



# Atlanta Community Schoolyards

A Project of the 10-Minute Walk Campaign



An Urban Land Institute  
Technical Assistance Panel  
July-August 2020





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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.

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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](http://10minutewalk.org) and [uli.org/parks](http://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. 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, Park Pride and Atlanta Public Schools to continue demonstrating the feasibility of using school yards as shared park space.



*In partnership with*



## Acknowledgements

The Urban Land Institute would like to thank the ULI Atlanta member volunteers who have spent countless hours leading this project to advance the goals of the 10-Minute Walk Campaign in Atlanta. This project could not have been completed without them. A special *thank you* goes to:

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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. To address this issue, the Urban Land Institute (ULI) has partnered 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 across the nation. Studies have shown that increasing park access helps to transform local communities and improves the physical, social, environmental, and economic health of people who call those communities home.

As of this writing, the 10-Minute Walk Campaign has been endorsed by more than 220 U.S. mayors across the political spectrum and from cities large and small. These civic leaders are committed to improving park access in their respective cities. In Atlanta, former Mayor Reed pledged to make Atlanta a 10-Minute Walk city and Mayor Bottoms has followed suit. The Atlanta Community Schoolyards initiative is a powerful approach to help achieve these goals city-wide.

### Atlanta Community Schoolyards

In partnership with TPL, Park Pride, and APS, ULI Atlanta is advancing the 10-Minute Walk Campaign goals by repositioning schoolyards as parks and thus a new resource for increasing park access for Atlanta's residents. In this model, APS schoolyards would be open to the public after school hours, during the summer months, and on weekends.

Walkability, mobility, and greenspace are key factors in advancing inclusive, welcoming, and sustainable communities. Walkability adds value to a community, allowing children to walk to school safely and adults to transit stops and stations and provides options for

recreation and social engagement. Through the Atlanta Community Schoolyards project, ULI Atlanta members are identifying and evaluating all mobility options surrounding ten school sites with a keen focus on walkability – sidewalk infrastructure and street crossings. The aspiration goal is to increase safe access to the schoolyards and expand access to parks and greenspace.

### What's next

Following the walkability assessments related to Atlanta Community Schoolyards reports, schoolchildren and residents from the surrounding communities will design improvements to their communities' schoolyard. Construction will soon follow, bringing those designs to life, creating inviting, accessible, and safe spaces for school-day play and after-hours recreation for school children and the surrounding community.

## ULI Atlanta's Walk Analysis Assignment

In order to understand the present walking conditions surrounding the four school sites selected for evaluation this year, ULI Atlanta conducted walk analyses within a half-mile radius of each school, generally representing the distance that an average adult can walk in ten minutes. Those subject schools for this phase include:

- Centennial Academy
- Harper-Archer Elementary School
- Miles Elementary School
- Sarah Smith Elementary School (Primary Campus)

Each school selected represents a broad cross-section on of APS school clusters and geographic diversity within the city (with schools in the north, south, east, and west). The information collected and related analysis by the ULI Atlanta team will serve as the foundation for the improvements needed to achieve the goals of the 10-Minute Walk Campaign in each school community – a walk that Jeff Speck author of *Walkable City* describes as useful, safe, comfortable, and interesting. 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 information collected and related analysis by the ULI Atlanta team will serve as the foundation for the improvements needed to achieve the goals of the 10-Minute Walk Campaign in each school community.

ULI's member volunteers set out to assess and document the current conditions of the sidewalks, crosswalks, and general safety within a half-mile radius of the subject schools. Specifically, the following three questions were posed for each site:

- What is the current nature of a 10-minute walk around the school?
- Which needed improvements are currently funded and/ or are there existing plans that be leveraged to address those improvements?
- What additional improvements are needed to make a desirable and effective 10-minute walk?

The first step in answering these questions was to gather information about the communities surrounding each school. Demographic information provided the team with key statistics relating to population density and number of school-aged children and families. Regarding the physical environment, the team compiled and reviewed maps, physical conditions and constraints, and land use information for the study areas. Georgia Power provided spatial data and additional demographic information, which allowed the team to begin the walk analysis assessment fully informed.

With the demographic and physical environment data in hand, ULI Atlanta volunteers walked each of the routes to each school within a 10-minute walk and analyzed site conditions along the way utilizing a standard evaluation matrix designed expressly for this purpose.

Each assessment began with a project briefing for each walking team by the ULI Atlanta steering committee. This briefing included an overview of the study area, identified the specific streets to evaluate, and reviewed the survey questions each walking team must address. Teams were then organized around walk segments or quadrants depending on the street grid patterns and set out to personally walk each segment of the study area.

The evaluations addressed each of the following characteristics:

- Existence of sidewalks
- Condition of sidewalks
- Existence of Americans with Disabilities Act (ADA) ramps at crossings
- Presence of pedestrian walk lights
- Visibility ahead, behind, and around pedestrians
- 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



The teams used a standard rating schedule (A-B-C-D-F) to classify the following attributes of each walk segment:

- Presence of sidewalks
- Condition(s) of sidewalk: solid surface + width
- Compliance with ADA
- Access to residential areas
- Presence of unique features

The A-B-C-D-F classification represented the following scale:

- 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 non-existent and/or completely unusable)

## Sarah Smith Elementary School (Primary Campus)

### Background

Located at 370 Old Ivy Road NE in Atlanta's Buckhead neighborhood, Sarah Smith Elementary School opened its campus to students in 1952. Following significant population growth in Buckhead, a new campus for the school was constructed on Wieuca Road (known as the Intermediate Campus) and serves grades three to five. The original Old Ivy Road campus (the Primary Campus) serves kindergarteners through the second grade and is the focus of this study.

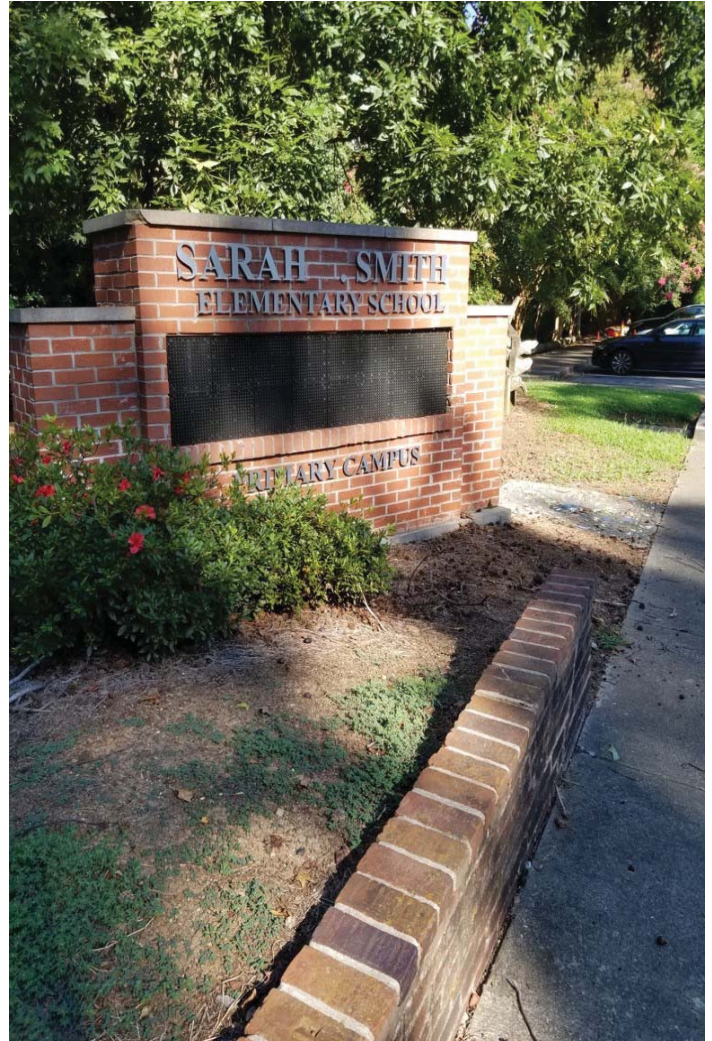
Sarah Smith Elementary School has a reputation for academic excellence and it is consistently ranked as one of Georgia's top elementary schools. The school is an authorized International Baccalaureate World School and offers the Primary Years Programme, which focuses on the total growth of the child encompassing academic, social, emotional, and cultural needs.

The Primary Campus is also home to various summer programs and the "Smith After School" Program, an after-school care program for grades K-5. Students can attend the after-school program daily or on an as-needed basis. In the after-school program, students can receive snacks, homework assistance, and enrichment opportunities, including cooking, science experiments, arts and crafts, physical activities, game time, and free play.

The Sarah Smith Education Foundation supports the quality of education at both campuses through strategic investments in curriculum, cultural investments that promote a positive school environment, and support of instructional programs that directly enhance the school's academic mission.

### Neighborhood Demographics

- Population of the study area (2019): 1,190
- Average household size: 2.18
- Average household income: \$154,819
- Residents 18+ years old (2019): 83.4% (this primarily-adult resident makeup is expected to continue for the near-future)
- Residents 25 – 54 years old: 48.4%
- Residents age 55+: 25.6%
- Residents age 24 or younger: 25.9%
- Racial makeup (2019):
  - White: 74.1%
  - Black: 11.4%
  - Asian: 8%



*Figure 1 - The school is named after Sarah Rawson Smith, a member of a family with prominent ties to educational, civic, and social life in Atlanta.*

The residents in the study area are overwhelmingly white, college-educated adults working in white-collar jobs. For those age 25 and over, more than 80% had earned at least a bachelor's degree and close to 30% had graduate or professional degrees. More than 90% of the employed residents held white collar jobs.

### **Housing Statistics**

- Owner-occupied housing: 50+%
- Rental housing units: 43.8%
- Vacancy rate: 5.7% (considered low)
- Average home value: \$574,058
- Market share of homes based on home value:
  - \$50,000–\$249,999: 15.4%
  - \$250,000–\$399,999: 44.2%
  - \$400,000–\$999,999: 17.5%
  - \$1 million+: 22.9%

During the walk analysis, the team observed a large number of older homes undergoing significant renovation or being torn-down to make way for new home construction. This market pattern suggests that home values in the area will likely trend upward. By 2024, the average home value in the study area is anticipated to be \$704,701. Additional detailed demographic data is included in Appendix B.

### **Summary of Safe Routes to Parks Walk Audit**

The ULI Atlanta team analyzed the street grid surrounding the Sarah Smith Elementary School Primary Campus to identify those streets that are within a 10-minute walk of the campus. Fourteen streets were identified, and only one street (two-lane Old Ivy Road) is considered the main thoroughfare. Of the fourteen streets, only three have sidewalks – Old Ivy Road, Land O'Lakes Drive, and Ivy Road. The sidewalks on these three roads were considered to be in good condition and received an A or B rating. A few repairs are needed and a small number of obstructions need correction, but these issues do not significantly impede the sidewalks' walkability. It should also be noted that on Ivy Road, the sidewalk is not continuous on the south side.

Although the sidewalk on Old Ivy Road is generally in good condition, pedestrian access to the school is awkward. There is a sidewalk along the westbound lane of Old Ivy Road only, and there are limited opportunities to cross the road. The ULI Atlanta team recommends improving pedestrian access to the school entrance (see Recommendations below), but further study is required to determine the best solution(s).

The remaining eleven streets received "F" ratings due solely to the fact that they do not have sidewalks. However, this rating does not mean that the addition of new sidewalks is recommended. All of these streets are minor roads and nearly all are cul-de-sacs serving only a few homes. These cul-de-sac roads are wide, experience little traffic, and walking in the road or on the shoulder felt safe. Due to the limited benefit that would be achieved from adding sidewalks on ten of these eleven roads, the ULI Atlanta team does not recommend the expenditure of public funds to add sidewalks in these areas. The one exception is Sheldon Drive, which connects to Roswell Road. Although it did not feel unsafe to walk in the road, this road does experience more traffic than the other neighborhood streets, and a sidewalk on at least one side should be considered.

There is evidence that the school campus is already used as park space outside of school hours. Children were observed playing on the sports field and walkers were using the trail that circles the field. Any additional improvements to the school grounds would likely increase use of the campus in this manner.

Finally, the study area provides enviable access to outdoor activities. Path400 is a 5.2-mile multi-use greenway running through the east side of the study area, with an access point at the intersection of Old Ivy Road and the GA 400 overpass. The Blue Heron Nature Preserve is also located adjacent to the study area. Although the access points into the Preserve are more than a

10-minute walk from the study area, a connection could be made from the school campus to the Preserve trail system. The terrain is challenging, however, so constructing a path would be costly.

The detailed walk assessment findings are located in Appendix E.

## Recommendations

### Critical Needs

The ULI Atlanta team did not identify any critical pedestrian infrastructure needs in the study area.

### Proposed Improvements

#### 1. Improve the School Entrance

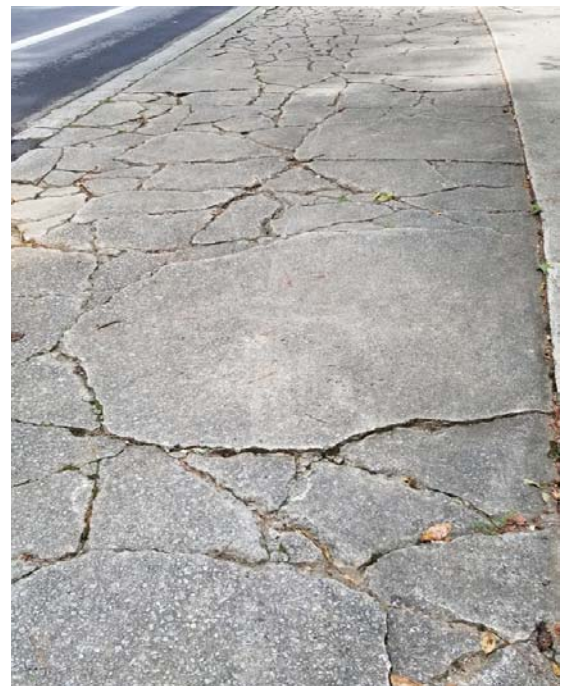
The pedestrian experience in front of the school building is in need of significant attention. While there is a sidewalk along the westbound lane of Old Ivy Road in front of the school, there are limited opportunities to cross safely to the other side. School zone signs with flashing lights are included at the crosswalks nearest to the school entrance, yet many of the crosswalks do not have ramps and often do not connect to sidewalks on the other side of the street. Minor cracking was found in the Old Ivy Road sidewalk. Extensive cracking was found on the sidewalk directly in front of the school, suggesting that this area is used as a loading zone or parking area. Lighting also needs to be addressed as there is limited lighting near the school entrance and no pedestrian-scale lighting.

The ULI Atlanta team recommends that the cracked and broken sidewalks in front of the school be replaced with paving material rated for vehicular traffic if the area is to continue to be used as a loading zone, parking space, or other vehicular use. The remaining cracked areas should be repaired and ADA ramps added at crosswalks.

The team also recommends the addition of pedestrian-scale lighting in the school zone.

#### 2. Repair Existing Sidewalks

In addition to the sidewalk repair noted above along the front of the school building, there are also sidewalks on the surrounding streets that have obstructions that should be removed. To the extent feasible, sidewalks should be aligned such that pedestrians do not have to veer sharply around hazards like power poles or mailboxes. In addition to sidewalk repair and realignment, crossings at storm drains and utilities should be leveled to avoid trip hazards. Lastly, there are several crosswalks in the area that need to be repainted in order to be visible and effective.



*Figure 2 – Cracked Pavement at the Entrance of Sarah Smith Elementary*



*Figure 3 – Images showing needed repairs along Old Ivy Rd.*



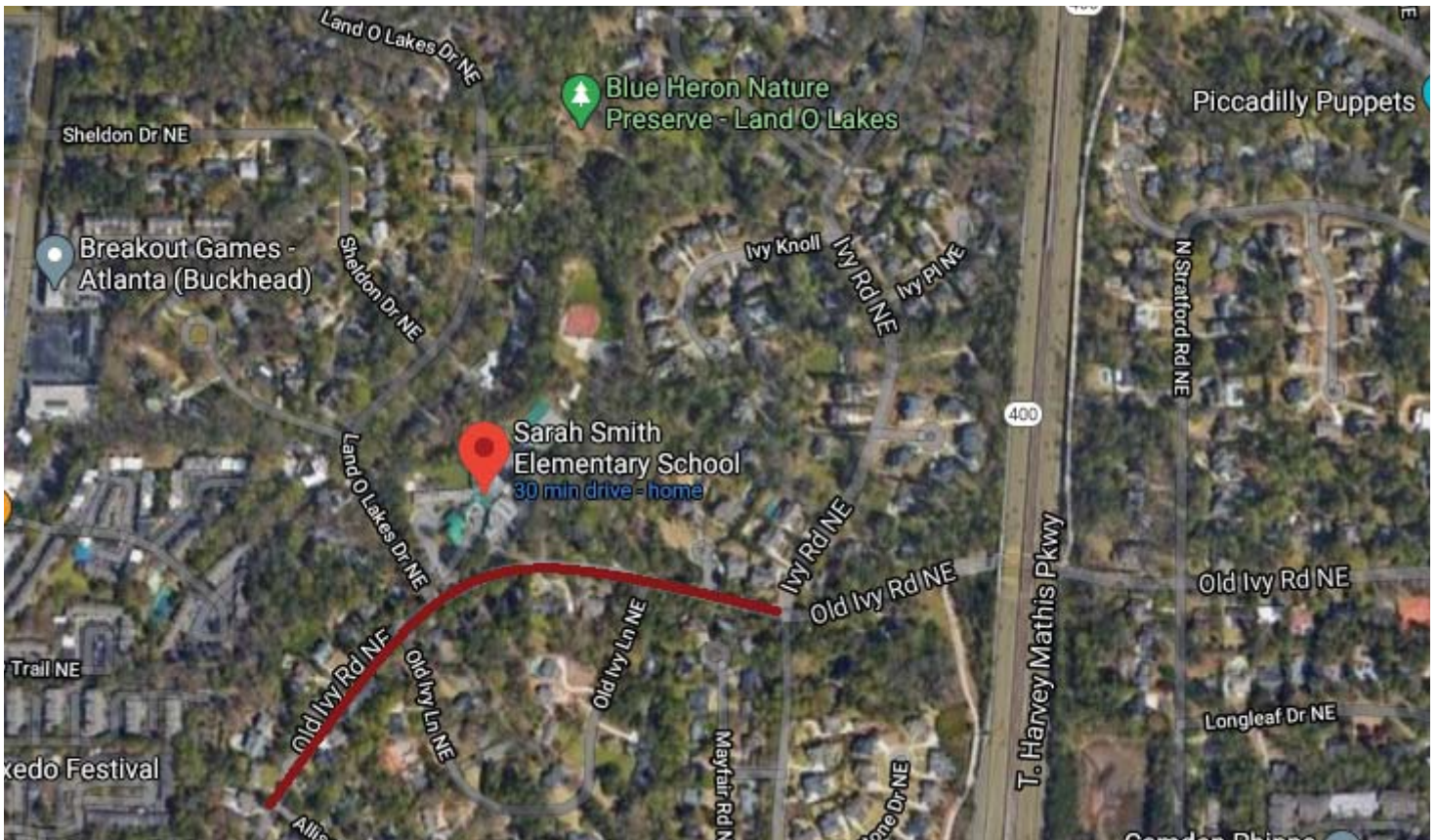


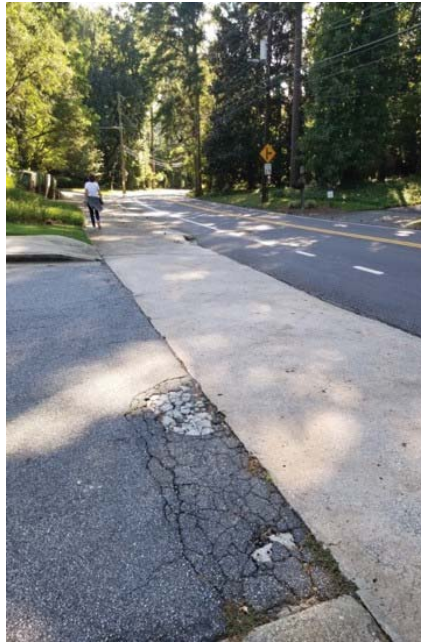
Figure 4 - Image obtained via Google Maps. The red line represents the segment of Old Ivy Rd. where the majority of the proposed improvements were captured.

### 3. Improve Pedestrian Access around the School

The ULI Atlanta team recommends improving pedestrian access to the school entrance and addressing the sidewalks and crossings as noted above. At the same time, more detailed traffic study is also warranted in order to determine the nature and extent of the current and anticipated pedestrian traffic around the school building. This study can help identify the precise problem(s) pedestrians are currently experiencing and determine the best potential solution(s). The study will identify whether the pedestrian access issues occur primarily during school drop-off and pick-up times or if pedestrian access to the campus outside of school hours is also problematic. The study should also analyze vehicle trips and pedestrian counts on Old Ivy Road.



Depending upon the results of the traffic study, the following options might improve pedestrian access to the school campus. Temporary, short-term traffic-calming measures in the school zone could include utilizing a crossing guard and/or orange safety cones placed in the road to narrow the path and thus encourage vehicles to slow down. On a more permanent basis, narrowing the road (often referred to as a ‘road diet’) in the school zone might be effective. Reduced lane width results in decreased driver speed and thus improves pedestrian safety. Additional striping and/or texturing the road surface in the school zone could also aid in reducing driver speeds. A stop sign or traffic light at the intersection of Old Ivy Road and Land O'Lakes Drive should also be considered. Where stop signs or traffic lights are impractical, pedestrian refuge islands could be installed mid-point in the crosswalks on both ends of the school zone. A pedestrian refuge island is a raised area of the crosswalk in the middle of the road where pedestrians are protected from traffic until the it is safe to continue crossing to the other side of the street. Finally, if school vehicular traffic is creating problems on Old Ivy Road, the school might consider relocating the primary vehicular entrance to Land O'Lakes Drive.



*Figure 5 – Noting needed traffic calming measures for Old Ivy Rd in front of school due to a slight downhill elevation*

#### 4. Add Wayfinding Signage

Adding wayfinding signage to the recreational amenities within the study area would help improve pedestrian access and encourage more engagement with the area’s amenities. Signage could include wayfinding information for Path400, the Blue Heron Nature Preserve, and any park space subsequently created on the school campus.

## Opportunities

#### 1. Make a Connection to Blue Heron Nature Preserve

There is an exciting opportunity to make a connection from the school campus to the existing trail network in the Blue Heron Nature Preserve. A tie-in to the Preserve and associated Confluence Trail could be made from the existing play area at the back of the ball field (See Appendix D for the trail guide and topographical map). Tying into the Preserve trail network would increase study area recreational access and would also expand the educational opportunities for the school’s day students, after-school participants, and those attending summer camp on the campus. In addition to a three-mile walking trail, the Preserve has field education centers providing interactive access to four unique habitats- woodland, wetland, meadow, and riparian. The Preserve facilities also host a number of art installations and feature regular educational programming.

There is a significant challenge in creating this opportunistic connection however. The terrain from the school campus access point at the play area to the Preserve is characterized by steep descent that will require a switchback pathway, as illustrated in Appendix C. Without factoring in design and permitting fees, it may cost roughly \$325,000 to construct this switchback path. The Sarah Smith Education Foundation could lead or at least partner in the fundraising efforts needed to meet the costs of pathway construction. If this challenge is met, a connection to the Preserve opens a world of possibilities for the school's students, neighborhood children, and the community at large.



*Figure 6 – First two images from left to right show possible connection point between Blue Heron Nature Preserve and Sarah Smith playground.*

## 2. Add a Sidewalk on Sheldon Drive

Sheldon Drive serves as a short-cut to Roswell Road and experiences more traffic than the other minor roads in the study area. The ULI Atlanta team did not feel unsafe walking in the road, but adding a sidewalk on one side of this road would help facilitate pedestrian access to any park improvements located on the school campus.

## 3. Convert Old Ivy Road Sidewalk into a Multi-use Path

The sidewalk on Old Ivy Road has potential for much more productive use. Expanding the sidewalk and converting it into a multi-use path serving both cyclists and pedestrians would create a welcome mobility addition to the neighborhood. The existing on-road bike lane does not provide a sufficient buffer from vehicle traffic to make it suitable for use by young children or cyclists who are not comfortable with riding in close proximity to vehicles. A multi-use trail would be beneficial for all cyclists and would improve access to Path400. It should be noted that taking away a dedicated roadway bike lane might not be without controversy. Serious cyclists often continue to ride on the road even in the presence of multi-use trails, forcing vehicles and cyclists to share the road. The ULI Atlanta team believes a multi-use path merits serious consideration, but the proposal should be subject to ample public comment and debate in order to fully understand and weigh the community's interests.



## Summary of Recommendations

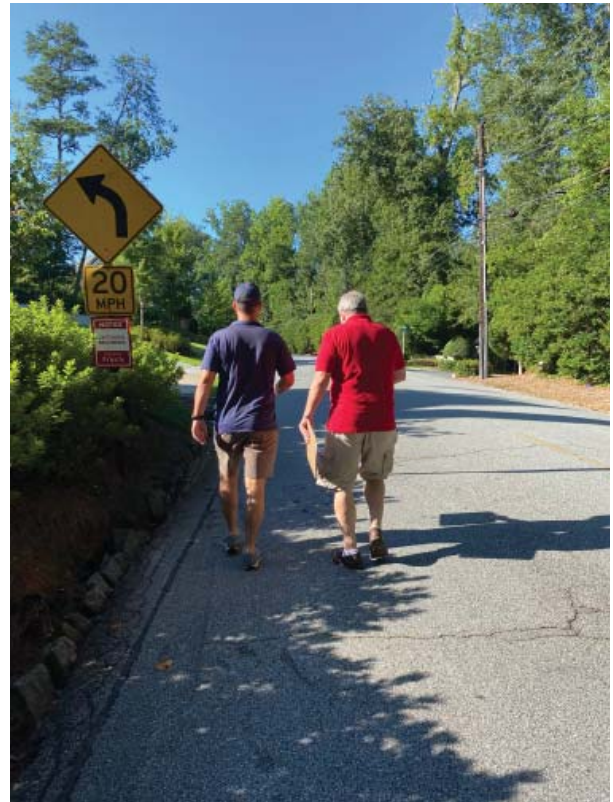
The study area has a good sidewalk network in place on the primary roads, and the sidewalks are generally in very good condition. However, a few improvements are needed in the school zone area, and a detailed traffic study is required to determine the exact nature of such improvements. While the study area enjoys great access to recreational opportunities, making a connection to the Blue Heron Nature Preserve trail system would greatly expand the recreational and educational opportunities for the study area and the Sarah Smith Elementary School Primary Campus.

### ***Proposed Improvements:***

- Repair cracked and damaged sidewalks on Old Ivy Road in front of the school with material rated for vehicular traffic
- Add ADA ramps at crosswalks
- Add pedestrian-scale lighting in the school zone
- Conduct a traffic study of the school zone and develop appropriate solutions to improve pedestrian access to the school entrance based on study findings
- Repair, level, and realign sidewalks as needed to address obstructions and trip hazards throughout the study area
- Repaint faded pedestrian crosswalks throughout the study area
- Add wayfinding signage to Path400, the Blue Heron Nature Preserve, and any recreational amenities added on the school campus

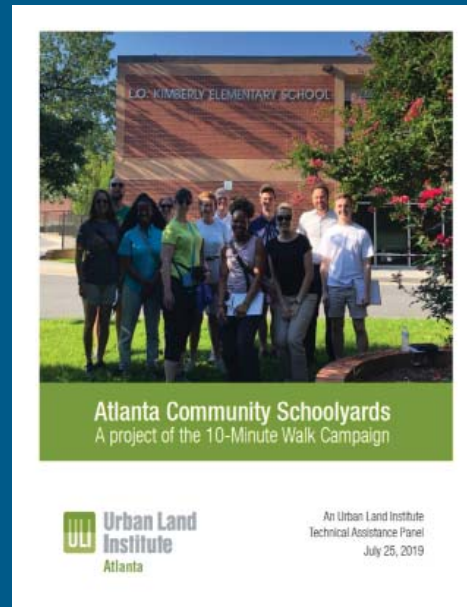
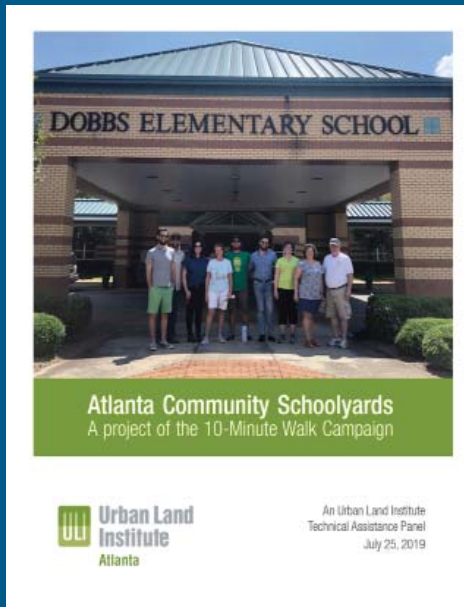
### ***Opportunities:***

- Make a connection from the school campus to the Blue Heron Nature Preserve
- Add a sidewalk on one side of Sheldon Drive



*Figure 7 – ULI volunteers complete the 10-minute walk around Sarah Smith Elementary.*

***In 2019, ULI Atlanta documented the walking conditions within a 10-minute walk of Dobbs Elementary and Kimberly Elementary schools.***



The project has been featured in a number of local and national media outlets on demonstrating the feasibility of using schoolyards as shared public spaces.

***Dobbs, Kimberly Elementary schools selected for 'Community Schoolyards' pilot program (The Atlanta Voice)*** <https://www.the-atlantavoice.com/articles/dobbs-kimberly-elementary-schools-selected-for-community-schoolyards-pilot-program/>

***2 Atlanta schoolyards to be public parks; eight more to come (AJC)*** <https://www.ajc.com/news/local/atlanta-schoolyards-public-parks-eight-more-come/RHpYPsJW44FWYDjcki3ovM/>

***Communities looking at schoolyards in new way (CBS 46)*** [http://www.cbs46.com/news/communities-looking-at-schoolyards-in-new-way/article\\_215250e4-e963-11ea-a1c9-ab795a23647b.html](http://www.cbs46.com/news/communities-looking-at-schoolyards-in-new-way/article_215250e4-e963-11ea-a1c9-ab795a23647b.html)

***COVID-19 — is everyone receiving the benefits of urban parks equally? (The Hill)*** <https://thehill.com/opinion/energy-environment/513744-covid-19-is-everyone-receiving-the-benefits-of-urban-parks-equally>

***Atlanta's Schoolyards to Become After-Hours Green Space (Next City)*** <https://nextcity.org/daily/entry/atlantas-schoolyards-to-become-after-hours-green-space>

***A playground turnaround for Atlanta Public Schools*** <https://atlanta.uli.org/a-playground-turnaround-for-atlanta-public-schools/>

## Building Healthy Corridors Typology<sup>3</sup>

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

<sup>3</sup> 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 – Study Area Map for Sarah Smith Elementary School (Primary Campus)

### 10-Minute Walk Impact Report

The Trust for Public Land

August 17, 2020

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#### Project Areas

sarahsmith

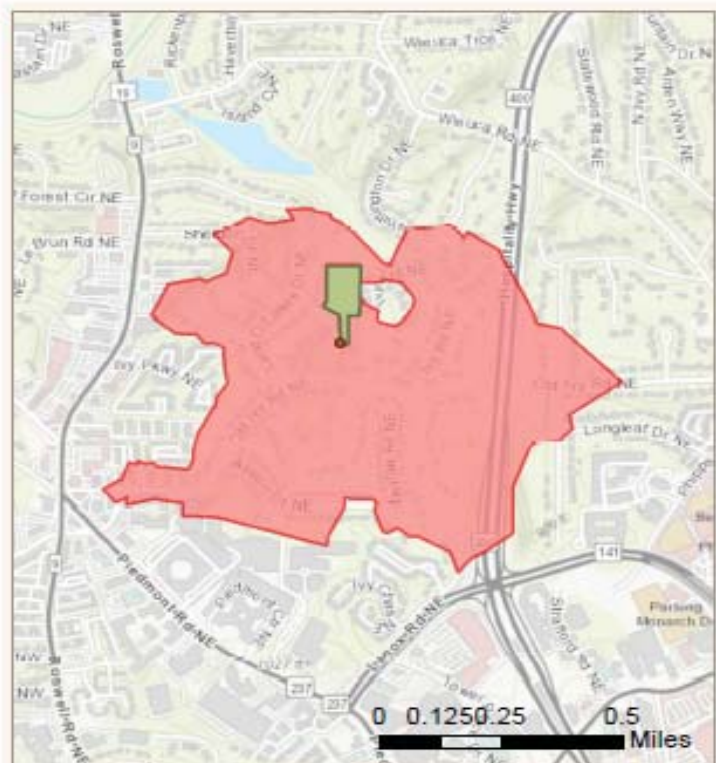
All statistical results are aggregated for the listed project areas and their service areas. Service areas are based on 10-minute (1/2 mile) walk times from project access points defined for each project area and based on the walkable road network. Accuracy of demographic calculation diminishes outside of cities, where population served may be underestimated.

For TPL staff only: Acres listed for Land Protection Projects are official from Finance, while Park Development Project acres are estimated based on GIS calculations.

Area Statistics	Value
Project Area Count	1.00
Project Acres	3.83
Service Area Acres	203.12

#### Map Legend

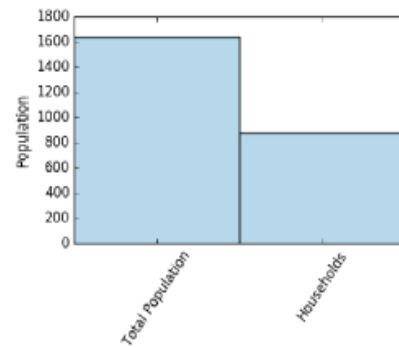
- Access Points
- User-Defined
- Project Boundary
- 10-minute walk service areas



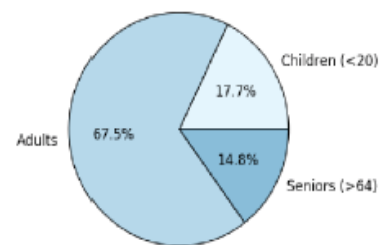
This report was created on August 17, 2020 using the Project Impact or Project Summary interactive mapping site. It is for informational purposes only. The providers of this report disclaim any and all warranties, express or implied, including fitness for a particular purpose or merchantability, and make no representation that the report is complete, accurate, or error free. Use and reliance on this report is at the sole risk of the party using same.

## Appendix B-Detailed Demographic Information of the Study Area

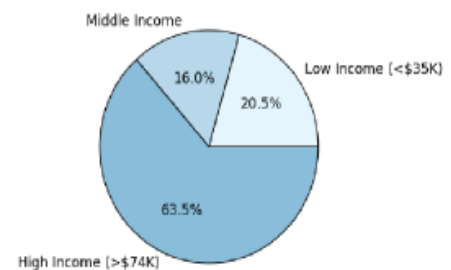
Population	Served
Total Population	1,640
Households	880



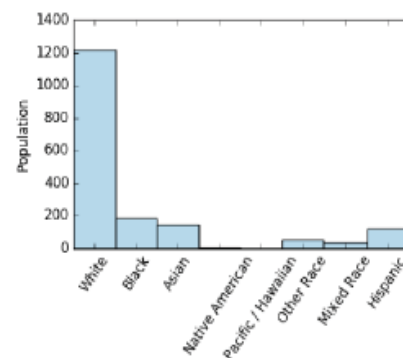
Age	Served	Percent
Children (less than age 20)	291	17.74
Adults (age 20 to age 64)	1,107	67.50
Seniors (age 65 and up)	243	14.82



Income	Served	Percent
Low (less than \$35,000)	181	20.57
Middle (from \$35,000 to \$75,000)	141	16.02
High (\$75,000 and up)	559	63.52

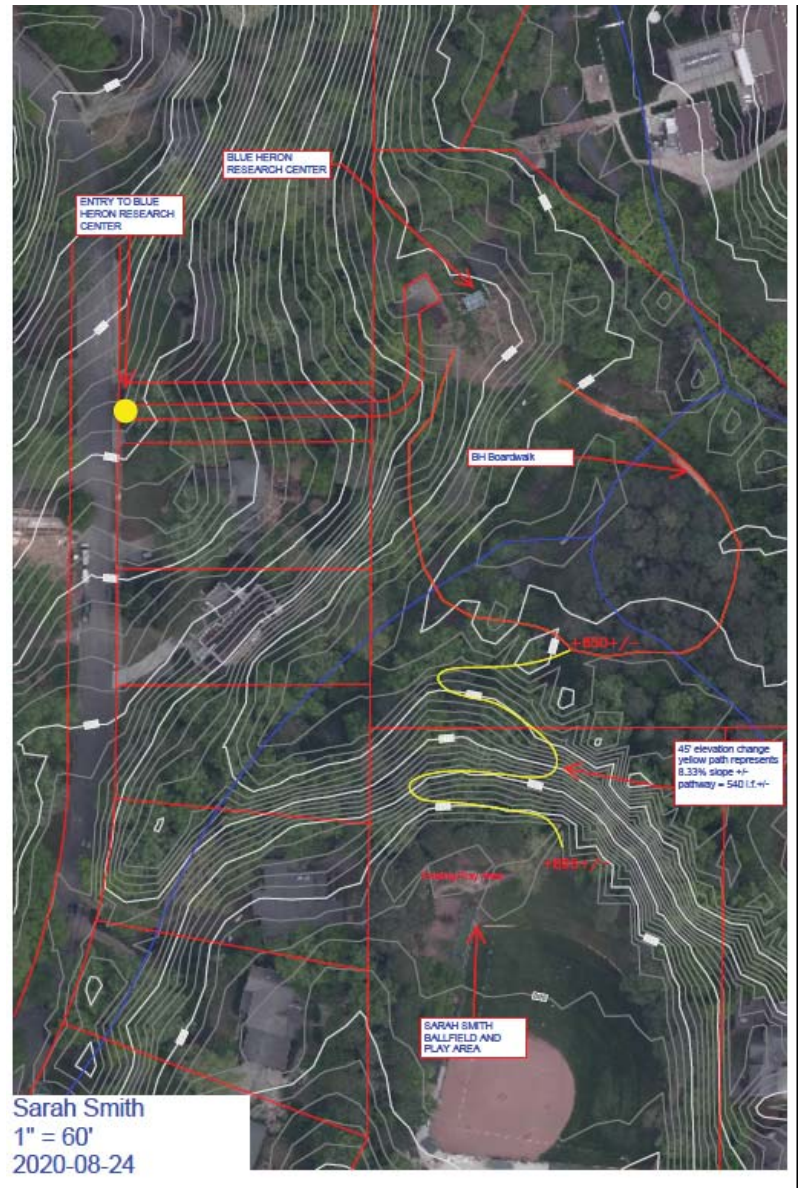
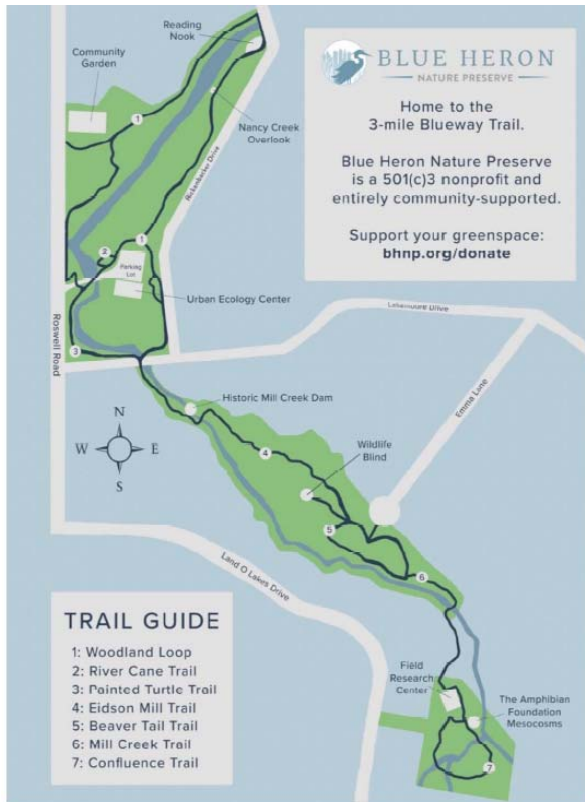


Race/Ethnicity	Served	Percent
White	1,219	74.33
Black	186	11.34
Asian	143	8.72
Native American	5	0.30
Pacific / Hawaiian	1	0.06
Other Race	51	3.11
Mixed Race	34	2.07
Hispanic *	120	7.32



\* US Census captures Hispanic origin separate from race

## Appendix C-Blue Heron Nature Preserve Trail Guide and Topographical Map of Potential Trail Connection





Time of Audit: \_\_\_\_\_

Street Name: \_\_\_\_\_

Walker(s): \_\_\_\_\_

**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

☐ 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

- ☐ There is no crosswalk, or it is poorly marked
- ☐ Intersection does not have a curb ramp for carts, wheelchairs, strollers, walkers, etc.

☐ There are no pedestrian crossing signals

☐ Other problems:

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

A B C D F

### 3. 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

- ☐ Streetlights are few or not present
- ☐ There is a lack of eyes on the street (e.g. absence of people, no houses or store fronts).
- ☐ Other problems:

Overall, the feeling of safety in this area is:

A B C D F

### 4. Comfort


- ☐ There is not enough shade from canopies, awnings, or trees
- ☐ There are steep slopes
- ☐ The street needs benches and places to rest

☐ Other problems:

Overall, the comfort and appeal in this area is:

A B C D F

## Appendix E: Detailed Walk Assessment Spreadsheet for Sarah Smith

				Atlanta Community Schoolyards - 2020 Sarah Smith Elementary School									
Main / Minor	Street	From Intersection	To Intersection	Distance Miles	Walk Duration Minutes	Total Intersections	Total Cross Walks	Speed Limit	Marra Stops	GOOT Traffic Count	Sidewalk Y/N	Sidewalk Rating	Sidewalk Comment
Major	Old Ivy Road NE	Roswell Rd	School	0.5	9	4	1	30	N	N/A	Y	B+	Some obstructions in sidewalk are present Sidewalk ends on one side and walker must cross street Good crossing with signs and lights are present
Major	Old Ivy Road NE	School	East Boundary	0.5	9	4	4	30	N	N/A	Y	B+	Some obstructions in sidewalk are present
Minor	Land O' Lakes Drive NW	North Boundary	Old Ivy Road NE	0.4	9	2	0	30	N	N/A	Y	A-	Few cracks
Minor	Sheldon Drive	NW Boundary	Land O' Lakes Drive NW	0.2	4	1	1	25	N	N/A	N	F	Some cut-through traffic on street Sidewalks recommended as road connects to Roswell Rd However road doesn't feel unsafe to walk
Minor	Land O' Lakes Court	End	Land O' Lakes Drive NW	0.1	2	1	1	NP	N	N/A	N	F	No sidewalks Cul-de-sac neighborhood
Minor	Chelsey Lane	End	Old Ivy Road NE	0.02	1	1	1	NP	N	N/A	N	F	No sidewalks but not needed, cul-de-sac neighborhood
Minor	Ivy Road	North Boundary	Old Ivy Road NE	0.3	6			30	N	N/A		A	Some obstructions
Minor	Ivy Knoll	North Boundary	Ivy Road	0.02	1	1	1	NP	N	N/A	N	F	No sidewalks but not needed, cul-de-sac neighborhood
Minor	Ivy Preserve Court	Ivy Road	Ivy Road	0.05	1	1	1	NP	N	N/A	N	F	No sidewalks but not needed, cul-de-sac neighborhood
Minor	Ivy Place	End	Ivy Road	0.07	2	1	1	NP	N	N/A	N	F	No sidewalks but not needed, cul-de-sac neighborhood
Minor	Ivy Road	Old Ivy Road NE	South Boundary	0.3	7	2	0	30	N	N/A	Y	B-	Sidewalks don't begin until Mayfair
Minor	Cobblestone Drive	Ivy Road	End	0.1	2	1	0	25	N	N/A	N	F	No sidewalks but not needed, cul-de-sac neighborhood
Minor	Mayfair Lane	Mayfair Drive	Ivy Road	0.03	1	1	0	NP	N	N/A	N	F	No sidewalks but not needed, cul-de-sac neighborhood
Minor	Mayfair Drive (North)	Mayfair Lane	End	0.08	2	1	0	NP	N	N/A	N	F	No sidewalks but not needed, cul-de-sac neighborhood
Minor	Mayfair Drive (South)	Mayfair Lane	End	0.1	2	1	0	NP	N	N/A	N	F	No sidewalks but not needed, cul-de-sac neighborhood
Minor	Old Ivy Lane	Old Ivy Road NE	Old Ivy Road NE	0.3	6	2	1	NP	N	N/A	N	F	No sidewalks but not needed, no through traffic -neighborhood traffic only
Minor	Allison Drive	Old Ivy Road NE	South Boundary	0.2	4	1	1	25	N	N/A	N	F	No sidewalks but not needed
			Total	3.27	68								

Walk Assessment Conducted 08/18/2020 8:30 am - 10:30 am						
Street Crossing & Intersection Rating	Street Crossing & Intersection Comments	Safety Rating	Safety Comments	Comfort Rating	Comfort Comments	Overall Rating
B+	Crossing at Allison Drive well marked	A	Bike lane present for buffer	A	Reasonable grade no sharp corners - feels safe	B+
B+	Crossing at Old Ivy Lane well marked Needs crossing at Ivy Road Add sign at crossing	B	Bike Lane is buffer for some of route	B	Great Access to 400 Trail at 400, Steep Slopes	B+
A		A	Speed bumps present	A	Steep slopes	A
D	No crosswalk Intersection doesn't have curb ramp No pedestrian crossing signals	A		A		C
D	No crosswalk Intersection doesn't have curb ramp No pedestrian crossing signals	A		A		B
A		A		A		A
A		A		A		A
B	Intersection does not have curb ramp	A		A		A-
A		A		A		A-
A		A		A		A-
A		A		A		A-
B	No crosswalk across Old Ivy	A		B	Not shady	B
C	No crosswalk	A		A		B+
A	No crosswalk	A		A		A
A		A		A		A
A		A		A		A
A	Crosswalk needs painting	A		A		A
A	Crosswalk at Old Ivy needs repainting	A	Quiet suburban street	A	Good	A
						B+





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