



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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Table of Contents

Introduction: 10-Minute Walk Campaign and Atlanta Community Schoolyards	4
ULI Atlanta’s Assignment	6
L.O. Kimberly Elementary School	9
Summary of Safe Routes to Parks Audit	9
Recommendations	10
Critical Needs	11
Recommended Improvements	13
Suggested Improvements	16
Summary of Recommendations	16
Appendices.....	18
Appendix A: Detailed Demographic Information On Kimberly Elementary	19
Appendix B: Detailed Walk Assessment Findings For Kimberly Elementary	20
Appendix C: Route Map for Kimberly Elementary	22
Appendix D: Safe Routes to Parks Walk Audit Checklists	24
Appendix E: Atlanta Community Schoolyards Story Map from Georgia Power	27

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.

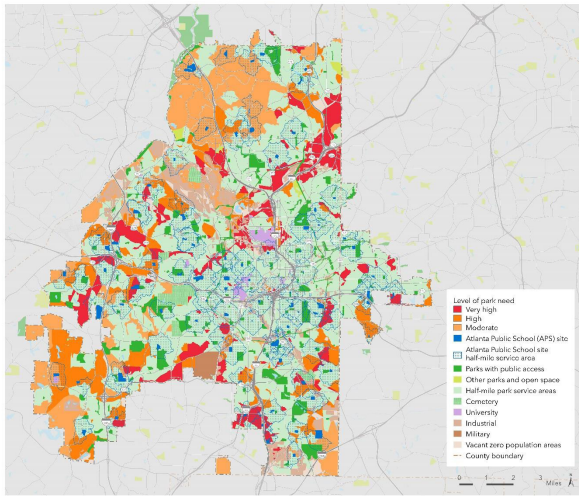
One of every three Atlanta residents does not live within 10-minute walk to a local park – and having schools serve as parks changes that picture. A mapping analysis by TPL found that 79% of residents would live within a 10-minute walk to a park if APS sites were open to the public after school hours.

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.

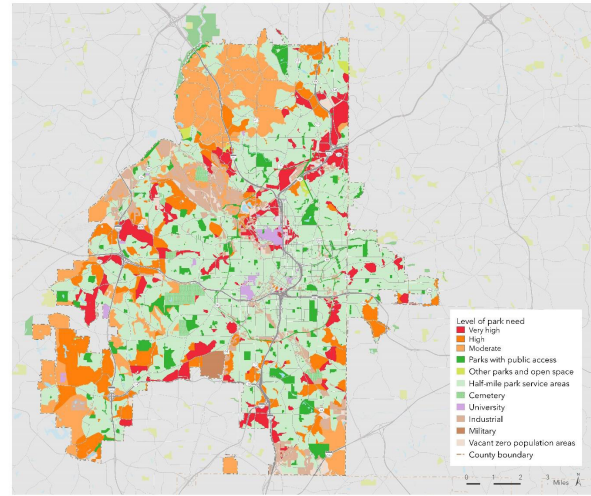
What’s next

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 in 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

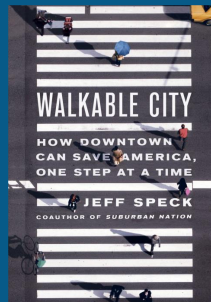
Walkability – The Pathway to Atlanta’s Future Growth

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 contract 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
40	Hillside Conant School	360	70	31
58	M. Agnes Jones	348	151	26
71	Perkerson	347	74	111
23	Cleveland Avenue	340	108	83
62	Mays	340	74	71
76	Sarah Smith Primary (K-2)	315	53	44
12	Booker T. Washington	314	135	25

- 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.

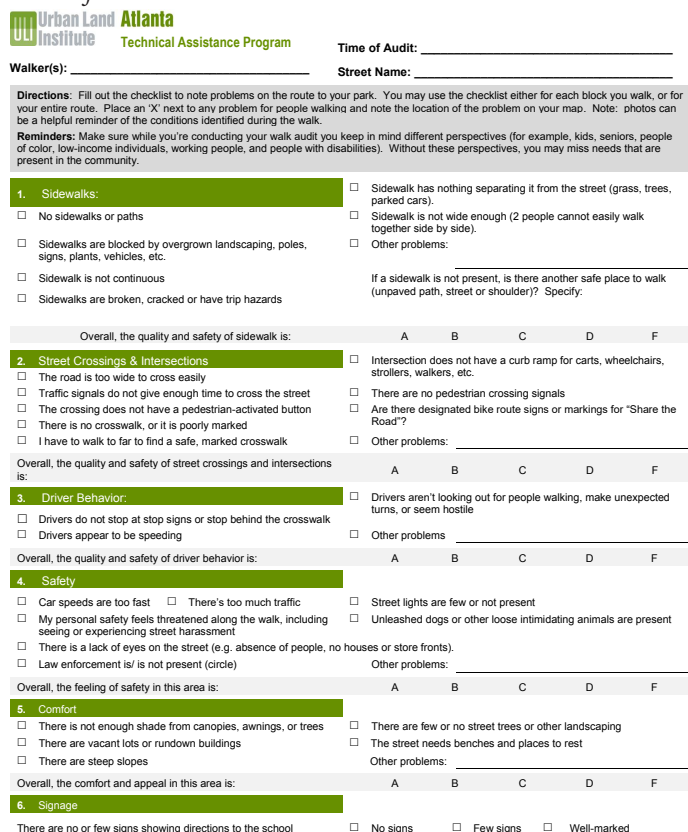
Each assessment began with a project briefing from the ULI Atlanta steering committee that included an overview of the study area/ streets to cover and the survey questions the volunteers were asked to answer. Teams were then organized around walk segments or quadrants

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

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



ULI Atlanta Institute 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:

- ☐ 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
- ☐ There's too much traffic
- ☐ 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)
- ☐ 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

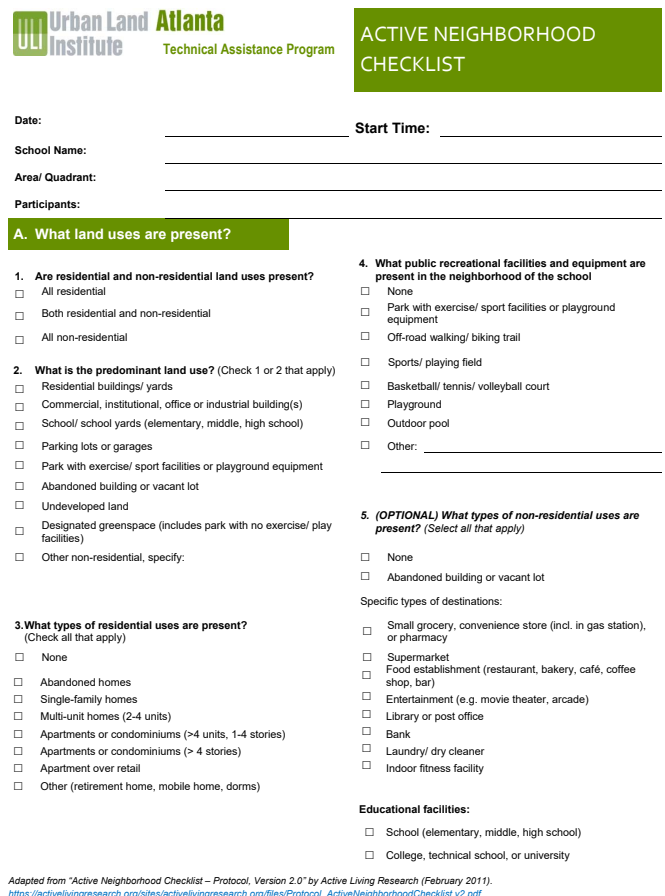
- ☐ There is not enough shade from canopies, awnings, or trees
- ☐ There are vacant lots or rundown buildings
- ☐ There are steep slopes
- ☐ There are few or no street trees or other landscaping
- ☐ The street needs benches and places to rest
- ☐ Other problems: _____

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 "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



ULI Atlanta Institute 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?

- ☐ 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

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

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

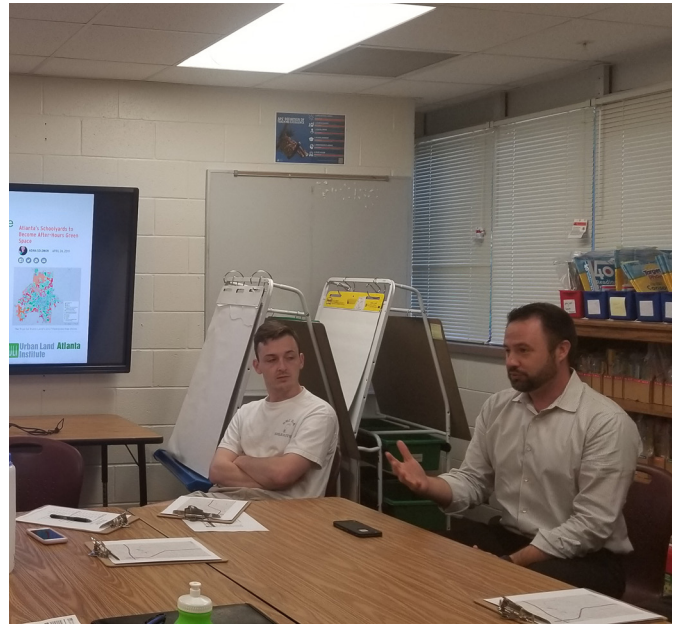
- Presence of sidewalks
- Condition(s) of sidewalk: Solid surface + Width
- Compliance with ADA
- Topographic grade
- Access to residential areas
- Presence of unique features

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 members being briefed by TPL staff on 10-min walk project

L.O. Kimberly Elementary School

Background

L.O. Kimberly Elementary School (Kimberly Elementary School) is located off of Childress Drive on McMurray Drive in historic Southwest Atlanta and is abutted by Daniel McLaughlin Therrell High School (Therrell High School) on the southern edge of its campus. The neighborhood is located in NPU R. Named for the long-serving Atlanta educator, Lucas O. Kimberly, the school opened in 1959.

Interstate 285 creates a border at the western edge of the surveyed area by which pedestrians may only reach the far side of the ring interstate via Panther Trail or the major traffic corridor, Langford Parkway. As surveyed by TPL, the 10-minute walk radius surrounding Kimberly Elementary School contains a 0.8 square mile.

The area was initially developed in the mid-1950s to the mid-1960s. The median age of the existing housing stock is 41 years old with very little new construction in the last 20 years. However, most single-family units are in very good condition with few code enforcement issues apparent. The median home value exceeds \$186,000. Almost 80% of the housing units are rental with two large apartment complexes in the area making up the majority. Overall, the vacancy rate is fairly low being just over 10% for the entire 10-minute walk area. However, the median household income is also low at \$26,235 in 2019 compared to about \$58,000 for the City of Atlanta.

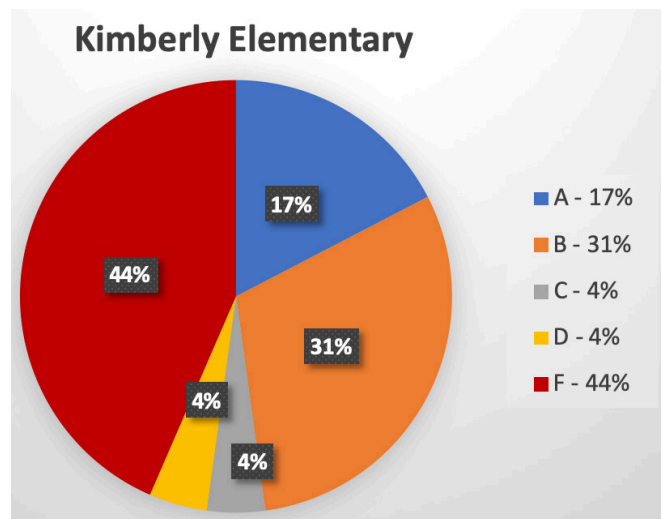
The 2010 census reported a population for this area of 508, with an average annual rate of population increase of 1.97%. Most of the population in this area are young families with over 80% in family households. Almost half of the families have at least one child. Children under 14 make up over 26% of the total population for the 10-minute walk area. The median age is 32 with women making up 62% of the population. Detailed demographic information for the area is included as Appendix A.

The study area around Kimberly Elementary School is largely residential, including single-family detached homes as well as low-rise multi-unit residential buildings. However, certain segments are entirely commercial, including strip malls, big-box stores, small shops, food establishments, banks, laundry, entertainment uses, and industrial uses. Therrell High School is also located within the study area.

Summary of Safe Routes to Parks Walk Audit

For the Kimberly Elementary School study area, where sidewalks existed, they were generally good, but many streets lacked sidewalks altogether. In a number of instances, there was simply no safe, dedicated place to walk along the street. Only 13.9% of the 7 miles of streets examined received an A rating; 31.7% rated B; while 48.5% rated F. There were only 5.9% of the total mileage that rated C, and there were no D sidewalks.

- Total linear streets walked equaled 38,972 linear feet.
- 61% of streets were recorded as having no side-walks, additionally 44% 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 Kimberly Elementary. Please reference pg. 9 for the A, B, C, D, F rating system explanations.



- Total intersections equaled 29, (14) or 48% had no crosswalks identified.
- There were four main street segments within the study area. Three were found to not be ADA-compliant by lack of ADA ramps, crosswalk markings were missing, and three had no crosswalk signals.
- Overall, there were 17 safety counts recorded, which

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 stroller.

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

Recommendations

The sidewalks that exist within the 10-minute walk area for Kimberly Elementary School are in fairly good condition, but some repairs are needed. Although a number of streets lacked sidewalks, not all of these streets were deemed unwalkable without sidewalks. However, several key routes lack sidewalks or adequate crosswalks and seem unsafe for pedestrians without sidewalks. Litter and dumping are also a significant problem in the area, making the walk unpleasant at best and obstructed at worst.

ULI Atlanta's recommendations are organized as critical needs, recommended improvements, and suggested improvements. The critical needs items should be done as expeditiously as possible, and ULI Atlanta advocates that most of the resources available for this project should be devoted to the critical needs. It is difficult to conceive of the Kimberly Elementary School area being walkable without these critical needs addressed. The recommended improvements are items that ULI Atlanta strongly recommends, but they do not rise to the level of being a critical need. The last category, suggested improvements, are presented for long-range planning consideration.



Harbin Road



Critical Needs

1. Add Sidewalks and Street Crossing Signalization in Dangerous Areas

ULI Atlanta identified several critical needs where pedestrian conditions felt unsafe for adults to travel on a sunny day, much less for travel by elementary school-age children or persons with limited mobility or when driver visibility is more limited. Portions of Harbin Road and Mt. Gilead Road within the study are in dire need of sidewalks. Harbin Road is narrow, and fairly heavily traveled, making it unsafe to walk in the road. However, the land next to the road has a steep slope in many areas or is overgrown, leaving nowhere to walk but in the road. Although some natural paths have been forged along parts of Mt. Gilead Road, there was not always a suitable place to walk. In addition, many drivers were speeding along Mt. Gilead Road.

The intersection of Campbellton Road and Harbin Road is also in significant need of pedestrian crossing signalization. Although a painted pedestrian crosswalk exists at this intersection, there is not street light or signalization. In addition, Campbellton Road is a major, multi-lane thoroughfare with many vehicles appearing to be traveling in excess of the posted speed limit. Pedestrians forced to cross this busy highway simply have to make a run for the other side when they see some small opening in the speeding traffic. This crossing appears to be fairly well traveled since Campbellton Road is a key MARTA bus route, and riders within the study area traveling east must cross Campbellton Road in order to access eastbound buses.

2. Repair or Realign Obstructed Sidewalks

There are a number of instances where storm drain covers or utility box covers were broken, missing or simply installed





incorrectly, causing trip hazards. These should all be rectified to make the sidewalks useable. Such repairs should be fairly easy to accomplish; they only need to be elevated to a priority level.

There are also instances where obstructions or damaged sections of sidewalk render the sidewalk unusable in areas. There is a utility pole in the middle of the sidewalk on Childress Drive which renders the sidewalk completely unusable by a person in a wheelchair. The sidewalk needs to be widened to go around the pole or the pole removed. There is also a segment of the sidewalk along Campbellton Road between Mt. Gilead Road and Childress Drive that needs to be realigned. Presently, the sidewalk is not continuous, and there are steps leading down to a sidewalk on a lower level. This renders this sidewalk unusable by a person in a wheelchair or with limited mobility. Further, there is a fire hydrant blocking the sidewalk on Campbellton Road. As noted above, Campbellton Road is a major pedestrian thoroughfare and MARTA bus route, and it should be ADA-compliant in its entirety.

3. Add Painted Crosswalks

There are several locations where there are sidewalks with ADA-compliant ramps and even pedestrian signalization but no painted 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



crosswalks. ULI Atlanta recommends adding painted crosswalks at these intersections to complete the intersection. The City is also encouraged to add painted crosswalks at all intersections where they do not presently exist. 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.

4. Code Enforcement and Community Cleanup

There were several places along Panther Trail where overgrowth blocked the sidewalks and dumping (old tires) has occurred. Attention should be given to regularly policing the area for code enforcement problems. The ULI Atlanta audit team also discovered a shocking amount of litter on or adjacent to sidewalks. One resident reported that he had pick up litter from the sidewalk and his front yard on a daily basis just to keep it to a manageable level. The litter problem is so bad that it significantly negatively impacts the walkability of existing sidewalks that are in otherwise good condition.

ULI Atlanta recommends that the City in conjunction with Kimberly Elementary School and neighborhood



leadership could spearhead an anti-litter campaign. To help kick-off this campaign, residents and neighborhood leadership could organize cleanup efforts. Some natural allies in the clean-up effort could be parent groups for Kimberly Elementary, neighborhood organizations, and broader community partners.

In order for a cleanup effort to have lasting impact, it should become a regular, periodic effort. As part of community engagement efforts, students and residents should have discussions about ways they would like to come together to maintain the walking conditions. This could range from a community-wide "Hands On" day to an 'adopt-a-sidewalk' program.

Recommended Improvements

1. Public Trash Cans and Street Benches

To aid in the anti-litter campaign described above, ULI Atlanta recommends adding street trash cans at MARTA bus stops. Having access to public trash cans can go a long way in helping to reduce litter. For example, not much litter was seen on Campbellton Road where a number of street trash cans are present. To further reinforce the need for more public trash cans, one homeowner along Childress Road has even gone so far as to construct a bench and install a trash can on the owner's property next to a MARTA bus stop.

ULI Atlanta also recommends adding more street benches on the north side of Campbellton Road. There are a few street benches in this area, but this heavily traveled route could use more since it is a very long walk along a largely unshaded, commercial corridor.



Building Healthy Corridors Typology²

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

² 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>



2. Sidewalks on Important Pedestrian Routes

ULI Atlanta recommends exploring the feasibility of adding sidewalks along Maxwell Drive and Ben Hill Road. A portion of Ben Hill Road includes a sidewalk, but it abruptly stops. Sidewalks on these roads would be beneficial due to the steep slope, and they would help make the connection from Campbellton Road to the commercial activity on Headland Drive.

In addition, the sidewalks should be extended along McMurray Drive to the end of the cul-de-sac on Lovell Drive to complete these streets. There were also instances where sidewalks were discontinuous, and connections need to be made. For example, the sidewalk along Panther Trail turns to gravel next to a Georgia Power easement.

3. Wayfinding

ULI Atlanta recommends adding wayfinding signage to the school. Located on a minor street, the larger community outside of students and parents may not necessarily know how to reach the school or the safest route to take. If the community as a whole is going to be encouraged to utilize the school grounds, it is important to add wayfinding to the school and within the school grounds.

4. Forge Cross-jurisdictional Alliances

It is important to note that portions of the 10-minute walk are within the City of East Point. Therrell High School is also located within the 10-minute walk area. ULI Atlanta recommends that the City of Atlanta and East Point, alongside Kimberly Elementary School create alliances with neighborhood organizations in order to plan and implement the 10-Minute Walk Campaign for this area.



Suggested Improvements

1. Connection to Therrell High School

ULI Atlanta recommends exploring the feasibility of utilizing the track and other grounds at Therrell High School as part of the 10-Minute Walk Campaign. As part of this analysis, a connection to the school grounds from Childress Drive should be considered.

2. Trail to Cascade Park

Another improvement worth considering is the addition of a trail connecting the Cascade Park subdivision to the school grounds through City-owned property. This neighborhood is in close proximity to the school, but there is currently no easy connection, making the community well outside of the 10-minute walk range using current routes.

Summary of Recommendations

- Critical Needs
 - Add sidewalks on Harbin Road and Mt. Gilead Road
 - Add pedestrian crossing signalization at the intersection of Campbellton Road and Harbin Road
 - Repair or realign obstructed sidewalks
 - Add painted pedestrian crosswalks
 - Code enforcement campaign to address dumping and overgrowth
 - Initiate a community cleanup and anti-litter campaign
- Recommended Improvements
 - Add public trash cans, particularly at MARTA bus stops
 - Add street benches on the north side of Campbellton Road
 - Add sidewalks on Maxwell Drive and Ben Hill Road
 - Extend the currently discontinuous sidewalk on Panther Trail
 - Extend sidewalks along McMurray Drive to the end of the cul-de-sac on Lovell Drive
 - Add wayfinding signage to the school
 - Create alliances with the City of East Point and



Therrell High School

- Suggested Improvements
 - Make a connection to Therrell High School from Childress Drive
 - Consider adding a trail connecting the Cascade Park subdivision to Kimberly Elementary School through City-owned property

Appendices

Appendix A – Detailed Demographic Information on Kimberly Elementary

L.O. Kimberly Elementary School		
Total Population	2019	1,793
	2024	1,912
2019 Population by Age	0 – 4	9.30%
	5 – 9	8.90%
	10 – 14	8.30%
	15 – 24	13.60%
	25 – 34	14.30%
	35 – 44	12.50%
	45 – 54	10.20%
	55 – 64	9.70%
	65 – 74	7.80%
	75 – 84	4.20%
	85+	1.30%
2024 Population by Age	0 – 4	9.10%
	5 – 9	8.30%
	10 – 14	7.60%
	15 – 24	14.20%
	25 – 34	12.80%
	35 – 44	12.40%
	45 – 54	10.70%
	55 – 64	10.00%
	65 – 74	8.40%
	75 – 84	5.00%
	85+	1.60%
Housing Summary	2019 Housing Units	765
	2024 Housing Units	809
	2019 Average Household Size	2.75 people
	2024 Average Household Size	2.76 people
2019 Housing Units	Owner Occupied Housing Units	20.90%
	Renter Occupied Housing Units	64.30%
	Vacant Housing Units	14.60%
2024 Housing Units	Owner Occupied Housing Units	21.80%
	Renter Occupied Housing Units	63.90%
	Vacant Housing Units	14.30%

L.O. Kimberly Elementary School		
Per Capita Income	2019	\$21,816
	2024	\$27,034
2019 Households by Income	<\$15,000	29.40%
	\$15,000 - \$24,999	16.40%
	\$25,000 - \$34,999	21.70%
	\$35,000 - \$49,999	7.00%
	\$50,000 - \$74,999	10.30%
	\$75,000 - \$99,999	2.60%
	\$100,000 - \$149,999	2.60%
	\$150,000 - \$199,999	0.90%
	\$200,000+	8.90%
	Average Household Income	\$55,346
2024 Households by Income	<\$15,000	22.40%
	\$15,000 - \$24,999	15.70%
	\$25,000 - \$34,999	23.40%
	\$35,000 - \$49,999	7.50%
	\$50,000 - \$74,999	11.80%
	\$75,000 - \$99,999	2.90%
	\$100,000 - \$149,999	3.20%
	\$150,000 - \$199,999	1.30%
	\$200,000+	12.10%
	Average Household Income	\$69,516

Appendix B – Detailed Walk Assessment Findings for Kimberly Elementary School

Segment	Main / Minor	Street	From Intersection	To Intersection	Sidewalk Comment 1	Sidewalk Comment 2	Sidewalk Comment 3	Sidewalk Grade	Street Crossing Comment 1	Street Crossing Comment 2
1	Minor	McMurray Dr.	Kimberly ES	Childress Dr. / Ben Hill Rd.	Blocked	Cracked		B	No pedestrian button	No signals
1	Main	Childress Dr. / Ben Hill Rd.	McMurray Dr.	Landrum Dr.	Broken	Nothing separating from street		B	No pedestrian button	No crosswalk
1	Minor	Landrum Dr.	Childress Dr. / Ben Hill Rd.	Harbin Rd.	Blocked	Nothing separating from street	Litter	A	No pedestrian button	No crosswalk
1	Minor	Harbin Rd.	Landrum Dr.	Campbellton Rd.	No sidewalk	Road narrow		F	No pedestrian button	No crosswalk
1	Main	Campbellton Rd.	Harbin Rd.	Childress Dr. / Ben Hill Rd.						
1	Main	Childress Dr. / Ben Hill Rd.	Campbellton Rd.	McMurray Dr.	Broken	Litter		B	No pedestrian button	No ramp
1	Minor	McMurray Dr.	Childress Dr. / Ben Hill Rd.	Kimberly ES						
1	Minor	Landrum Dr.	Landrum Dr.	Dead End						
1	Minor	Devon Dr.	Landrum Dr.	Dead End						
1	Minor	Landrum Arms Dr.	Landrum Dr.	Loop						
1	Minor		Landrum Arms Dr. (loop)	Dead End						
1	Minor		Landrum Arms Dr. (loop)	Dead End						
1	Minor		Landrum Arms Dr. (loop)	Dead End						
1	Minor	Deerfield Garden Apts.	Campbellton Rd.	Harbin Rd.						
1	Minor		Deerfield Garden Apts.	Dead End (South)						
1	Minor		Deerfield Garden Apts.	Dead End (North)						
2	Minor	McMurray Dr.	Kimberly ES	Childress Dr. / Ben Hill Rd.						
2	Main	Childress Dr. / Ben Hill Rd.	McMurray Dr.	Panther Trail						
2	Minor	Panther Trail	Childress Dr. / Ben Hill Rd.	Mt. Gilead Rd.						
2	Main	Mt. Gilead Rd.	Panther Trail	Campbellton Rd.	No sidewalk			F	No crosswalk	No ramp
2	Main	Campbellton Rd.	Mt. Gilead Rd.	Star Mist Dr						
2	Minor	Star Mist Dr	Panther Trail	Campbellton Rd.	No sidewalk			F	No crosswalk	
2	Minor	Golden Dawn Dr.	Star Mist Dr	Star Mist Dr	No sidewalk			F		
2	Minor	Panther Trail	Star Mist Dr	Childress Dr. / Ben Hill Rd.	No sidewalk	Not continuous		C	No crosswalk	No ramp
2	Main	Childress Dr. / Ben Hill Rd.	Panther Trail	McMurray Dr.						
2	Minor	McMurray Dr.	Childress Dr. / Ben Hill Rd.	Kimberly ES						
3	Main	Campbellton Rd.	Childress Dr. / Ben Hill Rd.	GreenBriar Pkwy	Not continuous			B		
3	Main	GreenBriar Pkwy	Campbellton Rd.	Headland Dr.				A		
3	Main	Headland Dr.	GreenBriar Pkwy	Greenbriar PL						
3	Main	Greenbriar PL	Headland Dr.	Dead End	No sidewalk			F	No crosswalk	
3	Main	Headland Dr.	Greenbriar PL	Childress Dr. / Ben Hill Rd.				A	Excellent crosswalks	
3	Main	Childress Dr. / Ben Hill Rd.	Childress Dr. / Ben Hill Rd.	McMurray Dr.						
3	Main	McMurray Dr.	Childress Dr. / Ben Hill Rd.	Kimberly ES						
3		Grass Valley			No sidewalk	Dead end		F	Nothing there	
3		Campbellton Rd.	Childress	Headland Dr.	Not continuous			D	No pedestrian button	No signals
4	Minor	Maxwell Dr.	Campbellton Rd.	Headland Dr.	No sidewalk	West side better		F	Doesn't need buttons	
4	Minor	Headland Dr.	Maxwell Dr.	Bonnybrook Way	Great	ADA Compliant		A	No crosswalk	Walk far to find safe crosswalk
4	Minor	Bonnybrook Way	Headland Dr.	Hayden Dr						
4	Minor	Hayden Dr	Bonnybrook Way	Michael James Dr.	No sidewalk			F		
4	Minor	Michael James Dr.	Hayden Dr	Connally Dr.						
4	Minor	Connally Dr.	Michael James Dr.	Maxwell Dr.	No sidewalk			F		
4	Minor	Bonnybrook Dr.	Connally Dr.	Bonnybrook Way	No sidewalk			F	No pedestrian button	
4	Minor	Bonnybrook Way	Bonnybrook Dr.	Connally Dr.						
4	Minor	Maxwell Dr.	Connally Dr.	Campbellton Rd.						
4	Major	Campbellton Rd.	Maxwell Dr.	Childress Dr. / Ben Hill Rd.	Broken	Nothing separating from street		B	Too wide	No pedestrian button
4	Major	Childress Dr. / Ben Hill Rd.	Campbellton Rd.	McMurray Dr.						
5	Minor	McMurray Dr.	Kimberly ES	Lovell Dr.	No sidewalk	Not continuous	Wide	B	Too wide	No signals
5	Minor	Lovell Dr. (North)	McMurray Dr.	North Dead End						
5	Minor	Lovell Dr. (South)	McMurray Dr.	South Dead End	Blocked	Not continuous	Broken	B		

Street Crossing Comment 3	Street Crossing Comment 4	Street Crossing Grade	Driver Behavior 1	Driver Grade	Safety Comment 1	Safety Comment 2	Safety Grade	Comfort Comment 1	Comfort Comment 2	Comfort Comment 3	Comfort Grade	Signage Comment
		B		A	Law enforcement not present	Unleashed dogs	A	Vacant lots	Steep slopes		B	Few signs
No signals		C	Drivers speeding	B	Car speeds too fast	No street lights	B	Needs benches			A	Few signs
No signals		C		A	Law enforcement not present	No street lights	A	Vacant lots	Steep slopes	Needs benches	B	No signs
No signals		C		A	Personal safety threatened	Lack of eyes	F	Vacant lots	Needs benches		C	No signs
Walk far for safety		B		A	Lack of eyes	No street lights	B	Steep slopes			B	Few signs
No signals	No designated bike sign	F	Drivers speeding	C	Car speeds too fast	Law enforcement is not present	C	Vacant lots	Needs benches		C	No signs
		F		A	Law enforcement not present		B	No shade	Vacant lots	Needs benches	C	No signs
		A		A			A	No shade	No street trees		B	No signs
No signals		F		B	Law enforcement not present		B	Vacant lots	Steep slopes	Needs benches	C	No signs
		A		B	Heavy traffic		B	Vacant lots	No street trees		B	No signs
		A		A	Heavy traffic		B	No street trees			B	No signs
		F			Lack of eyes	No street lights	D	No street trees			F	No signs
		A		A			A				B	No signs
		F	Dead end	F	No drivers		B	No shade			B	No signs
		B		B	No street lights		B	Comfortable shade			B	No signs
		A	Drivers speeding	B	Car speeds too fast	Law enforcement not present	B	Some slopes	Lots of shade		B	No signs
No signals		B		A	No street lights		A	Needs benches			B	No signs
			Quiet	A	No houses facing street		B				A	No signs
			Quiet	A	Few street lights	Law enforcement not present	A				A	No signs
		B		A	Lack of eyes	No street lights	B				A	No signs
No signals		C	Drivers speeding	C	Car speeds too fast	Law enforcement not present	B	No shade	Vacant lots	Needs benches	C	No signs
		C	Low traffic	A			A	Lots of shade			A	Well Marked
		A	Low traffic	A	Law enforcement is present		A	Lots of shade			A	Few signs

Appendix C – Route Map for Kimberly Elementary



Site Map

Kimberly Elementary School

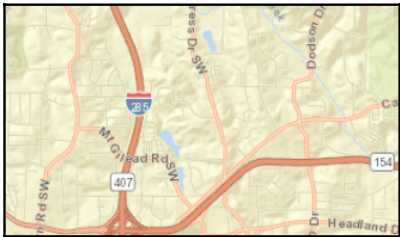
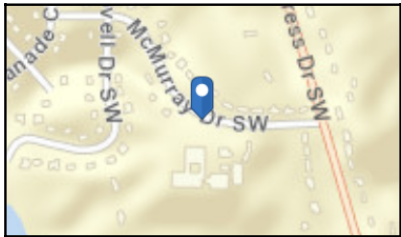
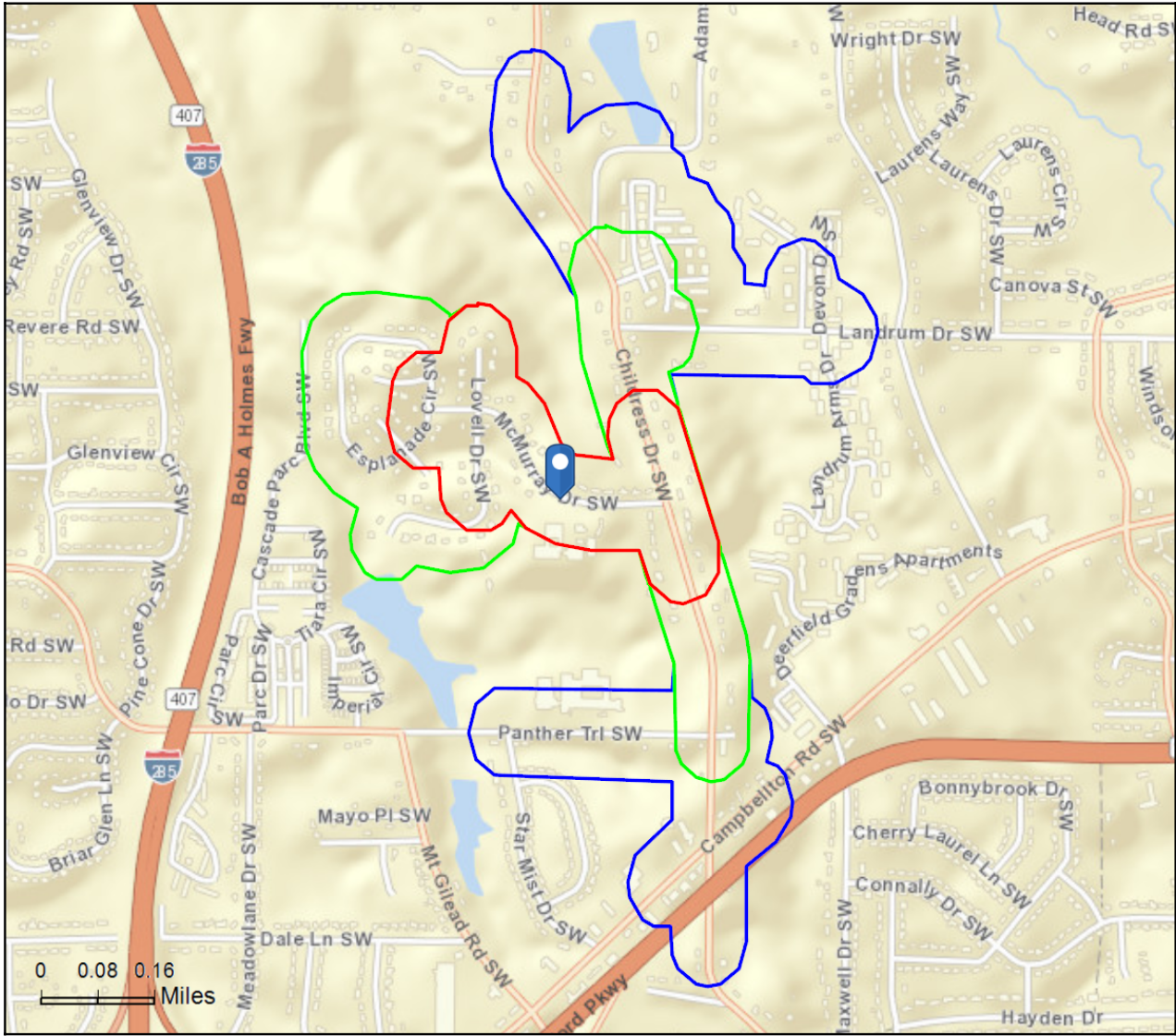
3090 McMurray Dr SW, Atlanta, Georgia, 30311

Walk Time: 5, 10, 15 minute radii

Prepared by Esri

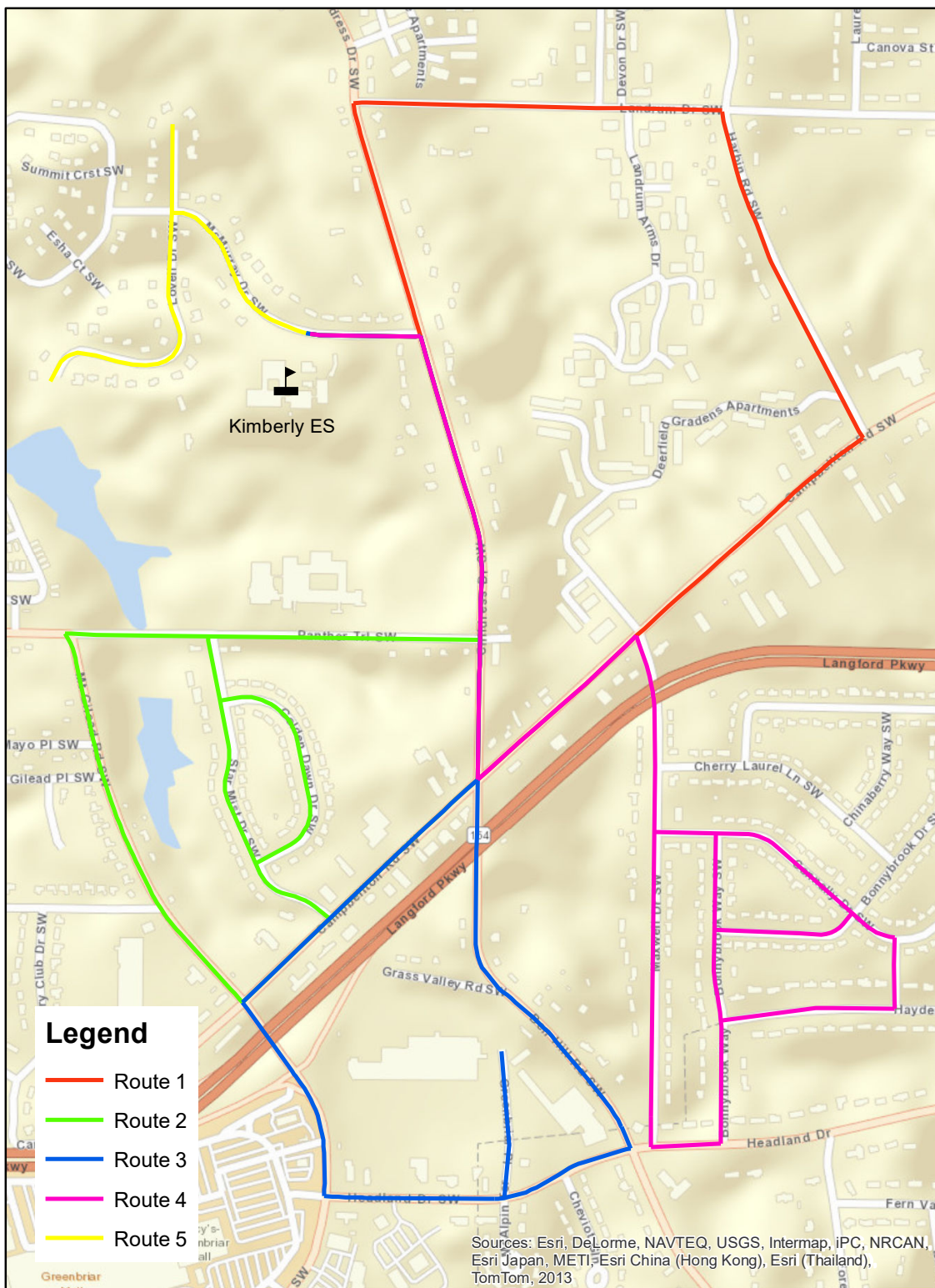
Latitude: 33.70293

Longitude: -84.48986



May 16, 2019

Routes assessed during Kimberly Elementary School's 10-Minute Walk.



Appendix D – Safe Routes to Parks 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
- ☐ There's too much traffic
- ☐ 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)

- ☐ 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>

