



Atlanta Community Schoolyards

A project of the 10-Minute Walk Campaign



**Urban Land
Institute**
Atlanta

An Urban Land Institute
Technical Assistance Panel
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ABOUT ULI – URBAN LAND INSTITUTE

As the preeminent, multidisciplinary real estate forum, The Urban Land Institute (ULI) is a nonprofit education and research group supported by its diverse, expert membership base. Our mission is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.

ULI ATLANTA

With over 1,400 members throughout the Atlanta region (Georgia, Alabama & Eastern Tennessee), ULI Atlanta is one of the largest and most active ULI District Councils worldwide. We bring together leaders from across the fields of real estate and land use policy to exchange best practices and serve community needs. We share knowledge through education, applied research, publishing, electronic media, events and programs.

TECHNICAL ASSISTANCE PROGRAM (TAP)

Since 1947, the Urban Land Institute has harnessed the technical expertise of its members to help communities solve difficult land use, development, and redevelopment challenges. Technical Assistance Panels (TAPs) provide expert, multidisciplinary, unbiased advice to local governments, public agencies and nonprofit organizations facing complex land use and real estate issues in the Atlanta Region. Drawing from our seasoned professional membership base, ULI Atlanta offers objective and responsible guidance on a variety of land use and real estate issues ranging from site-specific projects to public policy questions.

About the 10-Minute Walk Campaign

The 10-Minute Walk Campaign is a nationwide movement launched in October 2017 to ensure that there is a great park within a ten-minute walk of every person, in every neighborhood, in every city across the United States. Learn more and connect with 10 Minute Walk at 10minutewalk.org and uli.org/parks.



About Atlanta Community Schoolyards

Reimagining community schoolyards is one proven strategy designed to help cities reach the goal of having every resident live within a 10-Minute Walk of a park. While access to parks in Atlanta continues to improve, 29 percent of residents do not live within a 10-minute walk of a park. The Atlanta Community Schoolyards program aims to improve that number by reimagining schoolyards for public use during non-school hours. ULI Atlanta has partnered with the Trust for Public Land and Park Pride to pilot this project with two Atlanta Public Schools.



In partnership with



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- Steve Foster, Georgia Power
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Introduction: 10-Minute Walk Campaign and Atlanta Community Schoolyards

What is the 10-Minute Walk Campaign?

The 10-Minute Walk Campaign is a nationwide movement launched in October 2017 to improve access to parks and green spaces for every person, in every neighborhood, in every city across the United States.

Research shows that one in three Americans—more than 100 million people do not have a park within a 10-Minute Walk of their home. That’s why the Urban Land Institute (ULI) is collaborating through a partnership with the Trust for Public Land (TPL) and the National Recreation and Park Association (NRPA) to advance the goals of the 10-Minute Walk campaign nationally. Increasing park access helps to transform local communities and the physical, social, environmental, and economic health of people who live there.

So far, the 10-Minute Walk has been endorsed by more than 220 U.S. mayors—from across the political spectrum and from cities large and small—who have committed to working toward universal park access. First Mayor Reed and now Mayor Bottoms have signed on to make Atlanta a 10-minute walk city, and the Community Schoolyards initiative is a powerful approach to help achieve the goals city-wide.

Atlanta Community Schoolyards

ULI Atlanta will advance the 10-Minute Walk goals in partnership with TPL, Park Pride and Atlanta Public Schools (APS), using schoolyards as ground zero for helping increase

park access. Schoolyards would be open to the public after hours, during the summer and on the weekends.

One of every three Atlanta residents does not live within 10-minute walk to a local park – and having schools serve as parks changes that picture. A mapping analysis by TPL found that 79% of residents would live within a 10-minute walk to a park if APS sites were open to the public after school hours.

Through this project, ULI Atlanta members are lending their expertise to make sure that more people have access to good mobility options, including sidewalks and safe street crossings. Walkability adds value to the community in so many ways, including providing safe access for students walking to school or persons walking to mass transit stops and stations, providing options for recreation and social engagement, and promoting pride of place. Evaluating and promoting improvements to infrastructure within the 10-minute walk is critical to ensuring that all community members can benefit.

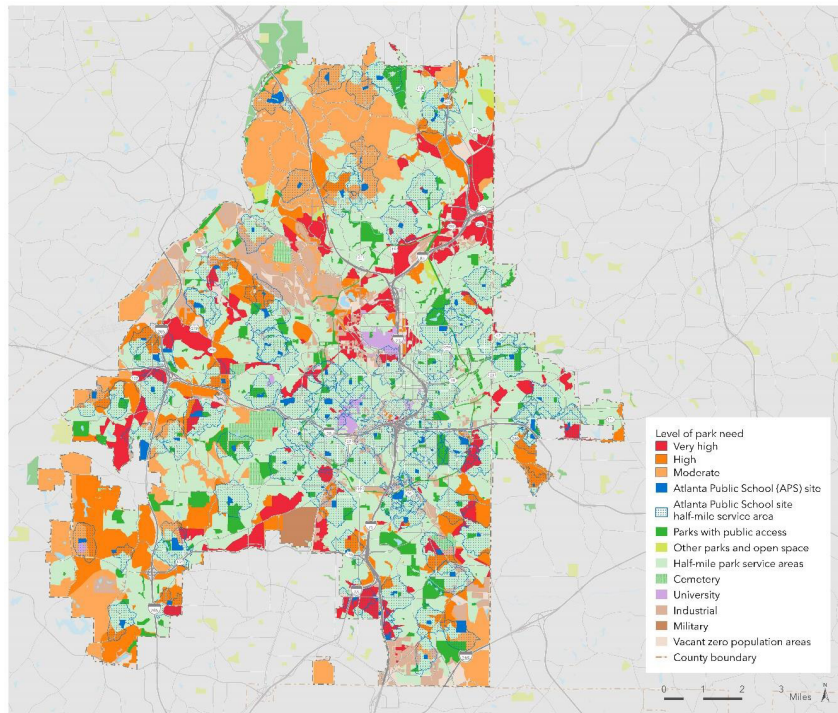
What's next

Over the next six months, schoolchildren and residents from the surrounding communities will design and implement improvements to create inviting, accessible and safe spaces for school-day play and after-hours recreation. Construction will take place summer 2020. All told, ten schools will participate in the pilot program over its three-year lifespan.

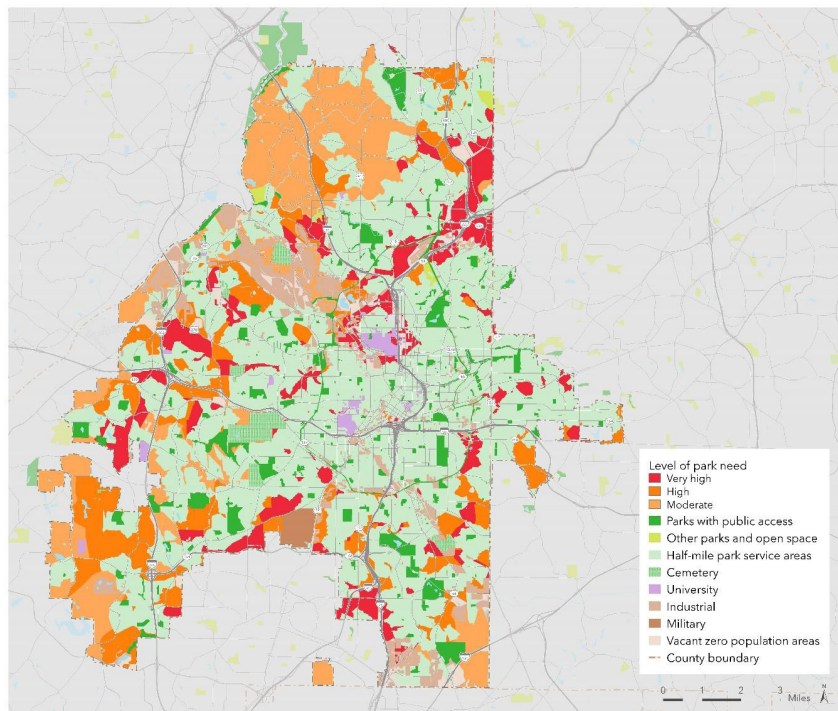
The Trust for Public Land 2018 ParkScore® index					
Atlanta, Georgia					
May 3, 2018					
Demographic Category	Total Population	Population Served**	Percent Served **	Population Not Served	Percent Not Served
Total Population	461,975	305,873	66%	156,102	34%
Age 19 and Younger	103,465	68,045	66%	35,420	34%
20-64 Years Old	303,508	201,920	67%	101,588	33%
Over 64 Years Old	54,999	35,897	65%	19,102	35%
Demographic Category	Total Households	Households Served**	Percent Served **	Households Not Served	Percent Not Served
Under 75% Median Income	76,398	51,519	67%	24,879	33%
75%-125% Median City Income	55,810	35,961	64%	19,849	36%
Over 125% Median Income	74,036	49,346	67%	24,690	33%

**Inside 1/2 mile dynamic park buffer

2018 Forecast Census Block groups
Provided by Esri



The Trust for Public Land 2017 *ParkScore*® index
ATLANTA, GEORGIA



The Trust for Public Land 2018 *ParkScore*® index
ATLANTA, GEORGIA

Walkability – The Pathway to Atlanta’s Future Growth

ULI Atlanta through its Livable Communities Council (LCC) prepared a report on walkability – a key issue facing Georgia communities large and small.

Walkability affects all parts of our region—from the core in Midtown and Buckhead, to historic downtowns like Woodstock and Duluth, to transit-friendly developments near MARTA, to major new developments like Avalon and the new Braves Stadium complex. Older suburban downtowns are revitalizing along with new town centers to create special places for people to live, shop, work and recreate—built around the pace of two legs walking.

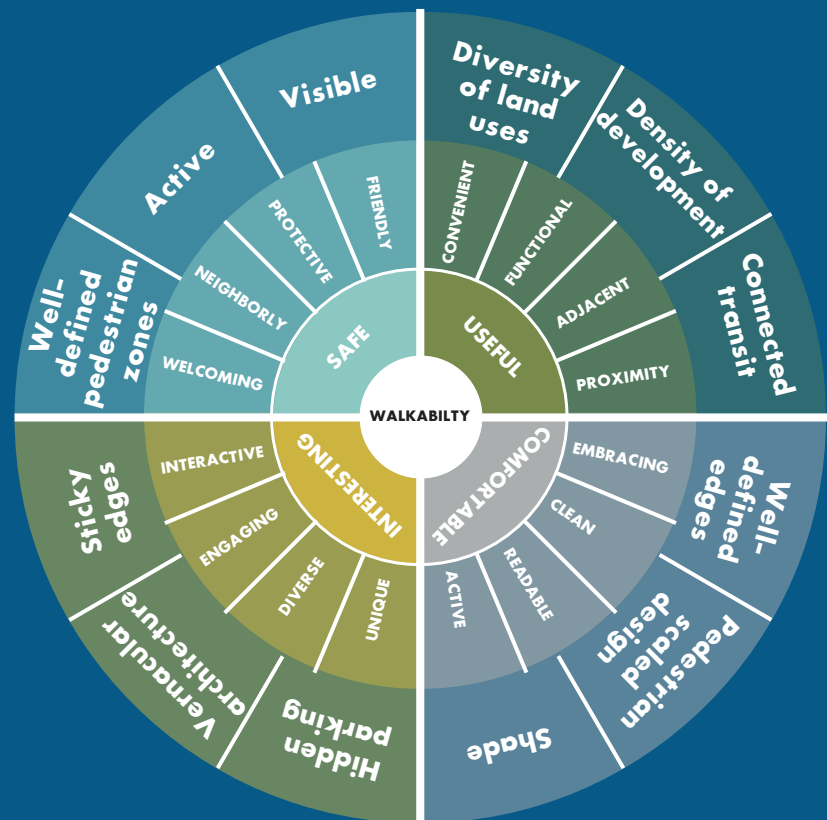
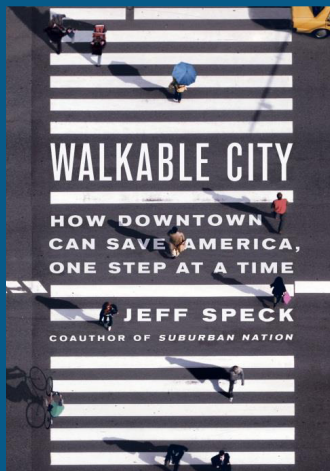
Jeff Speck, author of ***Walkable City***, which is the most comprehensive look at the concept of walkability and how it is reshaping our environment, explains that a walk must be **useful, safe, comfortable** and **interesting** to be considered desirable by pedestrians. Speck defines these four principles as:

1. Useful – most aspects of daily life are located close at hand and

organized in a way that walking serves them well.

2. Safe – means that the street has been designed to give pedestrians and bicyclists a fighting chance . . . they must not only be safe but feel safe.
3. Comfortable – means building and landscape shape urban streets into outdoor living rooms in contrast to wide open spaces.
4. Interesting – means sidewalks are lined by unique buildings with friendly faces and signs of humanity abound.

The challenge for the Atlanta region is to find ways to create more walkable environments that incorporate these four key principles, which are simple in concept but challenging in execution. The true potential of walkability is only achieved by getting all four principles working in unison.¹



¹ Walkability White Paper. The Pathway to Atlanta’s Future Growth. ULI Atlanta (2016).

ULI Atlanta's Assignment

The primary focus of this project was to document the 10-minute walking conditions within a half-mile radius around two APS schools. The process was straightforward, TPL's G.I.S. team identified schools located in 'park deserts' and APS Superintendent Meria Carstarphen invited those schools to participate in the pilot project.

Working with principals and school governance teams (GoTeams), 10 schools applied and of those 10 schools, two were selected for this initial pilot: Kimberly Elementary and Dobbs Elementary.

The major goal of this project is to demonstrate feasibility of using schoolyards as shared public spaces. ULI Atlanta's scope was to assess and document conditions of the sidewalks, ramps, street lighting, crosswalks, and general safety within a 10-minute walk radius of the two schools. The information collected and subsequent analysis will be used to understand where improvements need to take place to make the objectives of the 10-Minute Walk Campaign a reality.

The scope of work focused on answering three high-level questions:

- What is nature of 10 minute-walk?
- What improvements are already slated, funded or not funded?
- What additional improvements are needed to make a desirable and effective 10-minute walk?

The first step in answering these questions was gathering background information to understand the demographic information of the areas surrounding the two schools. This helped to inform population density, land use type, number of school-aged children and families. The team compiled and reviewed existing information, maps, physical conditions and constraints, and demographic information for the study areas. Georgia Power provided spatial data and demographic information which allowed us to begin the assessment process fully informed. Key information and data collected:

Atlanta Public Schools ParkImpact™ Analysis - New population served

Atlanta, Georgia

October 29, 2018

DRAFT



Column 1	School Park	Total new population to be served within a 10-minute walk*	New kids (19 and younger) +	New low income Households +
20	Centennial Academy (K-8)	1924	464	228
72	Peyton Forest	1382	386	425
43	Hutchinson Elementary School	1315	391	376
10	Benteen	1280	117	68
61	Maynard H. Jackson	1137	172	114
28	Dobbs Elementary School	1044	352	237
24	Continental Colony	1027	262	322
4	Atlanta Neighborhood Charter School (6-8)	865	188	61
66	Morris Brandon	852	231	78
22	Charles R. Drew Charter Junior/Senior Academy (6-12)	802	241	163
15	Bunche	800	215	111
21	Charles R. Drew Charter Elementary Academy (K-5)	770	231	156
33	Forrest Hill Academy	767	270	195
34	Frederick Douglass High School	723	183	164
70	Parkside	627	122	53
16	Burgess-Peterson Academy	580	84	115
59	Margaret A. Fain Elementary School	544	200	122
46	Kimberly Elementary School	517	162	87
32	Finch Elementary School	514	154	113
3	Atlanta Classical Academy	494	161	10
64	Miles	480	121	98
56	KIPP West Atlanta Young Scholars (WAYS) Primary (K-3)	455	113	138
67	Morris Brandon Primary	453	126	9
37	Harper-Archer Middle School	445	155	113
57	Long	444	148	122
27	Deerwood Academy	437	132	36
6	Atlanta Virtual Academy	429	32	44
80	Springdale Park	391	43	62
11	Bolton Academy	381	118	45
74	Rivers Elementary School	373	37	39
68	North Atlanta High School	368	62	18

- Street maps with 5-minute and 10-minute radius marker
- Landmarks for points of reference
- Property ownerships (public vs private)
- Right of Way (ROW) widths
- Neighborhoods lines
- Neighborhood Planning Unit (NPU) lines
- Utilities or other easements
- Aerial imagery of sidewalks

The second part of the projects was to complete the walk assessments. Each site (school) had a team of 10-15 ULI Atlanta volunteers to walk the routes and analyze site conditions utilizing a standard evaluation matrix.


Each assessment began with a project briefing from the ULI Atlanta steering committee that included an overview of the study area/ streets to cover and the survey questions

the volunteers were asked to answer. Teams were then organized around walk segments or quadrants depending on the street grid patterns to physically cover the walk assessment portion.

The fundamental evaluations collected the following information and verifications:

- Existence of sidewalks
- General width of sidewalks
- Condition of sidewalks
- Existence of Americans with Disabilities Act (ADA) ramps at curbs
- Presence of pedestrian walk lights
- Visibility ahead, behind and around pedestrian
- Presence of sudden drop offs, holes, or other safety hazards/ barriers
- Slope of road and impact on ease of walk

An illustration of the two walk assessment surveys adapted from Safe Routes to Schools and Active Living Research. See the appendices for more information.



Technical Assistance Program
Time of Audit: _____
Walker(s): _____ **Street Name:** _____

Directions: Fill out the checklist to note problems on the route to your park. You may use the checklist either for each block you walk, or for your entire route. Place an 'X' next to any problem for people walking and note the location of the problem on your map. Note: photos can be a helpful reminder of the conditions identified during the walk.

Reminders: Make sure while you're conducting your walk audit you keep in mind different perspectives (for example, kids, seniors, people of color, low-income individuals, working people, and people with disabilities). Without these perspectives, you may miss needs that are present in the community.

1. Sidewalks: <input type="checkbox"/> No sidewalks or paths <input type="checkbox"/> Sidewalks are blocked by overgrown landscaping, poles, signs, plants, vehicles, etc. <input type="checkbox"/> Sidewalk is not continuous <input type="checkbox"/> Sidewalks are broken, cracked or have trip hazards	<input type="checkbox"/> Sidewalk has nothing separating it from the street (grass, trees, parked cars). <input type="checkbox"/> Sidewalk is not wide enough (2 people cannot easily walk together side by side). <input type="checkbox"/> Other problems: _____ If a sidewalk is not present, is there another safe place to walk (unpaved path, street or shoulder)? Specify: _____
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Overall, the quality and safety of sidewalk is:	A	B	C	D	F
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2. Street Crossings & Intersections <input type="checkbox"/> The road is too wide to cross easily <input type="checkbox"/> Traffic signals do not give enough time to cross the street <input type="checkbox"/> The crossing does not have a pedestrian-activated button <input type="checkbox"/> There is no crosswalk, or it is poorly marked <input type="checkbox"/> I have to walk to far to find a safe, marked crosswalk	<input type="checkbox"/> Intersection does not have a curb ramp for carts, wheelchairs, strollers, walkers, etc. <input type="checkbox"/> There are no pedestrian crossing signals <input type="checkbox"/> Are there designated bike route signs or markings for "Share the Road"? <input type="checkbox"/> Other problems: _____
---	---

Overall, the quality and safety of street crossings and intersections is:	A	B	C	D	F
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3. Driver Behavior: <input type="checkbox"/> Drivers do not stop at stop signs or stop behind the crosswalk <input type="checkbox"/> Drivers appear to be speeding	<input type="checkbox"/> Drivers aren't looking out for people walking, make unexpected turns, or seem hostile <input type="checkbox"/> Other problems: _____
---	--

Overall, the quality and safety of driver behavior is:	A	B	C	D	F
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4. Safety <input type="checkbox"/> Car speeds are too fast <input type="checkbox"/> My personal safety feels threatened along the walk, including seeing or experiencing street harassment <input type="checkbox"/> There is a lack of eyes on the street (e.g. absence of people, no houses or store fronts). <input type="checkbox"/> Law enforcement is/ is not present (circle)	<input type="checkbox"/> There's too much traffic <input type="checkbox"/> The street needs benches and places to rest <input type="checkbox"/> Street lights are few or not present <input type="checkbox"/> Unleashed dogs or other loose intimidating animals are present <input type="checkbox"/> Other problems: _____
--	---


Overall, the feeling of safety in this area is:	A	B	C	D	F
---	---	---	---	---	---

5. Comfort <input type="checkbox"/> There is not enough shade from canopies, awnings, or trees <input type="checkbox"/> There are vacant lots or rundown buildings <input type="checkbox"/> There are steep slopes	<input type="checkbox"/> There are few or no street trees or other landscaping <input type="checkbox"/> The street needs benches and places to rest <input type="checkbox"/> Other problems: _____
--	--

Overall, the comfort and appeal in this area is:	A	B	C	D	F
--	---	---	---	---	---

6. Signage There are no or few signs showing directions to the school	<input type="checkbox"/> No signs <input type="checkbox"/> Few signs <input type="checkbox"/> Well-marked
---	---

Adapted from "Taking Steps Toward Equitable, Safe Park Access: A Toolkit for Planning and Conducting a Safe Routes to Parks Walk Audit" by the Safe Routes to School National Partnership (2018).
https://www.safeschoolpartnership.org/sites/default/files/resource_files/safe_routes_to_parks_walk_audit_toolkit.pdf



Technical Assistance Program
ACTIVE NEIGHBORHOOD CHECKLIST

Date: _____ **Start Time:** _____

School Name: _____

Area/ Quadrant: _____

Participants: _____

A. What land uses are present?

1. Are residential and non-residential land uses present? <input type="checkbox"/> All residential <input type="checkbox"/> Both residential and non-residential <input type="checkbox"/> All non-residential	4. What public recreational facilities and equipment are present in the neighborhood of the school <input type="checkbox"/> None <input type="checkbox"/> Park with exercise/ sport facilities or playground equipment <input type="checkbox"/> Off-road walking/ biking trail <input type="checkbox"/> Sports/ playing field <input type="checkbox"/> Basketball/ tennis/ volleyball court <input type="checkbox"/> Playground <input type="checkbox"/> Outdoor pool <input type="checkbox"/> Other: _____
---	--

2. What is the predominant land use? (Check 1 or 2 that apply) <input type="checkbox"/> Residential buildings/ yards <input type="checkbox"/> Commercial, institutional, office or industrial building(s) <input type="checkbox"/> School/ school yards (elementary, middle, high school) <input type="checkbox"/> Parking lots or garages <input type="checkbox"/> Park with exercise/ sport facilities or playground equipment <input type="checkbox"/> Abandoned building or vacant lot <input type="checkbox"/> Undeveloped land <input type="checkbox"/> Designated greenspace (includes park with no exercise/ play facilities) <input type="checkbox"/> Other non-residential, specify: _____	5. (OPTIONAL) What types of non-residential uses are present? (Select all that apply) <input type="checkbox"/> None <input type="checkbox"/> Abandoned building or vacant lot Specific types of destinations: <input type="checkbox"/> Small grocery, convenience store (incl. in gas station), or pharmacy <input type="checkbox"/> Supermarket <input type="checkbox"/> Food establishment (restaurant, bakery, café, coffee shop, bar) <input type="checkbox"/> Entertainment (e.g. movie theater, arcade) <input type="checkbox"/> Library or post office <input type="checkbox"/> Bank <input type="checkbox"/> Laundry/ dry cleaner <input type="checkbox"/> Indoor fitness facility
--	--

3. What types of residential uses are present? (Check all that apply) <input type="checkbox"/> None <input type="checkbox"/> Abandoned homes <input type="checkbox"/> Single-family homes <input type="checkbox"/> Multi-unit homes (2-4 units) <input type="checkbox"/> Apartments or condominiums (>4 units, 1-4 stories) <input type="checkbox"/> Apartments or condominiums (> 4 stories) <input type="checkbox"/> Apartment over retail <input type="checkbox"/> Other (retirement home, mobile home, dorms)	Educational facilities: <input type="checkbox"/> School (elementary, middle, high school) <input type="checkbox"/> College, technical school, or university
--	--

Adapted from "Active Neighborhood Checklist – Protocol, Version 2.0" by Active Living Research (February 2011).
https://activelivingresearch.org/sites/activelivingresearch.org/files/Protocol_ActiveNeighborhoodChecklist_v2.pdf

- Existence of trees for shade
- Presence of litter
- Feeling of personal safety

A standard was established for route assessment rating using a (A-B-C-D-F) classification system with a focus on the following attributes:

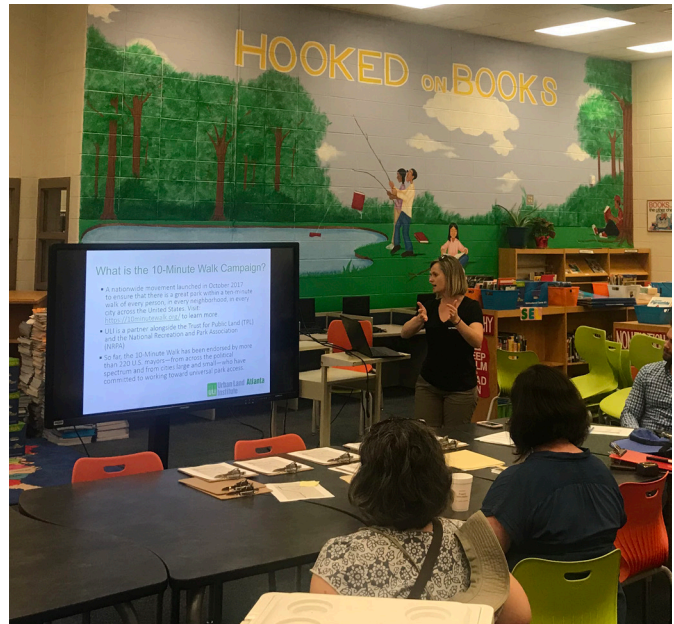
- Presence of sidewalks
- Condition(s) of sidewalk: Solid surface + Width
- Compliance with ADA
- Topographic grade
- Access to residential areas
- Presence of unique features

The (A-B-C-D-F) classification utilized the following rating system:

- A – Excellent (*There is a continuous, usable sidewalk for the entirety of the walk*)
- B – Little improvement needed (*There is a continuous, usable sidewalk for the majority the walk*)
- C – Significant improvement needed (*The sidewalk is not continuous for the majority of the walk*)
- D – Major improvement needed (*The sidewalk is cracked and broken or not present, with significant accessibility challenges and ADA compliance issues*)
- F – Failed (*The sidewalk is not existent and/or completely unusable*)



ULI members briefing volunteers on 10-minute walk project



ULI staff briefing volunteers on 10-minute walk project

John Wesley Dobbs Elementary School

Background

John Wesley Dobbs Elementary School (Dobbs Elementary School) sits on the edge of the Lakewood neighborhood on Jonesboro Road in south Atlanta. The neighborhood is located in NPU Z. Named for the Atlantan that helped cultivate integration in the city and build the base of black power, the school has a nearly 14- acre campus sitting caddy corner from Southview Cemetery, a historic African-American cemetery.

Originally built along the streetcar routes in the 1920s, the Lakewood Neighborhood which includes the Dobbs Elementary School was originally a white working-class neighborhood with many residents working at the nearby GM Lakewood plant. Dobbs Elementary School was built on the same site as Fulton High School, which was originally a county high school until incorporated into the Atlanta Public Schools in 1952. Fulton County High School was torn down for Dobbs Elementary School, which was built in 2004. The Lakeview neighborhood is also home to the Urban Food Forest at Browns Mill, which is the first food forest in Georgia and the largest in the United States.

As surveyed by TPL, the 10-minute walk radius surrounding Dobbs Elementary School contains a 0.59 square mile. The 10-minute walk area around Dobbs Elementary is highly skewed toward the area West of Jonesboro Road due to the large South View Cemetery and industrial property on the East side of Jonesboro Road. For this truncated area, the total population is estimated to be 1,364 comprised of only 434 households. Fifty seven percent of the households are family occupied with an average family size of 3.77 persons per household. The number of children under 14 years old is estimated to be about 320. Growth in the area is very slow with the population growth only about 1% annually. Median household income is also low, estimated to be \$28,000 per year. Only 23% of the adults over 25 years old have a bachelor or post graduate degrees.

About 40% of the housing units are owner occupied, with about 40% rental units. The vacancy rate is estimated to be 20% in 2019. Home prices remain affordable with median price estimated to be right at \$80,000. There is little evidence of speculative investing or gentrification

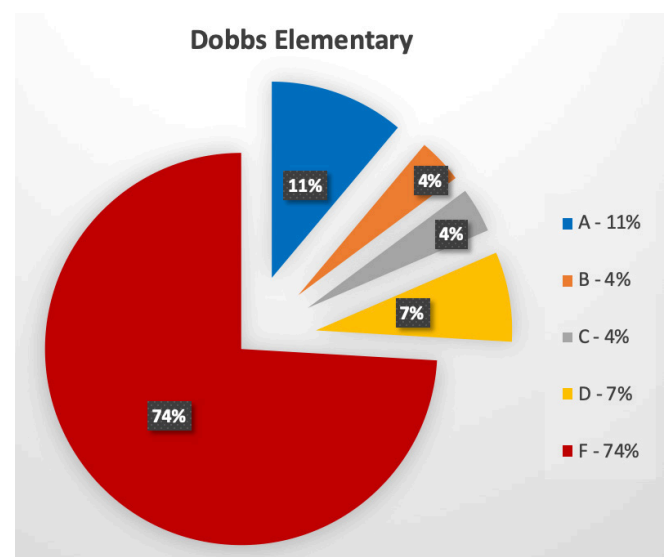
in the areas ULI Atlanta walked. Detailed demographic information for the area is included as Appendix A.

The Dobbs Elementary School study area is almost entirely residential with very limited commercial use. The residential uses include single-family detached homes and low-rise multi-unit buildings. The limited commercial uses include small grocery or convenience stores and food establishments.

Summary of Safe Routes to Parks Walk Audit

The neighborhoods around Dobbs Elementary School are largely without sidewalks. As such, the 10-minute walk area received an average of F+ for sidewalks, while driver behavior received a B+ rating, safety is rated B+, and comfort is a B.

- Total linear streets walked equaled 39,575.
- 63% of streets were recorded as having no sidewalks, additionally 74% of the streets received a failing score through the walk assessments which means the sidewalk is non-existent or completely unusable.
- Below you'll find a graph outlining the walk assessment scores for the 10-min radius area around Dobbs Elementary. Please reference pg. 9 for the A, B, C, D, F rating system explanations.



- Total intersections equaled 39, (14) or 36% had no crosswalks identified.
- Overall, there were 17 safety counts recorded. Safety counts ranged from a blocked sidewalk that would not allow a person or someone in a wheelchair to continue causing them to enter onto the street, to broken, cracked or uneven pavement that would impede a wheelchair or baby stroller. Of the 17 counts, 5 were listed as blocked or not wide enough and 3 street segments partially had a curb missing from the edge, leaving no separation between the car and the pedestrian.
- There were 3 street segments that were classified as either major or main streets. In all cases, crosswalks were not found, and 2 had no ADA ramp access. Open utility covers were missing, or sinkholes were large enough on one main street segment, causing a high risk of probable injury.

The detailed walk assessment findings are located in Appendix B attached to this report.

Recommendations

Although there are few sidewalks around Dobbs Elementary School, ULI Atlanta does not recommend that sidewalks be added throughout the study area. Many of the neighborhoods include wide streets with little traffic, and, although children are forced to walk in the street in these areas, it does not seem unsafe to do so. However,

there are three major thoroughfares within the study area which are in dire need of sidewalks and sidewalk repairs – Jonesboro Road, Harper Road, and Browns Mill Road. These roads were rated as unsafe for pedestrian travel, although they are currently being used by school children and the general public, particularly MARTA riders. As such, ULI Atlanta recommends devoting the majority of the resources available to making sidewalk improvements on these streets to address safety concerns.

In order to further improve the safety of walk routes, this area also needs some increased attention on code enforcement to address abandoned and derelict homes and significant overgrowth spilling into the road and obstructing walk routes. The area could also benefit from a general cleanup campaign, and ULI Atlanta recommends working with an existing active neighborhood watch group to help with this effort.

While ULI Atlanta's study was limited to the walk routes to Dobbs Elementary School, it is worth noting that this area appears to be particularly devoid of good recreational opportunities. ULI Atlanta observed children playing in the street and a milk crate nailed to a power pole to serve as a basketball goal. ULI Atlanta is hopeful improvements at the school can provide better access to recreation for area residents. According to the Trust for Public Land, just 2.7 per 10,000 people in the City of Atlanta have access to basketball hoops, placing Atlanta in the 40th percentile compared to the 100 largest U.S. cities.



Critical Needs

1. Repair Sidewalks Along Jonesboro Road

The sidewalk along Jonesboro Road is in dire need of repair. There are major obstructions of the sidewalk, rendering it largely unusable in many areas. The problems include broken and crumbling pavement, significant overgrowth blocking the sidewalk, broken and missing utility box covers, and power poles sitting in the middle of the sidewalk. There is also no curbing and no separation from the street. In some areas, what little remains of the aging sidewalk is at the same grade as the street, causing the sidewalk to flood when it rains. These problems make the walk along Jonesboro Road unsafe for an able-bodied person and impassable for a disabled person.

ULI Atlanta recommends not only restoring the sidewalk but redesigning it. Since Jonesboro Road is a major thoroughfare for both pedestrians and vehicles, including heavy truck traffic, there should be separation from the street to protect pedestrians. In addition, there should be street trees and street benches to provide some respite for those having to make the long, uncomfortable walk along this road.

The entrance to the school also needs to be recalibrated so that the crosswalks convey a pedestrian to the opposite sidewalk, and the crosswalks need to be repainted. Moreover, the school should consider adding pedestrian entrances into the school grounds to provide an earlier opportunity to enter the safe zone of the school grounds rather than forcing pedestrians to walk all the way to the drive lane entrances.

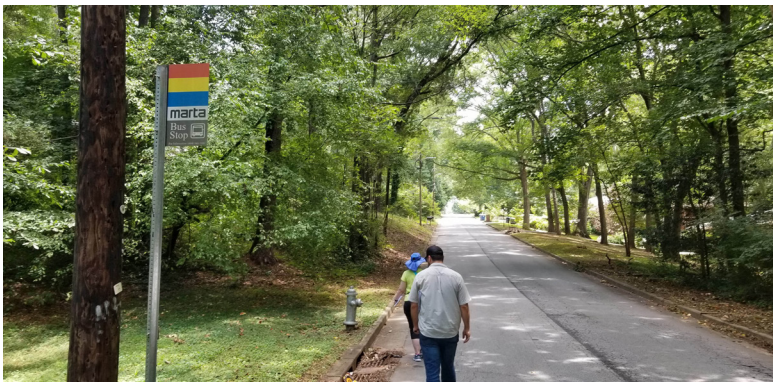




2. Add Sidewalks on Harper Road and Browns Mill Road

ULI Atlanta rates Harper Road, which abuts Dobbs Elementary School at its southern border, as unsafe for pedestrian travel and recommends adding a sidewalk on at least the north side of the road, if not both sides. This is a heavily-traveled pedestrian route by both children walking to school and by MARTA riders; there are a number of MARTA stops along Harper Road. In some areas, the roadside is steep or significantly overgrown, so there is often nowhere to walk or to wait for the bus but in the road. This is especially troubling when you consider the heavy traffic along Harper Road, and, in particular, the danger posed by buses and other large vehicles traveling in close proximity to pedestrians.

ULI Atlanta also sees a significant need to extend the sidewalks on Browns Mill Road south of Harper Road. This, too, seems to have fairly heavy pedestrian traffic, but there is not a good place to walk.



3. Code Enforcement

Although the study area contains few sidewalks, there are a number of minor neighborhood streets that ULI Atlanta did not view as unsafe for pedestrian travel in the road. However, there is a significant need for increased code enforcement efforts to deal with abandoned houses and overgrowth spilling out into the road. Not only do such derelict conditions cause discomfort, but the overgrowth is actually impeding the walk area in places.



4. Add Painted Crosswalks

ULI Atlanta recommends adding painted crosswalks where sidewalks currently exist to complete the intersections. Adding a painted crosswalk is a relatively inexpensive and easy-to-accomplish improvement that can yield significant benefits. The crosswalk signifies to motorists that they must yield to the pedestrian.



In early 2017, the City of Decatur installed decorative crosswalks to 6 intersections within the downtown core. This example demonstrates how a little paint and creativity can make a big difference in the pedestrian experience, crossing safety, and sense of place.

Decorative Crosswalk in Decatur, GA



5. Repair School Crossing Signs

All existing school crossing signs should be inspected and repaired as necessary. ULI Atlanta found at least one sign on the ground that appears to have been struck by a vehicle.



Recommended Actions

1. Repair Existing Sidewalks

ULI Atlanta recommends repairing and realigning existing sidewalks to make them ADA compliant. This includes repairing holes in sidewalks and widening sidewalks as necessary to go around obstructions that prevent a person in a wheelchair from using the sidewalk. For example, there are several locations where power poles obstruct the sidewalks. In addition, connections should be made where existing sidewalks are incomplete and there are gaps that impede travel by a person in a wheelchair.



Opportunities

1. "Back Door" to School Property

In conjunction with designing a sidewalk along Harper Road, ULI Atlanta recommends considering creating a side entrance or "back door" to the school property from Harper Road. The school property is adjacent to Harper Road, but it is currently quite a long walk to the end of Harper Road and along Jonesboro Road to reach an entrance to the school. Adding such a back door to the school property could significantly increase the appeal of the school grounds for recreation use since the idea of making the long walk to reach existing connections seems an unappealing prospect for the casual user.



2. Leverage Neighborhood Watch

The community could benefit from a general cleanup campaign to address litter and note items in need of repair. ULI Atlanta recommends contacting the community neighborhood watch group to see if this group might be willing to spearhead or at least participate in periodic neighborhood cleanup days. Reports are that this neighborhood watch is fairly active and involved in community safety. At a minimum, this group could help provide contact information for area residents who have already expressed an interest in helping keep the neighborhood safe.



Make a Connection to Browns Mill Food Forest

The Urban Food Forest at Browns Mill Road is the City of Atlanta's first Community Urban Food Forest, as well as a new model for a City of Atlanta park. The food forest will produce a wide variety of fresh, flavorful, and healthy nuts, fruits, vegetables, herbs, and mushrooms, which will become available for public consumption during harvesting². It is a wonderful community asset with mature shade trees, picnic tables, and nature walking paths, but the rough terrain makes it difficult for a person with limited mobility to access. ULI Atlanta recommends studying the feasibility of making an ADA-compliant trail connection through the Urban Food Forest to enhance the walk opportunities and park space within the neighborhood. This route could take advantage of the shaded woodland to provide more of a nature trail experience rather than traditional urban sidewalk.



² About Urban Food Forest at Browns Mill. Assessed October 10, 2019. <https://www.aglanta.org/urban-food-forest-at-browns-mill-1>

Considerations

Although ULI Atlanta believes that new sidewalks are desperately needed as indicated above on Harper Road and Browns Mill Road, ULI Atlanta is also cognizant that sidewalks are not always a welcome addition. There is sometimes a perception that community improvements such as sidewalks "urbanize" the area, invite gentrification, and lead to increased property values. There is a fear that existing residents could be pushed out if housing costs increase. While wrestling with the social problem of how to improve an area for its residents while ensuring that such improvements do not price existing residents out of the area is beyond the scope of this report, ULI Atlanta does recommend developing a strategy for the Dobbs Elementary School area to allay local concerns.

Summary of Recommendations

Although the Dobbs Elementary School area is largely without sidewalks, ULI Atlanta does not recommend creating a sidewalk network throughout. However, there are several walk routes that are deemed unsafe for pedestrian travel due to the lack of sidewalks or the condition of aging sidewalks. For this reason, ULI Atlanta recommends devoting most of the financial resources available toward adding and repairing sidewalks in these areas.

- Critical Needs
 - Repair sidewalks along Jonesboro Road and realign painted crosswalks
 - Add sidewalks on Harper Road
 - Extend sidewalks on Browns Mill Road south of



Harper Road

- Increase code enforcement efforts to address derelict homes and overgrowth spilling out into the road or sidewalk
- Add painted crosswalks to connect existing sidewalks
- Repair damaged school crossing signs
- Recommended Actions
 - Repair and realign existing sidewalks to make them ADA-compliant
- Opportunities
 - Create a "back door" to the school property along Harper Road to increase access
 - Leverage the area neighborhood watch to organize or promote community cleanup days
 - Create an ADA-compliant trail connection through the Urban Food Forest on Browns Mill Road

Building Healthy Corridors Typology³

A primary activity of ULI's Healthy Corridors project was to define a healthy corridor and identify the components that make up a holistically healthy corridor and its surrounding area. A healthy corridor has land uses and services that allow residents and visitors to make healthy lifestyle choices more easily. A healthy

corridor is a place that reflects the culture of the community, promotes social cohesion, inspires and facilitates healthy eating and active living, provides and connects to a variety of economic and educational opportunities and housing and transportation choices, and adapts to the needs and concerns of residents.

Improved infrastructure	<ul style="list-style-type: none"> » Frequent, safe, and well-marked pedestrian crossings » Safe and well-marked bike lanes » Traffic speeds that accommodate pedestrians, bicyclists, and other users » Reduced traffic congestion » Utility lines and traffic signs and signals that are underground or that blend in » Sidewalks that link adjacent neighborhoods to the corridor and that are unobstructed, wide enough for a variety of users, and buffered from the street » Streetscapes that include amenities for visual interest and safety, including seating, trees for shade, and green buffers » Lighting that improves visibility and safety for pedestrians and bicyclists » Features that improve accessibility for all types of users, in compliance with Americans with Disabilities Act standards
Design and land use patterns that support community needs	<ul style="list-style-type: none"> » Vibrant retail environment » Housing options for all income levels » Buildings adjacent or proximate to sidewalks » Improved parking strategies and shared parking » High-quality parks and public spaces » Healthy food options
Engaged and supported people who live, work, and travel along the corridor	<ul style="list-style-type: none"> » Engaged residents and local business owners » Organizations that facilitate long-term improvements and resident engagement » Regular programs in community gathering spaces » Accommodations for pets » Accommodations for vulnerable populations, including children, the elderly, and people with disabilities » A defined identity, drawing on the arts and culture of the community and supported by creative placemaking programming » Measures to address safety and perceptions of safety
Linkages to other parts of the city	<ul style="list-style-type: none"> » Well-connected, multimodal street networks » Safe and easily identifiable connections, including sidewalks and trails » Transit, including enhanced bus service or rail » Bike infrastructure on or adjacent to the corridor

³ Building Healthy Corridors: Transforming Urban and Suburban Arterials into Thriving Places. Urban Land Institute (2016). <https://uli.org/wp-content/uploads/ULI-Documents/Building-Healthy-Corridors-ULI.pdf>

Appendices

Appendix A – Detailed Demographic Information

John Wesley Dobbs Elementary School		
Total Population	2019	1,364
	2024	1,448
2019 Population by Age	0 – 4	7.70%
	5 – 9	8.10%
	10 – 14	8.40%
	15 – 24	14.10%
	25 – 34	15.50%
	35 – 44	13.40%
	45 – 54	10.90%
	55 – 64	11.20%
	65 – 74	7.60%
	75 – 84	2.30%
	85+	0.80%
2024 Population by Age	0 – 4	7.90%
	5 – 9	7.70%
	10 – 14	8.30%
	15 – 24	13.70%
	25 – 34	15.50%
	35 – 44	12.80%
	45 – 54	11.40%
	55 – 64	10.50%
	65 – 74	8.30%
	75 – 84	3.20%
	85+	0.80%
Housing Summary	2019 Housing Units	552
	2024 Housing Units	582
	2019 Average Household Size	3.14 people
	2024 Average Household Size	3.15 people
2019 Housing Units	Owner Occupied Housing Units	39.30%
	Renter Occupied Housing Units	39.30%
	Vacant Housing Units	21.40%
2024 Housing Units	Owner Occupied Housing Units	39.70%
	Renter Occupied Housing Units	39.20%
	Vacant Housing Units	21.10%

John Wesley Dobbs Elementary School		
Per Capita Income	2019	\$12,708
	2024	\$15,659
2019 Households by Income	<\$15,000	31.60%
	\$15,000 - \$24,999	13.80%
	\$25,000 - \$34,999	13.40%
	\$35,000 - \$49,999	18.40%
	\$50,000 - \$74,999	10.80%
	\$75,000 - \$99,999	4.40%
	\$100,000 - \$149,999	6.90%
	\$150,000 - \$199,999	0.70%
	\$200,000+	0.00%
	Average Household Income	\$37,420
2024 Households by Income	<\$15,000	24.40%
	\$15,000 - \$24,999	12.60%
	\$25,000 - \$34,999	12.90%
	\$35,000 - \$49,999	20.30%
	\$50,000 - \$74,999	12.60%
	\$75,000 - \$99,999	5.90%
	\$100,000 - \$149,999	10.20%
	\$150,000 - \$199,999	1.10%
	\$200,000+	0.20%
	Average Household Income	\$46,179

Appendix B – Detailed Walk Assessment Findings for Dobbs Elementary School

Segment	Main / Minor	Street	From Intersection	To Intersection	Dist. Feet	Dist. Miles	Walk Duration Minutes	Total Inter-sections	Traffic Direction	Crosswalks	Sidewalks	Signals	Speed Limit	Marta Stops	Public / Private	GDOT Traffic Count	COA Projects Planned	Sidewalk Comment 1	Sidewalk Comment 2	Sidewalk Comment 3	Sidewalk Comment 4	
1	Jonesboro Rd. SE	Sawtell Ave SE (Start)	Jordan St. SE		540	0.10	2	7	2 Way						Public	8,180						
1	Jordan St. SE	Jonesboro Rd. SE	Lakewood Ter. SE		691	0.13	3	1	2 Way						Public							
1	Jordan St. SE	Lakewood Ter. SE	Jonesboro Rd. SE		691	0.13	3	1	2 Way						Public							
1	Jonesboro Rd. SE	Jordan St. SE	Schoen St. SE		395	0.07	1		2 Way													
1	Schoen St. SE	Jonesboro Rd. SE	Charleston Ave. SE		596	0.11	2	1	2 Way						Public							
1	Schoen St. SE	Charleston Ave. SE	Jonesboro Rd. SE		596	0.11	2	1	2 Way						Public							
1	Jonesboro Rd. SE	Schoen St. SE	Helena St. SE		626	0.12	2		2 Way													
1	Helena St. SE	Jonesboro Rd. SE	Richmond Ave. SE		972	0.18	4	1	2 Way						Public							
1	Helena St. SE	Richmond Ave. SE	Jonesboro Rd. SE		972	0.18	4		2 Way													
1	Jonesboro Rd. SE	Helena St. SE	Constitution Rd. SE		4,032	0.76	15		2 Way					6								
1	Constitution Rd. SE	Jonesboro Rd. SE	Creek		1,520	0.29	6	0	2 Way						Public							
1	Constitution Rd. SE	Creek	Jonesboro Rd. SE		1,520	0.29	6	0	2 Way						Public							
1	Jonesboro Rd. SE	Constitution Rd. SE	Dobbs ES (Finish)		2,403	0.46	9	0	2 Way						Public							
	Jonesboro Rd. SE																Blocked	Not continuous	Broken	Nothing separating from street		
	South Bend Avenue																No sidewalk					
	Schoen St. SE																No sidewalk					
	Jordan St. SE																No sidewalk					
	Constitution Rd. SE																Only on one side					
2	Jonesboro Rd. SE	Dobbs ES (Start)	Merrilyn Dr. SE		516	0.10	2	1	2 Way						Public							
2	Merrilyn Dr. SE	Jonesboro Rd. SE	Browns Mill Rd. SE		828	0.16	3	1	2 Way						Public	380		No sidewalk				
2	Browns Mill Rd. SE	Merrilyn Dr. SE	Jonesboro Rd. SE		1,348	0.26	5	1	2 Way						Public		Blocked		Nothing separating from street	Not wide enough		
2	Browns Mill Rd. SE	Jonesboro Rd. SE	Laquita Dr. SE		108	0.02	0	1	2 Way						Public							
2	Laquita Dr. SE	Browns Mill Rd. SE	Fremont St. SE		588	0.11	2	1	2 Way						Public							
2	Fremont St. SE	Laquita Dr. SE	Fremont St. SE (N Dead End)		112	0.02	0	1	2 Way						Public		Not continuous					
2	Fremont St. SE	Fremont St. SE (Dead End)	Sterling St. SE		450	0.09	2	1	2 Way						Public							
2	Sterling St. SE	Fremont St. SE	Meador Dr. SE		508	0.10	2	1														
2	Sterling St. SE	Meador Dr. SE	Fremont St. SE		508	0.10	2	0														
2	Fremont St. SE	Sterling St. SE	Troy St. SE		50	0.01	0	0														
2	Troy St. SE	Fremont St. SE	Browns Mill Rd. SE		701	0.13	3	1	2 Way						Public							
2	Browns Mill Rd. SE	Troy St. SE	Adelle St. SE		360	0.07	1	1	2 Way						Public		No sidewalk					
2	Adelle St. SE	Browns Mill Rd. SE	Fremont St. SE		828	0.16	3	1	2 Way						Public							
2	Fremont St. SE	Adelle St. SE	Fremont St. SE (S Dead End)		1,079	0.20	4	1	2 Way						Public		No sidewalk	Blocked				
2	Fremont St. SE	Fremont St. SE (S Dead End)	Greendale DR. SE		461	0.09	2	1	2 Way						Public		No sidewalk					
2	Greendale Dr. SE	Fremont St. SE	Lakewood Trl. SE		187	0.04	1	1	2 Way						Public							
2	Lakewood Trl. SE	Greendale Dr. SE	Wyndham Wy. SE		168	0.03	1	1	2 Way						Public							
2	Wyndham Wy. SE	Lakewood Trl. SE	Lakewood Trl. SE		515	0.10	2	1	2 Way						Public							
2	Lakewood Trl. SE	Wyndham Wy. SE	Greendale Dr. SE		1,167	0.22	4	1	2 Way						Public							
2	Greendale Dr. SE	Lakewood Trl. SE	Browns Mill Rd. SE		292	0.06	1	1	2 Way						Public							
2	Browns Mill Rd. SE	Greendale Dr. SE	Merrilyn Dr. SE		78	0.01	0	1	2 Way						Public							
2	Merrilyn Dr. SE	Browns Mill Rd. SE	Jonesboro Rd. SE		828	0.16	3	1	2 Way						Public	380						
2	Jonesboro Rd. SE	Merrilyn Dr. SE	Dobbs ES (Finish)		516	0.10	2	1	2 Way						Public							
	Sterling St. SE																No sidewalk					
	Greendale Dr. SE																No sidewalk	Not continuous				
3	Harper Rd. SE (Start)	Meador Dr. SE	Rhinehill Rd. SE		399	0.08	1		2 Way													
3	Rhinehill Rd. SE	Harper Rd. SE (Start)	E Rhinehill Rd. SE		1,928	0.37	7	0	2 Way					1	Public		No sidewalk					
3	E Rhinehill Rd. SE	Rhinehill Rd. SE	Browns Mill Rd. SE		1,593	0.30	6	2	2 Way						Public		No sidewalk					
3	Browns Mill Rd. SE	E Rhinehill Rd. SE	Carey Dr. SE		784	0.15	3		2 Way								No sidewalk					
3	Carey Dr. SE	Browns Mill Rd. SE	Thaxton Pl. SE		842	0.16	3	4	2 Way						Public		No sidewalk					
3	Thaxton Pl. SE	S Dead end (past Carey)	N Dead End (past Thaxton)		1,115	0.21	4	3	2 Way						Public		No sidewalk					
3	Lindsey Dr. SE	Thaxton Pl. SE	Browns Mill Rd. SE		860	0.16	3	1	2 Way						Public		No sidewalk					
3	Thaxton Dr. SE	Thaxton Pl. SE	Browns Mill Rd. SE		860	0.16	3	1	2 Way						Public		No sidewalk					
3	Browns Mill Rd. SE	Lindsey Dr. SE	Harper Rd. SE		821	0.16	3		2 Way													
3	Harper Rd. SE	Browns Mill Rd. SE	Jonesboro Rd. SE		1,171	0.22	4		2 Way													
3	Jonesboro Rd. SE	Harper Rd. SE	Dobbs ES (Finish)		777	0.15	3		2 Way								No sidewalk					
	Sargaent																					
4	Jonesboro Rd. SE	Dobbs ES (Start)	Harper Rd. SE		777	0.15	3															
4	Harper Rd. SE	Jonesboro Rd. SE	Rhinehill Rd. SE		2,749	0.52	10															
4	Harper Rd. SE	Rhinehill Rd. SE	Jernigan Dr. SE		2,038	0.39	8															
4	Harper Rd. SE	Jonesboro Rd. SE	Jernigan Dr. SE		718	0.14	3															
4	Jernigan Dr. SE	Harper Rd. SE	Carey Dr. SE		1,164	0.22	4															
4	Carey Dr. SE	Jernigan Dr. SE	Browns Mill Rd. SE		399	0.08	1															
4	Carey Dr. SE	Browns Mill Rd. SE	Jernigan Dr. SE		399	0.08	1															
4	Jernigan Dr. SE	Carey Dr. SE	Jernigan Pl. SE		953	0.18	4										No sidewalk					
4	Jernigan Pl. SE	Jernigan Dr. SE	Burroughs Ave. SE		357	0.07	1	2	2 Way						Public		No sidewalk					
4	Burroughs Ave. SE	Jernigan Pl. SE	Harper Rd. SE		2,130	0.40	8	2	2 Way						Public	190	No sidewalk					
4	Jernigan Pl. SE	Burroughs Ave. SE	Carey Dr. SE		383	0.07	1															
4	Carey Dr. SE	Burroughs Ave. SE	Burroughs Ave. SE		1,254	0.24	5										No sidewalk					
4	Harper Rd. SE	Burroughs Ave. SE	Jonesboro Rd. SE		374	0.07	1															
4	Jonesboro Rd. SE	Harper Rd. SE	Dobbs ES (Finish)		777	0.15	3															
	Harper Rd. SE																No sidewalk					

[illegible]

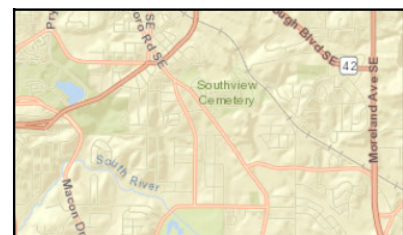
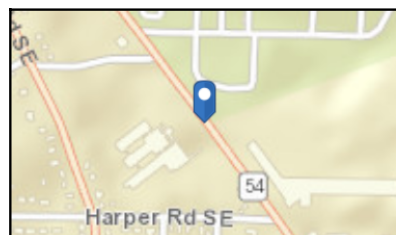
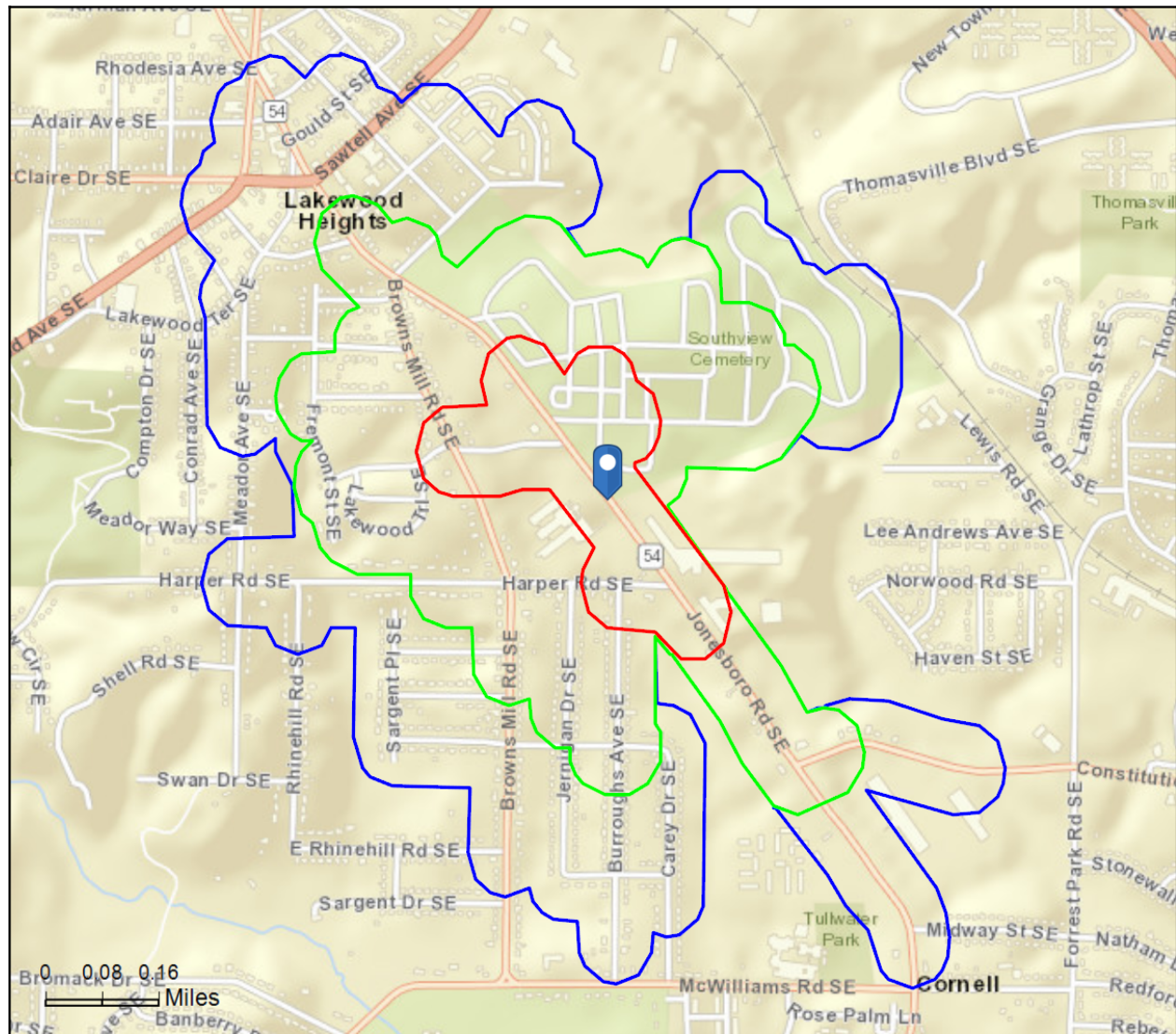
Appendix C – Route Maps for Dobbs Elementary



Site Map

Dobbs Elementary School
 2025 Jonesboro Rd SE, Atlanta, Georgia, 30315
 Walk Time: 5, 10, 15 minute radii

Prepared by Esri
 Latitude: 33.69859
 Longitude: -84.37143



May 16, 2019

Appendix D – ULI Atlanta's Walk Audit Checklists

Time of Audit: _____

Walker(s): _____

Street Name: _____

Directions: Fill out the checklist to note problems on the route to your park. You may use the checklist either for each block you walk, or for your entire route. Place an 'X' next to any problem for people walking and note the location of the problem on your map. Note: photos can be a helpful reminder of the conditions identified during the walk.

Reminders: Make sure while you're conducting your walk audit you keep in mind different perspectives (for example, kids, seniors, people of color, low-income individuals, working people, and people with disabilities). Without these perspectives, you may miss needs that are present in the community.

1. Sidewalks:

- ☐ No sidewalks or paths
- ☐ Sidewalks are blocked by overgrown landscaping, poles, signs, plants, vehicles, etc.
- ☐ Sidewalk is not continuous
- ☐ Sidewalks are broken, cracked or have trip hazards

- ☐ Sidewalk has nothing separating it from the street (grass, trees, parked cars).
- ☐ Sidewalk is not wide enough (2 people cannot easily walk together side by side).
- ☐ Other problems: _____

If a sidewalk is not present, is there another safe place to walk (unpaved path, street or shoulder)? Specify: _____

Overall, the quality and safety of sidewalk is:

A B C D F

2. Street Crossings & Intersections

- ☐ The road is too wide to cross easily
- ☐ Traffic signals do not give enough time to cross the street
- ☐ The crossing does not have a pedestrian-activated button
- ☐ There is no crosswalk, or it is poorly marked
- ☐ I have to walk to far to find a safe, marked crosswalk

- ☐ Intersection does not have a curb ramp for carts, wheelchairs, strollers, walkers, etc.
- ☐ There are no pedestrian crossing signals
- ☐ Are there designated bike route signs or markings for "Share the Road"?
- ☐ Other problems: _____

Overall, the quality and safety of street crossings and intersections is:

A B C D F

3. Driver Behavior:

- ☐ Drivers do not stop at stop signs or stop behind the crosswalk
- ☐ Drivers appear to be speeding

- ☐ Drivers aren't looking out for people walking, make unexpected turns, or seem hostile
- ☐ Other problems: _____

Overall, the quality and safety of driver behavior is:

A B C D F

4. Safety

- ☐ Car speeds are too fast
- ☐ My personal safety feels threatened along the walk, including seeing or experiencing street harassment
- ☐ There is a lack of eyes on the street (e.g. absence of people, no houses or store fronts).
- ☐ Law enforcement is/ is not present (circle)

- ☐ There's too much traffic
- ☐ Street lights are few or not present
- ☐ Unleashed dogs or other loose intimidating animals are present

Other problems: _____

Overall, the feeling of safety in this area is:

A B C D F

5. Comfort

- ☐ There is not enough shade from canopies, awnings, or trees
- ☐ There are vacant lots or rundown buildings
- ☐ There are steep slopes

- ☐ There are few or no street trees or other landscaping
- ☐ The street needs benches and places to rest

Other problems: _____

Overall, the comfort and appeal in this area is:

A B C D F

6. Signage

There are no or few signs showing directions to the school

- ☐ No signs
- ☐ Few signs
- ☐ Well-marked

Adapted from Kate Moening and Sara Zimmerman. 2018. *Taking Steps Toward Equitable, Safe Park Access: A Toolkit for Planning and Conducting a Safe Routes to Parks Walk Audit*. Oakland, CA: Safe Routes to School National Partnership. https://www.saferoutespartnership.org/sites/default/files/resource_files/safe_routes_to_parks_walk_audit_toolkit.pdf.

ACTIVE NEIGHBORHOOD CHECKLIST

Date: _____ **Start Time:** _____

School Name: _____

Area/ Quadrant: _____

Participants: _____

A. What land uses are present?

1. Are residential and non-residential land uses present?

- ☐ All residential
- ☐ Both residential and non-residential
- ☐ All non-residential

2. What is the predominant land use? (Check 1 or 2 that apply)

- ☐ Residential buildings/ yards
- ☐ Commercial, institutional, office or industrial building(s)
- ☐ School/ school yards (elementary, middle, high school)
- ☐ Parking lots or garages
- ☐ Park with exercise/ sport facilities or playground equipment
- ☐ Abandoned building or vacant lot
- ☐ Undeveloped land
- ☐ Designated greenspace (includes park with no exercise/ play facilities)
- ☐ Other non-residential, specify: _____

3. What types of residential uses are present?
(Check all that apply)

- ☐ None
- ☐ Abandoned homes
- ☐ Single-family homes
- ☐ Multi-unit homes (2-4 units)
- ☐ Apartments or condominiums (>4 units, 1-4 stories)
- ☐ Apartments or condominiums (> 4 stories)
- ☐ Apartment over retail
- ☐ Other (retirement home, mobile home, dorms)

4. What public recreational facilities and equipment are present in the neighborhood of the school

- ☐ None
- ☐ Park with exercise/ sport facilities or playground equipment
- ☐ Off-road walking/ biking trail
- ☐ Sports/ playing field
- ☐ Basketball/ tennis/ volleyball court
- ☐ Playground
- ☐ Outdoor pool
- ☐ Other: _____

5. (OPTIONAL) What types of non-residential uses are present? (Select all that apply)

- ☐ None
- ☐ Abandoned building or vacant lot

Specific types of destinations:

- ☐ Small grocery, convenience store (incl. in gas station), or pharmacy
- ☐ Supermarket
- ☐ Food establishment (restaurant, bakery, café, coffee shop, bar)
- ☐ Entertainment (e.g. movie theater, arcade)
- ☐ Library or post office
- ☐ Bank
- ☐ Laundry/ dry cleaner
- ☐ Indoor fitness facility

Educational facilities:

- ☐ School (elementary, middle, high school)
- ☐ College, technical school, or university

ACTIVE NEIGHBORHOOD CHECKLIST

Large buildings housing 1+ buildings

- ☐ High-rise building (>5 stories)
- ☐ Big box store (e.g. Walmart, Office Depot, Best Buy)
- ☐ Mall
- ☐ Strip mall
- ☐ Large office building, warehouse, factory, or industrial building

Land Use notes:

B. Is public transportation available?

	No	Yes, one side	Yes, both sides
Any transit stop(s) (bus, train, or other)?			
Bench or covered shelter at transit stop?			

Transit stop notes:

Street characteristic notes:

C. What is the quality of the environment?

	No	Yes
1. Any commercial buildings adjacent to the sidewalk?		
2. Public art (e.g., statues, sculptures)?		
3. Graffiti or broken/ boarded windows?		
4. Litter or broken glass?	<input type="checkbox"/>	None or a little
	<input type="checkbox"/>	Some
	<input type="checkbox"/>	A lot

Unique character or historical elements:

Stop time: _____

Appendix E – Atlanta Community Schoolyards Story Map from Georgia Power

Atlanta Community Schoolyards Story Map from Georgia Power

<http://georgiapowered.maps.arcgis.com/apps/AttachmentViewer/index.html?appid=3a173ef13c9742e9947793aca50afe70>

