- minimal impact

Floods

How to quantify data

How to partner with PATH

How not to partner with PATH

Volume- how to quantify

Threatening behavior from rule breakers

Line of sight

How to cross the creek

Do not disturb wildlife (foxes, otter, mink,  
deer)

How to contact all people in communities

How to address private property for trail  
connections

Access/parking

“Love it and they will come”

Deal with existing access/parking  
problems

Perceived security issues

Removing exotics- replace with natives

People won't obey rules

Litter

Unsavory looking people on trail

Nature preserve is a dog-infested place

Homeless campers under the bridge on  
Johnson Rd.

Neighborhood traffic/blocked driveways

Trespassers cutting through yards to get to  
the trail

Hard to maintain non-native species now  
encroaching

Dogs roving on people's backyards

Native turtles run off by dogs

Kids, booze, drugs, fires on beach

Lenox circle- loss of privacy in backyards



**The enforcement of park rules, especially leash laws, was identified as a challenge.**



**Addressing pollution and litter issues along the creek was identified as an opportunity.**

## WISH LIST

Connect Johnson-Taylor Nature Preserve-  
Zonolite-Morningside Nature Preserve

Low impact

Preserve adjacent privacy

Identify adjacent trail heads and locate  
them in/near existing public/commercial  
parking facilities

Build virtual community along the  
watershed with designated website that  
facilitates discussion

Address flood/water issues along creek

Address pollution and garbage

Develop wildlife habitat

Increased respect of wildlife

Dog park(s) in designated area(s) to  
reduce off-leash in other areas

Partnership/participation in sewer  
improvement decisions

Closed trash cans/composting (to prevent  
animals from getting in)

Survey adjacent property/people

No trail

No increased usage

Rule enforcement via law officers

Trailheads

Stream bank restoration

\$\$\$

Sound barriers along I-85

Keep it wild

Keep area (primitive?)

Answers to security issue

Address sewage issues

Don't attract a lot more people

Would rather lose bridge at Johnson  
Taylor Park in order to get more wildlife  
back

Ban dogs from nature preserves

Ban bikes

No one-size-fits-all strategy for all 31 miles

Sidewalks on Briarcliff to reroute access to  
Johnson Taylor



**A garbage can submerged in the creek,  
most likely the result of flooding.**



**Low impact trails such as the ones in  
Morningside Nature Preserve were  
identified as a strength.**



**Privacy was identified as a concern of  
some residents.**

# Public Meeting Two

At the second public meeting, attendees were directed to break-out stations as they arrived. Each station was facilitated by a Steering Committee member. Stations contained inspiration notebooks that contained a draft of the Overarching Guidelines, design images from parks around the world and a review of studies on urban trails. Attendees were asked to review and edit the Overarching Guidelines and identify which images they felt were and were not appropriate for trails in their community. Using aerial maps,

markers and stickers, they then began exploring trail designs along the creek and developing concepts. Maps generated at each station can be found in the following pages (the same maps can be found in higher resolution in Appendix K). Following the meeting, these concepts as well as the meeting materials were posted online for review and comment. All attendees of the public meetings who provided e-mail addresses were sent notices when those materials were posted.



**Attendees gather at a break-out station to explore trail designs and develop concepts along the creek.**

Figure 13: Public Meeting Two, Station Map

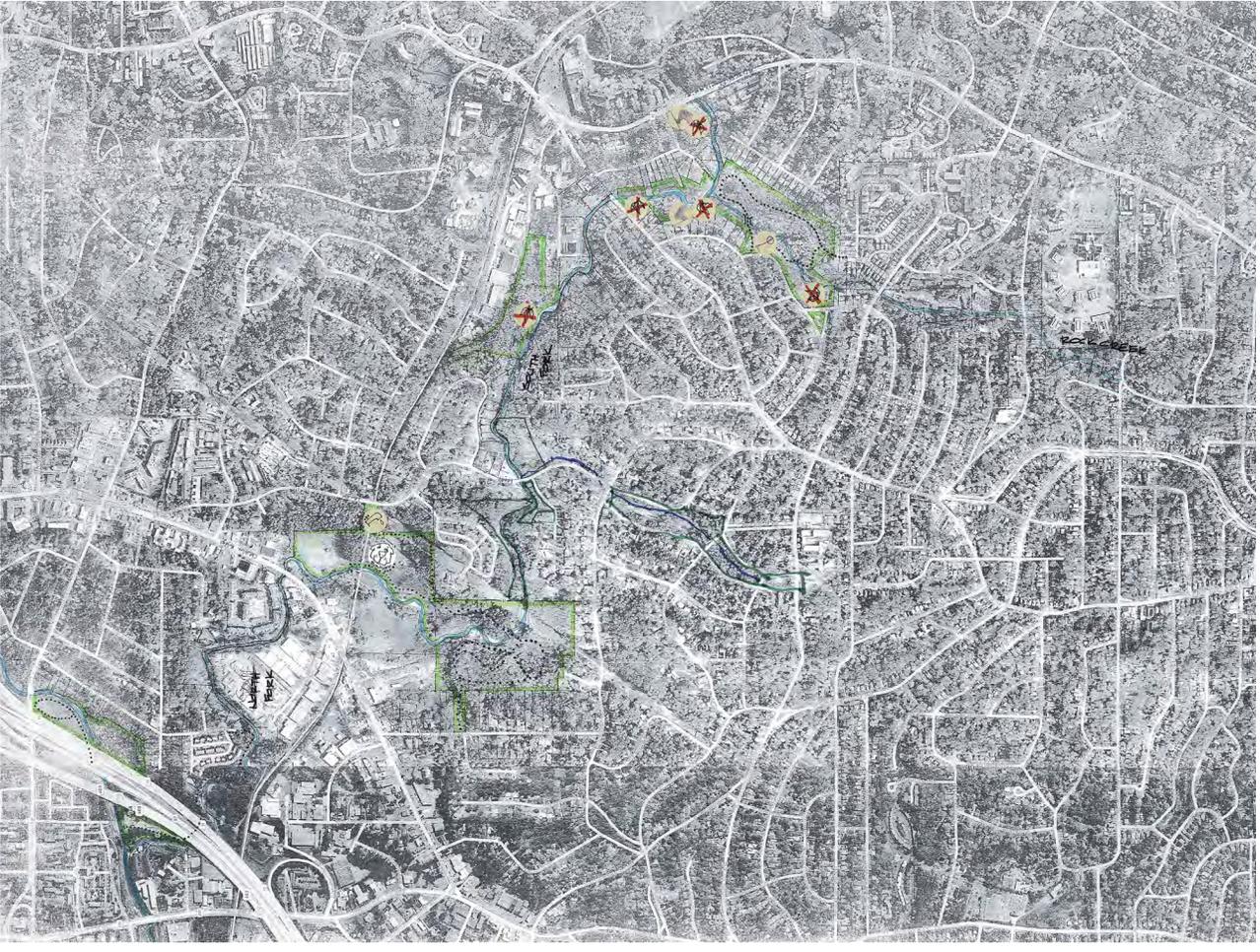


Figure 12: Public Meeting Two, Station Map



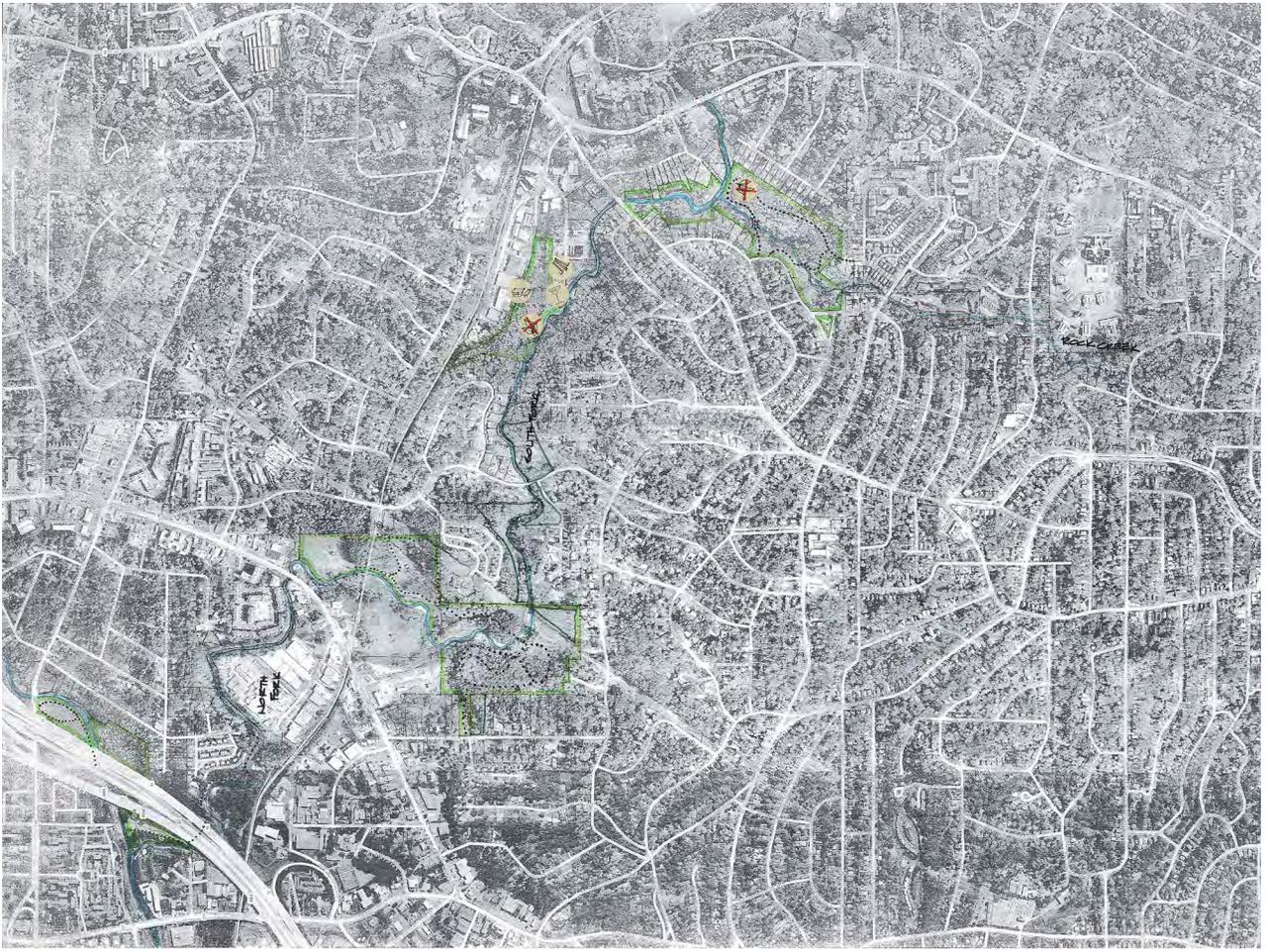


Figure 15: Public Meeting Two, Station Map

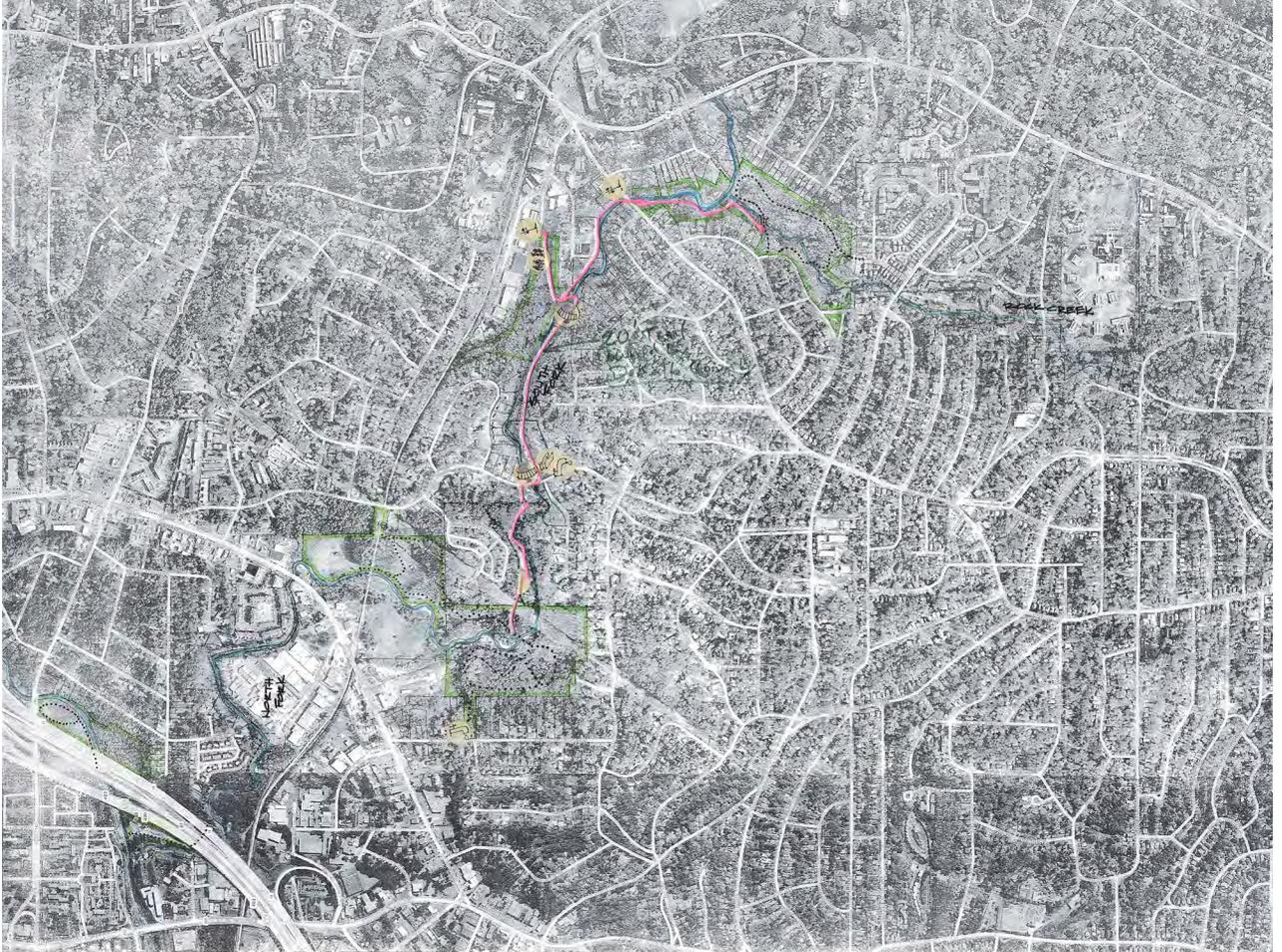


Figure 14: Public Meeting Two, StationMap

Figure 16: Public Meeting Two, Station Map



## Public Meeting Three

At the third public meeting, Jesse Allen and Ayanna Williams of Park Pride reviewed the previous two public meetings and the results of community outreach efforts to date. They presented a site analysis of the study area and a preliminary design concept, which the Steering Committee had reviewed. This concept was based on the feedback from the previous public meeting. After a group presentation of the concept, external facilitators invited by Park Pride led break-out groups through a review and comment exercise with printed concept maps. Attendees were

encouraged to discuss, edit and comment on the concept. Susan Rutherford and Andrew Walter, of the Department of Watershed Management were available for questions. After the meeting, the maps developed at the eight stations were posted online for review and comment. All attendees of the three public meetings who provided e-mail addresses were sent notices when those materials were posted and were invited to the fourth public meeting. The maps are shown in the following pages (the same maps in higher resolution can be found in Appendix L).



**Attendees at public meeting three work at break-out tables to discuss, edit and comment on a preliminary design concept at the third public meeting.**





Figure 21: Public Meeting Three, Station Map 5



Figure 22: Public Meeting Three, Station Map 6

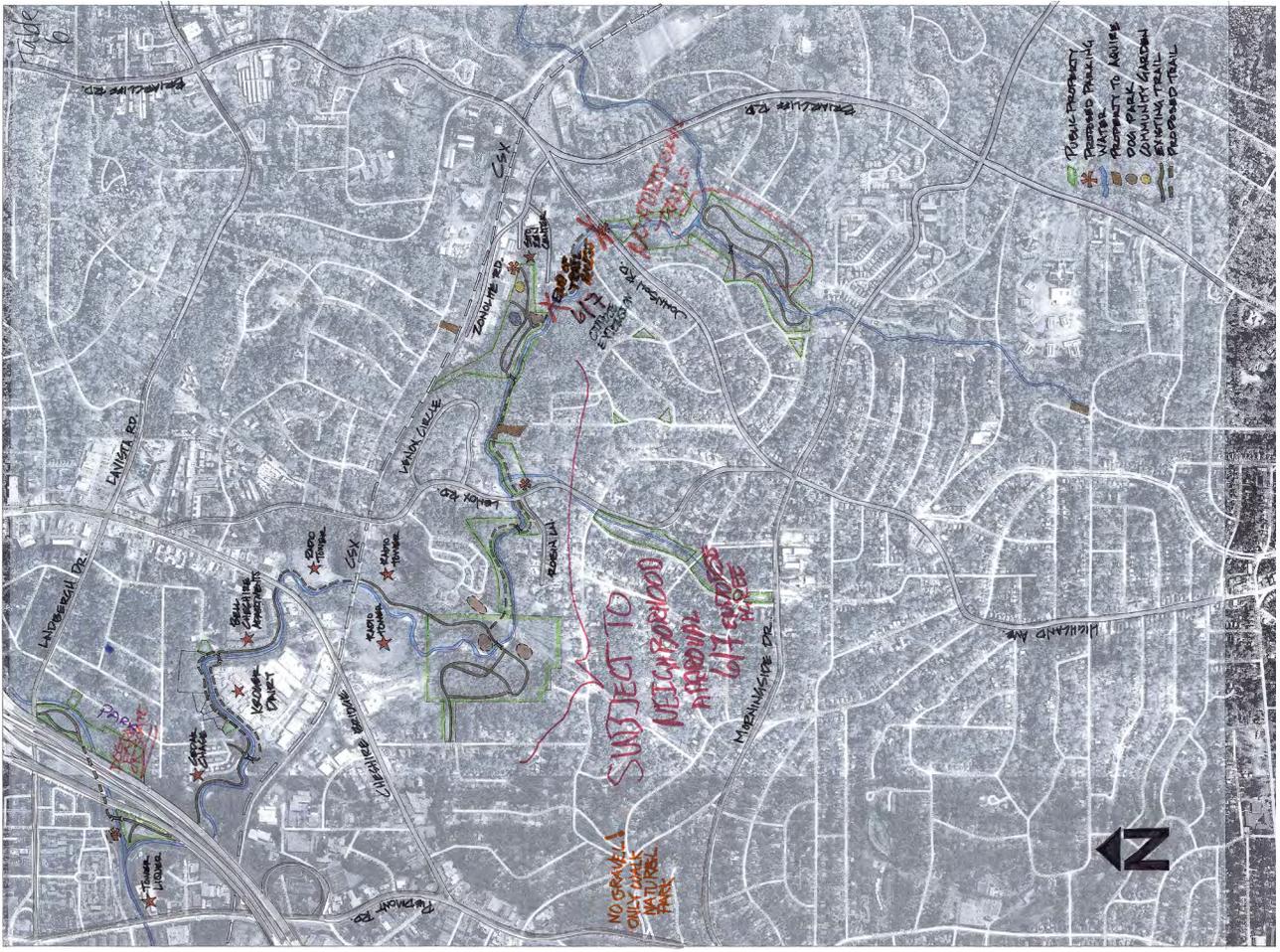




Figure 24: Public Meeting Three, Station Map 8



Figure 23: Public Meeting Three, Station Map 7

# Fliers

The third public meeting demonstrated support for trails along several sections of the study area. It became apparent that more input was needed for the segment between Morningside Nature Preserve and Lenox Road and the segment of trail across the creek from Noble Drive. Fliers were created to engage the community more strategically along these segments. The fliers included a brief background of the project and asked for more input on the design concept. Steering Committee members oversaw distribution of these fliers to residents near those segments, and Park Pride recorded all responses to the fliers.

Specific concern about a proposed pedestrian bridge location along Robin Lane was expressed by homeowners of 1084 Robin Lane and 1876 Lenox Road. Their main concerns were placement of the bridge, impact on privacy and potential trespassing. Park Pride met with both homeowners to discuss the concept. During this meeting, a mutually agreed upon location was found to illustrate the proposed pedestrian bridge.



**Identifying a bridge location near Robin Lane poses challenges including flooding, steep terrain and neighbors' concerns of privacy and security.**

# South Fork of Peachtree Creek

## ROBIN LANE AND MORNINGSIDE CONDOS

We need YOUR input.

After the third public meeting, the Park Pride team is still uncertain that there is agreement about several key items along the South Fork between Morningside Condominiums and Robin Lane. We heard that the trail, if built, should be carefully designed and that screening, fencing, and other amenities should be considered to make any constructed trail more acceptable to those living near it. We also noticed disagreement about which location, if any, a small dog park should be proposed. Specific concerns related to the location in MNP, as it is supposed to be a preserve. Some at the last workshop proposed the location we currently show.

We've taken a stab at addressing your concerns and would like your input prior to the final public meeting. Please review the current draft proposal (on the back of this flyer) and provide any comments to Jesse Allen at [jesse@parkpride.org](mailto:jesse@parkpride.org) or mail to 233 Peachtree Street, NE, Suite 1600, Atlanta, GA 30303 **by Wednesday, June 27th.**

Mark your calendars and come out to the final public meeting **Tuesday July 10th, 6-8PM** at Haygood United Methodist Church (1015 E. Rock Springs Rd. NE).

**\*To find out more about the Park Visioning Process, visit [www.parkpride.com](http://www.parkpride.com) and click on the 'South Fork Visioning' link.**

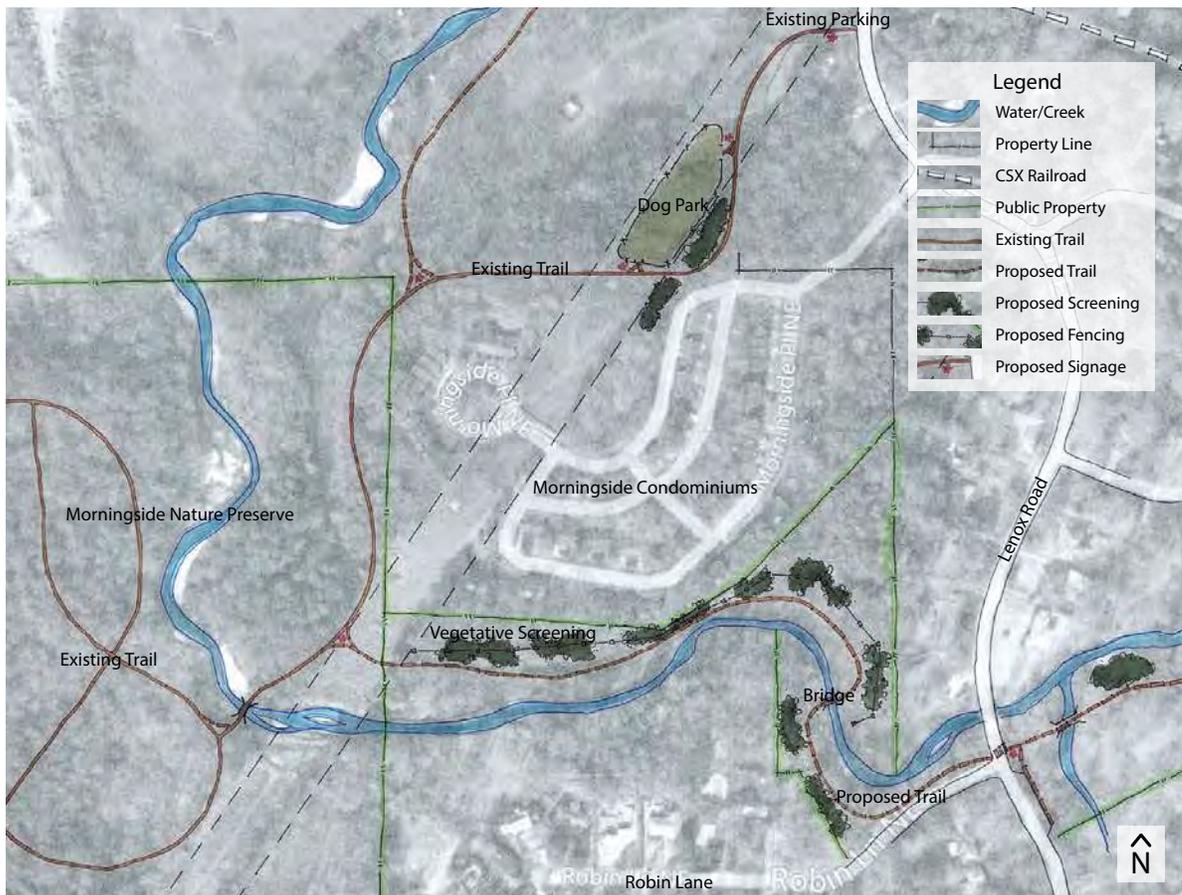
### BACKGROUND

The South Fork of Peachtree Creek was once a thriving habitat that was used by native Indians for trade and travel. Today, the 31+ miles of stream and tributaries are far less useable or accessible. The stream banks are choked by invasive plants, and the creek suffers from erosion and run-off contamination.

The South Fork Conservancy (SFC), a non-profit organization, was formed by concerned neighbors to address these issues. The SFC applied for Park Pride's unique visioning process to help develop a conceptual design for a narrow dirt trail system that reflects your community's needs.

The visioning process has been ongoing since October 2012. Before this process comes to a close on July 10th, 2012, Park Pride wants to hear about your vision for the South Fork of Peachtree Creek trail system.

We look forward to hearing from you via mail or email and seeing you at the final public meeting on **July 10th, 6-8PM** at Haywood United Methodist Church.



**Figure 25: Robin Lane/Morningside Place Townhomes Flier (front/back)**

\* Morningside Place Townhomes was mislabeled on the flier

# South Fork of Peachtree Creek

## NOBLE DRIVE

We need YOUR input.

After the third public meeting, the Park Pride team is still uncertain that there is agreement about several key items along the South Fork between Lenox Road and Johnson Road. We heard that the trail, if built, should be a carefully designed 3' to 4' wide soft surface trail and that screening, fencing, and other amenities should be considered to make any constructed trail more acceptable to those living near it. We also noticed debate about the on-street parking spaces proposed on Johnson road.

We've taken a stab at addressing your concerns and would like your input prior to the final public meeting. Please review the current draft proposal (on the back of this flyer) and provide any comments to Jesse Allen at [jesse@parkpride.org](mailto:jesse@parkpride.org) or mail to 233 Peachtree Street, NE, Suite 1600, Atlanta, GA 30303 **by Wednesday, June 27th.**

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We look forward to hearing from you via mail or email and seeing you at the final public meeting on **July 10th, 6-8PM** at Haygood United Methodist Church.



Figure 26: Noble Drive Flier (front/back)

# Public Meeting Four

The fourth public meeting was an open house format. Handouts included instructions for the open house, an outline of Park Pride's role in the project, an outline of next steps of the Visioning process and a list of potential sources for updates on the project. Each attendee was also provided two green dot stickers to be used for a prioritization exercise. Three sets of the Visioning Plan were hung on walls. Two sets of the plan included large comment sheets. The

third set of the plan drawings was available for attendees to place their green dot stickers to prioritize project areas. Susan Rutherford, of the Department of Watershed Management, Paul Taylor, Director of Park Design, and Park Pride representatives, Jesse Allen, Walt Ray, Margaret Connelly, Becky Katz, and Christine Rollins were on hand to answer questions. Comments collected at the fourth public meeting are compiled on the following pages.



**Attendees at public meeting four review, discuss and comment on the Visioning Plan.**

# Compilation of Comments from Public Meeting 4

## SUMMARY

- No objection to connection between Meadow Loop and Confluence; Support for Kroger Dairy trail, specifically on southern side of creek
- Support for Radio Tower trail, concern over potential dog park location (should be closer to Lenox Road near existing parking)
- Mixed review of concept along the segment from Morningside Nature Preserve to Lenox Road. Further outreach and input needed from Robin Lane and Morningside Place residents
- Further outreach and input from Noble Park residents needed
- Concerns about parking and trailhead location on segment between Lenox Road and Zonolite, specifically at the Homestead Avenue cul-de-sac, questions about trails located in flood plain
- General support for a trail from Zonolite to Johnson Road; some concerns that a trail will lead to more foot traffic across the street into Johnson-Taylor Nature Preserve

## COMMENT CARDS

- I want to thank Park Pride for driving this process. What I see tonight is extremely impressive and well thought out - George Ickes.
- Great Concept. Own property adjacent to creek and support expansion at trail network to that area (Lenox Rd/Radio Towers) Our n'hood has actively used and maintained a trail and is appreciated by majority of residents. Have experience no adverse security issues to date.
- Many Thanks to Sally Sears and Jesse Allen for their transparency and patience leading this visioning process. - Martha Cornish.
- Park is a good idea. Tactical Urbanism!

## REMARKS ABOUT PROCESS

- Feel community has not be involved or communicated enough
- If you own the green dots, how do we know if the count is legal?
- Received no dots to mark what I don't like, Biased. Useless (comment followed by 7 green dots)
- Park Pride has been dishonest in claiming neutrality and then refusing to acknowledge opposition to the trail

- Needed red dots to indicate opposition, do not support connective trail for its own sake without factually supported basis for change to status quo.
- You have not allowed the opposition any say. All meetings have been herded to make you in control. Bull! The meeting does not represent the majority consensus: No Paths!

## GENERAL REMARKS ABOUT ENTIRE TRAIL PROJECT

- Neighborhood consensus to have a series of trails nearby with privacy concerns met and privacy fencing/trees/signs (this is followed by 3 green dots).
- A connected series of trails would be a great asset to the city, the affect neighborhoods, my street and me. Many of the concerns seemed to be unrelated and to the reality of a hiking trail. Problems with parks are basically unrelated to long hiking trails.
- Excellent idea if issue and concerns can be addressed, such as dogs, safety and trail so close to 3-4 homes without any barrier in between.
- What are the facts?
- Where is the funding come from to do this and then to maintain it in the future?
- Quality of life? Not mine as a homeowner here.
- How does it "conserve" the creek to build a trail on its banks?
- Doe we trust SFC to manage this project correctly? I don't! (Me neither)
- The comment I keep hearing from my neighbors that they weren't informed
- No connectivity! Neighbors bought homes for privacy/nature the "path" has its place where people want one. Not from Cheshire Bridge thru established neighborhood to Emory.
- Don't Like
- Propose trail against private property
- Can we have smaller meeting with neighborhood leaders to have real discussion!
- Do not support a plan that will negatively impact the privacy of current property owners along the proposed trail.
- No conservancy group propose any construction on a 20 ft creek buffer

## PUBLIC PROPERTY

- Access and trails will bring attention to areas heavily overrun by invasives. I think this plan

will improve biodiversity along the creek.

- The concept of a trail following the South Fork Peachtree Creek is superb. Connecting greenspace (providing access) from the confluence to DeKalb County will give Atlantans the opportunity to experience the environment- all trails should be low impact; remove invasive species that populate much of the entire length; restore native species will encourage proliferation of wildlife instead of artificial environment (exotics). This trail system will be a major enhancement for the city and its neighborhoods. This concept has worked successfully with little or no vegetative impact on adjacent neighbors/landowners as in Houston's Buffalo Bayou.
- The building of those trails will have a negative impact on the wildlife currently residing in the area. This is not a conservation project. It is a transportation project which is being imposed upon us under the guise of a conservation project.
- Trading animal habitats for plant diversity is a bad deal.
- Need to respect that public sewer easement is not public access
- Prefer funds be used to properly maintain current trails before expanding.
- Initially supported idea of connectivity but have grave reservations now. Money could be better spent on conservation issues first. If trails connect they should not be in the stream buffers, should never be paved and bikes should be limited to only certain areas.
- Opposed to the trail and will fight it. No Parking

### **SPECIFIC REMARKS ON A SECTION OR AMMENITY OF THE PROPOSED TRAIL**

#### **DOG PARK**

- Oppose dog park off Lenox Road. Does not support mission/vision of nature preserve plan. Potential damage to environment (birds, other animals, plants). Contamination/run off from dog waste is concern. (proposed location is on a slope)
- Current 3 acre dog park less than 4 miles away- well maintained 3 strict rules, governed by park conservancy with fines (up to \$1000)
- Increase signage at Lenox Road - Propose fines for off leash dogs (including # to call to report complaints). Dog park not answer to off leash dogs - signage/enforcement could help!

#### **ROBIN LANE**

- The beaches near Robin Lane will become another illegal off leash dog park. Solve this problem at Johnson - Taylor first!
- Oppose path on Robin Lane segment (Bridge and trail along creek) this is a delicate ecosystem and this trail will have an adverse impact on it. Also impacts privacy and peace and quiet in area which is reason homeowners purchased properties here. If trail is put in must have fencing separating it from creek.
- Connectivity should be dropped. Wildlife habitat will be destroyed by the trail particularly in the Robin Lane segment
- Parking and pedestrian crossing at Robin Lane raise congestion and safety issues.
- The "trailhead" at Robin Lane will unfairly change the nature of the neighborhood.
- Robin Lane segment not needed or wanted. Existing entrance to preserve on Lenox Road is more than sufficient. Need to preserve nature adjacent to preserve by Robin Lane this will also save significant cost to City.
- Suggest you connect trail, as it crosses Lenox Road, by directing walkers, bikers, doggers, etc north along Lenox to parking lot. Saves \$\$\$ and connects all the dots. Put in the Robin lane trail sometime in 2100!
- Prefer the trail to run at the CSX rail line

#### **HOMESTEAD AVENUE AND NOBLE PARK**

- Oppose trail on South Side of Creek in Homestead Ave
- No parking at end of Homestead. Don't encourage more traffic on secondary traffic/vehicular circulation
- Properties at end of Homestead are DeKalb Count-Incorp. 1/3 mile trail sandwiched between City of Atlanta land - How will it be protected - no road access
- Strongly oppose any parking off Homestead ("Property to Acquire")
- No path behind Almond's, McCoy's or Godfrey's property. No value to Noble park residents without access
- Absolutely no parking lot or trail access should be considered at the end of Homestead Ave. More than a dozen young children live on that street and will be 2 danger; especially given access off Johnson and Zonolite that is available
- How will people from Noble Park access the trail?

- Will Noble Park residents pay for security and 57% oppose the trail
- Is it possible to have the trail run on the other side of the creek around the area where Homestead dead ends?
- No need for trail or parking access at end of Homestead Ave. Residential area and trail would be too close.

#### **ZONOLITE AND UPSTREAM**

- “Pond” is a mosquito puddle (Likely referring to the new wetland in Zonolite Park)
- (In reference to last comment) No, not really
- Stop path at least at Zonolite. Do not connect to Johnson Road
- No need for Johnson parking as access to Zonolite entrance should be where the park is located
- No parking on Johnson Road
- Commit to keeping Johnson Taylor Nature Preserve as a preserve with no connecting path
- The multiple bridge structures and those needed to climb steep cliffs will be too expensive and a wrong priority for tax dollars.
- The current Zonolite Park is not in good condition. Will more attention be given to Zonolite before the paths are made and easements purchased?

# Design Process



# Design Process

Over the course of ten months in 2011 and 2012, the community, the South Fork Visioning Steering Committee and Park Pride developed a concept for trails and amenities along the mostly unused and under-managed banks of the South Fork of Peachtree Creek. The efforts were based on preliminary design concepts created by Perkins + Will for the South Fork Conservancy in 2010 and included Steering Committee meetings, public meetings, surveys, walking tours, stakeholder meetings and briefings with the Atlanta Parks Department and the Department of Watershed

Management. The process was implemented to delve further into a conceptual design for connectivity between neighborhoods and greenspace and to better stewardship of this long-neglected ecological resource.

The design process began with the circulation of a survey, both online and in-person. This survey gathered data about the perceptions of existing trails and attitudes toward potential new trails in the study area. The survey demonstrated that there is an appreciation of existing trails and a

## Overarching Guidelines

- Enhance access to public greenspaces in ways that are carefully designed to respond to existing conditions and the needs of those neighborhoods they engage.
- Create a system of off-road trails that all can utilize for recreation and exercise.
- Provide parks and greenspace in communities that are currently underserved.
- Encourage quiet and peaceful enjoyment of public lands along and near the South Fork of Peachtree Creek and its tributaries.
- Educate users about conservation to create advocates for better stewardship of the entire watershed of Peachtree Creek.
- Include conservation measures such as riparian zone restoration, removal of invasive species, enhancement of wildlife habitat, erosion control and stormwater management.
- Clearly define publicly accessible and private properties.
- Address misuse of existing parks and greenspace.
- Consider and mitigate, where possible, any loss of privacy of neighboring properties.

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## **The tours helped to highlight opportunities along the creek and challenges such as access, terrain, existing invasive species, erosion and pollution.**

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desire for more trails and better access to them. The survey served a dual purpose as a tool to stimulate discussion and interest in developing a conceptual master plan for the study area. The public meeting schedule was publicized on the survey to aid distribution of this information.

Coinciding with the survey timeframe, the Design Team visited and studied each segment of the South Fork of Peachtree Creek between its confluence and Briarcliff Road. The purpose of these visits was to allow the Design Team an opportunity to see and experience the creek and to understand the ecological and cultural forces at work along its banks. The tours helped to highlight opportunities along the creek and challenges such as access, terrain, existing invasive species, erosion and pollution.

During the public meetings, it became evident that there were significant concerns around privacy, security, current off-leash dogs, impacts to existing wildlife, the desire for better conservation, park rule enforcement and the presence of urban campers.

The Design Team created a draft list of overarching guidelines. These guidelines responded directly to the concerns and desires expressed at the first public meeting. The purpose of the guidelines was to direct concept development throughout Visioning process. The Steering Committee then edited the proposed guidelines to clearly create a framework with which to proceed with design development.

At the second public meeting, attendees developed preliminary design concepts. They were divided into five groups. Each group was given an inspiration notebook that contained the draft Overarching Guidelines, design images from parks around the world and a review of studies on urban trails.

Attendees were asked to review and edit the Overarching Guidelines and identify which images they felt were and were not appropriate for trails and amenities in their community. They were also given aerial maps and tools and began conceptualizing trail designs along the creek.

At this meeting, the Design Team learned that there were disparate views on building connectivity. The five maps generated at that public meeting ranged from concepts with no connectivity or additional trails but improvement in existing greenspaces to concepts that showed trails and connectivity along the entire length of the study area.

The strongest opposition to trails and connectivity was in and around Herbert Taylor – Daniel Johnson Park. It was identified that this area should focus on habitat restoration, stream bank stabilization and invasive plant species removal. Concerns over current illegal uses in the park, specifically off-leash dogs had left some residents in the study area wary about opening Herbert Daniel Park and the surrounding neighborhood to more trails and potentially more people.



**At the second public meeting, attendees split into groups to develop preliminary design concepts.**

Attendees identified various locations for trails and conservation and environmental restoration including stream bank stabilization and habitat restoration. Continued concerns over privacy, security and current off-leash dog problems were expressed and specific areas where those challenges are prevalent were identified.

The Design Team used the five trail concept maps and the comments collected to draft a preliminary design concept.

This concept proposed no trail connectivity along the creek into Herbert Taylor – Daniel Johnson Park. Trails were proposed along the other segments of the study area, connecting Johnson



**The meeting allowed attendees to examine existing conditions along the South Fork.**

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**Continued concerns over privacy, security and current off-leash dog problems were expressed and specific areas where those challenges are prevalent were identified.**

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Road, through Zonolite Park, to Morningside Nature Preserve, through ‘Radio Loop’, across Cheshire Bridge Road, along Faulkner, around the Cedar Chase development, to the confluence of the South Fork of Peachtree Creek. Potential bridge locations were identified and other amenities were included. The concept also began addressing privacy and trespassing issues by delineating public and private property with a combination of split rail fencing and vegetative screening. Dog parks were proposed in strategic locations to help address off-leash dog issues that some anticipated may occur along proposed trails. Since on-street parking on neighborhood streets was an expressed concern, off-street parking at strategic locations was proposed as well.

At the following Steering Committee meeting, this concept was reviewed. It was determined that this preliminary design concept addressed the community’s concerns while capitalizing on the potential in areas where trails, access and connectivity had widespread support. The Committee agreed that it should be used as a tool to continue the discussion toward a more refined and better vetted design solution.



**Walt Ray of Park Pride discusses the preliminary design concepts with community members**

At the third public meeting, the preliminary design concept was presented for review. The reaction was mixed. Some in attendance voiced continued opposition and others voiced support for the trail concepts. With facilitators placed at each of the tables, attendees reviewed, edited and commented on the preliminary concept.

Some stations continued to demonstrate a desire for no connectivity, but the majority of groups either supported or expanded the preliminary proposed trail locations and connectivity along the creek. Concerns about the security and the potential for trespassing on private property were once again expressed. The continued need for park rule enforcement was reiterated. Parking at most trailheads was discouraged by some.

The eight maps from the third public meeting showed support for trails along several sections of the study area. However, it became apparent that more outreach and input was needed for two key segments. The first area identified was between Morningside Nature Preserve and Lenox Road. The second section of trail was across the creek from Noble Drive. Fliers with the separate segment concepts were created and included a call for more input on the design. Steering Committee members oversaw distribution of these fliers to residents near those segments.

Two key components of the preliminary design concept along the Morningside Nature Preserve to Lenox Road segment were the trail and a proposed dog park located in the Georgia Power right-of-way. The response from neighbors was mixed. Response from neighbors on Robin Lane had approximately as many people supporting the concept for trail development on public property across the creek from their street as those that opposed it. However, there was strong support for the same trail concept among residents of Morningside Place Townhomes.

One area of specific concern along Robin Lane was the creek crossing on the proposed trail. An agreement was made with the homeowners of 1084 Robin Lane upon the sale of floodplain property to the Department of Watershed Management. This agreement stipulated that a proposed bridge would be placed in a location mutually agreeable to the homeowners and the City of Atlanta. The proposed bridge location shown on the flier caused concern with the owners of 1084 Robin

Lane. Owners of 1876 Lenox Road expressed concern about bridge location as well because of the proximity to their property. Concerns from both homeowners included privacy, trespassing and visual impact.

In response to the concerns, Park Pride met with both homeowners to discuss the concept. During this meeting, a mutually agreed upon location was found to illustrate the proposed pedestrian bridge. To address their concerns with trespassing and privacy, split rail fencing and screening was added to the concept as a strategy to keep hikers on the trail.



**Each table at the third public meeting was outfitted with the preliminary design concepts, the visual resource guide, comment cards and markers.**



**At the third public meeting, a preliminary design concept was presented to over 50 community members.**

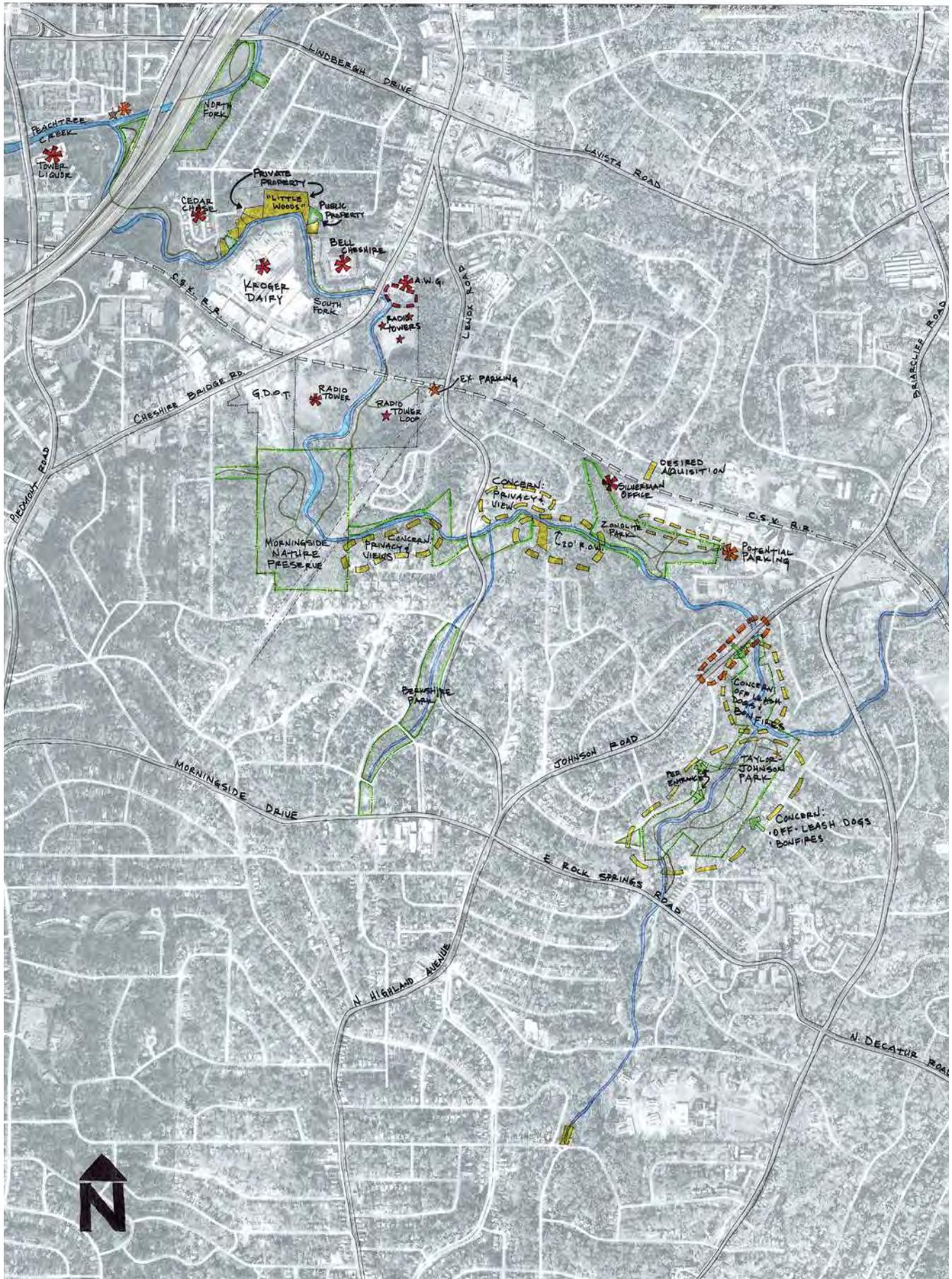


Figure 27: Site Analysis Map

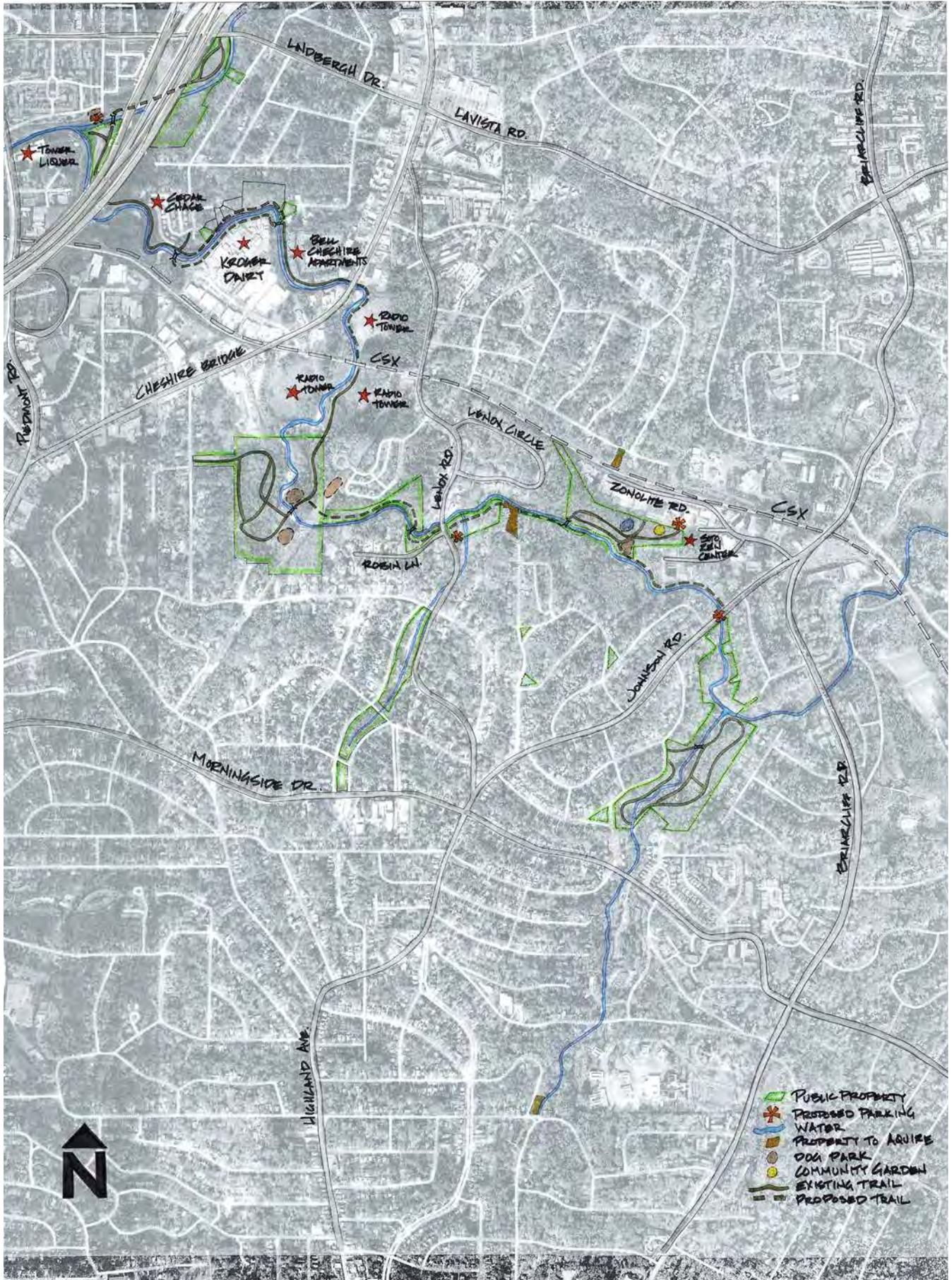


Figure 28: Preliminary Design Concept (reviewed at the third public meeting)

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## **Park Pride and the Design Team have worked tirelessly to construct a deliberate and thoughtful concept for trails, conservation and well-placed amenities...**

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While nearly all Morningside Place respondents voiced support for the trail concept, many expressed concern about the proposed dog park; specifically that it was being located too close to the nature preserve and the townhomes. Park Pride met with Morningside Place HOA Vice President, William Patton, to walk the site and discuss potential location alternatives. During this meeting, an agreeable area for the dog park was located. At the end of the meeting, Mr. Patton expressed that the Morningside Place HOA would support the concept and that they may in fact even contribute resources to help build the dog park.

Additional outreach with fliers to Noble Drive residents yielded little response. Resident and Steering Committee member, David Cochran, suggested that residents on that street did not respond because they had little concern.

Park Pride was informed that some neighbors on Homestead Avenue (Segment C) did not want property on the cul-de-sac to be developed as a trailhead or parking. Furthermore, those residents could not show support for a trail along the creek unless a maintenance and security plan were included in the proposed trail concept. Park Pride did hear support for the concept from some residents on the street. The Design Team has not proposed a trail head or parking on the vacant lot in question and has seen no reason to do so.

With the additional input, the Visioning Plan was created. This plan addresses privacy and trespassing concerns by including split rail fencing along key areas of the trail and supplementing it with vegetative screening. It addresses off-leash dog concerns with two strategically placed dog parks that provide structured areas for dog owners to let their dogs run off-leash in an attempt to satisfy that obvious demand. The plan also recommends continued efforts to enforce all park rules including leash laws. Woodland restoration is proposed on all properties owned by the City of Atlanta and DeKalb County, and strategic areas for streambank stabilization have been identified.

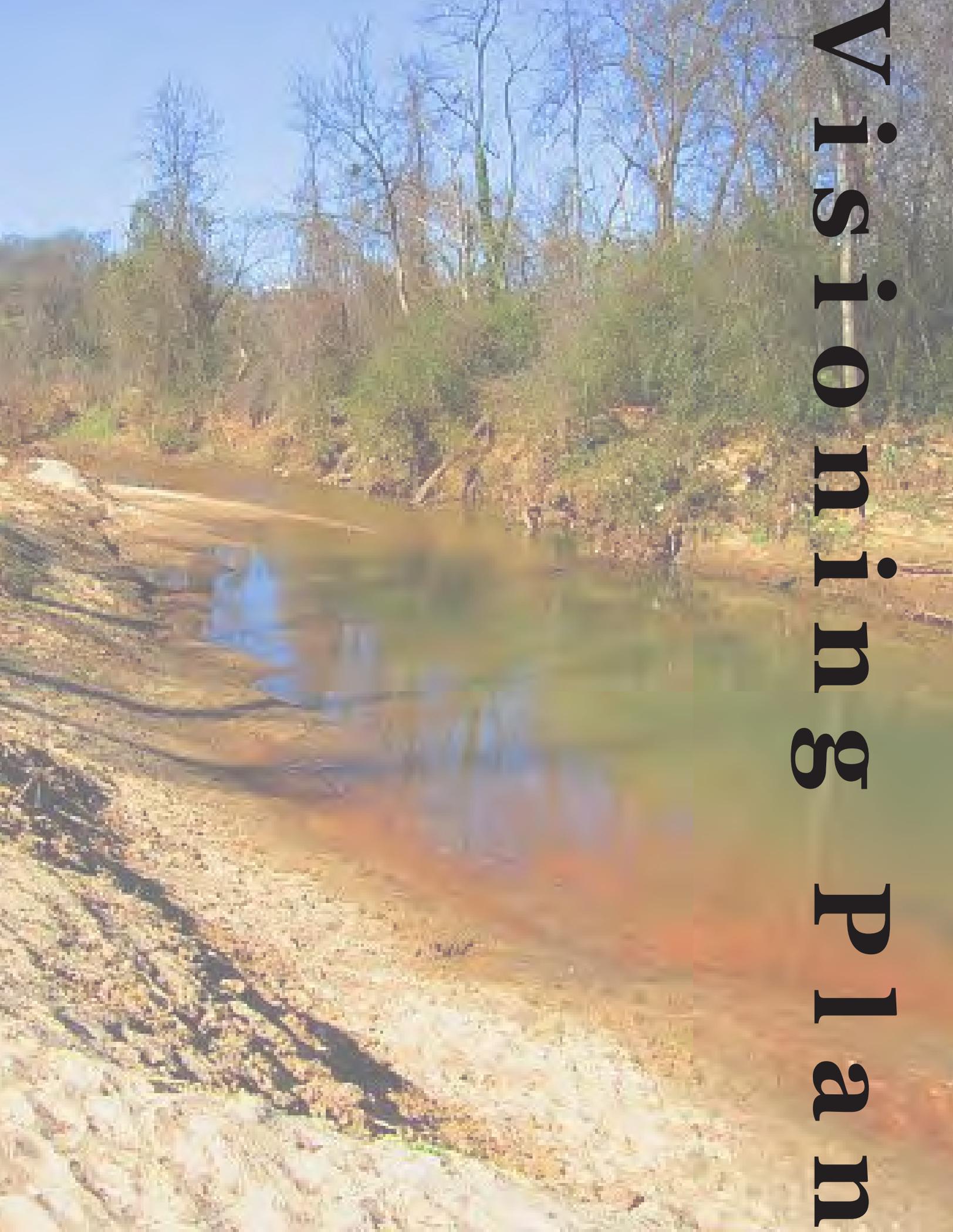
To enable continuous trails the acquisition of two properties or easements across those properties has been identified.

Park Pride and the Design Team have worked tirelessly to construct a deliberate and thoughtful concept for trails, conservation and well-placed amenities along the South Fork of Peachtree Creek that both offers residents access and connectivity and responds to those concerns about connectivity and access to public greenspaces.



**At the second public meeting, attendees discussed opportunities and challenges with the a trail along the creek.**

# Visioning Plan



# Visioning Plan

The Visioning Plan is illustrated in the following pages. Proposed trails wind their way along the banks of the South Fork of Peachtree Creek, connecting public greenspaces and existing trails. Additional trails would provide better access to greenspaces and neighborhoods, while still respecting communities that want limited access. The Vision hopes to help to raise awareness about the ecological threats the creek is currently facing including erosion, invasive plant species and pollution. Opportunities to address these challenges in the Visioning Plan include:

- **Streambank Stabilization**
- **Woodland Restoration**
- **Invasive Species Removal**
- **Park Rule Enforcement**
- **Greater Visibility to Community**
- **Soft Surface Trails**
- **Improved Access to Creek Corridor**
- **Interpretive and Directional Signage**
- **Delineated Boundaries between Public and Private Property**
- **Vegetative Screening**

It is envisioned that the construction of a network of connected, three foot wide, soft-surface trails along the South Fork of Peachtree Creek will enable users to enjoy the public lands on its banks. Users will be made aware of the ecological challenges that the creek faces. Volunteer opportunities could be leveraged along the trails to improve and highlight the creek. Strict compliance to park rules needs to be enforced through both improve police response and self policing strategies.

The lack of proposed trails through Herbert Daniel Park is a deliberate reflection of concerns expressed by community members. It is hoped that this gap in connectivity maybe revisited once it can be demonstrated that the proposed trail system to the west is both senestively constructed and respectfully used.

The six miles of the creek have been split into four segments. Each Segment is described in greater detail in the following pages.

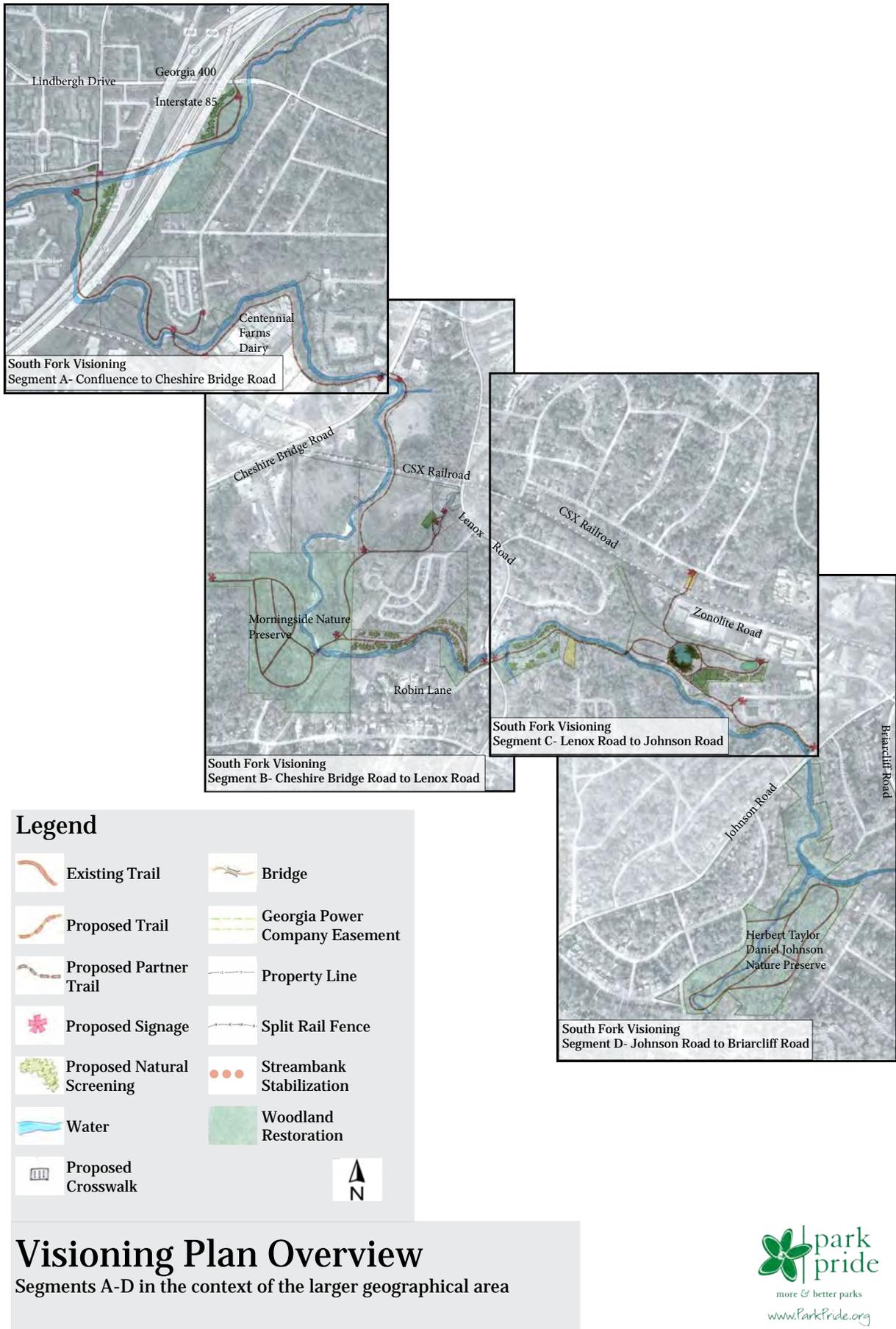


Figure 29: Visioning Plan Overview

# Segment A: Meadow Loop to Cheshire Bridge Road

Segment A of the Visioning Plan begins at Lindbergh Drive by I-85 and Buford Highway. The proposed trail follows the North Fork of Peachtree Creek under the interstate to the creek's confluence with the South Fork of Peachtree Creek and then continues along the South Fork. The trail then passes Cedar Chase Condos and continues around the Centennial Farms Dairy. This segment ends at Cheshire Bridge Road.

Trails currently exist at the Meadow Loop and from the confluence to Cedar Chase Condos. The proposed trails connects these two segments and includes a pedestrian bridge. The proposed trails continue from Cedar Chase by crossing the creek with a pedestrian bridge and then continuing along the creek, around Centennial Farms Dairy and on to Cheshire Bridge Road.

Woodland restoration is proposed on properties owned by the City of Atlanta and Georgia Department of Transportation. Vegetative buffers are proposed along the interstate. Streambank stabilization is identified in a key area, and trail signage locations are marked at strategic trail intersections.

## Challenges

- **Under the Interstate:** large engineering solution needed
- **Pedestrian Bridges:** expensive and stream buffer variances required
- **Privately Owned Parcels:** easements needed from GDOT, Centennial Farm Dairy and Cedar Chase Condominium Association

## Opportunities

- **Access to More Greenspace**
- **Stream Access:** address litter and streambank erosion issues
- **Access at Adina Drive:** large residential development with no existing public greenspace
- **Access to Dog Park:** existing dog park across from North Fork can be accessed from the Confluence Trail



**The Confluence Trail opens greenspace next to I-85 for community use.**



**Urban murals and a makeshift skate park are seen as both positive and negative.**



**The existing trail at Cedar Chase and the confluence is maintained by neighbors.**

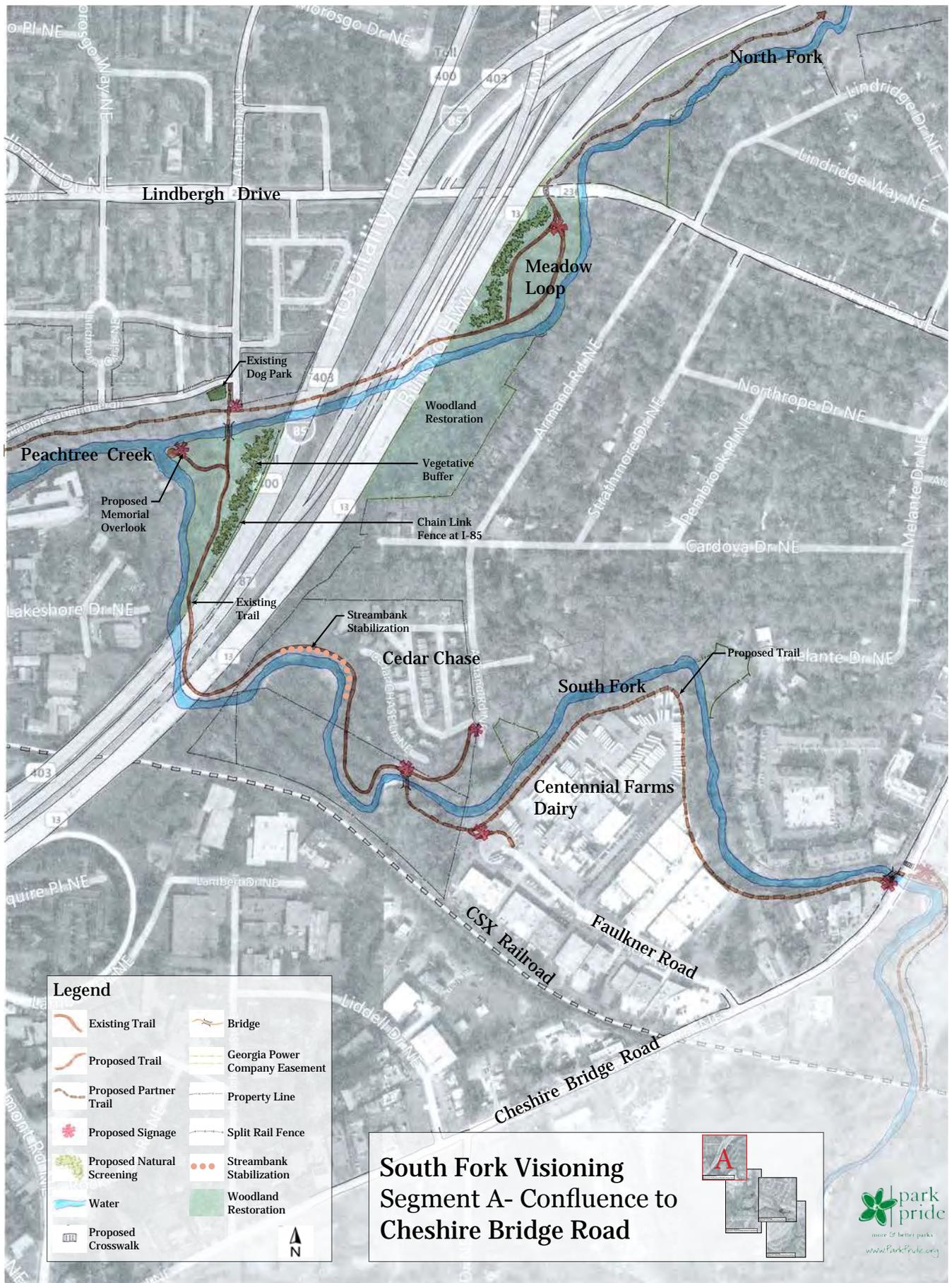


Figure 30: Visioning Plan Segment A



## South Fork of Peachtree Creek Visioning Project List

Segment A		
ID	Item	Description
<b>Meadow Loop - High Priority</b>		
A1	Signage	Place trail markers that include interpretive signage, maps and explanations of native wildlife and cultural/historic significance along trail.
A2	Invasive Species Removal	Continue removing all privet, English ivy, kudzu and other invasive species. Will take several treatments and both mechanical and chemical applications. Opportunity to engage communities as volunteers
A3	Native Plant Replacement	Continue establishing native plantings throughout site. Encourage wildlife with select plants that attract and feed desired species.
A4	Trail Under I-85/ Buford Hwy	Work with engineer to design pedestrian trail access under the highway. Will have to take into consideration the large rip rap that is currently in place.
A5	Trail to Adina Dr.	Work with professional trail developer to build soft-surface trail that is 3-4 feet wide and made of packed earth. It will continue the trail under Buford Highway and I-85 and connect it to Adina Drive, across from the confluence.
<b>Confluence Trail - High Priority</b>		
A6	Bridge to Adina Dr.	Construct pedestrian bridge to connect trails on either side of creek near the confluence. The bridge will need to be engineered to withstand flooding.
A7	Signage at Confluence	See description for A1
A8	Memorial Overlook	A gathering space to be placed at the confluence. It should include seating and signage about the cultural/historic significance of the creek.
<b>Cedar Chase Trail - High Priority</b>		
A9	Streambank Stabilization	Stream bank stabilization is desired in key locations. As the exact sites become priorities, many methods should be explored including armoring, and regrading.
A10	Signage	See description for A1
A11	Bridge to Centennial Farms Dairy Trail	See description for A6. This bridge will extend across the creek from the Cedar Chase trail to the south bank of the creek, allowing the trail to continue toward the dairy.
<b>Centennial Farms Dairy Trail - High Priority</b>		
A12	Trail	Work with professional trail developer to build soft-surface trail that is 3-4 feet wide and made of packed earth.
A13	Signage	See description for A1
A14	Bridge to Cheshire Bridge Road	See description for A6. This bridge will extend across the creek from the eastern end of the Centennial Farms Dairy trail, providing access to a crosswalk on Cheshire Bridge Road.
A15	Woodland Restoration	In City owned properties, invasive species should be removed as thoroughly as possible. Introduce native plantings as available to increase biodiversity of both plant species and the fauna species these would support. Include improvements to wildlife habitat such as appropriate nesting opportunities and shelter for desired animal species.

# Segment B: Cheshire Bridge Road to Lenox

Segment B of the Visioning Plan begins at Cheshire Bridge Road near Atlanta Water Garden. The proposed trails follow the South Fork of Peachtree Creek through two radio tower fields crossing under the CSX Railroad trestle. It then ties into existing trails in Morningside Nature Preserve and passes between Morningside Place Townhomes and Robin Lane. This segment ends at Lenox Road.

Trails currently exist in and near Morningside Nature Preserve and along Morningside Place Townhomes property. The proposed trails connect these trails to Cheshire Bridge Road and to Lenox Road with 3-4 foot wide soft surface trails along the creek.

Woodland restoration is called for on properties owned by the City of Atlanta. A dog park is proposed along the Georgia Power right-of-way near the existing trailhead and power station to provide a structured area for off-leash dogs. A combination of vegetative barriers and split rail fencing address issues of trespassing and privacy as the trail passes through residential areas. Streambank stabilization is identified in a key area, and trail signage locations are marked.

## Challenges

- **Privately Owned Parcels:** easements needed at the Radio Towers, and CSX Railroad
- **Pedestrian Bridges:** expensive and stream buffer variances required
- **Dog Park:** construction costs and maintenance
- **Crossing at Cheshire Bridge Road:** installing an at grade crossing or a pedestrian bridge across the South Fork of Peachtree Creek could allow the trails to continue unimpeded under Cheshire Bridge Road

## Opportunities

- **Stream Access:** address litter and stream bank erosion issues
- **Dog Park:** provide structured area for dogs to run. Could satisfy demand currently being met with illegal off leash dogs along trails in Herbert Daniel Park



**The CSX Railroad crosses the creek and proposed trail.**



**Existing trails in the Georgia Power right of way are well used. A fence (right keeps users on the trail**



**The creek passes between Morningside Place Townhomes and Robin Lane.**

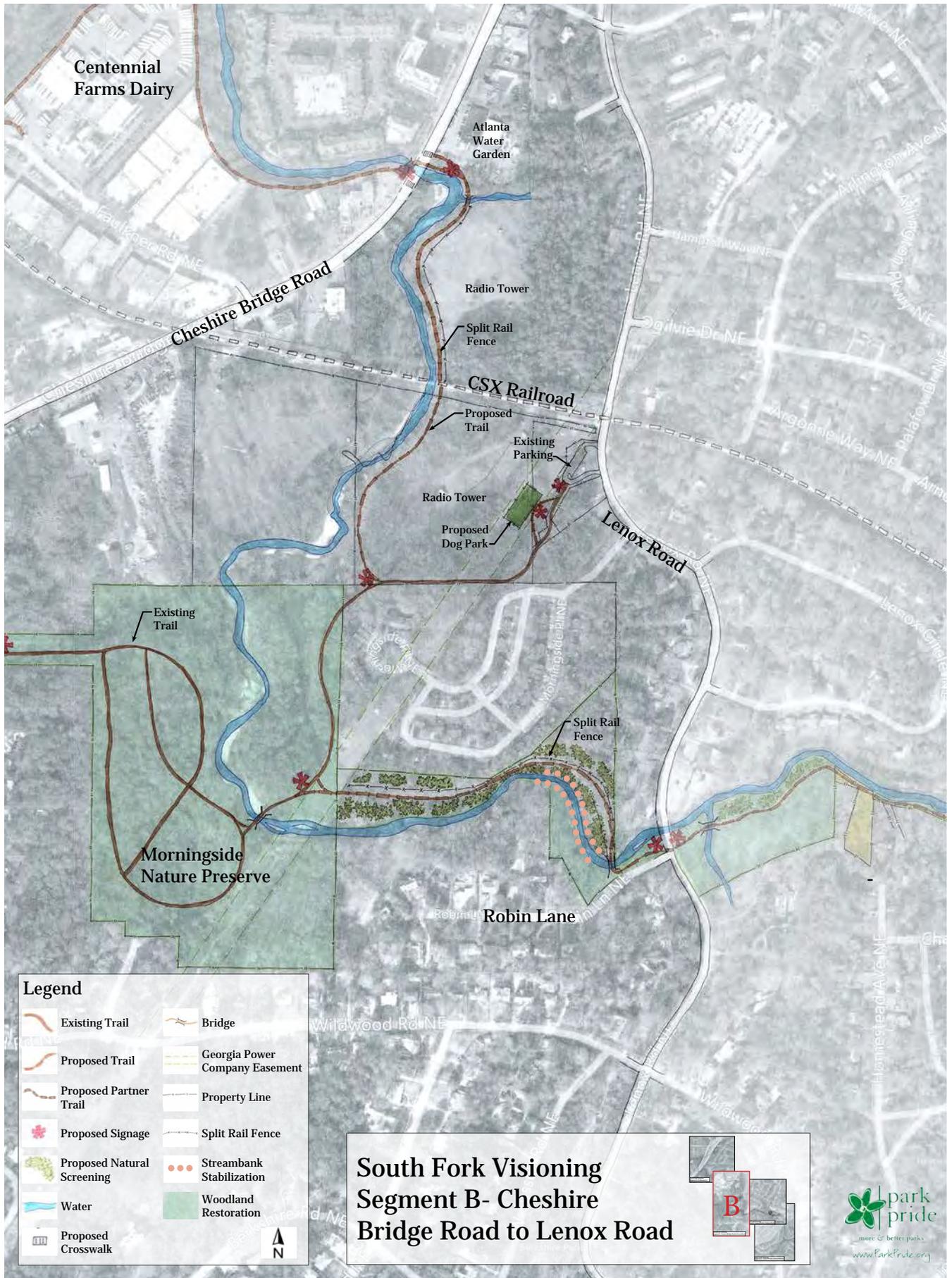


Figure 31: Visioning Plan Segment B



## South Fork of Peachtree Creek Visioning Project List

Segment B		
<b>Radio Tower Trail</b>		
B1	Signage	Place trail markers that include interpretive signage, maps and explanations of native wildlife and cultural/historic significance along trail.
B2	Trail	Work with professional trail developer to build soft-surface trail that is 3-4 feet wide and made of packed earth.
B3	Small Bridge	Construct pedestrian bridge to connect trails on either side of tributary that is just to the east of Cheshire Bridge Road. The bridge will need to be engineered to withstand flooding.
B4	Trail Under CSX	Work with engineer to design pedestrian trail access under CSX bridge. Will have to take into consideration the large rip rap that is currently in place.
B5	Fence	Install split rail fence along key areas of the trail to encourage users to stay on trail and out of the radio tower field. Native shrubs may be used as a barrier as well.
B6	Dog Park	Seek approval to build dog park on radio tower property in Georgia Power right-of-way. It should be located near existing trailhead and parking lot located along Lenox Road by CSX bridge. Dog park should not be visible from Morningside Place Townhouses
<b>Morningside Nature Preserve to Lenox Road</b>		
B7	Signage	See description for B1
B8	Trail	See description for B2
B9	Fence	Install split rail fence along key areas of the trail to encourage users to stay on trail and out of private property and the creek. Native shrubs may be used as a barrier as well.
B10	Screening	Strategically place native trees and shrubs to filter views to private property.
B11	Streambank Stabilization	Stream bank stabilization is desired in key locations. As the exact sites become priorities, many methods should be explored including armoring, arboring and regrading.
B12	Woodland Restoration	In City and state owned properties, invasive species should be removed as thoroughly as possible. Introduce native plantings as available to increase biodiversity of both plant species and the fauna species these would support. Include improvements to wildlife habitat such as appropriate nesting opportunities and shelter for desired animal species.
B13	Bridge to Robin Lane	Construct pedestrian bridge to connect trails on either side of creek near Robin Lane. The bridge will need to be engineered to withstand flooding. Site illustrated in current proposal does not take topography or hydrology into consideration. Exact location should reflect these challenges.

# Segment C: Lenox Road to Johnson Road

Segment C of the Visioning Plan begins at Lenox Road near Robin Lane. The proposed trails follow the creek west to Zonolite Park and then continues along the creek till it meets Johnson Road.

Some trails already exist in Zonolite Park. This concept adds more trails to the park and connects them to Lenox Road with a 3-4 foot wide soft surface trail and pedestrian bridge. It also connects the park to Johnson Road with a trail along the creek, behind industrial property

Fee-simple or easement acquisition of privately owned property parcels has been identified to allow trail access along the length of the creek and into the park. Woodland restoration is called for on properties owned by the City of Atlanta. A combination of vegetative barriers and split rail fencing address issues of trespassing and privacy as the trail passes through residential areas. A dog park is proposed in the park to provide a structured area for off-leash dogs. Streambank stabilization is identified in a key area, and trail signage locations are marked.

## Challenges

- **Privately Owned Parcels:** easements needed at the industrial properties
- **Pedestrian Bridges:** expensive and stream buffer variances required
- **Dog Park:** construction costs and maintenance

## Opportunities

- **Stream Access:** address litter and stream bank erosion issues
- **Dog Park:** provide structured area for dogs to run. Could satisfy demand currently being met with illegal off leash dogs along trails in Herbert Daniel Park
- **Zonolite Park:** newly created park at Zonolite complex provides access to greenspace for office users



**Watershed owns property along the creek, providing access from Lenox Rd.**



**Zonolite Park is across the creek from the trail that crosses Lenox Rd.**



**A newly constructed wetland at Zonolite Park is already attracting wildlife.**

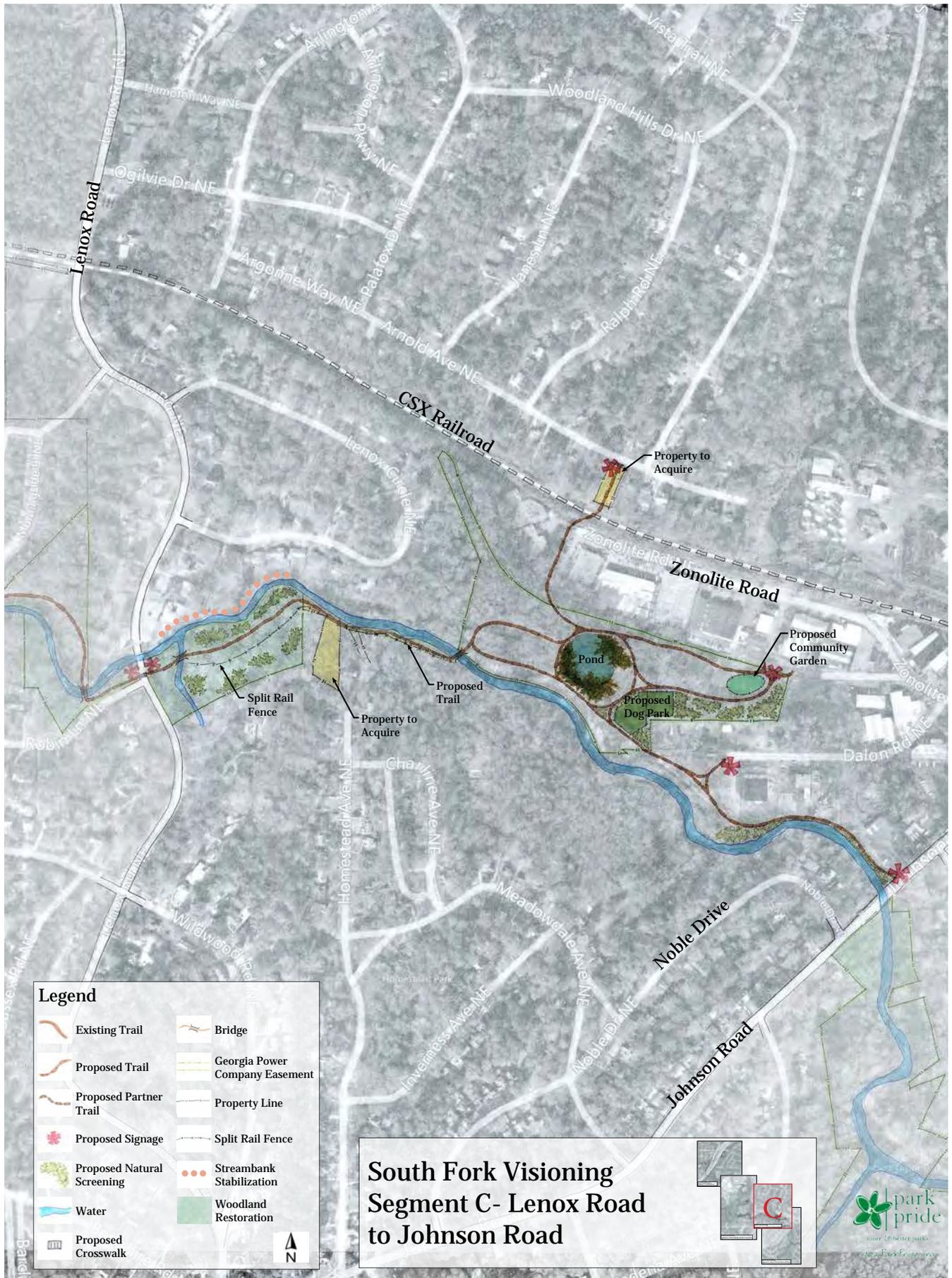


Figure 32: Visioning Plan Segment C



## South Fork of Peachtree Creek Visioning Project List

<b>Segment C</b>		
<b>Lenox Road to Zonolite Park</b>		
C1	Signage	Place trail markers at the entrances to the trail. Add interpretive signage with maps and explanations of native wildlife and cultural/historic significance.
C2	Small Bridge	Construct small pedestrian bridge to cross small tributary that feeds into the creek to the east of Lenox Road. The bridge will need to be engineered to withstand flooding.
C3	Trail	Work with professional trail developer to build soft-surface trail from Lenox Rd. to Zonolite Park. The trail should be 3-4 feet wide and made of packed earth.
C4	Fence	Install split rail fence along key areas of the trail to encourage users to stay on trail and out of private property. Native shrubs may be used as a barrier as well.
C5	Screening	Strategically place native trees and shrubs to filter views to private property.
C6	Property Easement/ Acquisition	Obtain trail easement or acquire identified private property between Lenox Road and Zonolite Park in order to allow continuous trail to connection along creek to Zonolite Park. No trailhead or public parking should be located on this property.
C7	Bridge to Zonolite	Construct pedestrian bridge to connect the trail from Lenox Road to existing trails in Zonolite Park. The bridge will need to be engineered to withstand flooding.
<b>Zonolite Park - High Priority</b>		
C8	Signage	Place trail markers at the entrances to the trail. Add interpretive signage with maps and explanations of native wildlife and cultural/historic significance.
C9	Trail	Work with professional trail developer to continue soft-surface trail along creek in Zonolite Park. The trail should be 3-4 feet wide and made of packed earth.
C10	Property Acquisition	Acquire identified property north of the CSX tracks in Zonolite in order to provide better access into Zonolite Park for Woodland Hills residents.
<b>Zonolite Park to Johnson Road</b>		
C11	Signage	Place trail markers at the entrances to the trail. Add interpretive signage with maps and explanations of native wildlife and cultural/historic significance.
C12	Trail	Work with professional trail developer to continue soft-surface trail along creek from Zonolite Park to Johnson Rd. The trail should be 3-4 feet wide and made of packed earth.
C13	Screening	Strategically place native trees and shrubs to filter views to private property.

# Segment D: Johnson Road to Briarcliff Road

Segment D of the Visioning Plan begins on Johnson Road between Helen Drive and Pasadena Avenue. The concept does not include trail connectivity but instead calls for continued invasive plant species control, improved wildlife habitat, maintained existing trails and compliance with established park rules.

## Challenges

- **Off-Leash Dogs:** continued noncompliance with leash laws
- **Invasive Plant Species:** kudzu, english ivy and privet, especially in the northern section of the park

## Opportunities

- **Streambank Stabilization:** address erosion issues
- **Conservation:** improve wildlife habitat, woodland restoration
- **Park Rule Enforcement:** educate park users and enforce current park rules. explore self policing strategies. Meet with local police precinct to make them aware of the concerns. Consider hiring private security to police park at peak hours.



**Well used trails already exist in Herbert Taylor Daniel Johnson Park.**



**Invasive plant species such as English Ivy are a challenge in the park.**



**Some park users do not adhere to park rules, a frustration for many residents.**

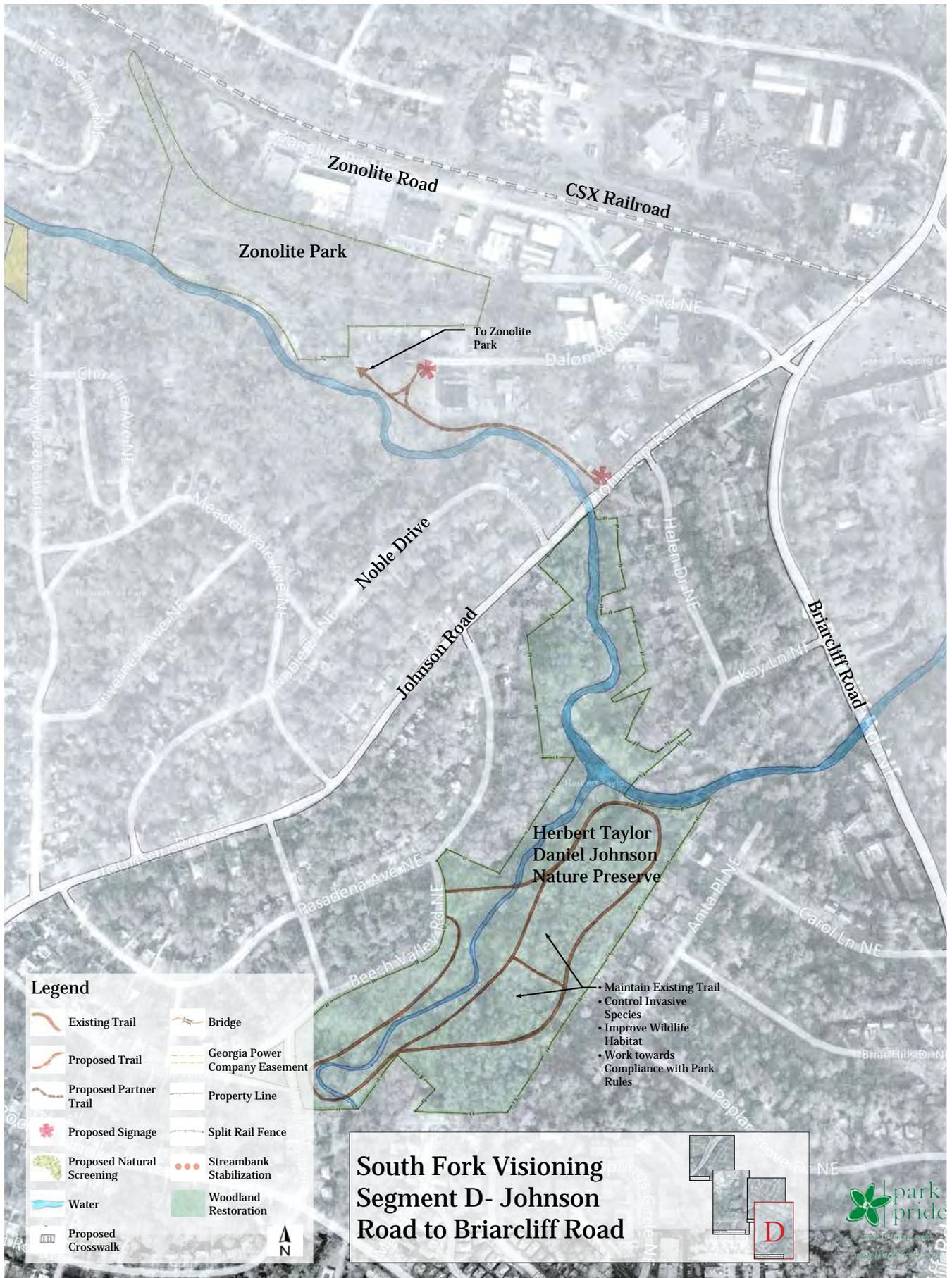


Figure 33: Visioning Plan Segment D



## South Fork of Peachtree Creek Visioning Project List

Segment D		
Herbert Taylor - Daniel Johnson Park		
D1	Woodland Restoration	In City owned properties, invasive species should be removed as thoroughly as possible. Introduce native plantings as available to increase biodiversity of both plant species and the fauna species these would support. Include improvements to wildlife habitat such as appropriate nesting opportunities and shelter for desired animal species. Opportunity to engage and education residents with volunteer work days.
D2	Invasive Species Removal	Continue removing all privet, English ivy, kudzu and other invasive species. Will take several treatments and both mechanical and chemical applications. Opportunity to engage and education residents with volunteer work days.
D3	Rule Enforcement	Continue developing strategies to encourage adherence to established park rules.



# Prioritization Exercise



# Prioritization Exercise

A Prioritization Exercise was conducted at the fourth public meeting. Each attendee was given two green dots to place on projects within the Visioning Plan that they identified as priorities for implementation. This exercise shows the sentiment of those who attended the meeting. The green dots on the following pages are meant the communities priorities. Available funding, political will, and available resources may determine a different set of priorities other than that shown in the Prioritization Exercise.

Through the design process and the Prioritization Exercise, two areas of the Visioning Plan have consistently been identified as priority projects. It is suggested that these areas, which enjoy nearly unanimous support, be the focus of initial implementation and that fundraising and design development for these areas be pursued first.

Segment A, which extends from Lindbergh Drive to Cheshire Bridge Road, has been identified as a priority area for several reasons. Prior to Visioning, Lindridge-Martin Manor neighbors along this section of the creek expressed interest in and support for trails and had already begun to develop segments. During the Visioning process, representatives for the Lindbergh-LaVista Corridor Coalition (LLCC) and the Cedar Chase Homeowners Association voiced support for the trail concepts being presented, and the community continued to advocate for trails along this segment. The area connecting existing trails near the confluence of the North and South Fork of Peachtree Creek was also identified as a priority by attendees at the fourth public meeting.

Zonolite Park has also been identified as a priority area. Prior to the Visioning process, work had begun to rid the park of hazardous materials and develop it into a usable public space with various features including trails. This section of the Visioning Plan is adjacent to Woodland Hills an underserved community that is actively seeking access to Zonolite Park. The community is interested in purchasing a vacant lot across the CSX tracks to provide more access into Zonolite. This priority was confirmed at the final public meeting.

It is supposed that this Visioning Plan will take years, if not decades to implement fully. The

path of least resistance will ultimately determine which projects are tackled first. Other projects may be added and projects proposed herein may be edited out as further exploration is done. The prioritization exercise should be considered as a guide and an illustration of the public's will.



**Two attendees at the final public meeting discuss where their priorities are along the six mile section of the creek.**



**Attendees discuss the Visioning Plan and leave final comments and thoughts about the proposed trail system.**

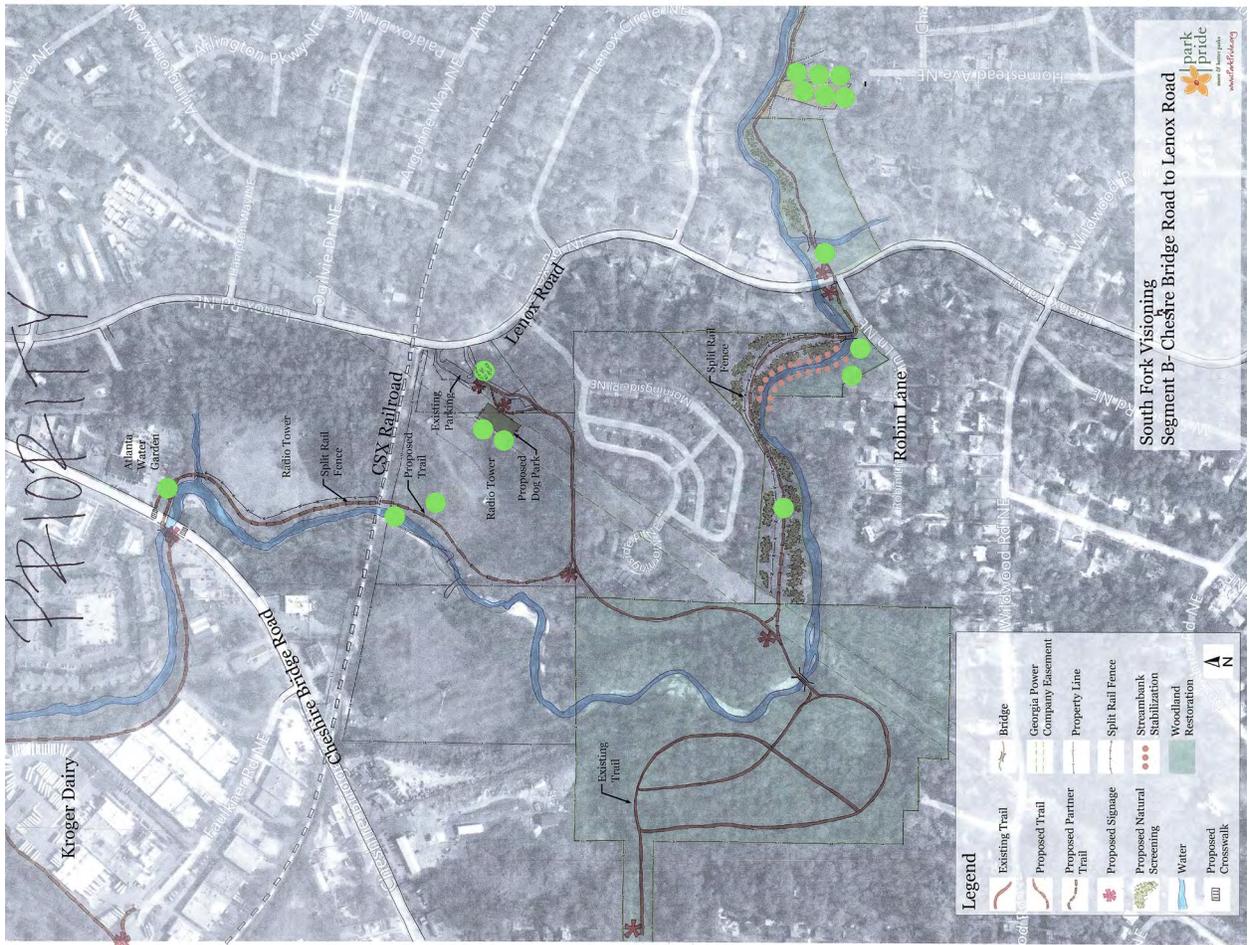


Figure 34: Priority Map Segment B

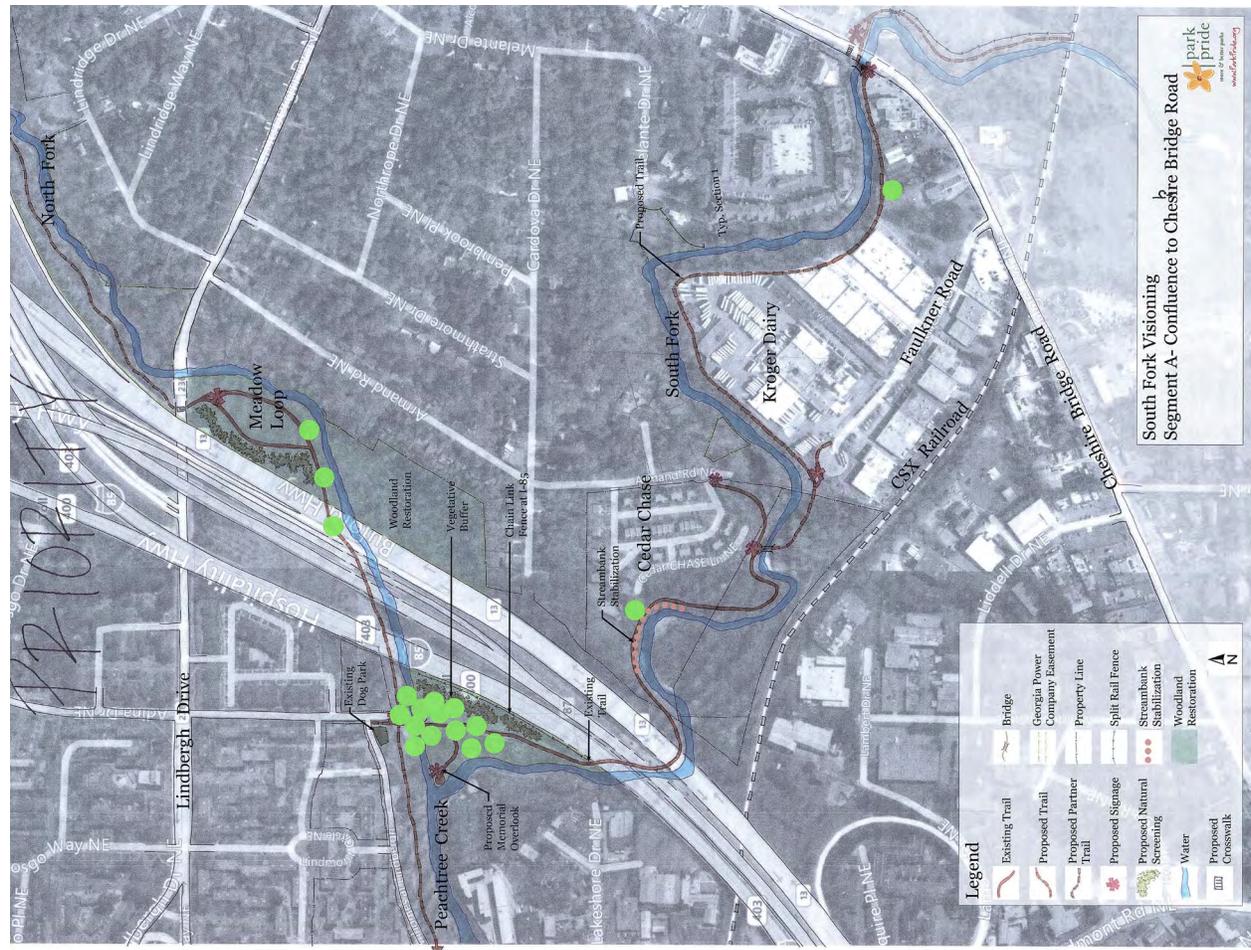
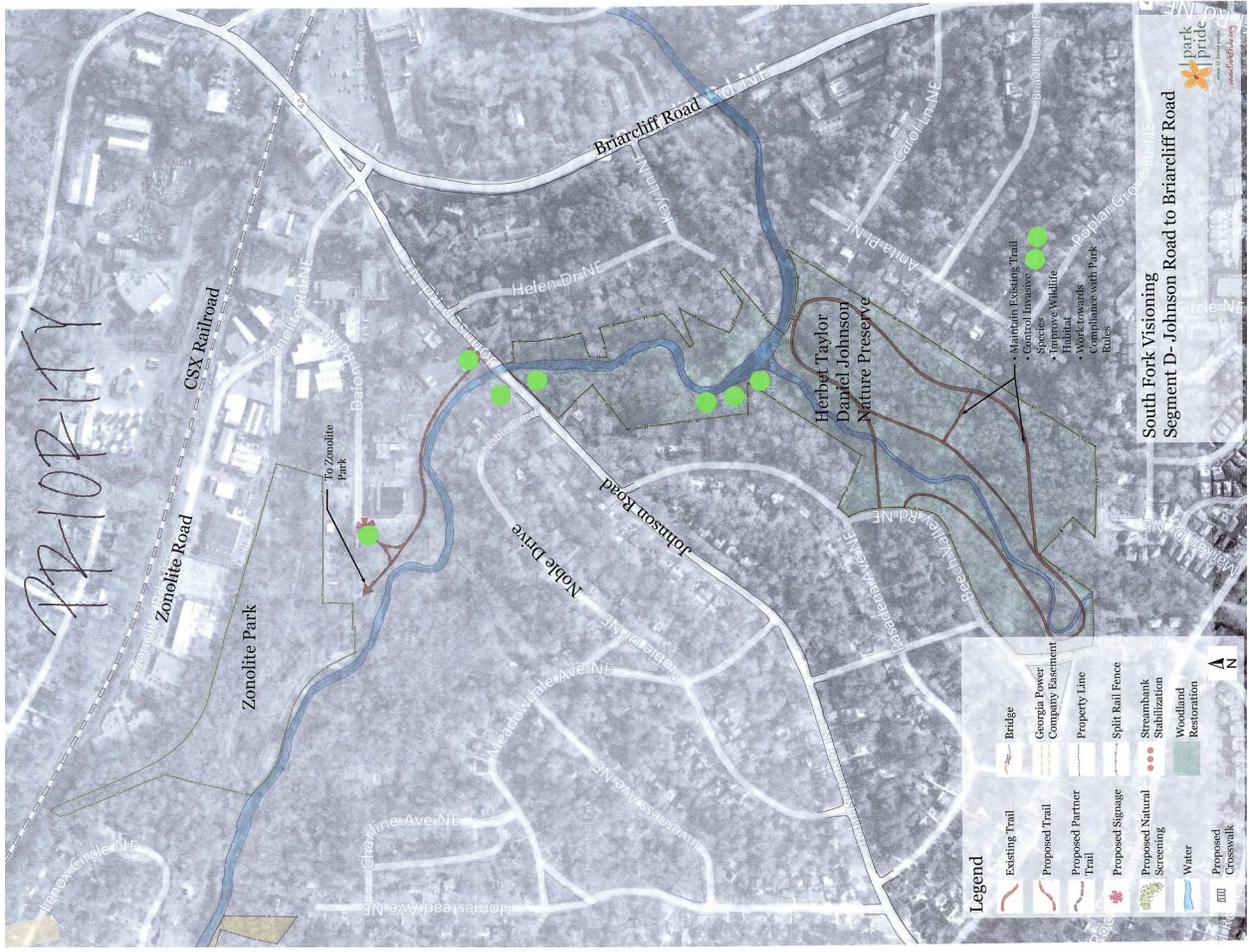


Figure 35: Priority Map Segment A

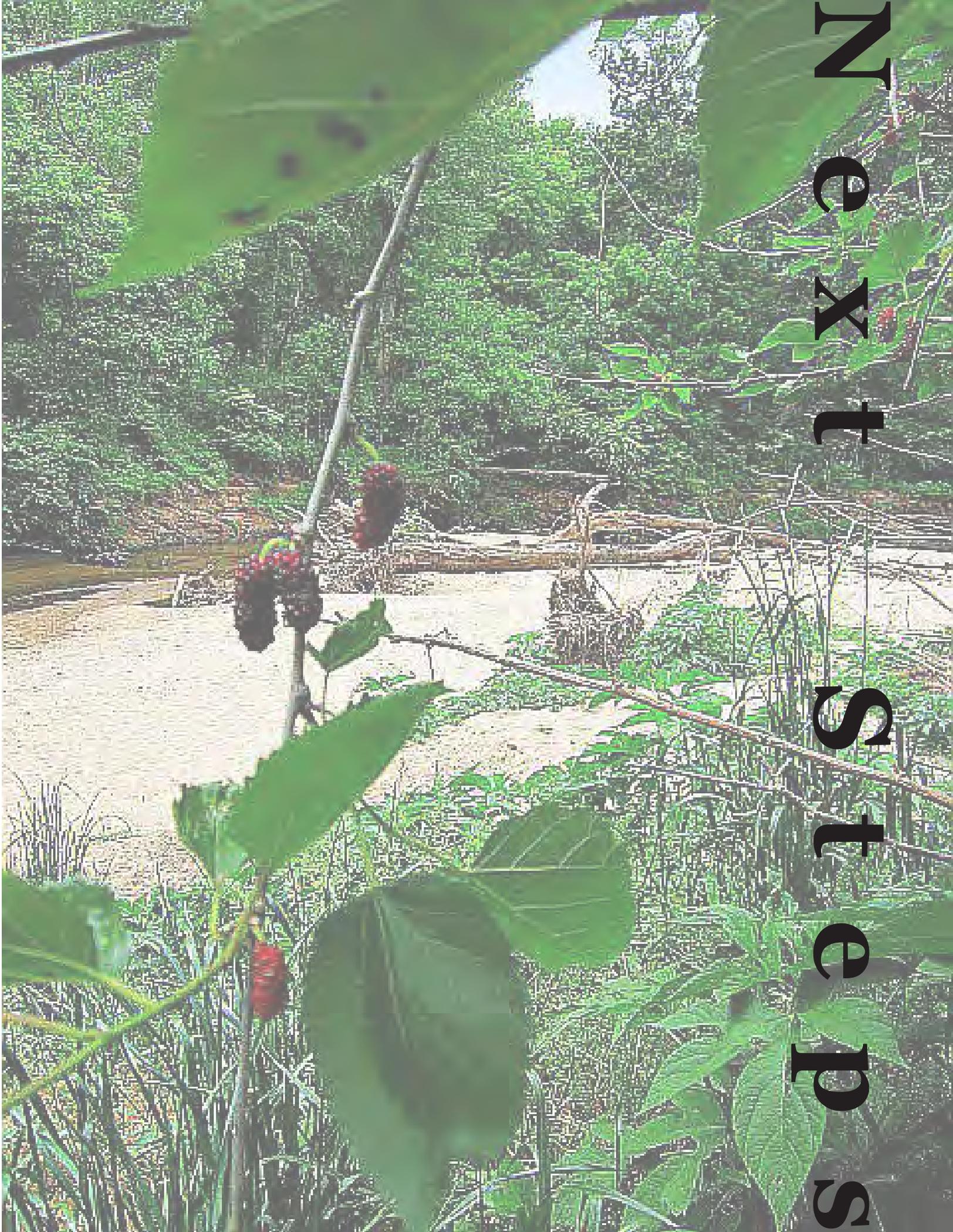
Figure 37: Priority Map Segment C



Figure 36: Priority Map Segment D



# Next Steps



# Next Steps

As implementation of the Visioning Plan is pursued, diligent engagement of the community and the property owners including GDOT, City of Atlanta, DeKalb County and private land owners should continue. Many segments of the proposed trails is located on publicly owned property, community input should continue to be sought as decisions are made. Some segments of the concept cross privately owned properties. Easements will have to be sought for these areas. Ongoing dialog with land owners will facilitate a smooth relationship as opportunities for trail and amenity development are presented.

Neither the City of Atlanta nor DeKalb County are actively looking for more projects to implement or manage. A visionary project such

those individuals will be a key step in avoiding unnecessary impacts to neighbors. The various neighborhood associations may be an excellent conduit to reaching out to neighbors as opportunities to implement portions of this plan are presented.

While some segments of the trail may be able to be realized quickly due to location, low degree of impact and property owner consent, many other sections will require full city approval. It is anticipated that sections, such as those which include bridges, will take longer to implement due to cost, engineering, permits and variances that will need to be obtained. Also, projects proposed on City of Atlanta or DeKalb County property may require additional public outreach before those entities will be comfortable granting consent.

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**As implementation of the Visioning Plan is pursued, diligent engagement of the community and property owners should continue.**

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as the Visioning Plan for the South Fork of Peachtree Creek will need a champion outside of the government system. It is anticipated that the South Fork Conservancy will act as the shepherd for this project, coordinating implementation and management as opportunities arise. This document should be a guide to the Conservancy and should serve as a reminder of the community's priorities, including where along the study area the community has invoked the 'no' option for connectivity. It is hoped that communication with the stakeholders and residents along this corridor be ongoing. Updates, grant opportunities, work days, project development, etc. should be shared with the community. The Conservancy organizes a digital newsletter that will serve as an excellent tool toward that goal.

It is also recommended that more personal communications be developed. No one should be surprised by a project that is implemented within sight of their home or business. Many neighbors have expressed concerns about possible impacts and communications with



**The existing trails at the Meadow Loop are a demonstration of proposed trails.**

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**In an ever-changing urban landscape, we can only document what is desired by the community at one point in time. The biggest and perhaps the most important next step is maintaining an ongoing, lasting dialog with the community so that concerns and opportunities are addressed as they arise and so the best possible execution of this vision is realized.**

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This plan will take years, if not decades to fully realize. Priorities will change; neighbors will move away or move in. Businesses along the corridor will change hands, open, and close. In an ever-changing urban landscape, we can only document what is desired by the community at one point in time. The biggest and perhaps the most important next step is maintaining an ongoing, lasting dialog with the community so that concerns and opportunities are addressed as they arise and so the best possible execution of this vision is realized.



**The trails at Morningside Nature Preserve should serve as a model for future trails along the creek.**



# Appendix

A- South Fork Visioning Application and Invitation

B- MOUs

C- Sign In Sheets

D- Agendas and Meeting Summaries

E- Public Meeting One

F- Public Meeting Two

G- Public Meeting Three

H- Public Meeting Four

I- Visioning Plan

J- Prioritization Maps

K- Public Meeting Two Station Maps

L- Public Meeting Three Station Maps

