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CHATTAHOOCHEE RIVER GREENWAY STUDY

FOR THE CHATTAHOOCHEE RIVERLANDS

TASK 2 MEMO
LITERATURE REVIEW & EXISTING CONDITIONS ANALYSIS

SUBMITTED 05/03/2019

Chattahoochee RiverLands

EXECUTIVE SUMMARY

PURPOSE OF THE DOCUMENT

The Chattahoochee River Greenway Study was commissioned by a joint Project Management Team consisting of the Atlanta Regional Commission (ARC), the Trust for Public Land, Cobb County, and the City of Atlanta. The Chattahoochee River Greenway Study is an opportunity to reconsider the region's relationship to the River and create a new vision for the River's future that will raise public awareness, improve connections and access, identify potential areas for protection or investment, and build on a legacy of ecological conservation and protection.

The Chattahoochee River Greenway Study will aim at:

- **Creating an iconic identity for the corridor.**
- **Bringing people back to the water's edge.**
- **Reconnecting communities across the iconic water body.**
- **Providing a continious public realm where the all the diverse population of the region can benefit.**
- **Identifying where environmental justice issues can be actively addressed.**
- **Prioritizing programming and interpretive moments along the corridor.**
- **Respecting and honoring the characteristics of the surrounding land uses.**
- **Enhancing the responsible use and appreciation of the River as an ecological resource.**
- **Restoring habitat connectivity along the River.**
- **Identifying opportunities for restoration of critical tributaries and key habitats.**
- **Improving water quality and ecological functions**.

In accordance with the scope of work outlined for Task 2 – Existing Literature & Conditions Analysis, the Design team has prepared an Existing Literature & Conditions Memo for the study.

The Design Team has considered the full project area of the Chattahoochee River, nearly 100-miles from Bufford Dam to Chattahoochee Bend State Park, and has created a broad catalog of existing conditions to serve as the foundation for design of the Chattahoochee River Greenway. During this phase, the team engaged with the community and interviewed stakeholders along the River during a week-long "Windshield Driving Tour."

This compendium explores themes of ecology, history and culture, connections and access, and demographics. These themes will inform the project and forge an authentic identity for the Chattahoochee River Greenway.

DOCUMENT SUMMARY

Introduction and Project Overview

Existing Conditions Inventory

Historical & Cultural Resources:

This section explores the history of human's interaction with the River and provides an inventory of the material legacy of human cultures along the River.

Ecology:

This section provides an overview key environmental features and resources along the Chattahoochee River.

Demographics:

This section presents an inventory of the region's demographics using census data and environmental justice indexes.

Connections & Access:

This section provides a high-level understanding of the current transportation system, development patterns, and land uses.

Planning Initiatives

Non-exhaustive overview of active planning initiatives within the project area.

Case Studies

National and international case-studies and best practices.

Summary of Findings

Summary of findings outlining potential design directions for the Greenway Project. This section is thematically organized (Historical & Cultural Resources, Ecology, Demographics, Connections and Access) and is considered to be the foundation for Task 3.

Appendices:

Appendix A: Literature & Planning Document Review:

Catalogue and summary of existing transportation and trail plans, ecology studies, regional comprehensive plans, articles, and development assessments.

Appendix B: Windshield Driving Tour Summary:

Multi-day driving tour along the banks of the full 100-mile river corridor, on-the-ground site explorations, photographs, and stakeholder interviews.



Drone Photo Looking Downstream Along the Chattahoochee River Above Azalea Park - SCAPE

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INTRODUCTION

PROJECT OVERVIEW

The Chattahoochee River is a shared historic, economic, cultural, and ecological resource of extraordinary value for Metro Atlanta and the state of Georgia. The River traverses the entire Metro Atlanta region, forms the boundary of many counties and cities, and provides both recreational and ecological services for communities along its nearly 100 miles. The Chattahoochee River Greenway Study is an opportunity to reconsider the region's relationship to the River and create a new vision for the River's future that will raise public awareness, improve connections and access, identify potential areas for protection or investment, and build on a legacy of ecological conservation and protection.

The Greenway Study is being managed by a joint Project Management Team (PMT) consisting of the Atlanta Regional Commission (ARC), the Trust for Public Land, Cobb County, and the City of Atlanta. The project is being designed in collaboration with the Chattahoochee Working Group (CWG).

SCAPE Landscape Architecture is leading a collaborative Design Team composed of nationally and locally renowned experts in the fields of Landscape Architecture & Urban Design (SCAPE), Transportation & Multi-Modal Trail Design (Gresham Smith), Anthropology & History (New South Associates), Ecological Design & Planning (BioHabitats), Environmental Justice (Dr. Na'Taki Osborne Jelks), Communication Design (Good Thinking), and Geography (Dr. Richard Milligan).

The Design Team will apply its expertise to build a new identity and spatial framework for the Chattahoochee River. The Design Team's planning and design process will engage people across a broad social spectrum and will explore opportunities to protect and restore native ecologies, invite public access and stewardship, and redefine the River as a beloved local, regional and national asset.

Task 1 – Project Management & Stakeholder Engagement Plan Fall 2018

The Design Team created a Project Management Plan (PMP) and a Public and Stakeholder Engagement Plan (PSEP) to establish a schedule and engagement strategy, identify target communities, institutions, residents, property owners, interested members of the public, and key stakeholders. Those documents have been collaboratively developed with the Project Management Team and the CWG.

Task 2 – Existing Literature & Conditions Analysis Winter 2018 – 2019

The Design Team conducted a literature review and existing conditions analysis to investigate the Chattahoochee River's geography, geology, hydrology systems and morphology, ecology and conservation patterns, land use and development patterns, regulatory boundaries and frameworks, political boundaries, and urban infrastructure.

Task 3 – Corridor Vision & Concept Winter - Spring 2019

The Design Team will synthesize an identity for the Chattahoochee River Greenway by visioning, collaborative input, community response, and co-design sessions (in conjunction with Task 7, Public & Stakeholder input).

Task 4 – Greenway Plan Development Summer - Fall 2019

The Design Team will create a corridor greenway plan. The plan will focus on, but not be limited to, specific elements of the corridor including connections and alignments, regulatory framework and compliance, park and conservation planning, and implementation and concept proposals.

Task 5 – Implementation Strategies Winter 2019 – 2020

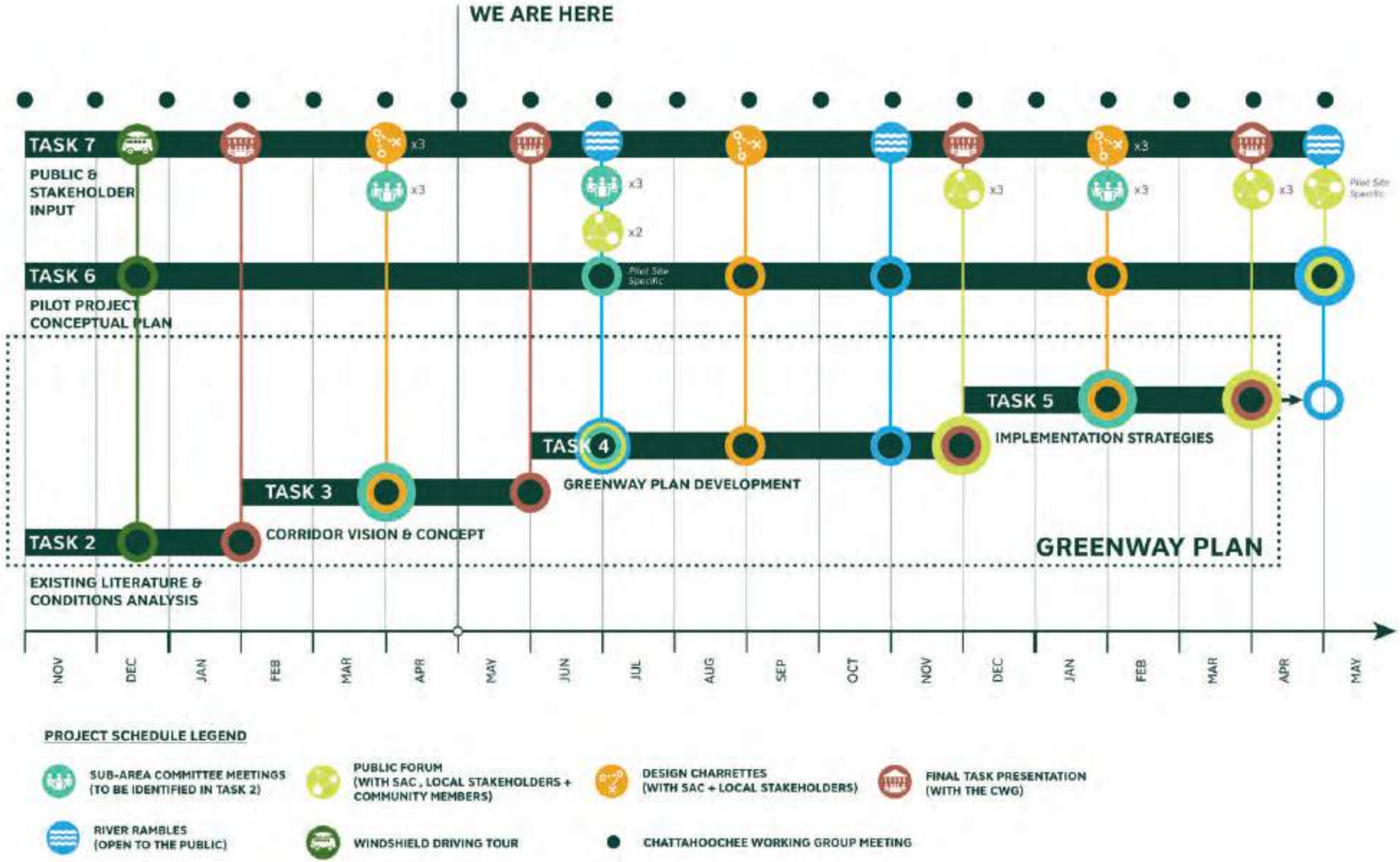
The Design Team will work with the Project Management Team and Sub-Area committees to identify fundable and implementable projects at the conclusion of the Chattahoochee River Greenway Study. Potential projects are those that will qualify for a range of funding benchmarks, and a key set of stakeholders critical for their execution will be identified.

Task 6 – Pilot Project Conceptual Plan 2019

The Design Team will develop a conceptual design for a pilot project along a length of the Chattahoochee River in Cobb County. The study will propose a preferred alignment and develop a conceptual layout and typical sections for a greenway trail segment between Mableton Parkway and Veterans Memorial Highway, with access points and overlooks.

Task 7 – Public & Stakeholder Input

Throughout the Chattahoochee River Greenway Study, the Design Team will work with the Project Management Team, the CWG, and Sub-Area Committees to better understand the needs and desires of each Sub-Area along the River. The Project Team (PMT & Design Team) will organize and participate in community meetings, design charrettes, public events, and maintain a public website. The project also includes signature participatory events called River Rambles. These are intended to be immersive and fun events for experiential engagement on the River.


WE ARE HERE
TASK 7
PUBLIC & STAKEHOLDER INPUT
x3
x3
x3
x2
x3
x3
x3
x3
Pilot Site Specific
TASK 6
PILOT PROJECT CONCEPTUAL PLAN
Pilot Site Specific
TASK 5
IMPLEMENTATION STRATEGIES
TASK 4
GREENWAY PLAN DEVELOPMENT
TASK 3
CORRIDOR VISION & CONCEPT
TASK 2
EXISTING LITERATURE & CONDITIONS ANALYSIS
GREENWAY PLAN
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PROJECT SCHEDULE LEGEND
SUB-AREA COMMITTEE MEETINGS (TO BE IDENTIFIED IN TASK 2)
PUBLIC FORUM (WITH SAC , LOCAL STAKEHOLDERS + COMMUNITY MEMBERS)
DESIGN CHARRETTES (WITH SAC + LOCAL STAKEHOLDERS)
FINAL TASK PRESENTATION (WITH THE CWG)
RIVER RAMBLES (OPEN TO THE PUBLIC)
WINDSHIELD DRIVING TOUR
CHATTAHOOCHEE WORKING GROUP MEETING

DRIVING TOUR SUMMARY

For five days, the Chattahoochee River Greenway Study Project Team became immersed in river history, high-water views, aquatic and riparian ecology, past and present industry, parks and recreation sites, and the enormous efforts many citizens, officials, and naturalist groups have made to restore, preserve, and protect the Chattahoochee River.

Along the long course of this tour, the Chattahoochee River Greenway Study Project Team visited riverside communities and towns in North and South Fulton, Forsyth, Cobb, Gwinnett, Carroll, Douglas, and Coweta counties. They visited river sites near or in Cumming, Sugar Hill, Suwanee, Duluth, Johns Creek, Roswell, Sandy Springs, Vinings, the Cumberland area, Bankhead, Proctor Creek, Riverside, Cascade Heights, Mableton, Palmetto, and Chattahoochee Hills. Along the way, the tour stopped at numerous units of the Chattahoochee River National Recreation Area, the Cobb County pilot park site on Discovery Boulevard, Sweetwater Creek State Park in Douglas County, Chattahoochee Bend State Park in Coweta, and McIntosh Reserve Park in Carroll County. Below are the highlights of the five day discovery tour.

Monday December 10

The Project Team started at the foot of Buford Dam. Chattahoochee Riverkeeper took participants on a boat tour of the upper Chattahoochee below the Dam. The Design Team saw a historic Cherokee fish weir (an underwater V-shaped stone trap) and the Buford Hatchery near Cumming, as well as the McGinnis Ferry unit of the Chattahoochee River National Recreation Area and Settles Bridge Park in Gwinnett County.

"We need to work hard to make sure the mistakes made along the River north of the city are not repeated in the rural areas south of the city. We cannot prevent what has already happened—but we can certainly protect what has not been lost." — Jerry Hightower, environmental education coordinator for CRNRA at Island Ford near Roswell.

Tuesday, December 11

After an early morning walk along Roswell's Riverwalk Boardwalk with town officials, the Project Team travelled a few miles down river to enjoy Sandy Springs' Morgan Falls Overlook Park and a tour by the Sandy Springs Conservancy. That evening, the Project Team hosted the first public meeting of the project at the Chattahoochee Nature Center on Willeo Road in Roswell with more than 40 people in attendance.

The meeting format that night would be repeated at each of the public meetings: a quick overview that explained the purpose and intent of the Chattahoochee River Greenway Study, followed by two simultaneous map and story-sharing exercises designed to spark dialogue, personal insight, and fresh ideas on how to tackle pervasive challenges and encourage exciting, ongoing progress.

Byron Rushing of the Atlanta Regional Commission kicked off the meeting with a brief presentation on the Chattahoochee River Greenway Study. Attendees next divided into two groups to participate in two 30-minute exercises, after which comments were recorded on a whiteboard for consideration and incorporation into project team planning and design.

Group A participants gathered around an 8' map of the 100-mile Chattahoochee River Greenway Study corridor. They exchanged stories about how they or their organizations engaged with and were inspired by the River. They also were asked about their priorities for the Chattahoochee River's future, including which aspects of the River mattered most to them (e.g. ecology, access, recreation, history, resilience, flooding, safety, and economic development) and which community groups needed to be included in the planning of the Greenway Study.

Group B participants gathered around a 10' long three-dimensional topographic model of the 100-mile Chattahoochee River Greenway Study corridor. Design team members asked participants to identify areas of priority or concern. SCAPE hammered small, color-flagged nails to mark locations of interest or concern: teal flag nails marked ecological points; red-brown flag nails identified places of historic interest, former industrial sites, trails and transportation lines, vacant land, questionable land use near the River, and, finally, businesses, churches, community groups, libraries, and River-focused nonprofit groups; yellow flag nails marked existing, potential, and proposed access points for pedestrians, cyclists, boats, and kayakers. The constant hammering was enthusiasm made audible.

Wednesday, December 12

The following day, the Project Team walked the Proctor Creek Greenway from the Bankhead MARTA station at Donald Lee Hollowell Parkway toward Boyd Elementary School on Johnson Road. According to the PATH Foundation, the trail opened May 7, 2018, and follows the creek along the future 280-acre Atlanta Westside Park. Later that day, the Project Team gathered at Atlanta-Fulton Public Library – Northwest Branch at Scotts Crossing where they listened and learned about the unique challenges and aspirations of Westside citizen and neighborhood organizations.

Thursday, December 13

The day began in Cobb County and the Cumberland-Galleria area, and continued with a visit to Cochran Shoals and Powers Island, two of 15 units of the Chattahoochee National Recreation Area stretching 48 miles from (approximately) Buford Dam to West Palisades along Cumberland Parkway. After a short journey south, the Project Team crossed over the Cobb County riverfront to see Riverview Landing near Smyrna, a riverside mixed-use development owned by Ardent Companies. Later that day, Roberta Cook, founder and executive director of the River Line Historic Area nonprofit, led a hike into the 103-acre Cobb pilot site (currently known to most as Johnston's River Line Park) that is on the National Register of Historic Places. Cobb County rescued the site from development in 1990.

Friday, December 14

The Project Team began the day meeting up with Chattahoochee Hills resident Steve Nygren at Sweetwater Creek State Park. Mr. Nygren then led the group on a tour of east Douglas County and northwest Coweta County, then southwest to the City of Chattahoochee Hills in South Fulton County. Over the course of the day, the Project Team saw sweeping countryside and broad riverside vistas along the Chattahoochee. The tour members stopped often to talk to neighbors and take photos, including stops at state and county parks and reserves, historic buildings, horse farms, Redwine Plantation in South Fulton County and Foxhall Resort in Douglas County. The day ended at a well-attended public stakeholder meeting at Serenbe.



Drone Photo Looking Upstream Along the Chattahoochee River Above Azalea Park



Boat Tour with Riverkeeper through Fulton, Gwinnett, and Forsyth Counties



Site Visit of the Proctor Creek Greenway with Local Stakeholders. Tour Led by Dr. Na'Taki Osborne Jelks



Site Visit of the Roswell Riverwalk



Chattahoochee Bend State Park Entrance

STAKEHOLDER MEETINGS SUMMARY

Meeting #1

A Shared Vision: The Chattahoochee Connects Us

Engaged residents and other stakeholders attended the Chattahoochee River Greenway Study's first public meeting at Chattahoochee Nature Center (CNC) on Willeo Road in Roswell. Roswell and Sandy Springs residents and officials long ago embraced the health and beauty of the Chattahoochee River as a primary attraction of their community. The two municipalities have invested millions in preserving and providing river access with an abundance of parks, boat ramps, boardwalks, and public services. These investments have attracted large numbers of visitors and guests to Roswell and Sandy Springs. After a brief presentation by Chris Nelson on the CNC capital campaign and Chattahoochee River Greenway Study project manager Byron Rushing of Atlanta Regional Commission, attendees divided into two groups to participate in two 30-minute exercises. Comments were recorded on white boards for later use in planning and design.

- Group A participants gathered around an 8' map of the 100-mile CRGS focus area. They exchanged stories about how they or their organizations engaged with and were inspired by the River.
- Group B participants gathered around a 10' long three-dimensional topographic model of the 100-mile CRGS focus area. Design Team members asked participants to identify areas of priority or concern.

Among the key takeaways from the first public meeting was the shared passion and hope for a more holistic understanding of the River ecology, a greater understanding of the River's value as a parks and recreational asset, and the need for improved public access up and down the River. Additional key observations and insights gathered at this meeting include:

- The wish of having more connectivity between existing parks
- Creating more public access to the River
- Concerns about the flooding coming from the River
- The ability for pedestrians to cross the River

Design Team project manager Chris Barnes of SCAPE landscape architecture and urban design pointed to the abundance of infrastructure, ecological, cultural, and historic assets in North Atlanta. "It is evident from many comments that most want to promote these assets and share them with their neighbors to the south," he said. "They are acutely aware of local landowner concerns for safety and privacy but also feel most who live on or near the River know the River belongs to everyone."

Meeting #2

West Atlanta and East Cobb Neighbors Lead the Way to Improve their River Communities

There is much excitement and growing enthusiasm for the Chattahoochee River Greenway corridor among residents of Atlanta's Westside and Cobb County's riverside communities — and a lot of progress that many are beginning to notice. Residents of communities on both sides of the River south of the RM Clayton Water Reclamation Plant and north of the I-20 river crossing not only share the same passion for greater river access as well as restoration and preservation of the entire Chattahoochee watershed, their recent progress has been more dramatic largely because this section of the River has been too long ignored and abused. The residents are changing the narrative.

Because of residents' efforts to organize communities, advocate for more green space, and remove debris, invasive plants, and other contaminants, water quality in the west Atlanta watershed is showing signs of improvement. Private citizens and organizations such as the PATH Foundation, the West Atlanta Watershed Alliance (WAWA), Cobb's River Line Historic Area, Chattahoochee Riverkeeper, and the Proctor Creek Stewardship Council are helping to improve the water quality of Proctor and Nickajack creeks while forcefully advocating for more direct access to river sections that flow through their communities.

At a large gathering of area residents, interest groups, and city officials at Atlanta City Studio in Cascade Heights, ideas flowed for improving area tributaries and reclaiming vacant industrial land. Residents spoke of challenges and disappointments, but also of opportunities essential to improving the long-term health of the River.

After a brief presentation on the Chattahoochee River Greenway Study team and plan led by Byron Rushing of the Atlanta Regional Commission, attendees divided into two groups to participate in sharing and listening exercises.

- Group A participants gathered around an 8' map of the 100-mile CRGS focus area. They exchanged stories about how they or their organizations engaged with and were inspired by the River.
- Group B participants gathered around a 10' long three-dimensional topographic model of the 100-mile CRGS focus area. SCAPE facilitators asked participants to identify areas of priority or concern.

Key takeaways from the second Chattahoochee River Greenway Study public meeting included concerns about social equity, environmental justice, and pervasive pollution from nearby grandfathered industry, and the need not only to include residents in the conversation about the Chattahoochee Greenway corridor improvement, but to involve them in doing much of the work. Another frequently heard concern was the possibility of longtime residents being displaced as the popularity and opportunity of Atlanta's Westside gains attracts young newcomers.

Additional key observations and insights gathered at this meeting include:

- Improving the connectivity between parks
- Creating a human narrative around ecological issues
- Providing more public transportation access
- Balancing conservation and public access

Design team deputy project manager Nans Voron of SCAPE Landscape Architecture pointed to the determination and dedication of Atlanta Westside and East Cobb neighbors to open the eyes of their communities to the beauty, value, and opportunity of the Chattahoochee represe. "During our walks along Proctor Creek, our visit to Chattahoochee Brick, and our hike through the pilot park site in Cobb County, it became clear there are many citizens along this urban river corridor who are fighting to open the Chattahoochee waterfront to parks and recreation. There is no lack of will here. What they need is more support from the entire Atlanta community."

Meeting #3

South of Atlanta, Greenspace and Preservation Efforts Abundant, Organized, Visionary

The final day of the Chattahoochee River Greenway Study Driving Tour including an all-day driving tour of many sights and features of South Fulton, Carroll, Douglas, and Coweta counties. That night, many gathered at The Inn at Serenbe for a public stakeholder meeting to share their perspectives on how best to plan and manage improvement to the Chattahoochee River corridor in this area.

The range of participants was impressive, with many representatives from the Chattahoochee Working Group in attendance, as well as residents who represented the third, fourth, fifth, and ninth generations of local families. Attendees divided into two groups to participate in two 30-minute exercises. Comments were recorded on white boards for later use in planning and design.

- Group A participants gathered around an 8' map of the 100-mile CRGS focus area. They exchanged stories about how they or their organizations engaged with and were inspired by the river.
- Group B participants gathered around a 10' long three-dimensional topographic model of the 100-mile CRGS focus area. SCAPE facilitators asked participants to identify areas of priority or concern.

Among other topics, residents discussed the Chattahoochee Hills plan for protection of green space and sensible development. They expressed a commitment to more public access to the River, similar to that of communities in Atlanta and further north. Some suggested adding more non-vehicular bridges to connect both sides of the River. And they spoke passionately about local history. As one local resident said, "The further south you go on the Chattahoochee River, the more history you will find because here the River is navigable by boats and barges. We have a rich history here and we are proud to share it."

Additional key observations and insights gathered at this meeting include:

- Creating more public access to the River's edge
- Connecting the area to regional recreational destinations
- Setting a stage for responsible growth strategies
- Creating connections across the River

"We are working with longtime residents and newcomers to build a better quality of life," said Chattahoochee Hills Mayor Tom Reed. "The reason is simple: They want their children to be able to stay here – and they know that if they find ways to develop jobs and opportunity while at the same time preserving the beauty and openness of this area, new generations will come and stay. Or as another resident at the meeting said, 'We have learned that if we do not share it, we will lose it.'"



Nathan Farnau and Jerry Hightower at Stakeholder Meeting #1



Stakeholder Meeting #3



Stakeholder Meeting #2



Stakeholder Meeting #3

EXISTING CONDITIONS INVENTORY

The Chattahoochee River Greenway Study team is interested in the history of all human activity on the River. The history of Cherokee and Creek activity along the upper Chattahoochee is a huge part of the River's narrative. Like the fish weir near Buford Dam our team visited, such overlooked and possibly hidden Native American sites will be woven into the planning and design of the Greenway. This knowledge enriches the River experience for visitors, expands our understanding of the River and the land long before it was called Georgia, and, finally, reminds us that today we are part of a continuum of human cultures with stewardship responsibilities for the Chattahoochee River.

Julie Coco
New South Associates

HISTORICAL & CULTURAL RESOURCES

INTRODUCTION

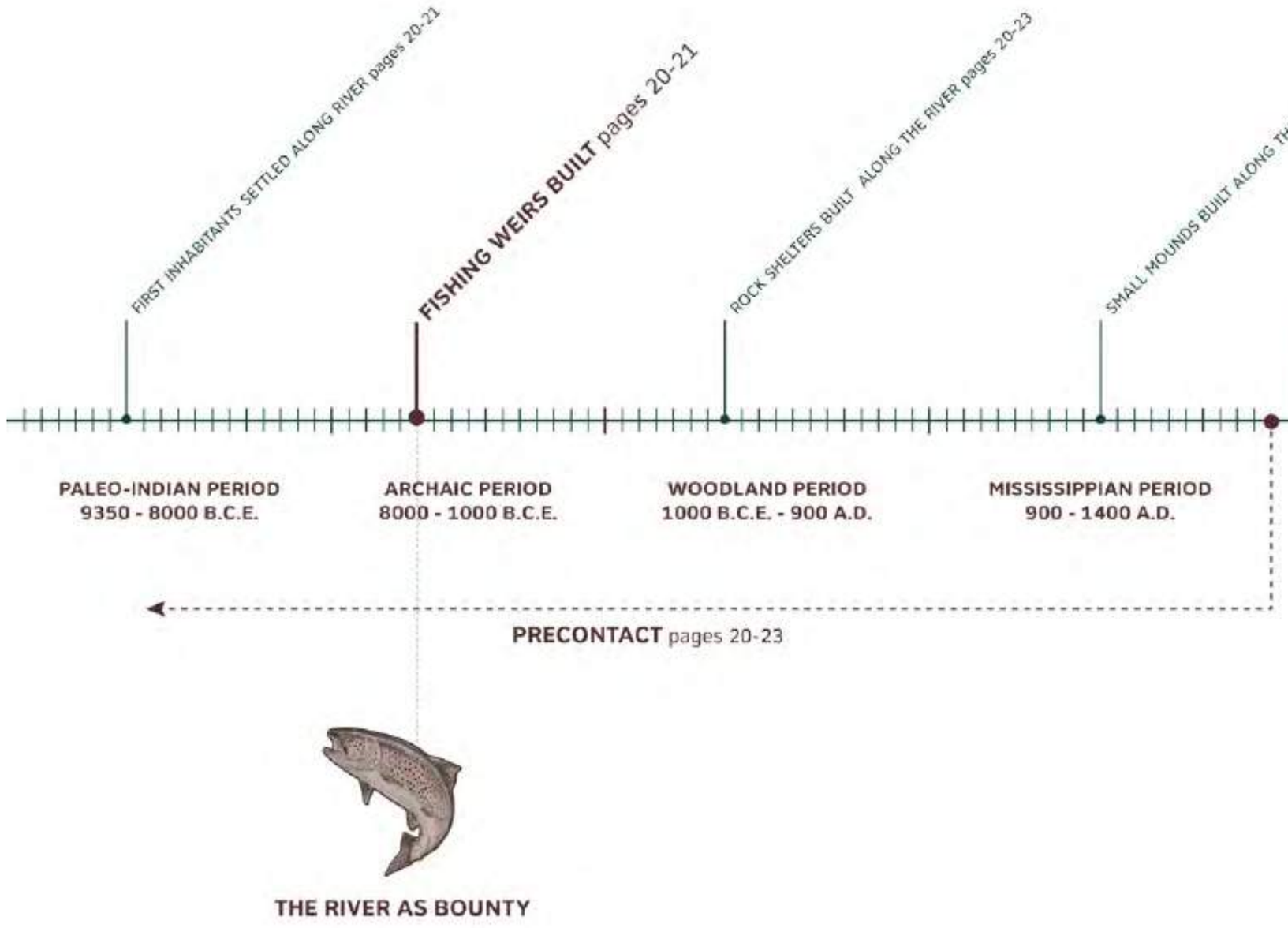
HISTORY & CULTURE OF THE CHATTAHOOCHEE RIVER GREENWAY CORRIDOR

It is no accident that farms, cities, towns, parks, roads, railroads, and industries are found along rivers. Humans are drawn to water. Rivers provide water to drink and fertile alluvial soils for crops, cut paths through mountains creating shortcuts for roads and rails, take us places both upstream and down, and are places where people seek revitalization, relaxation, and even spiritual connections. Along the Chattahoochee River, human settlement began more than 10,000 years ago and has stretched in a continuous line until today. Those years of continuous occupations have left layers of history that can be read in the archaeological and historic sites and landscapes that line the river banks.

This section provides an overview of the historic cultural narratives of the Chattahoochee River. Starting with the earliest inhabitants of the Paleoindian period, the overview begins with snapshots of precontact cultural periods including the Archaic, Woodland, and Mississippian periods, followed by a discussion of the coming of Europeans and Euroamericans, and later, the forced removal of native people from the land they called home for thousands of years.

As the territory became the State of Georgia, new settlements and towns sprouted along the Chattahoochee River corridor. The next sections deal with transportation along the River, including trails, ferries, railroads, and roads, agriculture, the Civil War, and the rise of industrial development and suburban and urban expansion. Finally, they cover the human experience with overviews of recreation on the River, religious places, and the landscape of segregation, disenfranchisement, and civil rights.

The River has borne witness to it all.



1699 ARRIVAL OF SPANISH EXPLORERS pages 24-25

1700 CREATION OF THE CREEK CONFEDERACY pages 24-25

1802 STATE OF GEORGIA BORDERS ESTABLISHED pages 26-27

1821 CREEK CHIEF MCINTOSH NEGOTIATIES TREATY OF INDIAN SPRINGS pages 26-27

1838-39 "TRAIL OF TEARS" pages 26-27

1835 OVER A DOZEN FERRIES IN OPERATION pages 28-29

1836 WESTERN & ATLANTIC RAILROAD ESTABLISHED ATLANTA AS AN IMPORTANT JUNCTION pages 28-29

1859 SOPE CREEK POWERS THE MARIETTA PAPER MILLS pages 30-31

1864 THE "ATLANTA CAMPAIGN" pages 32-23

1870 SANITATION DISTRICTS IMPLEMENTED

1889 COTTON EXPO pages 30-31

1894 OVER 3,000 AFRICAN AMERICAN CHURCHES IN GEORGIA pages 38-39

1904 MORGAN FALLS DAM POWERS STREETCARS pages 34-35

1906 RACE RIOTS pages 34-35

1926 DIXIE HIGHWAY CROSSES THE RIVER AT BOLTON pages 34-35

1938 HOLC REDLINING AND MORTGAGES pages 42-43

1956 CONSTRUCTION OF BUFORD DAM pages 40-41

1960s SUBDIVISIONS REPLACE RURAL LANDS pages 40-41

1967 THE "RIVER RATS" SPEAK UP pages 44-45

1969 - 1980 RAMBLIN' RAFT RACES pages 44-45

1970 SEWER CONSTRUCTION IS PROTESTED pages 44-45

1978 PRESIDENT CARTER CREATES THE NATIONAL RECREATION AREA pages 44-45

EARLY EUROAMERICAN SETTLEMENT & REMOVAL OF NATIVE AMERICANS
1500 - 1860 A.D.
pages 24-31, 34-39, 46, 47, 49

THE CIVIL WAR & RECONSTRUCTION
1860 - 1900 A.D.
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THE CREATION OF THE METRO ATLANTA REGION & THE CHATTAHOOCHEE RIVER NATIONAL RECREATION AREA
1900 - PRESENT
pages 40-45



THE RIVER AS BORDER



THE RIVER AS POWER

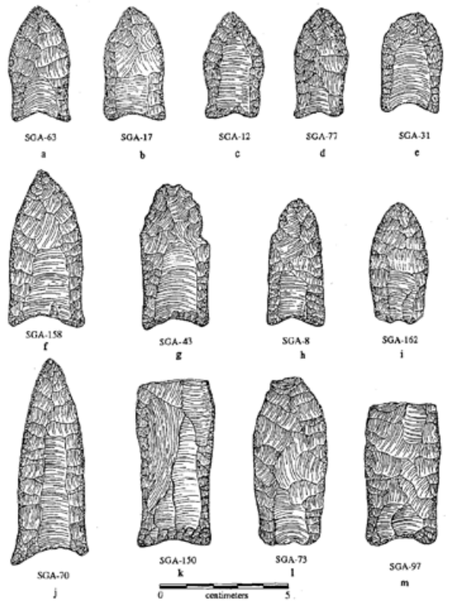


THE RIVER AS RECREATION

PRECONTACT CONTEXT 1 OF 2

THE PALEO-INDIAN PERIOD (9,500 - 8,000 BCE)

Twelve thousand years ago, the climate was significantly colder and the banks of the northern Chattahoochee looked quite different. When temperatures warmed, it spurred a shift in vegetation. The cold loving pine-spruce boreal forests gradually gave way to the hardwood, oak-hickory forests of today. The oldest archaeological evidence of human occupation in what would later become Georgia dates to about 9500 BCE and is called the Paleo-Indian period. The people of this time developed cultures adapted to the environment so they could find the food, water, and other raw materials necessary to survive. The patch-like forests of north Georgia were well-suited for establishing long-term base camps in one location and then sending smaller groups out to short-term camps to gather resources, such as high-quality chert (flint) for making large, highly-crafted projectile points, which were used to hunt the large mammals that roamed the northern forests.



In some parts of North America, there are clear archaeological connections between the fossilized remains of prehistoric mammals such as mastodons and the large hunting tools of the continent's earliest inhabitants. (1)

THE ARCHAIC PERIOD (8,000 - 1,000 BCE)

During the Archaic period, the human population grew and the landscape and ecosystems along the Chattahoochee began to increasingly resemble what we know today. In the Early Archaic (8000-6000 BCE), groups of 50-150 people called bands lived in areas centered around a river drainage and moved from place to place to take advantage of seasonal abundance. Between 6000-3000 BCE, Middle Archaic people moved from place to place fairly frequently, independent of the time of year, moving as necessary to hunt and gather their food. They hunted large mammals such as deer, and possibly bison and woodland caribou, as well as birds, fish, and reptiles. In the late Archaic (3000-1000 BCE), there is an increased emphasis on using the rivers such as the Chattahoochee for food, particularly shellfish and fish likely from weirs. Populations were larger and more sedentary. Cooking vessels made from soft soapstone became more common, as did more elaborate ground stone tools. The Archaic period ended in 1000 BCE with the beginning of widespread pottery use.

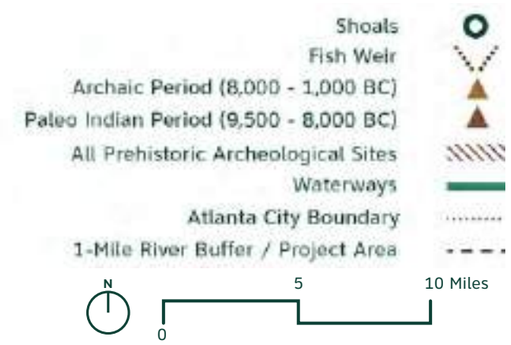


Even though groups of this period and the preceding Paleo-Indian period would have certainly used resources other than lithics, or stone, for decorative, ceremonial, or utilitarian items, these have not survived in the archaeological record. With this in mind, it is once again the hafted spears, knives, and scrapers, that are most often used to study this time period. New projectile point styles, now with a "stem" at the base start to appear during the Archaic, such as Kirk Stemmed and Morrow Mountain. (2)

(Pottery Shards at Right) In the Late Archaic, the production of soapstone bowls and other ground stone ceremonial objects, which all helped establish and keep alliances, while fired clay pottery became common. (3)



PALEO-INDIAN & ARCHAIC PERIOD ARCHEOLOGICAL SITES ALONG THE RIVER



SOURCES

1. "Paleoindian Period Archaeology of Georgia" Book by David Anderson January 1990 Figure 19
2. New South Associates, artifact photo
3. University of Georgia - https://archaeology.uga.edu/gip/stallings-punctated

ARCHAIC SETTLEMENT
AND QUARRY

PALEO-INDIAN STRUCTURE

ARCHAIC SETTLEMENT
AND CERAMIC SCATTERS

PALEO-INDIAN LITHIC SCATTER

ARCHAIC ROCK SHELTER

PALEO-INDIAN LITHIC SCATTER

PALEO-INDIAN SHELL SCATTER

ARCHAIC LITHIC SCATTER

PRECONTACT CONTEXT 2 OF 2

THE WOODLAND PERIOD (1,000 BCE - 900 CE)

During the Woodland period the people along the River developed a series of important cultural adaptations including widespread use of pottery, the beginnings of horticulture and agriculture, and a shift to socially stratified societies. During the Early Woodland (1000 BCE-400 CE), people became more sedentary, living in larger settlements, in more permanent houses with large silo-shaped storage pits that were used for gathered food resources. In the Middle Woodland (400-600 CE), food was still obtained primarily by hunting and gathering; however, signs of plant domestication appear, specifically, squash, gourds, and sunflowers. Ceremonialism appears more complex with archaeological evidence of elaborate burial practices of high-status individuals buried in earthen mounds with exotic trade goods. Settlements during the Late Woodland (600-900 CE) were primarily on the floodplains of major rivers. Corn (maize) was present in the diet of inhabitants during the Late Woodland, but it was not a major part of the diet.



The Mississippian City of Cahokia, which lay near the confluence of the Missouri and Mississippi rivers in present day Illinois, was the largest city ever built in aboriginal North America with approximately 38,000 residents. (3)

THE MISSISSIPPIAN PERIOD (900 - 1400 CE)

The Mississippian culture arose along the Mississippi River and its tributaries around 900 CE From there, it fanned out along the major rivers throughout the Southeast, spreading its ceremonialism, religion, and technology. Mississippian ceremonial centers are characterized by large populations, maize-based agriculture, a socially stratified society, and the construction of tall, pyramidal flat-topped mounds. Atop the mounds stood the important buildings, including the chief's residence, temples, or mortuary buildings. The central mound was positioned on a large open plaza, which was used as a gathering place, ceremonial ground, and a playing field. Houses were arranged around the plaza and the central mound, and large agricultural fields and palisaded walls and ditches for defense encircled the town. These large ceremonial centers were almost always built on the floodplains of major rivers to take advantage of the rich soils, which were ideal for agriculture. Mississippian peoples relied on crops such as corn, beans, and squash, but also continued to hunt and gather seasonally available resources.



Larger ceremonial sites may have had more than one mound, such as at Etowah in Bartow County Georgia, where there are still five mounds today. These sites are often marked by artifacts like ceremonial effigies. Archaeological survey has identified eight mound sites along our section of the Chattahoochee. (2)

(Pottery shards at right) Woodland potters decorated their pottery by using fabric to make impressions in the wet clay. Later, they began to make wooden paddles that were wrapped with cord or had raised carved designs in the wood. These paddles were pressed against the wet clay to make decorative patterns such as check stamped or cord marked. Pottery stamping became more intricate and a style of decoration called Swift Creek Complicated Stamped appeared. (1)



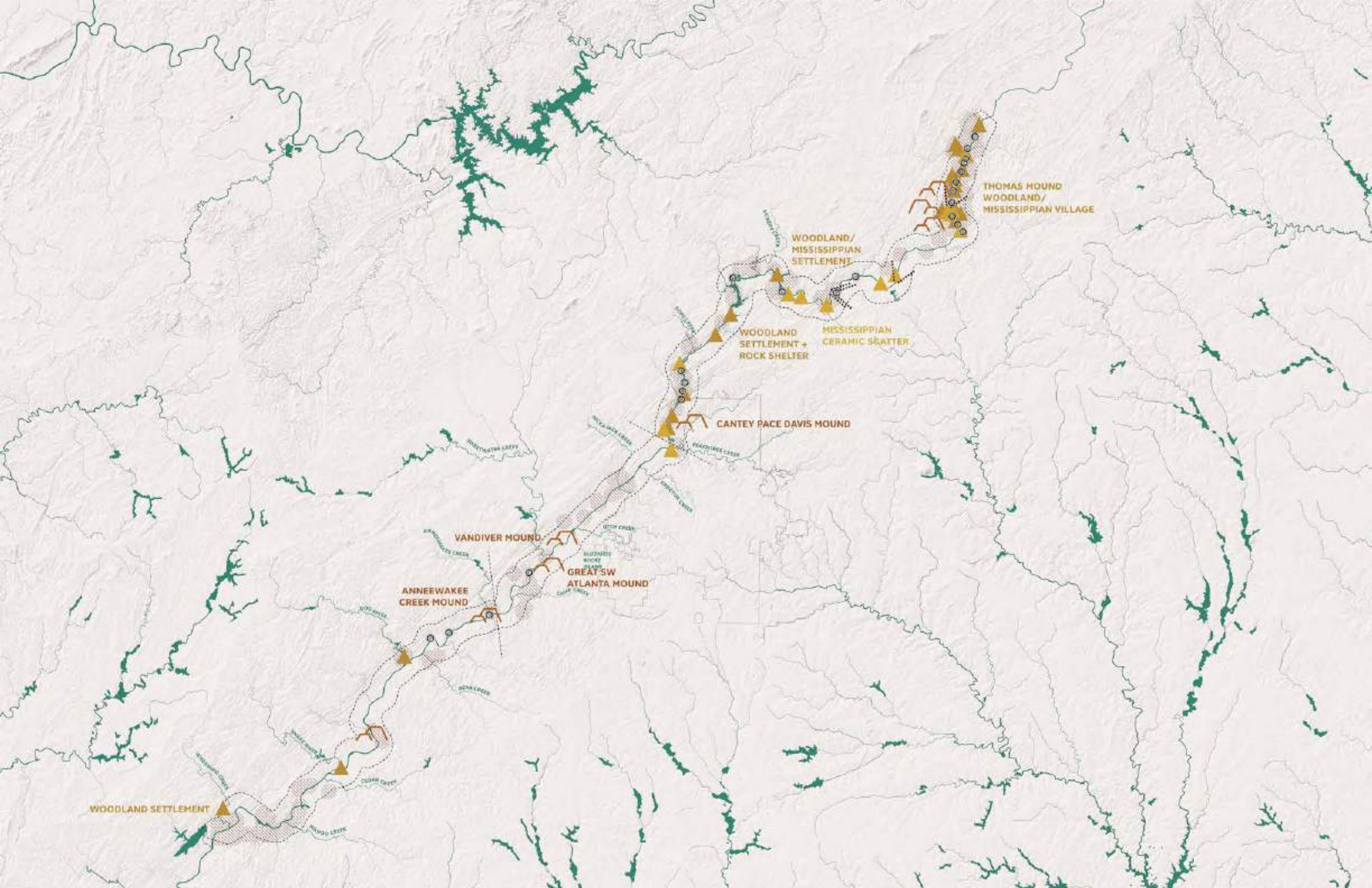


WOODLAND & MISSISSIPPIAN PERIOD ARCHEOLOGICAL SITES ALONG THE RIVER



SOURCES

1. New South Associates Inc. Artifact Photo
2. Georgia State Parks
3. Cahokia Mounds State Historic Site, painting by William R. Iseminger


THOMAS MOUND
WOODLAND/
MISSISSIPPIAN VILLAGE
WOODLAND/
MISSISSIPPIAN
SETTLEMENT
WOODLAND
SETTLEMENT +
ROCK SHELTER
MISSISSIPPIAN
CERAMIC SCATTER
CANTEY PACE DAVIS MOUND
VANDIVER MOUND
GREAT SW
ATLANTA MOUND
ANNEEWAKEE
CREEK MOUND
WOODLAND SETTLEMENT

HISTORIC NATIVE AMERICAN PERIOD

EARLY HISTORIC PERIOD (1539 - 1700 CE)

Some archaeologists believe that increased stresses on resources, competition for hunting grounds, and frequent warfare had already caused the large Mississippian chiefdoms to begin declining before the arrival of Spanish explorer Hernando de Soto in 1539. After de Soto, however, they truly plummeted, due primarily to the huge population loss resulting from the introduction of European diseases to which the citizens had no immunity. They began reverting to small units similar to tribal towns. The Mississippian people primarily spoke Muskogean languages such as Creek and Koasati. Many of these people, called Creeks by the Europeans, lived in the tribal towns that became part of the Creek Confederacy around 1700.

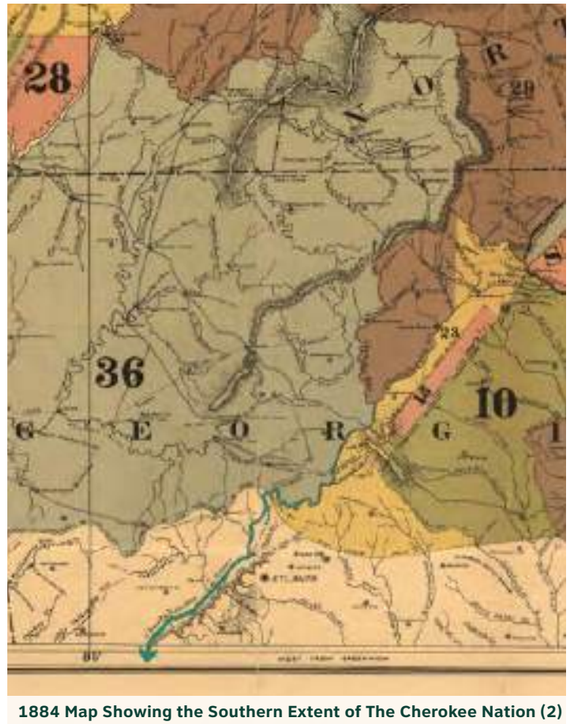
THE EIGHTEENTH CENTURY

In the 1750s, tribal towns of the Creek Confederacy and the Cherokee were the largest, most influential Indian groups in the Georgia colony, and they strove to strike a balance between the English and French colonial powers. While the colonial powers struggled to control the Southeast, so did the tribes with frequent hostilities between the Creek and Cherokee. Cherokee warriors succeeded in forcing the Creeks from northern Georgia during this period.

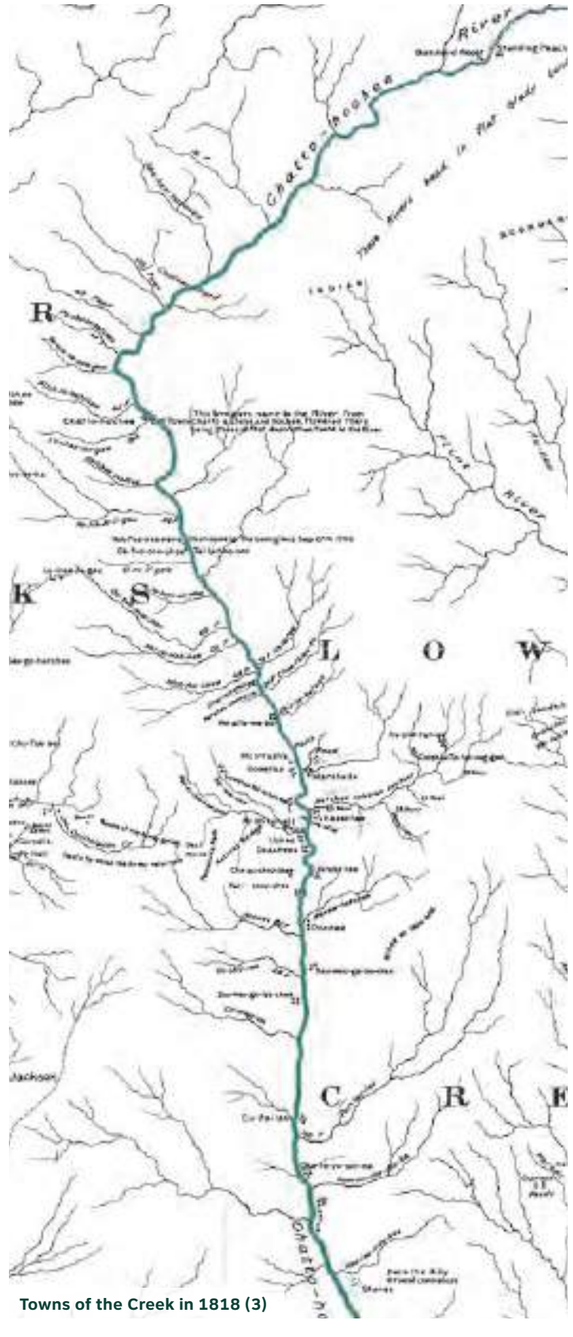
Throughout the 1700s, the Cherokee and many other Indians gradually adopted elements of the Euroamerican culture that surrounded them. By 1800, the Cherokee favored raising crops and animals over fur trading and hunting. Cherokee villages of 350-600 people consisted of 20-60 buildings. Dwellings included a circular, well-insulated winter house and an open-air summer house of four large pine posts in the center, supporting a conical roof covered with a thick layer of clay mixed with moss or grass under pine bark or grass thatch. Housing style preferences were beginning to change in this period and, by the turn of the century, many Cherokee dwellings were coming to resemble those of the Euroamerican settlers.



Hernando De Soto Leading His Soldiers Through Forest, 1539 (1)



1884 Map Showing the Southern Extent of The Cherokee Nation (2)



Towns of the Creek in 1818 (3)

THE RIVER AS A NEUTRAL ZONE BETWEEN CHEROKEE AND CREEK NATIONS

Shoals
Fish Weir
Mound Sites
Creek and Cherokee Archeological Sites
Tristan de Luna Expendition (1559 - 61)
Hernando de Soto Expendition (1539 - 40)
Lower Creek Territory Before 1814
Cherokee Nation Territory Prior to Removal
All Prehistoric Archeological Sites
Waterways
Atlanta City Boundary
1-Mile River Buffer / Project Area

N
0
5
10 Miles

SOURCES

1. Library of Congress: https://www.loc.gov/item/91789692/
2. Library of Congress: https://www.loc.gov/item/99446145/
3. Bureau of American Ethnology

ETOWAH VILLAGE

CHEROKEE NATION TERRITORY
BEFORE REMOVAL IN 1830s,
PREVIOUSLY CREEK TERRITORY

STANDING
PEACHTREE

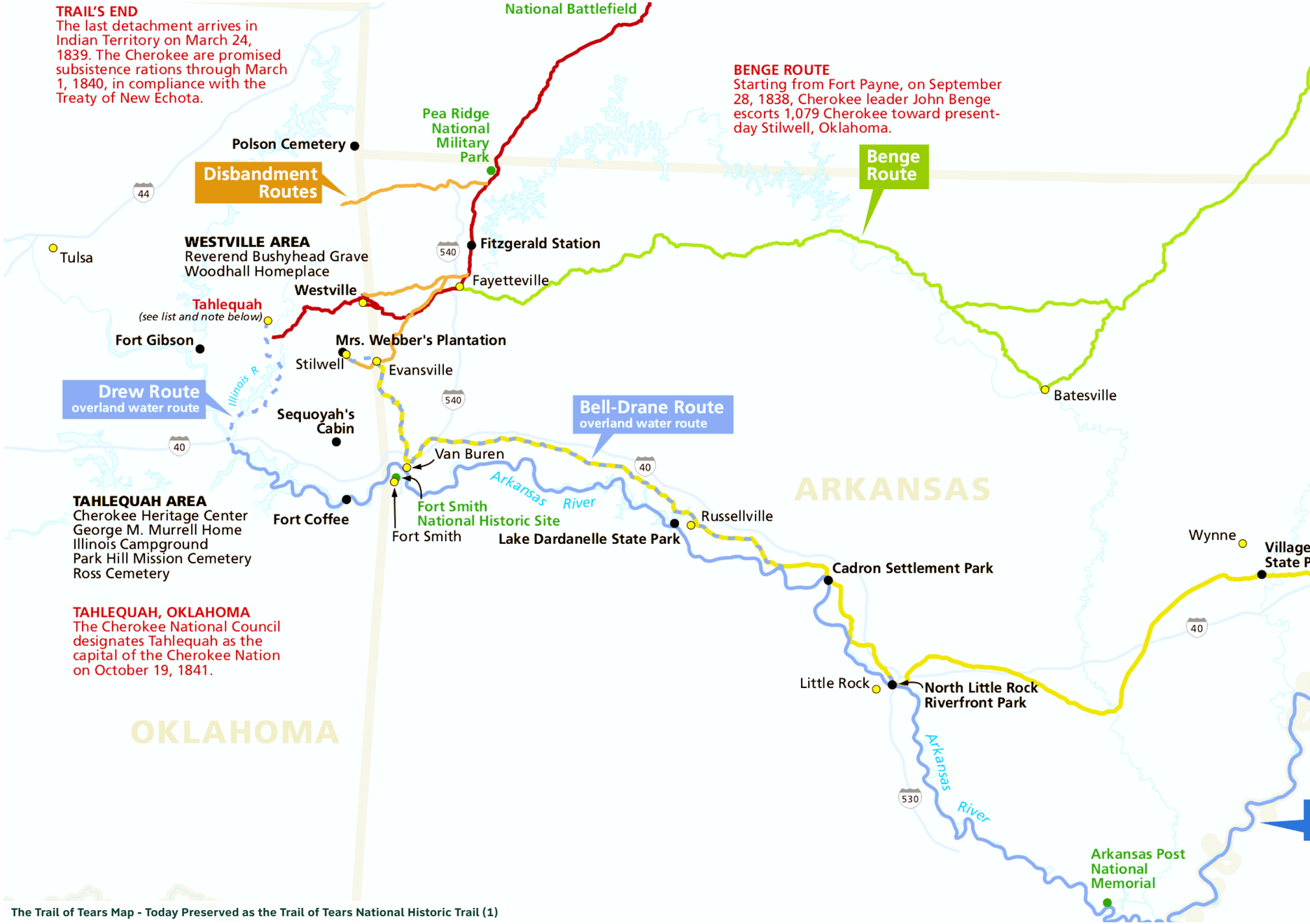
LOWER CREEK
TERRITORY
BEFORE THE TREATY OF
FORT JACKSON IN 1814

NATIVE TREATIES & REMOVAL – TRAIL OF TEARS

1800-1850

The turn of the century brought continued aggression against the Cherokee Nation as Euroamericans encroached on Cherokee territory with new roads, turnpikes, toll bridges, and ferries. 1828 saw the discovery of gold near Dahlonega and the election of Andrew Jackson as President of the United States. In a gold rush, throngs of Georgians infiltrated Cherokee territory, claiming the land rightfully belonged to the state under the auspices of the Jackson Presidency. One of Jackson's first acts as President was to pass the Indian Removal Act which provided the legal justification for the seizure of the remaining southeastern Indian lands. Signed into law by President Jackson in 1830, the Act allowed the President to take control of Indian lands in the East, compensate the tribes for improvements on those lands, and replace them with U.S. held lands west of the Mississippi River.

The Act was quickly implemented in Georgia. Following the creation of Cherokee County from Cherokee Nation lands in 1831, the Cherokee Land and Gold Lottery of 1832-1833 distributed land carved out from the new county to Euromerican residents of Georgia. And in December 1835, the Treaty of New Echota signed away all remaining Cherokee land east of the Mississippi River. The U.S. Senate ratified the treaty, even though an estimated 90 percent of the Cherokee Nation considered it fraudulent as it was signed by 22 unofficial representatives of the minority Treaty Party and not by elected members of the Cherokee government. Except for several hundred Cherokee who left Georgia for Arkansas territory soon after the Treaty, nearly all remaining Cherokee stayed until forced out of their homes at bayonet point during the Cherokee removal to Indian Territory in 1838. More than 16,000 Cherokee from Georgia, Alabama, North Carolina, and Tennessee were imprisoned in forts and then compelled to travel by foot, horseback, and steamboat in the winter to the area known as Indian Territory (present day Oklahoma). It is believed that more than 4,000 Cherokee died during the brutal conditions of the forced march that became known as the Trail of Tears.



The Trail of Tears Map - Today Preserved as the Trail of Tears National Historic Trail (1)

SOURCES

1. U.S. National Park Service (http://npmaps.com/wp-content/uploads/trail-of-tears-map.gif)

of an 800-mile journey.

Bowling Green

ROSS'S LANDING
Location: Present-day Chattanooga, Tennessee. From June 6 to June 17, 1838, three detachments are forced to leave their homeland for Indian Territory.

Hopkinsville

Trail of Tears Commemorative Park

Gray's Inn

Port Royal State Park

VANN'S PLANTATION
Location: Present-day Wolftever Creek, Tennessee. Two detachments totaling 1,642 Cherokee leave in September 1838 bound for Indian Territory.

FORT CASS
Location: Present-day Charleston, Tennessee. From August 23 to December 5, 1838, 10 detachments totaling 9,302 Cherokee are marched from Fort Cass toward Indian Territory.

BLYTHE FERRY
Location: Meigs County, Tennessee. Nine detachments with more than 9,000 Indians cross the Tennessee River.

Columbus-Belmont State Park

Nashville

Knoxville

TENNESSEE

Stones River National Battlefield

Taylor Route

CHARLESTON AREA
Fort Cass
Lewis Ross Home
Rattlesnap Spring

Great Smoky Mountains National Park

Museum of the Cherokee Indian

Cherokee

Sequoyah Birthplace Museum

Blythe Ferry

Junaluska Memorial and Museum

Fort Lindsay

Fort Delaney

Hair Conrad Cabin

Calhoun

Charleston
(see list above)

Hiwassee R

Murphy

Fort Butler

Cherokee County Historical Museum

Red Clay State Historic Area

Chattanooga
(see nearby list)

Wolftever Cr

BELL ROUTE
Starting from Fort Cass on October 11, 1838, John Bell of the Treaty Party leads 660 Cherokee, ending at present-day Evansville, Arkansas.

Bell Route

CHATTANOOGA AREA
Audubon Acres/Spring Frog Cabin
Brainerd Mission Cemetery
Brown's Ferry Tavern Site
Chattanooga Regional History Museum
John Ross House
Ross's Landing
Vann's Plantation

Memphis

Tennessee River Museum

Pulaski

Waterloo Landing

Drane Route
overland water route

Chief Vann House Historic Site

Roundup Routes

Fort Cumming

Sheffield

Tuscumbia Landing

Huntsville

Spring Creek

Fort Wool

Calhoun

Fort Newnan

New Echota State Historic Site

Fort Payne
(see nearby list)

Deas-Whiteley Route
overland water route

Tennessee River

GEORGIA

Guntersville

Little River Canyon National Preserve

Rome

Chieftains Museum/ Major Ridge Home

Cedar Town Encampment

Atlanta

ALABAMA

MISSISSIPPI

FORT PAYNE AREA
Andrew Ross Home
Fort Payne Cabin Site
Willstown Mission Cemetery

WATER DETACHMENTS
Cherokee removals from Ross's Landing and Fort Cass include four water route detachments that prove to be punishing for the Indians: 3,103 depart; 2,273 arrive at Mrs. Webber's Plantation (near present-day Stilwell), Fort Coffee, Lee's Creek (near Stilwell), and Illinois Campground (near Tahlequah).

Water Route

Tennessee River

Mississippi River

Cumberland River

Chattahoochee RiverLands

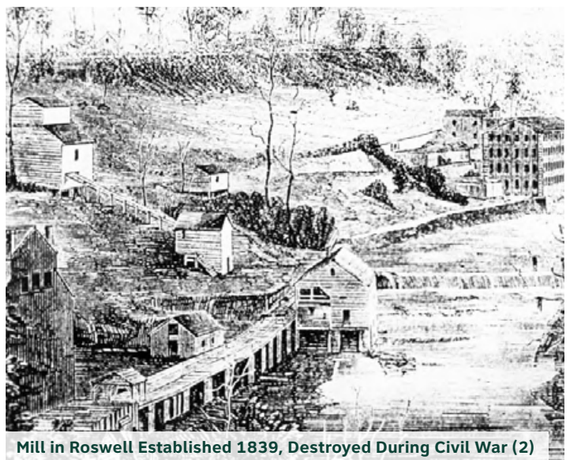
THE EXPANSION OF GEORGIA

NEW TOWNS & CITIES (1800-1850)

In the first four decades of the 1800s, through a series of both legitimate and disputed treaties, the Creek and Cherokee ceded the land along the Chattahoochee River to the U.S. government. After the forced removal of the remaining Cherokee citizens from north Georgia in 1838, all of the land in the project area along the Chattahoochee River was available for the expansion of Georgia's Euroamerican settlers and the enslaved African Americans who worked on plantations, farms, and factories. Towns began to appear or grow larger all along the river's length – some spurred by the new railroads, others by agriculture, and still others by industry.



The Sheltonville Mill At The Turn Of The 20Th Century (1)



Mill in Roswell Established 1839, Destroyed During Civil War (2)

BUFORD

The town of Buford was incorporated in **1872** and changed its name in 1896 to honor Algernon Sidney Buford, President of the Atlanta and Richmond Air-Line Railroad. The town was known as an industrial city, and noted for its leather industry.

CUMMING

Cumming was founded in **1833** soon after Forsyth County was created during the Cherokee Land Lottery. The town's prosperity was linked to its support of miners flocking to Georgia in search of gold.

SUWANEE

Although this area was predominately occupied by Creek and Cherokee during the precontact and early historic periods, in the 1600 and 1700s, the Shawnee had a village on both sides the Suwanee Creek near its confluence with the Chattahoochee. After the Indian lands were ceded and the forced removal process was concluded, a post office was established in the town of Suwanee in **1838**. While Suwanee's early growth was closely tied to the growth of the railroads in Georgia, the area's focus was agriculture until the late 20th century.

SHELTONVILLE (SHAKERAG AND JOHNS CREEK)

Sheltonville formed around **1820** at a crossroads centered around road and ferry traffic across the Chattahoochee at McGinnis and Rogers ferries. Families in the late 1700s and early 1800s, many of mixed Cherokee and European ancestry, made their livings farming the rich agricultural land in the area.

DULUTH

Originally part of the Cherokee Nation, the land was ceded to the U.S. and became part of newly formed Gwinnett County in **1818**. This area was accessed by Peachtree Road, which had been built along an Indian trail between Fort Daniel and Standing Peachtree during the War of 1812. An early Euroamerican settler, Evan Howell, built a new road in 1833 to connect his ferry crossing on the Chattahoochee with Peachtree Road and a crossroads community formed.

ROSWELL

The town of Roswell began at the confluence of Vickery Creek and the Chattahoochee in the **1830s** with land obtained during the Cherokee land lottery. Roswell King, drawn to North Georgia by the gold rush and a vision of industrial potential, built the Roswell Manufacturing Corporation in 1839. The town grew and was incorporated in 1854 and the cotton mill complex became the largest in North Georgia.

VININGS

The area that would become Vinings was originally Creek and Cherokee land until the early 1800s. Vinings began as Paces Crossroads, coalescing around the ferry, inn, mill, tavern and farm of Hardy Pace. Later the town would be renamed for William H. Vining, a railroad engineer who was responsible for building the Vinings railroad bridge around Pace's Mountain. The city was incorporated as Vinings in the **1830s.**

ATLANTA

Atlanta's beginnings are tied firmly to the coming of the railroad to Georgia. The city began as Terminus, the end of the line, located on a ridge approximately seven miles east of the Chattahoochee River on a rail line being built for the Western and Atlantic Railroad from Chattanooga, Tennessee. Two additional major rail connections in the **1840s** cemented its strategic central location in the state's railroad network. As the town grew, the name was changed to Marthasville in 1843 and then Atlanta in 1845.

CAMPBELLTON

Built on Creek lands ceded by the Treaty of Indian Springs, Campbellton was founded and soon named the county seat after the establishment of Campbell County in **1828**. Founded on the property of Frank Irwin, the town's early founders included brothers Alfred, George and Lane Camp, who all owned large plantations on the Chattahoochee River.

WHITESBURG

In **1846**, the Bowen brothers established a textile mill with 500 spindles on Snake Creek a couple miles from where Whitesburg would be built. Later in the 19th century, mills of many types would be established along a one-mile stretch of the Snake Creek gorge including a 5000-spindle textile mill, two pulp mills, a paper factory, a grist mill, and a saw mill.

WESTWARD EXPANSION BEFORE THE CIVIL WAR



SOURCES

1. City of Johns Creek
2. Roswell Historical Society

TRAIL OF TEARS
ROUND-UP ROUTE

TRAIL OF TEARS
ROUND-UP ROUTE

TRAIL OF TEARS
ROUND-UP ROUTE

TRAIL OF TEARS
CEDAR TOWN ENCAMPMENT

CHEROKEE
TERRITORY
1830

CUMMING
1833

BUFORD
1872

SHELTONVILLE
1820

SUWANEE
1838

FORT DANIEL
1813

WESTERN & ATLANTIC
RAILROAD
1836 - PRESENT

ROSWELL
1830s

FIRST ROSWELL COTTON

DULUTH
1816

VININGS
1830s

FORT GILMER
1814

TERMINUS
1836

ATLANTA
1840s

GEORGIA RAILROAD COMPANY
CONNECTED ATLANTA TO AUGUSTA IN 1845

CAMPBELLTON
1828

WHITESBURG
1846

MACON & WESTERN RAILROAD
CONNECTED ATLANTA TO MACON IN 1846

AGRICULTURE

SHAPING THE LANDSCAPE (1800-1960S)

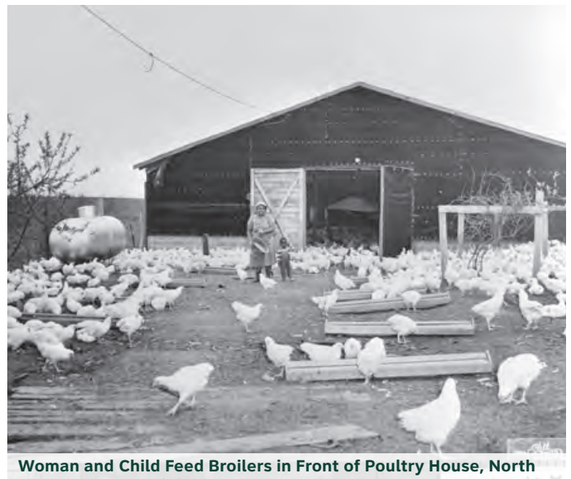
The study area lies within the Georgia Piedmont geographic region. American Indians grew squash during the Woodland period; by the start of the Mississippian period, large-scale maize agriculture was practiced in the region, predominantly in fertile alluvial soil near rivers and large creeks. During the historic period, the Creek and Cherokee adopted crops grown by Euroamericans and began raising livestock. Enslaved African Americans were used by larger Cherokee landowners to farm their land in the late 18th and early 19th centuries, prior to their forced removal.

After the Cherokee were forcibly removed, Euroamerican Georgians primarily grew corn, potatoes, wheat, rye, and oats. Later, dairy, poultry, and hog farming became more common in the upper Piedmont. Cotton was not cultivated here until the 1850s, but once it appeared, cotton acreage steadily increased until it dominated the area. A labor-intensive crop, cotton growing relied heavily on the work of enslaved African Americans.

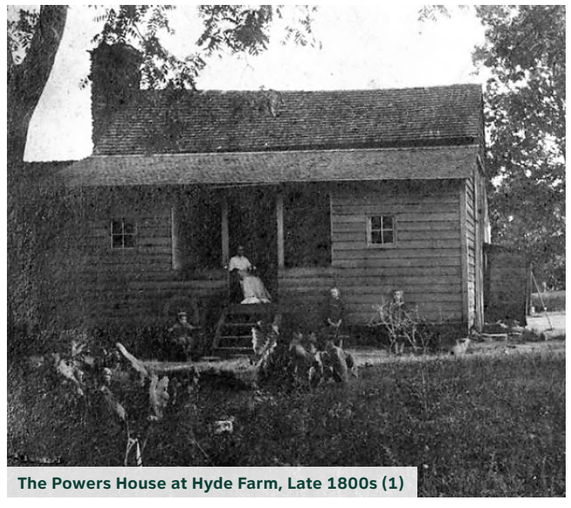
Cotton farming continued after the Civil War and Emancipation, but landowners were forced to find new labor. Wealthy white landowners typically had tenants on their land who paid cash rent, or sharecroppers, who were given a share of the crop as payment for their work. Although there were calls for crop diversification, and corn and wheat were also grown in the area, cotton still prevailed leading to a loss of soil fertility and significant erosion of topsoil in the Piedmont. Agricultural acreage began falling in the 1920s with the arrival of the boll weevil, followed by the Great Depression in the 1930s, and the New Deal in the 1940s. While crops such as corn were still grown in the second half of the 20th century, livestock, and in particular chickens, began to dominate agricultural markets. Between 1920 and the 1960s, the acreage devoted to farming in this part of the Piedmont dropped almost 90%.



Near Whitesburg 1939/1940 J.G. Richards Sr. Weighs Basket of Cotton that has Just Been Picked. Roosevelt Robinson is Standing Directly Behind Him. Note the Cotton Field and the Other Basket of Cotton (1)



Woman and Child Feed Broilers in Front of Poultry House, North Georgia, ca 1950 (1)



The Powers House at Hyde Farm, Late 1800s (1)

AGRICULTURAL PRODUCTION DURING THE ANTEBELLUM PERIOD



SOURCES

1. Courtesy, Georgia Archives, Vanishing Georgia Collection

FLOYD
$$$

CASS
$$

CHEROKEE
$

CUMMING

FORSYTH
$

HALL
$

MILTON
$

BUFORD

JACKSON
$

SHELTONVILLE

SUWANEE

ROSWELL

DULUTH

GWINNETT
$

POLK
$$

COBB
$$

CHENEY HOUSE

VININGS

PAULDING
$

HARALSON
$

WALTON
$$

TULLIE SMITH FARM

ATLANTA

DEKALB
$

FULTON
$

CAMPBELL
$$

CAMPBELLTON

CARROLL
$$

REDWINE PLANTATION

NEWTON
$$$

CLAYTON
$

WHITESBURG

FAYETTE
$$

HENRY
$$$

COWETA
$$$$

JASPER
$$$

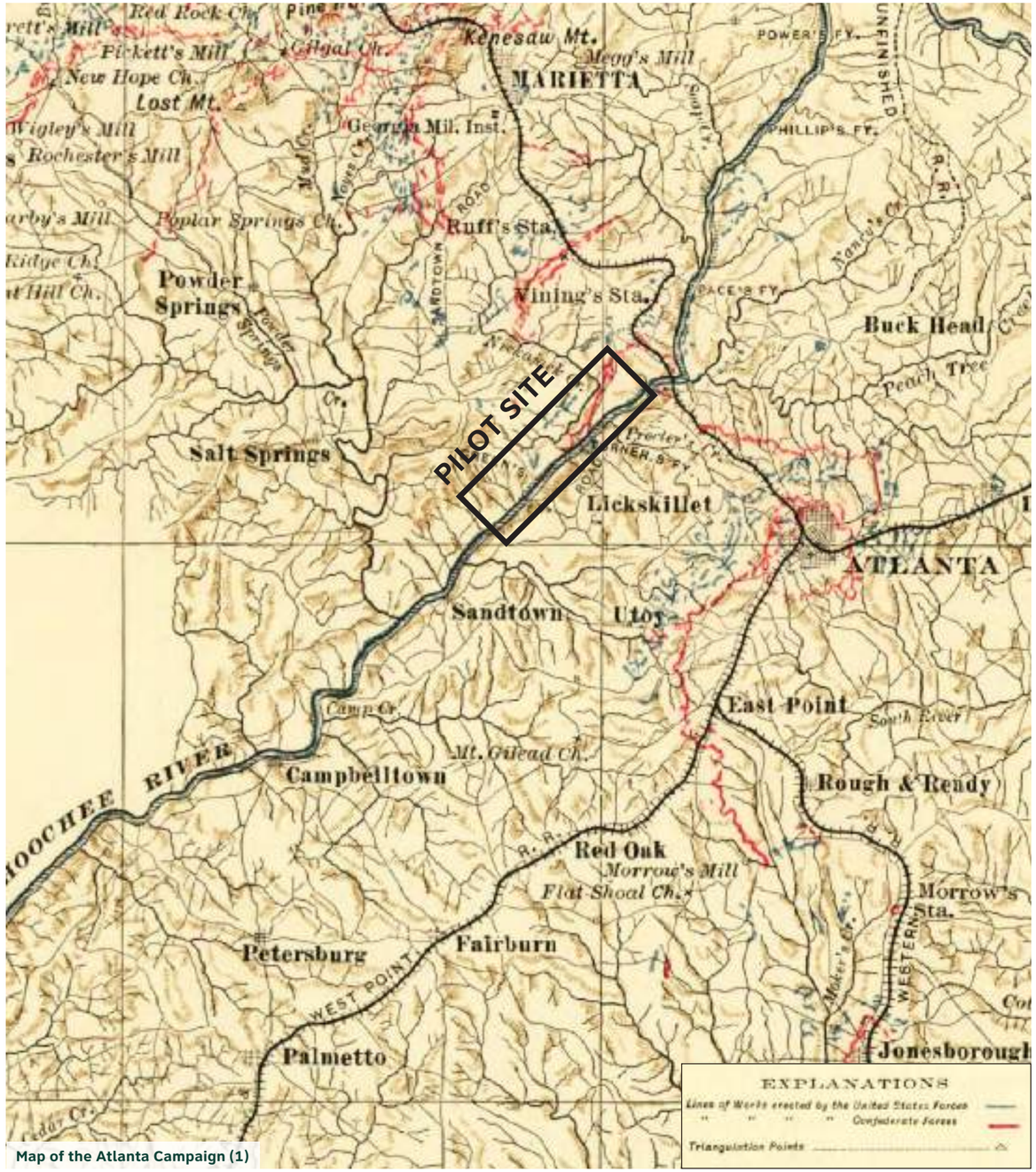
THE CIVIL WAR & THE ATLANTA CAMPAIGN

A STRATEGIC LOCATION

Atlanta's role as a nineteenth century rail hub ensured that slave-driven cash crops, like cotton, reached European markets. Issues of economics and slavery became a point of conflict between northern and southern states, eventually leading to the outbreak of war in April 1861. By the spring of 1864, Federal forces were bearing down on the City of Atlanta from Chattanooga, Tennessee. Following a line that roughly parallels Interstate 75, the army under Major General William Tecumseh Sherman waged "total war" against the confederacy. Sherman targeted critical railroad infrastructure as part of the campaign on the city that continued into September of 1864.

Defenses constructed around the city and the siege lines erected by federal forces left deep imprints on the landscape of the river. Earthworks, rifle pits, and battle-related artifact scatters can be found at the historic river crossings at Sope Creek, Roswell, Pace's Ferry, and Power's Ferry. Unique confederate fortifications called Shoupades, named for the Confederate Brigadier General Francis A. Shoup, are preserved in parks near the river and Nickajack Creek in Cobb County.

The National Parks Service's American Battlefield Protection Program (ABPP) was organized to advocate for the preservation of significant historic battlefields associated with wars in the US. The ABPP's approach emphasizes intensive examination of land use, cultural resource and site management planning, and public education. The ABPP has identified a broad study area for battles associated with the Atlanta Campaign of the Civil War around the Chattahoochee. ABPP study areas are large areas in which battles historically took place, and elements of those battles may be preserved. The section of the River between Roswell and Interstate 20 has been identified by the Park's Service program as areas with potential for Civil War battle remains.



Map of the Atlanta Campaign (1)

CIVIL WAR BATTLEFIELDS

- Shoals
- Civil War Earthworks and Battlefields
- Confederate Lines of Work
- Federal Lines of Work
- Pilot Site
- Civil War Battlefields
- Historic Railroads
- Waterways
- Atlanta City Boundary
- 1-Mile River Buffer / Project Area

N

0 5 10 Miles

SOURCES

1. Atlas of the War of the Rebellion, excerpts of plates 57 and 65

1864 ATLANTA CAMPAIGN
UNION GENERAL SHERMAN TARGETED CRITICAL RAILROAD INFRASTRUCTURE, MOVING SOUTHEAST ALONG THE WESTERN & ATLANTIC RAILROAD

CUMMING

BUFORD

SHELTONVILLE

SUWANEE

ROSWELL

DULUTH

SOPE CREEK EARTHWORK

SOPE CREEK BATTLEFIELD

UNION EARTH WORKS

FORT PEACHTREE AND REBEL FORT

JOHNSTON'S RIVERLINE

PILOT SITE

NICKAJACK GUN EMPLACEMENT

ATLANTA

CAMPBELLTON

WHITESBURG

EARLY TRANSPORTATION METHODS

CROSSING THE RIVER

The trails that explorers like de Luna and de Soto used in North Georgia were already well established by the traffic of native peoples. Two important trails intersected the Chattahoochee River: the Hightower Trail and Old Alabama Road. The former served as a trade route connecting the mound complex at Etowah with points south. Old Alabama Road ran east-west, connecting Fort Daniel in Gwinnett County with Fort Gilmer at Standing Peachtree.

The Chattahoochee River itself served native populations and Euroamerican farmers alike, as a highway to move goods and people along navigable sections. However, the Chattahoochee served as a natural obstacle to terrestrial traffic, so the River's natural fords became the focus of traffic over the River well into the historic period. These crossings gave way to ferries that began operation in the early nineteenth century. For a fee, ferries would transport individuals and cargo across the River. By 1835, approximately a dozen ferries were in operation, connecting to Hightower Trail and Old Alabama Road. By World War II, bridges had replaced most ferries.

The first spans erected across the River were railroad trestles. Three historic railroads span the Chattahoochee to junction in Atlanta. The Western and Atlantic (1841–50) connected Atlanta with Chattanooga, Tennessee to the north. The Richmond and Danville Railroad (1872) spanned the distance between Atlanta and Charlotte, North Carolina, and the Georgia Pacific Railway (1882-1889), running between Atlanta and Greenville, Mississippi. Atlanta's position as a railroad hub would determine its fate during the Civil War, prove an essential element in reconstruction, and remain a source of growth in the region until the present.

Nineteenth century roadways were little more than poorly-maintained trails, used primarily to connect to railroad stops. With the rise of the automobile in the early twentieth century, a push for road improvement was initiated across the US. The Dixie Highway was a privately-funded undertaking to connect Michigan with Florida with roads maintained to a standard for automobile traffic. Completed in 1926, it crossed the River at Bolton, and was the first paved national road into Atlanta, spurring industrial development and tourism. Later large-scale road projects, namely Interstates 75, 85, and 285, also brought considerable growth and development later in the twentieth century.

Public transit became a reality on the streets of Atlanta in the late nineteenth century. Mule driven streetcars connected the city center with points of leisure and suburban development in the city's margins. In addition to expanding the city's footprint regionally, the streetcar served as a flashpoint of civil unrest, as in 1906 a race riot began in the close confines of the streetcar. The Collins Park and Belt Railroad established the Riverline in 1894 to connect Atlanta with the Chattahoochee via Bolton near Proctor Creek. The Riverline was later extended across the River to ferry Bell Bomber employees to the plant in Marietta. Rights-of-way and infrastructure remain discernible in the current landscape. It was the last line to operate on Atlanta's historic streetcar system.



South Cobb on the Chattahoochee Montgomery Ferry, ca 1900 (1)



Fulton County - First Brick Bridge Over the Chattahoochee River. Located along US Highway 19 near Roswell. Torn Down ca 1963 (1)

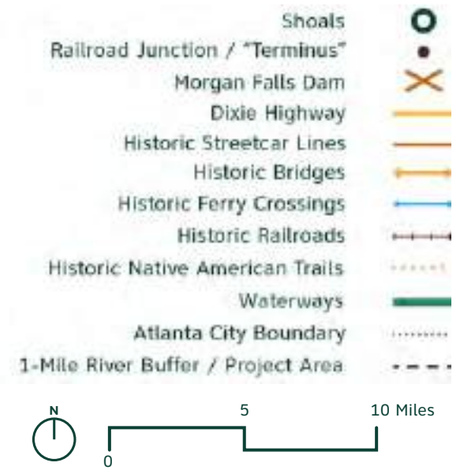


Destruction of the Railroad During the Civil War (2)

HISTORIC FERRY CROSSINGS
(FROM NORTH TO SOUTH)

1. ORRS FERRY
2. GILBERTS FERRY
3. COLLINS FERRY
4. ROGERS FERRY
5. WATERS FERRY
6. HOLCOMB FERRY
7. JETT FERRY
8. MARTINS FERRY
9. JOHNSON FERRY
10. HEARD FERRY
11. POWER FERRY
12. PACE FERRY
13. DE FOOR FERRY
14. TURNER FERRY
15. GREENS FERRY
16. BAKERS FERRY
17. ADERHOLD FERRY
18. CAMPBELLTON FERRY
19. SMITH FERRY
20. PUMPKINTOWN FERRY
21. MORRIS FERRY
22. NEAL FERRY
23. HUTCHESONS FERRY
24. NEW FERRY
25. BOWERS FERRY

EARLY TRANSPORTATION METHODS BEFORE THE DIXIE HIGHWAY



SOURCES

1. Courtesy, Georgia Archives, Vanishing Georgia Collection
2. http://www.loc.gov/pictures/item/2012649993/

CUMMING

BUFORD

SUWANEE

SHELTONVILLE

ROSWELL

DULUTH

VININGS

CAMPBELLTON

WHITESBURG

ATLANTA

WESTERN & ATLANTIC
RAILROAD
1836 - PRESENT

GEORGIA PACIFIC RAILWAY
BUILT IN 1883

MORGAN FALLS
DAM CONSTRUCTED
IN 1904 TO POWER
STREETCARS

RICHAMOND & DANVILLE
RAILROAD
BUILT IN 1856

GEORGIA RAILROAD COMPANY
CONNECTED ATLANTA TO AUGUSTA IN 1845

MACON & WESTERN RAILROAD
CONNECTED ATLANTA TO MACON IN 1846

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25

EARLY INDUSTRY

HARNESSING THE POWER OF THE RIVER

Mills

Rivers and streams were the primary source of power for mills and industry before the widespread use of the steam engine and electricity. The Chattahoochee River and its tributaries played an important role in powering the industrial development of the state. Roswell Manufacturing was one of the first industrial centers in Georgia and the largest cotton mill before the Civil War. Organized in the 1830s and powered by Vickery Creek, the mill produced textiles and yarns. The mill was destroyed during the Civil War, rebuilt, and remained in operation until 1975.

Laurel Mills was built during Reconstruction at the site of the antebellum Ivy Mill, which was destroyed during the Civil War. It produced woolen textiles until the site was flooded in 1904 by the construction of Morgan Falls Dam.

The Marietta Paper Mill was constructed in 1855 along Sope Creek and served as an important source of paper products before the Civil War. Rebuilt after the war, the mill would continue to prosper until a series of fires forced its closure in 1904.

Cochran Mill was a small grist mill located in south Fulton County along Bear Creek. This mill was converted to generate power and provided electricity for the City of Palmetto in the early twentieth century.

Power Generation

The advent of electric power brought a new use for the Chattahoochee River and its tributaries. Water had long been harnessed to power industry and the use of the hydroelectric dams along rivers for power generation was a natural progression of the technology. The first of these dams along the Chattahoochee River was Morgan Falls Dam built at Bull Sluice Falls by the Georgia Railway and Power Company, the precursor of Georgia Power.

Morgan Falls Dam was completed in 1904 to supply electric power to Atlanta's expanding street car network. At 1,031 feet long and 56 feet wide at completion, this structure was the tallest dam in the southeastern United States and a technological milestone for the state of Georgia. Morgan Falls Dam was upgraded in the 1920s to produce more power and modified in the 1950s during the construction of Buford Dam upstream to facilitate better water management.

Folk Industries

Aside from the major industries like milling and power generation, folk industries were also present along the River. Many of these small-scale industries did not leave the same impression on the landscape as larger endeavors. However, within the assemblage of recorded archaeological sites, eleven stills have been noted. Home distillers of liquor were not just a relic of the prohibition era but operated throughout the twentieth century using the River as their source water and the surrounding hills as refuge.



Fulton County, 1901-1903, Construction on the Morgan Falls Dam Located 12 Miles North of Atlanta on the Chattahoochee River (1)



Marietta Paper ca 1890 (1)

EARLY INDUSTRIES ALONG THE RIVER



SOURCES

1. Courtesy, Georgia Archives, Vanishing Georgia Collection

CUMMING

BUFORD DAM
1950

HIGH CONCENTRATION OF DISTILLERIES

BUFORD

SETTLES BRIDGE MILL
1900 - 1950

SUWANEE

SHELTONVILLE

DULUTH

FIRST ROSWELL COTTON
1838

ROSWELL

IVY MILL
1856

MORGAN FALLS DAM
1904

MARIETTA PAPER MILL
1850 - 1950

"OLD MILL" 1850 - 1900

AKERS LOWER MILL
1874 - 1897

VININGS

WHITTIER MILLS
1895

ATLANTA

RICE'S MILL

CAMPBELLTON

COCHRAN MILL

WHITESBURG

WAGERS MILL
1850 - 1950

RELIGION

SOCIAL ANCHORS

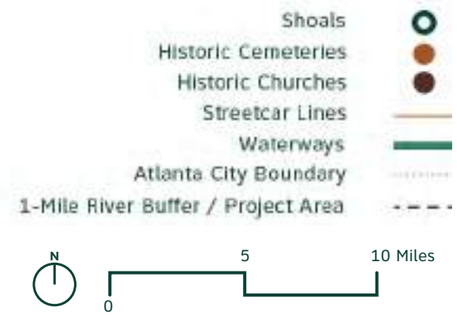
Although Georgia began as an English Colony with the Church of England as the official religion, in practice few Georgians led active religious lives within a church congregation. After the Revolutionary War, other denominations began to expand very slowly as the Colony gradually expanded to the west from the coast and up the Savannah River. In 1800, more than 80 percent of Georgians were living in rural areas. The backcountry or frontier environment encouraged the spread of more evangelical Christian denominations, particularly Baptist and Methodist congregations. African American churches exploded in growth after the Civil War. By 1894, there were more than 3,000 African American churches for with almost a million Georgian congregants.

Throughout Georgia's countryside and cities, churches functioned as anchors in the community. In addition to providing religious services, churches in some locations served as community gathering places, schools, and meeting houses, as well as sponsoring burial societies and providing a sanctified location to bury the dead. The leaders of churches often served important leadership roles in the community, both formally and informally. When a new small settlement appeared on the Georgia landscape in the later half of the 1800s, one of the earliest buildings constructed, was often a church.



Baptism in the Chattahoochee River (1)

HISTORIC CONGREGATIONS ALONG THE RIVER



SOURCES

1. Photograph by Lane Brothers Commercial Photography. Atlanta Journal-Constitution Photographic Archives. Special Collections and Archives, Georgia State University Library.

CUMMING

ISLAND FORD BAPTIST CHURCH AND CEMETERY FOUNDED IN 1809

BUFORD

SHELTONVILLE

SUWANEE

DULUTH

ROSWELL

ROSWELL PRESBYTERIAN CHURCH 1839

VININGS

SARDIS METHODIST CHURCH 1812

TURNER-SEWELL CEMETERY

HEBREW BENEVOLENT CONGREGATION 1867

ATLANTA

MARTIN LUTHER KING JR.'S CHURCH: EBENEZER BAPTIST CHURCH 1886

"THE CATHOLIC CHURCH" (CATHOLIC SHRINE OF THE IMMACULATE CONCEPTION) 1849

HISTORIC OWL ROCK CHURCH 1828

CAMPBELLTON

WHITESBURG

NEW HOPE CHURCH 1843

SUBURBANIZATION & DEVELOPMENT

THE CREATION OF THE METRO ATLANTA REGION

Smaller residential neighborhoods connected to larger cities by trolley line were the earliest forms of suburban development along the banks of this section of the Chattahoochee River. These “streetcar suburbs” sprung up where trolley stops met important crossroads and industrial centers. Whittier Mill Village, a mill town connected to Atlanta by trolley, was an early suburb that once bore the name “Chattahoochee.” In Smyrna, the Log Cabin Community stood where the Atlanta-Marietta Interurban line met present day Atlanta Road.

As the Chattahoochee’s trails, ferries, and trolley lines were replaced with concrete bridges, highways, and interstates, the farming communities and streetcar suburbs along the riverbanks became connected to larger towns through a network of automotive thoroughfares. After World War I, increased automobile ownership allowed commuters to construct permanent homes along the River while continuing to work in Atlanta. Unlike earlier communities organized around crossroads or rail lines, automotive suburbs are often insular, with houses lined along winding roads that lead to quiet cul-de-sacs. At the northern end of this section of the Chattahoochee River, the construction of the Buford Dam in 1956 and creation of Lake Lanier attracted families seeking access to recreational opportunities and a tranquil escape from the city. Interstates and highways allowed for increased transportation options in the second half of the twentieth century, clearing the way for developers to construct subdivisions. By the 1960s, subdivisions supplanted much of Cobb County’s rural farmlands as riverside developments took the place of agricultural fields. Suburban neighborhoods in towns like northern Fulton County’s Johns Creek were built as growing economic and employment opportunities in the area led to increased demand for housing.

As the River flows south and west from Lake Lanier, the landscape changes drastically. The curved streets of northern suburbs lead to massive industrial parks situated near Atlanta’s city limits. Further south, the riverbanks remain undeveloped as farms and timberland follow the bends of the Chattahoochee. Aerial photographs from 1951 and 2018 showing the Buford Highway crossing of the Chattahoochee and the area near Morgan Falls Park evince the encroach of suburbs in the northern section of the River and preservation of woodlands and farms in the south.



Morgan Falls Aerial 1938 (1)



Morgan Falls Aerial 2010 (1)

Suburban expansion is evident in the landscapes surrounding the river. The greater metropolitan area now spans 29 counties.

TRANSPORTATION & PATTERNS OF GROWTH

Urban Footprints are generating using data from the Census Bureau. After each decennial census, the Census Bureau delineates urban areas that represent densely developed territory, encompassing residential, commercial, and other nonresidential urban land uses. In general, this territory consists of areas of high population density and urban land use resulting in a representation of the “urban footprint.” An urbanized area (UAs) contains 50,000 or more people. Data can be accessed here: http://gisdata.fultoncountyga.gov/datasets/GARC::urbanized-areas-1950-2010



SOURCES

1. UGA Map Room, Athens

BUFORD DAM + EXPRESSWAYS
STARTED CONSTRUCTION IN THE 1950s

2000
URBAN
FOOTPRINT

1990
URBAN
FOOTPRINT

1970
URBAN
FOOTPRINT

1950
ATLANTA

2010
URBAN
FOOTPRINT

CUMMING
BUFORD
SUWANEE
DULUTH
PEACHTREE CORNERS
JOHNS CREEK
ROSWELL
MARIETTA
SANDY SPRINGS
AUSTELL
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT

RACE RELATIONS

THE RIVER AS BORDER

During the segregation and Civil Rights eras, the Chattahoochee River had symbolic importance as the largest natural barrier between Atlanta, with its growing black middle class, and the predominantly white suburbs of the north. As the western border of Fulton County, the River was the subdivision expansion goal for blacks during the 1950s, as African American developers strategically purchased parcels of land to ensure they could develop and live freely on the westside.

By the early 1960s Atlanta was changing, with blacks moving into more powerful roles, and whites continuing to resist change. In 1961, the same year that school segregation ended in Atlanta, Cobb County created a 10-foot-wide city along the northwest bank of the Chattahoochee River to prevent the City of Atlanta from annexing the county. The city created, Chattahoochee Plantation, was envisioned as the home of wealthy whites, with a country club and golf course that never came to fruition. Atlanta never did pursue annexation efforts in Cobb County, and Chattahoochee Plantation quickly became just a souvenir of the racial tension between Atlanta and its neighboring suburban counties.

As the Metropolitan Atlanta Rapid Transit Authority (MARTA) tried to make inroads into mass transit by extending the commuter rail into Cobb County, this resistance to change continued along with the River's symbolic power. In 1965, Cobb County had still not approved the referendum forming MARTA. Construction of the transit did not start until 1975. Cobb Commissioner Emmett Burton claimed he would "stock the Chattahoochee with piranha" to keep MARTA from expanding into the county. The Chattahoochee River was described as a "moat" protecting the predominately white Cobb County from African Americans entering the north metro area. Resistance to transit has waned in the twenty-first century with expansion of rail along Highway 400 and initiatives to expand into Gwinnett and Cobb County.

While many issues are still viewed through the lens of race, the metropolitan area has diversified significantly since the twentieth century. A majority of the census block groups within the study area feature a diversity index percentage of 55 percent or higher. These population trends reflect social mobility not previously known in the region.

ATLANTA'S RACIAL HISTORY

Race relations and racial politics have shaped the development of modern-day Atlanta.[1] Once the posterchild of urban sprawl, now the "capital of inequality," Atlanta is steeped in historical racial bias codified through formal policy and the practice of urban governance.[3] Among large cities, Atlanta has been designated as the worst city for income inequality, a title it has carried three times since 2013.[2] Present day inequities have their roots in institutional racism and racially discriminatory policies and practices.

While race doesn't explain everything that has happened in Atlanta's evolution, it's indelible mark on the growth and development of the city can't be refuted. The legacy of race-based policies coupled with income disparities show up in a variety of ways: in the provision of public services from wastewater treatment to access to quality public parks, greenspace, and open space, as well as investments in quality, affordable housing, transportation and other aspects of the built environment.[1] [8] [10]

Racially restrictive covenants, redlining, and other federal, state, and local policies physically divided Atlanta neighborhoods with highways and further stoked racial segregation in housing.[10] Amenities such as jobs, access to high quality open spaces and recreational areas have followed a similar path in which the dividing line between the "haves" and "have nots" can be viewed along a north/south trajectory, with resources and opportunity going north and deferment and even denial of prosperity residing in the neighborhoods south of downtown. Waves of urban renewal projects have been associated with displacement and erasure of communities in exchange for attractions for visitors and eventual development of green amenities such as major parks and water infrastructure improvement projects.[10] [12] Early projects dating back to the mid-1950s shaped the futures of residents in the urban core of the city leading to cycles of disinvestment, unemployment, and disparate access to quality environmental and community goods as well as city services in the 1970s, 80s, and beyond.[10]

The roots of environmental planning in Atlanta have impacted environmental quality, health, quality of life, sense of place, and connection to natural resources, such as waterways and forests in different ways. Before the turn of the 20th century, it was a common practice in many American cities, including Atlanta, to discharge household excrement and industrial wastes openly into the streets. As a result of this practice, Atlanta faced many serious health problems.[5] In the late 1870s, when sanitation districts were implemented in Atlanta, sewer services were limited to the central business district and adjacent upper-class, white neighborhoods. Waste transported through sewer lines from the central city's hotels and finance centers was often dumped above the water reservoirs and on surrounding land in Atlanta's heavily populated poor and minority neighborhoods.[11]

Although all Atlanta taxpayers financed the sewage system, there was an obvious bias toward the use of these fees to benefit the business elite and affluent neighborhoods. Historical data indicate that as the water supply system expanded in Atlanta, the system intentionally expanded in a north-south direction, serving primarily middle and upper-class whites. Meanwhile, wells supplying water to the low-lying areas of the City, predominantly inhabited by poor whites and African Americans, were contaminated with sewage carried by surface runoff.[11] This practice, that essentially relegated Atlanta's creeks and streams for use as urban sewers, has impacted community connections to and relationships with water and perceptions of local waterways. Lack of proactive management of water resources in urban Atlanta waterbodies has influenced differential community perceptions of them, often along race and class lines, as eyesores and nuisances instead of resources amenities.[6]

With respect to other natural resources, Atlanta's first park dates back to 1858, and the first planned recreation activities for children in parks were implemented in 1907.[4] The City opened its first two playgrounds in 1909. Regardless of income level, African American residents of the City could not access publicly supported and managed parks in Atlanta until 1919, when Washington Park on the City's Historic Westside was designated as the first recreational park for Black Atlantans.[9] While new parks and green infrastructure investments are currently being planned and constructed in some Atlanta's most historically disadvantaged and vulnerable communities, concerns of green gentrification abound.

Prosperity for a select few has been the result of many successive urban regimes in Atlanta. Even today, as new investments are planned for areas in which they have historically denied, the legacy of Atlanta's racially-biased past is not easily overcome and continues to manifest itself in existing unequitable social and environmental conditions.

HOME OWNER LOAN CORPORATION MAP



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12. Turned Georgian Blog (TBG) (2015). A neighborhood re-written. Retrieved from: https://atlantadays.wordpress.com/2015/05/31/rockdalepark/

THE HOME OWNERS LOAN CORPORATION (HOLC) was formed in 1933 as part of Franklin Delano Roosevelt's New Deal commitment to protect homeowners from foreclosure. The HOLC demonstrated the feasibility of the long-term, low-interest mortgage loan, the basis of post-WWII suburbanization. The HOLC standardized criteria for home appraisal and assessment of neighborhood credit-worthiness. These criteria made social exclusiveness the chief determinant of the credit-worthiness of neighborhoods, and hence the value of the homes within them. Neighborhoods in which non-whites and renters resided were determined to be undesirable for the purpose of granting home loans and are colored in red on the map, providing the origin for the term 'red-lining.' (1)

HOLC ID	DESCRIPTION
D17	"Best negro section in Atlanta"
D18	"Bellwood to Atlanta University, east of Ashby Street and west of Marietta Street"
D19	"North Avenue to Cain Street, between Luckie and Spring Streets"
D21	"Fourteenth Street to North Avenue, between State St. and Marietta St."
D22	"Howell Mill Station area"
D23	"Rockdale Park (outside city)"
D24	"Hills Park (outside city)"
D25	"Howell Mill car line and Seaboard R.R. Shops section (outside only)"

RECREATION

Chattahoochee River National Recreation Area

The Chattahoochee River National Recreation Area, or CRNRA, is a 48-mile section of the River from Buford Dam at Lake Lanier to Peachtree Creek, northwest of Atlanta and includes the first National Water Trail in the country. The CRNRA was established largely due to the efforts of a small group of dedicated citizens who had the foresight to see how quickly Metro Atlanta would develop in the '70s and '80s and responded by getting the park established for "preservation and public enjoyment" by President Jimmy Carter, himself a Georgia, in 1978. A total of 6,800 acres are protected as fifteen land units, twenty percent of all the public greenspace in the 10-county ARC region. Today, the park attracts millions of visitors every year for land- and water-based recreation. The land trail system includes eighty miles of trails for hikers, runners and bikers and ranks as one of "America's 100 Best Trout Streams," according to Trout Unlimited. The river itself is also part of the national park, managed by the NPS for recreation and other benefits. The parks generate $167 million economic impact for the region and 2,000 jobs locally, according to the National Park Service.

State Parks and Land Acquisition

Sweetwater Creek State Park, named for the creek that flows southeast through the park and into the Chattahoochee, was created in 1972. Fifteen miles southwest of Atlanta, it contains the abandoned town and mill ruins of New Manchester, which the Union Army burned in 1864 during the Civil War.

Shooting the 'Hooch

In the mid the 1960's, tubing, kayaking, and canoeing downriver, or "Shooting the 'Hooch" became a popular summer pastime. The River tourism industry flourished; companies rented rafts, and provided guides and ferries between put-in points. Today, Georgians still love to have a leisurely float downstream on a hot day.

Interpretive Sites

For centuries, the Chattahoochee River has silently witnessed the historic and the mundane. It served as a source of food and irrigation, was a major thoroughfare, and was harnessed for its power. Armies crossed, fought, and trenched on its banks during the Civil War. As a result, the riverbanks are home to prehistoric and historic sites like fish weirs, bridges and roads, farmsteads, mills, and battlegrounds.

Shoals

Shoals – the rocky banks and shallows of the River – are unique formations within the River where the power of water over time has exposed its bedrock layers. Shoals are also literal access points to the water – the moment where "you get your feet wet." Shoals are at the heart of the visual and physical experience of the Chattahoochee, creating the rock-speckled watery panoramas coveted by river rafters, birders, and local residents looking for a quick dip.

These natural features change over time with the water levels, and offer the opportunity to act as local destinations, repetitive way-finding elements, and larger regional gateways to watershed communities beyond. As place-making icons along the 100-mile-long greenway, shoals express larger geologic and hydrologic patterns and reveal distinct cultural narratives of the river. Shoals are often the site of harvest, production, and industry, as at the Sope Creek mill and shoals which provided energetic water for power and paper production, and the Fish Weir shoals, where Cherokee Indians built wattles dams in the shallows to catch fish.

Shoals are crossing points – shallow water enabling crossing by foot, as with the Civil War crossing point near Cochran Shoals, and creating shallow water that necessitates bridge construction, like at the historic Moore's Bridge, an icon of African American history and key moment in the Civil War. Today, shoals tell new stories and invite new immersive relationships with the River. Scenic waterfalls, river access points, and white-water rafting organize around the fast-moving water of shoals.



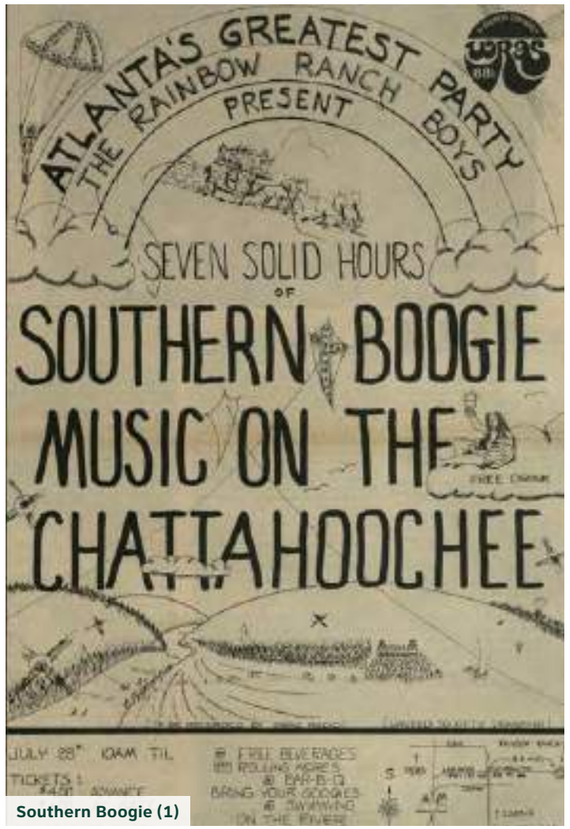
Jimmy Carter Canoeing the Chattahoochee (1)



Ramblin Raft Race of 1977 (1)



Family On Their Way To Picnic At Bull Sluice Shoals Near Morgan Falls ca 1903/1904, Fulton County (2)



Southern Boogie (1)

SOURCES

1. AJC Archives at GSU
2. Courtesy, Georgia Archives, Vanishing Georgia Collection
3. https://www.gwinnettdailypost.com/multimedia/slideshows/kids-fishing-day-on-the-chattahoochee-river/collection_b9cca652-2ac3-11e6-bbe4-2be92eae8c3b.html
4. https://npplan.com/parks-by-state/georgia/at-a-glance-chattahoochee-river-national-recreation-area/
5. https://www.atlantatrails.com/hiking-trails/cochran-shoals-trails-along-the-chattahoochee/



Kids Fishing Day Near Peachtree Corners (3)



Cochran Shoals Park Unit (5)



Paddling Down the Chattahoochee River Near Bowman's Island (4)

FORT PEACHTREE

Fort Peachtree was completed in 1814 at the confluence of the Chattahoochee River and Peachtree Creek in northwest Atlanta. Prior to the fort's construction, the area was a known Creek trading post called Standing Peachtree. Located on the former Creek Indian village, the fort guarded a boat yard, which was part of a supply chain along the River to Alabama. One of several forts constructed during the War of 1812 to protect what was then the western frontier of Georgia, the construction form of Fort Peachtree, later known as Fort Gilmer, most likely followed a sketch drawn by U.S. Secretary of War Henry Knox. These forts consisted of a wooden stockade with two blockhouses surrounding a few buildings for housing and storage. The simple forts took about two months for local militia men to erect. Although the footprint of the building itself might have been about 100 square feet, most of the activity would have taken place outside of the walls – creating a much larger archaeological site.

The approximate location of Fort Peachtree has long been known, however more recent archaeological investigations have revealed more information about this fort and others. Fort Daniel at Hog Mountain in present-day Gwinnett County was built contemporaneously with a road connecting the two, Old Peachtree Road, which closely resembles the modern road. The War of 1812 and the Knox forts were critical to the formation of the state of Georgia, however, by 1815 both forts Peachtree and Daniel were abandoned. The archaeological remains of Fort Daniel were uncovered in 2007 and is an active archaeological site producing information about these short-lived forts. Fort Peachtree has fallen prey to modern development and other historical events. Civil War earthworks and a water treatment plant for the City of Atlanta have disturbed part of the archaeology of Fort Peachtree, but the historical research and archaeological investigations are ongoing.



Standing Peachtree Weir (1)



Wastewater Treatment Center Just North of Weir (2)



SOURCES

1. Atlanta Preservation Center.
2. Photo taken by the Design Team in October, 2018.

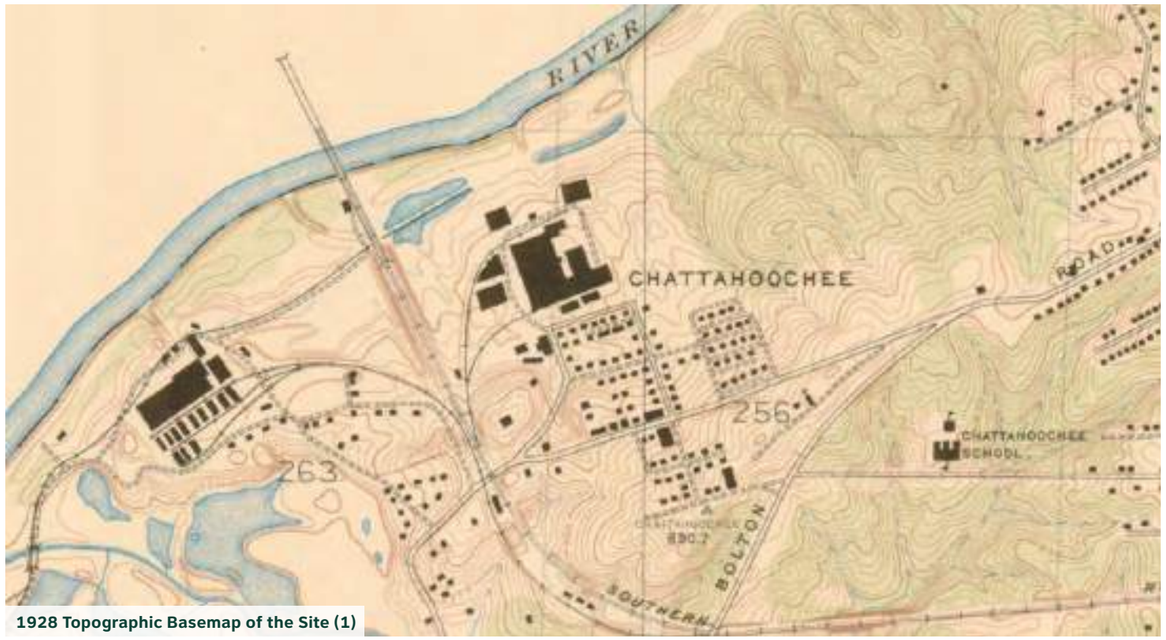
THE CHATTAHOOCHEE BRICK COMPANY

The ruins of the Chattahoochee Brick Company lie along their namesake river, just north of the Proctor Creek tributary. Founded in 1878 by Atlanta-based politician and businessman James W. English, by 1889 the company was producing 200,000 bricks a day. While the company's building materials were shipped to neighboring states, they were also used locally to construct Atlanta's roads and buildings at reduced costs. In the nineteenth century, writers lauded the fact that the brickworks "employed" hundreds of men. Modern day researchers, however, have revealed a darker truth: the Chattahoochee Brick Company used the forced labor of hundreds of incarcerated African American prisoners.

Under Georgia's convict lease system, the state collected revenue from industrialists eager to utilize cheap labor to advance their companies' wealth. A corrupt justice system issued lengthy sentences for minor crimes (most often imprisoning African American males) to ensure that both the state and the industrialists benefitted from a steady stream of income. Coupled with a lucrative construction materials business, English invested heavily in the manufacturing needs of railroads and capitalized on the burgeoning economic growth of the rapidly industrializing South.

Beyond the brickyards at the banks of the Chattahoochee River, James W. English's financial empire extended across the state, with a sawmill, mines, and ironworks under his control and exploiting the labor of prisoners. An Atlanta Constitution article authored in 1887 describes the manufacturing plant's appropriately: "Chattahoochee Brick Company Penitentiary." Though the Chattahoochee Brick Company was founded over a decade after the Civil War and the emancipation of enslaved African Americans, the status of the factory's laborers can be described as nothing short of forced servitude.

The Chattahoochee Brick Company was not the only industry befitting from this horrific practice; the use of involuntary and uncompensated labor was widespread across the State of Georgia.



1928 Topographic Basemap of the Site (1)



Photo of Team Visiting the Site with Representatives from Riverwalk Atlanta and the Proctor Creek Community, December 2018 (2)



SOURCES

1. Fulton County Library
2. Photo taken by the Design Team in December, 2018.

JOHNSTON'S RIVER LINE

After over three years of war, Federal forces under the command of Brigadier General William T. Sherman had pushed into Georgia and reached the western limits of Atlanta in summer of 1864. Confederate skirmishers fell back to occupy a line of positions west of Nickajack Creek in July. Outnumbered by the Federal divisions of the 16th and 17th Army Corps, the Confederate line was pushed further east across Nickajack Creek. By July 4th, fleeing Confederate troops occupied the prepared rifle pits and a main line of earthworks extending from the mouth of the Nickajack creek north to meet the Chattahoochee River near Proctor Creek

The fortified defensive line under the command of Joseph E. Johnston featured unique military earthworks. In June of 1864, Brigadier General Francis A. Shoup prepared for the Union incursion by conscripting slave laborers in the construction of a line of complex log and earth fortification with angular artillery emplacements shaped like spear tips pointing west. These military structures were subsequently known as "Shoupades." Over 30 shoupades spanned Johnston's River Line between Nickajack Creek and railroad crossing at Bolton.

Archaeological survey of portions of Johnston's River Line has revealed intact remains of the battle, consisting of artifact scatters and earthworks along the river between Bankhead Highway and Mableton Parkway. Survey for a transportation project in the 1970s identified intact remains of the Confederate line consisting of breastworks, artillery emplacements, traverse lines (to prevent flanking attacks), and forward rifle pits. Additional investigation in the 1980s revealed earthworks from both combatants as well as over 4,500 feet of trenchwork possessing rifle pits and artillery positions. The battlefield was listed on the National Register of Historic Places in 1973.

Noted in all archaeological studies was increased deterioration of the landscape and artifacts from this corner of history. Since their documentation in the late twentieth century, development has impacted the remains of the battlefield. Expansion of industrial and commercial lots along what is now Discovery Boulevard has left its mark on the site. Recognizing the dwindling nature of resources associated with Johnston's River Line, a preservation plan was developed in conjunction with the American Battlefield Protection Program of the National Park Service in 2014, and preservation efforts are ongoing.



Map of Nickajack Creek 1864 (1)

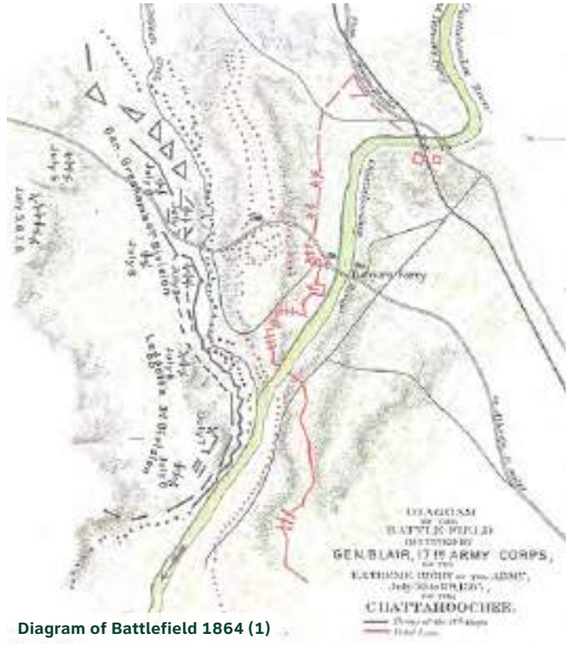


Diagram of Battlefield 1864 (1)


Johnston's River Line Shoupades (2)



SOURCES

1. The Atlas of the War of the Rebellion
2. Photo taken by the Design Team in December, 2018.

McINTOSH RESERVE

Chief William McIntosh was a controversial chief of the Lower Creeks in the early nineteenth century. Also known as Tustunnuggee Hutkee, he was born in 1778 in Coweta to a Creek mother, Senoya, and Scottish father, Captain William McIntosh of Savannah. Although raised by his mother among the Creeks, he spent enough time in Savannah to become fluent in English and move comfortably between both Indian and white societies. McIntosh generally supported the United States' efforts to obtain cessions of Creek territory and efforts to "civilize" the Creeks and other native peoples. In opposition to traditional Creek ways, McIntosh owned two plantations and enslaved persons. One plantation, Lackchau Talofau (Acorn Bluff), is located in present-day Carroll County, and the second, Indian Springs, in present-day Butts County. Such actions, and McIntosh's backing of the United States in the Creek War of 1813-1814, earned him contempt and distrust from most Creeks. However, his alliance with Indian agents to coordinate the distribution of food and supplies from the United States government to the Creeks after the war assured McIntosh's continued influence among the Creeks.

In 1821, McIntosh negotiated the Treaty of Indian Springs, held at McIntosh's plantation, during which he acted as the Creeks' spokesman during negotiations over land distribution. However, McIntosh acted in his own interests and gave away large portions of the Creeks' land to the state of Georgia. In return, McIntosh received 1,000 acres of land at Indian Springs and another 640 acres on the Ocmulgee River. Four years later, a group of mostly Lower Creeks led by McIntosh ceded the remaining Creek lands in present-day Georgia. This treaty, the 1825 Treaty of Indian Springs, led to division amongst the Creeks and the eventual execution/assassination of McIntosh by the Upper Creeks, who opposed ceding the remaining Creek land to the United States government.

McIntosh Reserve, a 527-acre park along the Chattahoochee River belonging to Carroll County contains the former site of Chief William McIntosh's plantation, "Lochua Talofau," where McIntosh was killed. Visitors can read historical markers near Chief McIntosh's marked grave and a historic house similar to one that stood at Acorn Bluff.



McIntosh House in McIntosh Reserve (1)



SOURCES

1. Photo taken by the Design Team in December, 2018.

One of the greatest challenges designers of the Greenway Study is how the River behaves in extreme drought or flood conditions. We looked for storm runoff and saw visible evidence of some bankside flooding. We witnessed the Chattahoochee River running at full power and people enjoying parks and other riverside infrastructure — and that is useful information to design planning.

Jessica Norris
Biohabitats

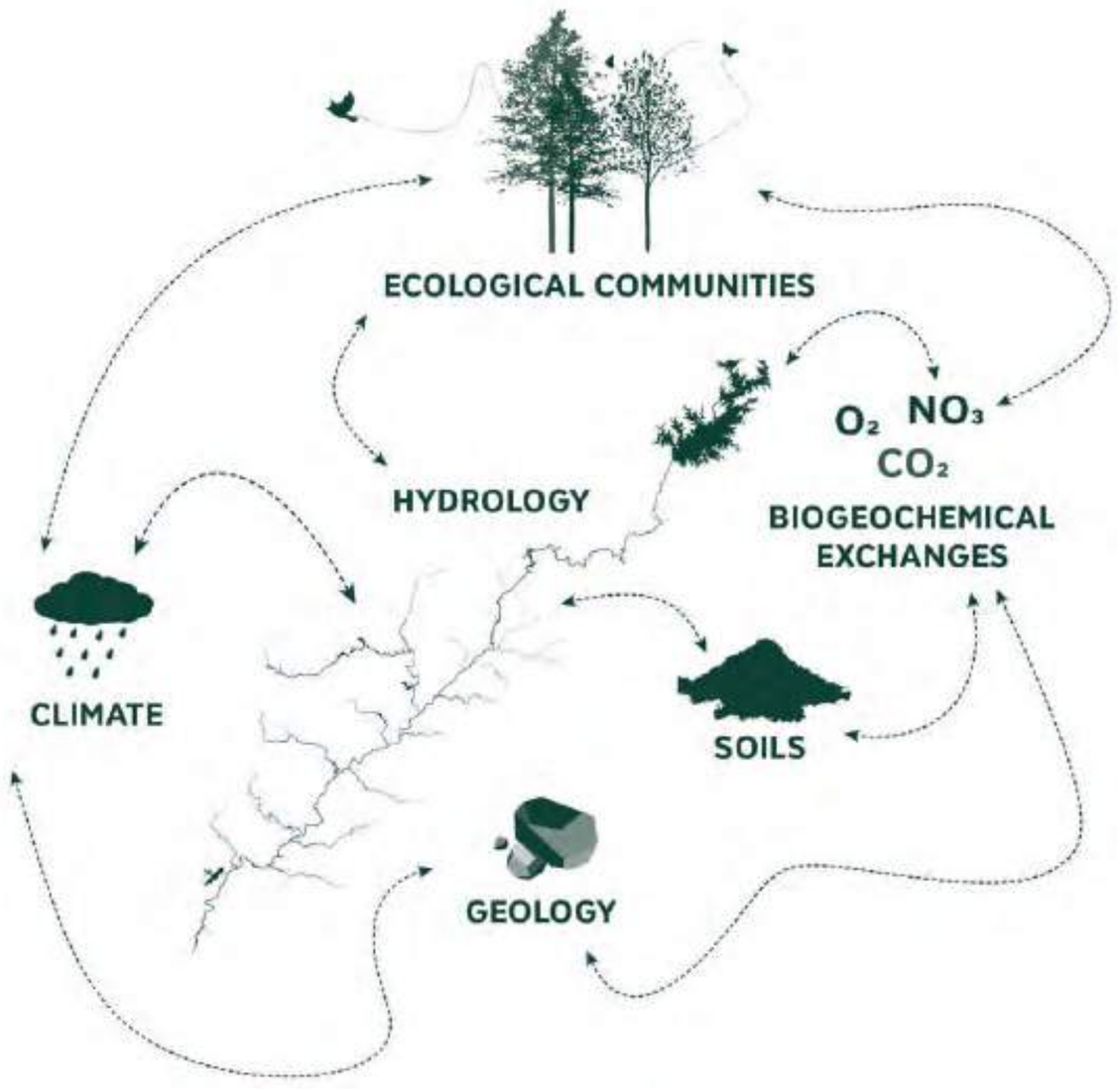
ECOLOGY

ECOLOGICAL PROCESSES IN PLANNING & DESIGN

INTRODUCTION

The topography that underpins a location and the plants and animals that flourish there, create the natural ecological web of the place. These features are not inherent of the landscape but the product of key processes that establish a foundation for ecological systems. Ecological processes such as sediment transport, nutrient cycles, and flood attenuation underpin the features we readily observe—they determine where fishing is good, where we see wood warblers, which land supports open grasslands, and whether a forest can recover from disturbance.

Thus, the Chattahoochee River shapes the landscape and its ecological communities, from its rocky headwaters to its southern flows. This section explores key ecological processes within the study area and the features that drive them, with a focus on those that play an important role in the corridor plan.





Looking Upstream From ‘Drowning Rock’ on the Chattahoochee River Below Buford Dam

GEOLOGY

GEOPHYSICAL TEMPLATE OF THE CHATTAHOOCHEE

The Chattahoochee River corridor is the dividing line between Georgia's Southern Inner Piedmont and the Southern Outer Piedmont, ecoregions defined by the US Forest Service and US Department of Agriculture[1].

To the west of the River, the Inner Piedmont is characterized by higher elevations with more relief and a rolling hill topography. It has much more forest cover than its flatter, slightly drier neighbor. Both the inner and outer piedmont are developed over metamorphic and igneous rocks, where mica schist and micaceous saprolite are typical in the uplands.

The major geological feature cutting across the Piedmont physiographic province and through the Chattahoochee River is the Brevard Fault Zone, which stretches for 320 miles across the southern Appalachian Mountains. The River at times wanders well outside the boundaries of the fault zone and is locked in place due to eons erosion into the upland geology. The Brevard Zone influences the area on many scales of topography, the minerology of the underlying rock, the shape of outcrops, and grain sizes of eroding rock particles. Shoals are distinctive geologic features in a river channel characterized by exposed bedrock above, at or just beneath the river's surface. They are the result of areas where more erosion-prone minerals have eroded away, leaving in place erosion-resistant crystalline bedrock. Shoals are important aquatic habitat, and important recreational and aesthetic reaches[2].



Island Ford Shoals



Devil's Race Course Shoals

PHYSIOGRAPHIC REGIONS

Geophysical characteristics of the Chattahoochee Riverlands, including physiographic districts and fault lines.



SOURCES

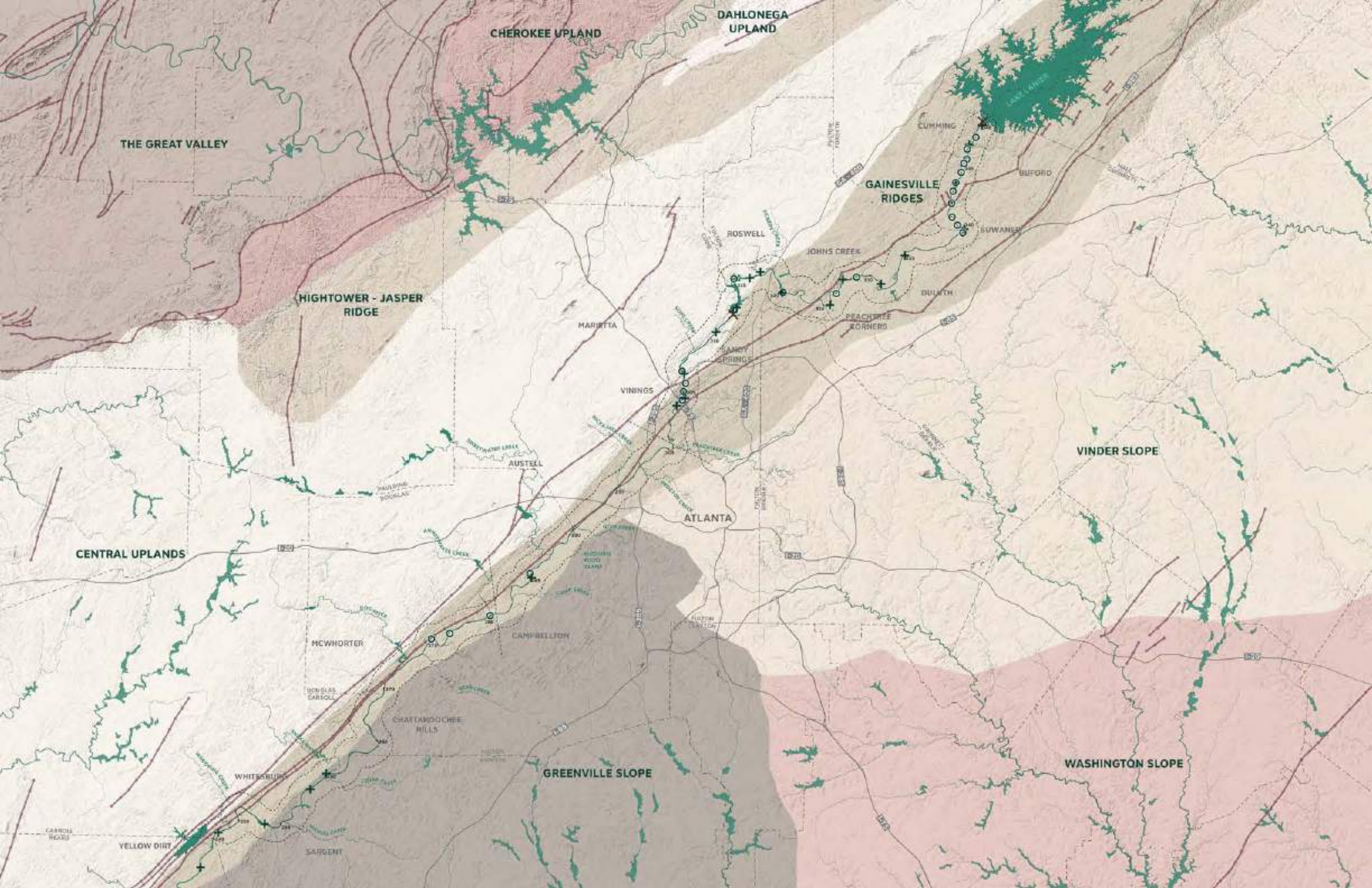
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4. "Ecoregion Download Files by State - Georgia" United States Environmental Protection Agency, 2018, https://www.epa.gov/eco-research/ecoregion-download-files-state-region-4

5. "Faults." USGS Georgia geologic map data. 1999. https://mrdata.usgs.gov/geology/state/state.php?state=GA


THE GREAT VALLEY
CHEROKEE UPLAND
DAHLONEGA UPLAND
HIGHTOWER - JASPER RIDGE
GAINESVILLE RIDGES
CENTRAL UPLANDS
VINDER SLOPE
GREENVILLE SLOPE
WASHINGTON SLOPE
CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT

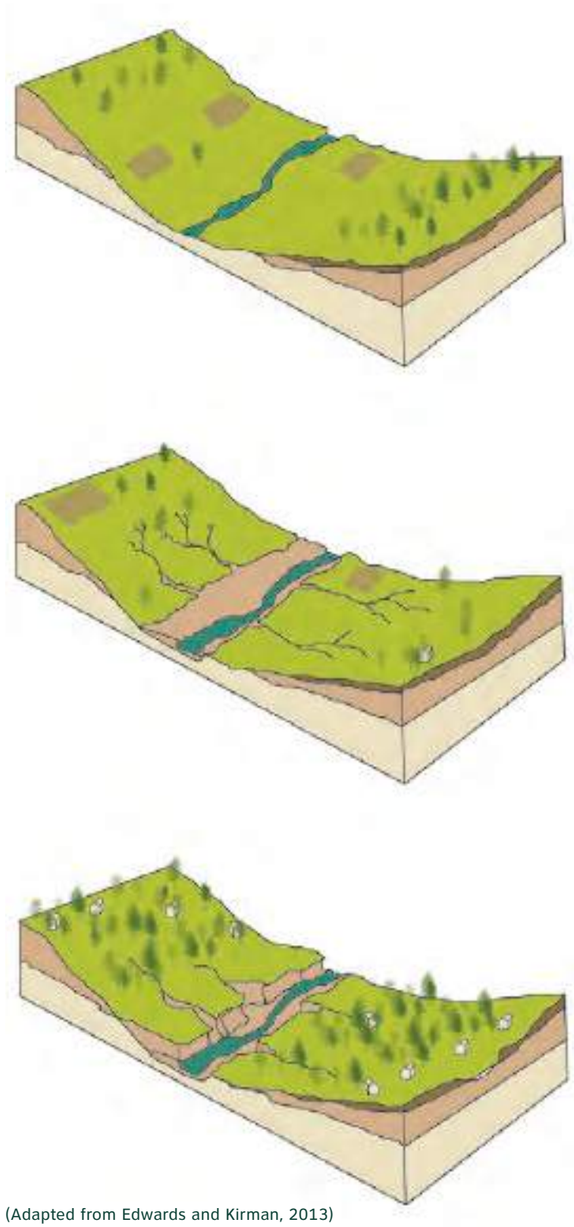
SOILS & SEDIMENT HISTORY

FLUVIAL GEOMORPHOLOGY

As the Brevard Zone bedrock weathered, it provided particles that formed the soil layers above it. Of the twelve major soil orders, two orders are dominant in the region, ultisols and entisols. Ultisols are defined as highly weathered soils, having been in place for a long time. They can have many layers, often indicating where smaller clay particles have migrated downward in the profile, and layers indicating where minerals and nutrients have migrated in or out. They form the famous red clay of the area[1]. Cecil, Appling and Madison are common ultisol soil series.

Entisols are "recent" or young soils, formed when sediment being carried by high flows in a stream settle out and are deposited in the channel or floodplain. These soils closely reflect the composition of the sediment being carried from upstream bedrock parent material and have poorly developed layers or horizons. Because sand is often a significant component of entisols, they can be droughty and subject to re-mobilization and erosion. Riverview, Chewacla and Cartecay are common entisol soil series[2]. To a much smaller extent inceptisols are present, which are soils somewhat older than entisols, with slightly more developed layers and profiles.

Another term used to describe floodplain soils formed by entisols and inceptisols is alluvial soil. The fluvial geomorphology of the River's tributary streams is significantly influenced by agricultural history. Clearing for agriculture increased the velocity of water flowing across the landscape, removing topsoil and downcutting and entrenching tributary streams (Edwards et al 2013). Both historic farming and more recent development create sediment loads in the tributaries and mainstem of the Chattahoochee River. In addition, many of the tributary streams today are disconnected from their floodplains by depth or nearby development, which both affects the transport of sediment along them and makes them more likely to flood. Within the study area, the floodplain of the River expands from its narrow, steep confines above Atlanta to a broader alluvial floodplain below.



(Adapted from Edwards and Kirman, 2013)

1700s: Early days of European settlement

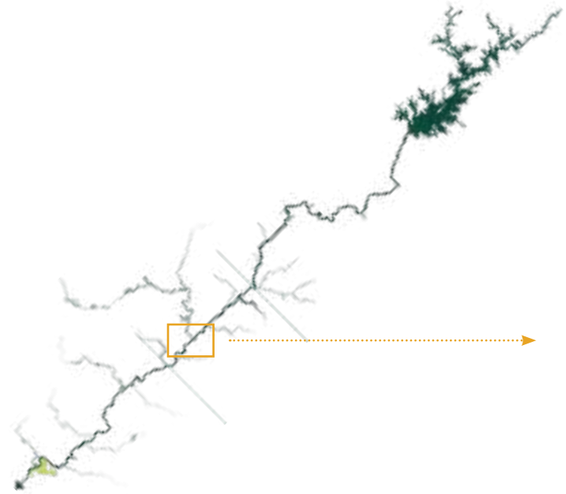
Bottomlands are cleared for agriculture, while upper and mid-slopes are forested. Streams are not incised and have gravelly streambeds.

1800-1900s: Agricultural fields

Erosion from agricultural practices create severe gullies and causes soils to wash into streams, raising and widening the floopdplain.

1900s - Present: Urbanization

As agricultural fields are abandoned, land becomes urbanized and reforested with woods in various stages of succession. More water enters the stream from impervious surfaces. The stream cuts down and widens resulting in steep banks and terraces.



FLUVIAL SOILS

Fluvial soil deposits along the Chatthoochee Riverlands, between Fulton and Cobb County.



SOURCES

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COBB COUNTY

SWEETWATER CREEK

CHATTAHOOCHEE RIVER

290

WILSON CREEK

UTOY CREEK

NEW DEVELOPMENTS BLOCK
ALLUVIAL SEDIMENT FLOW

285

GILBERT'S BRANCH

ANNEWAKEE CREEK

DEEP CREEK

CAMP CREEK

FULTON COUNTY

MAJOR ROADS
DISCONNECT FLOODPLAINS

HYDROLOGY

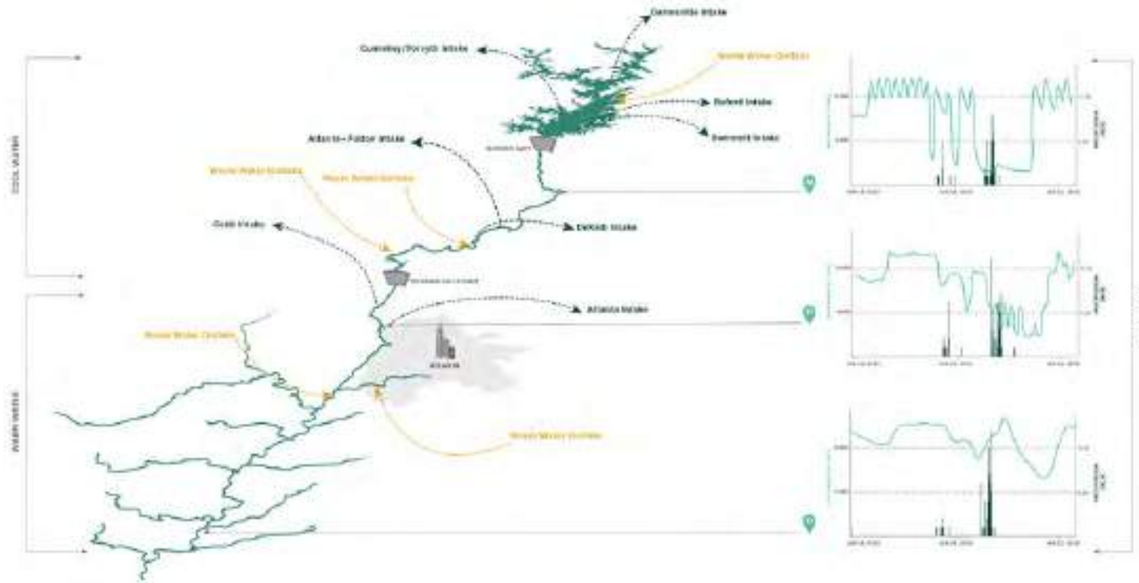
WATER FLOW

River flows in the study area are influenced by precipitation, releases by the Army Corps of Engineers from Buford Dam, and water withdrawals and returns.

In Sub-Area 1, the baseline flow is created by a small turbine-generator running continuously at Buford Dam to provide minimum flow between 550 NS 650 cfs.[1] The hydroelectric power of Buford Dam is operated as a peaking plant, releasing water and providing electricity during peak demand periods such as early morning and late afternoon. These continuous fluctuations impact bank erosion, bank sloughing and aquatic habitats.

The much smaller Morgan Falls Dam is not a peaking plant, and it regulates the pulsed flows from Buford Dam, with a goal of 750 cfs between May to October and 650 cfs between November to April measured just upstream of the confluence with Peachtree Creek.

As distance from Buford Dam increases, flows are strongly influenced by water entering the main stem from the tributaries. The temperature also increases as cold water released from the bottom of Lake Lanier travels downstream and warms, and intervening inflow occurs from the warmer tributary streams. The total flow in Sub-Area 3 is influenced by flows of the tributary systems.



THE APALACHICOLA-CHATTAHOOCHEE-FLINT WATER BASIN

The ACF Basin, its tributaries, major lakes and dams.

Watershed Boundary

Water Bodies

1 - Mile River Buffer / Project Area



WATER INFRASTRUCTURE

Location of select water infrastructure and FEMA floodplains of the Chattahoochee Riverlands.

FEMA 100 year Floodplain

FEMA 500 year Floodplain

Water Flow Monitoring Locations

Water Access Points

Shoals

Dams

Chattahoochee Watershed Boundary

Chattahoochee River

County Lines

Expressways

1- Mile River Buffer / Project Area

Atlanta City Limits

N

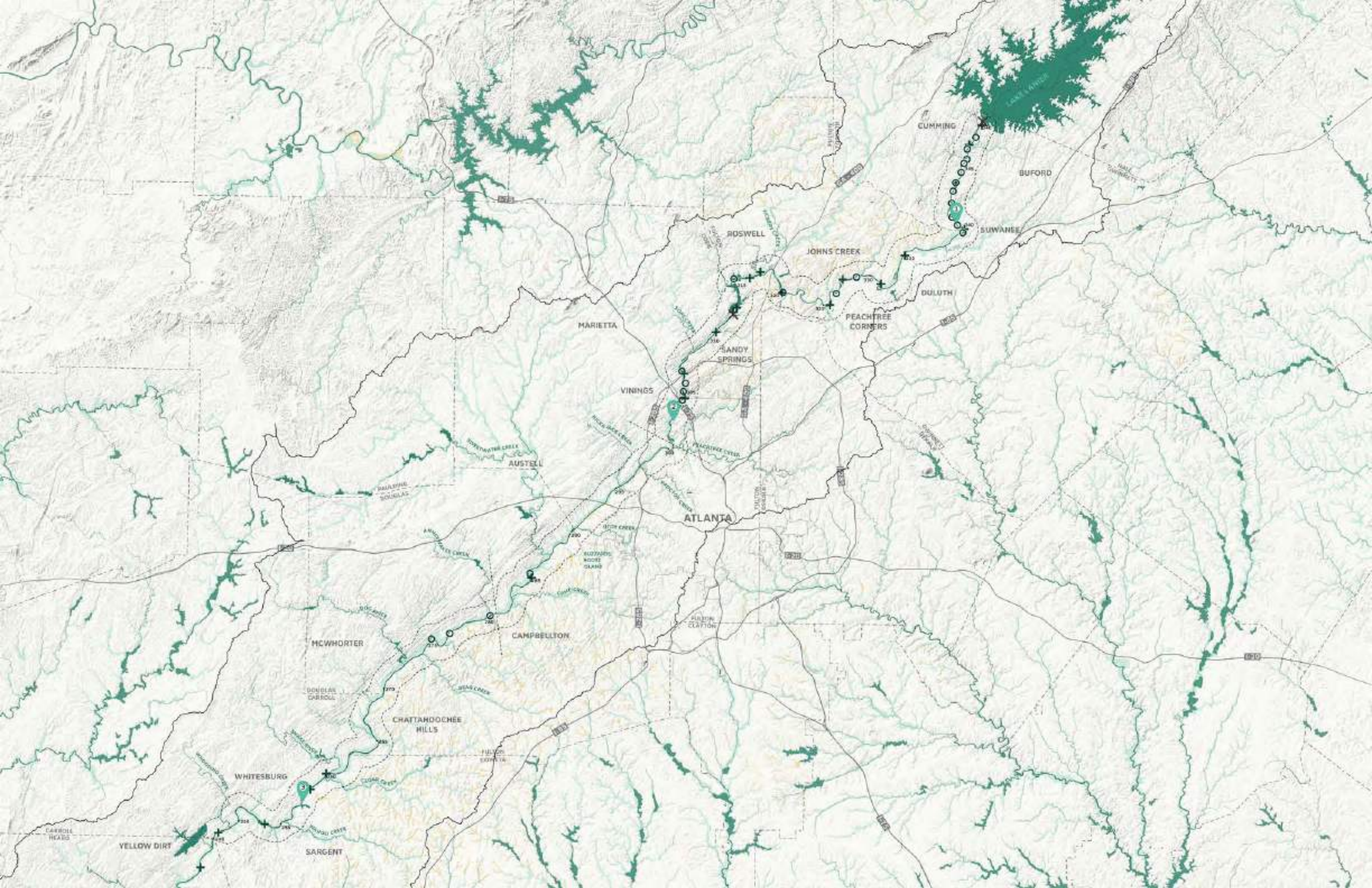
0 5 10 Miles

SOURCES

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CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT

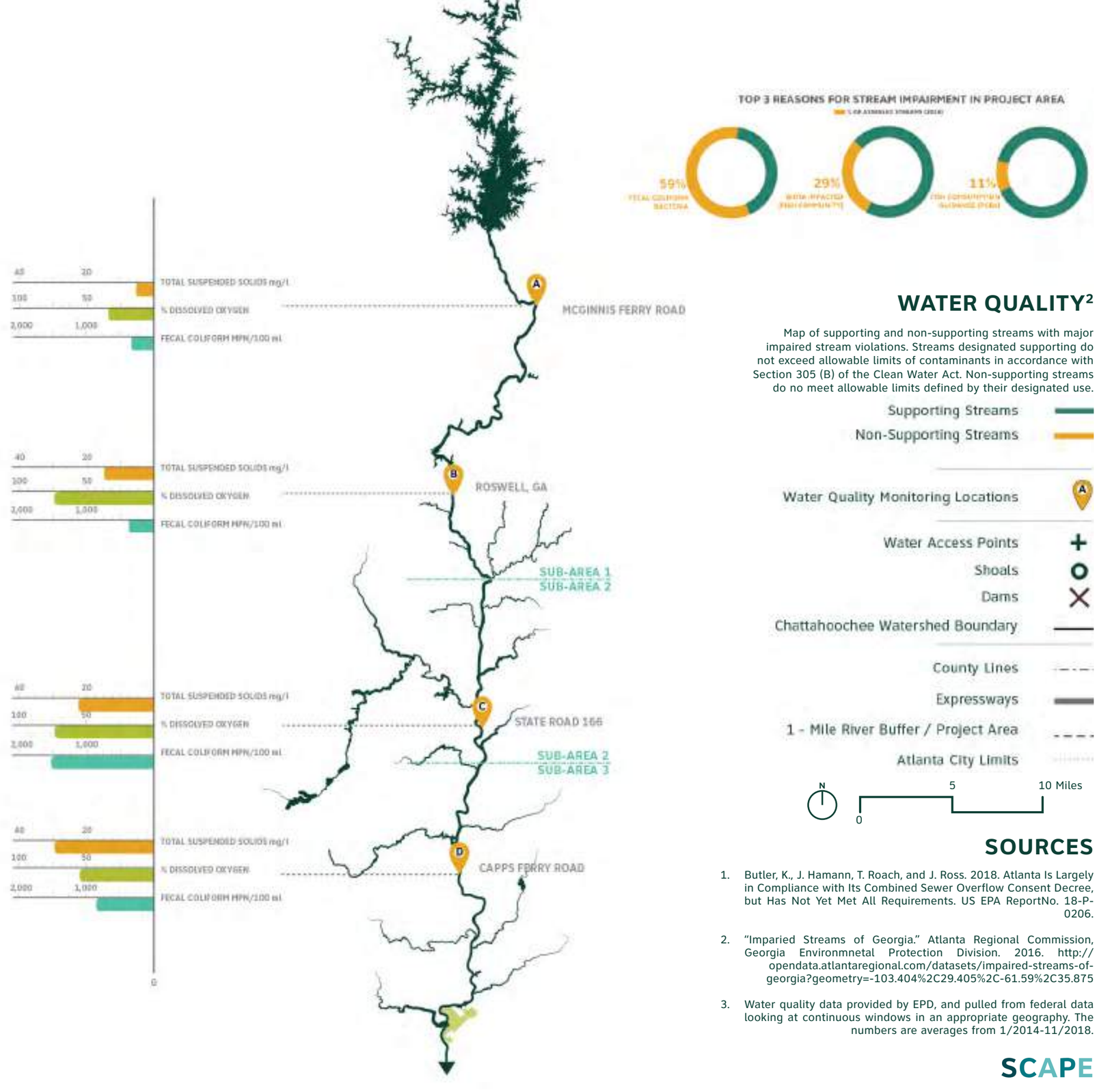
WATER QUALITY

VARIABILITY ALONG THE RIVER

Water quality along the study area is both variable and dynamic. Within Sub-Area 1, upstream of Atlanta, the water quality is driven by cold water release from Buford Dam. Although low in dissolved oxygen upon entering the channel from the dam, the water is comparatively free of sediment, has moderate nitrogen and phosphorus, and indicators of contamination such as coliform are rare. Periodically, when the lake is stratified or turning over, iron and manganese levels can reach high levels, but water quality is generally good and the mainstem is classified as supporting all uses. As distance from Buford Dam increases, the sediment load from tributaries, impacts to vegetative buffers, and percentage of impervious surfaces in the watershed are key issues.

Within Sub-Area 2, water quality declines due to the intensity of surrounding urbanization.

Within Sub-Area 3, water quality is affected by rural stormwater run-off.

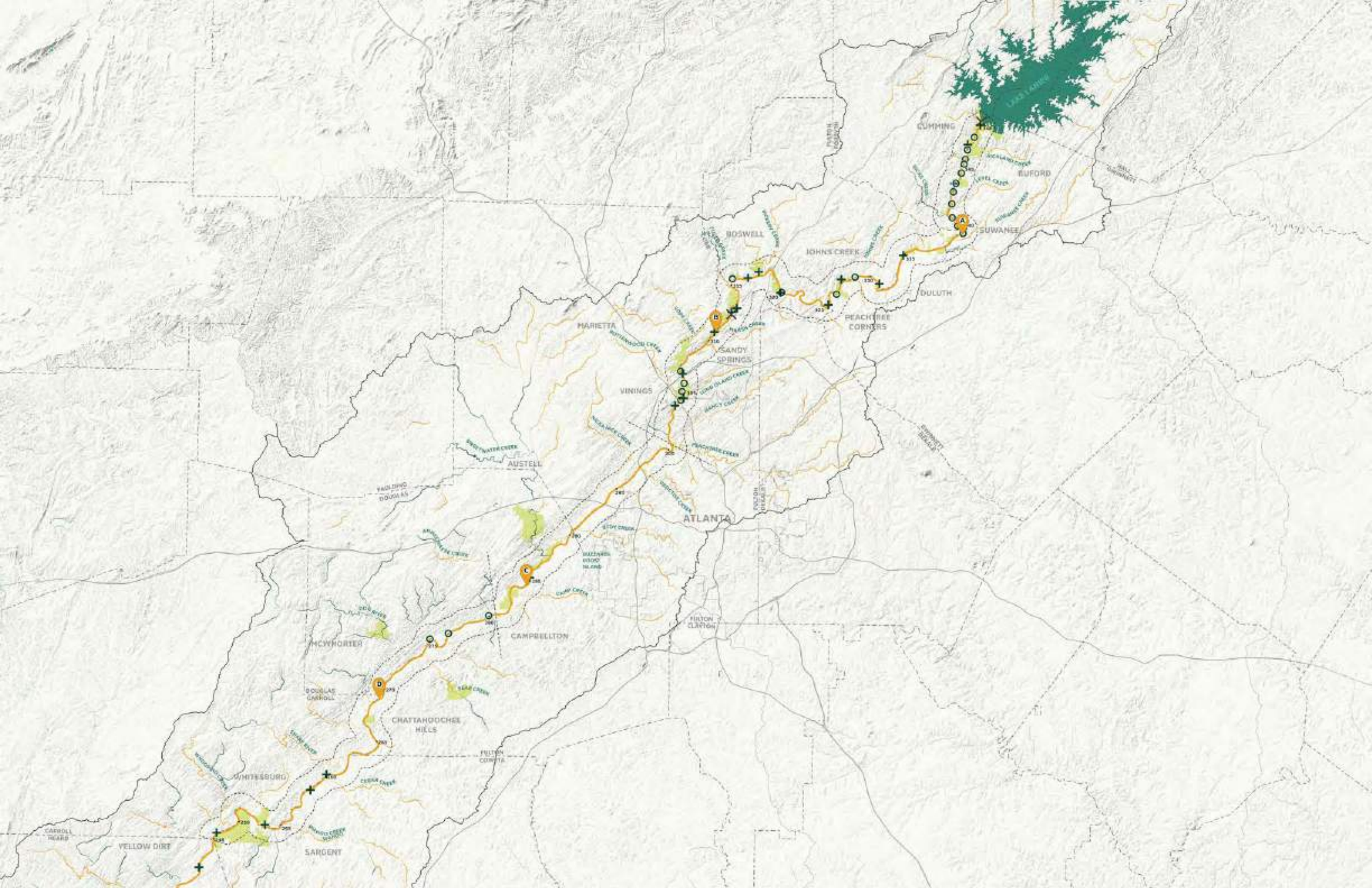


SOURCES

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3. Water quality data provided by EPD, and pulled from federal data looking at continuous windows in an appropriate geography. The numbers are averages from 1/2014-11/2018.


CUMMING
BUFORD
SUWANEE
DULUTH
PEACHTREE CORNERS
JOHNS CREEK
BOSWELL
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
CAMPBELLTON
MCWHORTER
DOUGLAS COUNTY
CHATTAHOOCHEE HILLS
FULTON COUNTY
WHITESBURG
SARGENT
YELLOW DIRT
CARROLL COUNTY
GWINNETT COUNTY
LAKE LANIER
CHATTAHOOCHEE RIVER
SUWANEE CREEK
LEVEL CREEK
BIG CREEK
PEACHTREE CREEK
UTOY CREEK
CAMP CREEK
BEAR CREEK
CEDAR CREEK
SWEETWATER CREEK
NANCY CREEK
LONG ISLAND CREEK
BUTTERMILK CREEK
TRIBBLE GAP CREEK
NORTH FORK
A
B
C
D

TRIBUTARY CASE STUDY - SWEETWATER CREEK

SUPPORTING STREAM

Atlanta has been one of the fastest growing areas in the United States over the past several decades: the population of the metro area (29 counties) increased from 2.2 million persons in 1980 to 5.3 million persons in 2010, a 140% increase[1]. The Sweetwater Creek watershed is located in Cobb, Douglas and Paulding Counties, in the western Metro Atlanta region. Twenty-three miles of the channel and tributaries are supporting their designated uses based on the Georgia Environmental Protection Division (EPD) 303(d) list, meaning their water quality meets government set standards and is a "supporting stream". It is one of only a few tributaries of the Chattahoochee with such a designation.

How did Sweetwater Creek avoid widespread water quality degradation during the recent regional explosion in growth? Recent research at Georgia State University examined trends in streamflow from 1986 to 2015 in eight watersheds within the metro area, including Sweetwater Creek. The study demonstrated that Sweetwater Creek experienced the second-smallest amount of development of the studied watersheds, by comparing changes in impervious surface over time. Surrounding Sweetwater Creek impervious area increasing from 7% - 10% compared to the six other watersheds where percent impervious areas increased from 17% - 32%.

It is well-documented that increases in impervious surface area result in increased stormwater runoff that carries with it pollution from pavement and other surfaces[3]. As impervious surface percentage increases past 10%, water quality degradation is expected. At 20%, aquatic habitat is significantly impacted, due to increased flows and pollution. The relatively low percentage of impervious surfaces near Sweetwater Creek may be one of the reasons its water quality remains high and continues to support a healthy shoal bass population.



Sweetwater Creek



TRIBUTARY CASE STUDY - PROCTOR CREEK

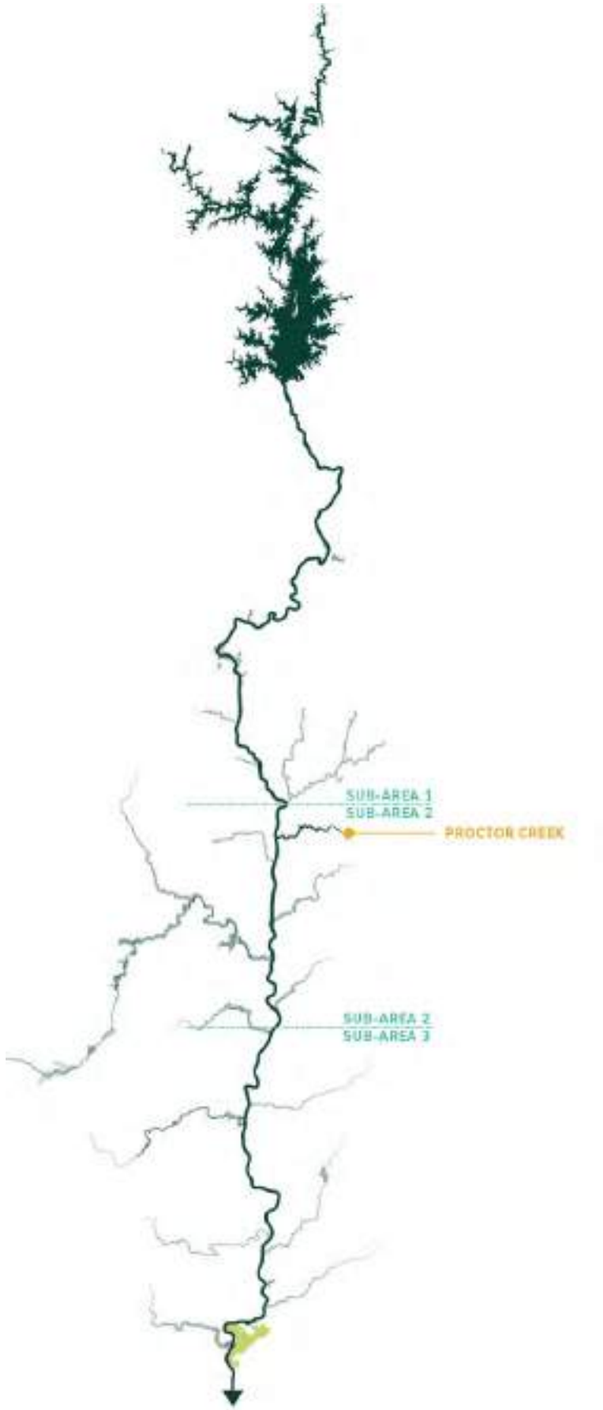
NON-SUPPORTING STREAM

The Proctor Creek watershed is located in Fulton County, in the City of Atlanta. Nine miles of the main channel of Proctor Creek are currently on the Georgia Environmental Protection Division (EPD) 303(d) list for impairment due to fecal coliform concentrations, designating it a “non-supporting stream”. The Proctor Creek mainstem and its tributaries have problematic high flows from concentrated stormwater runoff. These flash flows result in stream bank erosion and combined stormwater and sanitary sewer overflows, which trigger high bacteria concentrations. Old established neighborhoods occupy the watershed, and some of them are low income areas.

As with many areas of Atlanta, redevelopment and gentrification are also occurring. Current pathogen levels present a threat to public health and there are many organizations seeking solutions to Proctor Creek pollution, including the City of Atlanta, local NGOs and foundations, corporations and academia. Environmental justice is a focus of concern, as solutions are explored for rehabilitating this valuable natural resource. Sewer infrastructure improvement projects to repair potential combined sewer overflows are ongoing and continue to reduce the bacteria contributions from these sources.



Proctor Creek



SOURCES

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LANDSCAPE ECOLOGY

CONNECTIVITY & CORRIDORS

In landscapes fragmented by human development, river corridors are increasingly important. They connect patches of habitat and allow migration and other key ecological processes that maintain sustainable communities. In terms of habitat, the project area can be viewed as connecting a series of ecological hubs, such as the Chattahoochee River National Recreation Area. Hubs are important because they can be large enough to include interior forest, where at least 250 ft of forest canopy buffers the interior from outside development and cleared areas. Special communities of plants and birds that cannot tolerate close proximity to development and disturbance persist only where such interior forest conditions exist.

Connectivity is an important consideration for a range of management decisions. Trail placement must be sensitive to the ecological communities that surround it. At the same time, trails are an opportunity to create ecological connections between protected areas and intact forest.

Along the project area, there is an abundance and diversity of ecological communities. Although much of the corridor is relatively homogeneous, oak-pine-hickory forest, bluffs and rocky outcrops add variability and biodiveristy to the corridor.

SUB-AREA 1

Terrestrial habitat is composed primarily of fragmented forest, with small habitat cores intermittently dispersed along the River. The forest fragments serve as stepping stones for movement between the small habitat cores and as habitat for species tolerant of urban and suburban conditions

SUB-AREA 2

The majority of terrestrial habitat is fragmented forest. Long stretches on the Atlanta side of the River have sparse vegetation but habitat connectivity improves at the most southern portion

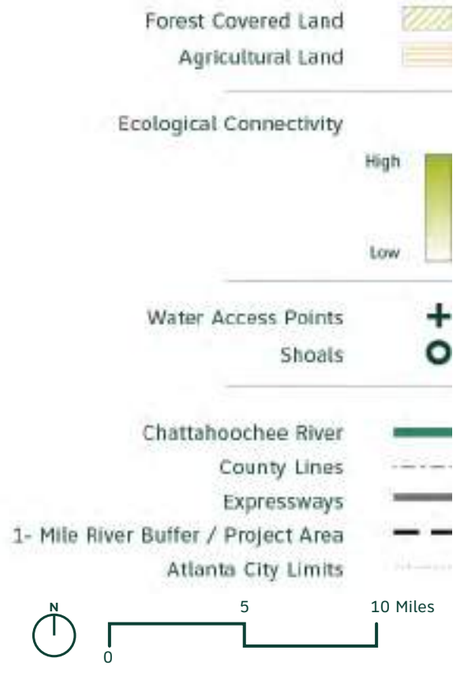
SUB-AREA 3

Sub-Area 3 has a significant quantity of intact forest habitat cores that are important to regional ecosystem connectivity. Downstream of Sub-Area 3, the Chattahoochee connects to a regional network of even larger habitat patches



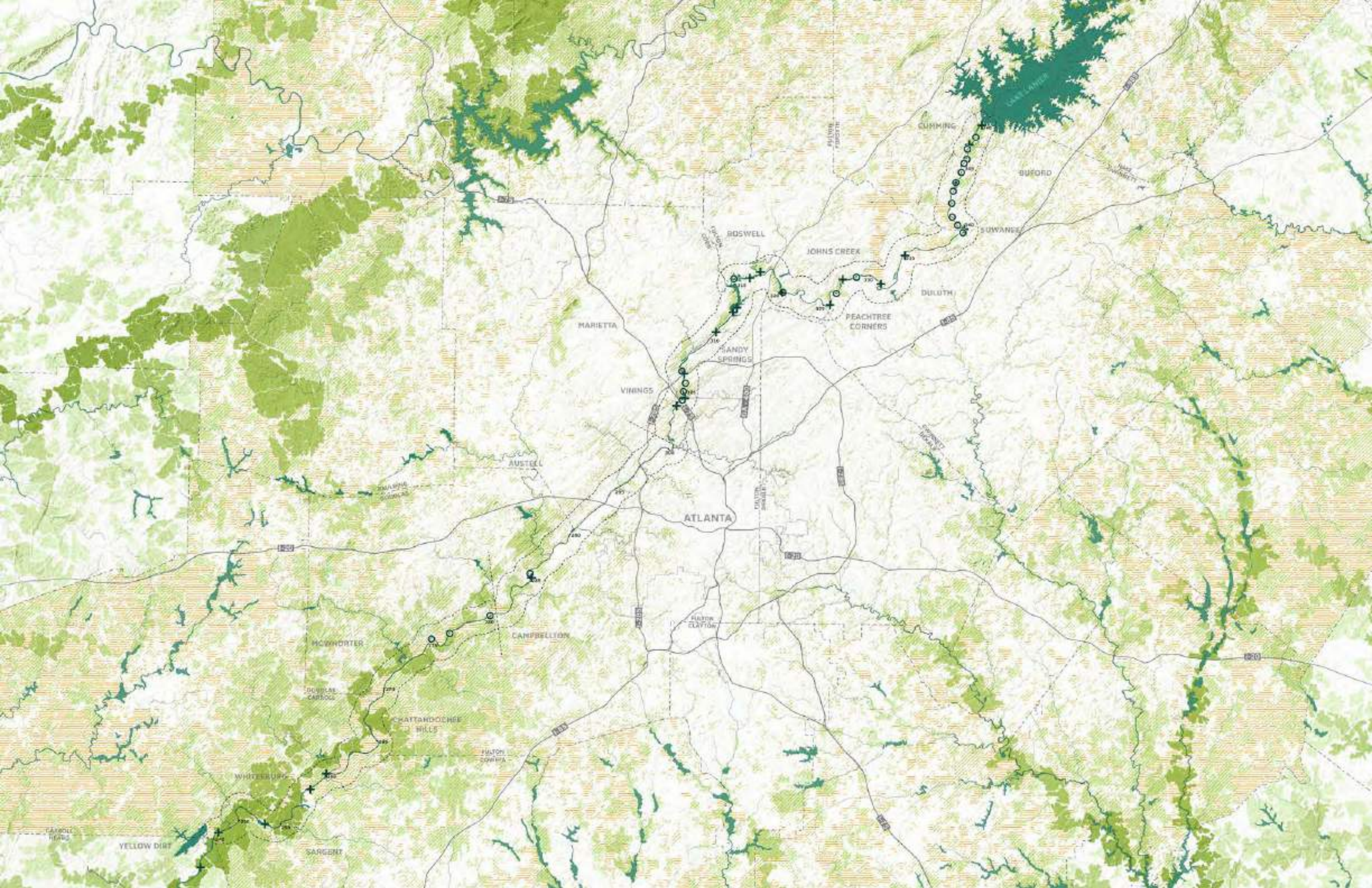
CONNECTIVITY & LAND COVER

Ecological connectivity and land cover of the Chattahoochee Riverlands. In this data, Intact Habitat Cores are defined as areas at least 100 acres in size and greater than 200 meters wide. Intact Habitat Cores are shown, symbolized based on their connectivity importance (Betweenness Centrality (BC). BC provides a metric depicting each core's importance in a connectivity network. High Corridor Connectivity, or High BC, indicates a high relative contribution to facilitating landscape connectivity and potential species movement.



SOURCE

1. "Intact Core Habitat Areas - July 21, 2017 version." ESRI, 2016, https://www.arcgis.com/home/item.html?id=fe42b11c901d4dbab8833c2415ed21b7


CUMMING
BUFORD
SUWANEE
DULUTH
ROSWELL
JOHNS CREEK
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
CAMPBELLTON
MCWHORTER
WHITESBURG
YELLOW DIRT
SARGENT
CHATTAHOOCHEE HILLS
FULTON COMPTA
FULTON CLAYTON
DOUGLAS CARROLL
CARROLL HEARD
GWINNETT DEKALB
LAKE LANIER

VEGETATION

PLANT COMMUNITIES

Many natural communities occur along the Chattahoochee corridor within the study area. Their distribution is shaped by factors such as the context of the surrounding landscape, disposition to the River itself, hydrologic dynamics, and anthropogenic inputs and stresses.

Oak-Pine-Hickory Forest

The dominant forest type along the study area is Oak-Pine-Hickory, the most common forest type of the Georgia Piedmont. Rich in acorns and nuts, these forests support a rich assemblage of wildlife. Once cleared for agriculture, today's forest is the product of old-field succession, wherein pioneering, light-loving species are slowly replaced as oaks and hickories take over and shade out other species.

Mesic Forest

In cooler, shaded sites with wetter soils, the forest has fewer oaks and more beech and tulip tree. These communities form along the bottoms of steep slopes, where water collects, and its soils are rich with organic material and nutrients.

Bluffs

The nearly vertical rock outcroppings along the Chattahoochee River support bluff communities. Which plants and animals they support depends on local factors such as moisture and how much soil has collected on ledges and between rocks, but they often sustain plants that have adapted to exposed conditions and sparse soil.

Riparian Zone

In the narrow strip of land next to the River, frequent inundation leaves only the most water-tolerant species able to survive. Short, disturbed communities of black willow and pioneering shrubs are dominant.

Channel Habitats

Within the banks of the River, the diversity of habitats: shoals, rapids, deep pools, and shallows, provide a variety of conditions for the aquatic species found there. The release of water from the dam determines what habitat is suitable for most species. Introduced trout flourish near the dam, where the water is cold, and other sport fish such as striped bass are stocked. The channel's macroinvertebrate community is a good general ecological indicator.

Rare & Important Communities

The Chattahoochee RiverLands support a rich diversity of plants. It falls at the boundary between inner and outer piedmont ecoregions and contains multiple subhabitats. In specialized areas such as rocky bluffs and peaty seepage wetlands, there are plant species that have protected status at the state or federal level or prioritized in the State Wildlife Protection Plan.

Dwarf Sumac (*Rhus michauxii*) is listed as endangered by both Georgia and the federal government, persisting only in open forests over ultramaficrock on sunny ridges and river bluffs but easily out-competed in shady conditions. In those areas, they might be accompanied by bloodroot, toothwort, and saxifrages, species more commonly associated with the Appalachians. Another shrub found on protected steep slopes andbluffs or along rocky streams in the Chattahoochee River National Recreation Area is Large Witch-alder (*Fothergilla major*), which is threatened in the state of Georgia.

In upland forests and openings, Georgia Aster (*Symphyotrichum georgianum*) forms colonies through underground stems when populations are too small to support cross-pollination. In Georgia, where it is threatened, only 15 small populations have survived; two of these are in Chattahoochee River National Recreation Area and Chattahoochee Bend State Park. The aster prefers fire or other management to maintain open, sunny conditions, as does the Pink Ladyslipper (*Cypripedium acaule*), which is less rare but unique in its appearance and therefore subject to collection for its showy pink flowers.

Moving downslope, notable plants of the study area include Bay Star-vine (*Schisandra glabra*), which is threatened in Georgia and largely restricted to stream terracesand floodplains, where it can be seen twining up trees or forming low thickets. The Monkeyface Orchid (*Platanthera integrilabia*) is another denizen of wet soils and stream banks, though it thrives where there are sunny wet conditions without an overabundance of deer. In Chattahoochee Bend State Park, the state and federally threatened orchid is thriving after a restoration project that introduced it to suitable spots far from trails or other disturbance.



Rocky Bluffs Along the River



Pink Lady Slipper *(Cypripedium acaule)*



Monkeyface Orchid *(Platanthera intergrilabia)*

SOURCE

1. Edwards, L, J. Ambrose, and l. Katherine Kirkman. 2013. The Natural Communities of Georgia. Athens: The University of Georgia Press.

DOWNTOWN ATLANTA

COCHRAN SHOALS NATIONAL RECREATION AREA

I-285

SHOALS

BLUFFS/EXPOSED ROCKS

RIVER CHANNEL

RIPARIAN ZONE / FLOODPLAIN FOREST

OAK - PINE - HICKORY FOREST

TOPSOIL

RED CLAY

SEDIMENTARY ROCK

BEDROCK

ECOLOGICAL RESILIENCE

DISTURBANCE

One of the most important ecological processes along the Chattahoochee River corridor is the ability to respond to change and recover from disturbance. When an ecological community is disturbed by events such as construction activities or flooding, its ability to bounce back is an indicator of the health of the system. Weak ecological systems fall to a glut of invasive species, resulting in a tangle of kudzu and privet that chokes out large trees and halts forest succession. Invasive species and climate change are two of the most important challenges to the area's ecological resilience.

Invasive Species

Invasive aquatic species such as Asian clams and the red shiner, a minnow, affect community dynamics within the waterways, and invasive aquatic plants including *Hydrilla* and brittle waternymph can outcompete native plants in disturbed habitat and compromise shallow water habitats. Upland habitats in the Riverlands are severely impacted by invasive plants, which prefer disturbed land. Many invasive plants are early successional species that thrive on the edges of forests where there is little shade. Privet is a particularly destructive invasive in bottomland forests, where it forms dense thickets and spreads widely by bird and animal dispersal. Planting, planning that reduces habitat fragmentation, and construction guidelines can minimize the risk from such species.

Climate Change

In the face of climate change, with its projected rising temperatures and more variable and intense rainfall events, the study area is expected to experience more frequent ecological disturbance and overall change to temperature and precipitation patterns. Flood and drought have already become more common in Metro Atlanta, portions of which have the highest climate vulnerability in Georgia.[1] Future droughts are expected to become more severe potentially leading to lower flows and water quality impacts[2].

Fishless wetlands where pond-breeding amphibians breed may be more likely to dry up, causing stress to frog and salamander species. For birds and other mobile species, climate change could alter local communities. In the CRNRA, 23 of its current species may no longer be able to tolerate summer temperatures by mid-century. On the other hand, conditions may be suitable for 20 species that currently don't come as far north as the study area, creating an opportunity for new colonists[3]. Such upheavals could ramify through invertebrate and plant communities.

Considering these changes, adding resilience to the ecosystem could mean ecological restoration in the form of reforestation, stream and bank stabilization for tributaries, fortification of floodplain function, and control of invasive species. Perhaps the most important buffer against the effects of climate change will be to plan for a connected landscape. Many plants and animals are expected to shift their distribution based on changing temperatures; the hardiness zones that describe where plants thrive have already shifted significantly northward. Rising temperatures are estimated to allow 48 percent of currently established invasive plants and animals to expand their ranges northward[4]. Connected habitat allows plants to migrate, as climate change alters their historical range.



Invasive Chinese Privet *(Ligustrum sinense)*



Invasive kudzu *(Pueraria montana)*



Asian Clam *(Corbicula fluminea)*

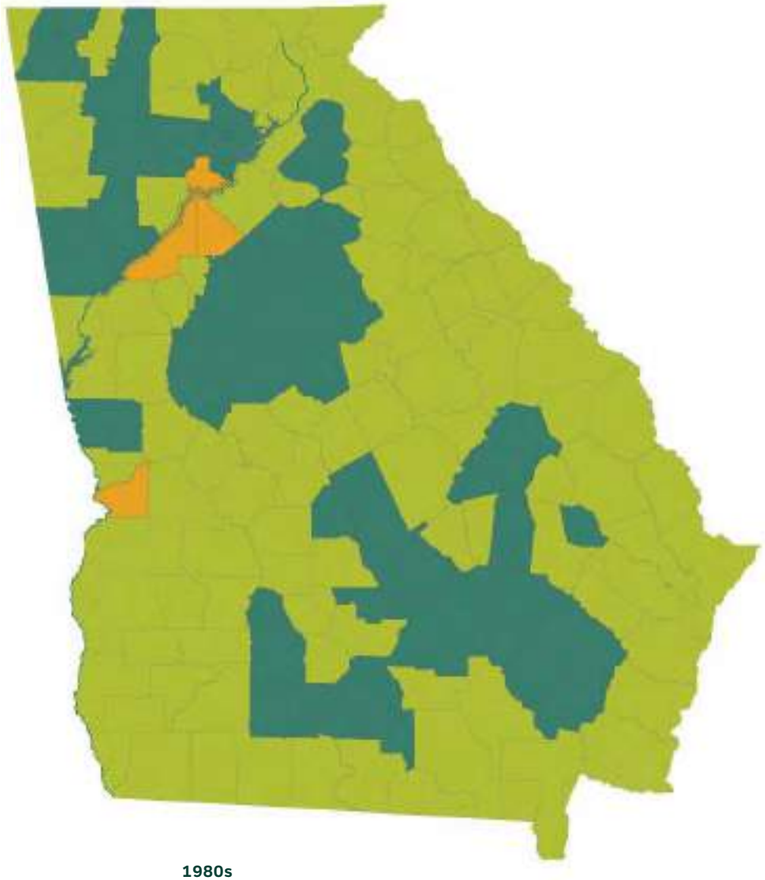
CLIMATE CHANGE VULNERABILITY[1]

Change over a 20 year time period in climate change vulnerability for the State of Georgia. Climate change vulnerability index integrates change in temperature and precipitation, normalized hazard frequency per decade and social vulnerability score. Gradation of red indicates high climate change vulnerability connectivity and potential species movement.

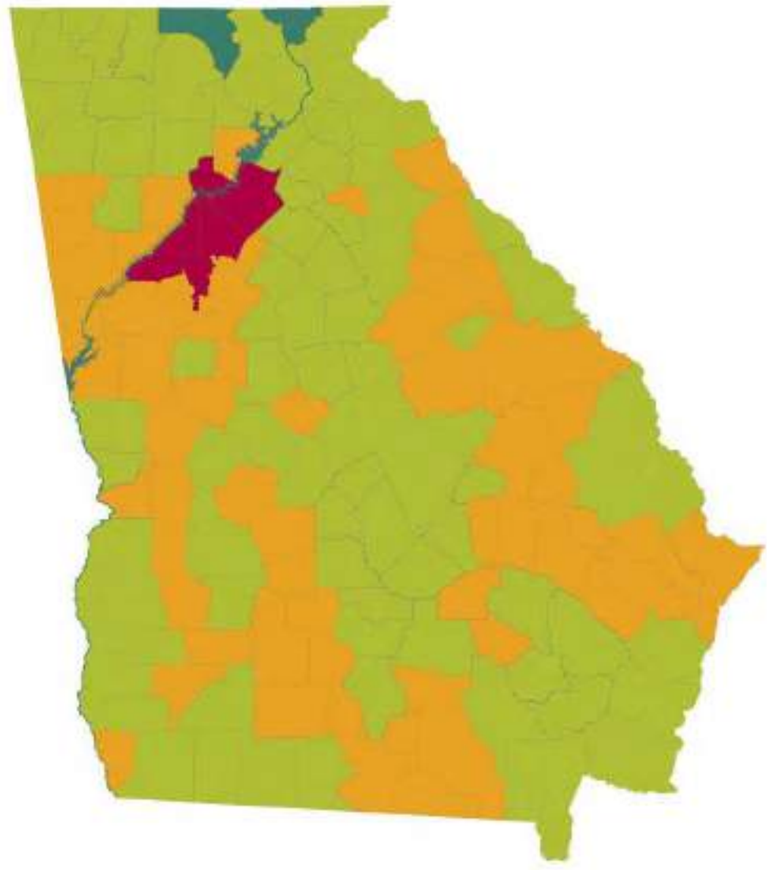


SOURCE

1. Map: Binita KC, JM Shepherd, andCJ Gaither. 2015. Climate change vulnerability assessment in Georgia. Applied Geography 62: 62-74.
2. Metropolitan North Georgia Water Planning District. 2015. "Utility Climate Resiliency Study"
3. National Audubon Society. 2015. Birds And Climate Change: Chattahoochee River National Recreation Area. National Audubon Society, New York.
4. Ambrose, J and M. Pfaffko, eds.2015. Georgia State Wildlife Action plan, Appendix O. Climate Change Adaptation Technical Team Report.
5. USGCRP, 2018: Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment, Volume II[Reidmiller, D.R., C.W. Avery, D.R. Easterling, K.E. Kunkel, K.L.M. Lewis, T.K. Maycock, and B.C.E. Stewart (eds.)]. U.S. Global Change Research Program, Washington, DC, USA, 1515 pp. doi: 10.7930/NCA4.2018.



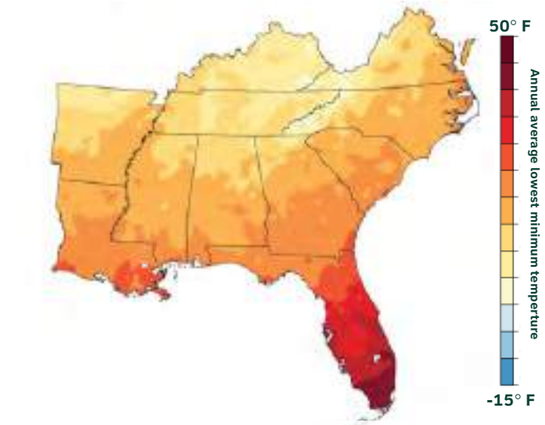
1980s



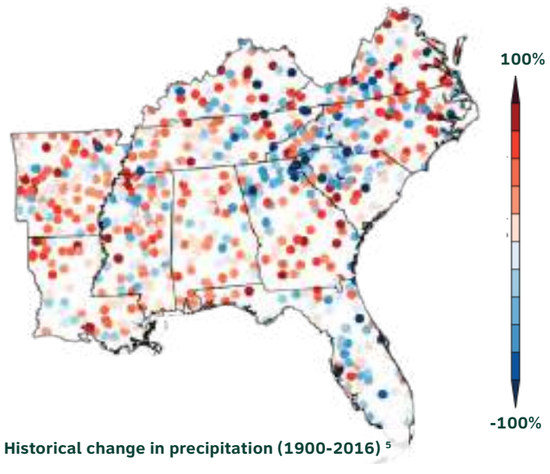
2010s



Historical plant hardiness zone (1976-2005)[5]



Predicted plant hardiness zones (2070-2099) [5]



Historical change in precipitation (1900-2016) [5]

FISH OF THE CHATTAHOOCHEE

MANAGING NATIVE & NON-NATIVE FISH

Southeastern states make up one of the most diverse regions for aquatic species outside the tropical zone, and the freshwater systems of Georgia rank are in the top five states for number of native species of mussels, fishes, and crayfishes[1]. Within the study area, aquatic habitats are altered by water quality and dam release schedules, but they support hugely popular fisheries, including the southernmost coldwater trout fishery in the world. The anglers who enjoy them are an important constituency in stewardship of Chattahoochee River; the Georgia Department of Natural Resources estimates that 1.2 million anglers live and fish in the state[2].

In the cold waters of Sub-Area 1, Georgia DNR manages a thriving trout fishery annually stocked with about 250,000 adult and juvenile rainbow trout. Brown trout were stocked until 2004 but now have a self-sustaining population. Downstream in Sub-Area 2, the coldwater community is replaced by a warmer-water community dominated by sunfish, bass, and carp. Shoal habitats, with streambeds of exposed bedrock, offer spawning habitat and hiding places for numerous fish, including darters, shiners, and suckers.

The shoals once supported rich populations of shoal bass and Chattahoochee bass. Today, shoal bass are stocked below Morgan Falls, but the fish reproduce only in major tributary streams. Hybridization with non-native spotted, Alabama, and smallmouth bass pose a threat to the species[3]. The Chattahoochee bass is still found near river shoals in Sub-Area 3 and noted as high priority in the State Wildlife Action Plan. Many of the River's other bass, such as the popular sportfish striped bass, have persistent populations despite warm temperatures and the challenge of low flows.

SUB-AREA 1

Cool waters from Buford Dam support a robust population of rainbow and brown trout. Species of bass migrate up to Morgan Falls to prey on trout.

SUB-AREA 2

With warmer waters, this area is home to fish like bass, carp and sunfish.

SUB-AREA 3

The endemic Chattahoochee Bass can be found in this area along with other bass species, shiners and suckers.



MANAGEMENT OF FISH IN THE CHATTAHOOCHEE RIVER

Four major native and non-native fish species managed in the Chattahoochee and its tributaries.



SOURCES

1. Albanese, B., J. Wisniewski and A. GaschoLandis. 2015. Georgia State Wildlife Action plan, Appendix E. Fishes and Aquatic Invertebrates Technical Team Report.
2. Holt, C. R., D. Pfitzer, C. Scalley, B. A. Caldwell, and D. P. Batzer. 2015. Macroinvertebrate Community Responses to Annual Flow Variation from River Regulation: An 11-Year Study. River Res. Applic. 31: 798–807.
3. Steven M. Sammons, S. in press. Rangewide Management Plan for Shoal Bass Micropterus cataractae

SCAPE

BROWN TROUT



RANGE
Brown trout is a non-native fish stocked for sportfishing. They can tolerate a greater temperature range than rainbows and are found around Cochran Shoals and up to Lake Lanier.

SPAWNING
Brown trout now have a self-sustaining population and have not been stocked since 2004

FINGERLING STOCKING
140,000 rainbow trout fingerlings are stocked every year in the upper reaches of the Chattahoochee. Currently they do not have a self-sustaining population

MORGAN FALLS

RAINBOW TROUT



RANGE
Rainbow trout are non-native fish that have been stocked for sport fishing. They prefer cold waters and are generally found between Lake Lanier and metro Atlanta

ATLANTA

FINGERLING STOCKING
As water quality has improved in recent years, restoration efforts have been made to reintroduce shoal bass to the river. Over 200,000 shoal bass fingerlings have been stocked since 2003 in metro Atlanta

STRIPED BASS



RANGE
Striped bass is a native species that move upstream as it warms in the summer to prey on trout and other fish. They move downstream to the reservoir in winter as the weather cools

FRY STOCKING
Striped bass spawn on rocky but moving water but currently do not have a self-sustaining population. 300-350 striped bass fry are stocked every year at West Point Lake.



WESTPOINT LAKE

SHOAL BASS



RANGE
The endemic shoal bass was once found throughout the Chattahoochee, but is currently only found only in tributaries. They travel large distances throughout their life cycle to form spawning aggregations on rocky shoals.



FOOD WEB
Leafy debris falling into the river provides a valuable food sources for fish, because the debris is accompanied by insects. Insecticide use, deforestation and even sedimentation impact insect populations which further affects the fish and bird populations that feed on them.

WILDLIFE

HABITAT & RECREATION

The study area offers habitat to wildlife and recreation benefits to the humans who enjoy their presence: 35% of adults in the southeast took trips to watch and enjoy wildlife in 2016 (US DOI 2016). Citizen science programs channel this engagement to both foster stewardship and gather data. Resources such as ebird.org guide visitors to the many local hotspots for birdlife along the River, and the Metro Atlanta Amphibian Monitoring Program also coordinates and record wildlife observations.

Amphibians & Reptiles

Amphibians are sensitive indicators of ecosystem function. They are vulnerable to pollution because of their absorptive skin, and their breeding life cycles often rely on seasonal precipitation and natural hydrological cycles. Like reptiles, they are also important in design considerations because their limited mobility makes them prone to local extirpation. Although most rare species are believed to be extirpated from the corridor, wetlands in the CRNRA hosts a regionally significant diversity of amphibians and reptiles.[1]

Mammals

Common forest mammals such as deer, fox, and raccoon are locally abundant along the corridor. Where conditions are appropriate, the river-dependent wildlife species present include mink, river otter, beaver, and others.

Birds

In terms of wildlife value, the most important function of the Chattahoochee River may be its role as a stopover for migrating birds. River corridors are almost always preferred throughways for migrating birds because they typically provide long contiguous blocks of connected habitat. Give the intense urbanization of its surrounding area, the Chattahoochee River is just such a migration highway for the Metro Atlanta region, and birdwatchers and hikers can observe up to 15 different species of migrating warblers in a day at peak fall migration. Yellow-throated, Prairie, Pine, and Palm Warblers all pause along the River to rest and feed. Less common species include Orange-crowned, Nashville, Blackpoll, and the state endangered Golden-winged Warbler, which is commonly spotted at the Johnson Ferry South Unit of the CRNRA. Because of the River's constrained hydrology and floodplain function, marsh and exposed mud flats are rare on the landscape, and habitat specialists such as herons and shorebirds prize the Bull Sluice wetland complex and other wet habitats (NPS 2013). Waterfowl such as Blue-winged Teal and Northern Pintail winter in the corridor. Cochran Shoals has been nominated for status as an Audubon Important Bid Area based on its significance as a migratory stopover and the breeding and wintering habitat available there. Dozens of species of wood warblers pass through each year, along with other migrating birds such as vireos, tanagers, and thrushes. Annually, visitors also enjoy the sight of a Great Blue Heron Rookery during breeding season.



Ephemeral Wetlands are Critical for Amphibians



Floodplain Forest

SOURCES

1. National Park Service. 2013. Chattahoochee River National Recreation Area Values Of Special Significance Report

2. U.S. Department of the Interior, U.S. Fish and Wildlife Service, and U.S. Department of Commerce,U.S. Census Bureau. 2016 National Survey of Fishing, Hunting, and Wildlife-Associated Recreation.



Marbled Salamander



Green Tree Frog



River Otter



Mink



Bald Eagles



Tree Swallows



Sandpiper



Young Birders



King Fisher



Scarlet Tanager

MORGAN FALLS

WILDLIFE CASE STUDY

Morgan Falls Dam was constructed in 1904 by the Georgia Power Company to power Atlanta's streetcars. It is 56 feet tall and 896 feet wide, and its interruption of river flow creates the 580-acre Bull Sluice Lake. The dam was upgraded to generate more power in 1924 and raised in 1957 to help regulate release flows from the newly constructed Buford Dam, approximately 36 miles upstream. The added height of the dam increased the size of Bull Sluice Lake.

The dam is federally licensed and continues to generate electricity. Three land units of the Chattahoochee River National Recreation Area (CRNRA), managed by the National Park Service (NPS), border the reservoir. These recreation areas are used for the preservation and protection of natural, scenic, recreation, historic, and other values of special national significance.[1] They are enjoyed by a large number of hikers, photographers, and birdwatchers every year. A substantial amount of sediment has accumulated behind the dam in Bull Sluice Lake and created extensive shallows and wetlands. The wetland areas are habitat for a variety of wildlife, including beavers, muskrats, waterfowl, songbirds, migrating birds, and numerous species of fish, reptiles and amphibians.

The wetland complex supports a variety of wetland types: forested, shrub-scrub and emergent. Common species in the forested wetlands include black willow, river birch, red maple, black gum, and green ash. Common species in the shrub-scrub wetlands include button bush, tag alder and silky dogwood. The emergent wetlands are located primarily along the shorelines. Common species include rushes, sedges and smartweeds. Plant surveys have documented over 30 species of wetland plants in the wetland areas. Recreational uses of Bull Sluice Lake include boating and fishing.

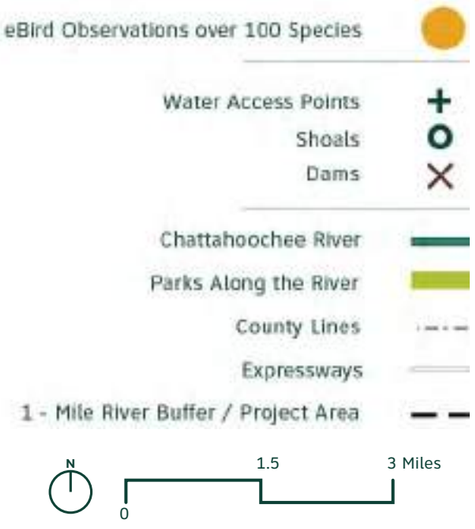


Bluffs Near Morgan Falls Dam



BIRD SIGHTINGS

Major bird sighting locations near Morgan Falls where over 100 different species have been observed and recorded by eBird.org.



SOURCES

1. GPC (Georgia Power Company). 2004. Morgan Falls Hydroelectric Pre-Application Document. FERC Project Number 2237. Georgia Power Company, Atlanta.

2. TetraTech. 2016. Final Environmental Impact Statement, Update of the Water Control Manual for the Apalachicola-Chattahoochee-Flint River Basin in Alabama, Florida and Georgia and a Water Supply Storage Assessment.

3. Ebird. https://ebird.org/hotspots?hs=L20967718yr=all&m= d

COBB

CHATTAHOOCHEE NATURE CENTER

AZALEA AND WILCO ROAD

CHATTAHOOCHEE RIVER

315

ISLAND FORD PARK

320

MORGAN FALLS OVERLOOK PARK

MORGAN FALLS DAM

MORGAN FALLS RIVER PARK

BIG TREES FOREST PRESERVE

GA - 400

FULTON

DEKALB

310

METROPOLITAN RIVER PROTECTION ACT

PROTECTING THE CHATTAHOOCHEE

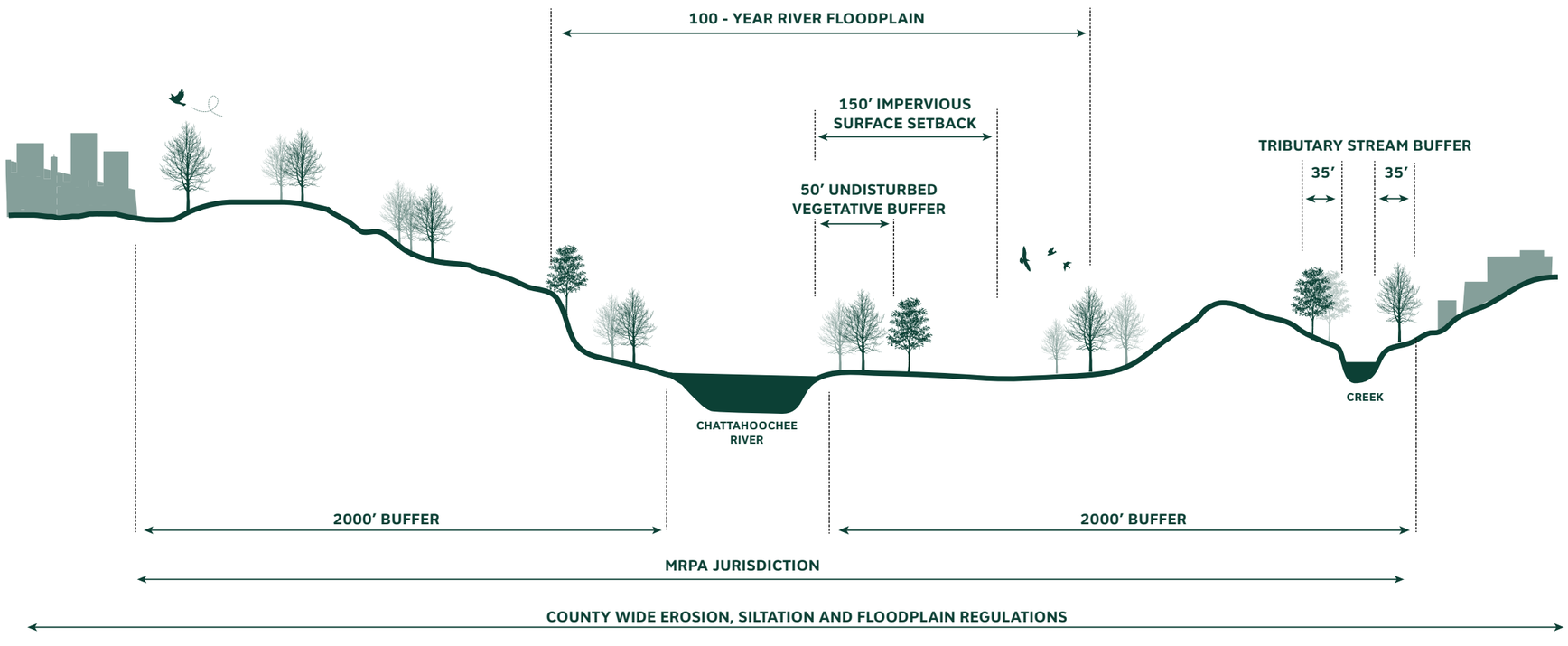
In 1972, the ARC completed the Chattahoochee Corridor Study to address growing debate over the future of the river. The following year, the Metropolitan River Protection Act (MRPA) was adopted, protecting a 48 mile stretch of River between Buford Dam and Peachtree Creek with a 2,000 ft buffer along each side of the River. The Act was amended in 1998 to extend the Corridor an additional 36 miles to the downstream limits of Fulton and Douglas counties.

The MRPA standards include a 50 ft undisturbed vegetative buffer along the River, a 35 ft undisturbed vegetative buffer along streams in the corridor and a 150 ft impervious surface setback from the River, as well as restrictions in the River's 100-year floodplains.

In developing the standards for MRPA, the River Corridor Protection study developed a classification system for zones along the River based on natural factors including soil erodibility, vegetation, hydrology, and slope. From this land vulnerability maps were developed to be used as recommendations for future planning along the corridor. Land is classified by category A through F, from slight to severe vulnerability. Any land-disturbing activity must comply with the applicable rules pertaining to its classification type. Under the Act, ARC reviews all proposed development activity for consistency with these standards and local governments are responsible for implementation and enforcement of the Act's requirements. Since the adoption of MRPA, local governments have adopted jurisdiction-wide stream buffer ordinances, which are generally 75 deep or greater.

FRIENDS OF THE RIVER

In the late 1960's, a group called the "River Rats" began to raise concern over the impacts of development on the forested areas surrounding the Chattahoochee River. A proposed above-ground sewer line caused large public outcry. The "River Rats," the Georgia Wildlife Federation, the Georgia Conservancy, and a diverse group of citizens came together and, with funding from the Junior League of Atlanta, formed Friends of the River in 1971. This non-profit was instrumental in the passage of the Metropolitan River Protection Act and worked with the Department of the Interior to plan and champion the passage of the National Recreation Area today. These diverse individuals used their talents and resources to protect this urban treasure along the Chattahoochee River.[4]



METROPOLITAN RIVER PROTECTION ACT CORRIDOR

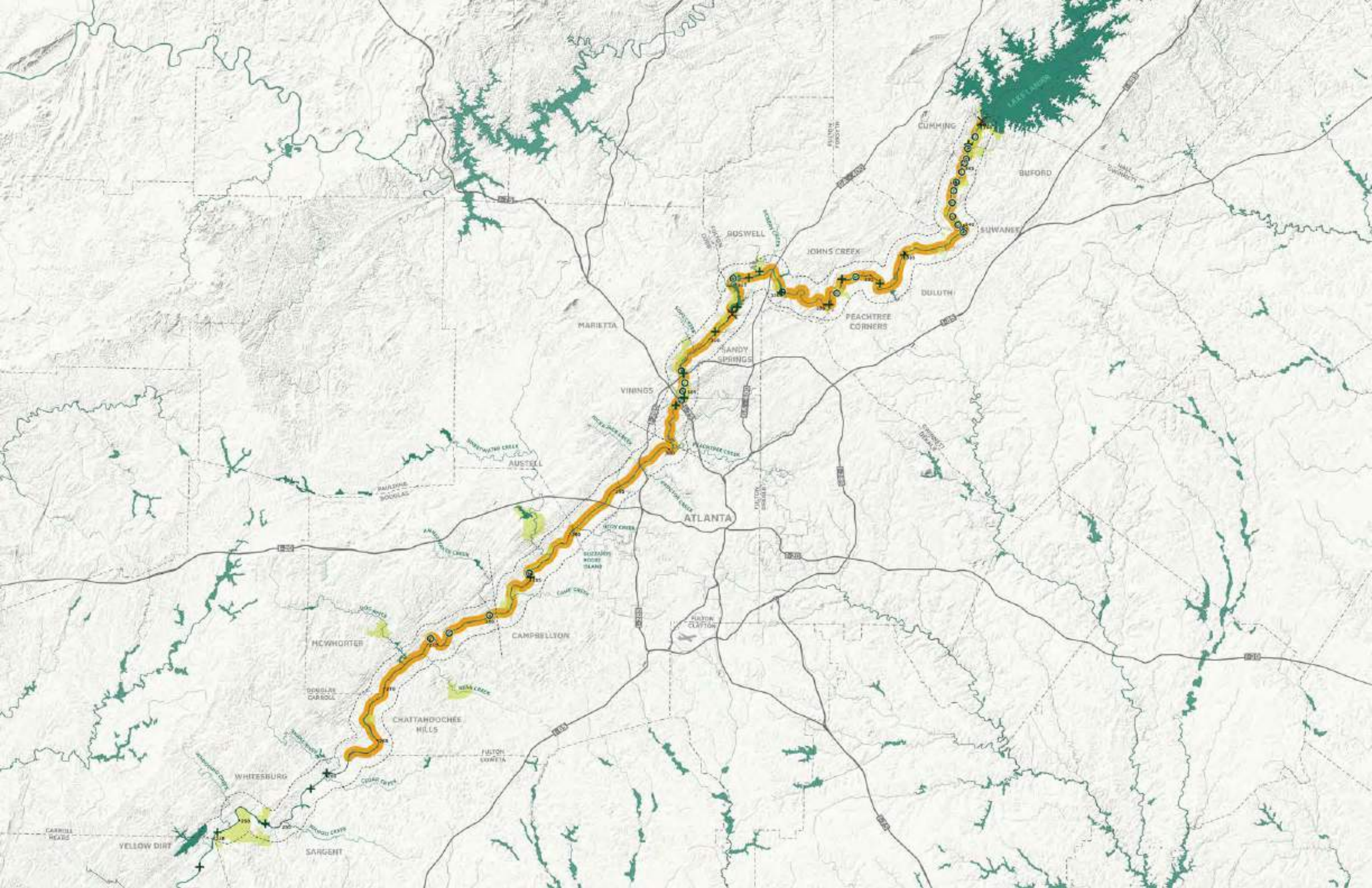
A 48-mile stretch of the Chattahoochee between Buford Dam and Peachtree Creek establishing a 2,000 foot buffer along both banks of the River. The Act was amended in 1998 to extend the corridor 36 miles downstream to the limits of Fulton and Douglas counties.



SOURCE

1. "Chattahoochee Corridor Study." Atlanta Regional Commission. 1972. https://cdn.atlantaregional.org/wp-content/uploads/2017/03/ep-chatt-corridor-study-7-72.pdf
2. "Chattahoochee River Corridor." Atlanta Regional Commission 2016.http://opendata.atlantaregional.com/datasets/JohnsCreekGA::chattahoochee-river-corridor
3. "Chattahoochee Corridor Plan" Atlanta Regional Commission. 1998. https://cdn.atlantaregional.org/wp-content/uploads/2017/03/ep-corridor-plan.pdf
4. National Park Service Plaque at Powers Island CRNRA

SCAPE


CUMMING
LAKE LANIER
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT

The area is home to tens of thousands of residents whose interests must be integrated into long-term planning and improvements to water quality and quality of life. We work to ensure our communities long adversely impacted by social and economic disparities will remain in place to enjoy the benefits of design planning and improvement. We work to ensure the progress made by our communities, in restoring and protecting the water quality of our neighborhood creeks is honored, supported, and included in future planning and funding.

Dr. Na'Taki Osborne Jelks

DEMOGRAPHICS

DEMOGRAPHICS

The Demographics section provides a broad understanding of the social fabric of the Metro Atlanta region, based on data from the Atlanta Regional Commission and the 2015 U.S. Census Bureau's American Community Survey. It provides an overview of the quality of life of those who live in the region and demonstrates the profound diversity of the urban and suburban spaces that the Chattahoochee River Greenway will transect. Winding across 100 miles, the Greenway will provide opportunities to connect with the rich riparian environments of the Chattahoochee River for a tremendous range of people.

The population of the Metro Atlanta region has been booming for decades and that growth is expected to continue. Such growth is expected to lead to denser urban and suburban areas and an ever-growing demand for urban green space.

The Metro Atlanta region is very diverse and becoming more diverse with every census. The Chattahoochee River is poised to provide a public realm where all the diverse populations of the region can benefit. The Chattahoochee River Greenway could likely have implications for housing affordability and neighborhood change. This existing conditions inventory aims at providing the Design Team with a solid understanding of the current conditions and challenges that communities might face. The Chattahoochee River Greenway Study will take special care to engage, listen and respond to underserved communities along the River, providing new access opportunities while preserving social cohesion.

The Metro Atlanta region is home to populations vulnerable to enviornmental injustice with racial disparities in access to greenspace, as well as both racial and linguistic disparities in proximity to pollution. As the region becomes increasingly more diverse, it is critical to address existing and historical inequalities. Today, these communities identified along the River corridor are the ones with the least access to the River and existing green spaces. The Chattahoochee River Greenway's Public Engagement Strategy and Stakeholder Plan places emphasis on equity and inclusion by prioritizing communication with communities that have been witness to environmental injustices and have been identified as "Environmental Justice Target Areas" using the Atlanta Regional Commission's 2017 Environmental Justice Model.

There is an opportunity along the Chattahoochee River Corridor for an inclusive public realm where all are invited to live, work and play. This includes the consideration of a wide range of recreational activities attractive to many ages and cultures, appreciating differences in use of the water for religious, cultural, and spiritual practice. As residents of the suburbs become older, and younger generations move to Atlanta's urban core, the range of active and passive recreational opportunities identified in the Greenway Study should reflect the shifting demographics of the region.



Crowds Moving through Exhibit Tents at Atlanta's Dogwood Festival

A DIVERSE REGION

The rapid diversification of Atlanta is a story of change in the suburbs, exemplified by Johns Creek. Yet, while some counties have become more diverse overall, there are still large areas including the affluent north-central suburban areas that did not see a large increase in minority populations. In addition, southwest Atlanta and southern DeKalb County are still predominantly Black.[1]

In 2010, the White share of the total population had fallen from 71% to 50% over 20 years. Population growth in the past few decades has been largely among the Black, Hispanic, and other minority populations.[1]

While the White population grew by 23%, the Black population grew 42% between 1990 and 2010. The most dramatic change over the twenty-year period was seen with Hispanic population growth. In addition, Asian and Pacific Islander populations increased by over 421% within this time frame.[1]

The foreign-born population is largely from Mexico and Latin American countries.[1]

SUB-AREA 1

Sub-Area 1 contains not only the largest White population, but also the majority of Asian and Hispanic communities in the study area, with concentrations of Hispanic communities along I-85 and large Asian communities on either side of the Chattahoochee River around John's Creek. There is also a portion of Northern Sandy Springs, and Southeast Roswell along US-19 that are more diverse than other portions of Sub-Area 1.

SUB-AREA 2

Sub-Area 2 is mostly comprised of Black communities with a mix of White and Black communities in Cobb County. A stark divide between White and Black communities can be observed north of the I-20 corridor in southwest Atlanta.

SUB-AREA 3

Sub-Area 3 is comprised of White (to the south) and Black (to the north) communities. A stark divide and drop in population density can be observed between Campbellton and Chattahoochee Hills.



RACIAL DOT MAP

This map is based on the 2013 Racial Dot Map created by Weldon Cooper Center for Public Service. Estimates were taken directly from the 2017 5 Year American Community Survey table "DP05" at the census tract level for columns "HC01_VC54", "HC01_VC55", "HC01_VC61", and "HC01_VC93." The estimate for Other Race / Native American / Multi-Racial is the sum of columns "HC01_VC56," "HC01_VC69," and "HC01_VC88."

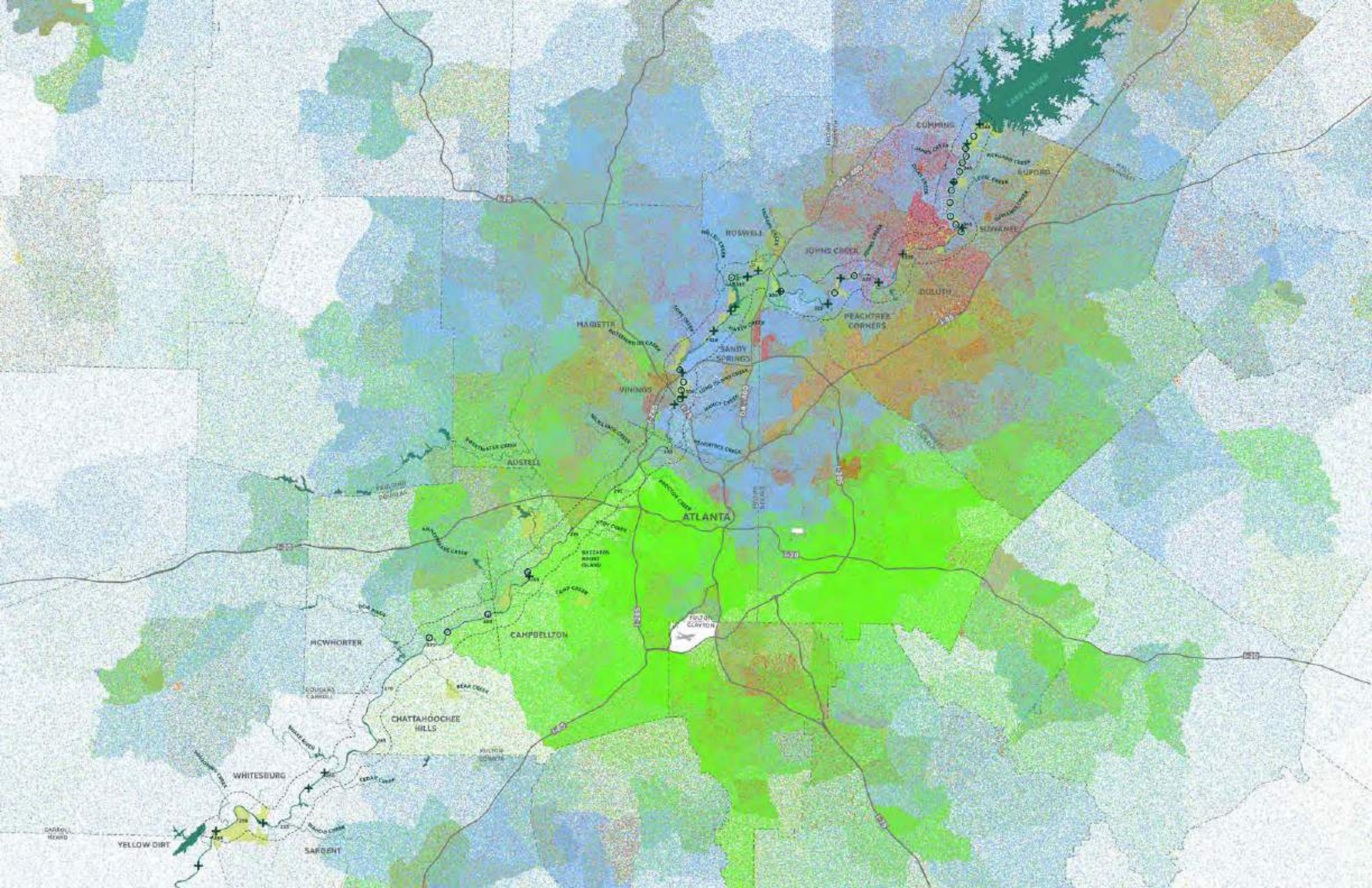


SOURCES

1. "Metro Atlanta Equity Atlas." Metro Atlanta Equity Atlas, Partnership for Southern Equity, 2013, www.atlantaequityatlas.com/.

2. United States Census Bureau / American FactFinder. "ACS_17_5YR_DP05" 2013 - 2017 American Community Survey 5-Year Estimates. U.S. Census Bureau's American Community Survey Office, 2017. <http://factfinder.census.gov>

SCAPE


CUMMING
SUWANEE
DULUTH
PEACHTREE CORNERS
ROSWELL
JOHNS CREEK
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
CAMPBELLTON
MCWHORTER
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
400
85
75
285
20

POPULATION DENSITY

The Metro Atlanta region population density in 2014 was 643 people per square mile, according to the U.S. Census Bureau. The United States overall has a population density of 87 people per square mile. As of 2015, Georgia had the 23rd highest population density among the United States. Compared with other metropolitan regions, the Metro Atlanta region ranks 24th in population density.[1]

In comparison, the metropolitan Los Angeles region has a population density of 2,251 people per square mile, while the metropolitan Houston region has a population density of 616 people per square mile.[1]

The higher density areas are near downtown Atlanta and along the highways.

The southern section of the study area has a relatively lower population density than the rest of the study area.

SUB-AREA 1

Sub-Area 1 includes some of the highest population density census tracts found within Sandy Springs, Cumberland, Peachtree Corners and Johns Creek relative to the study area. Other than these areas, the northern Sub-Area is mostly medium density.

SUB-AREA 2

Sub-Area 2 is predominantly medium population density. Some high-density tracts are found near Standing Peachtree within Fulton County.

SUB-AREA 3

Sub-Area 3 has the lowest population density relative to the study area. Some medium-density tracts are found near Campbellton to the east and Carroll County to the west, but otherwise, the Sub-Area is predominantly low density.



POPULATION PER SQUARE MILE

Divided 2017 Census Population Total from Table DP05 by Land Area per census tract and converted units of square meters to square miles with the Field Calculator. Data is categorized into 4 classes created using natural (Jenks) breaks and the lowest class distinguishes rural vs. urban.

- < 150 People / Square Mile
- 150 - 2500 People / Square Mile
- 2501 - 9000 People / Square Mile
- > 9001 People / Square Mile

- Water Access Points
- Shoals
- Chattahoochee River
- Parks Along the River
- County Lines
- Expressways
- 1-Mile River Buffer / Project Area
- Atlanta City Limits

N

0 5 10 Miles

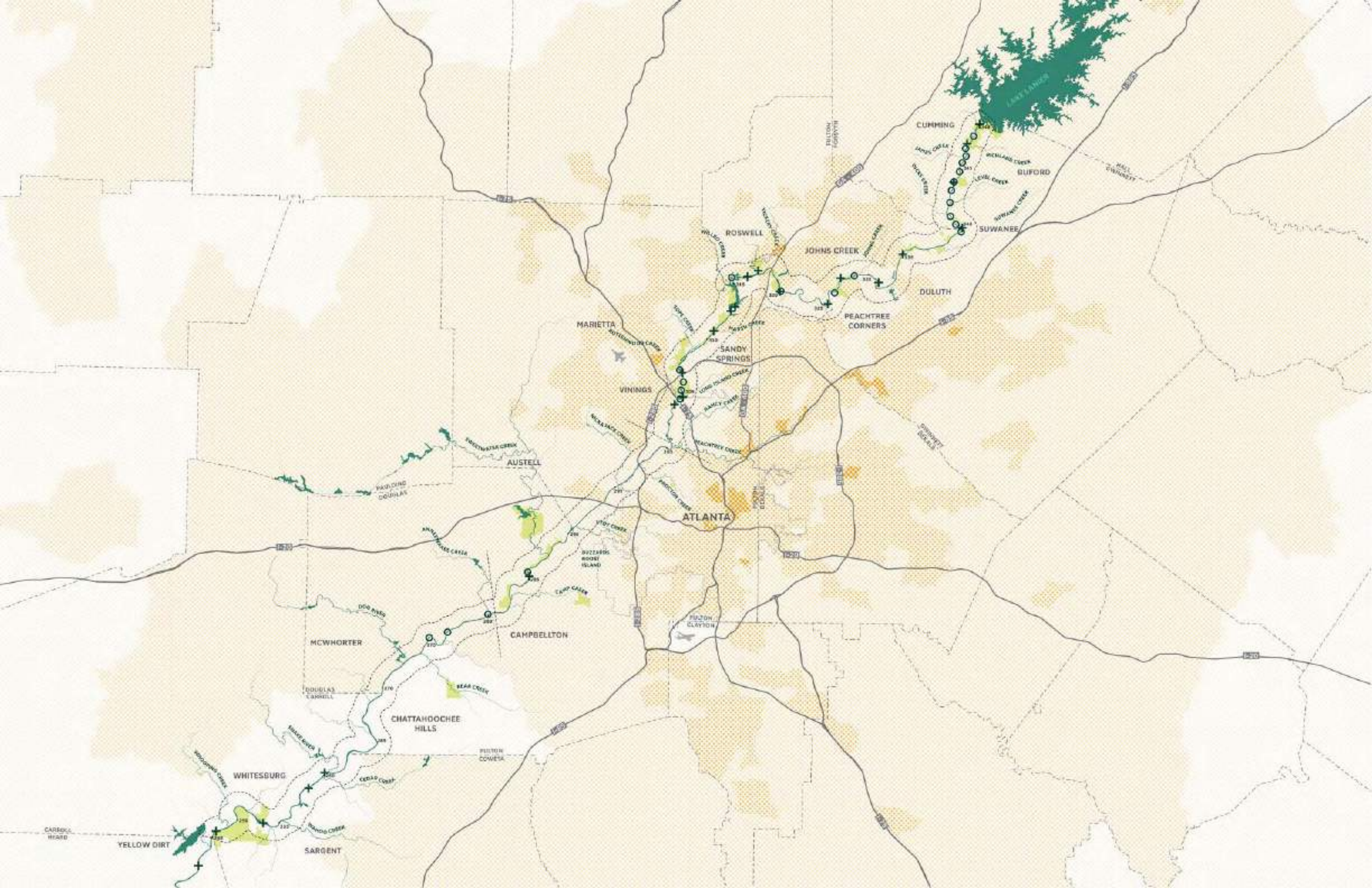
SOURCES

1. "U.S. Census Bureau QuickFacts: Georgia." Census Bureau QuickFacts, United States Census Bureau, www.census.gov/quickfacts/geo/chart/ga/PST045218. Georgia QuickFacts: 2018 Population Estimates

2. Kahn, Michael. "Atlanta's Population Density versus Global Cities-in Maps!" Curbed Atlanta, Curbed Atlanta, 15 Mar. 2017, atlanta.curbed.com/2017/3/15/14929304/atlanta-population-density-map-cities.

3. United States Census Bureau / American FactFinder. "ACS_17_5YR_DP05" 2013 - 2017 American Community Survey 5-Year Estimates. U.S. Census Bureau's American Community Survey Office, 2017. <http://factfinder.census.gov>.

SCAPE


CUMMING
LAKE LANIER
FORSYTH
FULTON
GWINNETT
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
PAULDING
DOUGLAS
ATLANTA
CAMPBELLTON
MCWHORTER
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
CARROLL
HEARD
COWETA
CLAYTON
BUZZARDS ROOST ISLAND
I-75
I-85
I-20
I-285
GA 400

INCREASING POPULATION

The Atlanta Regional Commission forecasts an increase of 2.5 million people and 1.5 million jobs in the 20-county Atlanta region by 2040. Much of the population growth will take place in existing suburbs, but significant growth is also expected in the region's already more densely populated areas.[2]

The Metro Atlanta region is growing more diverse with the fastest growing areas located outside the City of Atlanta. 90% of the total population growth over the last decade was due to growth of minority populations almost exclusively in suburban areas. The northern counties of the Metro Atlanta region grew by larger numbers than the southern counties. Gwinnett County grew the most in terms of net population growth in the last three decades.[1]

SUB-AREA 1

Sub-Area 1 shows the greatest increase in population relative to the rest of the study area. Gwinnett County in Sub-Area 1 is estimated to surpass Fulton County as the most populated county by 2040. While higher population increases are estimated to occur along the I-85 expressway running from Fulton into Gwinnett County, census tracts within Suwanee, Buford and Cumberland show the highest population growth within the study area.

SUB-AREA 2

All census tracts within Sub-Area 2 have the lowest anticipated population growth from 2015 to 2040. However, a significant population increase is anticipated for urban Atlanta.

SUB-AREA 3

All census tracts within Sub-Area 3 also show relatively low anticipated population growth.



ESTIMATED POPULATION GROWTH 2015-2040

The Atlanta Regional Commission published data on estimated population increases as part of the Atlanta Region's Plan. It can be viewed as county summaries on their website. Classes were created using Natural Breaks (Jenks) and then edited manually to find close whole numbers.

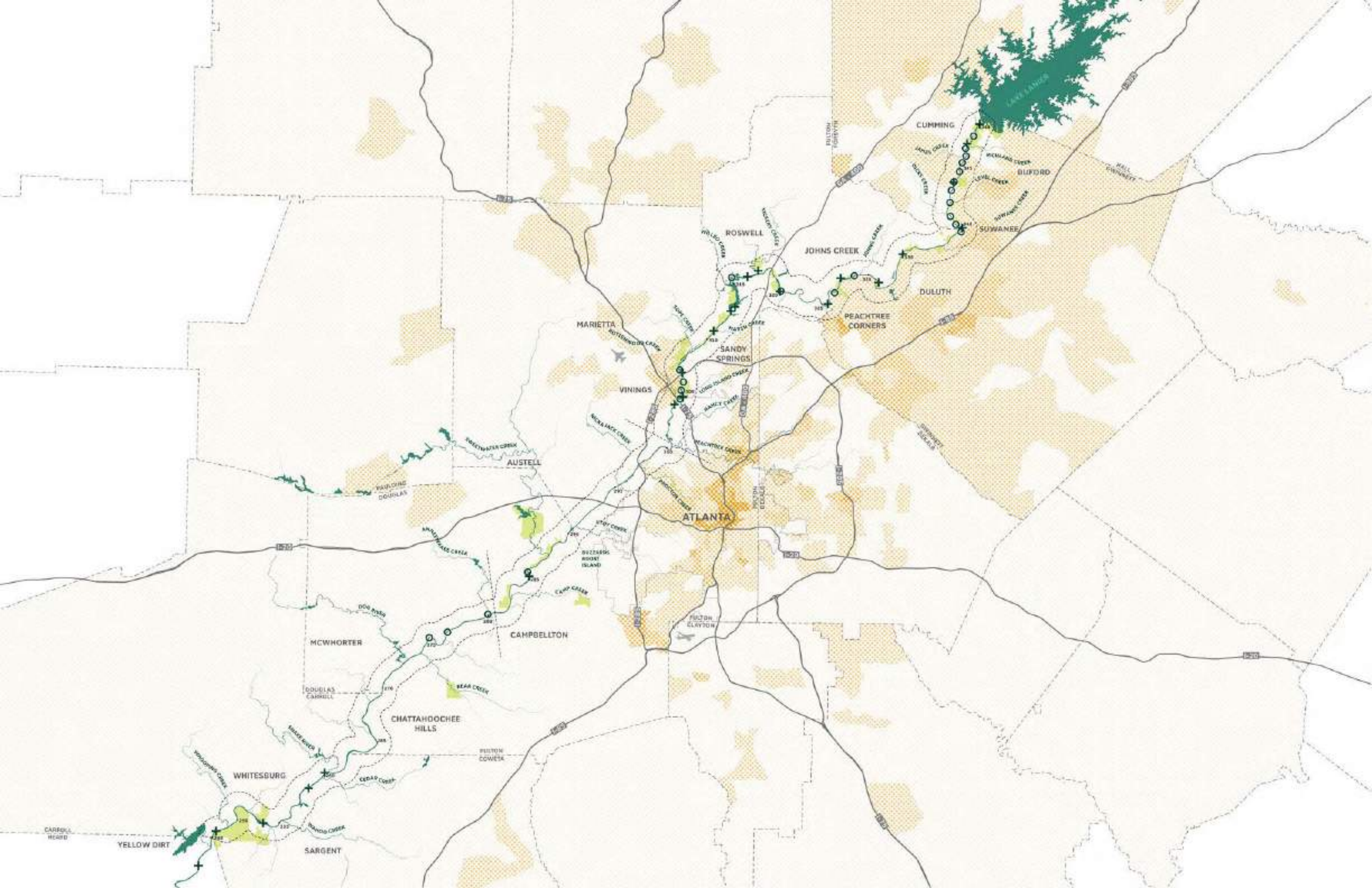


SOURCES

1. "Metro Atlanta Equity Atlas." Metro Atlanta Equity Atlas, Partnership for Southern Equity, 2013, www.atlantaequityatlas.com/.

2. "ARC population estimates." Atlanta Regional Commission. 2018 http://atlantaregionsplan.org/population-employment-forecasts/

SCAPE


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
CAMPBELLTON
MCWHORTER
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
LAKE LANIER
FULTON
FORSYTH
GWINNETT
DOUGLAS
CARROLL
HEARD
CAMP CREEK
BEAR CREEK
CEDAR CREEK
WOLF CREEK
UTOY CREEK
PEACHTREE CREEK
NICKAJACK CREEK
TURNER CREEK
NORTH FORK PEACHTREE CREEK
SOUTH FORK PEACHTREE CREEK
NANCY CREEK
LONG ISLAND CREEK
ROSWELL CREEK
JOHNS CREEK
LEVEL CREEK
NICHOLAS CREEK
SUWANEE CREEK
RUCKER CREEK
HOLLY CREEK
ROTTENWOOD CREEK
TURNER CREEK
TURKEY CREEK
TURKEY CREEK
WOOLLY CREEK
SWEETWATER CREEK
POWDER SPRINGS CREEK
DOG RIVER
SNAKE CREEK
WINDING CREEK
WOLF CREEK
PRICKETT CREEK
BUZZARDS ROOST ISLAND
FULTON CLAYTON
FULTON COWETA
GWINNETT DEKALB
FULTON DEKALB
285
400
316
320
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400
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382
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302
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400
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320
285
400
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376
378
382
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298
302

MEDIAN HOUSEHOLD INCOME

In 2016, the median household income for the Metro Atlanta region was $62,613, more than the US ($57,617) and the State of Georgia ($53,559).[1]

Using the Gini index, which compares income distribution amongst communities, the City of Atlanta ranked among the worst for income inequality in the United States in 2010.[2]

SUB-AREA 1

Sub-Area 1 shows a relatively higher median household income relative to the study area with the highest median incomes in Paces and southern Sandy Springs. There are some medium and lower income areas in northern Buford, Sandy Springs, Roswell and John's Creek.

SUB-AREA 2

Sub-Area 2 shows a relatively lower median household income relative to the study area with the highest median incomes between I-78 and I-285 in Cobb County.

SUB-AREA 3

Sub-Area 3 shows a mid-level median household income relative to the study area with the highest median incomes just south of Coweta County's border with Fulton County.



INCOME DISTRIBUTION

Household Median Income at the Census Tract level from Table B19013 of the 2017 American Community Survey: 5-Year Estimates. Data is categorized into 3 classes created manually, based on natural (Jenks) breaks with modification for legibility.

- < $50,000 / year
- $50,000 - $100,000
- $100,000 - $200,000
- Water Access Points
- Shoals
- Chattahoochee River
- Parks Along the River
- County Lines
- Expressways
- 1-Mile River Buffer / Project Area
- Atlanta City Limits

N

0 5 10 Miles

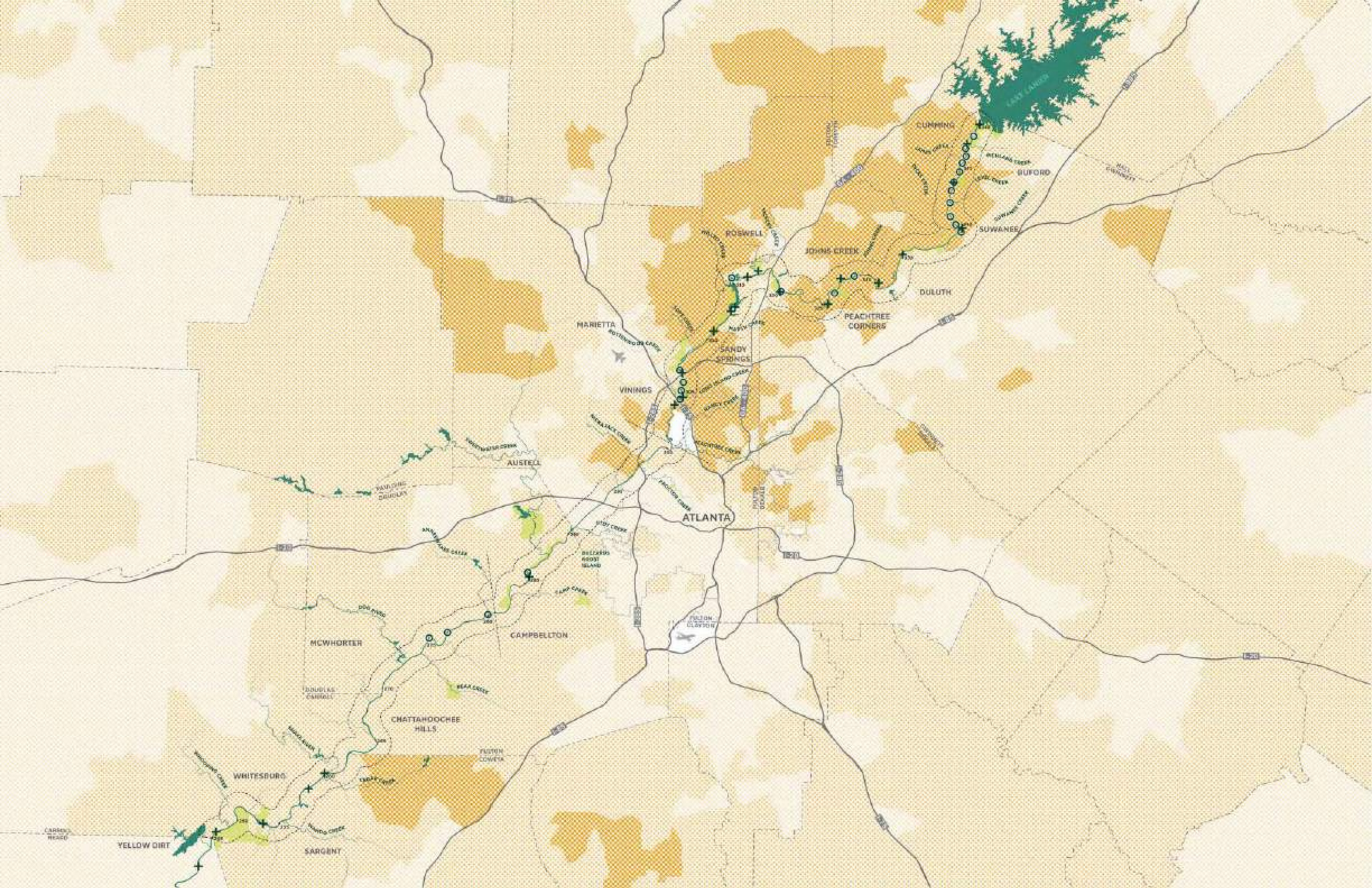
SOURCES

1. "Atlanta-Sandy Springs-Roswell, GA Metro Area." Data USA, datausa.io/profile/geo/atlanta-sandy-springs-marietta-ga-metro-area/

2. "Metro Atlanta Equity Atlas." Metro Atlanta Equity Atlas, Partnership for Southern Equity, 2013, www.atlantaequityatlas.com/

3. United States Census Bureau / American FactFinder. "B19013" 2013 - 2017 American Community Survey 5-Year Estimates. U.S. Census Bureau's American Community Survey Office, 2017. Web. <http://factfinder.census.gov>

SCAPE


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
GA 400
I-75
I-85
I-20

LINGUISTIC ISOLATION

Starting in 2010, this term has been replaced with "Households in which no one 14 and over speaks English only or speaks a language other than English at home and speaks English very well." Related terms: Language spoken at home, Ability to speak English.[2]

In 2015, the U.S. Census Bureau's American Community Survey shows the number and percentage of the U.S. population 5 years and older that speaks English less than "very well" by census tract in the Metro Atlanta region.[1]

Racial minorities and people who speak a language other than English at home are much more likely to live in proximity to environmental pollution in the Metro Atlanta region.[3]

According to the Atlanta Regional Commission, about 56.7% of people in the region have Limited English Proficiency - LEP. Most people with low English proficiency speak Spanish, followed a small percentage who speak either Vietnamese, Korean and/or Chinese.[4]

SUB-AREA 1

Sub-Area 1 has relatively high linguistically isolated households, with over 80% of the Roswell population near GA-400 speaking English less than "very well" or have limited English proficiency.

SUB-AREA 2

Sub-Area 2 has a lower percentage of people that do not speak English "very well" than Sub-Area 1.

SUB-AREA 3

Sub-Area 3 has the lowest percentage of linguistically isolated households within the study area.



LOW ENGLISH PROFICIENCY

This layer was developed by the Research & Analytics Division of the Atlanta Regional Commission using data from the 2015 U.S. Census Bureau's American Community Survey. It shows the number and percentage of the U.S. population 5 years and older that speaks English less than "very well" by census tract in the Metro Atlanta region.

- < 8.6%
- 8.6 - 25%
- 25 - 80%
- Water Access Points
- Shoals
- Chattahoochee River
- Parks Along the River
- County Lines
- Expressways
- 1-Mile River Buffer / Project Area
- Atlanta City Limits

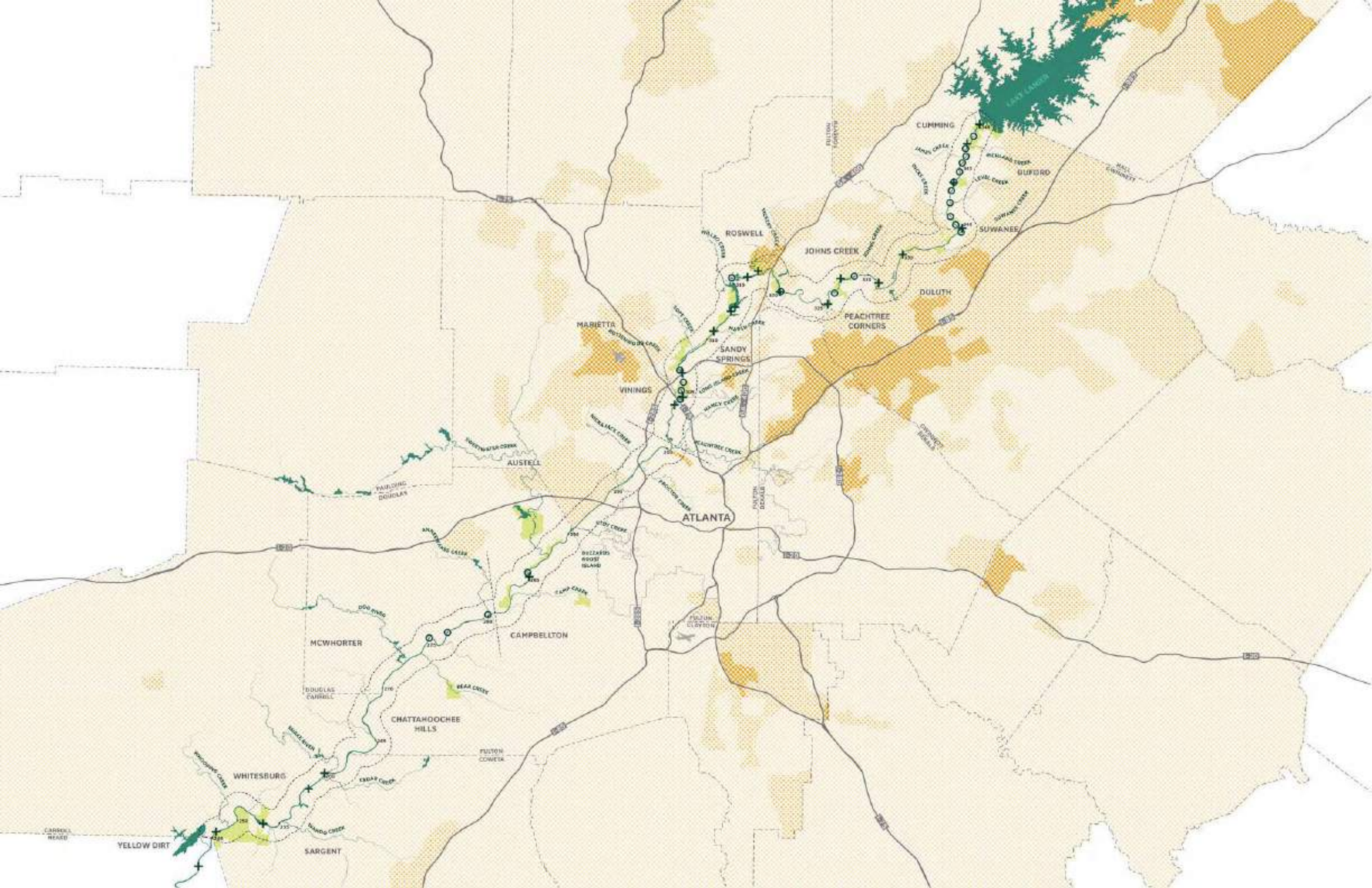
N

0 5 10 Miles

SOURCES

1. http://opendata.atlantaregional.com/datasets/68b308cd80354bd48c88d92cf3780d5d_210
2. https://factfinder.census.gov/help/en/linguistic_isolation.htm
3. Deganian D and J Thompson (2012) Patterns of Pollution: A Report on Demographics and Pollution in Metro Atlanta. GreenLaw
4. https://atlantaregional.org/plans-reports/limited-english-proficiency-lep-plan/

SCAPE


CUMMING
LAKE LANIER
JAMES CREEK
MCGINNIS FERRY
BUFORD
LEVEL CREEK
SUWANEE CREEK
SUWANEE
ROSWELL
NICKAJACK CREEK
JOHNS CREEK
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
POTTERS HOUSE CREEK
SANDY SPRINGS
LONG ISLAND CREEK
VININGS
NANCY CREEK
PEACHTREE CREEK
AUSTELL
PAULDING
DOUGLAS
ATLANTA
STOUT CREEK
BUZZARDS ROOST ISLAND
CAMP CREEK
DOG RIVER
MCWHORTER
CAMPBELLTON
BEAR CREEK
DOUGLAS
CARROLL
CHATTAHOOCHEE HILLS
SWEETWATER CREEK
WHITESBURG
CEDAR CREEK
YELLOW DIRT
SARGENT
I-20
I-285
GA-400

LIVING BELOW THE POVERTY LINE

Poverty rate represents the percent of people earning below the poverty level in the past 12 months. The U.S. Census Bureau uses a set of income thresholds that vary by family size and composition to determine poverty status. This rate includes the population living in institutions, college dormitories, and other group quarters. The official poverty definition uses income before taxes and does not include capital gains or noncash benefits.

In 2018, the Federal Poverty threshold for an individual with no dependents, under the age of 65 was $13,064/year. A single parent (a two-person household with a dependent) under the age of 65 was $17,308.[5]

The region was hit hard by the recession which increased aggregate poverty in the suburbs. The “first ring” suburbs - those areas outside the perimeter but still in the core five counties, experienced the highest increase in poverty rates in the region.[2]

In 2016, the poverty rate was 13.1% which is slightly lower than the national average of 14% and much lower than the State of Georgia at 16%. The largest demographic living in poverty is female 25 - 34, followed by female 35 - 44.[1,4]

The greatest concentration living under the poverty level in the study area is in Fulton County, just north and south of I-20 (in Sub-Area 2).

SUB-AREA 1

Sub-Area 1 has relatively low poverty rates compared to the rest of the study area. There are some census tracts with high poverty rates within the study area in Sandy Springs, off US-19.

SUB-AREA 2

Sub-Area 2 shows relatively high poverty rates compared to the rest of the study area. The census tracts just east of Fulton Industrial Blvd and adjacent to I-20 have some of the highest rates of poverty, with some census tracts reporting over 50% of households below the poverty line.

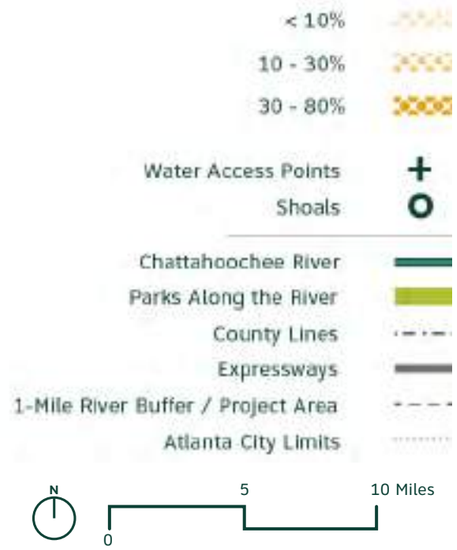
SUB-AREA 3

The northern half of Sub-Area 3 shows low poverty rates, while the southern half shows mid-range rates of about 20% of households living under the poverty line.



POVERTY RATES

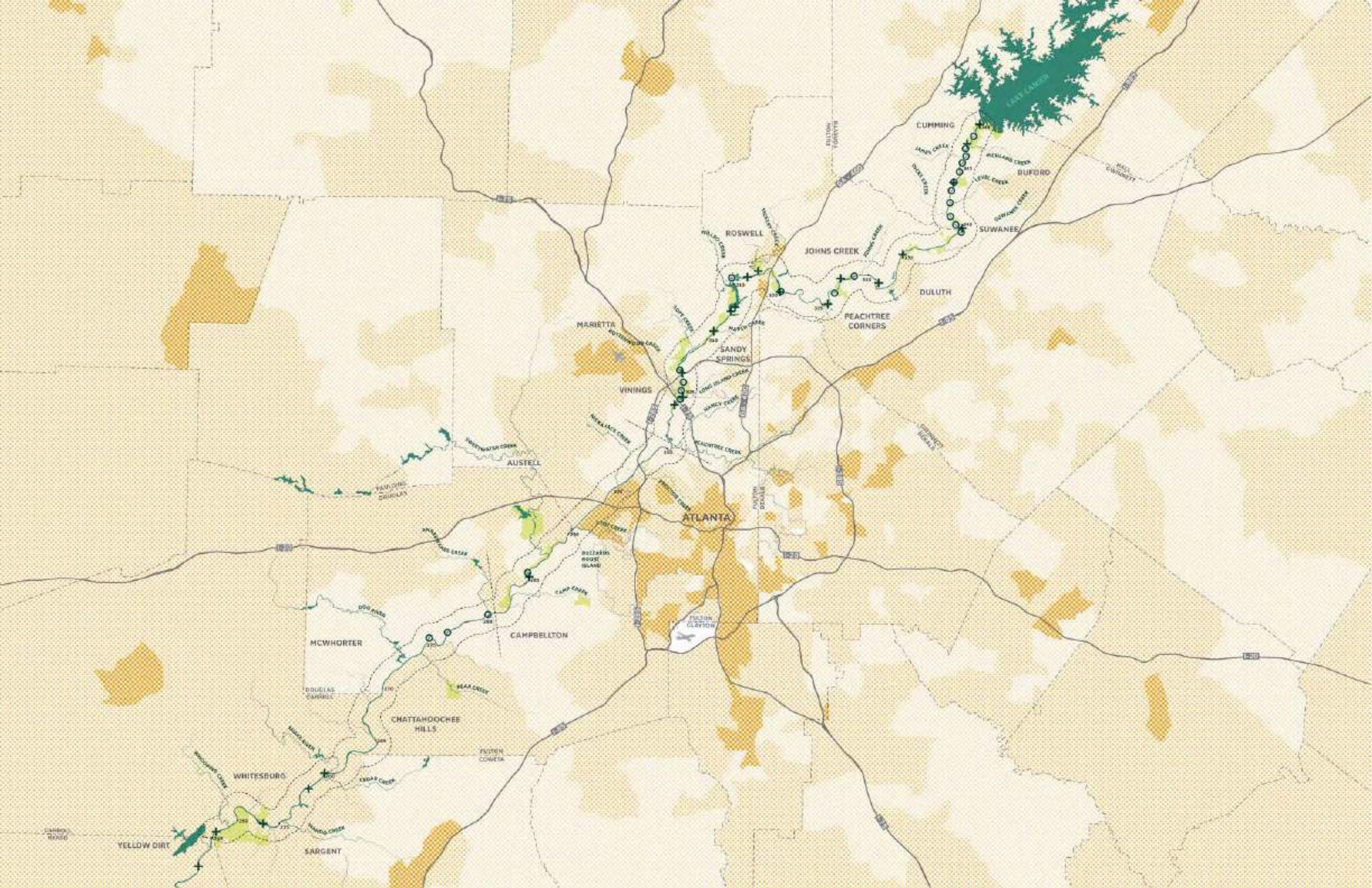
Poverty Rate at the Census Tract level from Table S1701 of the 2017 American Community Survey: 5-Year Estimates. Data is categorized into 3 classes created manually, based on natural (Jenks) breaks with modification for legibility.



SOURCES

1. “Atlanta-Sandy Springs-Roswell, GA Metro Area.” Data USA, datausa.io/profile/geo/atlanta-sandy-springs-marietta-ga-metro-area/
2. “Metro Atlanta Equity Atlas.” Metro Atlanta Equity Atlas, Partnership for Southern Equity, 2013, www.atlantaequityatlas.com/
3. United States Census Bureau / American FactFinder. “S1701” 2013 - 2017 American Community Survey 5-Year Estimates. U.S. Census Bureau’s American Community Survey Office, 2017. Web. <http://factfinder.census.gov>
4. “Poverty Rate in Georgia 2000-2017 | Statistic.” Statista, Statista, www.statista.com/statistics/205453/poverty-rate-in-georgia/
5. https://www.census.gov/data/tables/time-series/demo/income-poverty/historical-poverty-thresholds.html

SCAPE


CUMMING
BUFORD
SUWANEE
DULUTH
PEACHTREE CORNERS
JOHNS CREEK
ROSWELL
SANDY SPRINGS
MARIETTA
VININGS
AUSTELL
ATLANTA
CAMPBELLTON
MCWHORTER
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
FULTON
FORSYTH
GWINNETT
DOUGLAS
CARROLL
COWETA
CLAYTON
I-85
I-75
I-20
I-285
GA 400

UNEMPLOYMENT

The greatest concentration of jobs per census tract has been in the northern portion of Metro Atlanta.[1]

The concentration of unemployment is clustered around the City of Atlanta, south DeKalb County, and North Clayton County.[1]

The largest industries in the region are Retail Trade; Healthcare & Social Assistance; and Professional, Scientific and Tech Services. The most common jobs are Management, Business, Science, and Arts; Sales & Office; and Service.[2]

The economy of the Metro Atlanta region is specialized in Information; Transportation and Warehousing; and Professional, Scientific, and Tech Services with more people employed in those fields than expected in a location of this size.[2]

The top three most common sectors of employment are Trade, Transportation and Utilities; Education and Health Services; and Government. The top 5 employers in the Metro Atlanta region as of 2016 were: Delta Air Lines, Emory University/Healthcare, The Home Depot, WellStar Health System, and AT&T.

The average commute for those living within Atlanta is around 30 minutes.

SUB-AREA 1

Sub-Area 1 has relatively low unemployment compared to the rest of the study area.

SUB-AREA 2

Sub-Area 2 shows mid-range unemployment compared to the rest of the study area. The highest rates of unemployment in the Metro Atlanta region, which coincides with a high concentration of people living under the poverty line, lie just east of the study area, and south of Sub-Area 2.

SUB-AREA 3

Sub-Area 3 shows mid-range unemployment compared to the rest of the study area.



UNEMPLOYMENT RATE

Unemployment rate at the census tract level from table s2301 of the 2017 American community survey: 5-year estimates. Data is categorized into 3 classes created manually, based on natural (Jenks) breaks with modification for legibility.

< 7%
7 - 15%
15 - 37%

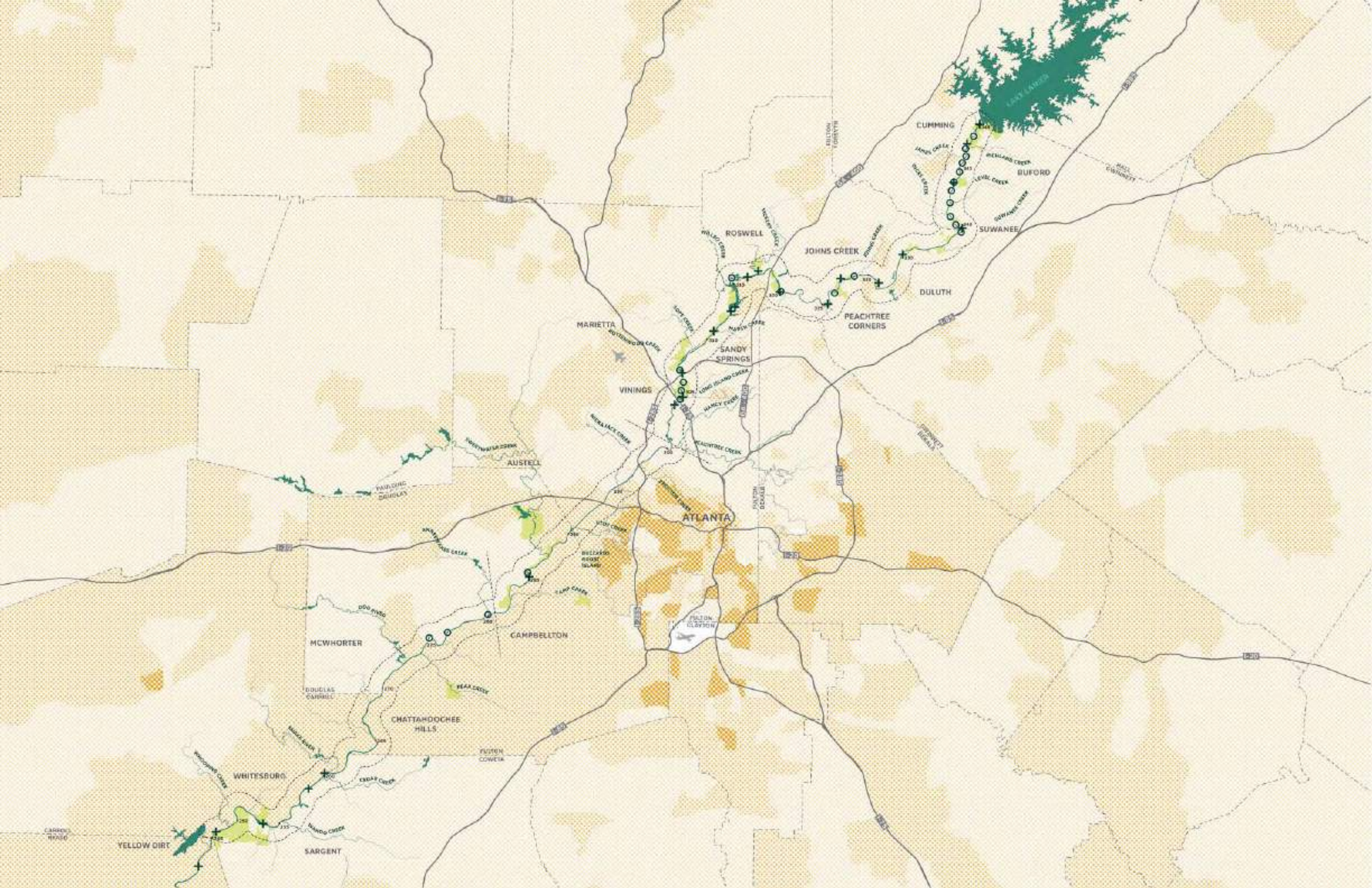
Water Access Points
Shoals

Chattahoochee River
Parks Along the River
County Lines
Expressways
1-Mile River Buffer / Project Area
Atlanta City Limits

N
0
5
10 Miles

SOURCES

1. "Metro Atlanta Equity Atlas." Metro Atlanta Equity Atlas, Partnership for Southern Equity, 2013, www.atlantaequityatlas.com/
2. "Atlanta-Sandy Springs-Roswell, GA Metro Area." Data USA, datausa.io/profile/geo/atlanta-sandy-springs-marietta-ga-metro-area/
3. United States Census Bureau / American FactFinder. "S2301" 2013 - 2017 American Community Survey 5-Year Estimates. U.S. Census Bureau's American Community Survey Office, 2017. Web. <http://factfinder.census.gov>
4. https://www.bls.gov/regions/southeast/news-release/areaemployment_atlanta.htm


CUMMING
LAKE LANIER
JAMES CREEK
MCELLARS CREEK
BUFORD
LEVEL CREEK
DUKE CREEK
SUWANEE CREEK
SUWANEE
ROSWELL
WILLEO CREEK
HOOKEY CREEK
JOHNS CREEK
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
ROTTENWOOD CREEK
SOPE CREEK
NANCY CREEK
SANDY SPRINGS
LONG ISLAND CREEK
VININGS
NANCY CREEK
NICKAJACK CREEK
PEACHTREE CREEK
AUSTELL
PAULDING
DOUGLAS
ATLANTA
UTOY CREEK
BUCKHEAD ISLAND
CAMP CREEK
DOG RIVER
MCWHORTER
CAMPBELLTON
BEAR CREEK
DOUGLAS
CARROLL
CHATTAHOOCHEE HILLS
FULTON
COWETA
WOOLSEY CREEK
WHITESBURG
CEDAR CREEK
WANDO CREEK
YELLOW DIRT
SARGENT
CARROLL
HEARD
FULTON
DEKALB
FULTON
CLAYTON
GWINNETT
I-85
I-75
I-20
GA 400

EDUCATION

38% of the population of Georgia has a bachelor's degree or higher while the U.S. average is 52%.[4]

The Metro Atlanta region has one of the largest post-secondary education infrastructures, with 57 colleges, universities and large higher education expenditures.[1]

The Georgia Institute of Technology and Georgia State University are the largest universities near the study area.

Near the study area is the Atlanta University Center (AUC), the world's oldest and largest association of historically Black colleges and universities.

SUB-AREA 1

Sub-Area 1 shows relatively high educational attainment compared to the rest of the study area.

SUB-AREA 2

Sub-Area 2 shows mid-range educational attainment with some areas exhibiting higher attainment rates north of I-78.

SUB-AREA 3

Sub-Area 3 shows the lowest educational attainment within the study area.



PEOPLE WITH A BACHELOR'S DEGREE OR HIGHER

Percentage of people with a bachelor's degree or higher at the census tract level from table s1501 of the 2017 American Community Survey: 5-year estimates. Data is categorized into 3 classes created manually, based on natural (Jenks) breaks with modification for legibility5-Year Estimates. Data is categorized into 3 classes created manually, based on natural (Jenks) breaks with modification for legibility.



SOURCES

1. "Metro Atlanta Equity Atlas." Metro Atlanta Equity Atlas, Partnership for Southern Equity, 2013, www.atlantaequityatlas.com/
2. United States Census Bureau / American FactFinder. "S1501" 2013 - 2017 American Community Survey 5-Year Estimates. U.S. Census Bureau's American Community Survey Office, 2017. Web. <http://factfinder.census.gov>
3. https://en.wikipedia.org/wiki/List_of_U.S._states_by_educational_attainment
4. https://en.m.wikipedia.org/wiki/Educational_attainment_in_the_United_States

SCAPE

KENNESAW STATE UNIVERSITY
MARIETTA
KSU - MARIETTA CAMPUS
ROSWELL
JOHNS CREEK
CUMMING
BUFORD
SUWANEE
DULUTH
PEACHTREE CORNERS
SANDY SPRINGS
VININGS
AUSTELL
GEORGIA INSTITUTE OF TECHNOLOGY
ATLANTA
GEORGIA STATE UNIVERSITY
EMORY UNIVERSITY
ATLANTA UNIVERSITY CENTER CONSORTIUM
GEORGIA PERIMETER COLLEGE
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT

HOMEOWNERSHIP

In 2017, the average homeownership rate for Georgia was 62.8%. The national average in 2018 was 64.6%.[3]

In 2016, the median property value in the Metro Atlanta region was $197,700, higher than the median property value in Georgia ($166,800) and lower than the national average ($205,000).[1]

SUB-AREA 1

Sub-Area 1 has predominantly higher averages for homeownership than state and national averages.

SUB-AREA 2

Sub-Area 2 has the lowest percentage of homeowners compared to the rest of the study area.

SUB-AREA 3

Sub-Area 3 has predominantly higher averages for homeownership than state and national averages.



HOMEOWNERSHIP RATE

Percentage of homes owned at the census tract level from table dp04 of the 2017 American Community Survey: 5-year estimates. Data is categorized into 3 classes created manually, based on natural (Jenks) breaks with modification for legibility.

- < 50%
- 50 - 75%
- 75 - 100%
- Water Access Points
- Shoals
- Chattahoochee River
- Parks Along the River
- County Lines
- Expressways
- 1-Mile River Buffer / Project Area
- Atlanta City Limits

N

0 5 10 Miles

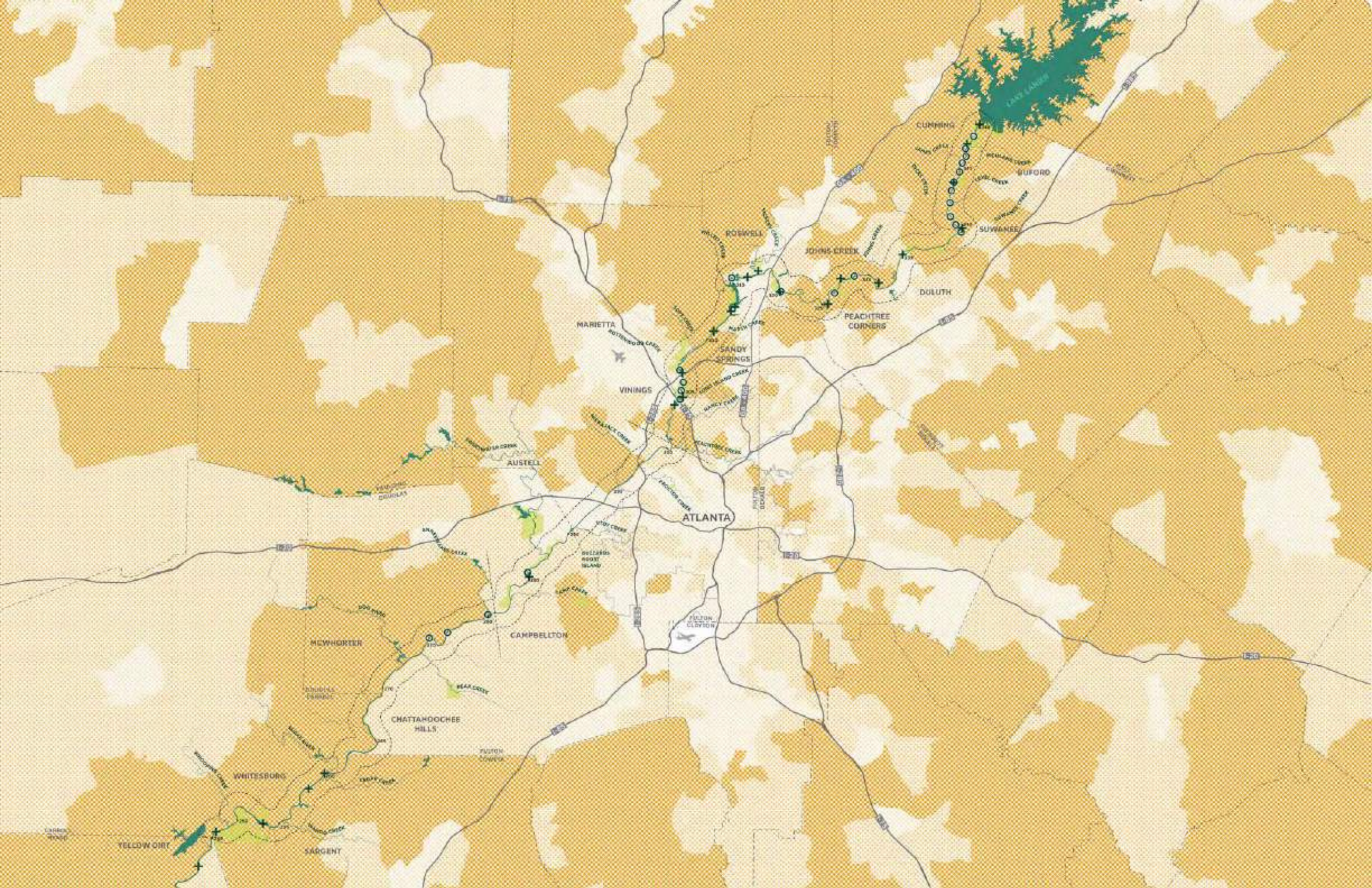
SOURCES

1. "Atlanta-Sandy Springs-Roswell, GA Metro Area." Data USA, datausa.io/profile/geo/atlanta-sandy-springs-marietta-ga-metro-area/

2. United States Census Bureau / American FactFinder. "DP04" 2013 - 2017 American Community Survey 5-Year Estimates. U.S. Census Bureau's American Community Survey Office, 2017. Web. <http://factfinder.census.gov>

3. https://fred.stlouisfed.org/series/GAHOWN

SCAPE


CUMMING
LAKE LANIER
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
CAMPBELLTON
MCWHORTER
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
I-85
I-75
I-20
I-285
400

VULNERABLE AGE GROUPS

The Millennial generation (born between 1982 and 2004) remains the largest age group in the region - concentrating around areas with a university: Carrollton (West Georgia), northern DeKalb (Emory), and City of Atlanta (Georgia Tech Georgia State University, Atlanta University Center).[1]

The senior population (65 and older) is increasing as the Baby Boomer population ages over the next twenty years.[1]

The younger population tends to be more diverse with a young immigrant population. More diverse young people move to the area to start families and have children. This has had a noticeable impact on the diversity of schools within the Metro Atlanta region. Every school system in the region experienced an increase in Hispanic population between 2000 and 2010.[1]

SUB-AREA 1

Sub-Area 1 has a relatively high number of people above the age of 65.

SUB-AREA 2

Sub-Area 2 includes some tracts with a relatively high percentage of people over the age of 65, near Proctor and Utoy Creeks.

SUB-AREA 3

Sub-Area 3 includes a few census tracts south of Dog River with a relatively high percentage of people over the age of 65.



ABOVE 65 & UNDER 5 YEARS OLD

This dataset was developed by the research & analytics group of the Atlanta Regional Commission, using data from the U.S. Census Bureau's American Community Survey 5-year estimates for 2012-2016, to show population by age group and change data, by census tract in the Metro Atlanta region. Census tracts with populations that include relatively high percentages of vulnerable age group are shown at a threshold of 15% of the population either below the age of 5 or above the age of 65.

< 15% Over 65 or Under 5 Years Old

> 15% Over 65 or Under 5 Years Old

Water Access Points

Shoals

Chattahoochee River

Parks Along the River

County Lines

Expressways

1-Mile River Buffer / Project Area

Atlanta City Limits

N

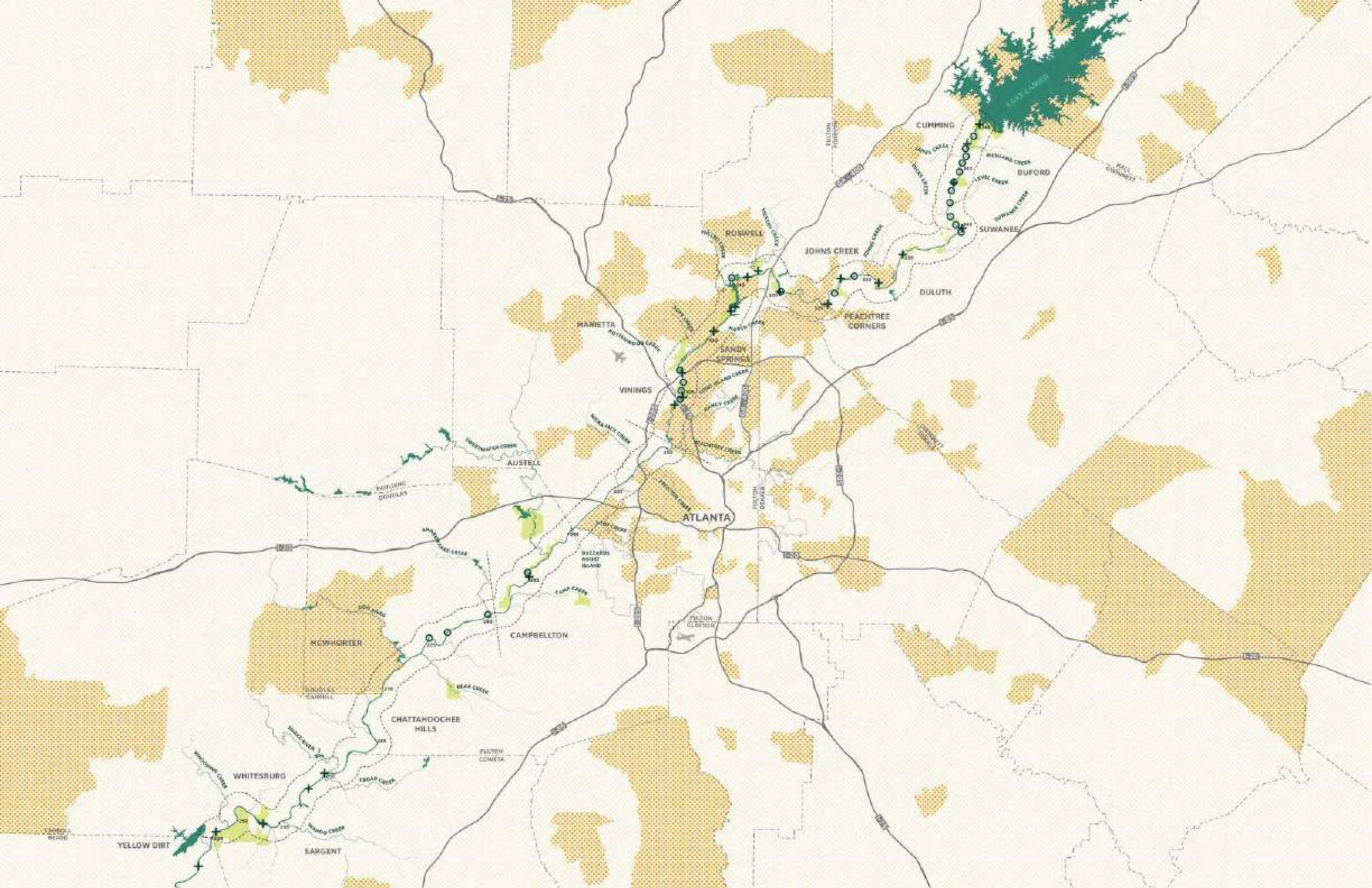
0 5 10 Miles

SOURCES

1. "Metro Atlanta Equity Atlas." Metro Atlanta Equity Atlas, Partnership for Southern Equity, 2013, www.atlantaequityatlas.com/.

2. United States Census Bureau / American FactFinder. "DP05" 2013 - 2017 American Community Survey 5-Year Estimates. U.S. Census Bureau's American Community Survey Office, 2017. <http://factfinder.census.gov>.

SCAPE


CUMMING
FORSYTH
LAKE LANIER
FULTON
GWINNETT
LANIER CREEK
MCGINNIS CREEK
BUFORD
DEVIL CREEK
SUWANEE CREEK
SUWANEE
ROSWELL
WILLEO CREEK
MCKENZY CREEK
JOHNS CREEK
JONES CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
POTTS MILL CREEK
NORTH FORK
NORTH CREEK
SANDY SPRINGS
LONG ISLAND CREEK
VININGS
NANCY CREEK
NICKAJACK CREEK
PEACHTREE CREEK
AUSTELL
SWEETWATER CREEK
PAULDING
DOUGLAS
ATLANTA
PEACHTREE CREEK
DEKALB
FULTON
BUCKHEAD
BUZZARDS ROOST ISLAND
CAMP CREEK
NEWNAN
DOG RIVER
CAMPBELLTON
BEAR CREEK
CARROLL
CHATTAHOOCHEE HILLS
FULTON
COWETA
WHITESBURG
WHOOPING CREEK
SNAKE CREEK
CEDAR CREEK
YELLOW DIRT
SARGENT
TURNER CREEK
I-75
I-20
I-85
I-285
GA 400

YOUTH ACCESS TO RECREATION

Availability of park and recreation facilities and the conditions of those facilities are positively associated with higher physical activity levels which become of increasing importance as the rate of childhood obesity increases in the United States.[2]

Play deserts are loosely defined as areas that lack spaces available and accessible for use by youth for physical activity and active play.[2]

The condition of parks and recreational facilities, how the parks are programmed, and accessibility were not available datasets when creating this analysis. Further investigation is recommended to understand communities that may exhibit a disproportional lack of access to play spaces.

SUB-AREA 1

Sub-Area 1 has a high amount of greenspace along the Chattahoochee River. In addition, the southern banks of the Chattahoochee River in upper Sandy Springs lack greenspace and may result in a play desert that is under-represented with the data and methods available.

SUB-AREA 2

Sub-Area 2 shows most of the greenspace is located along the Cobb County side of the Chattahoochee River in contrast with Atlanta Industrial Park and the industrial corridor on the Fulton County side. In addition, there is a void of greenspace just north of the Fulton County Airport despite having sizable clusters of youth.

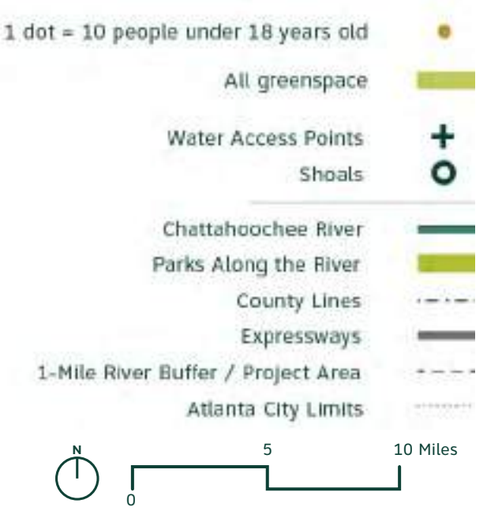
SUB-AREA 3

Sub-Area 3 shows the largest play desert with the fewest greenspaces along the Chattahoochee River. More people own cars within this Sub-Area and would likely drive to the destination. There are also less clusters of youth in this Sub-Area.



PROXIMITY TO GREENSPACE

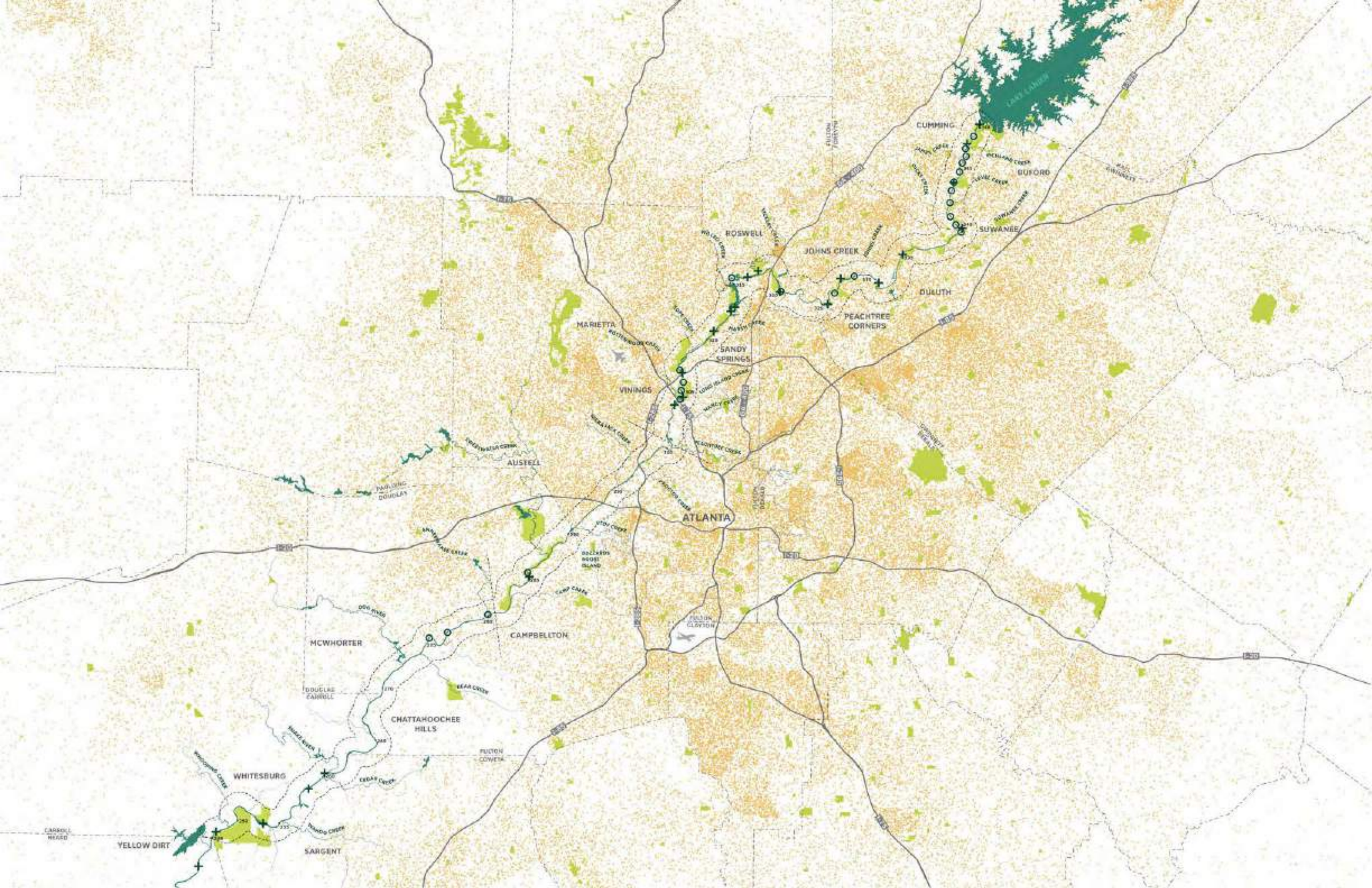
This layer was developed by the research & analytics division of the Atlanta Regional Commission using data from the U.S. Census Bureau's American Community Survey.



SOURCES

1. http://opendata.atlantaregional.com/datasets/greenspace
2. https://www.nrpa.org/blog/defining-play-deserts-we-are-getting-close/

SCAPE


CUMMING
LAKE LANIER
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
400
285
20
75

DISABILITY

Georgia's average percentage of the population with a disability by county is 12.1% based on data from the 2000 census. Nationally, approximately 19% of the U.S. Population has a disability. The term "disability" used in this report encompasses impairments, activity limitations, and participation restrictions a person may experience in their daily lives.[3]

SUB-AREA 1

Sub-Area 1 shows the lowest rates of disabilities within the study area.

SUB-AREA 2

Sub-Area 2 shows mid-range to low rates of disabilities within the study area.

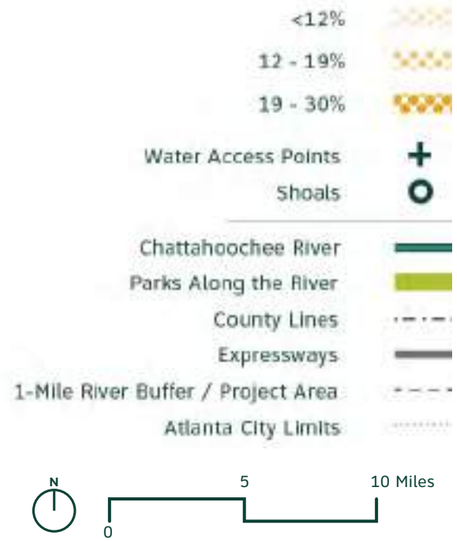
SUB-AREA 3

Sub-Area 3 shows the highest rates of disability, increasing to the south.



DISABILITY RATE

This layer was developed by the research & analytics division of the Atlanta Regional Commission using data from the U.S. Census Bureau's American Community Survey in order to show the percent of the civilian noninstitutionalized population who are disabled by census tract in the Metro Atlanta region.



SOURCES

1. https://www.arcgis.com/home/item.html?id=2cb7f3b597c54a1086096e15b02608ab
2. http://web.gsfic.ga.gov/ADA/FNSS%20Toolkit.htm
3. https://www.census.gov/library/publications/2018/demo/p70-152.html
4. https://www.census.gov/newsroom/releases/archives/miscellaneous/cb12-134.html

SCAPE

CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT

FOOD DESERTS

Limited access to supermarkets, supercenters, grocery stores, or other sources of healthy and affordable food may make it harder for some Americans to eat a healthy diet.[1]

The Food Access Research Atlas was created by the United States Department of Agriculture and serves as a means of presenting a spatial overview of food access indicators for low-income and other census tracts using different measures of supermarket accessibility.[1]

There are many ways to define which areas are considered “food deserts” and many ways to measure food store access for individuals and for neighborhoods.[1]

This map compares two datasets developed by the USDA. The first access map takes into consideration low income and low access tracts measured at 1 mile in urban areas and 10 miles for rural areas. The second mapping takes into consideration car ownership with food deserts calculated by tracts where more than 100 households do not own a vehicle and are beyond 1/2 mile (a ten-minute walk) from a supermarket.

SUB-AREA 1

Sub-Area 1 has relatively high access to healthy food compared to the rest of the study area. Exceptions are communities north of the Chattahoochee River by I-90 near Morgan Falls Dam, by Holcomb Bridge, and some communities in Cumberland that are further than 1 mile from a supermarket or lack vehicular access and live more than 1/2 mile away from a supermarket.

SUB-AREA 2

Sub-Area 2 is mostly a food desert with the lowest car ownership within the study area.

SUB-AREA 3

Sub-Area 3 is divided between east and northwest. While most of the Sub-Area does not show food deserts, there’s a large food desert around Campbellton and Chattahoochee Hills with communities living further than 10 miles from the nearest supermarket.



FOOD ACCESSIBILITY

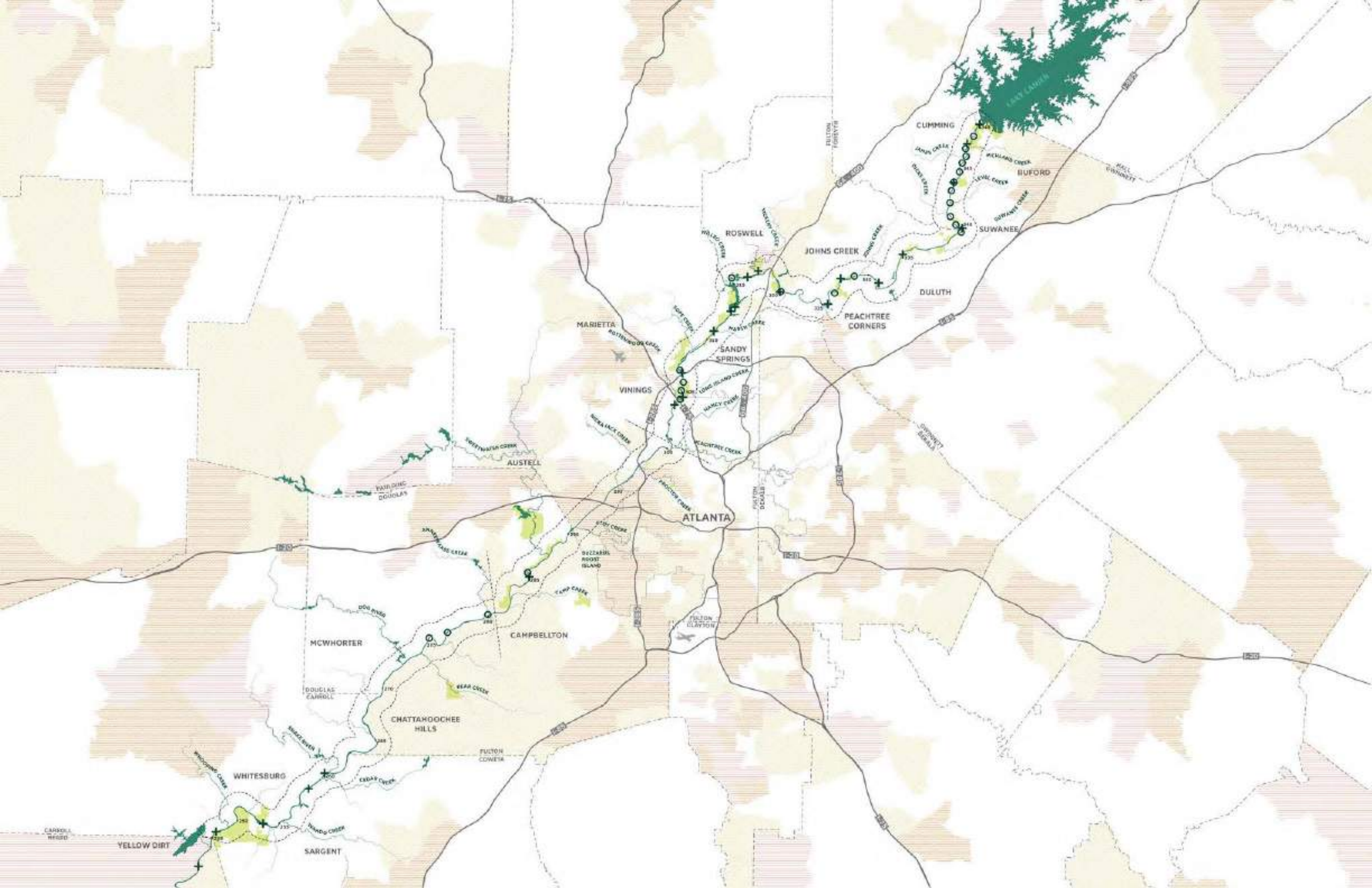
Overlay of two fields from the 2015 USDA food access research atlas: Flag for tract where >= 100 of households do not have a vehicle and beyond 1/2 mile from supermarket, and low income and low access tracts measured at 1 mile for urban areas and 10 miles for rural areas.



SOURCES

1. Economic Research Service (ERS), U.S. Department of Agriculture (USDA). Food Access Research Atlas, https://www.ers.usda.gov/data-products/food-access-research-atlas/

SCAPE


CUMMING
LAKE LANIER
FULTON
FORSYTH
JAMES CREEK
RICHLAND CREEK
BUFORD
HALL
GWINNETT
DUKE CREEK
LEVEL CREEK
SUWANEE CREEK
SUWANEE
ROSWELL
NICKAJACK CREEK
WILEY CREEK
JOHNS CREEK
JOHNS CREEK
DULUTH
PEACHTREE
CORNERS
MARIETTA
ROTTENWOOD CREEK
SOPE CREEK
POWERS CREEK
SANDY
SPRINGS
VININGS
LONG ISLAND CREEK
NANCY CREEK
NICKAJACK CREEK
PEACHTREE CREEK
GWINNETT
DEKALB
AUSTELL
SWEETWATER CREEK
PAULDING
DOUGLAS
PROCTOR CREEK
ATLANTA
FULTON
DEKALB
UTOY CREEK
BUZZARDS
ROOST
ISLAND
CAMP CREEK
CAMPBELLTON
FULTON
CLAYTON
DOG RIVER
MCWHORTER
DOUGLAS
CARROLL
BEAR CREEK
CHATTAHOOCHEE
HILLS
SWEETWATER CREEK
FULTON
COWETA
WHITESBURG
CEDAR CREEK
WHOOPING CREEK
CARROLL
HEARD
YELLOW DIRT
TOMMO CREEK
SARGENT
I-85
I-75
I-20

ASTHMA RATE

This map uses data from the 500 Cities project 2018 release. This dataset from the 500 cities project includes 2016 and 2015 model-based small area estimates for 27 measures of chronic disease related to unhealthy behaviors, health outcomes, and use of preventive services. It represents a first-of-its-kind effort to release information on a large scale for 500 of the largest US cities and for 28,000 small areas within those cities.

Atlanta, John's Creek, Roswell and Sandy Springs are the only cities within the study area included in the 500 cities project.

The crude prevalence of asthma shown on the map represents the number of who answer "yes" to both of the following questions: "Have you ever been told by a doctor, nurse, or other health professionals that you have asthma?" and the question "Do you still have asthma?" as a percentage of all respondents.

Asthma prevalence describes the size of a state's population with asthma as well as the overall asthma prevalence relative to other chronic conditions. The greater the prevalence of asthma, the greater the likelihood of adverse outcomes from asthma including emergency department visits, hospitalizations, and death. Compared with persons without asthma, persons with asthma have more days of activity limitation and missed school and missed work and are more likely to report comorbid depression

SUB-AREA 1

No sufficient data.

SUB-AREA 2

No sufficient data.

SUB-AREA 3

No sufficient data.



ASTHMA PREVALENCE MAP

This map uses data from the CDC 500 Cities Project 2018 release. The crude prevalence of asthma shown on the map represents the number of who answer "yes" both to both of the following questions: "have you ever been told by a doctor, nurse, or other health professionals that you have asthma?" and the question, "do you still have asthma?" as a percentage of all respondents.

6-10% Crude Prevalence of Asthma
11-12.5% Crude Prevalence of Asthma
12.5-15% Crude Prevalence of Asthma
No Data

Water Access Points
Shoals

Chattahoochee River
Parks Along the River
County Lines
Expressways
1-Mile River Buffer / Project Area
Atlanta City Limits

N
0
5
10 Miles

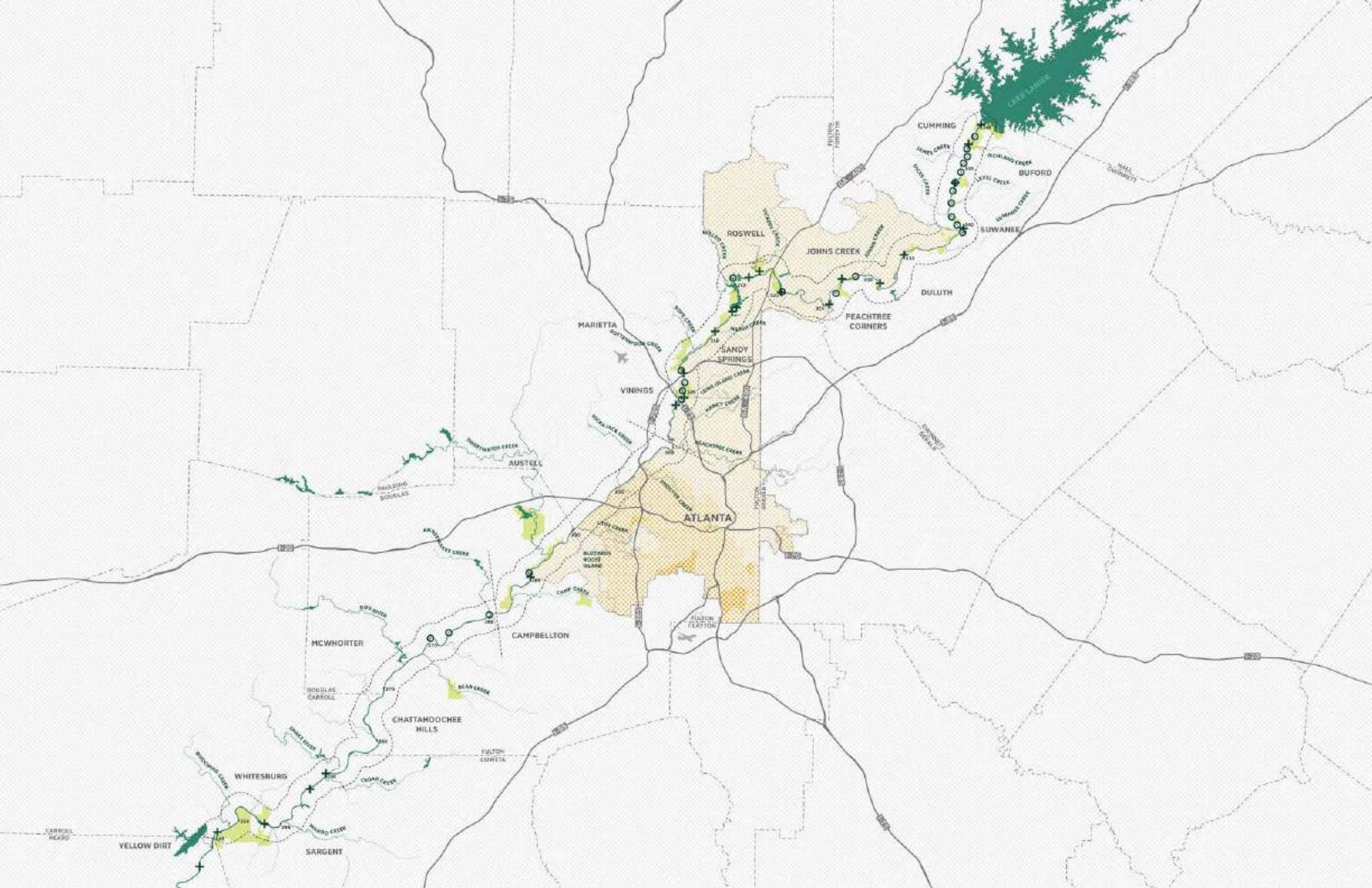
SOURCES

1. "Metro Atlanta Equity Atlas." Metro Atlanta Equity Atlas, Partnership for Southern Equity, 2013, www.atlantaequityatlas.com/.

2. United States Census Bureau / American FactFinder. "DP05" 2013 - 2017 American Community Survey 5-Year Estimates. U.S. Census Bureau's American Community Survey Office, 2017. <http://factfinder.census.gov>.

3. https://chronicdata.cdc.gov/500-Cities/500-Cities-Census-Tract-level-Data-GIS-Friendly-Fo/k86t-wghb

SCAPE


CUMMING
BUFORD
SUWANEE
DULUTH
ROSWELL
JOHNS CREEK
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
CAMPBELLTON
MCWHORTER
CHATTAHOOCHEE HILLS
WHITESBURG
SARGENT
YELLOW DIRT
FULTON
DOUGLAS
CARROLL
GWINNETT
HALL
FORSYTH
LAKE LANIER
JAMES CREEK
RICHLAND CREEK
LEXEL CREEK
SUWANEE CREEK
VICKERY CREEK
JOHNS CREEK
WILLEO CREEK
NORTH CREEK
NANCY CREEK
LONG ISLAND CREEK
PEACHTREE CREEK
UTOY CREEK
CAMP CREEK
BEAR CREEK
DOG RIVER
SHOAL CREEK
WAHOO CREEK
BROWNS MILL
BLIZZARDS WOODS ISLAND
FULTON CLAYTON
FULTON COWETA
CARROLL HEARD
PAULDING DOUGLAS

OBESITY RATE

This map uses data from the 500 Cities project 2018 release. This dataset from the 500 cities project includes 2016, 2015 model-based small area estimates for 27 measures of chronic disease related to unhealthy behaviors, health outcomes, and use of preventive services. It represents a first-of-its kind effort to release information on a large scale for 500 of the largest US cities and for 28,000 small areas within those cities.

Atlanta, John's Creek, Roswell and Sandy Springs are the only cities within the study area included in the 500 cities project.

The crude prevalence of obesity shown on the map represents respondents aged ≥18 years who have a body mass index (BMI) ≥30.0 kg/m² calculated from self-reported weight and height as a percentage of all respondents aged ≥18 years who self-reported their height and weight.

Being overweight or obese increases the risk for multiple chronic diseases, including heart disease, stroke, hypertension, type 2 diabetes, osteoarthritis, and certain cancers.

SUB-AREA 1

Not sufficient data.

SUB-AREA 2

Not sufficient data.

SUB-AREA 3

Not sufficient data.



OBESITY PREVALENCE MAP

This map uses data from the CDC 500 cities project 2018 release. The crude prevalence of obesity shown on the map represents respondents aged ≥18 years who have a body mass index (BMI) ≥30.0 kg/m² calculated from self-reported weight and height as a percentage of all respondents.

15-30% Crude Prevalence of Obesity
31-40% Crude Prevalence of Obesity
41-55% Crude Prevalence of Obesity
No Data

Water Access Points
Shoals

Chattahoochee River
Parks Along the River
County Lines
Expressways
1-Mile River Buffer / Project Area
Atlanta City Limits

N
0
5
10 Miles

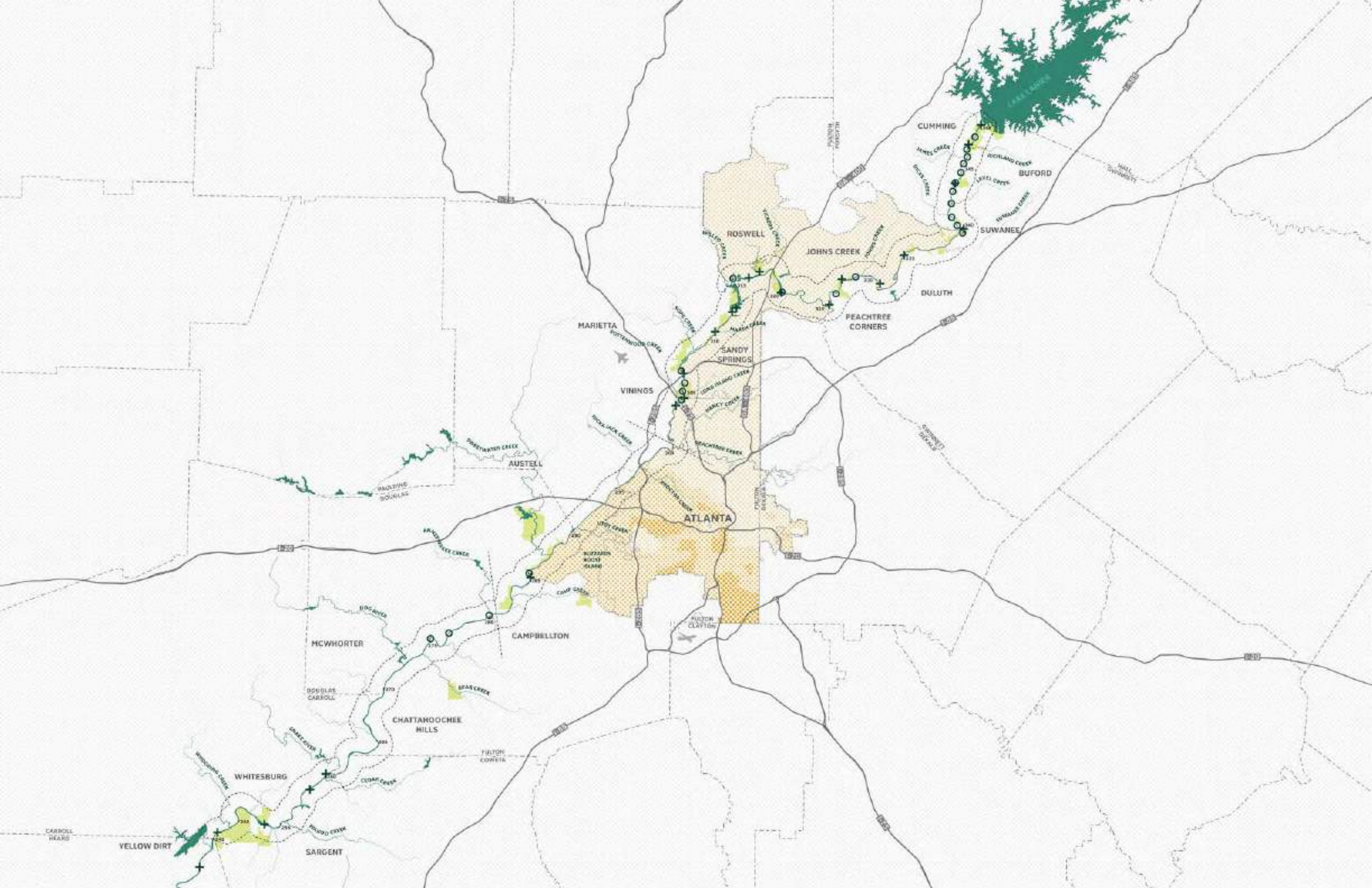
SOURCES

1. "Metro Atlanta Equity Atlas." Metro Atlanta Equity Atlas, Partnership for Southern Equity, 2013, www.atlantaequityatlas.com/.

2. United States Census Bureau / American FactFinder. "DP05" 2013 - 2017 American Community Survey 5-Year Estimates. U.S. Census Bureau's American Community Survey Office, 2017. <http://factfinder.census.gov>.

3. https://chronicdata.cdc.gov/500-Cities/500-Cities-Census-Tract-level-Data-GIS-Friendly-Fo/k86t-wghb

SCAPE


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
CAMPBELLTON
MCWHORTER
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
CARROLL
HEARD
DOUGLAS
CARROLL
FULTON
COWETA
FULTON
CLAYTON
FULTON
DEKALB
GWINNETT
DEKALB
HALL
GWINNETT
PAULDING
DOUGLAS
CAMP CREEK
BUTTERMOOR CREEK
NORTH
FORK
CHATTAHOOCHEE
RIVER

ENVIRONMENTAL JUSTICE INDEX SMALL PARTICULATE MATTER (PM 2.5)

The environmental justice measure for air is focused on the reduction of PM2.5. When inhaled, these particles can reach the deepest regions of the lungs. Exposure to particle pollution has been linked to a variety of significant health problems. Low-income populations are among the populations that are most at-risk for adverse health effects from exposure to PM2.5. People with low incomes generally have been found to have a higher prevalence of pre-existing diseases, limited access to medical treatment, and increased nutritional deficiencies, which can increase their risk of particle pollution-related effects.[2]

Particles can be carried over long distances by wind and then settle on ground or water. Depending on their chemical composition, the effects of this settling may include making lakes and streams acidic; changing the nutrient balance in coastal waters and large river basins; depleting the nutrients in soil; damaging sensitive forests and farm crops; affecting the diversity of ecosystems; contributing to acid rain effects.[2]

The Environmental Justice Index considers not only exposure to each environmental indicator, but also the demographics and population density within the given study area. The percentile ranking is derived from the comparison to the State of Georgia.[1]

SUB-AREA 1

Sub-Area 1 has a relatively low risk of exposure to small particulate matter (PM2.5) for low income and minority populations.

SUB-AREA 2

Sub-Area 2 has a relatively low risk of exposure to small particulate matter (PM2.5) for low income and minority populations.

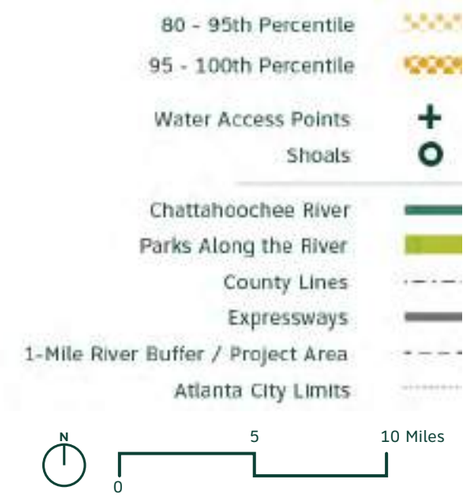
SUB-AREA 3

Sub-Area 3 has a relatively low risk of exposure to small particulate matter (PM2.5) for low income and minority populations. The higher level of exposure can be found along the Chattahoochee in the Campbellton area.



EXPOSURE RANKING

2013 Georgia State percentiles ranking exposure of low income and minority populations to small particulate matter. Source: EPA Office of Air and Radiation.

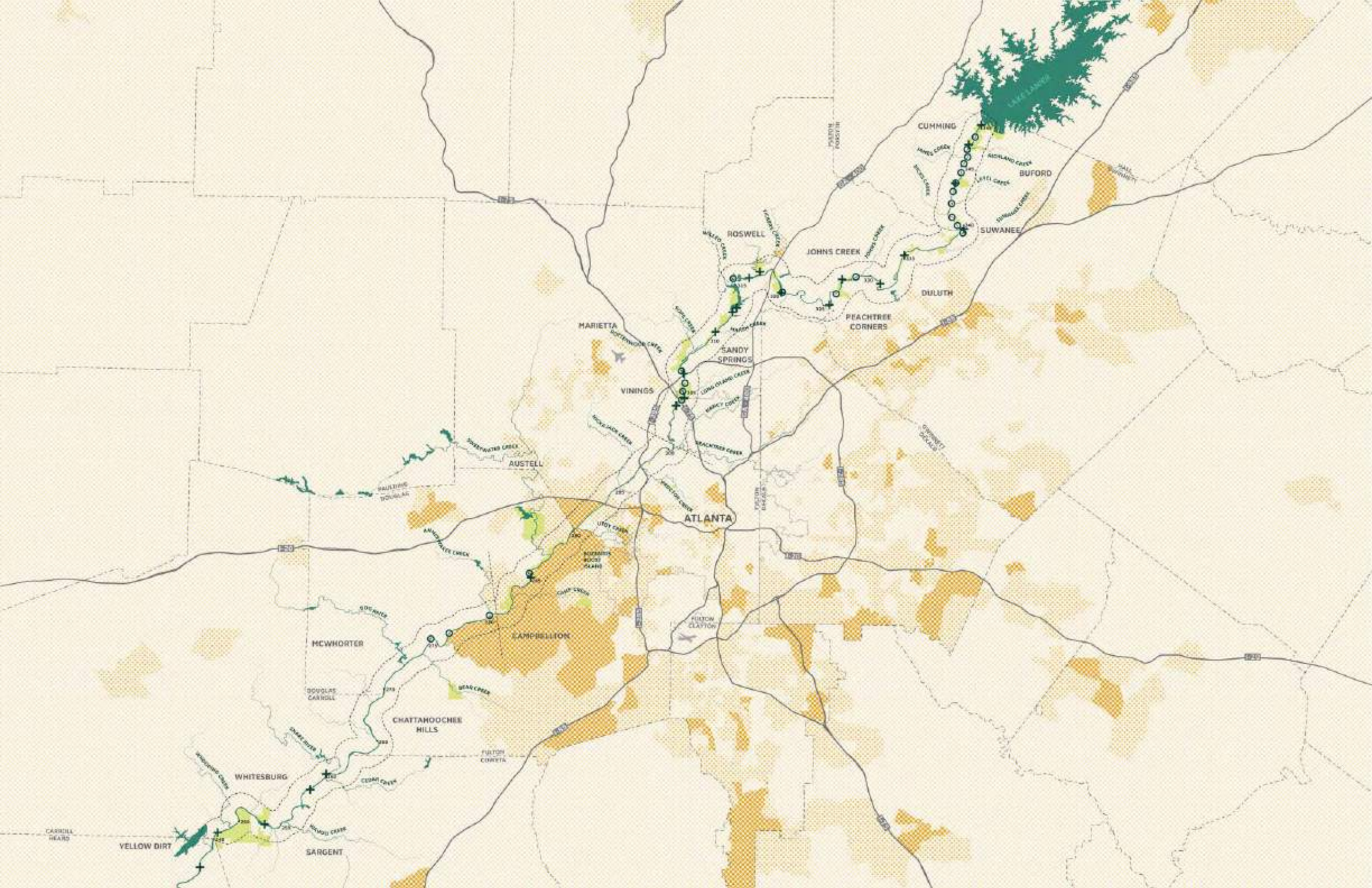


SOURCES

1. United States Environmental Protection Agency. 2017. EJSCREEN. Retrieved: January, 25, 2019, from https://www.epa.gov/ejscreen/download-ejscreen-data. EPA Office of Air and Radiation

2. https://www.epa.gov/sites/production/files/2018-04/documents/4.4.18_environmental_justice_fy2017_progress_report.pdf

SCAPE


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
LAKE LANIER
FORSYTH
GWINNETT
DOUGLAS
CARROLL
FULTON
COWETA
HEARD
CLAYTON

ENVIRONMENTAL JUSTICE INDEX STREAM TOXICITY

This index is based on toxic substances released from industrial facilities within stream segments. (EPA Risk-Screening Environmental Indicators modeled Toxic Concentrations from the Toxics Release Inventory at stream segments within 500 meters, divided by distance in kilometers (km).)[1]

The Environmental Justice Index considers not only exposure to each environmental indicator, but also the demographics and population density within the given study area. The percentile ranking is derived from the comparison to the State of Georgia.[1]

SUB-AREA 1

Sub-Area 1 low income and minority residents have a low percentile ranking for wastewater discharge, compared to the entire study area, except near Cumberland.

SUB-AREA 2

Sub-Area 2 low income and minority residents have a relatively high percentile ranking for wastewater discharge, concentrated around Utoy Creek, compared to the entire study area.

SUB-AREA 3

Sub-Area 3 low income and minority residents have a low percentile ranking for wastewater discharge compared to the entire study area, except near Campbellton.



DISCHARGE INDICATOR RANKING

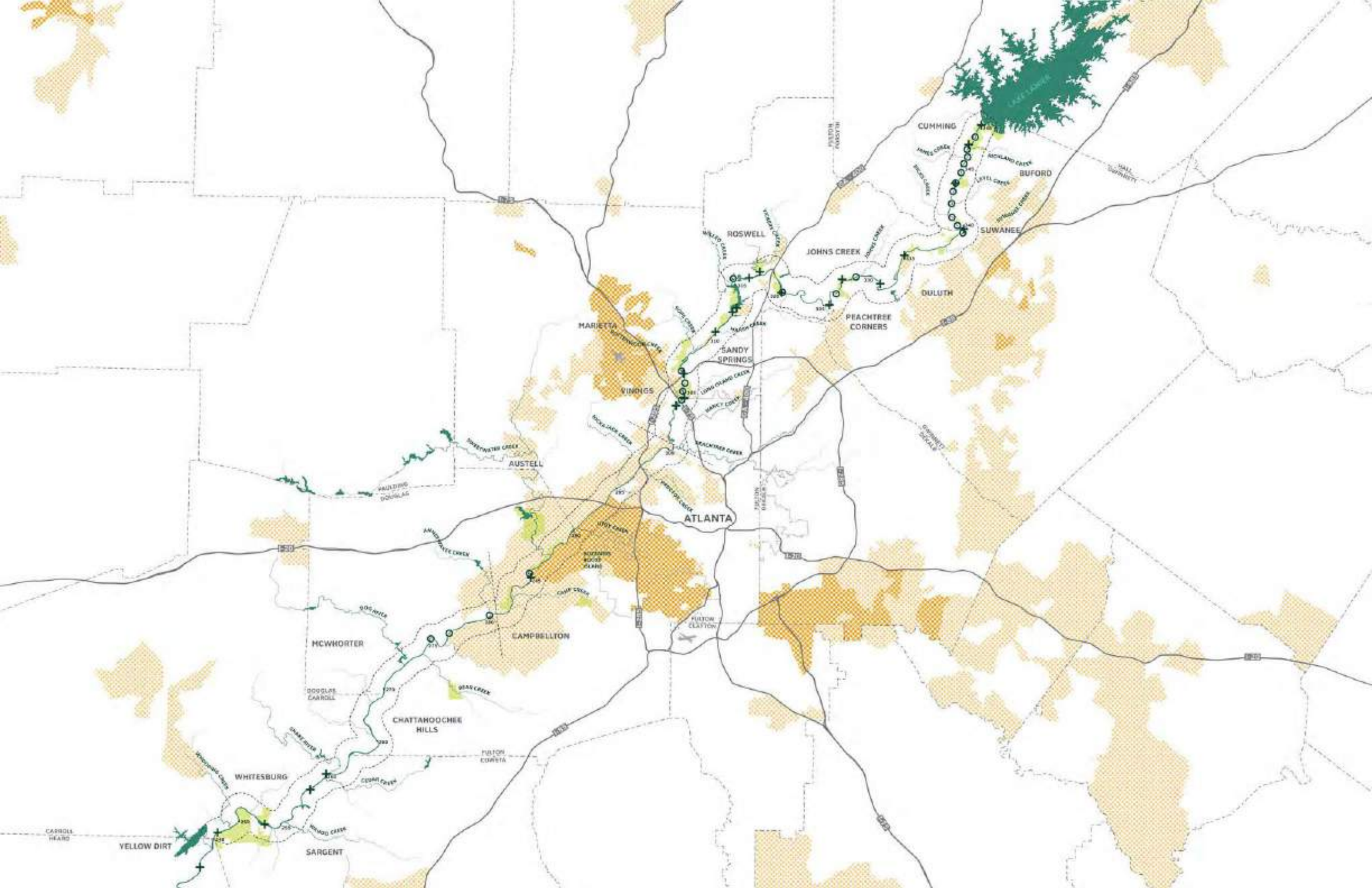
The wastewater discharge indicator takes the pollutant discharge information reported from facilities to EPA and assigns it to the streams and rivers which receive those discharges. This complex mapping process includes toxicity-weighted results or giving more weight to the pollutants which have a greater impact on human health. It also must account for dilution as these pollutants move downstream. Following this, the indicator ranks census block groups based on the proximity to these stream segments and the toxicity-weighted pollutant discharge.



SOURCES

1. United States Environmental Protection Agency. 2017. EJSCREEN. Retrieved: January, 25, 2019, from https://www.epa.gov/ejscreen/download-ejscreen-data. EPA Office of Air and Radiation

SCAPE


CUMMING
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SARGENT
FULTON
DOUGLAS
CARROLL
GWINNETT
HALL

ATLANTA REGIONAL COMMISSION EQUITY ANALYSIS

ARC examines racial minority, ethnic minority, and low-income populations in an analysis district from all federally protected classes because these three inputs are considered indicators of the greatest inequality in the Atlanta region. ARC previously analyzed these three inputs and referred to the results as Equitable Target Areas (ETA). The environmental justice model supplants the ETA index methodology nomenclature.

The environmental justice model results guide regional transportation and land use planning investments. In particular, the ARC Transportation Improvement Program (TIP) Project Evaluation Framework utilizes the results of this analysis to score and rank proposed projects. The regional analysis results are not the end-all for identifying and addressing disproportionately high and adverse effects, but rather one tool to leverage in regional enviornmental justice efforts. This technical perspective is further refined and calibrated by qualitative knowlege, community engagement, and policy and program development.[1]

SUB-AREA 1

Sub-Area 1 includes three potential Environmental Justice Target Areas (areas above average): along the GA-400 Corridor, east of the Holcomb Bridge Road Corridor. The Area highlighted around Marietta is a military site and may be throwing off the analysis.

SUB-AREA 2

Sub-Area 2 includes two or more potential Environmental Justice Target Areas (areas above average): including the Proctor Creek Watershed and the I-20 Corridor, which includes Sandy and Utoy Creek Watersheds and areas within Cobb County.

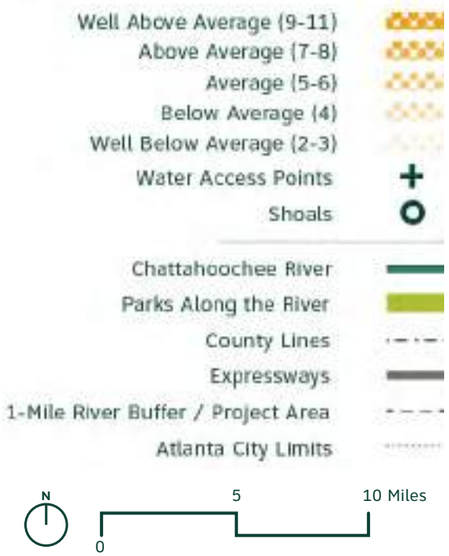
SUB-AREA 3

Sub-Area 3 does not include any Environmental Justice Target Areas.



2017 ENVIRONMENTAL JUSTICE MODEL

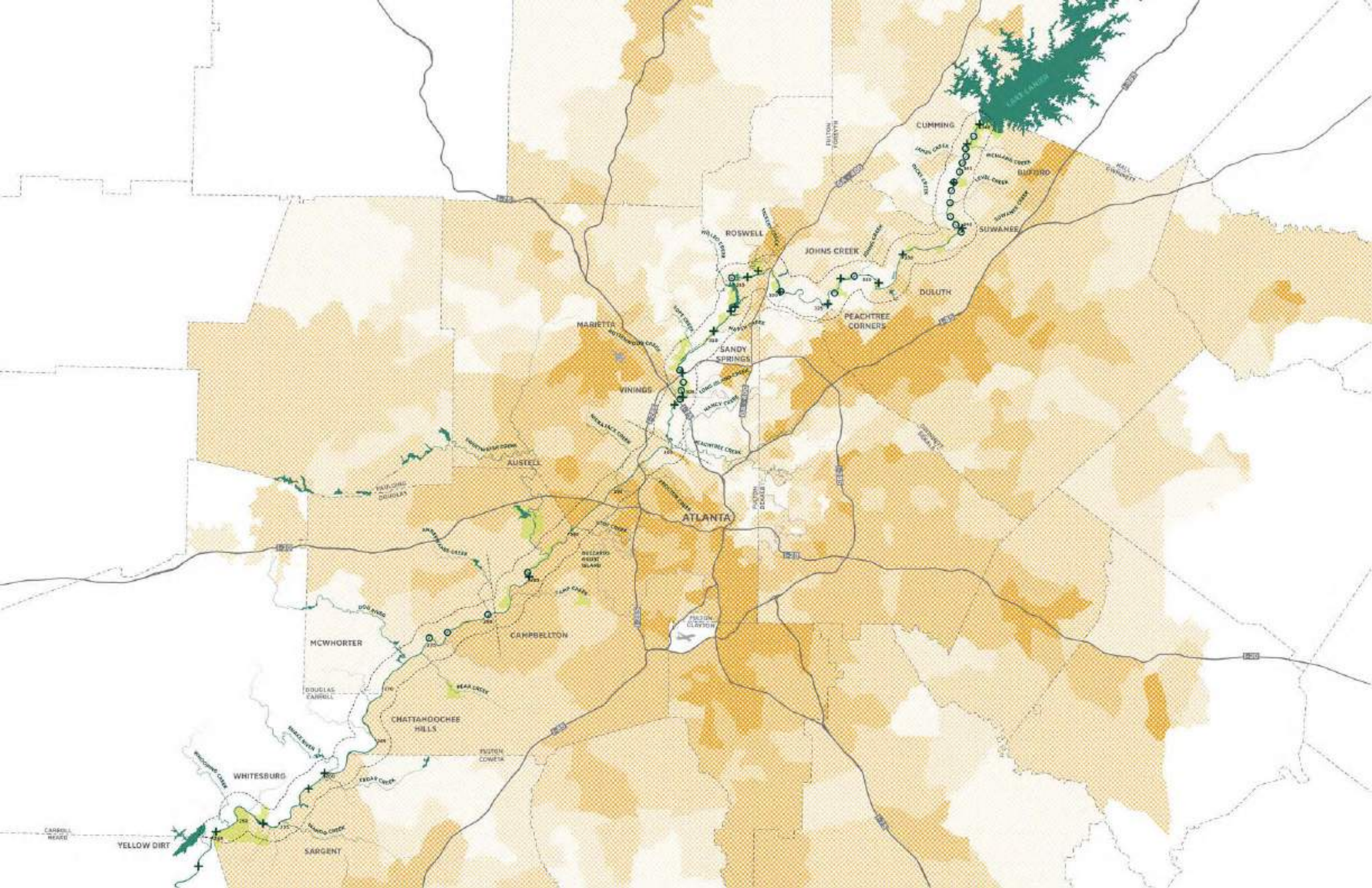
ARC examines racial minority, ethnic minority, and low-income population concentrations using data from the 2012-2016 ACS 5-Year Estimates Tables: B03002, S1701, and B02001. The model calculates the percentage of each population group present in every census tract in the region. The tracts are then classified into one of five bins - well above average, above average, average, below average, and well below average - based on standard deviations relative to the regional mean. Each bin is given a score of 0-4 based on the concentration of a population which that bin represents. The cumulative score ranges from 0-12 since there are three criteria considered.



SOURCES

1. ARC Equity Analyses Methodology, 2018

SCAPE


CUMMING
FULTON
FORSYTH
GWINNETT
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
DOUGLAS
ATLANTA
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DEKALB
MCWHORTER
CAMPBELLTON
DOUGLAS
CARROLL
CHATTAHOOCHEE HILLS
FULTON
COWETA
WHITESBURG
CARROLL
HEARD
YELLOW DIRT
SARGENT
FULTON
CLAYTON
I-85
I-75
I-285
GA-400

CDC SOCIAL VULNERABILITY INDEX

Social vulnerability refers to the socioeconomic and demographic factors that affect the resilience of communities. Studies have shown that in disaster events, the socially vulnerable are more likely to be adversely affected, i.e. they are less likely to recover and more likely to die.[2]

The most vulnerable people are likely those whose needs are not sufficiently considered in the planning of local response and relief organizations. Children and elders are the most vulnerable groups in disaster events.[2]

The Centers for Disease Control and Prevention, National Center for Environmental Health, Office of Terrorism Preparedness and Emergency Response (OTPER) collaborated with the Agency for Toxic Substances and Disease Registry's Geospatial Research, Analysis, and Services Program to produce the social vulnerability index.[2]

The domains that form the basis of the SVI are 1) socioeconomic status, 2) household composition and disability, 3) minority status and language, and 4) housing and transportation. The data are from the 2000 U.S. Census of Population and Housing at the census tract level (see Appendix A for detailed definitions of the variables)[2]

Percentile ranking of each census tract is based on the sum of the rankings for each of the 15 census variables. The percentile ranking is defined as the proportion of scores in a distribution that a specific score is greater than or equal to.[2]

The census variables are: Percent individuals below poverty; Percent civilian unemployed; Per capita Income in 1999; Percent persons with no high school diploma; Percent persons 65 years of age or older; Percent persons 17 years of age or younger; Percent persons more than 5 years old with a disability; Percent male or female householder, no spouse present, with children under 18; Percent minority; Percent persons 5 years of age or older who speak English less than "well"; Percent multi-unit structure; Percent mobile homes; Crowding; No vehicle available; and Percent of persons in group quarters.

SUB-AREA 1

Sub-Area 1's ranks low for social vulnerability relative to the rest of the study area, with a few census tracts above the 60-percentile rating close in the northern area of Sandy Springs near I-90.

SUB-AREA 2

Sub-Area 2's ranks high for social vulnerability relative to the rest of the study area, with a concentration of census tracts above the 60th percentile along Proctor Creek and I-20.

SUB-AREA 3

Sub-Area 3's ranks in the middle for social vulnerability relative to the rest of the study area, with a concentration of census tracts above the 60th percentile near Campbellton and overall, a higher average percentile ranking than Sub-Area 1.



SOCIAL VULNERABILITY PERCENTILE RANKING

SVI ranks each census tract on 15 social factors, including poverty, lack of vehicle access, and crowded housing to create an overall ranking that is the sum of each variable and converted into a percentile ranking. The higher the percentile ranking, the higher the vulnerability.

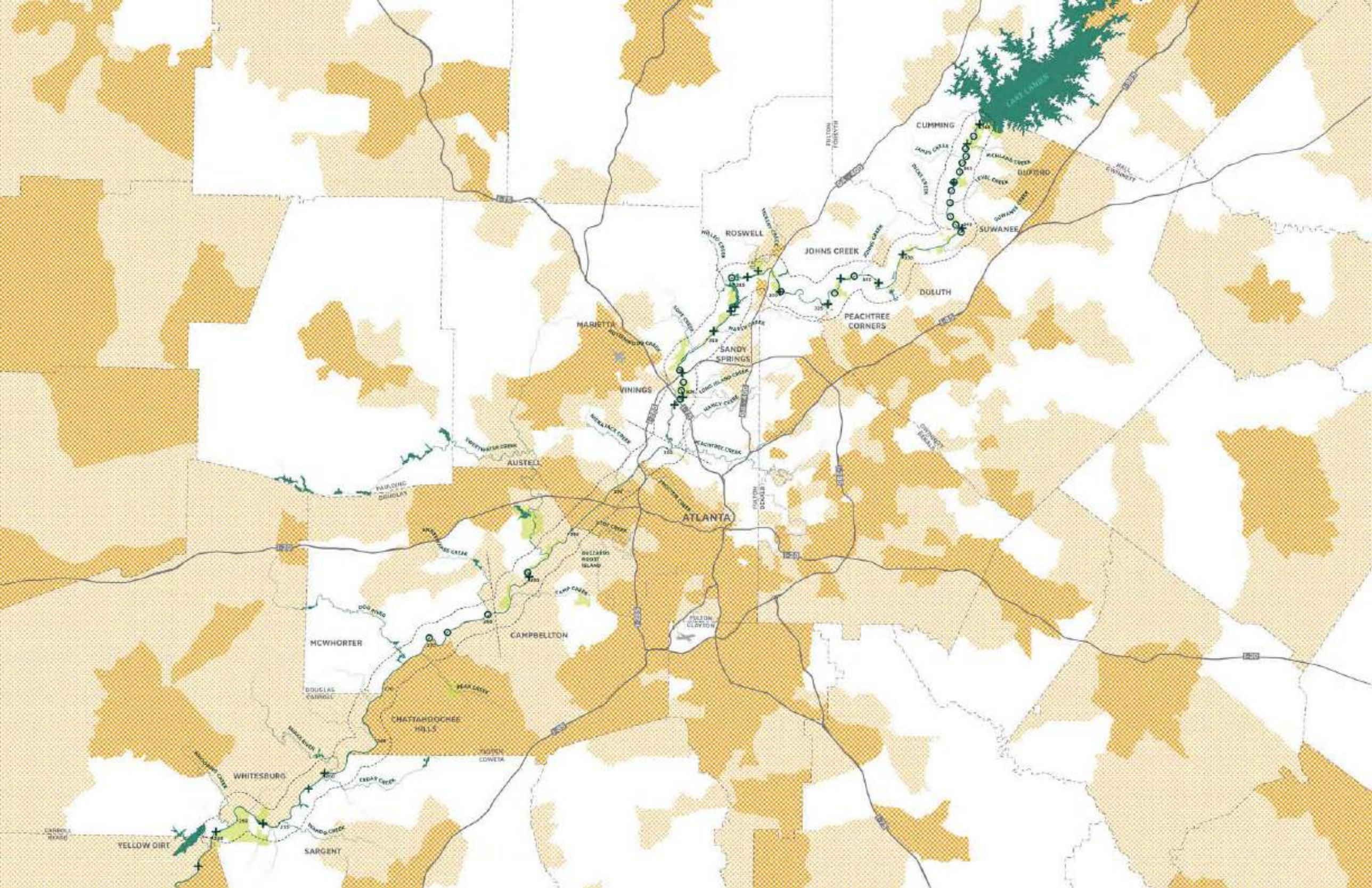


SOURCES

1. Centers for Disease Control and Prevention/ Agency for Toxic Substances and Disease Registry/ Geospatial Research, Analysis, and Services Program. Social Vulnerability Index 2016 Database Georgia. data-and-tools-download.html. Accessed on January 30 2019.

2. https://svi.cdc.gov/Documents/Data/A%20Social%20Vulnerability%20Index%20for%20Disaster%20Management.pdf

SCAPE


CUMMING
LAKE LANIER
JAPS CREEK
NICHOLS CREEK
DUKE CREEK
EVIL CREEK
SUWANEE CREEK
BUFORD
SUWANEE
GWINNETT
FULTON
FORSYTH
ROSWELL
WILLEO CREEK
HOOKER CREEK
JOHNS CREEK
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
NOONDAY CREEK
SOPE CREEK
POWERS FERRY
SANDY SPRINGS
LONG ISLAND CREEK
VININGS
NANCY CREEK
NICKAJACK CREEK
PEACHTREE CREEK
AUSTELL
TWELVEMILE CREEK
PAULDING
DOUGLAS
ATLANTA
PEACHTREE CREEK
JONES CREEK
DECATUR
ROOST ISLAND
CAMP CREEK
DOG RIVER
MCWHORTER
CAMPBELLTON
DOUGLAS
CARROLL
PEAK CREEK
CHATTAHOOCHEE HILLS
FULTON
COWETA
FULTON
DEKALB
FULTON
CLAYTON
I-20
WHITESBURG
ROCKHOUSE CREEK
NEWNAN CREEK
CEDAR CREEK
CARROLL
HEARD
YELLOW DIRT
TURNER CREEK
SARGENT

At its core, this is a transportation project that seeks to develop a compelling vision for a greenway that will serve as both a venue for recreation and for more transportation-oriented trips for people walking, biking, scooting, or skating. To do that effectively we first must understand how people currently get around, what barriers there are to connectivity and where the transportation network simply can't support safe transport for people outside of a car. The approach and response must be rigid enough to build a framework that can endure, be resilient and sustainable, but also flexible enough to support the ever-changing face of multimodal uses.

Mike Sewell
Gresham Smith

CONNECTIONS & ACCESS

INTRODUCTION

CONNECTIONS & ACCESS

The Connections & Access section provides a high-level baseline understanding of how people are currently interfacing with the transportation system as it exists today, the development patterns and land uses that support these systems and the people who use them, and some of the ways in which we may be able to make incremental changes to that system over time. It provides an overview of how people in and around Metro Atlanta commute to work, the composition of the existing transportation system, existing opportunities for accessing the River, and how current development and ownership patterns are likely to influence planning and design.

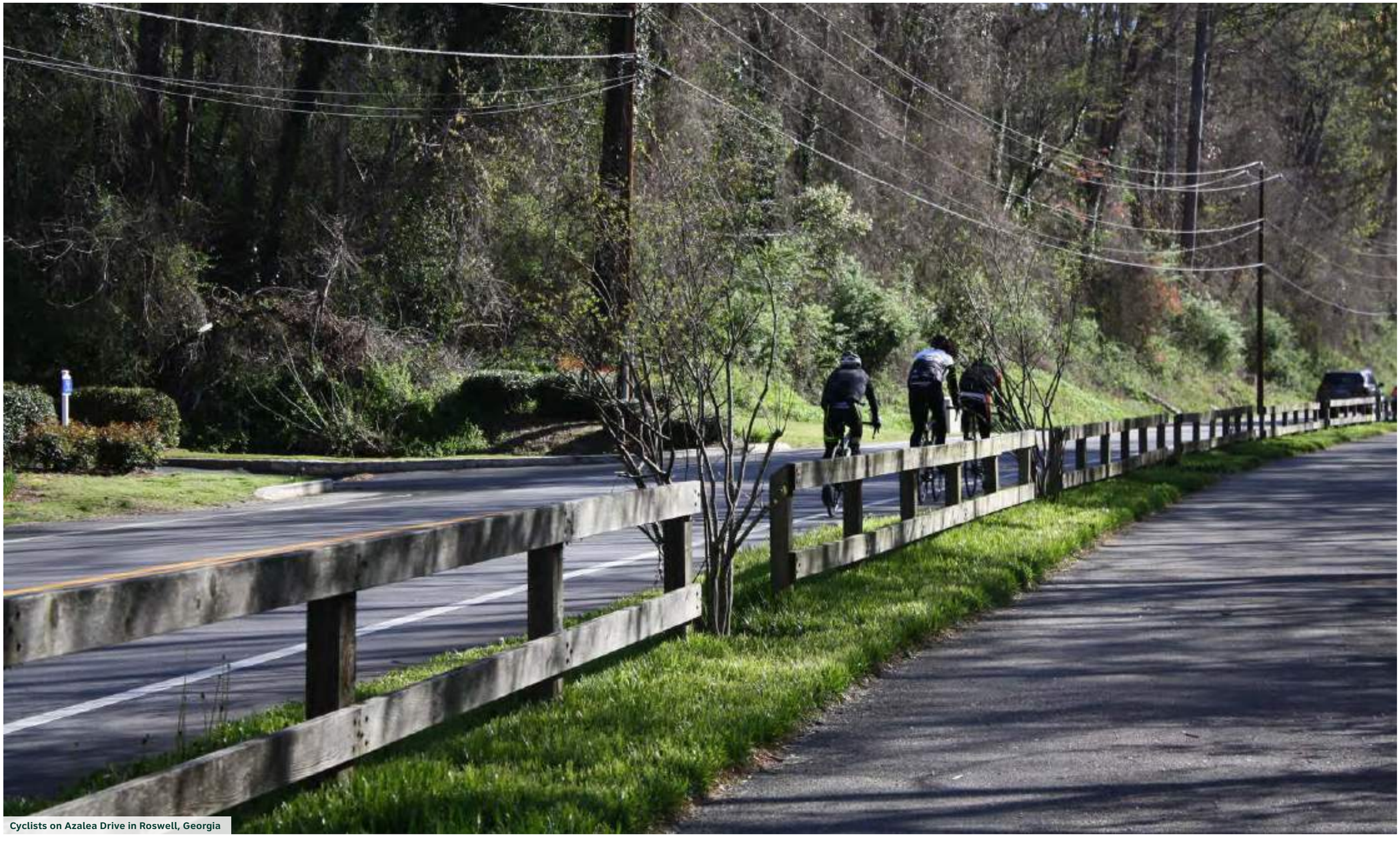
Providing access to the Chattahoochee from the diverse local neighborhoods that surround this corridor is a challenge that must be met with innovation. The solutions must blend transportation and placemaking to create a welcoming, comfortable experience for users of all ages, abilities, and backgrounds.

Typical transportation projects are geared toward efficiently connecting Point A to Point B with as little conflict as possible. The Chattahoochee Greenway Study, however, isn't a typical transportation project. Taking that typical approach would miss opportunities to showcase the unique landscape and provide rich and varied experiences for people traveling along the corridor, highlighting the changing historic social and environmental contexts that the 100-mile stretch encompasses.

As is the case in most cities across the U.S., commuters in the Metro Atlanta region rely heavily on their cars - most often driving alone to work. Biking, walking, carpooling, and public transportation make up a small share of work trips and of trips overall. However, some communities are seeking to change this with plans that specifically target mode-shift, like Atlanta, and plans that seek greater greenway/trail connectivity, like Cobb and Gwinnett Counties.

The character of the areas along the Chattahoochee vary greatly from one end to the other and in the areas between them. Particularly in the North, we see more developed suburban character, with a higher proportion of residential lands, more frequent crossings, access points, and existing parks. The middle of the corridor is more industrial in nature, with fewer access points. The southern part of the study area is comprised largely of forested lands with some agricultural and residential areas as well. Crossings and access points are not evenly distributed throughout the study area and there are opportunities not only to create new access points and improve connectivity, but to do so in a way that is safer and feels more comfortable for a wider range of people.

There are opportunities to increase access to the River via transit by looking at potential connections along creeks. There are also opportunities for expanding on greenway projects like Proctor Creek and PATH 400, as well as by leveraging ongoing transportation projects, newly acquired public lands. All of this will require working with local governments, public agencies, and other entities that own land along the River on order to develop creative solutions that enhance connectivity and move people.



Cyclists on Azalea Drive in Roswell, Georgia

MODE SHARE

CENSUS DATA

According to American Community Survey (ACS) data for 2013 to 2017, the vast majority of work trips in the Metro Atlanta region are taken by people driving alone. Roughly 10% of the working population carpools to work, thanks, in part, to commute option programs, such as Douglas County's Vanpool program and others like it.

About 3.1% of workers use public transportation to travel to and from work, while just over 1% walks to work, 1.6% uses other means, and about 6.5% works from home. These data sets closely match patterns over the past several years, with slightly fewer people driving alone to work, carpooling, or walking now than in 2013 and slightly more people working from home.

Recognizing the need to reduce the number of people driving alone and the economic, environmental and benefits that would have for the city and region, Atlanta recently adopted Atlanta's Transportation Plan: The Access Strategy for Atlanta City Design. It sets aggressive mode-shift targets to reduce single-occupant vehicle trips from 54% of all trips to 35% and increasing the share of transit/biking/walking trips from 17% to 35%.

ARC DATA

Overall, walking, biking, and public transit account for roughly 7% of all trips within the Metro Atlanta region. Walking and biking represent about 5% and transit about 2%, according to ARC's Plan2040 Travel Demand Model. When it comes to travel to and from work, the regional travel demand model shows that people are more likely to take transit (5%) than walk or bike (2%), consistent with the ACS data above.

2% of all trips in the region are taken on transit

5% of all trips in the region are taken on bike or foot

78% of workers age 16 and over drive alone to work

MODE	% WORKERS AGE 16 AND OVER	
	2013	2017
DRIVE ALONE	77.9%	77.6%
CARPOOL	10.4%	9.8%
PUBLIC TRANSPORTATION	3.1%	3.1%
WALKED	1.4%	1.3%
OTHER MEANS	1.5%	1.6%
WORK AT HOME	5.7%	6.5%

Mode Share for the Atlanta-Sandy Springs-Roswell Metro Area (American Community Survey 5-Year Estimates)



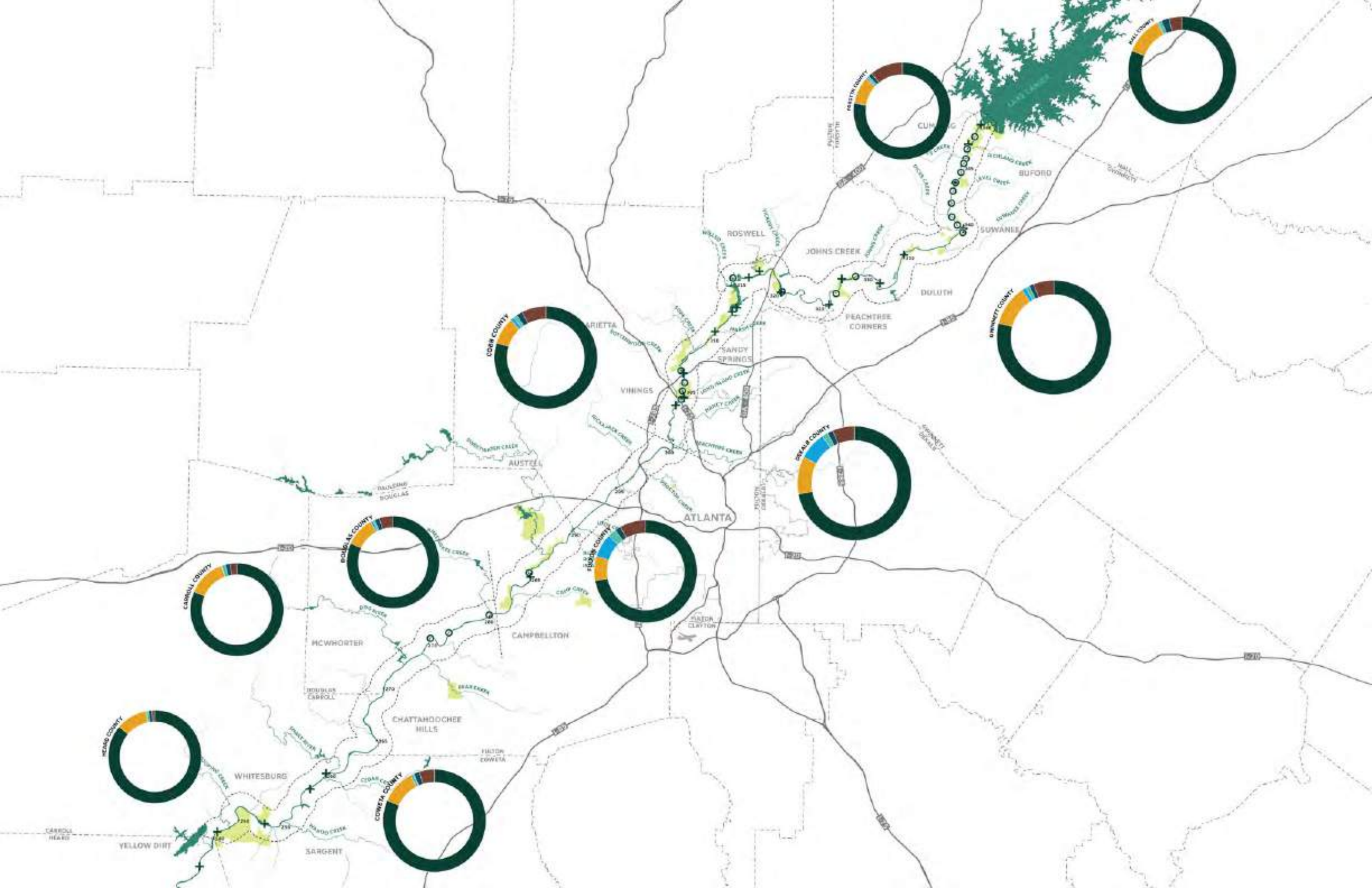
Biking Can Be Part of Everyday Travel

MODE SHARE WITHIN THE STUDY AREA



SOURCES

1. Atlanta Regional Commission, Walk.Bike.Thrive! - Part 2
2. ARC Plan 2040 Travel Demand Model (Cited in Walk.Bike.Thrive!)
3. U.S. Census Bureau, 2009-2013 and 2013-2017 American Community Survey 5-year estimates for the Atlanta-Sandy Springs-Roswell Metro Area and for individual counties


PAULDING COUNTY
COBB COUNTY
DOUGLAS COUNTY
FULTON COUNTY
DEKALB COUNTY
GWINNETT COUNTY
CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
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DOUGLASVILLE
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
FAIRBURN
FAYETTEVILLE
PEACHTREE CITY
NEWNAN
COWETA COUNTY
CARROLL COUNTY
HEARD COUNTY
CARROLLTON
BOWDON
BREMEN
TEMPLE
BUCHANAN
HAMPTON
STOCKBRIDGE
MCDONOUGH
LOCUST GROVE
JONESBORO
LAKE CITY
FOREST PARK
RIVERDALE
UNION CITY
COLLEGE PARK
EAST POINT
HAPEVILLE
CHAMBLEE
DORAVILLE
TUCKER
STONE MOUNTAIN
LILBURN
NORCROSS
DULUTH
SUWANEE
BUFORD
CUMMING
LAKE LANIER
CHATTAHOOCHEE RIVER
SWEETWATER CREEK
NICKAJACK CREEK
ROSWELL CREEK
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MOBILITY 1 OF 2

PROXIMITY

Slightly more than 10% of the region's population lives within a five-minute walk of transit, while about 25% of the population lives within a five-minute bike ride of transit. Looking at proximity to jobs, roughly 40% of people work within a five-minute walk of a designated activity center and nearly 60% of people work within a five-minute bike ride of an activity center. Similarly, a substantial proportion of employees within the region work either in or within a five-minute biking or walking trip of an activity center.

Despite this proximity, transit, biking, and walking collectively account for a relatively low number of commute trips across the region. Collectively, these data indicate there are still many opportunities to improve biking and walking as viable and convenient means of traveling to and from work throughout the Metro Atlanta region.

- 40% of workers within five-minute walk of activity center
- 60% of workers within five-minute bike ride of activity center
- 5% of Metro Atlanta region residents live within a 5-minute walk of a trail and 21% live within a 5-minute bike ride

ACCESSIBILITY

Accessibility is about more than complying with Americans with Disability Act guidelines. It is about ensuring that people of all ages and abilities can move about freely and feel comfortable doing so. Throughout the Metro Atlanta region, there are places where a sidewalk, greenway, or trail technically meets ADA standards, but is not as comfortable to people biking or walking as it could be. Lack of comfortability inhibits people from changing their mode of transportation.

Mirroring national trends, the region's population is aging. More than 11% of the population is age 65 or older, up from just 9.5% in 2013. By 2030, one in five residents will be over the age of 60. Nationally, by 2035, there will be 78.0 million people age 65 and over, compared to 76.7 million under the age of 18. As demographic patterns shift, it will continue to be important to consider the needs of people of all ages and abilities, from kids to seniors – for people ages 8 and 80. Safe, comfortable walking facilities can help people age in place.

SUB-AREA 1

The northern reaches of Sub-Area 1 have relatively low percentages of population over the age of 65; however, parts of Johns Creek, Dunwoody, Sandy Springs, East Cobb, and north Atlanta have relatively high proportions of people over age 65. Parts of Roswell, Dunwoody, Sandy Springs, and the Cumberland area of Cobb County have area with somewhat higher proportion of people under the age of five, compared to the national average of 6%.

SUB-AREA 2

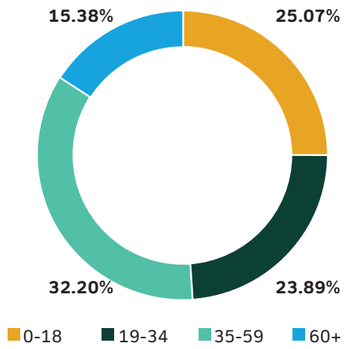
Many census tracts in this area do not have as high a proportion of older population as in Sub-Area 1. West Atlanta and the area on either side of I-20 have a somewhat older population compared to other parts of Sub-Area 2, which is on par with the national average of about 15% of total population. Mableton and other sections of south Cobb County, as well as parts of west Atlanta also have comparatively higher proportions of children under age five.

SUB-AREA 3

The southern part of the study area has an about-average proportion of population over the age of 65, with slightly lower than average percentages in parts of Douglas and Fulton Counties. Most of the southern area has an about average proportion of children under the age of five. Areas in Douglas and Coweta Counties appear to have a slightly lower than average (5-6%), while areas of Fulton and Carroll Counties have slightly higher than average (7-8%).

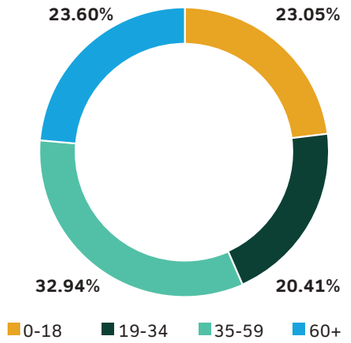


ATLANTA REGION AGE BREAKDOWN 2015



Age Breakdown for the 10-County Metro Atlanta Region in 2015

ATLANTA REGION AGE BREAKDOWN PROJECTIONS FOR 2030



Projected Age Breakdown for the 10-County Atlanta Region in 2030

SOURCES

1. Atlanta Regional Commission, Walk.Bike.Thrive! – Part 2
2. Atlanta Regional Commission, Aging and Health, https://atlantaregional.org/aging-health/aging-and-health-overview/
3. U.S. Census Bureau, 2013-2017 American Community Survey 5-year estimates for the Atlanta-Sandy Springs-Roswell Metro Area, and each County
4. U.S. Census Bureau. Older People Projected to Outnumber Children for First Time in U.S. History

SCAPE



Technically Compliant Facilities are Not Always Comfortable for People of All Ages and Abilities

MOBILITY 2 OF 2

BIKING & WALKING PATTERNS

While driving is the most common form of travel throughout the region, some areas have marginally higher rates of walking, bicycling, or taking other modes, as shown in the Mode Share section of this report. On average, people in cities and Census Designated Places – communities such as Vinings – are more likely to walk, bike or take transit than in unincorporated areas or countywide averages.

These areas are generally denser and tend to have more infrastructure that supports walking and places that encourage walking, like downtowns, town centers, and plazas. In Walk.Bike.Thrive!, ARC calculated the top 20 jurisdictions in the region that exhibit the highest "active transportation" use – biking and walking – combined with transit use. Most are not near the Chattahoochee River, although Atlanta, Sandy Springs, and Fairburn made the list.

Factors such as density, proximity to destinations like parks or schools, and infrastructure all influence where and how people are willing to bike and walk. These patterns can be seen clearly at the regional scale, and even more clearly at a smaller city or town scale.

ARC developed a composite index that measures the propensity for biking and walking throughout the region, based on factors such as population density, job density, trails and parks, access to transit, schools, and retail districts.

Places where people are more likely to walk and bike tend to be clustered in the cores of cities, downtowns, and town centers. Some of the places with the highest propensity for walking and biking include Midtown and Downtown Atlanta, neighborhoods along the Atlanta BeltLine, and near the Cumberland area in Cobb County. Other high-propensity biking and walking areas include communities with downtowns and Main Streets, like Fayetteville, as well as communities like Sandy Springs, Peachtree City, and Norcross, among others. Beyond infrastructure like bike lanes and sidewalks, investments in signage, lighting, bike racks, fix-it-stations and other amenities can help make biking and walking more practical and convenient.

SUB-AREA 1

Areas with the highest propensity for biking and walking within Sub-Area 1 are found primarily in the Cumberland area in Cobb County, although some lesser concentrations are seen in parts of Roswell, north Atlanta, and Peachtree Corners. Some of these areas correspond with the location of greenways, trails, and other paths.

SUB-AREA 2

Within Sub-Area 2 the propensity for biking and walking begins to diminish, with few concentrations of high propensity, except for parts of Atlanta. Moderate biking and walking propensity is evident in west Atlanta and near Mableton in Cobb County. Several of these moderate-propensity areas align with greenways, trails, and bikeways.

SUB-AREA 3

There are very few areas with any propensity for biking and walking within Sub-Area 3, especially near the Chattahoochee River. Those areas that do show some propensity are more likely in downtown type areas and in Peachtree City.



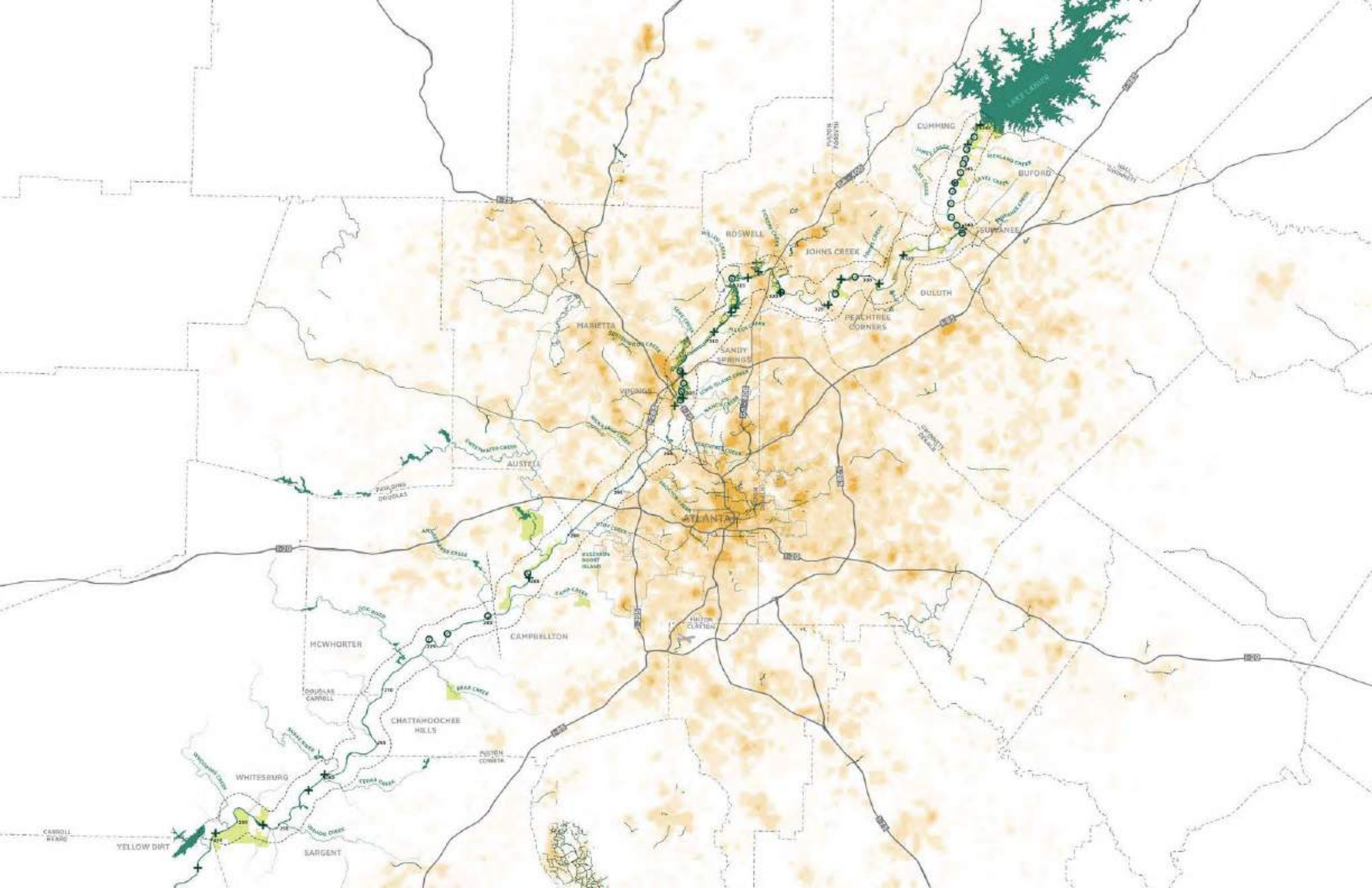
WALKING & BIKING PROPENSITY IN THE ATLANTA REGION



SOURCES

1. Atlanta Regional Commission, Walk.Bike.Thrive! – Part 2

SCAPE


CUMMING
BUFORD
SUWANEE
DULUTH
ROSWELL
JOHNS CREEK
PEACHTREE CORNERS
SANDY SPRINGS
MARIETTA
VINING
AUSTELL
DOUGLAS
ATLANTA
HAPEVILLE
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
SARGENT
YELLOW DIRT
CARROLL
FULTON
GWINNETT
DEKALB
LAKE LANIER
400
85
75
20

ACTIVITY CENTERS

DOWNTOWNS & REGIONAL HUBS

The Atlanta Regional Commission (ARC) identifies Activity Centers as traditional municipal downtowns and significant regional centers, such as employment centers or industrial areas, as well as distinct communities or cultural centers. These may be clusters of activity, traditional town centers, and areas that have participated in the Livable Centers Initiative (LCI) program. These include activity centers, town centers, and corridors focused on creating a diversity of mixed-income neighborhoods, employment, shopping and recreation choices, improving conditions for biking, walking, and access to transit.

Activity centers tend to have higher populations or greater numbers of employees than surrounding areas. They are found across Metro Atlanta, though not many are near the Chattahoochee River.

These areas represent strategic opportunities for giving a potentially greater number of people access to the River.

SUB-AREA 1

Three designated activity centers are within one mile of the River corridor in this Sub-Area. These include the Cumberland area, Sandy Springs, and Suwanee. There are opportunities to better connect these areas to the River.

SUB-AREA 2

Sub-Area 2 has many designated activity centers, including some right along the River in both Fulton and Cobb Counties. Activity centers within Sub-Area 2 include Town Centers, Regional Centers, and Station Communities. The largest is Fulton Industrial, right along the River, followed by Bolton/Moores Mill. Others a bit farther out include H.E. Holmes Station Area and Mableton. Future greenway projects can better connect these areas to the River and to each other.

SUB-AREA 3

This area is characterized by largely suburban and rural development with large tracts of open space. There are very few activity centers within close proximity of the River in this area. The nearest one is the Chattahoochee Hill Country Regional Center (affiliated with the Chatt Hill Country West Village Livable Centers Initiative study in 2003).



REGIONAL ACTIVITY CENTERS

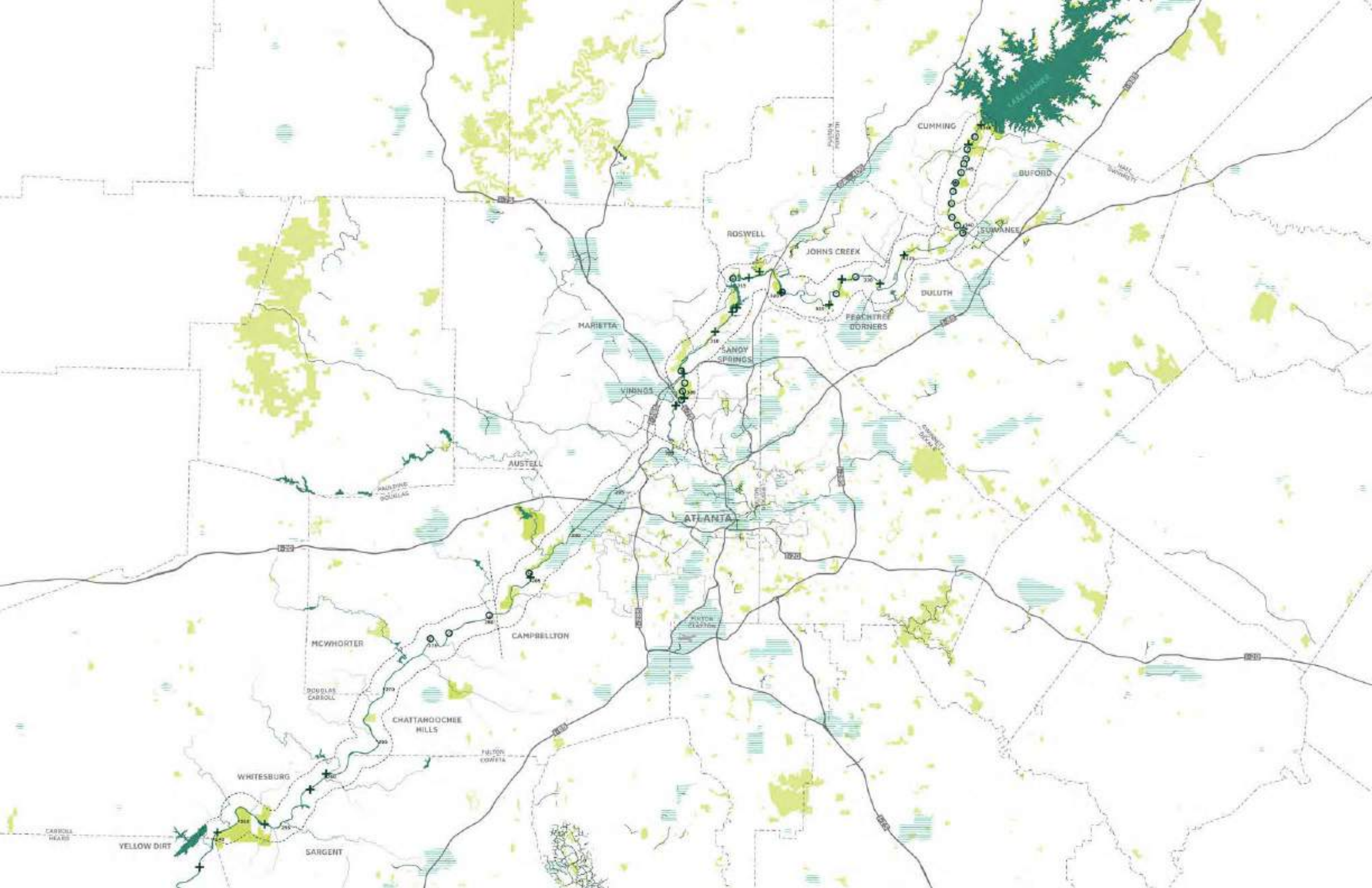
Activity Centers
Trails
Water Access Points
Shoals
Parks Along the River
County Lines
Expressways
Waterways
Atlanta City Boundary
1-Mile River Buffer / Project Area

N
0
5
10 Miles

SOURCES

1. Atlanta Regional Commission, Walk.Bike.Thrive! – Part 2

SCAPE


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VINSNGS
AUSTELL
ATLANTA
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT

LAND COVER 1 OF 2

UPPER & MIDDLE CHATTAHOOCHEE BASINS

Starting south of Lake Lanier, the study area is predominantly suburban-rural in character and transitions to a denser more suburban and, to some extent, urban environment, around Perimeter Center and in the Cumberland area of Cobb County.

Overall, the character and primary uses of this portion of the corridor is residential; however, there is a substantial amount of forested land in this segment. There is also an abundance of public land in the northern reaches of the study area. The Chattahoochee River National Recreation Area (CRNRA) encompasses approximately 7,000 acres of land and water along a 48-mile stretch of the River. Gwinnett County maintains 47 open parks and facilities on nearly 10,000 acres, including 128 miles of trails. Forsyth County maintains 25 parks including 50 miles of trails on more than 2800 acres of land. Each of the cities in North Fulton County (Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, Sandy Springs, and Atlanta) also have a substantial number of parks.

Moving southward, there are areas of industrial development, and large-tracts of residential and open space. Data from the Metro North Georgia Water Planning District (MNGWPD) show that the Upper Chattahoochee Basin is about 37% undeveloped. The Middle Chattahoochee River Basin within the Metro Water District (Peachtree Creek to West Point Lake) contains more forested land/open space, more industrial/institutional land, and less commercial and water/wetland areas, as compared to the Upper Basin. The Middle Basin is about 54% undeveloped.

FUTURE DEVELOPMENT

According to MNGWPD, the regional Plan 2040 Unified Growth Map (UGM) estimates that approximately 12% of current forested and agricultural land will be developed in the next 25 years (p. US-8). Much of this growth is expected to occur in Forsyth, Gwinnett, and Hall Counties with infill and redevelopment continuing in Cobb, DeKalb, and Fulton Counties. More than a third of the land in the Middle Chattahoochee River Basin is currently used for residential purposes and most of that is low or medium density single-family housing. The UGM estimates that growth throughout the region will continue steadily here as well, with most growth anticipated in south Fulton and Coweta Counties, with infill continuing to occur in Cobb and Douglas Counties as well as parts of Fulton County.

SUB-AREA 1

Sub-Area 1 is mainly residential with sporadic moments of commercial land, parks and open spaces, and forest cover. Many of these areas are contained within public parks and the CRNRA. Compared to the other Sub-Areas, there is a small concentration of commerical land, generally mixed in with forest.

SUB-AREA 2

Sub-Area 2 has the largest amount of land devoted to industrial use. There are also areas of residential land in the Northeast and Southwest portions of this Sub-Area. Plus, the site of the pilot project associated with this study is on 100 acres of Cobb County PARKS property between Veterans Memorial Highway and Mableton Parkway.

SUB-AREA 3

Sub-Area 3 is primarily forest cover, followed by agricultural land. There is a noticeable node comprised of commerical and transportation / utility land as well as some sporadic residential land.



GENERALIZED LAND COVER

- Utility
- Institutional
- Commercial
- Agricultural Land
- Industrial
- Parks / Cemeteries / Golf Courses
- Forest
- Residential Land
- Water Access Points
- Shoals
- Parks Along the River
- County Lines
- Expressways
- Waterways
- Atlanta City Boundary
- 1-Mile River Buffer / Project Area

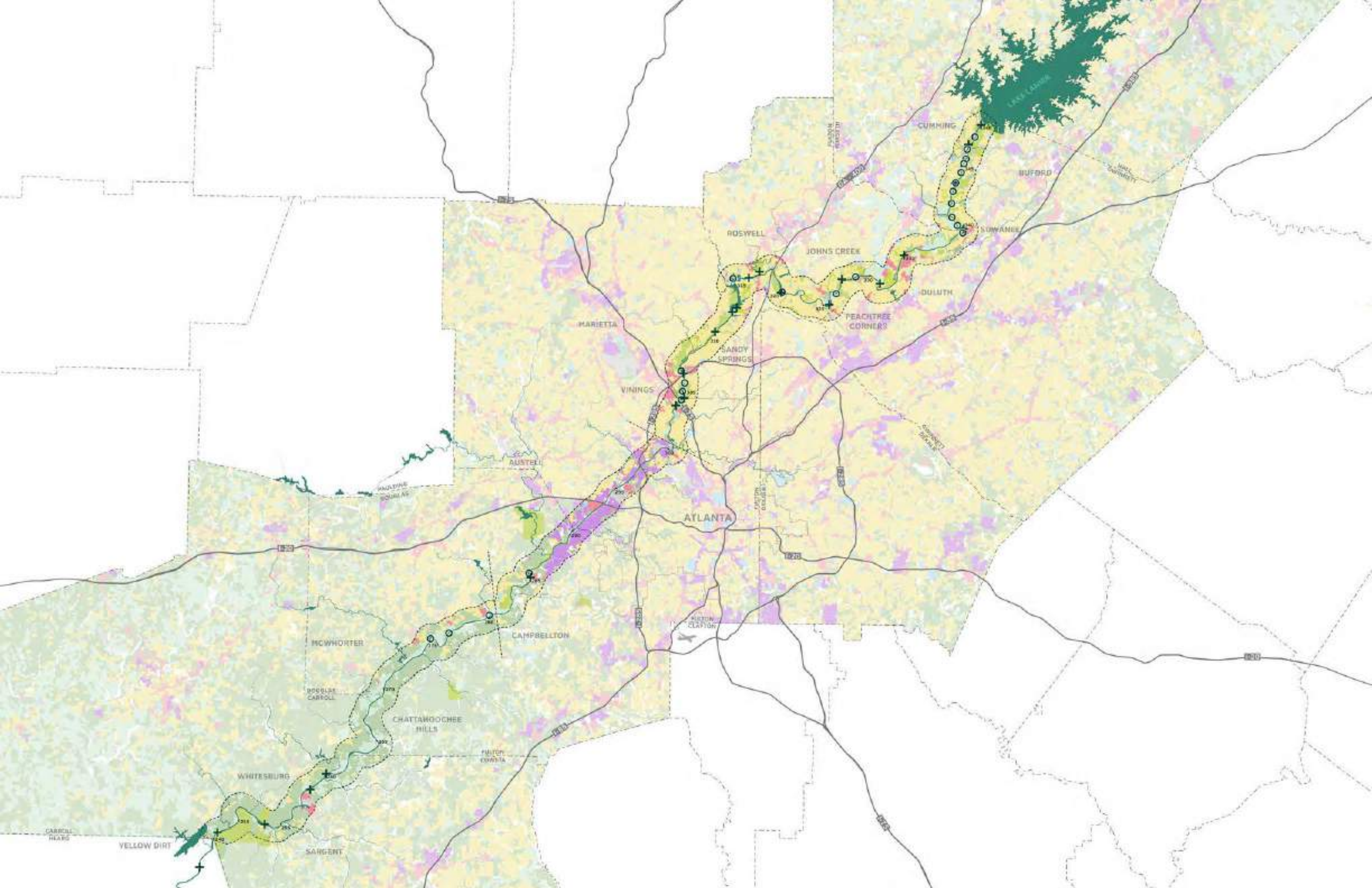
N

0 5 10 Miles

SOURCES

1. Metropolitan North Georgia Water Planning District, Upper Chattahoochee River Basin Profile, http://northgeorgiawater.org/wp-content/uploads/2016/12/Appendix-A-Upper-Chattahoochee-River-Basin-Profiles.pdf
2. Metropolitan North Georgia Water Planning District, Middle Chattahoochee River Basin Profile, http://northgeorgiawater.org/wp-content/uploads/2016/12/Appendix-A-Middle-Chattahoochee-River-Basin-Profiles.pdf
3. Aggregated Land Cover categories from ARC's 2010 LandPro Geographic Information System (GIS) and 2040 Envision Data, cited by Metropolitan North Georgia Water Planning District

SCAPE


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT

LAND COVER 2 OF 2

STUDY CORRIDOR

Within a one-mile radius of the Chattahoochee River Greenway Study corridor, land cover breaks down in a manner that reflects general patterns and characteristics of both the Upper and Middle Basins, with a little more agricultural, less commercial, a bit more open space, and proportions of residential and industrial that are between the values of each basin. The largest portions in the one-mile buffer are comprised of forest and residential lands.

COMMERCIAL/INDUSTRIAL USES

Industrial and commercial lands do not comprise a substantial portion of the Upper Chattahoochee River Basin overall, but they play a significant role, particularly in the southernmost part of the Basin, near Peachtree Creek. In the Middle Chattahoochee River Basin within Sub-Area 2, there is substantially more industrial/institutional land – 16% compared to 3%. These are most prevalent in the Cobb County, City of Atlanta, and Fulton County portions of the corridor south of Peachtree Creek, where Georgia Power's Plant McDonough-Atkinson, the RL Sutton Water Reclamation Facility, RM Clayton Water Reclamation, Colonial Pipeline, and other industrial facilities, like cement plants and trucking and packaging facilities are located.

These are among the areas identified as likely for infill and redevelopment in several planning documents. Atlanta City Design identifies four projects west of downtown that lay a foundation for economic growth, including potential expansion of the MARTA Blue Line into the Fulton Industrial area and future stations at I-285 and the Chattahoochee River. These strategies will also be accompanied by corresponding housing, economic, land use policies, as well as investments in greenspace.

Cobb County's 2019 Comprehensive Plan Amendments identifies several redevelopment sites along Veterans Memorial Highway and Mableton Parkway to the west of the River. These are properties eligible for the Commercial and Industrial Property Rehabilitation Program, in accordance with previous plans and corridor studies, to increase vitality and encourage revitalization.

The area contained within a one-mile buffer of the River, is approximately 5% industrial land along with landfills and quarries, 4% commercial/urban-other, and 1% transitional – areas that have been recently cleared or altered land in transition from one land use activity (built-up or not built-up) to another unknown or non-determinate land use. Respectively, these account for approximately 6600, 5500, and 1200 acres.

LAND COVER	PERCENT AREA (1-MILE BUFFER)	
	ACRES	PERCENT
AGRICULTURAL	11,637	9%
TRANSPORTATION / UTLITIES	3,514	3%
PARKS / CEMETARIES / GOLF COURSES	3,375	3%
RELIGIOUS / INSTITUTIONAL	1,374	1%
COMMERICAL / URBAN	5,524	4%
FOREST	43,221	35%
INDUSTRIAL / LANDFILL / QUARRIES	6,628	5%
RESERVOIRS / RIVERS / WETLANDS	6,453	5%
RESIDENTIAL	40,669	33%
TRANSITIONAL	1,218	1%

Land Cover Within one Mile Of The Study Corridor



Chattahoochee Brick Site

SOURCES

1. Atlanta Regional Commission. LandPro Atlanta Regional Commission. LandPro 2012 database and GIS Data



Proctor Creek Greenway

REGIONAL PUBLIC TRANSIT SYSTEM

PUBLIC TRANSPORTATION OVERVIEW

Public transportation is a critical component of regional mobility in and around Atlanta. The region is served by several public transportation systems, which provide more than a quarter-million one-way trips per day (Walk.Bike.Thrive! Part 2, p. 29). Public transportation can be broken into five main categories:

- High capacity rapid transit or rail
- Commuter express bus service
- Fixed-route local service, including bus, streetcar and light rail
- Local circulator shuttles (some privately operated)
- Paratransit service

The largest service provider is the Metropolitan Atlanta Rapid Transit Authority (MARTA). Other key agencies in regional public transportation include: the State Road and Tollway Authority (SRTA), which operates regional commuter express bus service, Xpress, in partnership with Metro Atlanta area counties; Gwinnett County Transit (GCT), which provides local, express, and paratransit service in and around Gwinnett County and to destinations in Atlanta; and CobbLinc, which offers local, express, and paratransit bus service in parts of Cobb County and to destinations in Atlanta.

MARTA

MARTA provides service along four rail lines and 101 bus routes covering 1,439 miles of roadway. The nearest rail station to the Chattahoochee River is the H.E. Holmes station, a little more than four miles from the River, along SR 139/MLK Jr. Drive. Several MARTA bus routes provide service to destinations within close proximity of the River, though few routes cross the River. More than 50 bus stops along 14 routes are located within a half-mile of the Chattahoochee River. These include routes 1, 12, 37, 58, 69, 73, 85, 87, 140, 141, 143, 148, 185, and 201.

More MARTA

The More MARTA program is a $2.7 billion investment in transit expansion and upgrades over four decades, paid for by a half-penny sales tax passed in 2016. The program is a partnership between MARTA and the City of Atlanta and will expand accessibility, connectivity, and mobility to support population growth and the City's vision for how that growth should happen.

Xpress

Xpress provides weekday commuter service on 27 routes between 27 park and ride lots, MARTA rail stations, and a variety of employment centers or destinations, drawing riders from 44 counties. Many Xpress routes cross the Chattahoochee River, though because of the nature of the service, there are few stops or park and ride lots within close proximity of the River.

GCT

GCT operates local service on six primary routes Monday through Saturday and commuter oriented express service on five routes Monday through Friday. Gwinnett County's Board of Commissioners recently approved a contract with MARTA to operate and expand the County's transit system in accordance with its recently approved Connect Gwinnett Transit Development Plan. The Board also passed a motion that will put a referendum on the ballot in a March 2019 special election for voter consideration, potentially enabling Gwinnett County to join MARTA.

CobbLinc

CobbLinc is the second largest transit system in Georgia (after MARTA), and provides 11 local service routes, five express routes (two in collaboration with Xpress), two circulators, one flexible demand-response service, and paratransit service within close proximity of local fixed routes. The closest CobbLinc stops to the Chattahoochee River are in the Cumberland area, near I-285, along routes 10 and 50. In total, there are 13 CobbLinc stops within a half-mile of the Chattahoochee River, including on Akers Mill and Powers Ferry Roads that are a short walk to the Cochran Shoals CRNRA unit. Several CobbLinc express routes cross the River, providing service to Midtown Atlanta.

The ATL

The Atlanta Transit Link (ATL) Authority was created as a new regional governance and funding structure, to improve coordination, integration, and efficiency of transit in Metro Atlanta. The ATL is attached to the Georgia Regional Transportation Authority (GRTA) and is governed by a 16-member board. A core activity of the ATL in the short-term is development of a regional transit plan, which will also provide access to transit funding.

Connect Douglas

Douglas County is in the process of launching fixed-route bus service under the name Connect Douglas. Four routes are under development, serving downtown Douglasville, Highway 5/Stewart Parkway, Thornton Road south of I-20, and Lithia Springs. The latter will connect with CobbLinc which provides service to the HE Holmes MARTA Station. Service is expected to launch in the second quarter of 2019.

Looking Ahead

The More MARTA initiative is focused on creating a balanced portfolio of transit projects covering multiple modes, strengthening regional connections, and improving last-mile connectivity, among other things. The program includes a mix of light rail, streetcar, bus rapid transit (BRT), frequent local bus service, and a new transit center at Greenbriar, among other projects. Near the Chattahoochee, frequent local bus service is proposed for Underwood Hills, Bolton Road, Adamsville, and Cascade Heights. Identifying opportunities to connect these routes to the River will give even more people access without relying on a car.

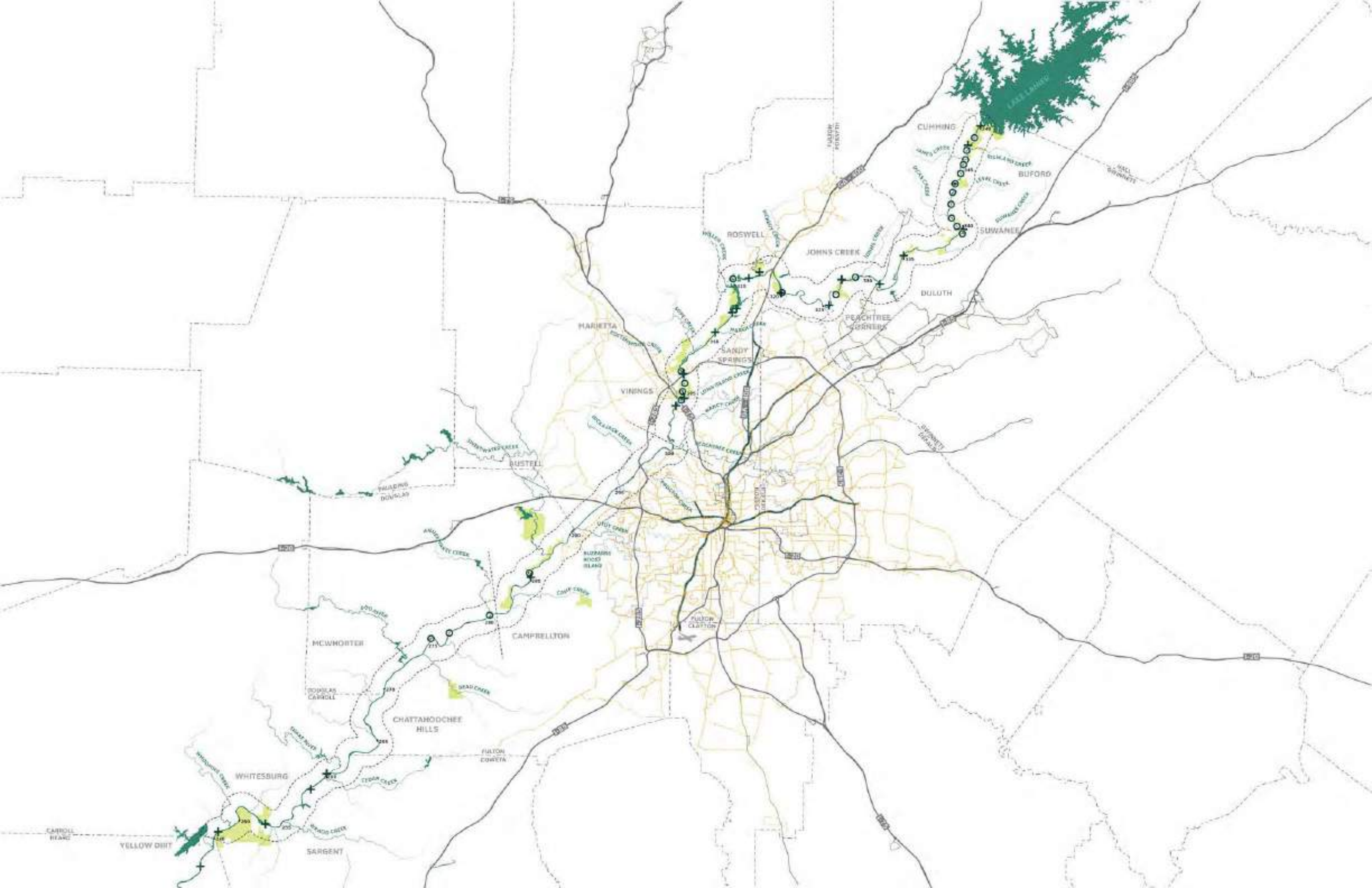
It will be important to consider these and other recently proposed transportation services when identifying potential new connections to the River and its tributaries.

PUBLIC TRANSPORATION IN ATLANTA REGION



SOURCES

1. Atlanta Regional Commission, Walk.Bike.Thrive!
2. MARTA, http://www.itsmarta.com www.itsmarta.com
3. Xpress, http://www.xpressGA.com www.xpressGA.com
4. Gwinnett County Transit, https://www.gwinnettcounty.com/web/gwinnett/departments/transportation/gwinnettcountytransit
5. CobbLinc, https://www.cobbcounty.org/transportation/cobblinc


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
DOUGLASVILLE
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
SARGENT
YELLOW DIRT
FULTON COWETA
FULTON CARROLL
FORSYTH
HALL
GWINNETT
DOUGLAS
CARROLL
BEARD
FULTON
CLAYTON

TRANSIT CONNECTIVITY

TRANSIT TO THE RIVER

In addition to the stops and routes along or near the River, there are several opportunities to better connect transit to the River. A few examples include:

- The Proctor Creek Greenway – this project is a significant opportunity to connect the City of Atlanta and all MARTA riders to the Chattahoochee River. While currently just the first two miles of the greenway are constructed – starting at the Bankhead station – the greenway will eventually extend seven miles to the Chattahoochee River near I-285.
- It is a short distance from the Buckhead MARTA station to Path 400 and then to Blue Heron Nature Preserve which connects to Nancy Creek.
- The North Springs MARTA Station is a 4-mile bike ride from the Johnson Ferry CRNRA Unit, but the route follows busy roadways. Following March Creek would shave off one mile and make for a more pleasant experience.
- Peachtree Creek is a nearly direct link between the Chattahoochee River and Lindbergh MARTA Station.
- Camp Creek may provide an opportunity for linking the Greenbriar and or Camp Creek Marketplace areas and the bus routes that serve these areas to the River.
- In Cobb County, Nickajack Creek could potentially serve as a connection between transit stops and the River in the future.

SUB-AREA 1

Currently, several MARTA bus routes provide service to CRNRA units within Sub-Area 1 including Paces Mill, Powers Island, Allenbrook unit. Several CobbLinc routes also serve roads near the River, including routes 10B and 50 along Akers Mill Road, Powers Ferry Road near the Cochran Shoals CRNRA unit. GCT buses currently get riders near, but not to, the River, on roads such as Peachtree Parkway and Medlock Bridge Road. There may be opportunities to improve transit access in this area in the future if Gwinnett County voters approve joining MARTA in March 2019.

SUB-AREA 2

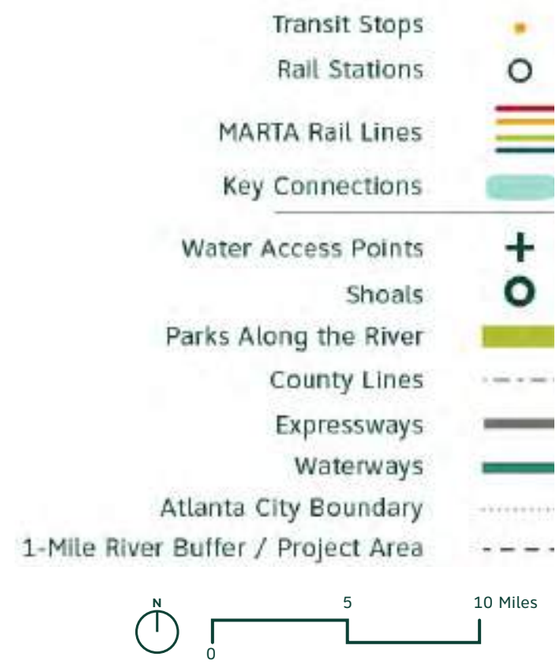
Several MARTA routes get people near the River in Sub-Area 2 within walking distance of Whittier Mill Village, the Fulton County Airport Brown Field, and across the River from Sweetwater Creek State Park. CobbLinc routes 25 and 30 serve the area near I-20 and Six Flags, including Riverside Parkway, Six Flags Parkway, and S. Service Road, among others. Route 201 is also a direct link between the H.E. Holmes Station and Six Flags. When Connect Douglas gets up and running, its routes will also serve parts of Sub-Area 2, including Riverside Parkway parallel to the Chattahoochee River.

SUB-AREA 3

At the time of this report, there is little in the way of transit within Sub-Area 3, but future connectivity opportunities may arise.

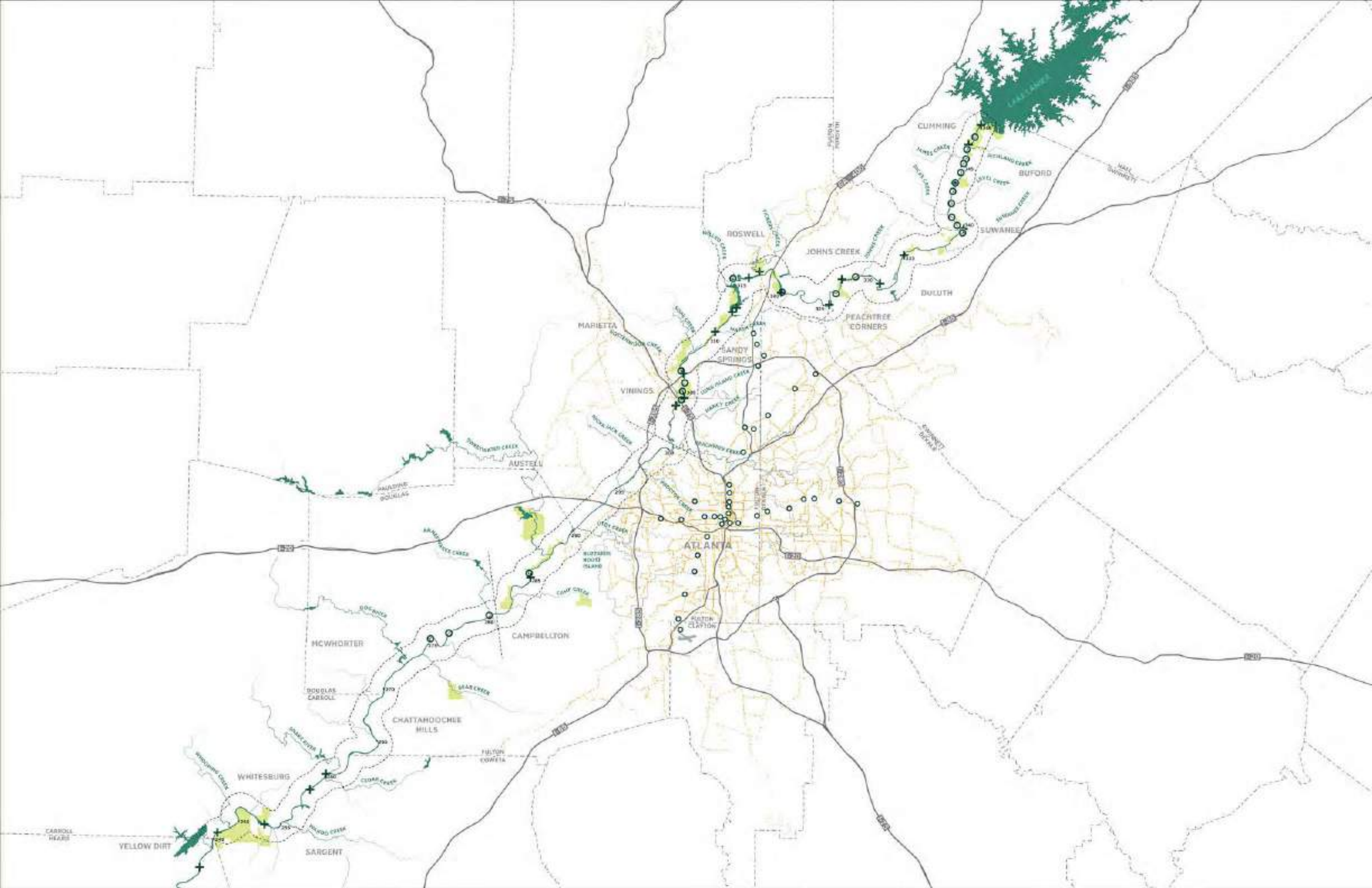


PUBLIC TRANSPORTATION ACCESS POINTS NEAR THE RIVER



SOURCES

1. MARTA, "http://www.itsmarta.com" www.itsmarta.com
2. Connect Douglas, www.celebratedouglascounty.com,


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
HIRAM
DOUGLASVILLE
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
VILLA RICA
CARROLLTON
YELLOW DIRT
SARGENT
FULTON COUNTY
GWINNETT COUNTY
HALL COUNTY
CARROLL COUNTY
HEARD COUNTY
DOUGLAS COUNTY
PAULDING COUNTY
CHATTAHOOCHEE RIVER
LAKE LANIER
LAKE ALLATOONA
SWEETWATER CREEK
NICKAJACK CREEK
ROCKY CREEK
UTOY CREEK
CONF CREEK
BEAR CREEK
SNAKE CREEK
CEDAR CREEK
WOLFPEN CREEK
SUCKER CREEK
LONG ISLAND CREEK
NANCY CREEK
PEACHTREE CREEK
JAMES CREEK
SUGARLOAF CREEK
LEVEL CREEK
SHOAL CREEK
WILLEO CREEK
YELLOW RIVER
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WOLFPEN CREEK
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NON-MOTORIZED TRANSPORTATION 1 OF 2

BIKEWAYS

As of the summer of 2017, the City of Atlanta was home to 116 miles of bikeways. Of these, 74 miles are some form of on-street bikeway (42 miles are multi-use paths). ARC's Walk.Bike.Thrive! paints a picture of biking trends throughout the region. While the Metro Atlanta region's historic development patterns and infrastructure development have favored car travel, the past several years have seen growth in the development of on-street bikeways throughout the region, including smaller cities and unincorporated areas of several counties. In some areas, Community Improvement Districts (CIDs) are taking the lead in envisioning and developing complete streets and other bikeable, multi-modal projects.

BIKESHARE

Bike share programs are also gaining popularity in the Metro Atlanta region. Several cities across the region, including Alpharetta, Roswell, Smyrna, and Atlanta have launched bike share programs in recent years. In addition, Town Center CID and Cumberland CID, and Kennesaw State University have started programs. The two stations recently opened by the Cumberland CID are located within the Chattahoochee River National Recreation Area (CRNRA), at the Cochran Shoals and Paces Mill units. There are plans in the works for existing program sponsors, cities, and Cobb County to partner with Zagster to connect existing programs and create a regional Cobb County Bike Share Program, beginning sometime in 2019.

In the City of Atlanta, the Relay bike share program provides 500 bikes at 75 stations. The program allows users to lock bikes at designated stations and at publicly-accessible bike racks throughout the service area. As of summer 2017, more than 25,000 people had used Relay Bike Share, taking more than 86,000 trips.

DOCKLESS MOBILITY

Beginning in early 2018, dockless, electric scooters entered the Atlanta area, with the introduction of Bird scooters to areas such as Midtown, Tech Square, Downtown, and West End. Over the course of the year, their reach has grown and new brands and programs have been introduced. Reactions to e-scooters are mixed, while they provide convenient travel options and improve last-mile connectivity, there are also concerns about regulation and enforcement of their use as well as about safety.



Bike Share Station Outside A Store In Smyrna



BIRD Scooter Riders In Atlanta



Bike Share Station In Cobb County



METRO ATLANTA'S RELAY BIKE SHARE STATIONS

Atlanta Bike Share Stations
Trails
Public Transportation Routes
Water Access Points
Shoals
Parks Along the River
County Lines
Expressways
Waterways
Atlanta City Boundary
1-Mile River Buffer / Project Area

N
0
0.5
2.5 Miles

SOURCES

1. Atlanta Regional Commission, Walk.Bike.Thrive!
2. City of Atlanta, 2017 Annual Bicycle Report, https://www.atlantaga.gov/home/showdocument?id=34089
3. Cumberland Community Improvement District, http://www.cumberlandcid.org/initiatives/bikeshareplan/
4. Ruch, J. Bike share stations come to national park bordering Buckhead, Sandy Springs. Published, October 26, 2018, https://www.reporternewspapers.net/2018/10/26/bike-share-stations-come-to-national-park-bordering-buckhead-sandy-springs/

NICKAJACK CREEK

300

REACHTREE CREEK

295

PROCTOR CREEK

UTOY CREEK

290

BUZZARDS
ROOST
ISLAND

NON-MOTORIZED TRANSPORTATION 2 OF 2

GREENWAYS AND TRAILS

The regional non-motorized transportation system in and around Metro Atlanta has grown and changed rapidly over the past 20 years. Local governments and private organizations have constructed hundreds of miles of multi-use greenways and trails, as well as a variety of dedicated bicycle facilities. Organizations such as the PATH Foundation and Atlanta BeltLine have been instrumental in growing the regional trail network. The existing network can accommodate a range of users in a variety of settings:

- **Trails** – ARC defined trails in Walk.Bike.Thrive! as paved paths that are physically separated from high-speed vehicular traffic. Trails are generally intended for a range of users, including, in some cases, low-speed electric vehicles.
- **Recreational Trails** – These are soft surface, natural trails, most frequently found inside park properties or wooded areas.
- **On-street Bike Facilities** – This category consists of a range of on-street bikeways, reserved for use by bicyclists.

The Atlanta BeltLine is one of the largest and most wide-ranging urban redevelopment programs in the United States. It aims to create a more socially and economically resilient Atlanta with partner organizations through job creation, inclusive transportation systems, affordable housing, and public spaces for all. It will ultimately connect 45 intown neighborhoods via a 22-mile loop of pedestrian-friendly transit (modern streetcar), 33 miles of multi-use trails, and 1,300 acres of parks.

In Envisioning a Regional Trail Network, ARC differentiates between local trails and "Trails of Regional Significance." It defines trails of regional significance as those that have the potential to serve as links in the regional network, may cross jurisdictional boundaries, and can be destinations in their own right (p. 8).

ARC estimates there are roughly 400 miles of trails in the region, about 60% of which are considered local trails and 40% of which are trails of regional significance (p.8). These are generally concentrated in the north. While 400 miles of trails may seem significant, it is worth noting that ARC estimates that just six percent (6%) of the region's population lives within a five-minute walk of a trail, and about 12 percent (12%) of the region's population lives within a five-minute bike ride of a trail.

SUB-AREA 1

Sub-Area 1 is served by several non-motorized transportation options, including several on-street bikeways as well as off-street greenways and trails. More than 60 miles of trails and on-street bikeways can be accessed within one mile of the River in Sub-Area 1. The area is home to several "Trails of Regional Significance," including the Northwest Corridor Trail/Mountain to River Trail, Big Creek Greenway, Western Gwinnett Trail, PATH 400, and the Roswell Riverside Trail. This Sub-Area is also home to numerous recreational trails inside the Chattahoochee River National Recreation Area.

SUB-AREA 2

Sub-Area 2 is where you can find portions of PATH Foundation trails like the Proctor Creek Greenway, as well as the Silver Comet Cumberland Connector trail, and segments of the Atlanta BeltLine. It also has several on-street bikeways and trails in several parks. The only trails and on-street bikeways within one mile of the River in this Sub-Area are clustered just southwest of Marietta Boulevard/S. Atlanta Road. These include the a bike lane on Marietta Boulevard and the Whetstone Creek trail, which connects Marietta Road, Adams Drive, Bolton Road, and Marietta Boulevard. This PATH Foundation trail is largely inaccessible because of its location in a secured area near a water treatment facility; however, a remaining portion of the trail features a viewing platform onto the only remaining marsh in Atlanta, though much of it traverses fairly industrial areas.

SUB-AREA 3

Sub-Area 3 has fewer greenways, trails, and on-street bikeways than the other two Sub-Areas. There are some on-street bikeways in Coweta County and numerous paths and trails in Peachtree City, including more than 100 miles of multi-use paths for pedestrians, cyclists, and golf carts. Trails are also found in Chattahoochee Bend State Park at the southern end of Sub-Area 3.



TRAILS OF REGIONAL SIGNIFICANCE (EXISTING SEGMENTS)

1. Atlanta BeltLine
2. Silver Comet Trail
3. Northwest Corridor Trail / River to Mountain Trail
4. Big Creek Greenway
5. Western Gwinnett Trail
6. PATH 400
7. Stone Mountain Trail
8. Arabia Mountain PATH
9. Roswell Riverside Trail

TRAILS, GREENWAYS, & BIKEWAYS

- Trails of Regional Significance
- Trails
- On-Street Bikeways
- Public Transportation Routes
- Water Access Points
- Shoals
- Parks Along the River
- County Lines
- Expressways
- Waterways
- Atlanta City Boundary
- 1-Mile River Buffer / Project Area

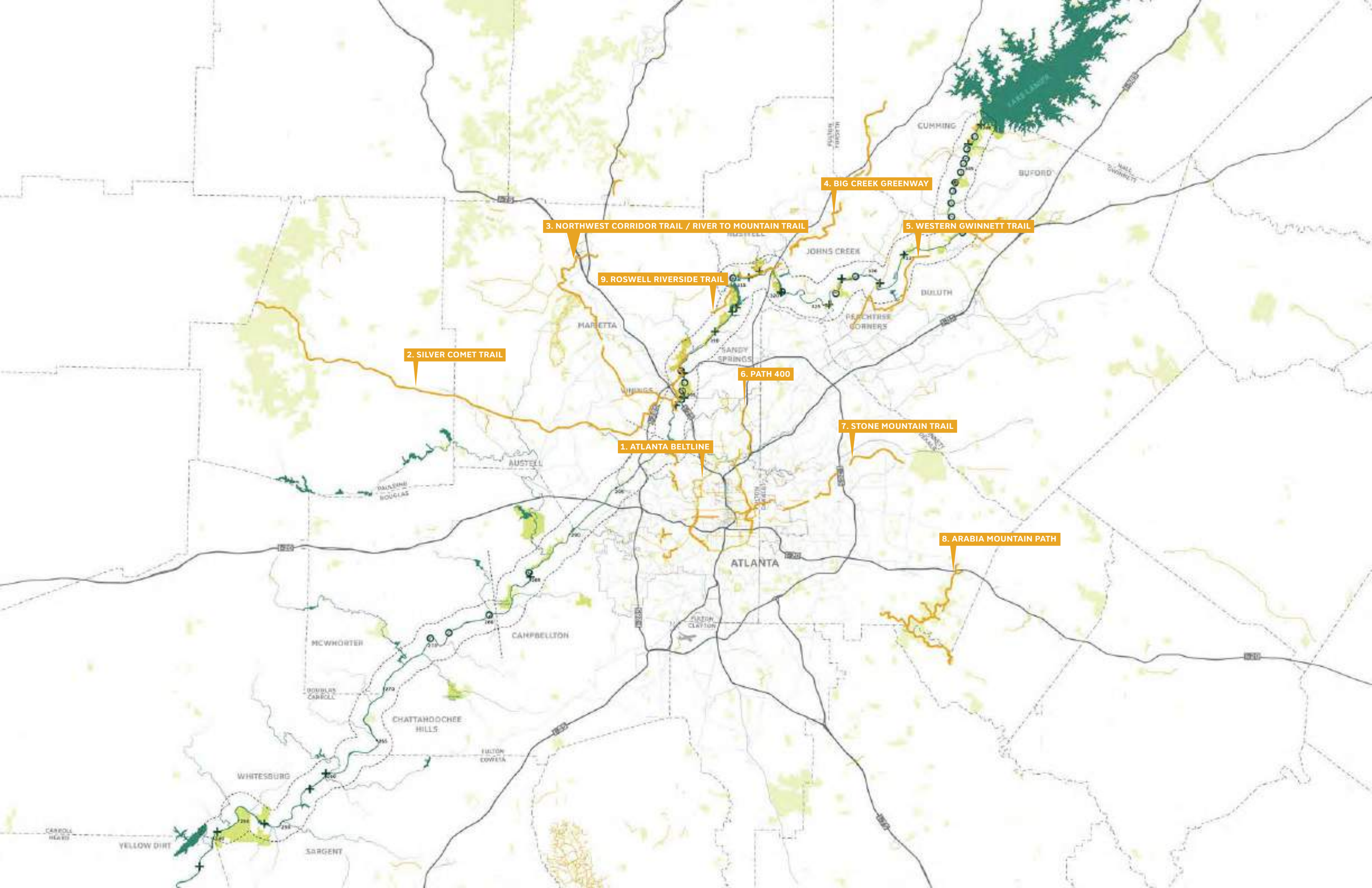
N

0 5 10 Miles

SOURCES

1. Atlanta Regional Commission, Walk.Bike.Thrive!
2. Atlanta Regional Commission, Envisioning a Regional Trail Network
3. 2014 Metro Atlanta Bicycle Facility Inventory, Atlanta Regional Commission, http://opendata.atlantaregional.com/datasets/metro-atlanta-bicycle-facility-inventory-2014
4. Cobb County, DOT
5. Atlanta BeltLine, https://beltline.org/

SCAPE


1. ATLANTA BELTLINE
2. SILVER COMET TRAIL
3. NORTHWEST CORRIDOR TRAIL / RIVER TO MOUNTAIN TRAIL
4. BIG CREEK GREENWAY
5. WESTERN GWINNETT TRAIL
6. PATH 400
7. STONE MOUNTAIN TRAIL
8. ARABIA MOUNTAIN PATH
9. ROSWELL RIVERSIDE TRAIL
ATLANTA
CUMMING
BUFORD
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
SANDY SPRINGS
MARIETTA
ROSWELL
AUSTELL
CAMPBELLTON
MCWHORTER
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
LAKE LANIER
FULTON
FORSYTH
GWINNETT
HALL
DOUGLAS
CARROLL
HEARD
COWETA
CLAYTON

TRANSPORTATION ACCESS & EQUITY

EQUITABLE TARGET AREAS (ETA)

ARC's Equitable Target Area (ETA) Index was developed to identify areas in the region with greater social needs. The index can help inform decision making, resource allocation, and project prioritization about where investments might be warranted and where there may be opportunities to help create more equitable communities. The ETA Index is a geographic index based on race and household income used to identify areas of concern. The latest version of the index was derived from the U.S. Census Bureau's 2008-2012 American Community Survey.

The map at right shows geographic distribution of transportation systems relative to regional ETAs. ETAs are scattered throughout the region, but primarily clustered in the south part of Atlanta and the core of the region, in parts of Fulton, DeKalb, and Clayton Counties, as well as along interstate highway corridors. According to data from ARC's Envisioning a Regional Trail Network, roughly 22% of residents and 31% of workers in the region are within an ETA, yet just 18% of existing trails are located within an ETA, meaning that people who live and work in an ETA have more limited access to trails than people in other parts of the region (p. 12).

PUBLIC TRANSPORTATION & ETAS

Within a half-mile of the study corridor, there are 16 transit stops, three on CobbLinc routes and 13 on MARTA buses. These routes provide access a wide range of destinations:

- Ashby, H.E. Holmes, Midtown, West End,
- Atlantic Station
- Atlanta Industrial Park and UPS Smart Hub
- Georgia Tech
- Georgia Department of Labor
- The Mall at West End
- Moores Mill Center
- Roswell City Hall
- Westpark Industrial Park

BIKING/WALKING SAFETY & ETAS

Those who live or work in ETAs suffer disproportionately from bicycle and pedestrian crashes: 37% of all bicycle crashes and 42% of all pedestrian crashes across the region occur within ETAs (Walk.Bike.Thrive! Part 2, page 27).

SUB-AREA 1

Within Sub-Area 1, there are few ETAs in close proximity to the River. Low ETA areas are present near the GA 400 corridor in Roswell as well as in the Cumberland area of Cobb County. Higher ETA areas are present farther from the River, near Peachtree Corners and parts of Cobb County. Targeted investments in transportation and connectivity could help improve equity in these areas, but that does not mean that investments are not needed elsewhere within the Sub-Area. It should be noted that the relatively low population density in the area southwest of I-75 near Delk Road, Windy Hill Road, and Dobbins Air Reserve Base appears to inflate the ETA index scores.

SUB-AREA 2

There are more ETAs in close proximity to the River in Sub-Area 2 than in other Sub-Areas, particularly in south Cobb County and west Atlanta. These areas currently have somewhat more limited access to public transportation and trails than other parts of the study area. As such, additional targeted investments in transportation services and infrastructure may be warranted and could help improve equity and connectivity in these areas.

SUB-AREA 3

There are no ETAs present in close proximity to the River within Sub-Area 3. Low ETA areas are present somewhat farther from the River along the I-85 corridor in south Fulton County and Coweta County. This does not mean, however, that additional investment in transportation services and infrastructure are not warranted or needed in this area.



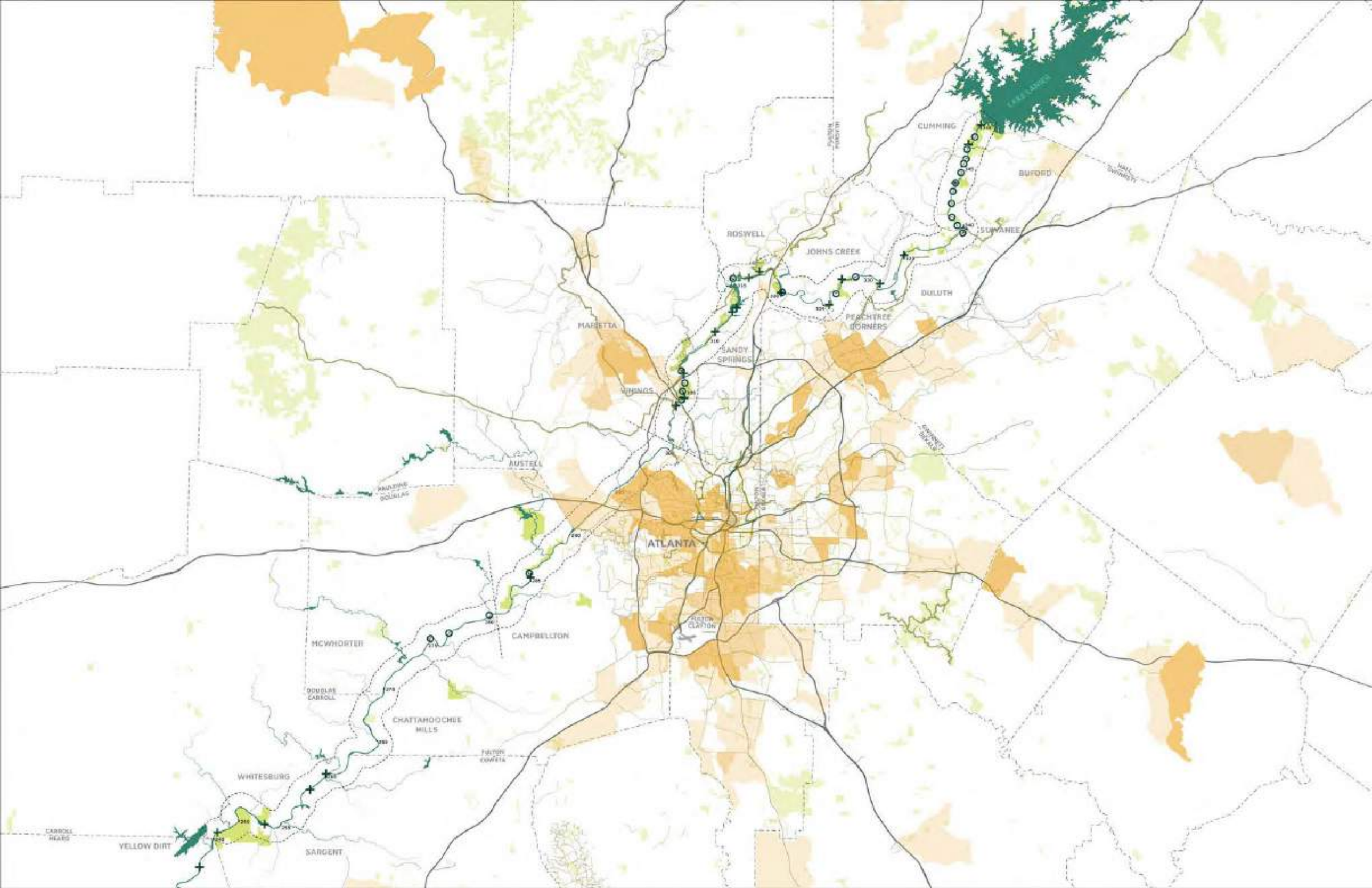
EQUITABLE TARGET AREAS, PUBLIC & ACTIVE TRANSPORTATION NETWORKS



SOURCES

1. Atlanta Regional Commission. Walk.Bike.Thrive! – Part 2

SCAPE


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
AUSTELL
ATLANTA
MCWHORTER
CAMPBELLTON
WHITESBURG
SARGENT
YELLOW DIRT
CHATTAHOOCHEE HILLS

SAFETY

REGIONAL TRENDS

Across the country, the number of pedestrian fatalities has grown steadily in recent years. In the past decade the number of people struck and killed while walking increased by 35%. In 2017, that number remained at nearly 6,000 for the second year in a row. Georgia now ranks as the sixth most dangerous state for people walking, compared to tenth in 2016. The state has an annual average of 1.76 pedestrian deaths per 100,00 people.

BICYCLE & PEDESTRIAN CRASHES

Between January 1, 2013 and December 31, 2017, there were 988,897 crashes within the Counties adjacent to the Chattahoochee River. Of these, 5,221 involved people biking and/or walking - 0.53% of all crashes. Based on this data, bicycle and pedestrian crashes represent 0.52% of all crashes; however, bicycle and pedestrian fatalities represent 17% of all fatal crashes and account for 14% of all fatalities resulting from crashes.

Nearly 200 bicycle and pedestrian crashes occurred within 1 mile of the River - roughly equivalent to 1.78 crashes per linear mile along the study corridor. Visual patterns show that these occurred mainly in Douglas, Cobb, Fulton and Gwinnett Counties, which makes sense given the population size of these counties relative to others and the general traffic volumes on area roadways. Of these, 30 resulted in serious injuries (17%) and 15 resulted in fatalities (10%). These mainly occurred in dark conditions along major roadways and corridors, suggesting the needs for safety improvements including greater access to more protected greenways and trails.

SAFETY RISK

Historic crash patterns do not tell the whole safety story. Roadway design elements and characteristics play a significant role in safety risk. ARC's Safe Streets for Walking & Bicycling plan developed a crash risk index based on factors like number of lanes, crashes per 10 miles of roadway, demand for active travel and other factors. Many of the roads that cross the Chattahoochee exhibit moderate to high levels of risk for people walking, suggesting that alternative crossings connected to an off-street greenway could be a safer alternative.

SUB-AREA 1

Between 2013 and 2017, more than 100 bicycle and pedestrian crashes occured within Sub-Area 1, including 7 fatal crashes and 11 that caused serious injuries. Nearly all of the roads that cross the River in Sub-Area 1 exhibit moderate or high risk for pedestrian safety.

SUB-AREA 2

The roads that cross the Chattahoochee in Sub-Area 2 range from low to high risk for pedestrian safety. The higher risk crossings are the busier roads, such as U.S. and State highways.

SUB-AREA 3

Fewer bicycle and pedestrian crashes occured in Sub-Area 3 compared to the other two Sub-Areas. One fatal pedestrian crash occured within 1 miles of the River, south of SR 154/Campbellton Road, Crossings over the River in Sub-Area 3 exhibit lower risk than those to the north, however, they are fewer and farther between.



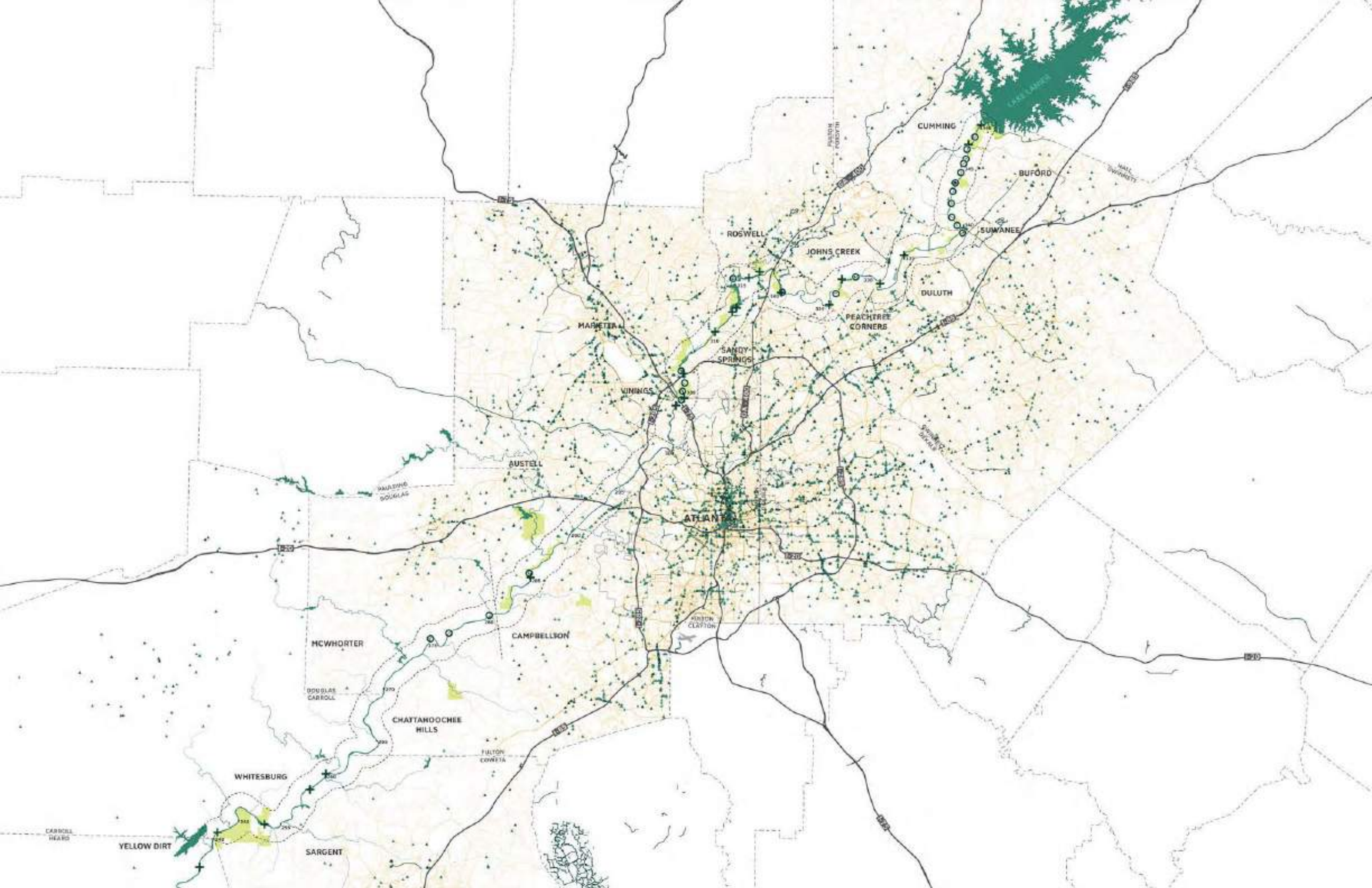
BICYCLE & PEDESTRIAN CRASHES - 2013 TO 2017



SOURCES

1. Atlanta Regional Commission, Walk.Bike.Thrive! – Part 2
2. Smart Growth America and National Complete Streets Coalition. (2019). Dangerous By Design
3. Smart Growth America and National Complete Streets Coalition, https://smartgrowthamerica.org/program/national-complete-streets-coalition/publications/policy-development/policy-atlas/.

SCAPE


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
FORSYTH
HALL
GWINNETT
DOUGLAS
CARROLL
FULTON
COWETA
CLAYTON
CARROLL
HEARD

ROAD CROSSINGS

BRIDGING THE CHATTAHOOCHEE

There are 30 roadways that cross the Chattahoochee River between Buford Dam and Chattahoochee Bend State Park. In addition to the three interstate highways (I-20, I-75, and I-85), these include the following roads (north to south):

- Buford Dam Road
- Cumming Highway
- McGinnis Ferry Road
- Rogers Bridge Road
- Duluth Highway
- Abbots Bridge Road
- Pleasant Hill Road/State Bridge Road
- Medlock Bridge Road
- Holcomb Bridge Road
- Turner McDonald Parkway/GA 400
- S. Atlanta Street/Roswell Road
- Johnson Ferry Road
- Interstate North Parkway
- Powers Ferry Road
- Cobb Parkway/Northside Parkway
- Powers Ferry Road
- River Parkway
- Paces Ferry Road
- S. Atlanta Road/Marietta Boulevard
- S. Cobb Drive/James Jackson Parkway
- Bankhead Highway/Veterans Memorial Parkway
- Martin Luther King Jr. Drive/Mableton Parkway
- Camp Creek Parkway
- Fairburn Road
- Campbellton Fairburn Road
- Capps Ferry Road
- Main Street

SUB-AREA 1

There are 20 road crossings within Sub-Area 1. At a length of approximately 48 miles, that equates to one crossing every 2.4 miles, if they were evenly spaced, however, they are not evenly distributed.

SUB-AREA 2

There are 8 road crossings in Sub-Area 2. At a length of approximately 19 miles, it is the equivalent of 2.4 per mile. South of I-20, bridges over the River tend to be further apart.

SUB-AREA 3

With only 3 road crossings in approximarely 33 miles of Sub-Area 3, travelers in this area have farther to go to get from one side of the River to the other. This is roughly one crossing every 11 miles.

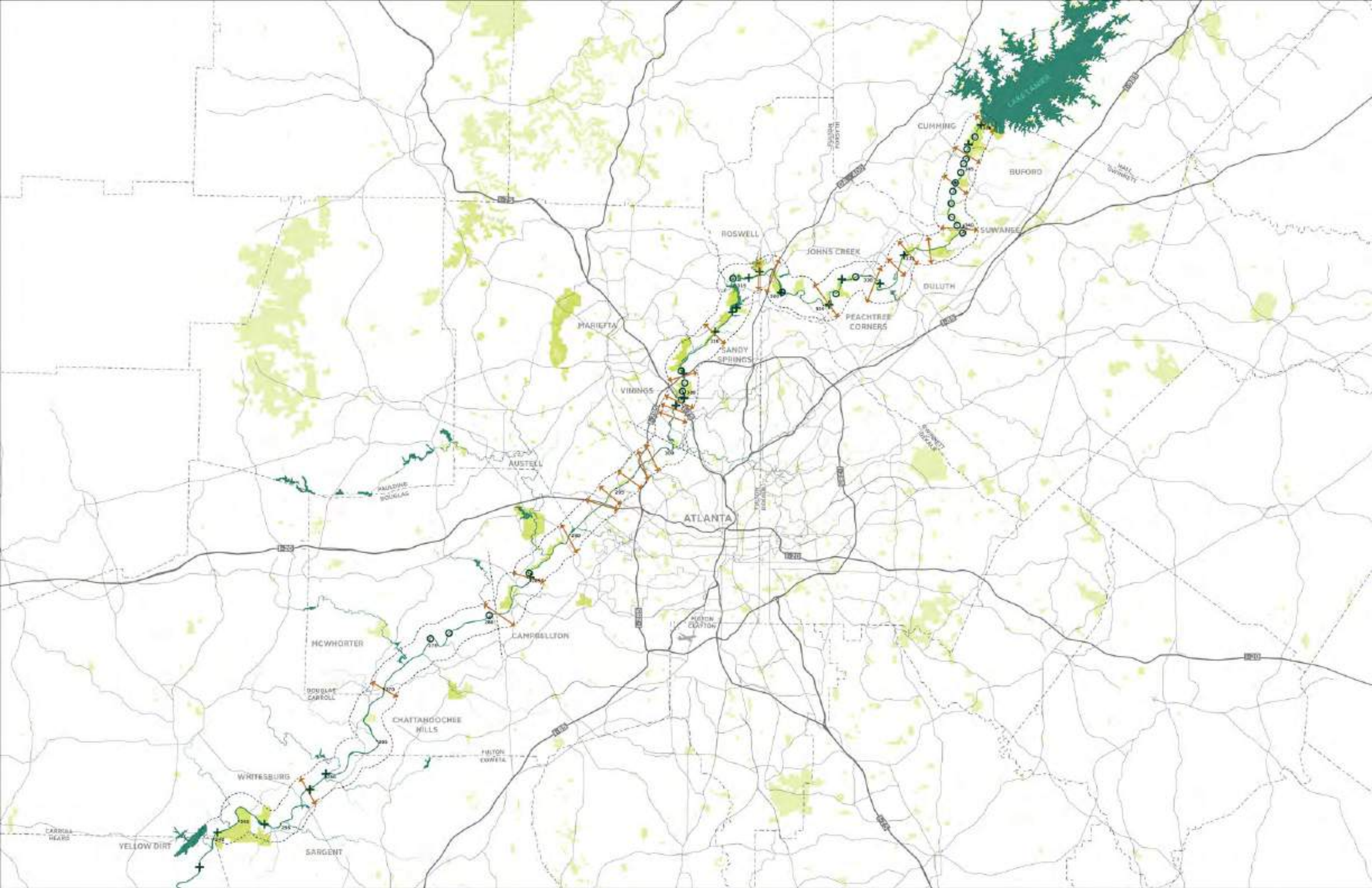


ROADS CROSSING THE CHATTAHOOCHEE

Roads
Roads Crossing the River
Water Access Points
Shoals
Parks Along the River
County Lines
Expressways
Waterways
Atlanta City Boundary
1-Mile River Buffer / Project Area

N
0
5
10 Miles

SCAPE


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
HOSCHTON
CAMPBELLTON
MCWHORTER
WHITESBURG
YELLOW DIRT
SARGENT
CHATTAHOOCHEE HILLS
FULTON
DOUGLAS
CARROLL
PAULDING
DOUGLAS
CARROLL
HEARD
GWINNETT
HALL
GWINNETT
FULTON
CLAYTON
400
285
75
20

WATER ACCESS

EXPERIENCING THE RIVER

Water access points are perhaps the most direct way to interact with the River. While there are several places within the study area that one can directly access the water, they are not evenly distributed. Data from the Georgia Department of Natural Resources (DNR) shows that there are far more access points in the northern parts of the study area than in the middle or southern parts.

Shoals often function as informal access points, providing people with opportunities to wade and walk out into the water, lounge, and fish. Shoals are somewhat more evenly distributed throughout the study corridor, although there are more at the northern and southern ends than in the middle.

SUB-AREA 1

Sub-Area 1 spans approximately 48 miles of River between Buford Dam and Peachtree Creek. In this area, there are 15 water access points – an equivalent of one access point every 3.2 miles of 0.31 access points per mile. Many of these are located within Chattahoochee River National Recreation Area (CRNRA) park units.

SUB-AREA 2

Sub-Area 2 is an approximately 19-mile stretch, roughly between Peachtree Creek on the north and SR 154/ Campbellton Road on the south. In this segment, there is only one water access point recognized by the Georgia DNR. It is an unmarked driveway with a paved boat ramp, located off the north side of Campbellton Road (SR 166/SR 154) in Fulton County, near some baseball fields. There are fewer shoals in Sub-Area 2 than in the northern segment.

SUB-AREA 3

There are four water access points in Sub-Area 3. This Sub-Area stretches approximately 33 miles, from SR 154/Campbellton Road/Fairburn Road to Chattahoochee Bend State Park. This represents a density of water access points of one per 8.25 miles or 0.12 access points per mile.



WATER ACCESS

- Activity Centers
- Water Access Points
- Shoals
- Parks Along the River
- County Lines
- Expressways
- Waterways
- Atlanta City Boundary
- 1-Mile River Buffer / Project Area

N

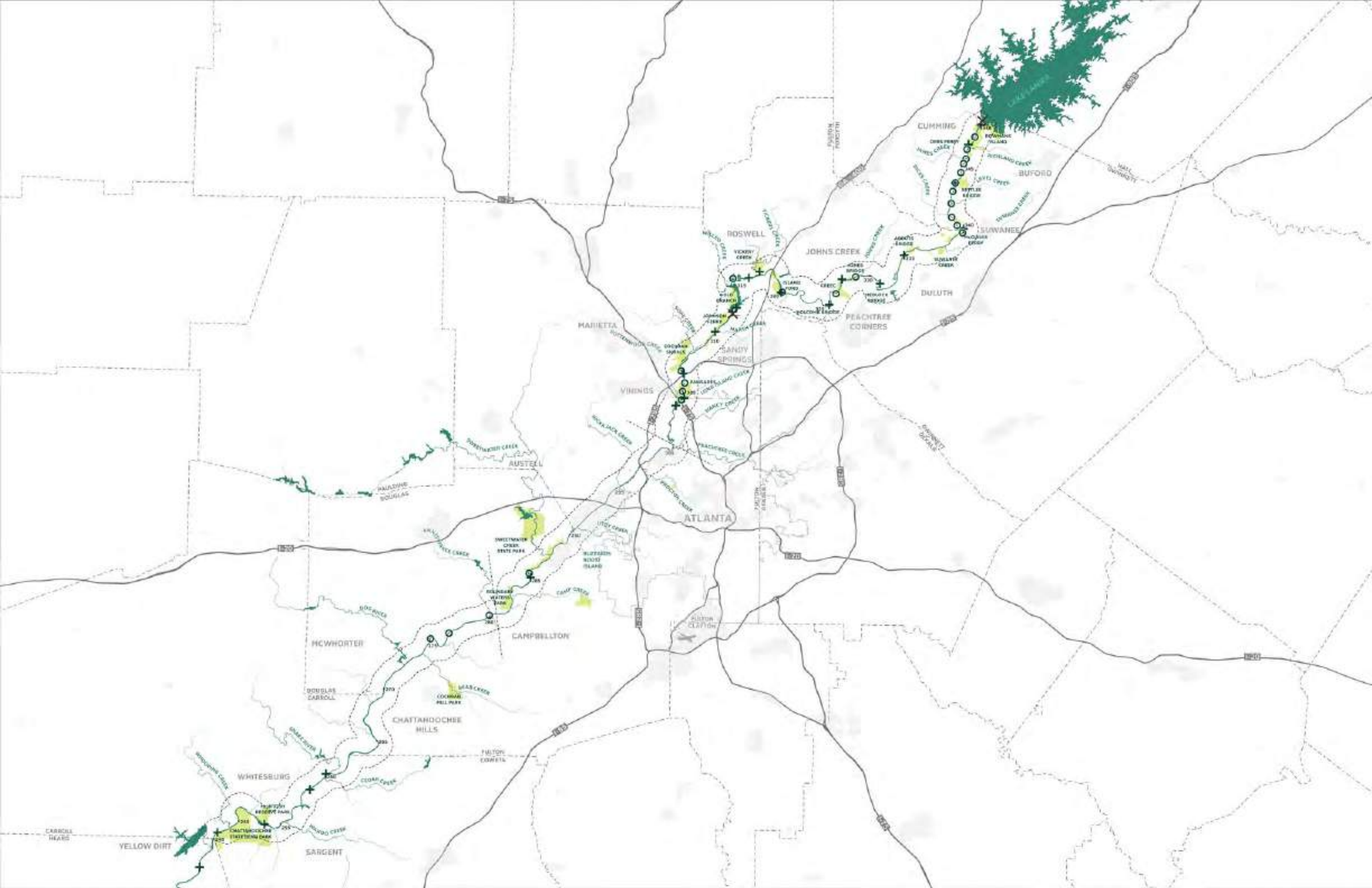
0 5 10 Miles

SOURCES

1. Georgia Department of Natural Resources. WRD Water Access Points. Accessed, 1/23/2019, http://www.arcgis.com/home/webmap/viewer.html?url=https://services6.arcgis.com/9QlSLDqa0P1cHLhu/ArcGIS/rest/services/WRD_Water_Access_Points/FeatureServer/0&source=sd

2. National Park Service. https://www.nps.gov/chat/planyourvisit/maps.html

SCAPE


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
400
85
75
285
20

RECREATIONAL OPPORTUNITIES

NOTES

Georgia's Department of Natural Resources manages parks and historic sites across the state, including Sweetwater Creek State Park, Panola Mountain, and Chattahoochee Bend State Park around Metro Atlanta. In developing the Statewide Outdoor Recreation Plan, GADNR commissioned a telephone survey of more than 1,000 residents. Respondents were asked about their preferred activities for outdoor recreation. Results are summarized below.

Chattahoochee River National Recreation Area (CRNRA) park lands and waters are open for day-use from dawn to dusk year-round. There are 15 units between Bowmans Island and Paces Mill near I-75. The Island Ford Visitor Center Station is open daily from 9:00 AM to 5:00 PM, except December 25th. The parks in the CRNRA offer hiking, biking, boating, picnicking, nature watching, wading, and many, many more activities.



Popular Recreation Activites (Georgia Statewide Comprehensive Recreation Plan 2017-2021)

SUB-AREA 1

The Chattahoochee National Recreation Area is located within Sub-Area 1 which includes 48 miles of trail and the first national water trail. In addition to parks, other types of recreational opportunities are relatively common in Sub-Area 1, particularly in Fulton County.

SUB-AREA 2

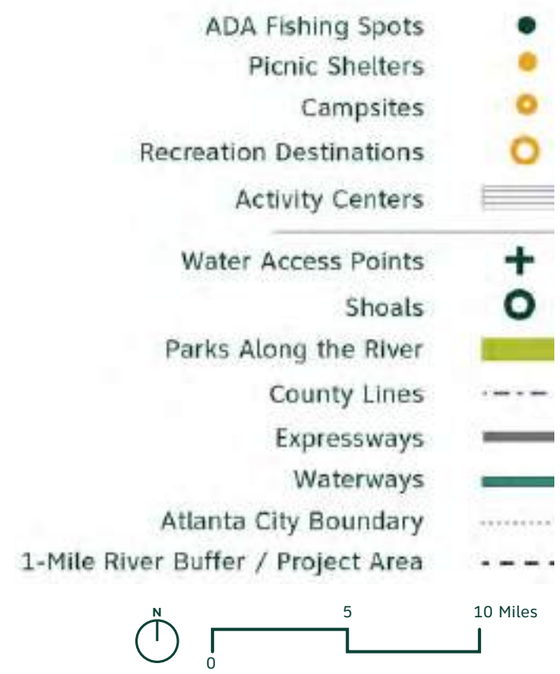
Within Sub-Area 2, there are fewer parks and fewer recreational destinations; however, one key location is Sweetwater Creek State Park, with picnic and camping areas, boat launches, and more.

SUB-AREA 3

Following patterns seen in other sections of this report, Sub-Area 3 has fewer recreational destinations than Sub-Area 1; however, it has an important site in Chattahoochee Bend State Park which hosts campsites, picnic shelters, hiking trails, boat launches and more.



RECREATIONAL DESTINATIONS

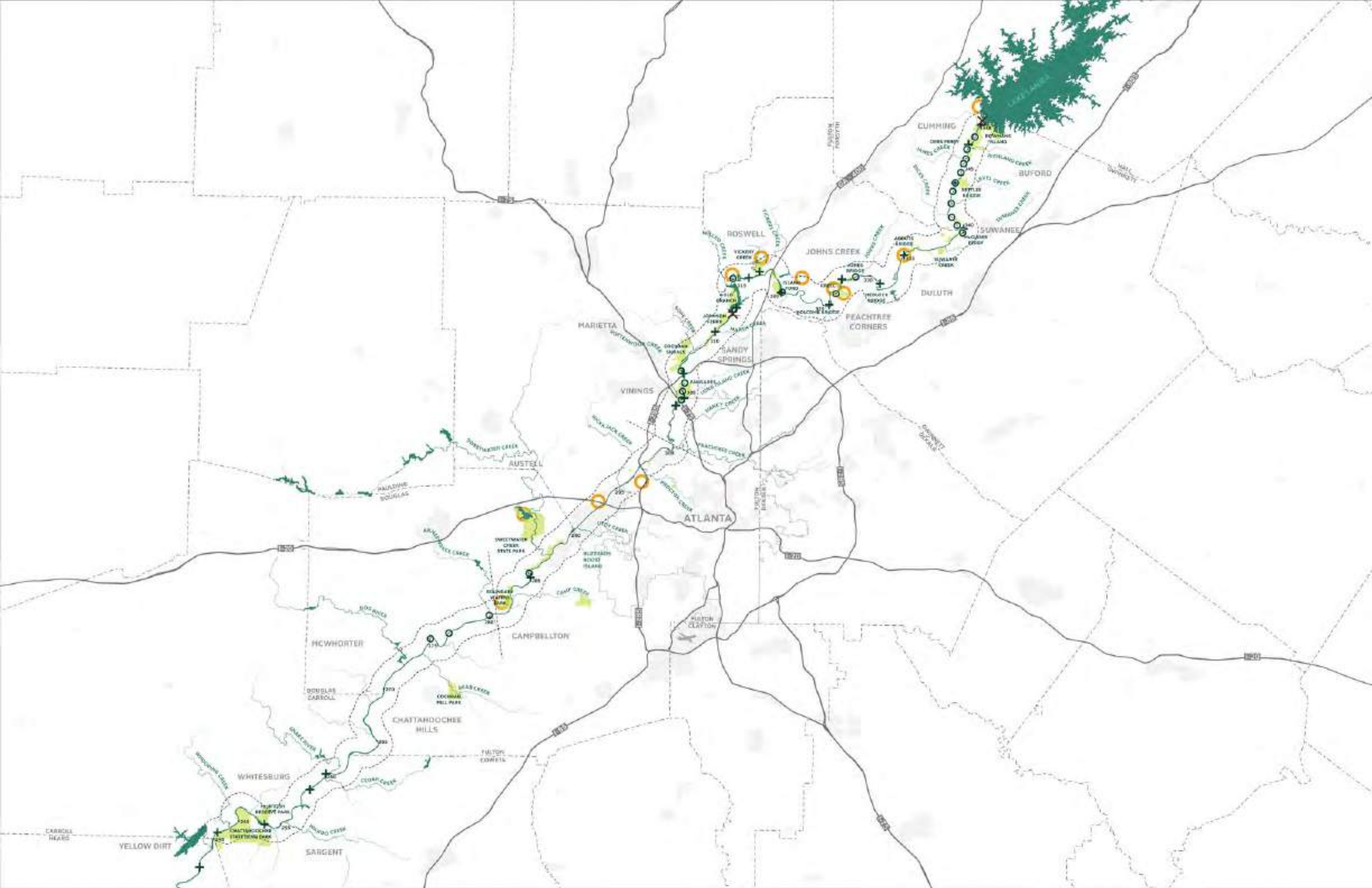


SOURCES

1. Georgia Department of Natural Resources. WRD Water Access Points. Accessed, 1/23/2019, http://www.arcgis.com/home/webmap/viewer.html?url=https://services6.arcgis.com/9QlSLDqa0P1cHLhu/ArcGIS/rest/services/WRD_Water_Access_Points/FeatureServer/0&source=sd

2. Georgia Department of Natural Resources. Georgia Plan for Outdoor Recreation 2017-2021.

SCAPE


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
HIRAM
HOWDER
CAMPBELLTON
DOUGLAS
CARROLL
CHATTAHOOCHEE HILLS
FULTON
COWETA
WHITESBURG
CARROLL
HEARD
YELLOW DIRT
SARGENT
400
85
575
20
75
285

CHATTAHOOCHEE RIVER NATIONAL RECREATION AREA

NOTES

Situated in Sub-Area 1, The Chattahoochee River National Recreation Area is an invaluable asset enjoyed by millions of people each year. Its 15 park units draw visitors from the Metro Atlanta Region and beyond, providing a unique way to engage with the Chattahoochee River.

The Chattahoochee River National Recreation Area:[2]

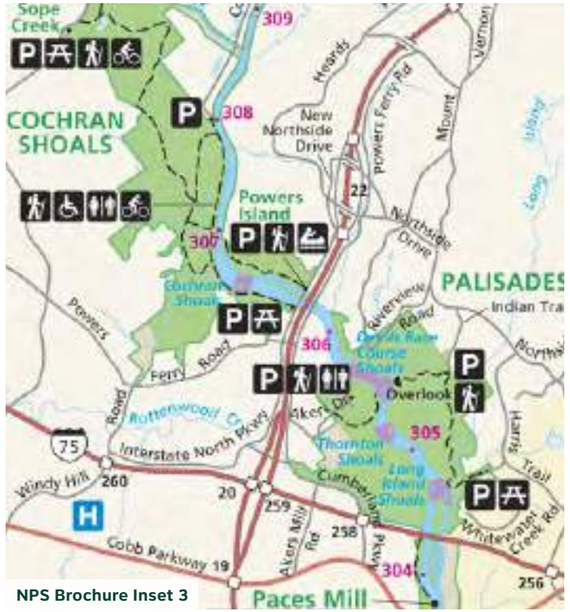
- Ranks as one of the top thirty-five most-visited national park units in the 420-unit system with approximately three million visitors per year.
- Has fifteen land units containing nearly 7,000 acres of recreational greenspace, which represents twenty percent of all the public greenspace in the 10-county ARC region.
- Provides a $167 million economic impact for the region and supports more than 2,000 jobs locally, according to recent economic data (NPS).
- Was designated the first National Water Trail in the country for the 48 miles of the Chattahoochee River that flow through the CRNRA.
- Includes a land trail system of more than 80 miles for hikers, runners and bikers.
- Ranks as one of "America's 100 Best Trout Streams," according to Trout Unlimited.
- Provides drinking water to seventy percent of the people who live and work in Metro Atlanta.



NPS Brochure Map



NPS Brochure Inset 1



NPS Brochure Inset 3



NPS Brochure Inset 2

NATIONAL PARK UNITS AND NATIONAL WATER TRAIL

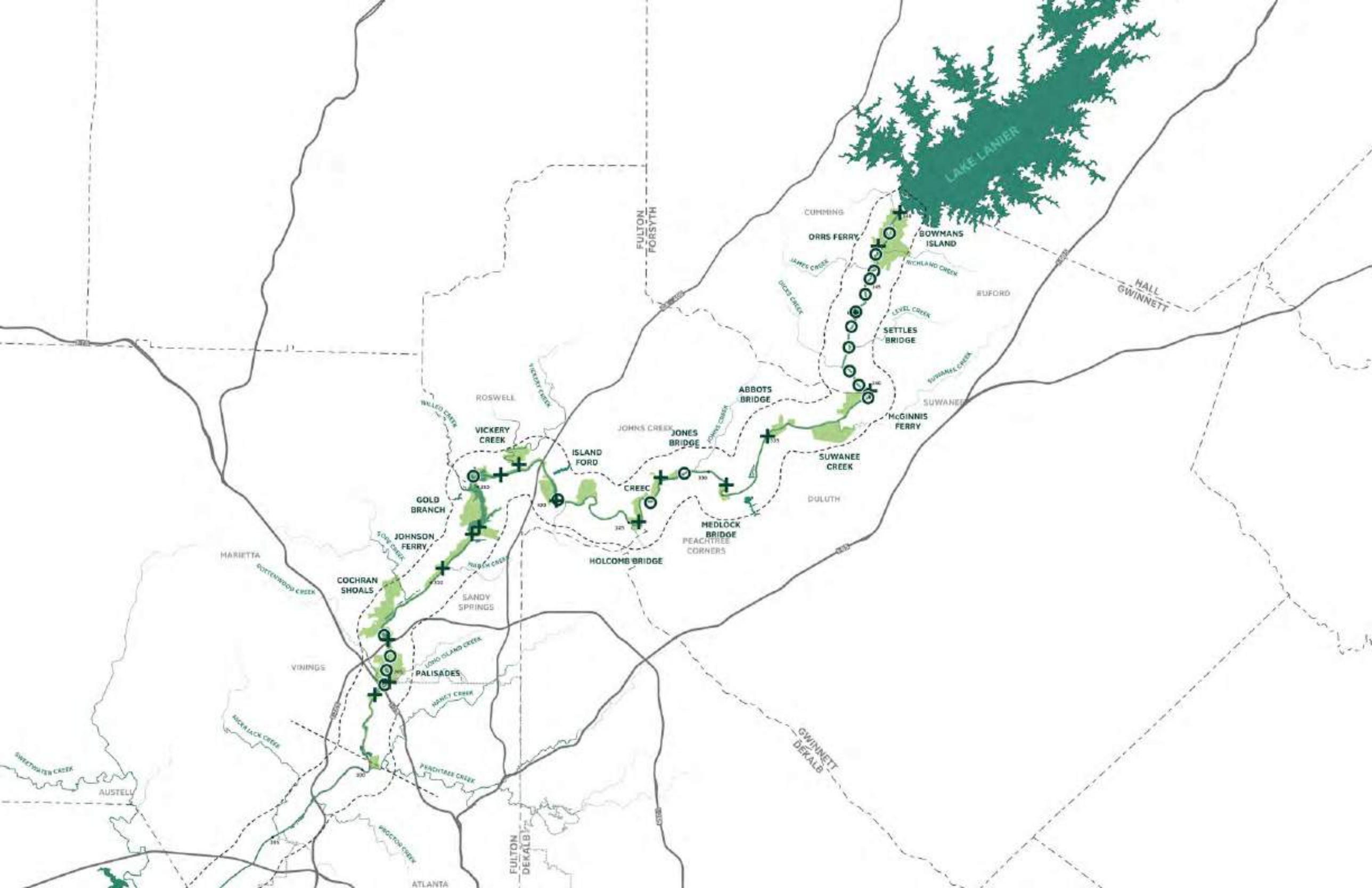
Shoals
Water Access
National Water Trail
Chattahoochee River National Recreation Area
Chattahoochee River
County Lines
Expressways
1-Mile River Buffer/ Project Area

N
0
5
10 Miles

SOURCES

1. https://www.nps.gov/chat/index.htm
2. Chattahoochee Parks Conservancy

SCAPE


LAKE LANIER
CUMMING
ORRS FERRY
BOWMANS ISLAND
JAMES CREEK
NICHOLS CREEK
DICKS CREEK
LEVEL CREEK
BUFORD
SETTLES BRIDGE
FULTON
FORSYTH
HALL
GWINNETT
ROSWELL
ABBOTS BRIDGE
McGINNIS FERRY
SUWANEE
SUWANEE CREEK
VICKERY CREEK
JOHNS CREEK
JONES BRIDGE
ISLAND FORD
CREEC
DULUTH
GOLD BRANCH
JOHNSON FERRY
MEDLOCK BRIDGE
PEACHTREE CORNERS
HOLCOMB BRIDGE
MARIETTA
COCHRAN SHOALS
SANDY SPRINGS
VININGS
PALISADES
GWINNETT
DEKALB
AUSTELL
ATLANTA
FULTON
DEKALB

OWNERSHIP & ACCESS

LAND OWNERSHIP PATTERNS

Local governments and public agencies such as counties, cities, and the National Park Service (NPS) own a substantial amount of land along the River. An analysis of tax parcel data for the seven counties in the study area shows there are at least 24,935 acres of publicly owned land within one mile of the river in the seven counties adjacent to the study area. The CRNRA contains nearly 7,000 acres. The U.S. Army Corps of Engineers also owns a substantial amount of land along the river, especially near Lake Lanier. Counties and cities also maintain tens of thousands of acres of park lands, and while not all of that land is along the River and many of these areas are disconnected from one another, there are likely opportunities to forge better connections between these properties as well as to and from the River.

Analysis by the Trust for Public Land (TPL) shows that, based upon ownership, there are two key areas with long stretches of land that may be suitable for greenway development: one between Buford Dam and Johns Creek and the other between Standing Peachtree Park and Boundary Waters Park. In fact, TPL data from 2018 show that the proposed 19-mile segment of the "Chattahoochee RiverLands" area between Standing Peachtree Park and Boundary Waters Park segment contains about 3,900 acres of publicly owned land, or about 67% of the proposed area. These areas present tremendous opportunities to further connect existing public lands and enhance access to the River. Going forward, leveraging these assets and identifying additional publicly owned lands and those that may be ripe for greenways will be a key strategy.

Within the seven counties that are part of the study area, utility companies own approximately 4,270 acres within one mile of the river. Entities such as Georgia Power own substantial amounts of land along the River, as do other utility companies. In fact, Georgia Power is the largest land owner along the entire Chattahoochee River. Fortunately, the company is open to publicly accessible trails on their transmission line easements and even provides guidance for how to develop them. Other opportunities may exist in the form of water and wastewater utility lines that could potentially be used for greenway and trail segments.

Development patterns are such that land parcels in the northern parts of the study corridor are smaller and tend to get larger as you travel southward. South of Atlanta, there is relatively little publicly owned land, and some of what is publicly owned is not necessarily open for public access.

SUB-AREA 1

The northern portion of the corridor, Sub-Area 1, has lots of public land along the River including nearly 7,000 acres within the CRNRA. Preliminary GIS analysis shows that within Cobb, Forsyth, Fulton, and Gwinnett Counties within Sub-Area 1, there are more than 15,000 acres of public land and utility property within one mile of the river. Although these are all part of the same national park system, the units are disconnected. These and other present opportunities for improving connectivity and weaving together disconnected places both along and across the River.

SUB-AREA 2

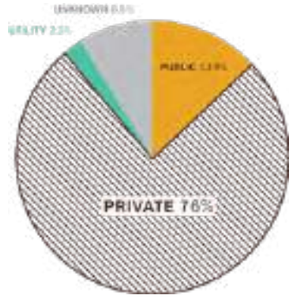
Sub-Area 2 has lots of industrial land and large lot sizes, but there are some unique development patterns that have resulted in long skinny parcels adjacent to the River - such as where the pilot project will be located in Cobb County. Preliminary GIS analysis shows that within Cobb, Douglas, and Fulton Counties in Sub-Area 2, there are approximately 5,000 acres of public land and utility property within one mile of the river. These types of areas also present interesting opportunities for weaving a greenway through a different type of setting and providing a different type of experience.

SUB-AREA 3

This Sub-Area is comprised of large tracts of land, mostly privately owned and still in production. Preliminary GIS analysis shows that within Carroll, Coweta, Douglas, and Fulton Counties in Sub-Area 3, there are approximately 7,600 acres of public land and utility property within one mile of the river. This is an area where it will be important to navigate carefully and to think creatively about the possibilities for River access and connectivity.



PERCENTAGE OF TOTAL PROJECT AREA BY OWNERSHIP TYPE



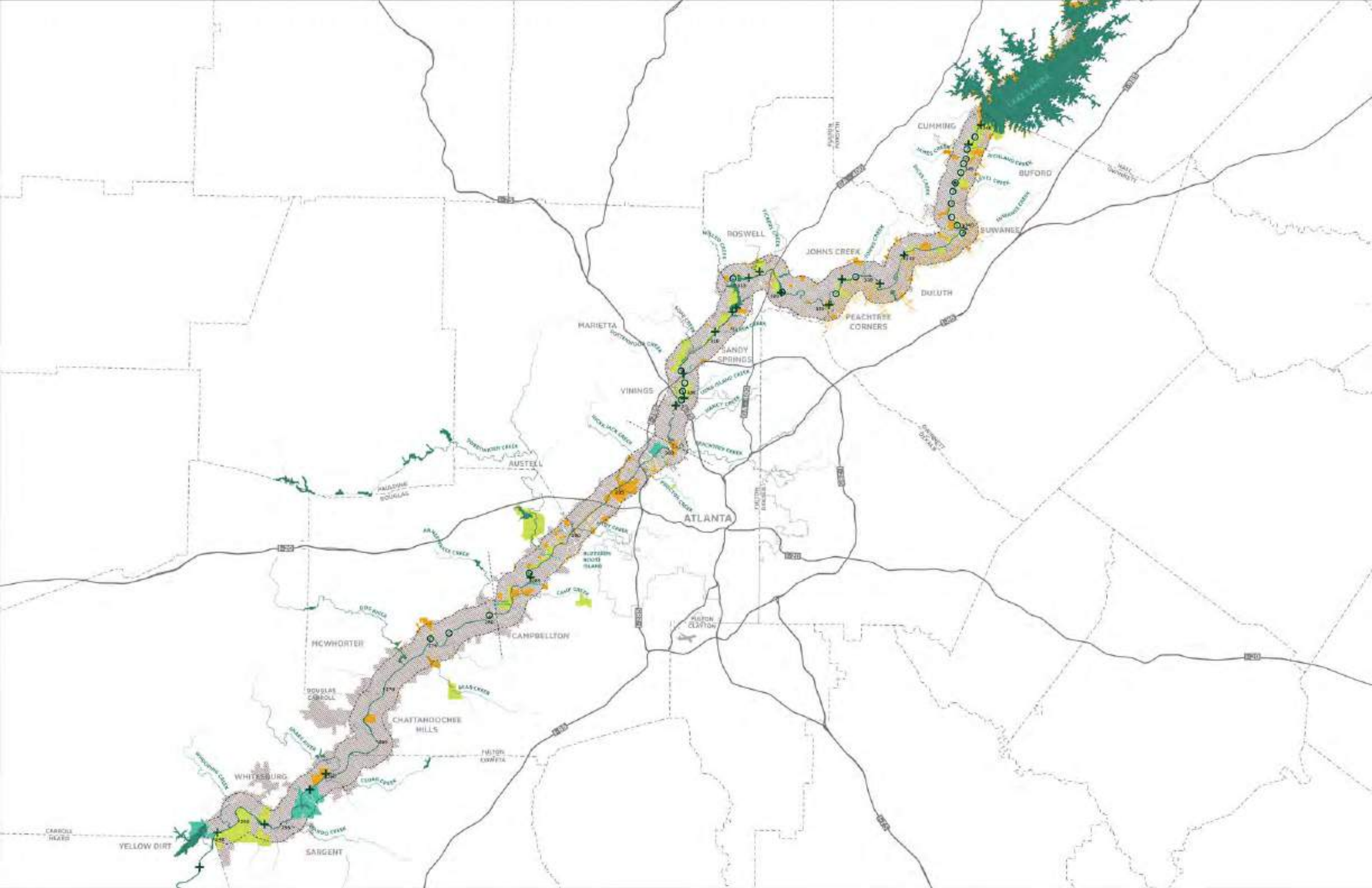
PARCEL OWNERSHIP MAP



SOURCES

1. U.S. Gap Analysis Program. (2016). Fees and Easements, Georgia. USGS Protected Areas Database of the United States, 2005-2016. http://purl.stanford.edu/rc956jn0943
2. Trust for Public Land (2018)
3. Project team analysis of tax parcel data Carroll, Cobb, Coweta, Douglas, Forsyth, Fulton, and Gwinnett Counties.

SCAPE


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
HIRAM
DOUGLASVILLE
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
FULTON COUNTY INTERNATIONAL AIRPORT

PLANNING INITIATIVES

REGIONAL TRANSPORTATION PLAN

OVERVIEW

The Atlanta Region's Plan contains a Transportation Element, referred to as the Regional Transportation Plan (RTP). The RTP is developed by the Atlanta Regional Commission (ARC), which is the federally designated Metropolitan Planning Organization (MPO) for Metro Atlanta. This plan covers all or parts of 20 counties in the metro region and includes the short-range Transportation Improvement Program (TIP). Projects within the TIP are grouped into categories, including Last Mile Connectivity, Roadway, Roadway/Maintenance, and Transit. Each of the project groups is further categorized into project types, such as capacity, operations and safety, sidepaths/trails, complete streets, bridge upgrades, interchanges, and transit capital projects.

LAST MILE CONNECTIVITY AND BICYCLE/PEDESTRIAN PROJECTS

In total, included in the FY 2016-2019 TIP are 52 Last Mile Connectivity projects covering 116 miles, as adopted in the RTP. Most of the projects are concentrated in the core metro area, inside I-285 (The Perimeter), in Fulton, DeKalb, Cobb, and Gwinnett Counties. These are grouped by project type.

- Bike Facility (7.6 miles)
- Complete Street Retrofit (1.74 miles)
- Joint Bike-Ped Facilities (12.9 miles)
- Pedestrian Facility (39.7 miles)
- Sidepaths and Trails (54.3 miles)

Of these Last Mile Connectivity Projects, several are notable because of their proximity to the Chattahoochee River:

- Western Gwinnett Bikeway Extension (GW-384/PI #0012883) - From West of Rogers Bridge Road to McGinnis Ferry Road
- Chattahoochee Hill Country Regional Greenway Trail (Douglas County) (DO-298/PI #0012877) - From Boundary Waters to Sweetwater Creek State Park
- Rogers Bridge Connection (GW 402/PI #0014160) - From Rogers Bridge Trail in Johns Creek to Rogers Bridge Trail in Duluth
- SR 139/Mableton Pkwy Trail – Phase I
- (CO-471/PI #0016034) - From Factory Shoals Road to Chattahoochee River

SUB-AREA 1

More than 20 Last Mile Connectivity projects are planned for areas north of Peachtree Creek. Examples of such projects within moderate proximity of the River include Bob Callan Trunk Trail Phase II, Western Gwinnett Bikeway Extension, and Rogers Bridge. Others a bit farther away from the River include, but are not limited to Norcross LCI Greenway, Sandy Springs Circle Complete Street, Rottenwood Creek Trail Phase I, Georgetown Gateway Project, and PATH 400.

SUB-AREA 2

Several Last Mile Connectivity projects are planned for the area within and around Sub-Area 2, between Peachtree Creek and SR 154/Campbellton Road. Projects that are within close proximity of the River include Mableton Parkway Trail (SR 139), Chattahoochee Hill Country Regional Greenway Trail – Douglas County Extension (Boundary Waters Park to Sweetwater Creek State Park), and New Hope Road pedestrian facilities. Other projects within the City of Atlanta are also within Sub-Area 2, though farther from the River.

SUB-AREA 3

Though fewer than the other two Sub-Areas, Sub-Area 3 does have a few Last Mile Connectivity projects within a few miles of the River. These include the Chattahoochee Hill Country Regional Greenway Trail Coweta County Pilot Segment, the South Fulton Scenic Byway Multi-Use Trail Phase I and West Broad Street Bicycle and Pedestrian Facilities.



LAST MILE CONNECTIVITY PROJECTS PROPOSED IN REGIONAL TRANSPORTATION PLAN (FY 2016-2019)

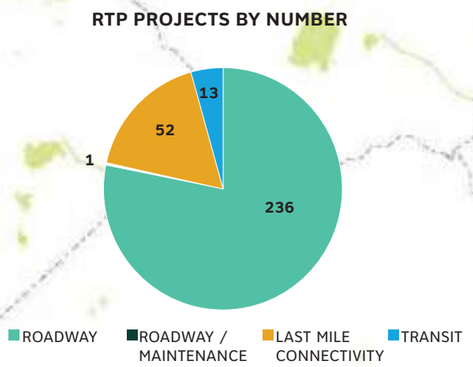
Last Mile Connectivity Projects
Trails
On-Street Bikeways
Water Access Points
Shoals
Parks Along the River
County Lines
Expressways
Waterways
Atlanta City Boundary
1-Mile River Buffer / Project Area

N
0
5
10 Miles

SOURCES

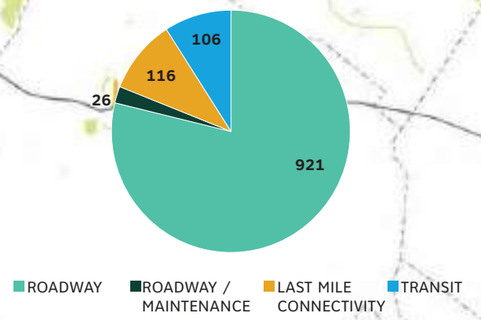
1. Atlanta Regional Commission. The Atlanta Region's Plan.

SCAPE



RTP PROJECTS BY NUMBER

Breakdown of Regional Transportation Plan Project by Number



RTP PROJECTS BY MILEAGE

Breakdown of Regional Transportation Plan Project by Mileage

ACTIVE TRAIL PROJECTS

ONGOING INITIATIVES

Enthusiasm and desire for improved biking and walking conditions has grown throughout the Metro Atlanta region in recent years. Support for greenways, trails, sidewalks, bikeways, and other infrastructure projects has been strong and local governments have responded by initiating and constructing a wide range of projects. Many such projects are funded through the regional transportation planning process with contributions from the federal government. In some cases, projects are funded with Special Purpose Local Option Sales Taxes (SPLOSTs) or even transportation-specific local option sales taxes, known as T-SPLOSTs. Georgia's House Bill 170, or the Transportation Funding Act of 2015 allows counties – either alone or in groups – to put referenda to voters to approve up to one percent sales tax increases to fund dedicated transportation projects.

Dozens of such projects are underway across Metro Atlanta, including:

1. The Mableton Parkway Trail, which will construct a 5-foot sidewalk and 10-foot multi-use sidepath trail along the road between Factory Shoals Road and the Chattahoochee River.
2. The Western Gwinnett Bikeway Extension project, which will install a multi-use trail from near Rogers Bridge Road to McGinnis Ferry Road along Peachtree Industrial Boulevard,
3. The Chattahoochee Hill Country Greenway Trail, which will develop final design for the Douglas County portion of the trail, from Boundary Waters Park to Sweetwater Creek State Park.
4. The National Water Trail is managed by the 2009 General Management Plan for the CRNRA. Virginia Tech's Landscape Architecture Program developed a NWT Conceptual Plan that looked at enhancing the water trail and analyzed the feasibility of overnight camping.

These are shown on the map at right.

Beyond the infrastructure projects, counties, cities, and CIDs across the Metro Atlanta region have undertaken an array of planning processes and studies to establish visions for the future and lay out priorities and strategies for implementation. These higher-level planning initiatives were reviewed as part of the Literature Review portion of the Chattahoochee River Greenway Study and a summary of many such plans is included in Appendix B.



Rottenwood Creek / Bob Callan Trail in Cobb County



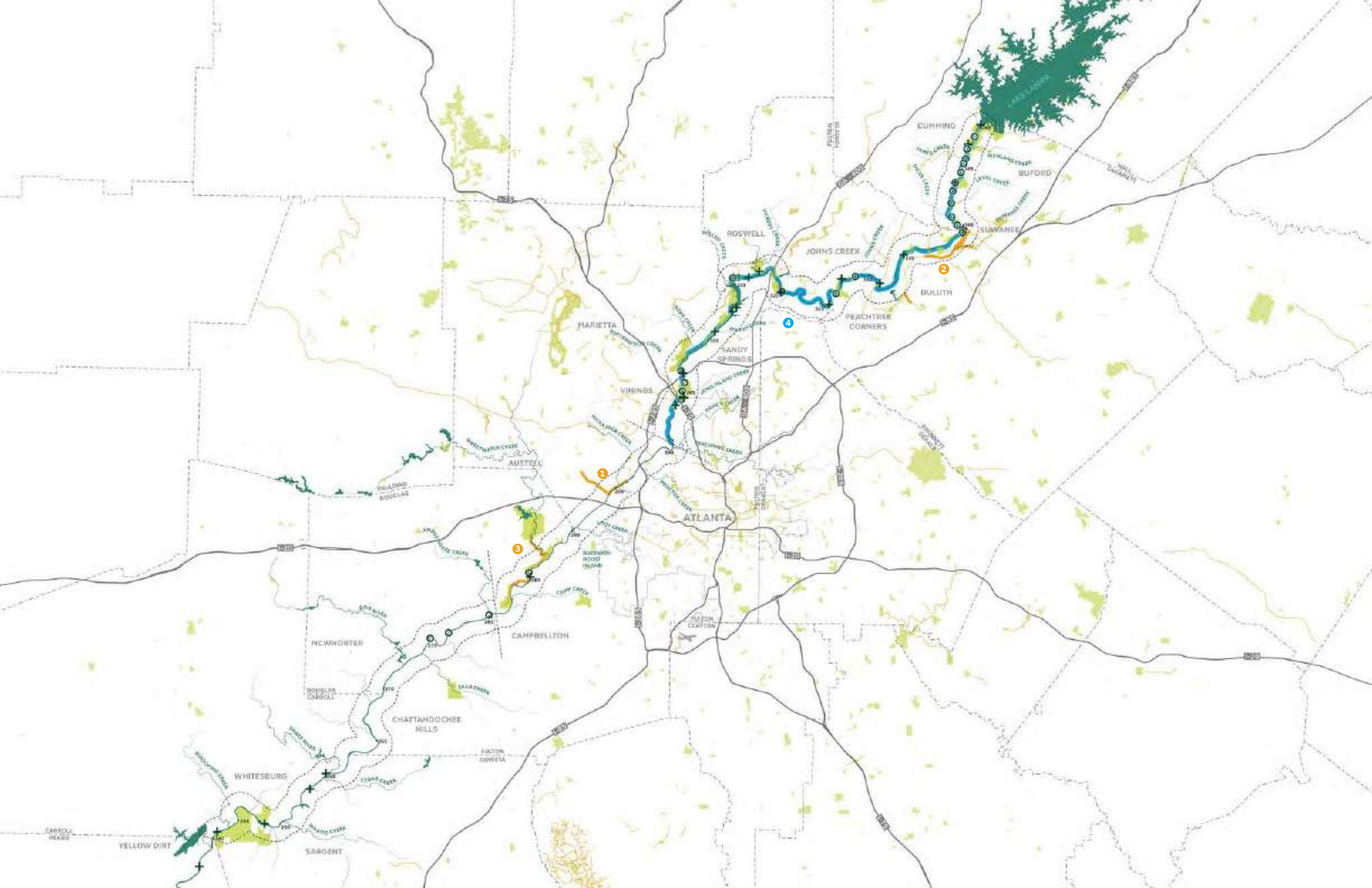
The Silver Comet Trail Has Several Planned Extensions

ACTIVE TRAIL PROJECTS WITH CONNECTIONS TO THE CHATTAHOOCHEE RIVER



SOURCES

1. Atlanta Regional Commission. The Atlanta Region's Plan.
2. Atlanta Regional Commission, 2016-2019 Transportation Improvement Program (TIP).
3. Cobb County Department of Transportation. Greenways and Trails Master Plan
4. Gwinnett County. Gwinnett Countywide Trails Master Plan.
5. Chattahoochee Hill Country Alliance. Chattahoochee Hill Country Greenway Master Plan.


CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
CAMPBELLTON
NEWNORTER
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
1
2
3
4

ONGOING PLANNING INITIATIVES

INTRODUCTION

Throughout the years, various cities, counties and multi-county partnerships along the Chattahoochee River have created plans to provide connectivity, increase recreational opportunities in and improve the ecological quality of the River. This section summarizes various planning initiatives that have been undertaken since 2000, some of which have been partially completed and others which are still in nascent stages. While not an exhaustive list of all of the planning initiatives along the River, considering this group of projects will allow the team to build upon work that is already taking place in, around and adjacent to the Chattahoochee River.

CONNECTIVITY PLANS

Projects in this category seek to grow, establish or reconfigure greenways and pedestrian improvements along the river corridor. Many of the entities behind these projects have completed or are currently designing the initial phases of the plans put forward in this document, with further plans for expansion still on the horizon.

PARK MASTER PLANS

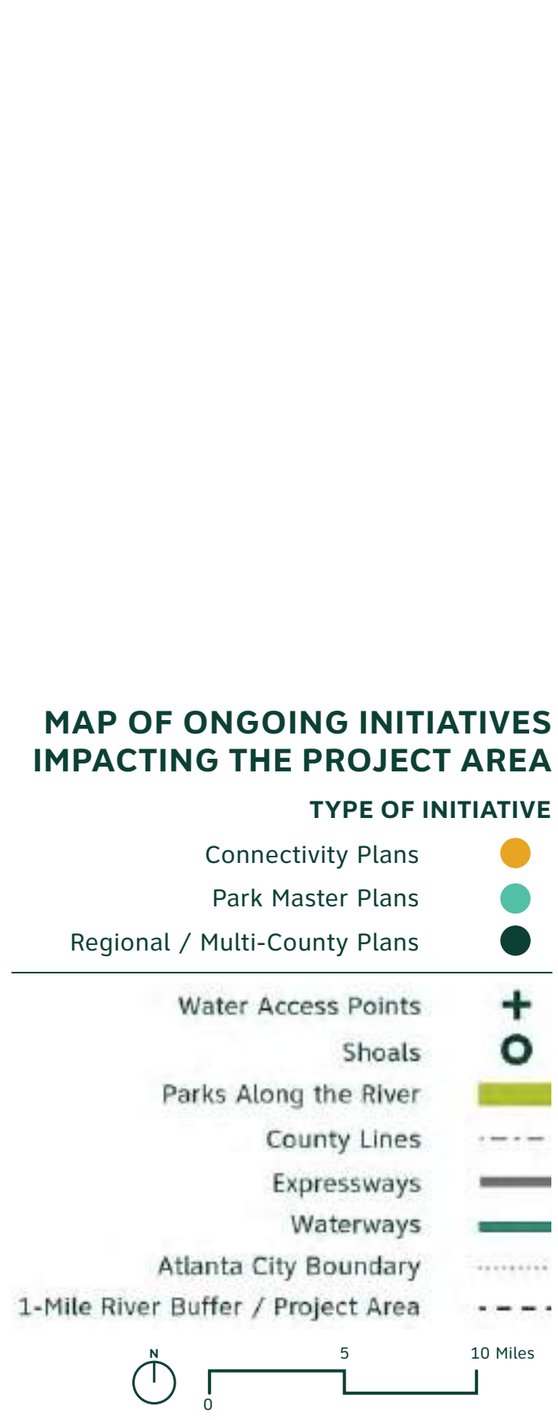
As a way to bring people to the River, provide recreational opportunities, and improve the ecological health of the River, several cities have established plans for parks as destination points along the River. Most of these plans, which are in various stages of development, concentrate activities, such as parking, away from the floodplain while also providing strategies for managing flooding, stormwater and river water quality. These plans reinforce many cities' and counties' commitments to keeping the River clean and safe for the living species that depend on it.

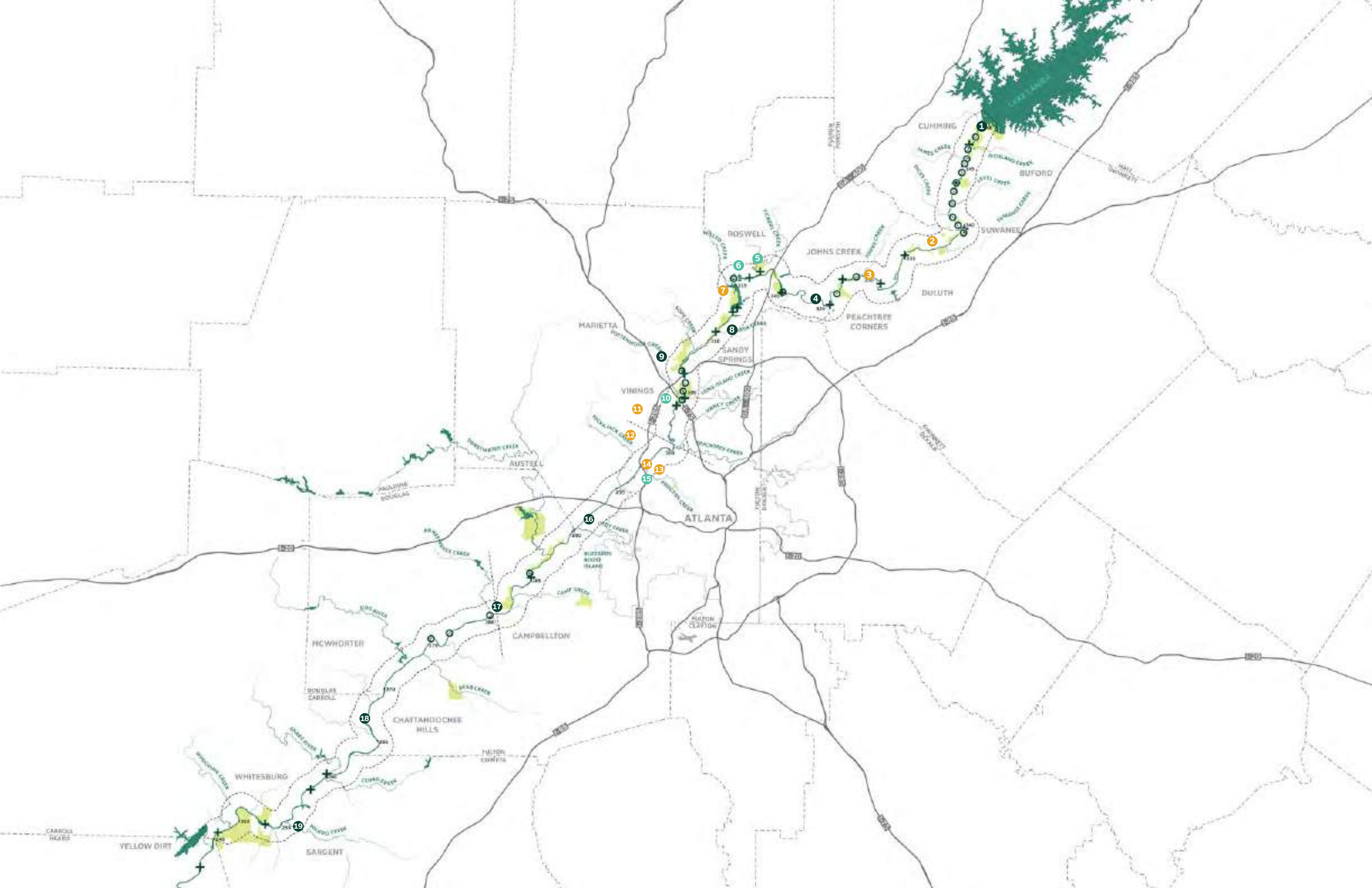
REGIONAL / MULTI-COUNTY PLANS

Several plans throughout the years have laid the basis for a regional trail system that capitalizes on partnerships between cities and counties to establish an ambitious series of connections and recreational opportunities, much like the ones this current project seeks to achieve. These projects will provide a critical base of knowledge for our team moving forward.

1. CRNRA GENERAL MANAGEMENT PLAN
2. ROGERS BRIDGE
3. CONNECT JOHNS CREEK
4. GWINNETT COUNTYWIDE TRAILS MASTER PLAN
5. VICKERY CREEK GATEWAY PROJECT
6. ROSWELL RIVER PARKS MASTER PLAN
7. LITTLE WILLEO BRIDGE
8. SANDY SPRINGS BICYCLE, PEDESTRIAN AND TRAILS PLANS
9. COBB COUNTY GREENWAYS & TRAILS MASTER PLAN
10. PACES MILL REHABILITATION PROJECT
11. CONNECT THE COMET
12. MABLETON PARKWAY TRAIL
13. PROCTOR CREEK GREENWAY PLAN
14. RIVERWALK ATLANTA
15. COOK PARK PROJECT
16. TRI-COUNTY CHATTAHOOCHEE RIVER CORRIDOR INITIATIVE
17. CHATTAHOOCHEE HILL COUNTRY REGIONAL TRAIL / SWEETWATER CREEK EXPANSION
18. VISION 53
19. COWETA COUNTY GREENWAY MASTER PLAN / LINC MASTER PLAN

MAP OF ONGOING INITIATIVES IMPACTING THE PROJECT AREA




CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
HIRAM
DOUGLASVILLE
DOUGLAS
PAULDING
HOWDER
CAMPBELLTON
CARROLL
HEARD
CHATTAHOOCHEE HILLS
FULTON
COWETA
WHITESBURG
YELLOW DIRT
SARGENT
CARROLL
HEARD
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CRNRA GENERAL MANAGEMENT PLAN

LOCATION: METRO ATLANTA REGION, GEORGIA

YEAR: 2009

IMPLEMENTATION STATUS: ONGOING

BUDGET: UNKNOWN

PROJECT AREA: 48 MILES OF WATER AND PARK AREA

KEY PROGRAMMATIC FEATURES:

- Management zoning is used by NPS to identify and describe the appropriate variety of natural resource conditions, cultural resource conditions, and visitor experiences to be achieved and maintained in the different areas of a park. The zones include: Developed Zone, Natural Zone, Natural Area Recreation Zone, Historic Resource Zone, Rustic Zone, River Zone
- Strategic Plans focus on three areas in the next 5 years: Paces Mill, Vickery Creek and the National Water Trail.

NOTES:

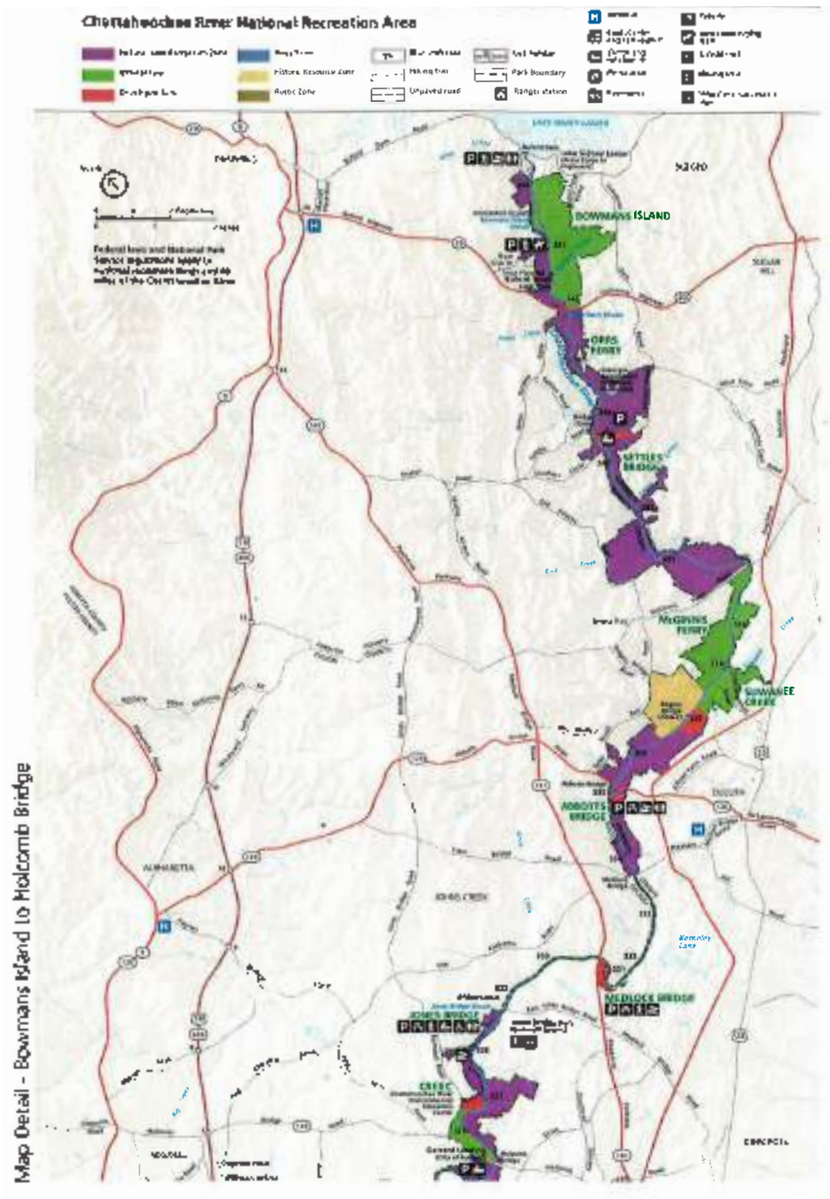
The first key management issue is how to determine the most appropriate level of service for visitor interpretation and education in the park, in view of increasing numbers of people and types of uses. The second key management issue is to determine suitable locations for administration and visitor facilities. The third key management issue is how to manage the park to protect natural and cultural resources and to allow for quality visitor experiences. The park is located in a long, narrow river corridor surrounded by communities and is therefore highly sensitive to potential effects of encroachment and overuse.

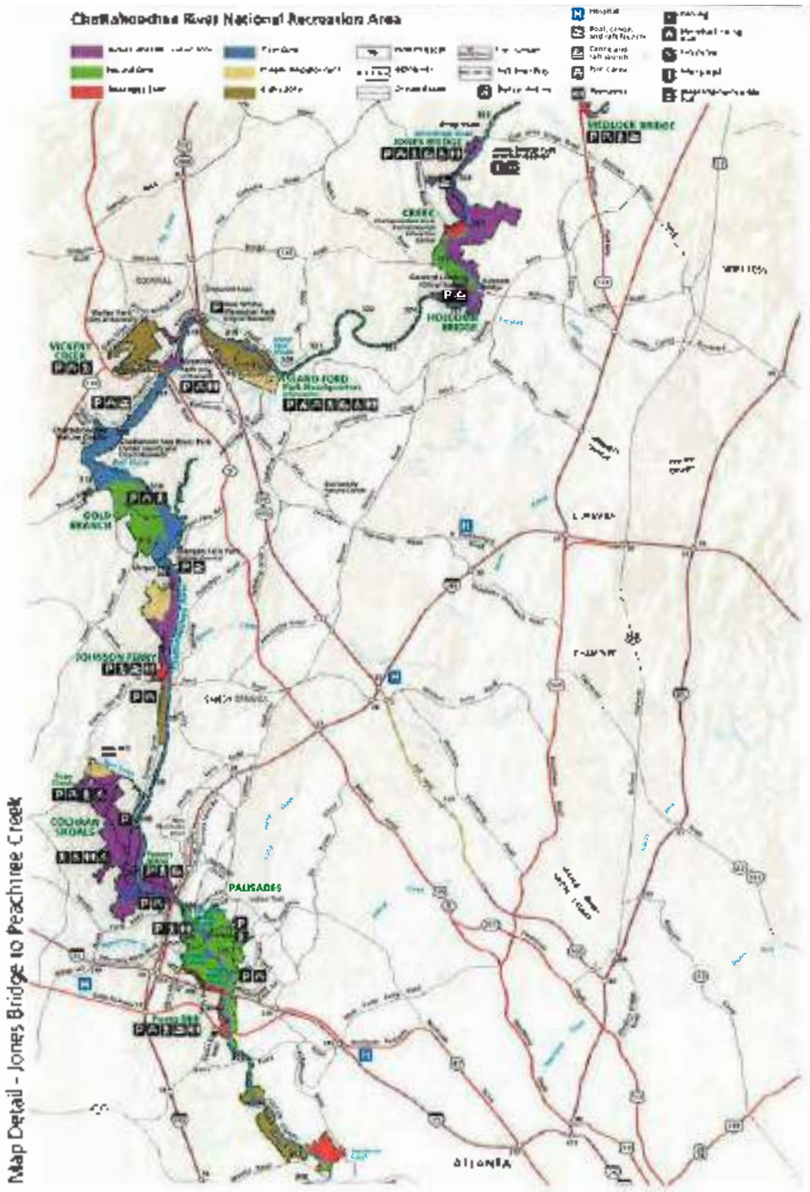
The Chattahoochee Parks Conservancy has identified 3 areas as part of the Strategic Plan that could be improved within the next 3-5 years. Those areas include Paces Mill, the National Water Trail, and Vickery Creek.

Virginia Tech's Landscape Architecture Program developed a NWT Conceptual Plan that looked at enhancing the water trail and analyzed the feasibility of overnight camping. See Appendix A for more information on the NWT Conceptual Plan.



The Chattahoochee River National Recreation Area General Management Plan Cover







The Chattahoochee River National Recreation Area General Management Zones

ROGERS BRIDGE

LOCATION: GWINNETT COUNTY, GEORGIA

YEAR: 2015 - PRESENT

IMPLEMENTATION STATUS: CONCEPT DESIGN

BUDGET: $5 MILLION

PROJECT AREA: 318 LINEAR FEET (BRIDGE)

KEY PROGRAMMATIC FEATURES:

- The project will replace the aged bridge with a pedestrian- and bike-friendly connection between park land on either side of the Chattahoochee
- The existing bridge which was built in the 1900s has degraded significantly over time, is not up to current safety standards and has been closed since the 1970s
- Several alternatives were brought before the public and the preferred alternative replaces the existing structure with a historically similar structure
- When replaced, it will serve as a hub connecting walking and biking trails on both sides of the River, including the Western Gwinnett Bikeway along Peachtree Industrial Boulevard and greenways along Suwanee Creek and Ivy Creek

NOTES:

This project has been a topic of discussion throughout the years, but the idea gained traction in 2018 when Johns Creek purchased the 133-acre plot known as the Cauley Creek property, which abuts the Chattahoochee River near Rogers Bridge.



Photo of the Existing Rogers Bridge

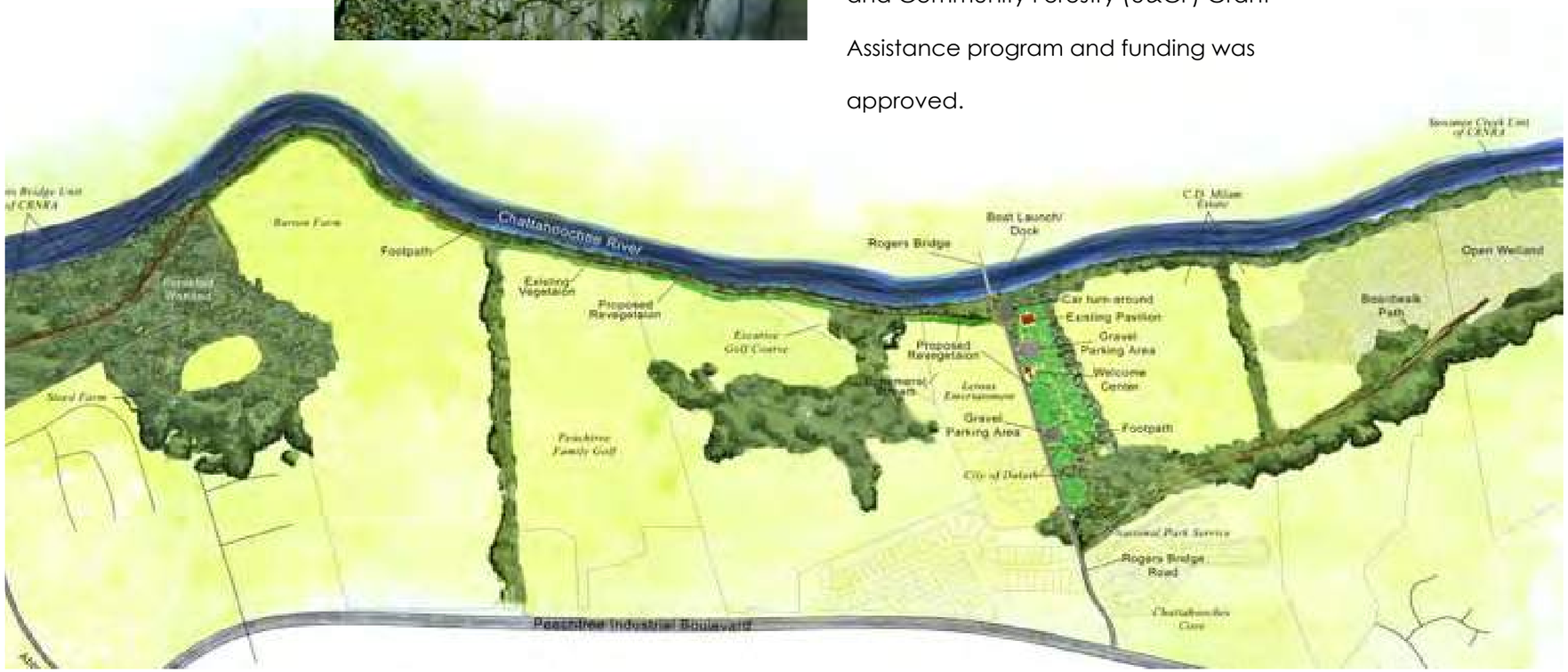


One Of The Proposed Alternatives For The New Rogers Bridge

The purpose of this project was to prepare a concept plan for a 13 acre reforestation area and a 1.3 mile greenway along the Chattahoochee River connecting two units of the Chattahoochee River National Recreation Area.



An application prepared by BCA was submitted by the City of Duluth to the Georgia Forestry Commission's Urban and Community Forestry (U&CF) Grant Assistance program and funding was approved.





City Of Duluth Vision For Forest Restoration And A 1.3 Mile Greenway Along The Chattahooechee River Near Rogers Bridge

CONNECT JOHNS CREEK

LOCATION: JOHNS CREEK, GEORGIA

YEAR: 2018

IMPLEMENTATION STATUS: PROPOSED, IN PROGRESS

BUDGET: $45.2 MILLION

PROJECT AREA: VARIES

KEY PROGRAMMATIC FEATURES:

- The City of Johns Creek Plans to develop five currently undeveloped properties for future park use: Bell-Boles Park, Cauley Creek Park, Morton Road Park, State Bridge Road Park, and a linear park in Tech Park.
- NPS has recently purchased an additional 42.69 acres adjacent to the future Cauley Creek Park and the land is also undeveloped
- The City is also working on a long-term plan to develop a recreational trail along the Chattahoochee River, from Abbotts Bridge Road to McGinnis Ferry Road

NOTES:

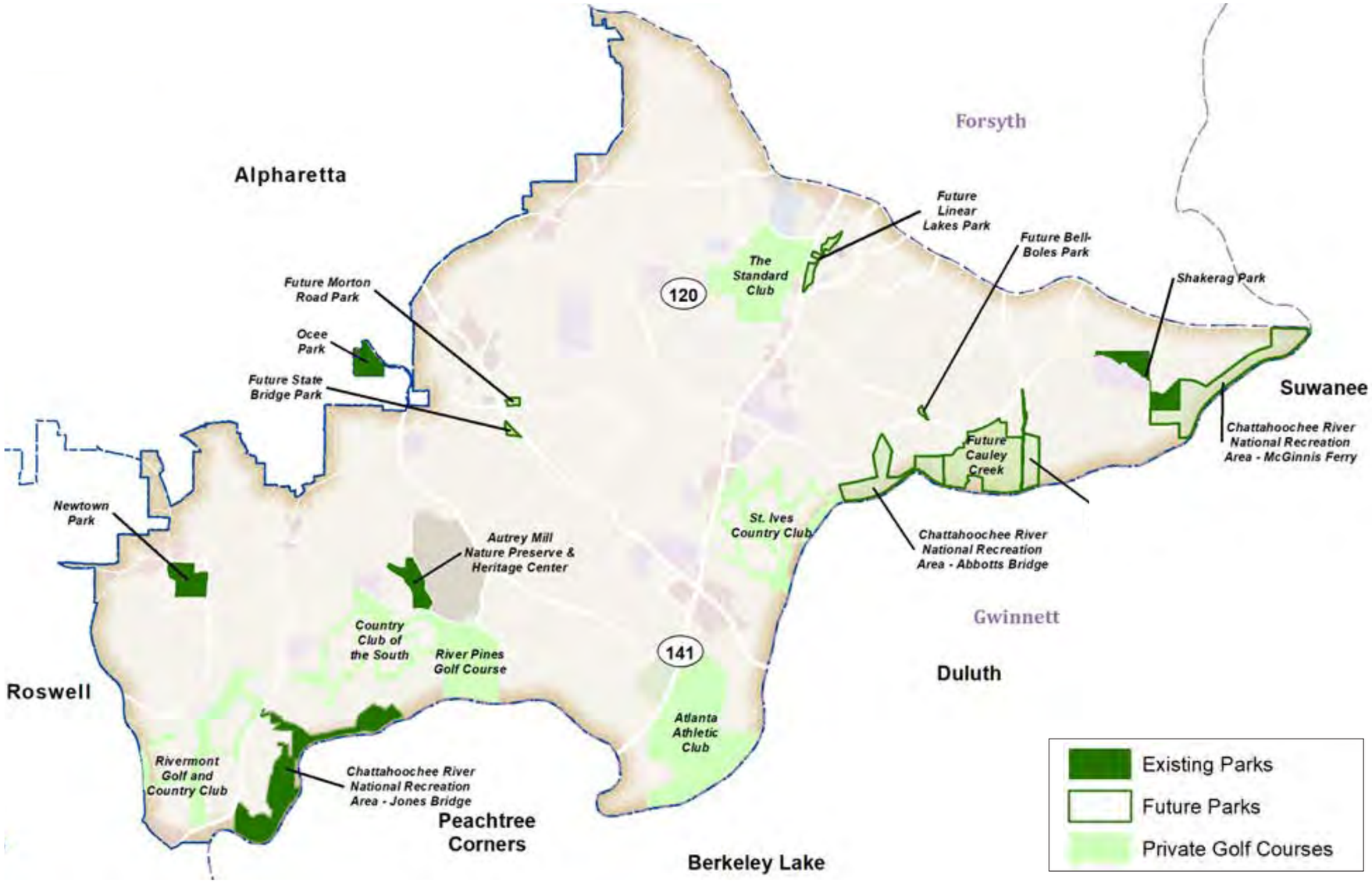
As part of Johns Creek's 2018-2028 Comprehensive Plan, the city set forward more than seven public park projects that they plan to design and construct on recently acquired land by 2023. A connections to the Chattahoochee River Trail Network via a multi-use trail from Abbott's Bridge Road to McGinnis Ferry Road is also planned.

	Description	Time Frame						Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
5.5	Improve landscaping by adding shade trees.			X				$17,500	$17,500	None
5.6	Add a connector trail to the National Park Service land.					X		$748,000	$748,000	None
5.7	Add lights to artificial turf field.					X		$361,200	$361,200	None
5.8	Renovate existing baseball field.						X	$275,000	$275,000	None
5.9	Add field lights to renovated baseball field.						X	$175,000	$175,000	None
5.10	Add nature trail seating and benches.				X			$2,000	$2,000	None
5.11	Add soft-surface trails.				X			$192,000	$192,000	None
	6. New Park/Recreational Facility Design and Construction									
6.1	Design and build the Bell-Boles pocket park.	X	X					$1,628,176	$0	Park Bonds
6.2	Design and build the first phase of the new Cauley Creek/ Quail Hollow Park	X	X	X				$16,000,000	$0	Park Bonds
6.3	Design and build the rest of the new Cauley Creek/Quail Hollow Park				X	X		$12,000,000	$12,000,000	None
6.4	Design and build the new Morton Road Park	X	X					$3,146,452	$0	Park Bonds
6.5	Design and build the new State Bridge Pocket Park.	X	X					$2,463,089	$0	Park Bonds
6.6	Design and construct the new linear "City Park" adjacent to the new City Hall property.	X	X	X				$6,250,000	$0	Park Bonds
6.7	Study renovating the existing reclamation facility into an indoor recreational facility.						X	$40,000	$0	Park Bonds
6.8	Renovate the existing House at Quail Hollow into a new community center for the City.			X				TBD	TBD	TBD
6.9	Develop a Chattahoochee River Trail Master Plan				X			TBD	TBD	TBD
6.10	Create a multi-use trail along the Chattahoochee River from Abbotts Bridge Road to McGinnis Ferry Road.					X	X	TBD	TBD	TBD
	7. Potential Land Acquisition									
7.1	Acquire land as it becomes available in areas underserved by parks or that would complement the City's park system	X	X	X	X	X	X	TBD	TBD	TBD

Johns Creek Planned Park, Open Space and Natural Resources Improvements



Conceptual Masterplan for Cauley Creek Park





City of Johns Creek Park Inventory

GWINNETT COUNTYWIDE TRAILS MASTERPLAN

LOCATION: GWINNETT COUNTY, GEORGIA

YEAR: 2018

IMPLEMENTATION STATUS: APPROVED, IN PROGRESS

BUDGET: $1 BILLION

PROJECT AREA: 320 MILES

KEY PROGRAMMATIC FEATURES:

- Nine “signature trails” nine with amenities and connectivity between destinations
- Two types of trails: the off-road trail, a concrete path that follows its own alignment or possibly a stream or utility corridor; and a side path, an asphalt trail that runs adjacent to roadways with a buffer between users and traffic
- Western Gwinnett Bikeway and Harbins Greenway will be implemented as illustrative “spotlight projects”

NOTES:

The Gwinnett Countywide Trails Master Plan was approved by the Gwinnett County Board of Commissioners in April 2018. The plan will ultimately create an interconnected web of bike and pedestrian pathways throughout the county. Officials have stated an intention to develop a greenway trail along the River and to connect to the Chattahoochee River Greenway.

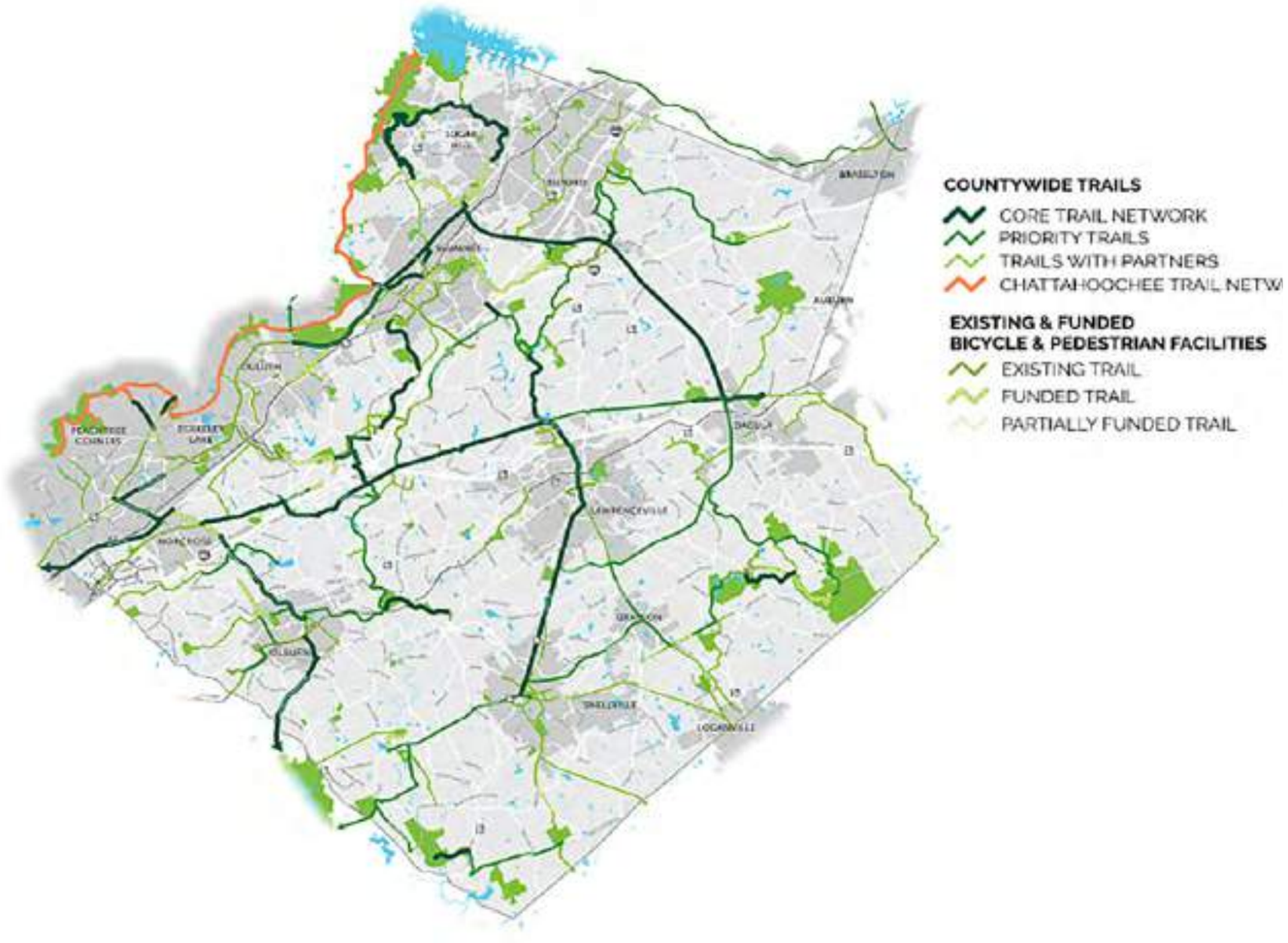


The Loop Trail Is One Of Nine Signature Trails Proposed In The Masterplan



The Upper Suwannee Greenway Will Feature Raised Wetland Trails Along Suwanee Creek

COMPLETE TRAIL NETWORK





Complete Trail Network Map

VICKERY CREEK CRNRA UNIT GATEWAY PROJECT

LOCATION: ROSWELL, GEORGIA

YEAR: ONGOING

IMPLEMENTATION STATUS: UNDER CONSTRUCTION

BUDGET: UNKNOWN

PROJECT AREA: 270 ACRES OF PARK AREA + 6 MILES OF HIKING TRAILS

KEY PROGRAMMATIC FEATURES:

- Trail improvements (ongoing)
- Historic Roswell Mill and Dam (rebuilt in 70's)
- Covered Foot bridge (complete)
- Historic Allenbrook home as visitor contact station (unknown)
- Staircase connecting trail and bridge (complete)

NOTES:

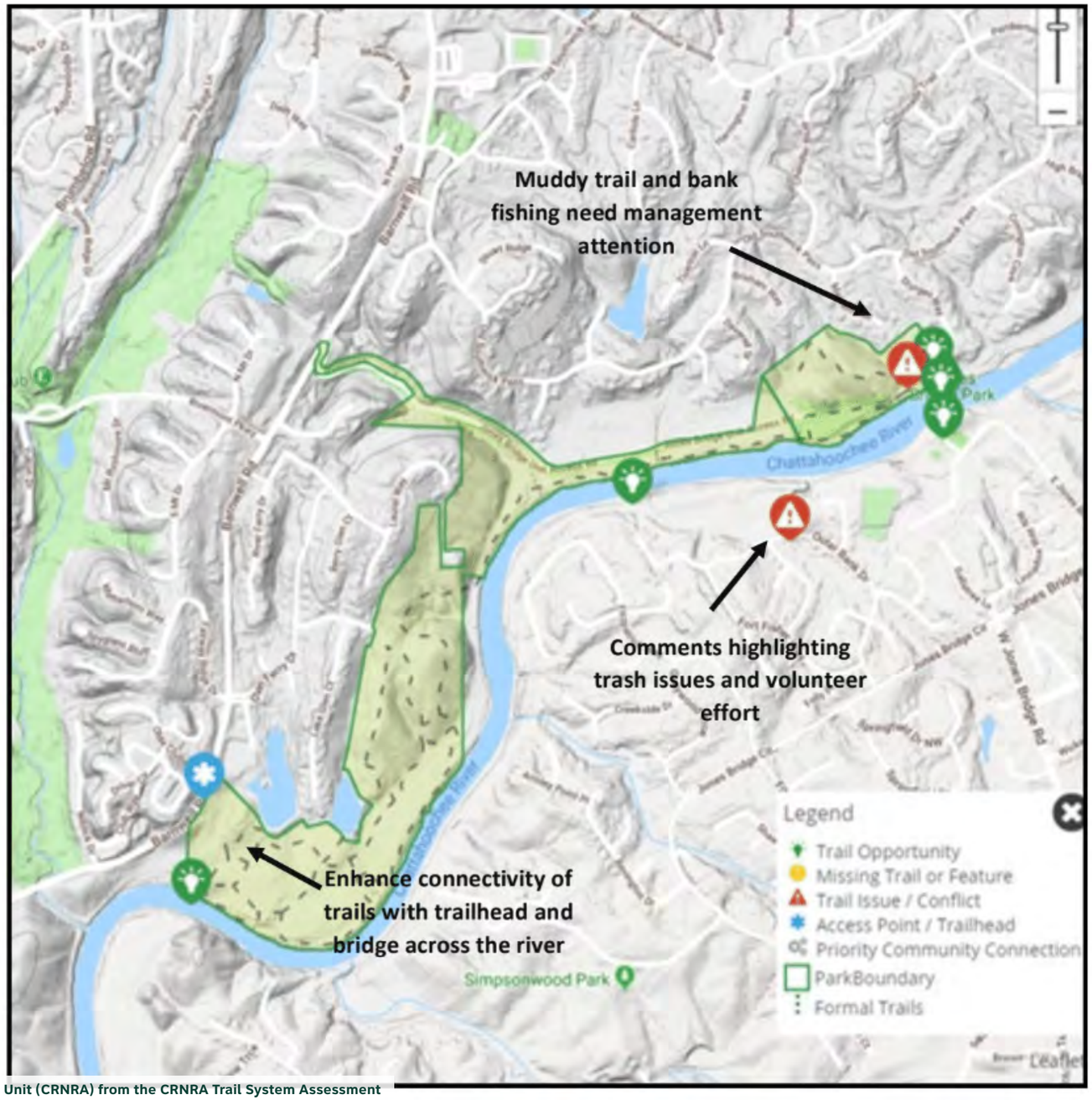
The Vickery Creek Unit of the Chattahoochee River National Recreation Area is located in the City of Roswell, in the northern suburbs of Metro Atlanta. Along with the Allenbrook section fo the national park, the unit comprises 270 acres and six miles of hiking trails that are used by nearly 70,000 park visitors annually. In 2005, Roswell built a covered foot-bridge over Big Creek, also known as Vickery Creek, to connect Old Mill Park with the CRNRA's Vickery Creek Unit and its more expansive trail system. The covered bridge is located near the original Roswell Mill built in 1839 (rebuilt in 1971) - the dam provided water power for the mill which still spans the creek.



New Staircase at Vickery Creek



Trail Under Construction Leading Down to Vickery Creek



NPS Map of Vickery Creek Unit (CRNRA) from the CRNRA Trail System Assessment



ROSWELL RIVER PARKS MASTER PLAN

LOCATION: CITY OF ROSWELL, GEORGIA

YEAR: 2016

IMPLEMENTATION STATUS: PARTIALLY COMPLETED

BUDGET: $3.9 MILLION (COMPLETED PORTION OF RIVERWALK)

PROJECT AREA: 22 ACRES

KEY PROGRAMMATIC FEATURES:

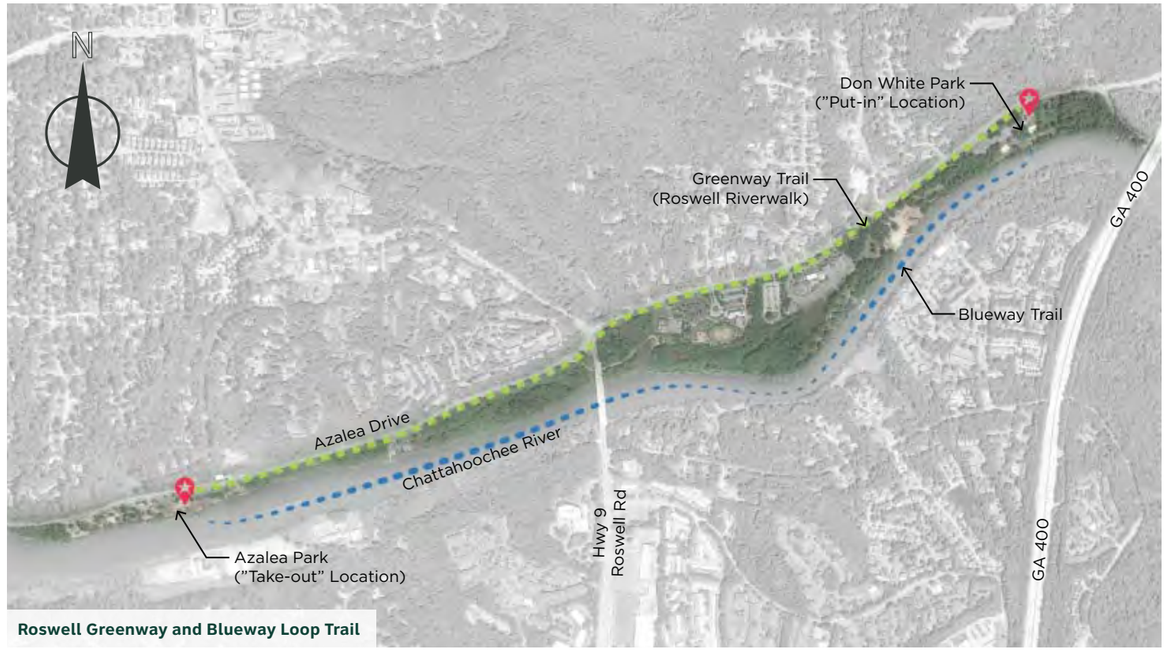
- Connecting Roswell's six river parks via a greenway and blueway loop trail system
- Re-designing, building and maintaining each of the parks to maximize greenspace along the River and access to the River
- Improving connectivity of Roswell's multi-use Riverwalk trail to Cobb County Trail System and completing a new phase of the trail between Azalea Park and the Chattahoochee Nature Center
- Addressing issues of parking and traffic along Riverside Road and Azalea Drive

NOTES:

Rather than having six individual parks along the Roswell section of the River, the main objective of this plan is to link the parks so they function as one river park with six unique expressions. Many of the proposed Riverwalk trail improvements have been completed while park improvements are ongoing.



Roswell Riverwalk from Azalea Park to Chattahoochee Nature Center



Roswell Greenway and Blueway Loop Trail





Masterplan for Roswell River Parks

LITTLE WILLEO BRIDGE

LOCATION: CITY OF ROSWELL AND COBB COUNTY, GEORGIA

YEAR: 2018

IMPLEMENTATION STATUS: APPROVED

BUDGET: $2.6 MILLION

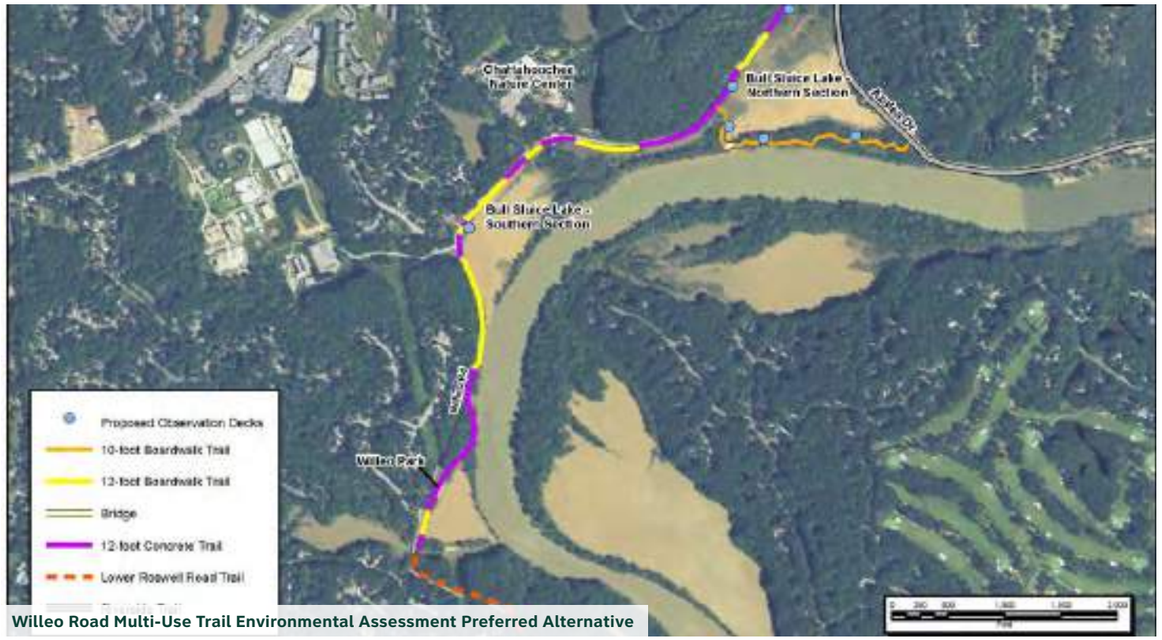
PROJECT AREA: 25 LINEAR FEET (BRIDGE)

KEY PROGRAMMATIC FEATURES:

- In September 2018, the City of Roswell approved an intergovernmental agreement with Cobb County to replace the Willeo Road bridge over Willeo Creek on the boundary of the city and county
- Currently there is an existing share the road facility, which is beneficial but not safe and/ or recommended for recreational and families according to the National Park Service
- A short section of boardwalk could be needed to connect the new bridge with Roswell's Riverwalk trail that ends at the Willeo Road parking lot in its city limits

NOTES:

The City of Roswell will be solely responsible for the costs related to design and construction of the boardwalk. The engineering, permitting, utility relocation and construction costs for the project will be evenly split between Roswell and Cobb County.



Willeo Road Multi-Use Trail Environmental Assessment Preferred Alternative


Roswell Riverwalk Trail to Willeo Road

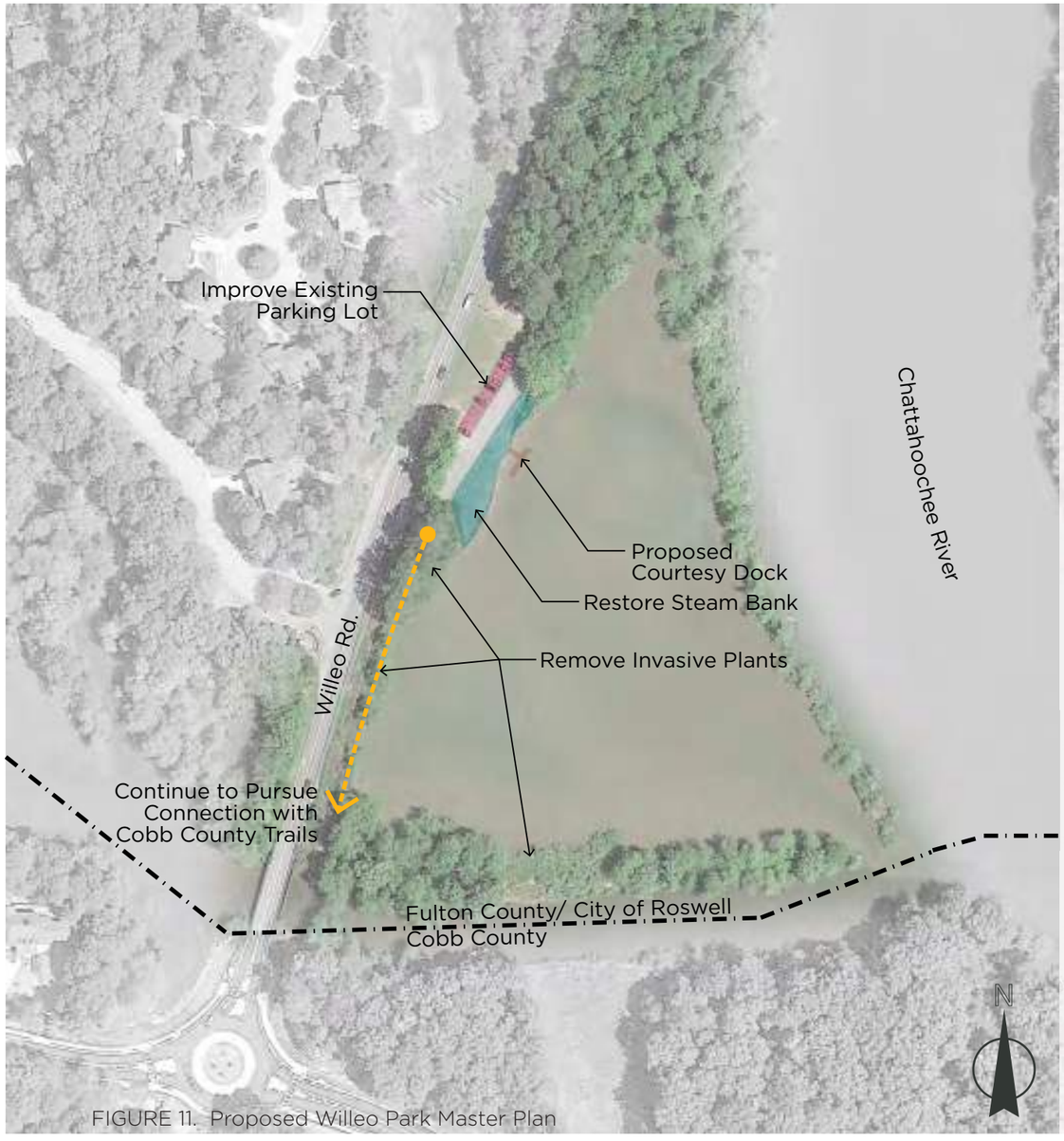


FIGURE 11. Proposed Willeo Park Master Plan

Willeo Park

Although Willeo Park is fairly small and isolated, it holds an important location as the future trail head connection between Roswell's Riverwalk Trail and the multi-use trails extending through Cobb County and on towards the Alabama state line.

Due to its small size, the proposed improvements are focused on upgrading the existing infrastructure and enhancing the aesthetics.

Recommendations for Willeo Park include:

- Re-constructing the existing parking lot, utilizing parking lot design details established for the entire river park system, which provides for a pervious paving section.
- Creating a new courtesy dock as a put-in/take-out point for recreational boats.
- Removing invasive species as well as dead, diseased or dying plant material.
- Restoring the stream bank along the parking lot.
- Continuing to pursue the future trail connection to Cobb County.



Willeo Park Will Provide A Trail Head Connection Via The New Bridge

SANDY SPRINGS BICYCLE, PEDESTRIAN AND TRAIL PLANS

LOCATION: SANDY SPRINGS, GEORGIA

YEAR: 2014 - PRESENT

IMPLEMENTATION STATUS: PROPOSED, PARTIALLY-FUNDED

BUDGET: UNKNOWN

PROJECT AREA: MORGAN'S FALL DAM TO ROSWELL, GA

KEY PROGRAMMATIC FEATURES:

- A city-wide trail network including an extension of Buckhead's PATH400 and a bridge over the Chattahoochee near the Morgan Falls dam, connecting Sandy Springs with Cobb County
- The Marsh Creek Trail - a prototype for the citywide network that would run for less than a mile east-west behind the 550 Abernathy Apartments
- Crooked Creek Park and Trail is an opportunity to connect people to Holcomb Bridge unit of the CRNRA
- The "Greenline," a multi-use path that would run through the north end of Sandy Springs and encourage development of "mixed-income" housing

NOTES:

The Sandy Springs Conservancy is currently proposing a series of projects that will create better connections with the Chattahoochee River National Recreation Area (CRNRA) as the city completes a 10-year parks Masterplan



Proposal for Crooked Creek Park Trail



An Artist's Conception Of A Pedestrian Bridge Across The Chattahoochee River Near Morgan Falls Dam





The Proposed Marsh Creek Trail (Shown in Red)

COBB COUNTY GREENWAYS & TRAILS MASTER PLAN

LOCATION: COBB COUNTY, GEORGIA

YEAR: 2018

IMPLEMENTATION STATUS: PLANNED

BUDGET: $35 MILLION

PROJECT AREA: VARIES

KEY PROGRAMMATIC FEATURES:

- Identifies priority trail corridors and projects on which to focus resources for near-term expansion. Several projects from the plan could provide connections to the Chattahoochee River.
- The proposed 3 mile Nickajack Creek Greenway would begin at the Chattahoochee River and end at Buckner Rd. The trail would largely utilize Cobb County-owned land and follow sewer easements where possible.
- The proposed 2.7 mile Hyde Farm-Johnson Ferry Trail would connect the existing Lower Roswell Trail to the Johnson Ferry North trailhead at the Chattahoochee River

NOTES:

Cobb County has more than 84 miles of completed multi-use greenways and trails. There are more than 207 miles of proposed trails.

HYDE FARM - JOHNSON FERRY TRAIL

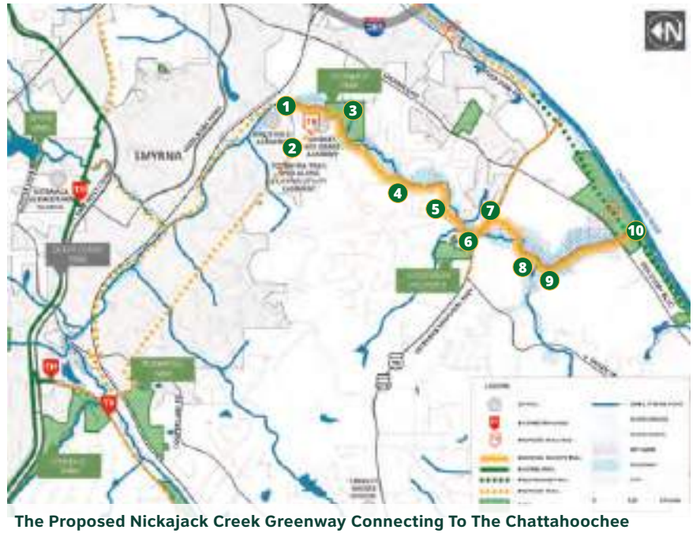


The Proposed Hyde Farm-Johnson Ferry Trail Along The Chattahoochee River

KEY OBSERVATIONS

1. A power easement provides a feasible opportunity for trail development and would connect to the existing trail on Lower Roswell Rd.
2. Work with National Park Service and Georgia Power to route trail properly around lake and utility towers.
3. Drainage culverts will be needed to cross tributaries at several locations, including this crossing.
4. Grades are steep in this area, and some areas of the trail will need reinforcement using large stones (aromoring) to provide positive drainage.
5. The riverside trail will be similar to the trail type at the Columns Unit across Johnson Ferry Rd with 10-20-foot width and fine stone surfaces.
6. Several of the tributary crossings are significant and include sanitary sewer infrastructure, requiring a pedestrian bridge for crossing trail users.
7. Provide wayfinding for the trail system where it crosses other trail networks.
8. Several of the tributary crossings are significant and include sanitary sewer infrastructure, requiring a pedestrian bridge for crossing trail users.
9. Existing parking and boat ramps serve as key trail features for this project. Update kiosks and provide wayfinding signage for trail users at the trailhead.
10. Across Johnson Ferry Rd, bike lanes and a shared shoulder on Columns Dr provide an important connection from the Johnson Ferry North Unit to the Cochran Shoals Unit of the CRNRA.

NICKAJACK CREEK GREENWAY



The Proposed Nickajack Creek Greenway Connecting To The Chattahoochee

KEY OBSERVATIONS

1. If a connection is desired to Whitefield Academy, the trail may need to cross under Buckner Rd. There there is currently no crosswalk in this location and a trail may not fit beneath the bridge.
2. Consider a spur trail along the power line easement that runs from Nickajack Park northwest to Thompson Park.
3. Provide a spur trail into Nickajack Park. A bicycle and pedestrian bridge will be required, and the existing power utility may provide access.
4. The existing utility provides an opportunity to spur the trail to the Rosie Lane neighborhood.
5. There is extensive wetland in this area and boardwalk will be necessary.
6. Connect Nickajack Creek trail to Henderson property once programmed.
7. Veterans Memorial Hwy provides adequate vertical clearance for a trail underpass.
8. Drainage culvert will be required at tributary.
9. Use existing utility easement to provide trail spur to existing neighborhoods.
10. Discovery Blvd provides ample vertical clearance for a trail underpass and direct connection into the County-owned park.

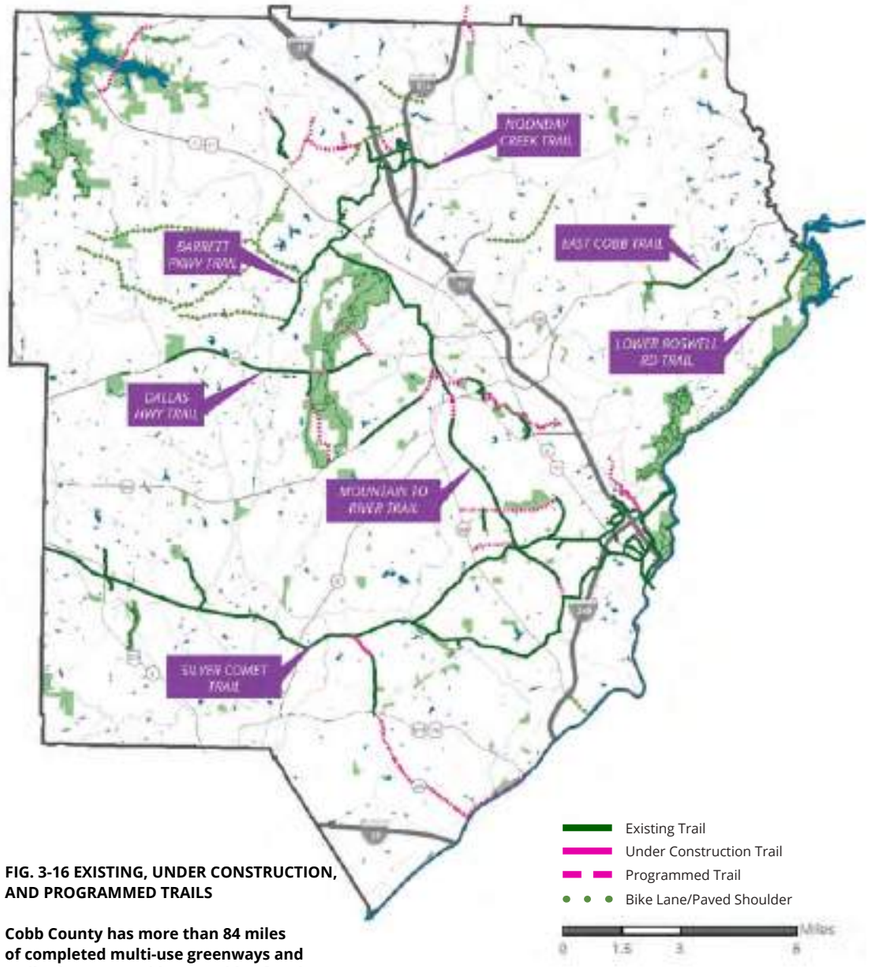


FIG. 3-16 EXISTING, UNDER CONSTRUCTION, AND PROGRAMMED TRAILS

Cobb County has more than 84 miles of completed multi-use greenways and trails along 47 corridors outside of park properties.

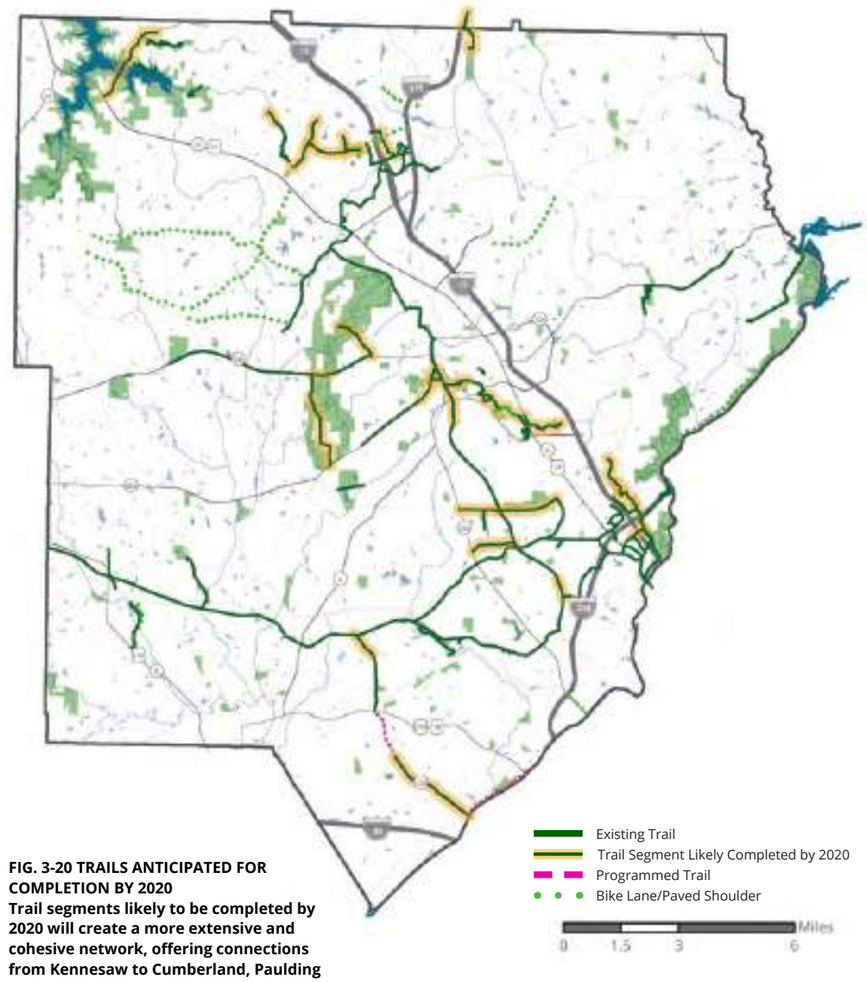


FIG. 3-20 TRAILS ANTICIPATED FOR COMPLETION BY 2020
Trail segments likely to be completed by 2020 will create a more extensive and cohesive network, offering connections from Kennesaw to Cumberland, Paulding County to Fulton County, and more connected trails in between.



Existing and proposed trails and greenways through Cobb County

PACES MILL REHABILITATION PROJECT

LOCATION: VININGS, GEORGIA

YEAR: CONSTRUCTION BEINGS IN 2020

IMPLEMENTATION STATUS: UNKNOWN

BUDGET: BETWEEN $1.3 AND $5.3 MILLION

PROJECT AREA: 318 LINEAR FEET (BRIDGE)

KEY PROGRAMMATIC FEATURES:

- Accentuating and enhancing Palisades Unit frontage along Cobb Parkway
- Storm Water Management
- Vehicular & pedestrian circulation
- Restroom Facilities
- Pavilions
- River access
- Site entry features
- Interpretive Paths
- Picnic Areas
- Assistance in developing a defined identity for the urban park unit

NOTES:

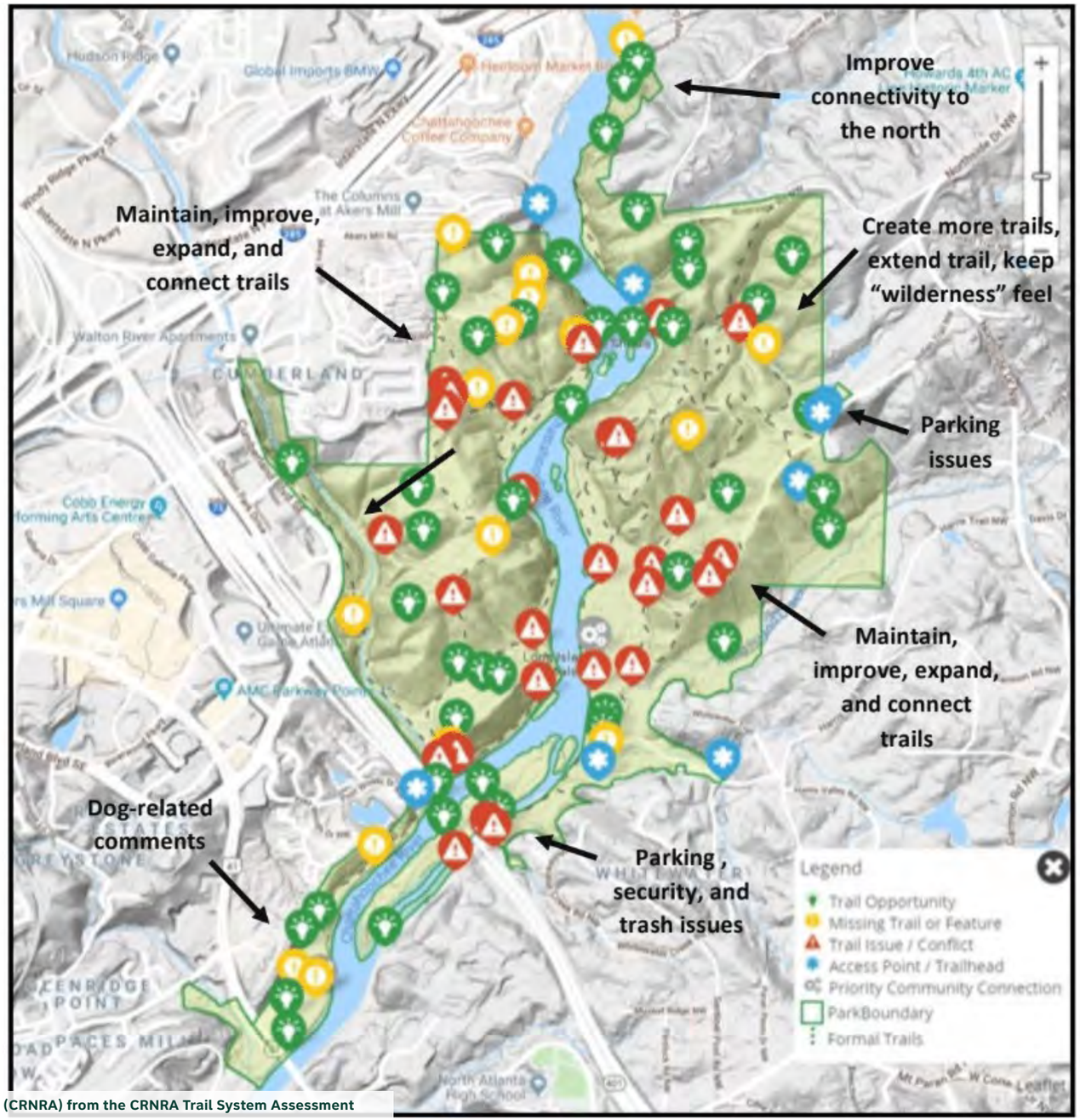
NPS is partnering with the Cumberland CID to do the conceptual design and enviornmental compliance on the renovation of the facility. Cumberland Submarket is home to more than 800 of the 6,500 acres of the CRNRA, including Paces Mill, Palisades and Cochran Shoals Units and Trailheads - 16 miles of multi-use trails, with nine miles planned or under construction linking Cumberland to the Silver Comet, Kennesaw Mountain and Atlanta Beltline Trails.



Paces Mill Rehabilitation Project



Cumberland CID Concept A for Paces Mill Renovation





NPS Map of Paces Mill Unit (CRNRA) from the CRNRA Trail System Assessment

CONNECT THE COMET

LOCATION: COBB COUNTY AND THE CITY OF ATLANTA, GEORGIA

YEAR: 2018

IMPLEMENTATION STATUS: PHASE 1 COMPLETED -
PHASE 2 UNDER CONSIDERATION - SUMMER 2019

BUDGET: $10 MILLION

PROJECT AREA: 2.3 MILES

KEY PROGRAMMATIC FEATURES:

- From the Cobb/Fulton County line, three miles would link the Silver Comet to a northwestern portion of the Atlanta Beltline, opening access for bike riders to travel directly from Alabama right into downtown
- In exchange for $10, CSX agreed to abandon 2.3 miles of unused rail lines—which are slated to be used for the extension of the 61.5-mile Silver Comet Trail that would connect to the Beltline
- Cobb DOT is expected to partner with the PATH Foundation to construct the initial 2.3-mile extension on the Cobb side of the Chattahoochee

NOTES:

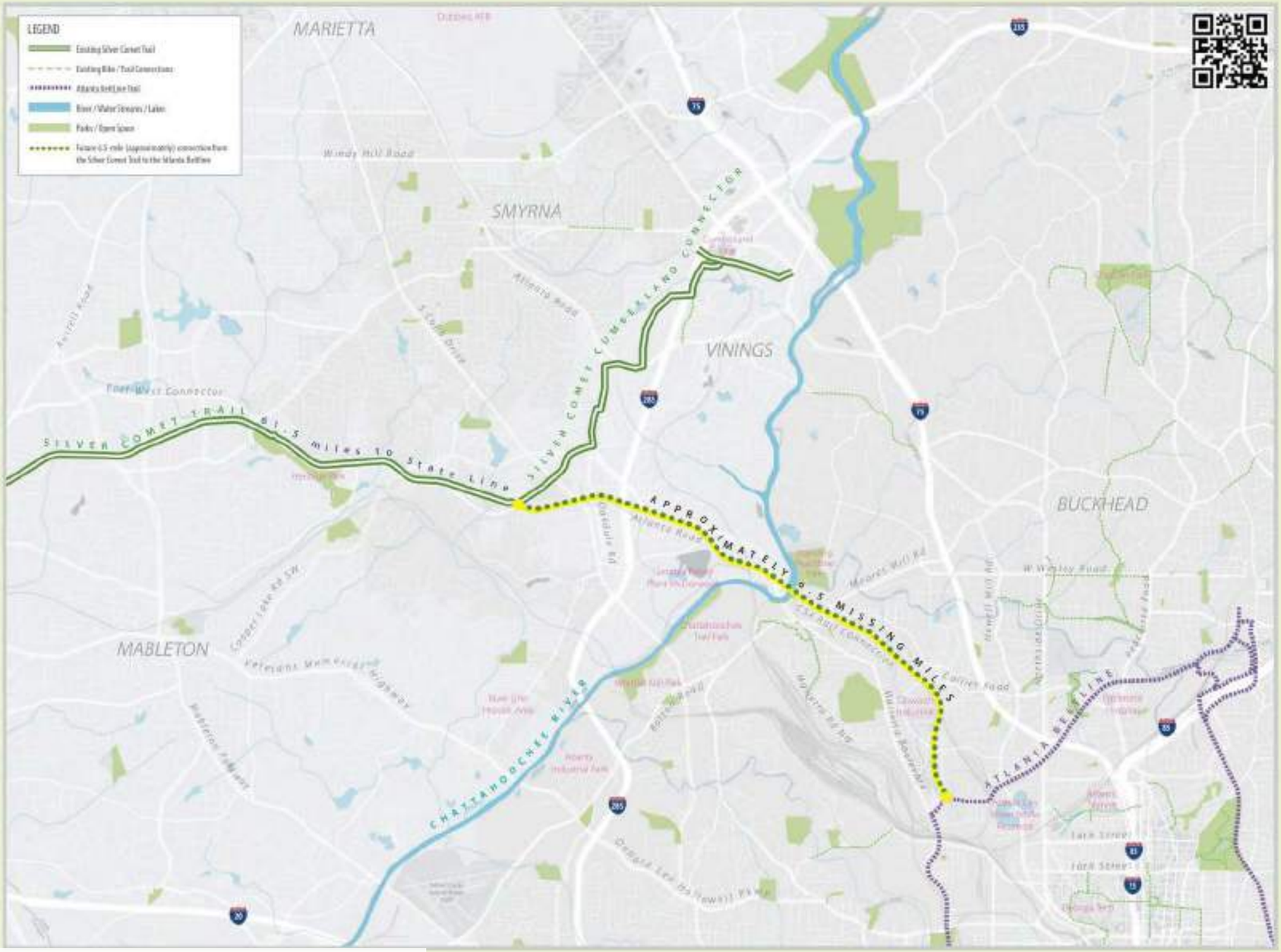
Connecting the Beltline to the Silver Comet would allow an ambitious walker, runner or biker to go all the way from Atlanta to Alabama, however the 4.3-mile extension planned in Fulton County that will theoretically connect to the Atlanta Beltline is further behind in development.



Section Of Abandoned CSX Rail Line That Can Be Converted Into Greenway



Proposed Silver Comet Extension Along CSX Rail Line



Planned Connection From the Silver Comet Trail to the Atlanta Beltline



MABLETON PARKWAY TRAIL

LOCATION: COBB COUNTY, GEORGIA

YEAR: 2015 - PRESENT

IMPLEMENTATION STATUS: PLANNED

BUDGET: CONSTRUCTION BUDGET IS $4,100,000 (FUNDING IS SECURED FOR SEGMENT BETWEEN RIVER AND FACTORY SHOALS)

PROJECT AREA: 6 MILES (WHEN COMPLETED)

KEY PROGRAMMATIC FEATURES:

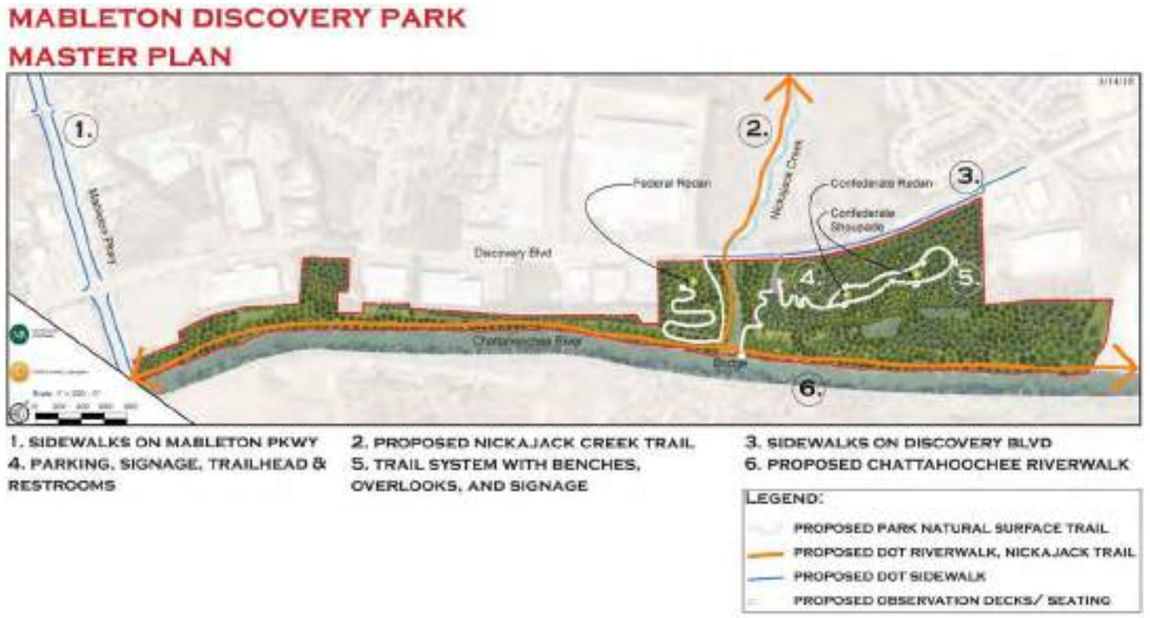
- The plans include a ten foot wide multi-use trail for cyclists and pedestrians on the west side of Mableton Parkway, and a five foot wide sidewalk on the east side of the road from Factory Shoals Road to Veterans Memorial Highway
- This trail will provide a needed connection to the County's transit system, allowing additional bicycle and pedestrian access to CobbLinc for transit patrons
- This project will also be linked with existing trails and other trail projects currently being designed, eventually providing a continuous six-mile connection from the Silver Comet Trail to the Chattahoochee River

NOTES:

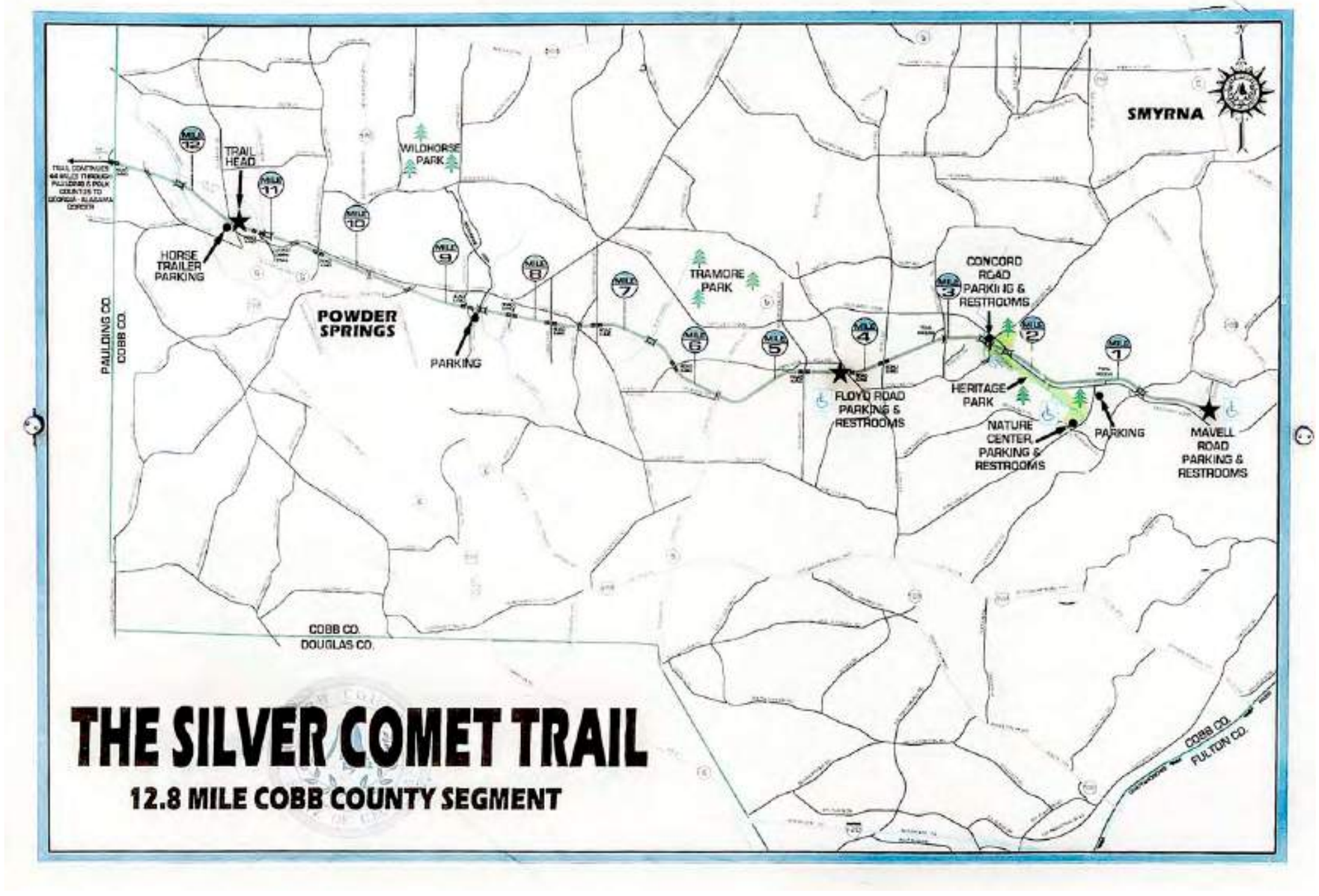
When completed, the Cobb County trails will create a path from the Chattahoochee River, through Mableton, up Floyd Road to the Silver Comet. Future connections to the City of Atlanta and the Atlanta BeltLine trail are proposed providing travel options for regional commuters.



The Current Condition Of The Mableton Parkway Sidewalk / Trail



The Mableton Parkway Trail Will Also Link To A New Park Planned For The Riverfront





The Mableton Parkway Trail Will Be One Of The Cobb County Connections To The Silver Comet Trail

PROCTOR CREEK GREENWAY PLAN

LOCATION: ATLANTA, GEORGIA

YEAR: 2014 - PRESENT

IMPLEMENTATION STATUS: PARTIALLY COMPLETED (2 MILES)

BUDGET: $4.5 MILLION

PROJECT AREA: 400 ACRES

KEY PROGRAMMATIC FEATURES:

- Multi-purpose trail stringing together more than 400 acres of greenspace, spanning from Maddox Park to the Chattahoochee River
- First (completed) phase of the project includes more than two miles of trails, connecting Bankead MARTA Station to the existing River Park Trail, passing through the planned Westside Quarry Park
- Aims to be the first public greenspace revitalized by and built along an urban mitigation bank
- Proposed creation of a wetlands demonstration area adjacent to the western edge of Maddox Park

NOTES:

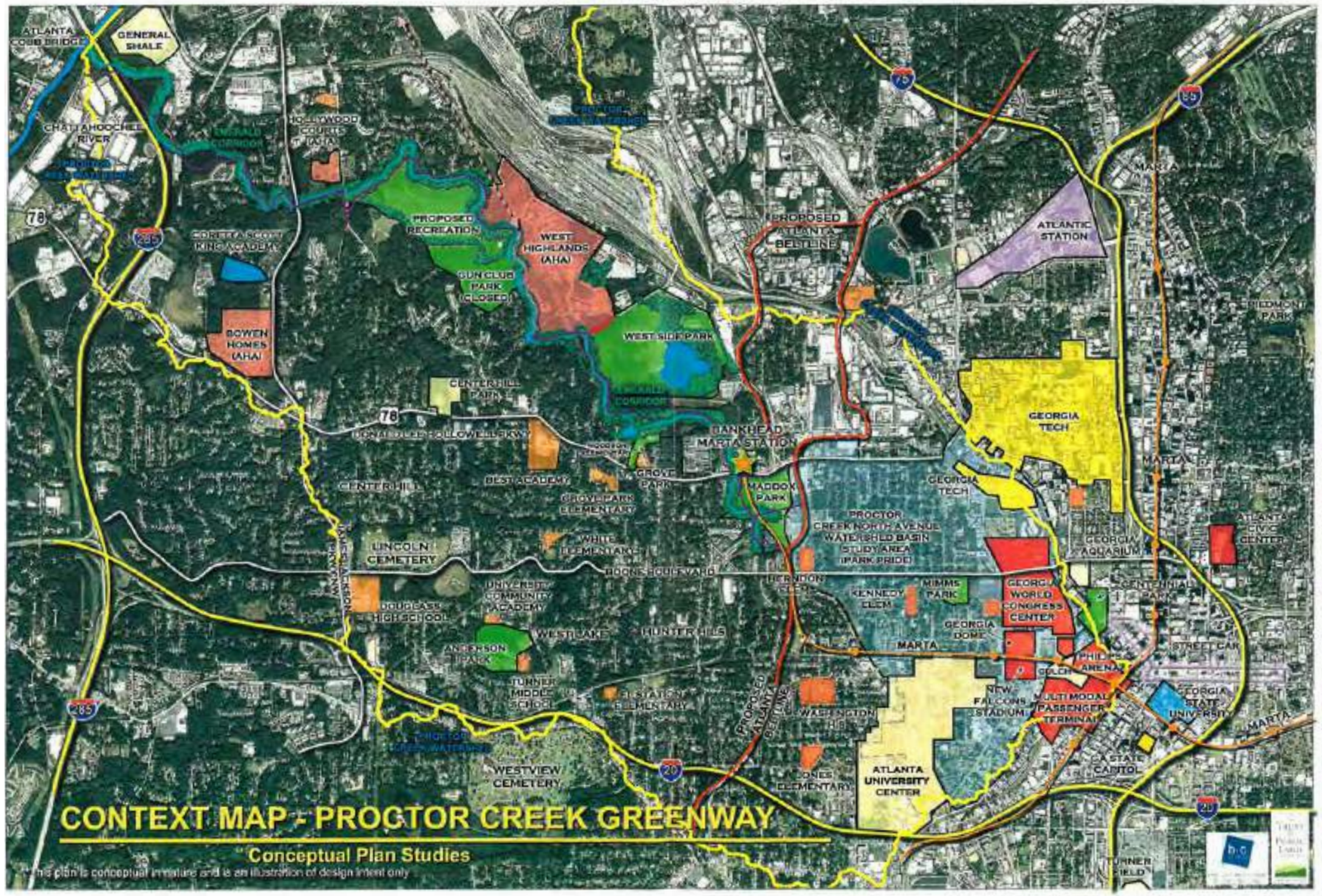
Proctor Creek has historically been one of Metro Atlanta's most heavily contaminated streams, a major source of pollution flowing into the Chattahoochee River from the city.



View Into Proctor Creek From The Completed Portion Of The Greenway



View Of The Completed Portion Of The Greenway As It Spans Proctor Creek





Conceptual Plan for the Proctor Creek Greenway Trail

RIVERWALK ATLANTA

LOCATION: ATLANTA, GEORGIA

YEAR: 2011 - PRESENT

IMPLEMENTATION STATUS: PLANNED

BUDGET: UNKNOWN

PROJECT AREA: 5 MILE GREENWAY / 100 ACRE PARK

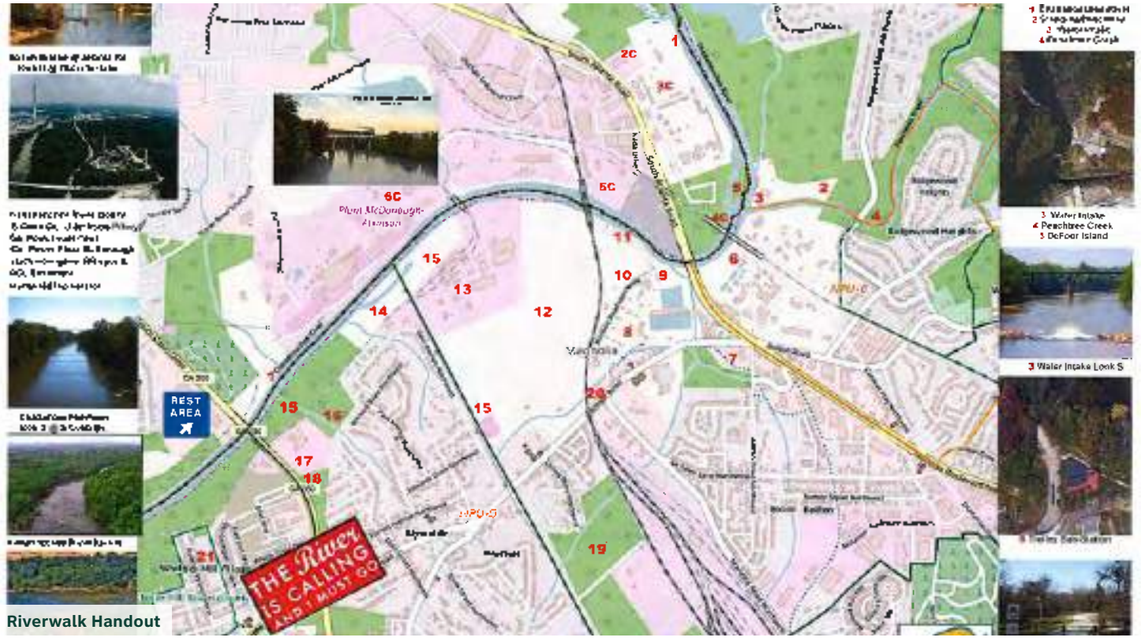
KEY PROGRAMMATIC FEATURES:

- Riverwalk Atlanta is a proposal to re-open an existing section of trail that was built by The PATH Foundation in 1996, yet closed in 2001
- It also proposes a new 5 mile greenway along the Chattahoochee River from Peachtree Creek to Sandy Creek, as well as 100-acre-plus park on the River, just west of Buckhead

NOTES:

The City of Atlanta has been in conversation with Lincoln Terminal which now owns the Chattahoochee Brick Co. property and has been seeking a special use permit for a rail terminal that could accommodate rail tankers delivering ethanol, biodiesel, butane and other light oil products.

A vision to create a similar series of parks along the River dates back 20 years when the American Society of Landscape Architects proposed five parks along the River – Whittier Mills Park; Standing Peachtree Park; the Bolton Landfill; the Hartsfield Incinerator; and Georgia Power's land along the River 1997.



Riverwalk Handout



Riverwalk Handout

SCAPE



Map of the Full Five Mile PATH Chattahoochee Greenway Trail

COOK PARK PROJECT

LOCATION: ATLANTA, GEORGIA

YEAR: 2017 - PRESENT

IMPLEMENTATION STATUS: UNDER CONSTRUCTION

BUDGET: $45 MILLION

PROJECT AREA: 16 ACRES

KEY PROGRAMMATIC FEATURES:

- Cook Park will have a large pond with the capacity to hold 10 million gallons of water to prevent flood during/ after a major rain event and reduce the possibility of stormwater runoff into nearby neighborhoods
- The design will also separate storm water system from the sewage system, eliminating the threat of floods mixed with sewage
- Cook Park will also have a splash-pad, a playground, a great lawn with a natural amphitheater, a performance plaza, a picnic pavilion, courts for multi-use sports, a fitness area, a boardwalk, an overlook and terraced pools

NOTES:

Cook Park will honor of civil rights leaders and peacemakers, including Rev. Martin Luther King Jr. and his family. The park will replace what was once known as Mims Park, in honor of former Atlanta Mayor Livingston Mims.



Rendering of the Future Rodney Cook Sr. Park Near Mercedes-Benz Stadium



Tour Of The First Chattahoochee Hill Country Regional Greenway Segment



Site Plan for the Cook Park Project



TRI-COUNTY CHATTAHOOCHEE RIVER CORRIDOR INITIATIVE

LOCATION: FULTON COUNTY, DOUGLAS COUNTY AND COBB COUNTY, GEORGIA

YEAR: 2003

IMPLEMENTATION STATUS: PROPOSED

BUDGET: UNKNOWN

PROJECT AREA: 10 MILES

KEY PROGRAMMATIC FEATURES:

- Recommendations for several locations for access onto the River, including a point just south of the Peachtree Creek confluence and a point between James Jackson and South Cobb
- 3 conceptual masterplans for the Sonoco property in Atlanta, the Mote Property south of the Georgia DNR boat launch, and the Fountain Property in Old Cambellton
- Two major trail spines - the Eastern Chattahoochee Greenway located in Fulton County and the Western Chattahoochee Greenway in Douglas County

NOTES:

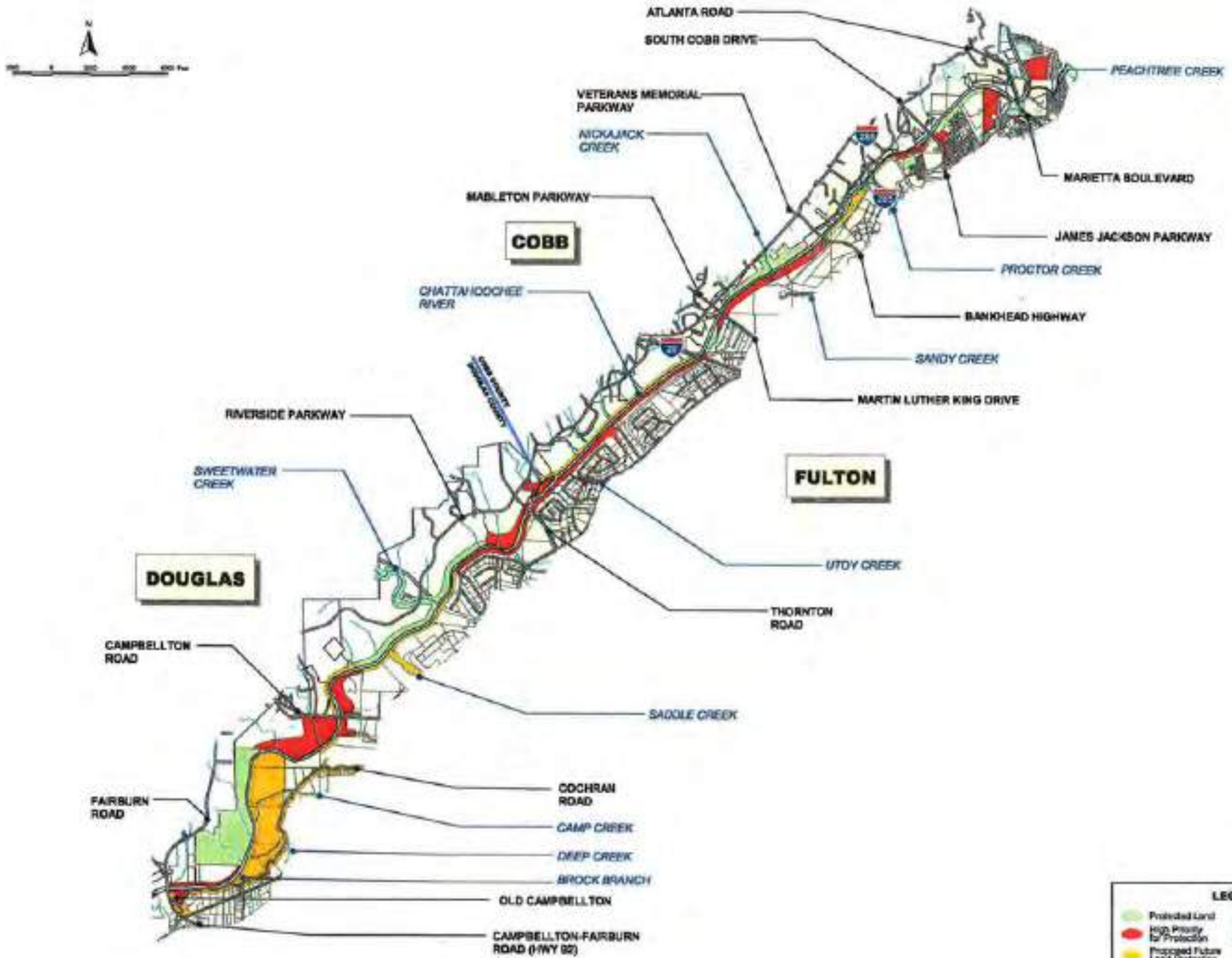
This plan is a compilation of various master plans from the City of Atlanta, Fulton County, Cobb County, Douglas County and the State of Georgia.



Conceptual Masterplan For The Fountain Property In Old Campbellton



Regional Greenway, Blueway And Bike Route Connections







Proposed Land Protection Areas, Greenways And Blueways Along The Corridor

CHATTAHOOCHEE HILL COUNTRY REGIONAL TRAIL / SWEETWATER CREEK EXPANSION

LOCATION: DOUGLAS, CARROLL, COWETA AND FULTON COUNTIES AND THE CITY OF CHATTAHOOCHEE HILLS, GEORGIA

YEAR: 2014 - PRESENT

IMPLEMENTATION STATUS: PHASE I COMPLETED, PHASE 2 DESIGNED

BUDGET: $26.2 MILLION (PRELIMINARY ESTIMATE)

PROJECT AREA: 98 MILES

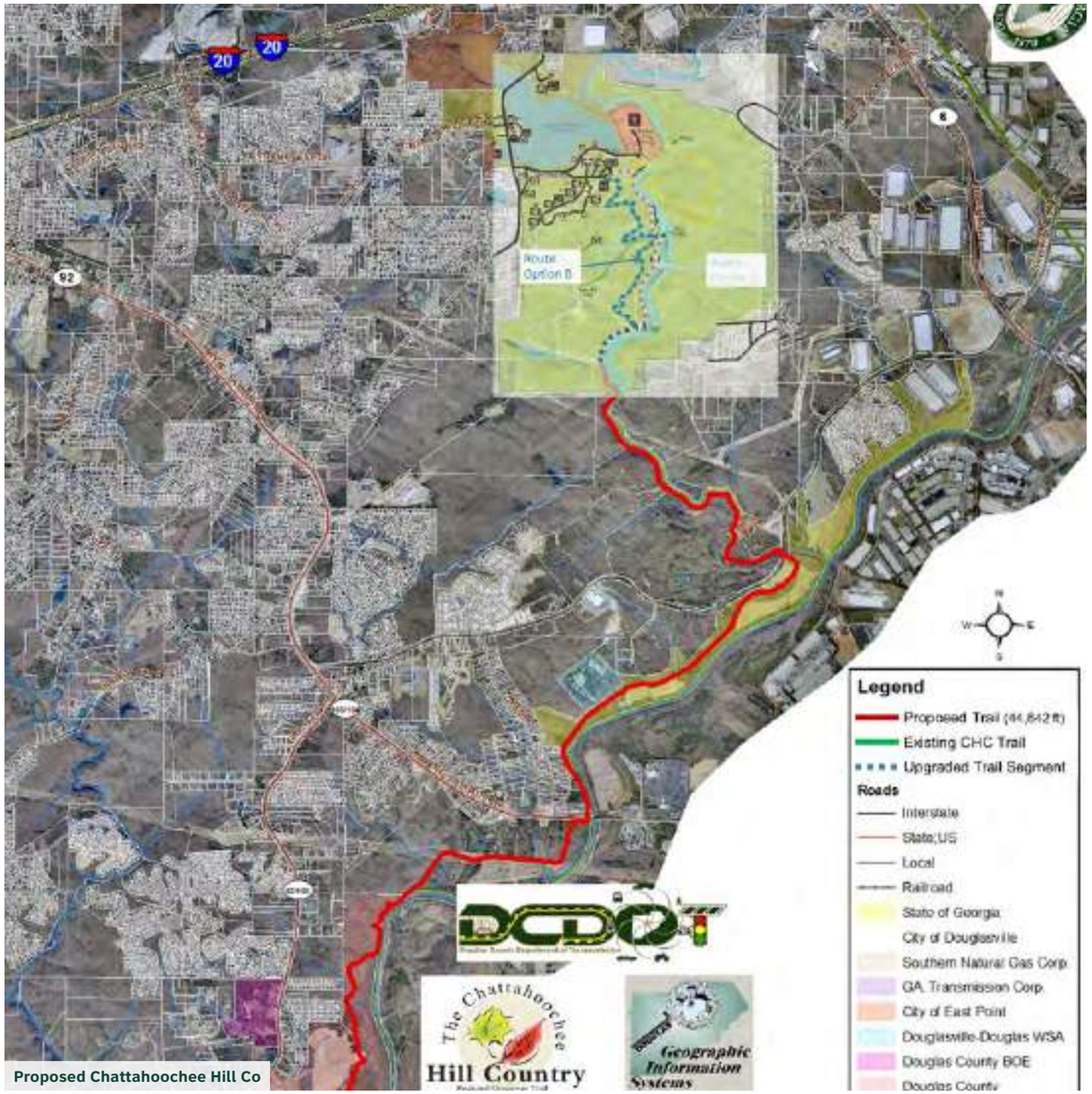
KEY PROGRAMMATIC FEATURES:

KEY PROGRAMMATIC FEATURES:

- First trail segment now open in the Boundary Waters Park in Douglas County - 3/4 of a mile of 100% accessible concrete multi-use trail
- Proposed phase two is an 11-mile link between Sweetwater Creek State Conservation Park and the first trail segment following the Chattahoochee River
- The phase two trail is proposed as a six-foot (6') wide aggregate trail,with 1,000 linear feet being an eight-foot (8') wide concrete trail
- All together, the proposed regional trail will have 11 connected segments
- The plan also includes approximately 46 miles of trail for equestrians connecting the most prominent equestrian facilities in the region

NOTES:

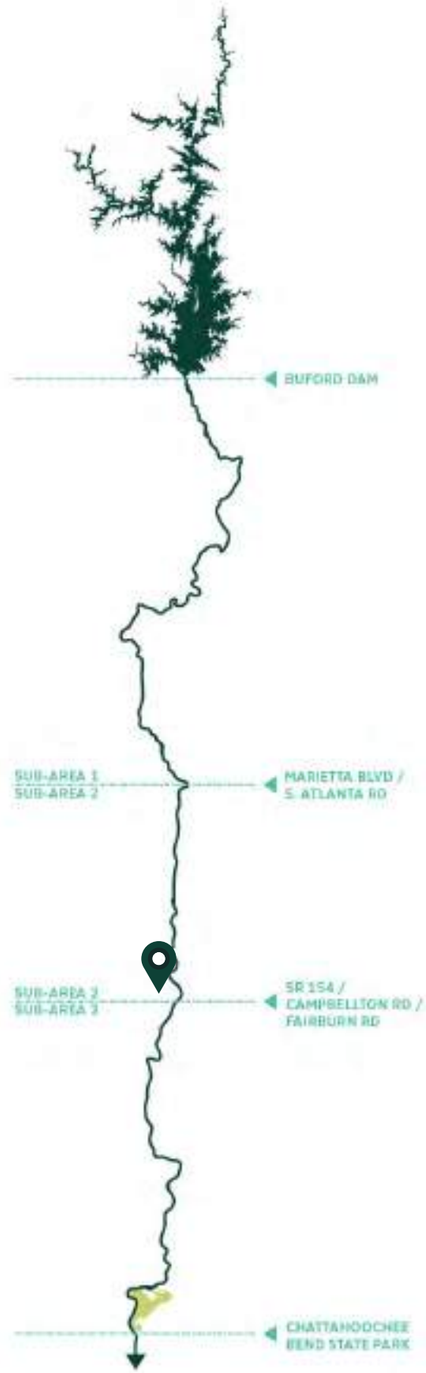
The City of Chattahoochee Hills has declared its desire to remain "deliberately rural" and this concept guides the regional greenway plan



Proposed Chattahoochee Hill Co



Project Layout For Completed Section Of The Regional Greenway



VISION 53

LOCATION: COWETA AND DOUGLAS COUNTY, GEORGIA

YEAR: 2016

IMPLEMENTATION STATUS: PLANNED

BUDGET: UNKNOWN

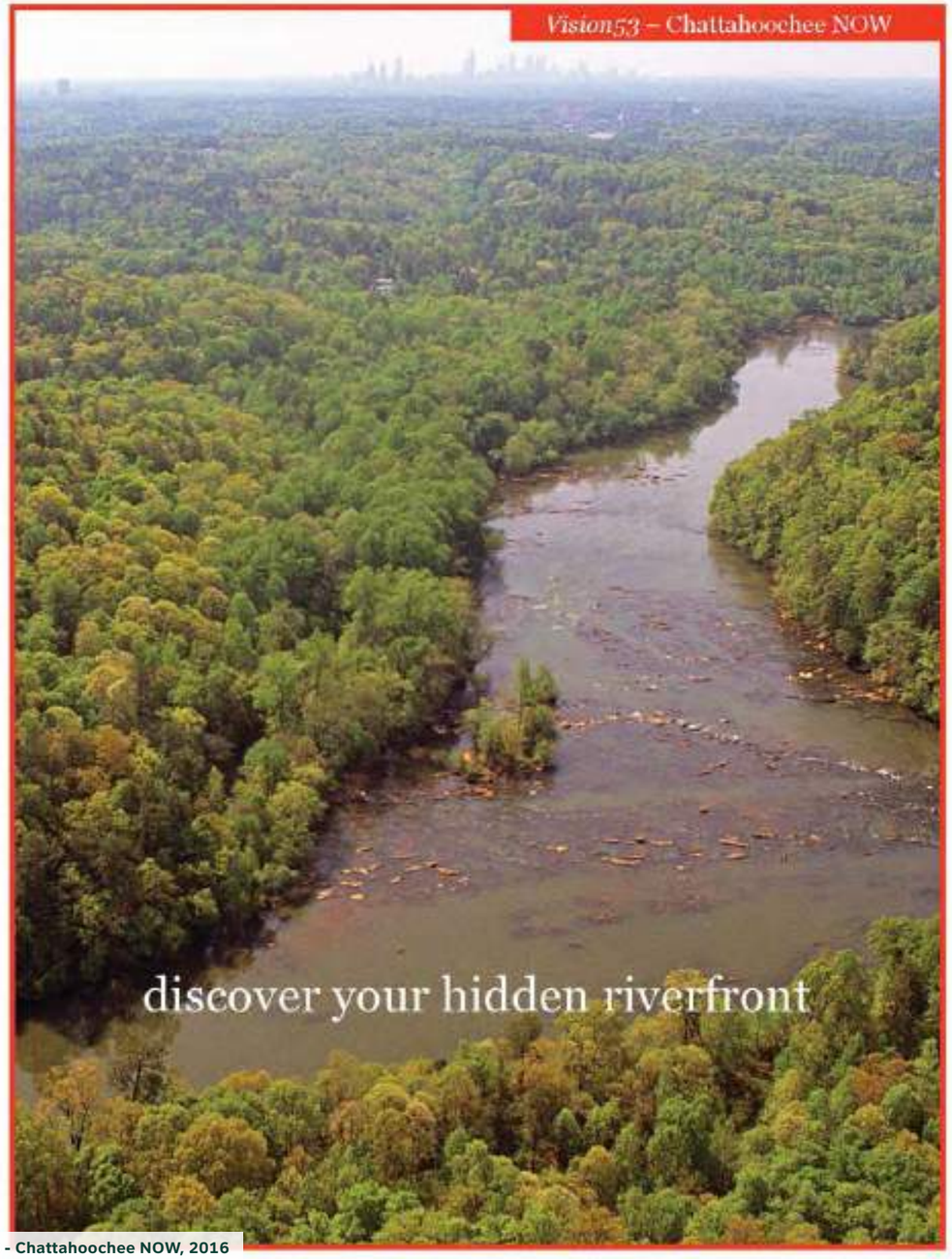
PROJECT AREA: 53 MILES / 5000 ACRES

KEY PROGRAMMATIC FEATURES:

- Vision 53 proposes a series of parks and access points mixed in and around private, commercial and industrial property, spanning a comprehensive 5,000 acre “working park,” from Standing Peachtree Park in Atlanta to Chattahoochee Bend State Park
- Small-scale access points for fishing, boating, or simply touching the water
- A series of gateway beacons that would provide views of the River at strategic sites, support visibility for the riverfront itself, and become icons for civic identity
- Large-scale art landscapes
- Interpretive trails, programming and signage

NOTES:

While the upper portion of the Chattahoochee River is protected and provides recreational opportunities through the CRNRA, Chattahoochee NOW has concieved of Vision 53 to provide an equivalent for the lower stretch of the River.



Vision 53 - Chattahoochee NOW, 2016

With your help and ideas, we can map and build a 5,000 acre "working park" organized along this 53-mile stretch of our riverfront.

IDEA MAPS

The following pages represent a sample of the many ideas that are possible for our riverfront. Many are bold and provocative, but we believe they are also attainable.



View these maps from the north looking south. The river flows left to right.

What else can you imagine?

A p. 28/29

B p. 30/31

C p. 32/33

D p. 34/35

E p. 36/37

F p. 38/39



Project Layout For Completed Section Of The Regional Greenway

Chattahoochee RiverLands

COWETA COUNTY GREENWAY MASTER PLAN / LINC MASTER PLAN

LOCATION: COWETA COUNTY, GEORGIA

YEAR: 2007 - 2017

IMPLEMENTATION STATUS: PLANNED

BUDGET: $2.2 MILLION FOR FIRST LINC SEGEMENT

PROJECT AREA: 288 MILES OF TRAIL TOTAL / 26.3 MILES LINC PORTION

KEY PROGRAMMATIC FEATURES:

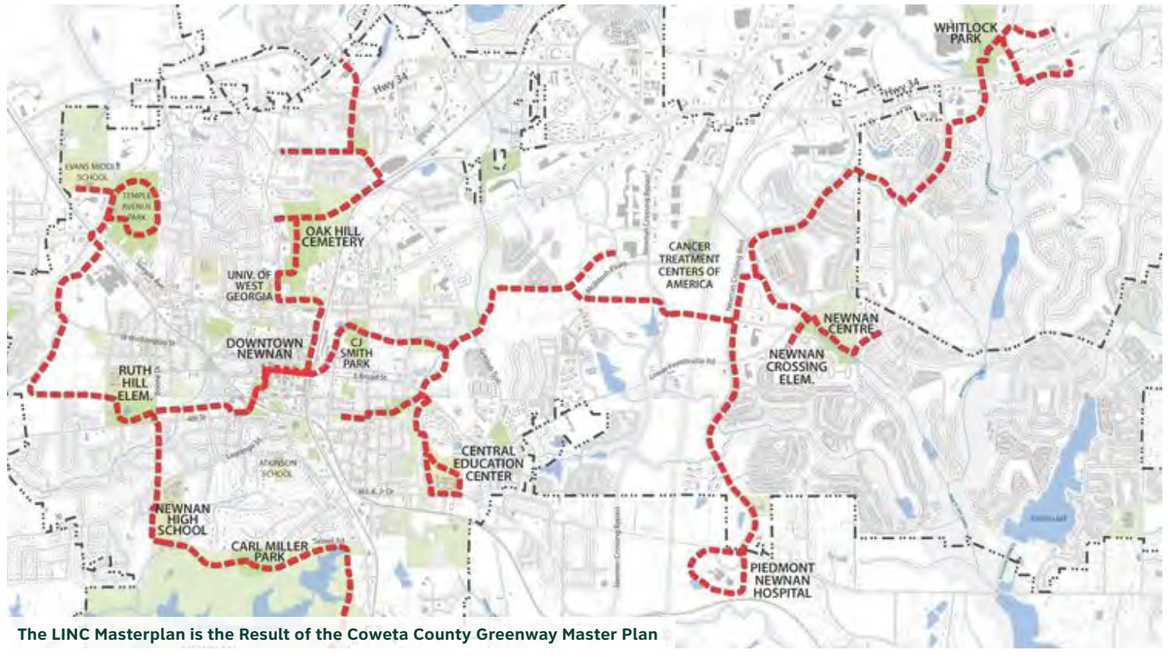
- The Coweta County Greenway Masterplan proposes approximately 136 miles of hard surface multi-use trail and 152 miles of soft surface multi-use trails
- The Coweta County greenway plan helped pave the way for the LINC - a 26.3 multi-use trail system that aims to connect the east and west sides of Newnan with all trails leading to the downtown business district
- The first of fifteen planned segments of the LINC has been approved and primarily provides local connectivity

NOTES:

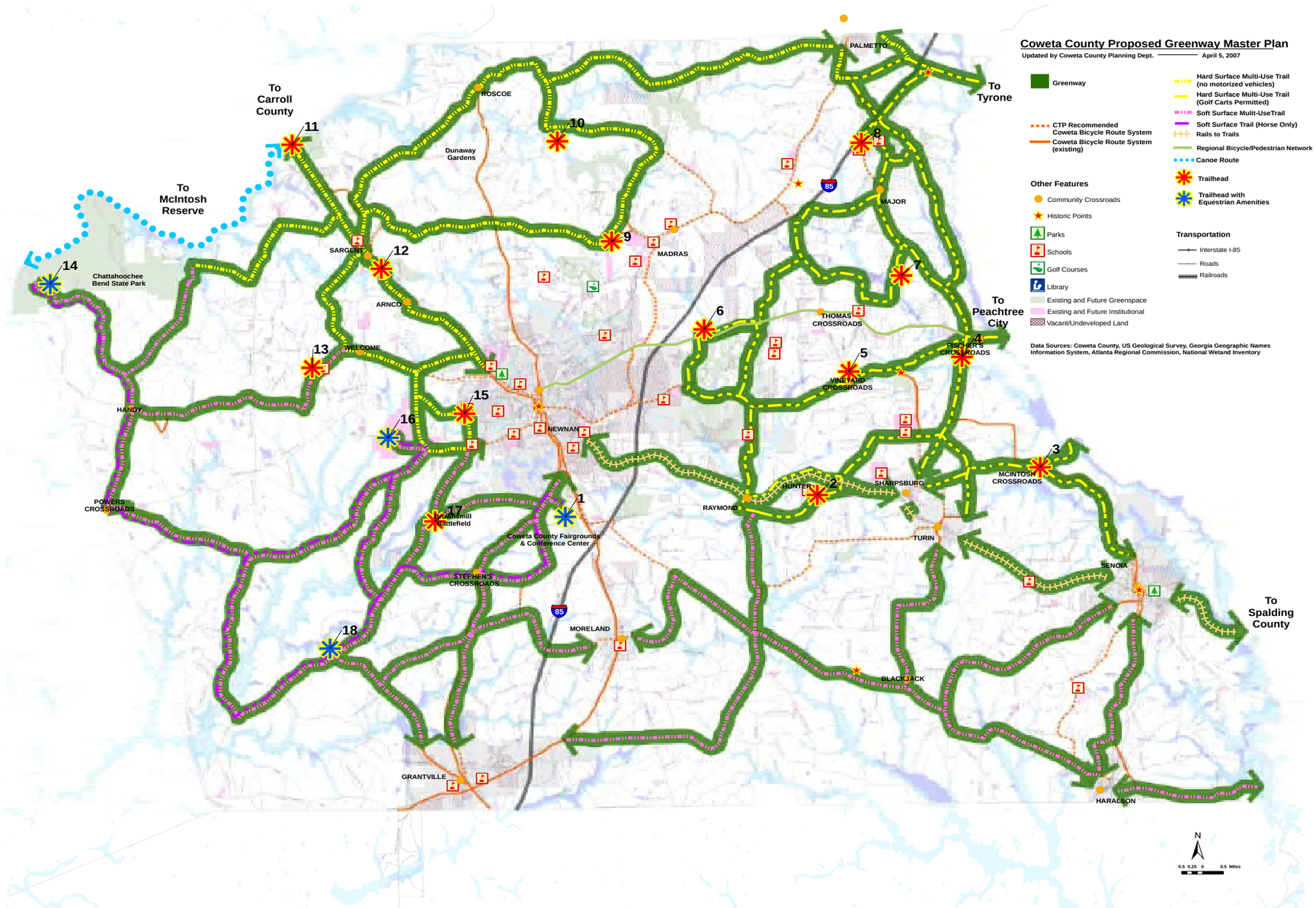
The Coweta County Greenway Master Plan proposes a network of pedestrian connections utilizing existing road corridors, upgraded road corridors, and railroad corridors. It also proposes multiple trailheads and specific trails for equestrian use.



First Planned Section of the LINC Trail System



The LINC Masterplan is the Result of the Coweta County Greenway Master Plan



Coweta County Proposed Greenway Master Plan

Updated by Coweta County Planning Dept. — April 5, 2007

- Greenway
- CTP Recommended Coweta Bicycle Route System
- Coweta Bicycle Route System (existing)
- Hard Surface Multi-Use Trail (no motorized vehicles)
- Hard Surface Multi-Use Trail (Golf Carts Permitted)
- Soft Surface Mulit-UseTrail
- Soft Surface Trail (Horse Only)
- Rails to Trails
- Regional Bicycle/Pedestrian Network
- Canoe Route
- Trailhead
- Trailhead with Equestrian Amenities

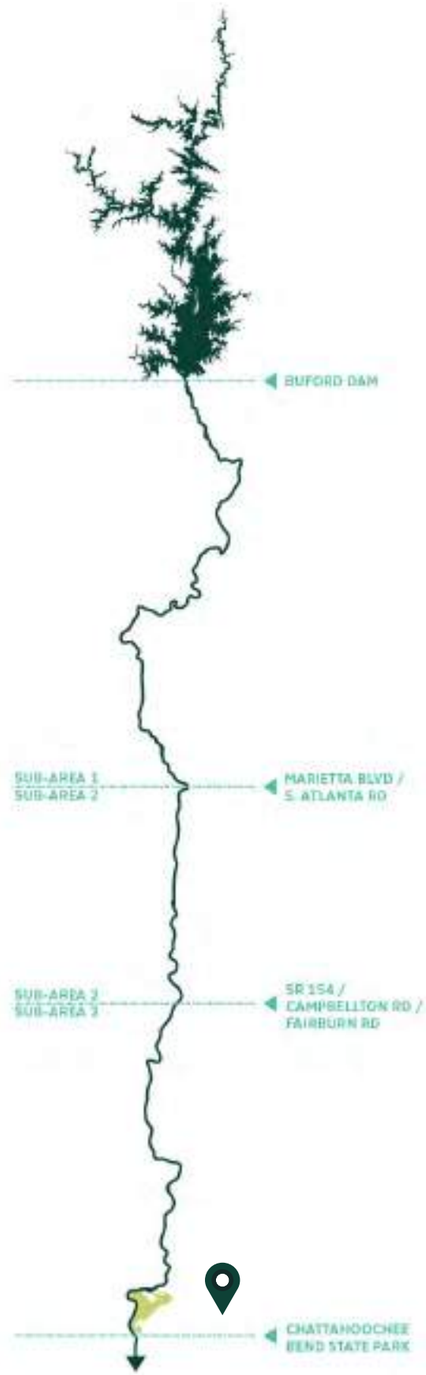
Other Features

- Community Crossroads
- Historic Points
- Parks
- Schools
- Golf Courses
- Library
- Existing and Future Greenspace
- Existing and Future Institutional
- Vacant/Undeveloped Land

Transportation

- Interstate I-85
- Roads
- Railroads

Data Sources: Coweta County, US Geological Survey, Georgia Geographic Names Information System, Atlanta Regional Commission, National Wetand Inventory



Project Layout For Completed Section Of The Regional Greenway

CASE STUDIES

LINDSAY STREET PARK

LOCATION: ENGLISH AVENUE AND VINE CITY, ATLANTA

YEAR COMPLETED: 2015

COST: UNKNOWN

PROJECT AREA: 1.2 ACRES

KEY PROJECT FEATURES:

- Community-driven project
- Proctor Creek watershed
- Vacant and dilapidated lots acquired for flood mitigation and greenspace
- Planning initiative *Proctor Creek North Avenue Watershed Basin: Green Infrastructure Vision*

NOTES:

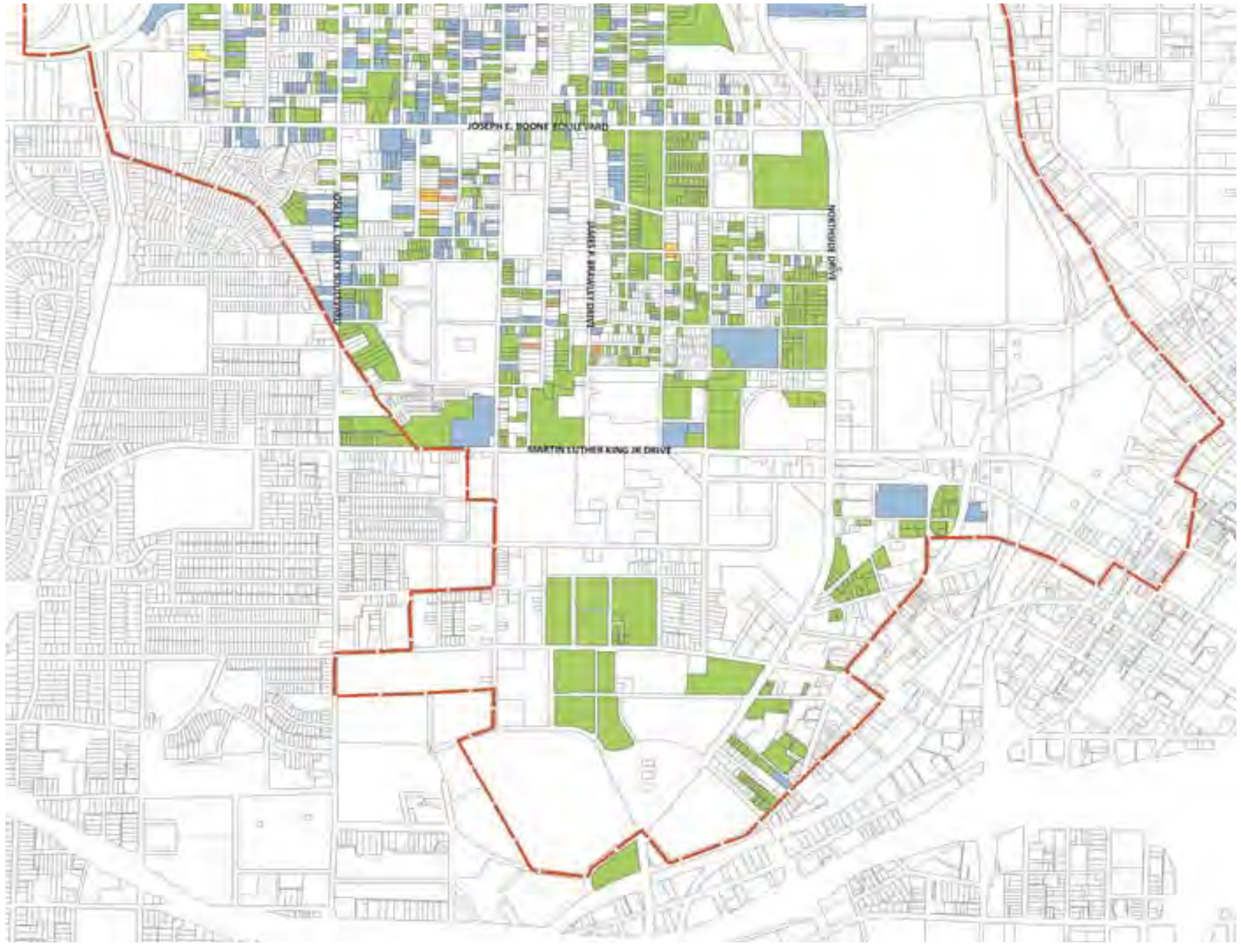
Park Pride undertook a year-long public outreach project in the Proctor Creek watershed, an urbanized and economically depressed area of Atlanta. Stream channelization, increasing urban stormwater runoff and combined sewer connections to the creek, have created frequent flooding and health issues for its residence and a drastic population decline in the past decade. The study inventoried vacant lots and found they generally occurred in low-lying, flood-prone areas, historically streambeds of the creek. By planning to acquire these lands for park construction, both flood mitigation and much needed greenspace could be brought to the community to support its economic development. Beginning with land acquisition of six vacant and dilapidated lots, the first demonstration of this study became Lindsay Street Park. As a community-driven project, the program trained locals in demolishing the vacant lots, salvageable materials were re-purposed to support community organizations, and local youth apprenticed in the construction of the park.



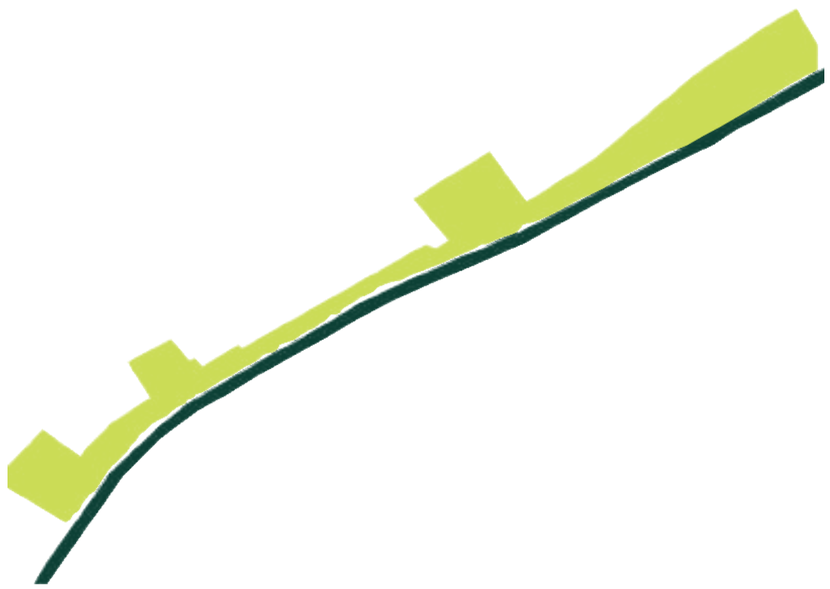
Proctor Creek



Lindsay Street Park



From Park Pride's Green Infrastructure Vision



GATHERING PLACE: TULSA RIVERFRONT PARK

LOCATION: TULSA, OKLAHOMA

YEAR COMPLETED: 2018

COST: $465 MILLION

PROJECT AREA: 64 ACRES

KEY PROJECT FEATURES:

- Large riverfront park near downtown Tulsa
- 450,000 cubic yards of river silt form the hills of the park
- Land bridges connect park to riverfront above roads
- Designed to address economic and social inequality in Tulsa

NOTES:

A 64-acre park situated along the Arkansas River, two miles from downtown Tulsa. Programmed with trails, playgrounds, restaurants, playfields and event space, it developed from the largest private donation ever to a public park in the United States, the George Kaiser Family Foundation. Over five thousand trees were planted and eight acres of prairie meadows. Two land bridges connect the park to the riverfront, once separated by a major road. Stormwater is recycled and cleaned through adjacent wetlands. George Kaiser, the park's philanthropic funder and Tulsa native, aimed to address the city's economic and social inequality, by funding a public space for everyone.



One of Many Playgrounds



Park Wetlands



Along the Arkansas River



BUSH CREEK RESTORATION

LOCATION: PEACHTREE CORNER, GEORGIA

YEAR COMPLETED: 2016

COST: UNKNOWN

PROJECT AREA: 5 ACRES

KEY PROJECT FEATURES:

- Chattahoochee tributary creek restoration
- Residential neighborhood, 18 miles downstream of Buford Dam
- The project widened the creek's floodplain and stabilized its bank for flood management and erosion control

NOTES:

Bush Creek is a tributary of the Chattahoochee River, located in Peachtree Corners, 18 miles downstream of Buford Dam. The project area encompassed 3,500 linear feet of stream restoration in a residential neighborhood, with permanent easements obtained from adjacent property owners. The creek suffered from bank erosion with fallen trees, undercut banks and exposed tree roots, due to frequent flow fluctuations from its proximity to Buford Dam. The project stabilized banks of the creek using stone cross vanes, brush mattresses, log j-hooks vanes, fieldstone cascades, and other local material for erosion control. The project improved water quality of the creek, while providing floodplain connectivity to the Chattahoochee.



Brush Mattress



Tree Root Protection



Before



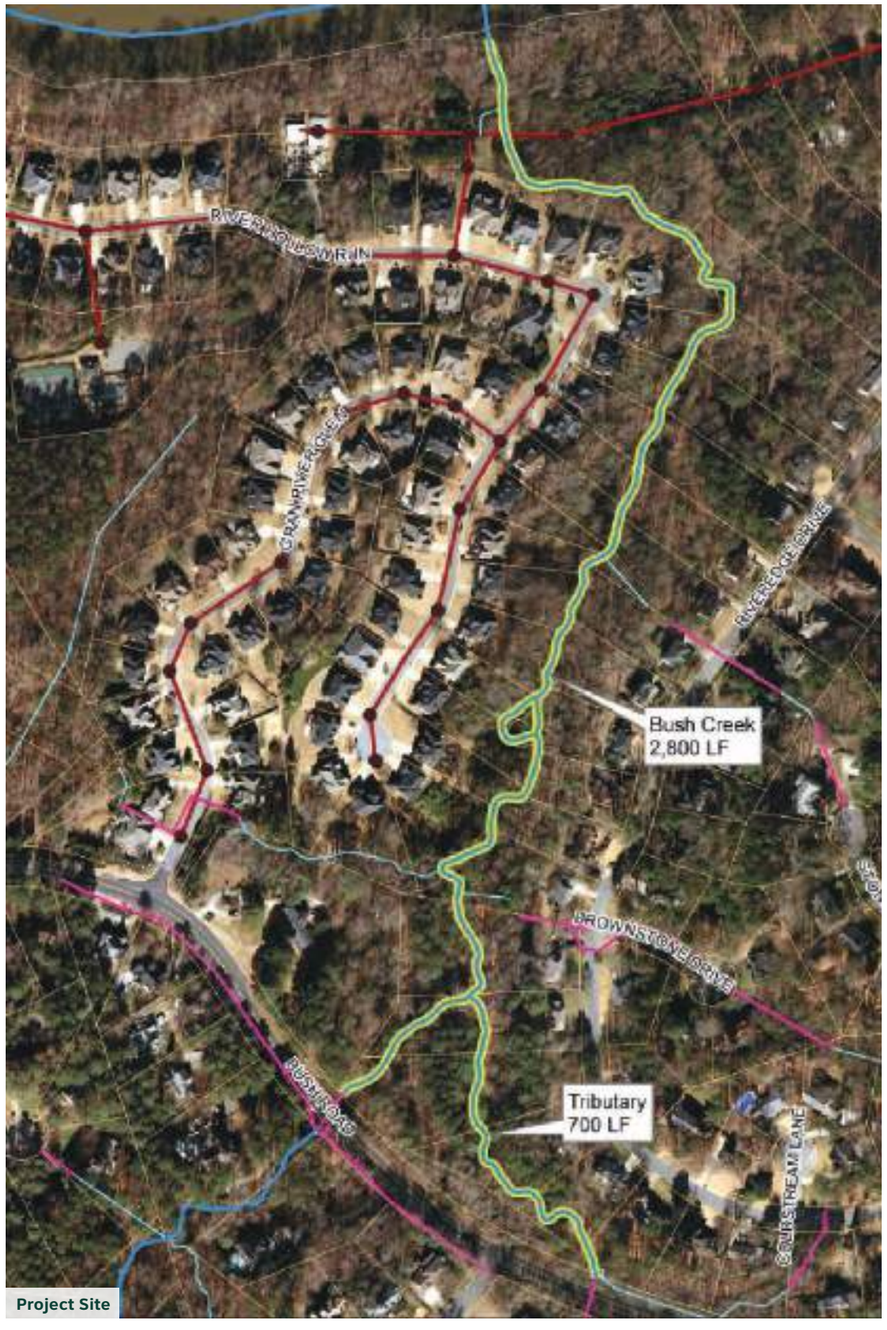
After



Before



After



Project Site

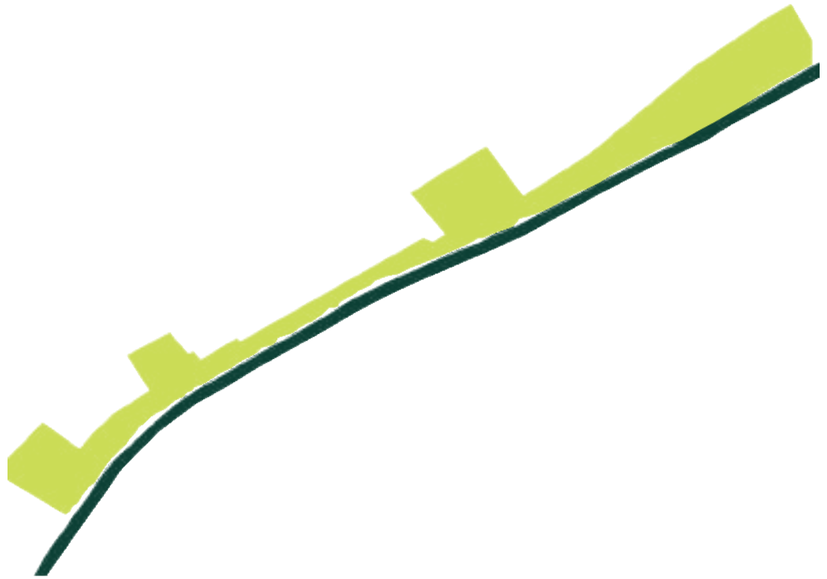


Fieldstone Cascade



Fieldstone Cascade

Task 6 Pilot site: 75 acres





Bush Creek Restoration: 5 acres

SHENANDOAH NATIONAL PARK

LOCATION: BLUE RIDGE MOUNTAINS, VIRGINIA

YEAR COMPLETED: 1935 (NATIONAL PARK STATUS)

COST: N/A

PROJECT AREA: 200, 000 ACRES

KEY PROJECT FEATURES:

- Long, narrow park following the Blue Ridge Mountains in Virginia
- Skyline Drive, a 105 mile scenic road runs the entire length of park
- Over 500 miles of trails including 101 miles of the Appalachian Trail

NOTES:

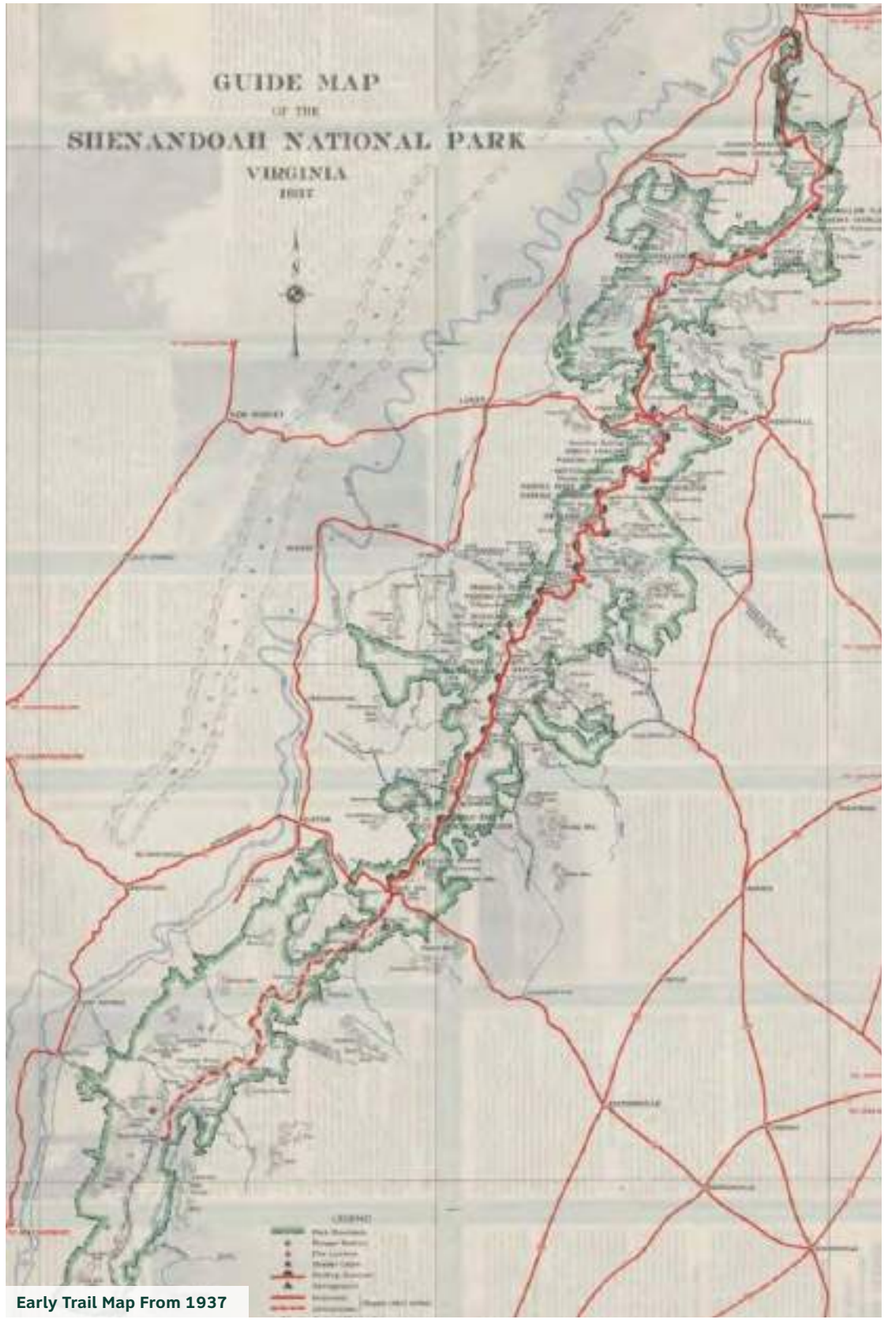
Developed through a series of land acquisitors, Shenandoah became a national park in the 1930s. It encompassing eight counties in Virginia and is best known for its Skyline Drive, a 105 mile scenic road running the length of the park, along a ridgeling. Over 500 miles of trails including 101 miles of the Appalachian trail. Mostly forested, the park features waterfalls, wetlands and rocky view points. The park also has back country camping, horseback riding, dining, lodging, and is scattered with historic buildings and archaeological sites.



Skyline Drive



View from Rocky Peaks



Early Trail Map From 1937



Dark Hollow Falls



The Appalachian Trail



Chattahoochee River Greenway Study
Project Area: 128, 000 acres



Shenandoah National Park
Area: 200,000 acres

LOUISVILLE LOOP

LOCATION: LOUISVILLE, KENTUCKY

YEAR COMPLETED: 2010

COST: $125 MILLION

PROJECT AREA: 4,000 ACRES

KEY PROJECT FEATURES:

- A planned and partially complete 100-mile trail circling the city
- Walking, cycling and water trails
- Connects new parks like the Parklands with older parks like the Olmsted Parkways, forming a connected greenbelt around the city

NOTES:

The recently completed Parklands expands on the Louisville Park System, originally conceived by Frederick Law Olmsted in 1890. A series of four riverfront parks developed from the acquisition of agricultural and undevelopable land, it joins the planned Louisville Loop, a non-motorized trail network circling the city. The four parks within the Parklands are connected to each other by a scenic park drive and a water trail following Floyd Fork. Accessible to fishing holes, canoe launches, recreational fields and playgrounds, the Parklands is an urban corridor linking scattered fragments of forest in the city.



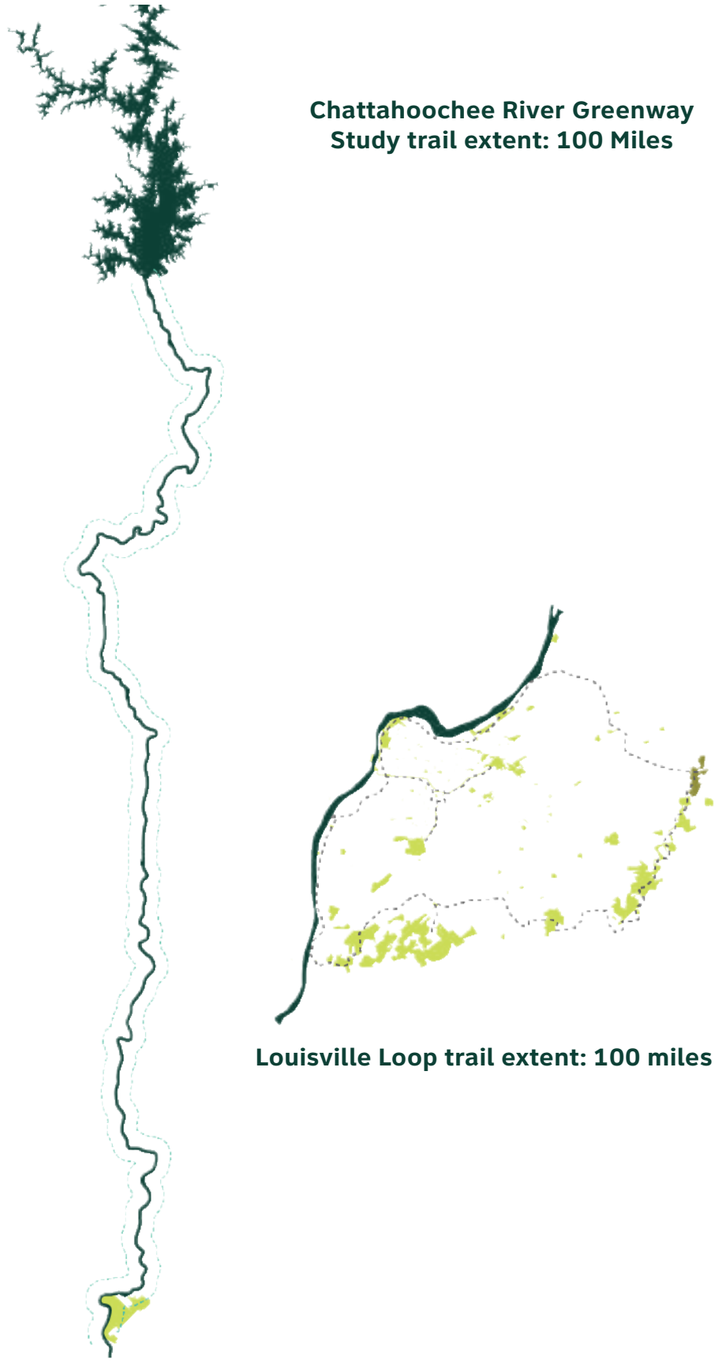
The Parklands



The Louisville Loop



Existing and Planned Trails of the Louisville Loop



Chattahoochee River Greenway
Study trail extent: 100 Miles

Louisville Loop trail extent: 100 miles

THE ARKANSAS RIVER TRAIL

LOCATION: ARKANSAS

YEAR COMPLETED: MOST RECENT CONNECTION IN 2010

COST: $1.9 MILLION INITIAL FUNDING, $10 MILLION + PER BRIDGE

PROJECT AREA: CONNECTS 5,000 ACRES OF PARKLAND

KEY PROJECT FEATURES:

- 88-mile trail loop through central Arkansas
- Connects 38 parks, 6 museums and +5,000 acres of federal, state and local parkland
- Includes several river-spanning bridges, including the longest pedestrian-only bridge in North America
- Began as a rail trail, later expanding to a larger cycling network

NOTES:

The original Arkansas River trail began as a 16-mile loop between Little Rock and North Little Rock. Following the completion of Two Rivers Park bridge, the trail was extended another 34 miles, joining a state park. The new Grand Loop, extended the trail to 88 miles. This section is most ideal for cyclists, as it includes state highways and roads. There a number of landmarks connected to the trail including parks, museums, wetlands, sports fields and a presidential library. The Big Dam Bridge along the trail, is the longest pedestrian-only bridge in North America, crossing the Arkansas river between Little Rock and Big Rock. It was completed in 2006 at a cost of $ 12.8 million.



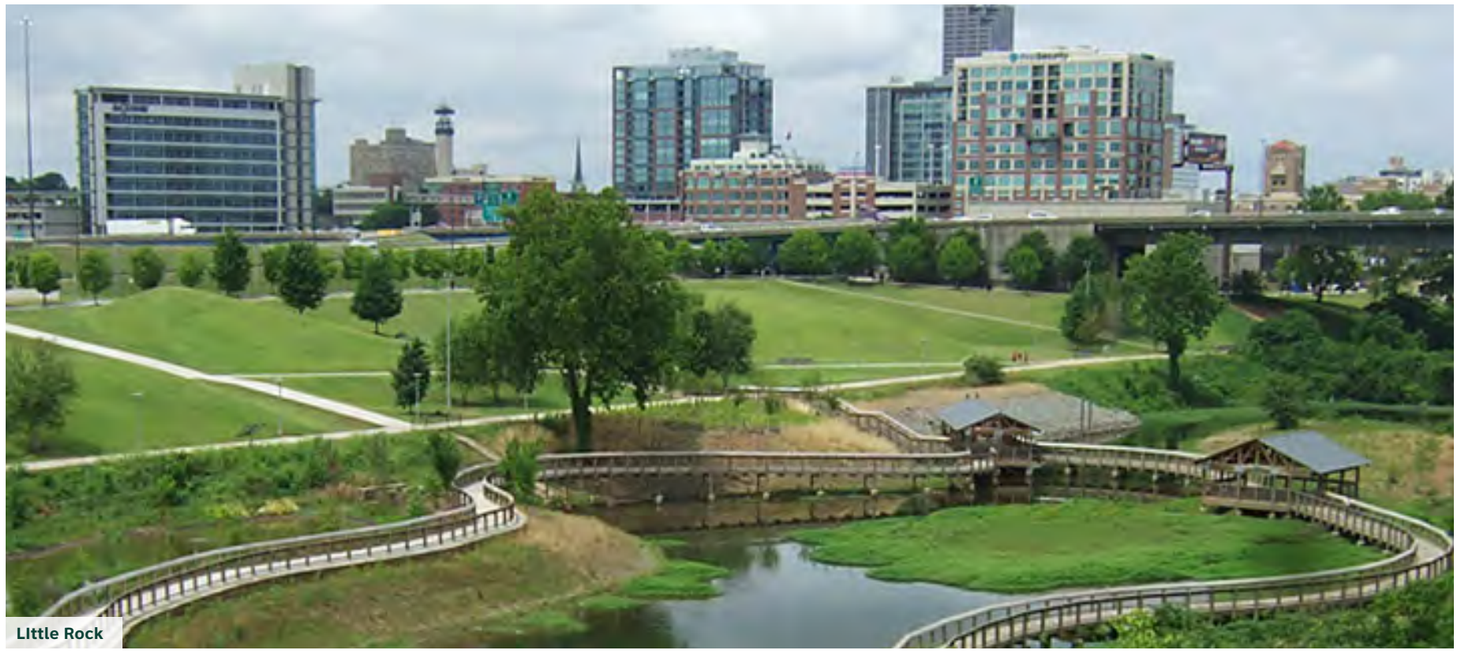
Clinton Presidential Bridge



Big Dam Bridge



Arkansas River Trail Map



LIttle Rock



Chattahoochee River Greenway
Study trail extent: 100 Miles



Arkansas River Trail trail extent: 88 Miles

INDUSTRIAL HERITAGE TRAIL

LOCATION: RUHR VALLEY, GERMANY

YEAR COMPLETED: ONGOING SINCE 1998

COST: UNKNOWN

PROJECT AREA: 250 TRAIL MILES

KEY PROJECT FEATURES:

- Developed for tourism following the decline of the Ruhr's steel and mining industry
- Connects hundreds of re-purposed industrial buildings through a walking and cycling trail
- 250 miles of roads and 430 miles of cycling routes

NOTES:

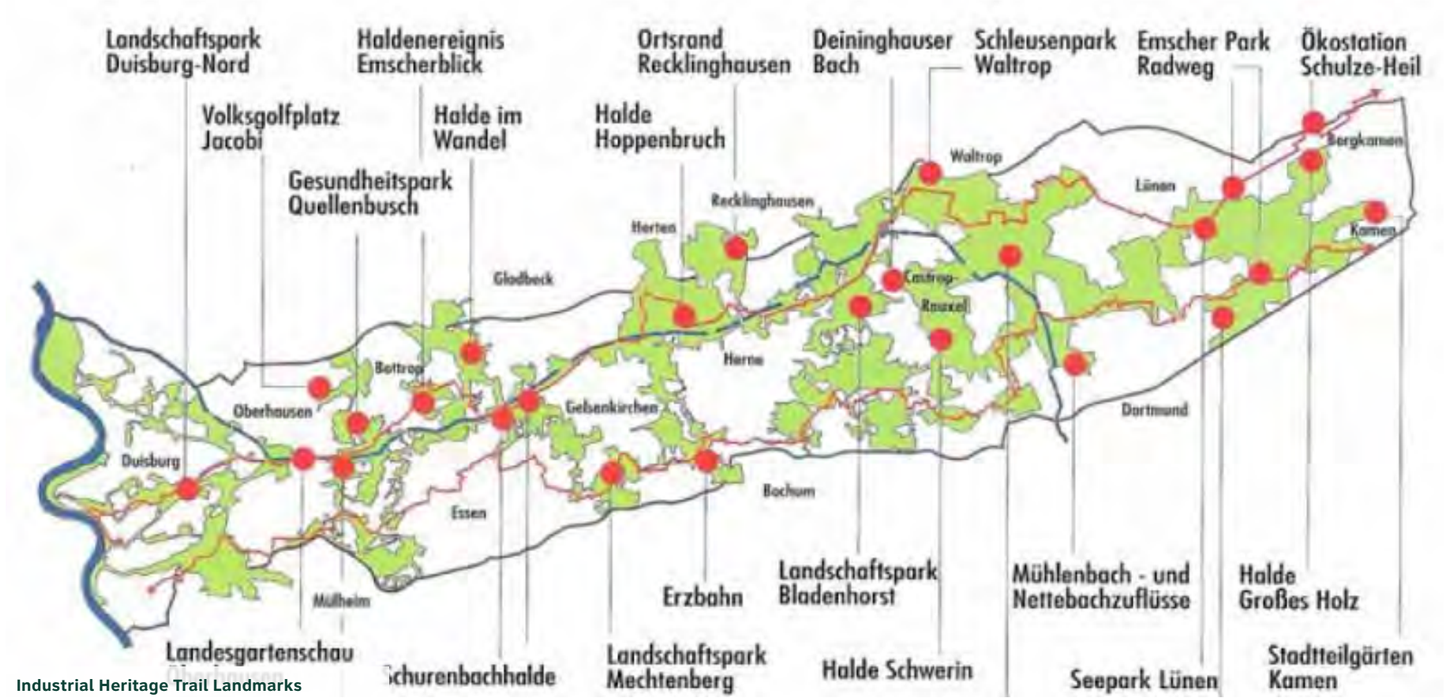
Germany's Ruhr region was once its industrial powerhouse. Since the decline of its steel and mining industry, the Industrial Heritage Trail was developed to reinvigorate the region with tourism. The vehicular and cycling trail connects hundreds of industrial relics, museums, vantage points and art installations between Duisburg and Hamm.



Duisburg Nord Landscape Park



Ruhr Valley Cycling Path



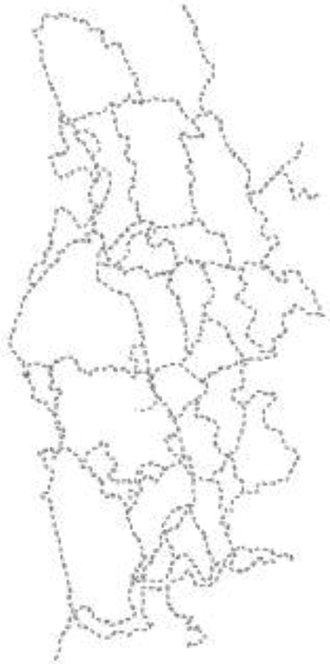
Industrial Heritage Trail Landmarks



Wayfinding Along Trail



Chattahoochee River Greenway
Study trail extent: 100 Miles



Industrial Heritage trail extent: 50 Miles

DON RIVER VALLEY PARK

LOCATION: TORONTO, CANADA

YEAR COMPLETED: ONGOING

COST: N/A

PROJECT AREA: 500+ ACRE PARK AREA

KEY PROJECT FEATURES:

- Riverfront trail connecting existing parks and new developments throughout the city's urban ravines
- New parks are continuously built for flood protection, and added to the existing trail network
- Former brick factory and quarry converted to park and trail connection

NOTES:

The Don Valley River winds through downtown Toronto on its eastern edge where its mouth drains into Lake Ontario. Numerous trails and parks along its tributaries connect urban neighborhoods to a main branch along the river. As the city expands and flood concerns grow, new parks are continuously developed for stormwater management and flood protection. These parks are added the growing network of urban trails connecting to the Don Valley. The recently built Corktown Common Park provides flood protection, trail access and allowed new developments in what otherwise would have been a floodplain. Evergreen Brickworks, a former brick quarry and factory turned wetland and education center, recently joined the trail network in 2010.



Evergreen Brickworks



Corktown Common



Don Valley Trail Map



Cycling in the Lower Don



Bloor Viaduct



Chattahoochee River Greenway Study
Project area: 128, 000 acres

Don River Valley: 500 Acres

SUMMARY OF FINDINGS

HISTORICAL & CULTURAL RESOURCES

THE RIVER AS BOUNTY

Throughout the history of humans' interaction with the Chattahoochee River, **the River has played dual roles as both a source of bounty and as a border**. Fish weirs and prehistoric sites from the Woodland Period and later represent the bounty the River produced in the form of fertile, arable land and aquatic food sources. This bounty was later recognized in agriculture of historic period settlers with the production of cotton and other cash crops. The River and its creeks provided a means to power mills and was later harnessed to provide power to Atlanta's growing streetcar system at Morgan Falls Dam. Early streetcars linked Atlanta with the River at Bolton and would bring city dwellers there for recreation. Goods, like cotton, were poled down the River along short distances, linking historic plantations to railroads.

Today, the River continues to sustain its surrounding population as a recreational retreat, an abundant fishery, and a critical piece of the Metro Atlanta Area water supply. **The historic and contemporary relationships between the River, its resources, and the growth and development of the region is a critical narrative that should shape the design of the Greenway.** The design should prioritize access or visibility to physical relics, such as mill ruins along the River or industrial sites of significance like the Chattahoochee Brick Company. Historic moments along the River corridor that lack physical remains, such as historic ferry crossings and significant prehistoric sites, should be represented with creative signage strategies. **Natural and manmade landmarks in the River, such as shoals, bridges, and dams, should be prioritized as interpretive moments in the Greenway design.** They represent overlapping historic narratives and weave together different time periods in the River's past.

THE RIVER AS BORDER

While shoals and fords along the River are historic points of confluence once used by Native Americans, **the River has also been a dividing line throughout various historical moments within the region.** As the pressure of white settlement increased in the 19th century, the River served as a border between native and whites lands. Construction of infrastructure like railroad trestles, essential in the growth of the region, was needed to span the River to connect to points north of Atlanta. Atlanta's status as a rail hub made it a target during the Civil War, and the River again served as a barrier, embodied by the earthworks that line its banks in Cobb and Fulton counties. Ferries and railroad crossings gave way to the expansion of roads tailored to the automobile in the early 20th century. The Chattahoochee would later be the front for racial lines drawn during late 20th century.

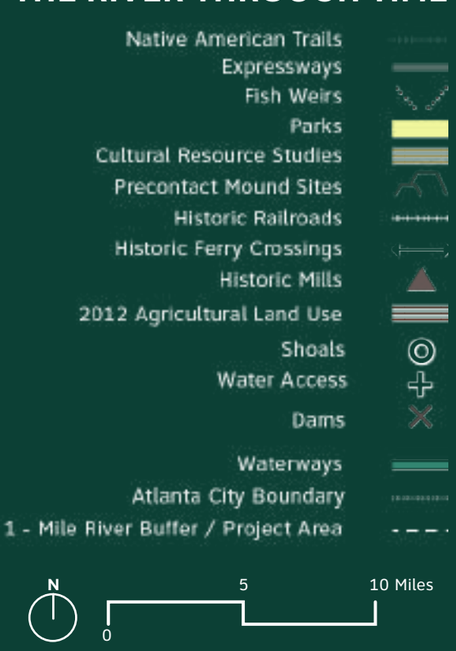
Currently, given the uneven distribution of crossings and access points along the Chattahoochee, the River still represents a border for many communities. **The Greenway Study is an opportunity to bring people back to the water's edge and to reconnect communities across the iconic water body.** Particular attention to equitable access along and across the River should be a priority throughout the study area. **Moments where the greenway aligns with historic borders and boundaries should be recognized in the interpretive marking strategy that defines the corridor.**

A NETWORK OF SIGNIFICANT SITES

The Greenway Study area benefits from a high density of cultural resources already open to public access in the form of parks and historic sites. Within the River itself, evidence of prehistoric people can be seen in the five identified fish weirs in Cobb and Gwinnett Counties. The interactions between historic native tribes and early Euroamerican settlers are exemplified at parks like Standing Peachtree and McIntosh Reserve. Preserved rural landscapes can be found in the Roscoe-Dunaway Gardens Historic District in Chattahoochee Hill Country and sites like Hyde Farm in the Chattahoochee National Recreation Area. **The Greenway offers the opportunity to connect these valuable cultural resources to one another and to the River, in a way that reveals the changing human relationship with the Chattahoochee.** This represents an invaluable opportunity to reimagine the interpretation of these resources – not as a series of isolated sites of historical significance, but as **a network of historic and cultural destinations that relied upon the resources of the Chattahoochee River and its tributaries.** Emphasis should be placed on connecting these sites to the River, and linking these sites to one another.

While numerous resources have been identified within the area of the Chattahoochee Greenway project, **there are undoubtably resources yet to be found.** Prehistoric rock shelter sites often lie on steep terrain that often avoid scrutiny during survey, and the expansive landscape of war creates features and associated artifact scatters that can go undetected. The significance of potentially undiscovered resources can impact planning processes, and the location of identified resources can inform the planning process as a whole. **The Greenway Study must propose flexible strategies to accommodate and integrate new resource discoveries that occur throughout project development.** At moments, the Greenway may intentionally bypass or buffer highly sensitive sites to protect these valuable resources.

THE RIVER THROUGH TIME



ETOWAH VILLAGE

WESTERN & ATLANTIC RAILROAD ESTABLISHED ATLANTA AS AN IMPORTANT RAILROAD JUNCTION

CUMMING

THE RIVER AS BOUNTY

Fish weirs are visible traces of the longest, continuous occupation of human settlements in the US - built over 2,000 years. Semi-nomadic mound builders collected along the River's fertile banks.

NATIVE AMERICAN FISH WEIRS

BUFORD DAM - 1956

BUFORD

SUWANEE

ROSWELL

SHELTONVILLE

DULUTH

MORGAN FALLS DAM + ATLANTA'S STREETCARS

THE RIVER AS BOUNTY

At the turn of the 20th Century, the Chattahoochee River powered the region's public transit system of electric streetcars that connected the urban core of Atlanta with outerlying greenspaces including the Chattahoochee River.

HISTORIC MARIETTA PAPER MILL

THE RIVER AS BOUNTY

The river and its tributaries were the primary source of power for mills and industry leading to the development of the first towns along the River in the 1800s.

VININGS

STANDING PEACHTREE

THE CHATTAHOOCHEE BRICK COMPANY

JOHNSTON'S RIVER LINE

ATLANTA

CAMPBELLTON

OLD CAMPBELLTON FERRY CROSSING

THE RIVER AS BORDER

The river's natural fords, a historic focus of traffic along the river, gave way to ferries that began operation in the early nineteenth century. For a fee, ferries would transport individuals and cargo across the river. By 1835, approximately a dozen ferries were in operation, connecting to Hightower Trail and Old Alabama Road. By World War II, bridges had replaced most ferries.

THE RIVER AS BORDER

The Chattahoochee River served as a border between encroaching white settlers and the remaining Cherokee and Creek lands to the west. Chief William McIntosh was a controversial chief of the Lower Creeks. In 1821, McIntosh negotiated the Treaty of Indian Springs giving away large portions of the Creeks' land to the state of Georgia. By 1838, all Native People had been removed from Georgia.

ROSCOE-DUNAWAY GARDENS HISTORIC DISTRICT

MCINTOSH RESERVE

ECOLOGICAL RESOURCES

SUPPORT PUBLIC ACCESS & PROTECT A VALUABLE ECOSYSTEM

The riparian corridor and tributary connections of the Chattahoochee River provide valuable green space for people and support the plants and wildlife that are the foundation of its ecological health. Protecting those assets in light of increasing development and population growth is a core task of this plan, and a charge that **builds on the rich history of conservation and stewardship in the region**. Beginning with passionate community members – including the Friends of the River – over 40 years ago, the Chattahoochee River has inspired advocacy and activism. That was recognized in 1978 by President Jimmy Carter in the creation of the Chattahoochee River National Recreation Area. Since 1973, the Metropolitan River Protection Act has provided a framework for balancing corridor integrity and protection with improved access. Its successful implementation has protected habitats for **the variety of species whose interactions define the urban ecology of the Metro Atlanta Region**.

As the Chattahoochee River Greenway moves forward, balancing recreation with protection is a consideration in both greenway design and public engagement. Protection and enhancement of this ecological resource is critical to the Greenway Study, and its living character should be carefully considered in planning and design decisions such as material selection, alignment, and proximity to the water's edge. **The Greenway study should identify methods of enhancing responsible use and appreciation** through educational programs, environmental signage, and maintenance and stewardship programs that complement the physical route of the greenway. Those who use the River as an ecological and recreational resource, such as sport fishermen and River tour operators, can offer key insights into site-specific projects and programming as the study advances. **Opportunities to link the Greenway Study with ongoing restoration plans should be considered**, including the warm-water native shoal bass restoration plan, and sedimentation management strategies considered for the cold-water trout fishery in the upper portion of the study area.

ENHANCE ECOLOGICAL CONNECTIVITY

The Chattahoochee River connects both people and wildlife, allowing for movement of aquatic and terrestrial species and enabling them to withstand disturbance. **In fragmented landscapes, natural systems lose key components and then their attendant values, a process accelerated by climate change**. Despite its abundant tree cover, urban development of Metro Atlanta has dissected habitat into patches. Along the mainstem of the River, Morgan Falls Dam and Buford Dam are barriers to movement for aquatic species.

Where vegetative buffers and forest cover exist, **the Greenway Study should aim to protect these key resources and reduce fragmentation of contiguous vegetated areas**. Where forest cover is lacking, particularly in the more urban portions of the study area, **the Greenway Study can identify opportunities where trail planning could reestablish green connections between isolated ecological communities. In these ways, the Chattahoochee Greenway represents an opportunity to restore landscape connectivity**.

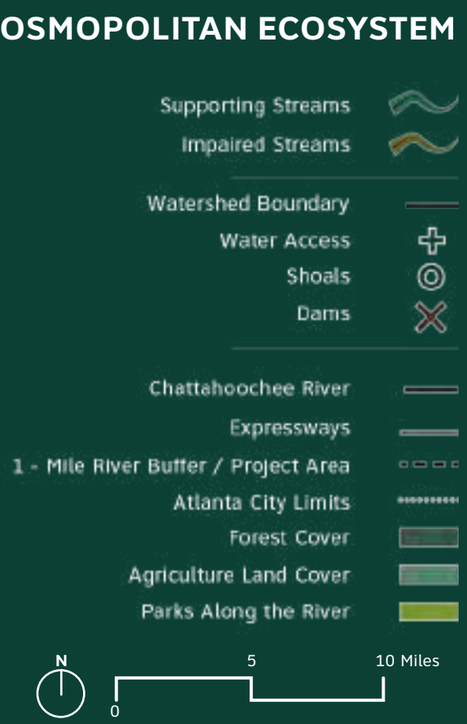
RIVER HEALTH

The Chattahoochee River corridor currently supports ecological functions such as flood regulation, water filtration, habitat provision, and carbon sequestration. The River supports two distinct ecological areas – a highly-managed artificial cold-water zone, where trout thrive, and a naturally occurring warm-water zone that supports native species, such as shoal bass.

Yet the Chattahoochee continues to suffer from the upstream impacts of urbanization, including reduced water quality, elevated temperatures, sedimentation, and modified water flows. While water quality is improving, due to changes in development practices and investments in the Metropolitan Atlanta's water management infrastructure, challenges remain. Many of the River's tributaries, which are important to the health of the main river, are currently classified as impaired and face development pressure in their watersheds.

The Greenway Study should identify opportunities for restoration of critical tributaries and key habitats along the River that could improve water quality, enhance ecological function, and positively contribute to the human use and enjoyment of the Greenway.

A COSMOPOLITAN ECOSYSTEM



A COSMOPOLITAN ECOLOGY

The Chattahoochee River supports a thriving recreational fishing economy and healthy populations of native and introduced species. The construction of Buford Dam in the 1950s created cold water conditions capable of supporting the most southern trout fishery in the United States. Rainbow trout are regularly stocked in the upper portion of the river, while brown trout stocking efforts have been so successful, they now have a self-sustaining population. Cooling of the river, combined with water quality issues, once devastated the native fish population. Water quality has since greatly improved in recent years and native species like shoal bass are being reintroduced through breeding and restocking programs.

RAINBOW AND BROWN TROUT RANGE
The construction of Buford Dam cooled the river enough to support trout habitat in the upper reaches of the Chattahoochee. As the river flows downstream, it becomes increasingly warm, which confines the cold water fish to Sub Area 1.

SHOAL BASS RANGE
An endemic species, shoal bass were once present throughout the Chattahoochee but now only found in its tributaries. Recent restoration efforts have been made to bring the fish back to the river. As a warm water species, the barrier of Morgan Falls Dam combined with cooler water upstream, confines its reintroduction to Sub Area 2 and 3.

ECOLOGY CONNECTIVITY

Sub Area-3 has large tracts of intact forests along the river. The area provides an ecological corridor and connectivity along the river that extends to an even larger regional network. This area also contains some of the healthiest supporting tributaries of the Chattahoochee including Sweetwater Creek and Dog River. Tributary health is important for the overall health of the river.

BUFORD DAM
Cold water dam releases cool the upper portion of the river

TROUT STOCKING
Rainbows are stocked in the upper river

MORGAN FALLS
Hot spot for bird watching and fishing

SWEETWATER CREEK
A healthy tributary with a large shoal bass population

SHOAL BASS STOCKING
Shoal bass are stocked in Metro Atlanta

PROCTOR CREEK
CSO upgrades are improving the once heavily polluted creek

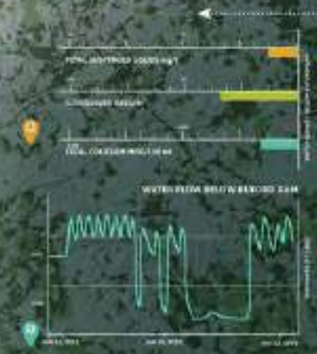
ATLANTA

WATER QUALITY

Water quality has significantly improved in recent years but the health of the Chattahoochee is largely dependent on the health of its tributaries. Water quality is impaired by the impacts of upstream urbanization, including runoff, sedimentation and disconnection of floodplains.

WATER USE

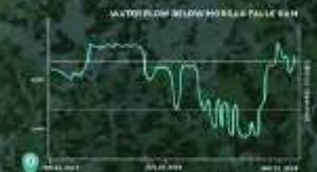
The Chattahoochee is a valuable resource. The river and Lake Lanier provide about 70% of metropolitan Atlanta's drinking water. As a relatively small river supporting a large population, the river is heavily relied upon by metropolitan Atlanta.



SUB-AREA 1

The intensity of suburban development in this area poses a barrier to ecological connectivity but cold water from Buford Dam has established a thriving trout fishery. The river water is relatively cool and clean but fluctuating and pulsing dam releases can destabilize aquatic habitats. It also impedes sediment transport and concentrates water runoff upstream.





SUB-AREA 2

Despite being the most urban Sub-Area, there is still a wilderness around the river that provides recreational opportunities close to the city. The legacy of combined sewer overflows affect E. coli levels near Atlanta but recent upgrades have significantly improved water quality. Morgan Falls Dam is a physical barrier for aquatic connectivity but has also become a hot spot for fishing and bird watching. It is the most highly developed portion of the river and supports a large metropolitan population.



SUB-AREA 3

Sub-Area 3 is the most rural of the sub areas. Ecological connectivity is high and there is significant intact forest habitat, connecting to an even larger regional network further south. The distance from dams results in a more natural water flow but water quality is still heavily influenced by urbanization and upstream runoff.

SUB-AREA 1 · SUB-AREA 2 · SUB-AREA 3

DEMOGRAPHICS

ANTICIPATING GROWTH

Metro Atlanta's population has been booming for decades, and that growth is expected to continue. **The Atlanta Regional Commission projects a population growth of approximately 2.5 million people by 2040.** Such growth is expected to lead to more dense urban and suburban areas and an ever growing demand for urban green space. In the face of increasing development, the challenge for the region will be to accommodate the increased density while diminishing the impacts of this growing population on riparian habitats and streamflow.

The Chattahoochee River Greenway Study represents an opportunity to anticipate metropolitan growth, plan and preserve the integrity of the River corridor, and provide equitable access to green space and recreational opportunities to an ever-growing population. Significant population growth is expected in the northern portion of the study area, particularly along the southern side of the River, which is likely to increase usership of the large number of parks and public resources along the River and increase upstream environmental impacts within the watershed. **The Greenway Study should anticipate this growth, and focus on identifying key connective segments of the River corridor to prioritize what will provide equitable access to public resources, distribute impacts between parks and open spaces, and identify key buffer areas for restoration and water quality protection.** Regional planning tools should be considered for this area that emphasize best management practices for development that maximize stormwater management, conserve open space, and reduce sedimentation impacts to the River.

While ARC data shows less development pressure to the south, large landowners might change development dynamics through the sale or redevelopment of large, contiguous parcels. Regional planning tools should be considered that prioritize access to transit, environmental protections, and access to open space along the water's edge for any large changes in land use, such as cluster zoning and transit-oriented development.

AN INCREASING DIVERSITY

The Metro Atlanta region as a whole is very diverse and becoming more diverse with every census. Like Arabia Mountain National Heritage Area, Stone Mountain, and the Chattahoochee River National Recreation Area, the Chattahoochee River Greenway promises to provide green space for a great diversity of users. However, many of the most diverse areas of the Metro Atlanta region are simultaneously places where historic communities are being displaced. **The Chattahoochee River Greenway is poised to provide a public realm where all the diverse populations of the region can benefit. The challenges of unequal access and displacement resulting from investments in urban green space will be at the forefront of the study.** The River greenway could likely have implications for housing affordability. Regional planning tools should be considered in tandem with the Greenway Study that prioritize affordable housing development and environmental justice. **The Chattahoochee River Greenway Study will take special care to engage, listen, and respond to the most vulnerable communities along the River, providing new access opportunities while preserving social cohesion.**

The study will strive to make the Chattahoochee River Corridor an inclusive public realm where all are invited to live, work, and play. This includes the consideration of **a wide range of recreational activities attractive to many ages and cultures,** appreciating differences in use of the water for religious, cultural, and spiritual practice. Multiple languages are spoken along the River corridor, and t**he Greenway Study should consider multi-language and universal wayfinding strategies that are accessible to a variety of backgrounds and ages.** As residents of the suburbs become older, and younger generations move to Atlanta's urban core, the range of active and passive recreational opportunities identified in the Greenway Study should reflect the shifting demographics of the region.

BENEFITING UNDERSERVED COMMUNITIES

The City of Atlanta is home to populations vulnerable to environmental injustice with racial disparities in access to greenspace, as well as both racial and linguistic disparities in proximity to pollution. Besides greater exposures to environmental pollution, environmental injustice has manifested as a lack of minority inclusion in environmental projects and decision-making. As the region as a whole becomes increasingly more diverse, it is critical to address the existing and historical inequalities. Today, these communities identified along the River corridor are the ones with the least access to the River and existing green spaces. The Chattahoochee River Greenway's Public Engagement Strategy and Stakeholder Plan places **emphasis on equity and inclusion by prioritizing communication with communities that have been harmed by environmental injustices and have been identified as "Environmental Justice Target Areas" using the Atlanta Regional Commission's 2017 Environmental Justice Model.**

By engaging with historically underserved communities early and often, by creating safe access to the greenway, and by providing additional programmatic elements where they are the most needed, the Chattahoochee River Greenway will provide co-benefits to the most underserved residents. **The Greenway study should identify areas where environmental justice issues can be actively addressed** – for example, the identification of contaminated sites where remediation can occur, or zones of the River where ecological restoration opportunities can overlap with a need for public access to the River. **Tributaries offer great potential in connecting communities to high-quality open space,** and should be investigated as potential corridors between high density development areas and the Greenway. Proctor Creek is one example of a tributary connection underway that will link an underserved community with the River.

A RIVER FOR ALL



INCREASING DIVERSITY

The Atlanta metro area as a whole is becoming increasingly diverse with its fastest growing areas located outside of the City of Atlanta. Inclusivity must be central in the approach to developing the Greenway. The Greenway should strive to be a resource for the growing diverse population and pave the way for more inclusive and accessible green space.

POPULATION GROWTH

The Atlanta metro population is projected to grow by 2.5 million people by 2040. The Chattahoochee River Greenway will be an invaluable resource to meet growing demands for urban green space and active transportation and can play a role in reducing impacts of this growing population on riparian habitats and streamflow.

EMPOWERING WATERSHED COMMUNITIES

The Greenway should strive to empower local leaders like the Proctor Creek Stewardship Council, who have taken a grassroots, comprehensive watershed approach to improving the ecological health of the creek's watershed and the quality of life for all its people.

ENVIRONMENTAL JUSTICE TARGET AREA: GA-400 CORRIDOR

ENVIRONMENTAL JUSTICE TARGET AREA: HOLCOMB BRIDGE ROAD CORRIDOR

ENVIRONMENTAL JUSTICE TARGET AREA: I-20 CORRIDOR

ENVIRONMENTAL JUSTICE TARGET AREA: PROCTOR CREEK WATERSHED

CUMMING
BUFORD
SUWANEE
ROSWELL
JOHNS CREEK
DULUTH
PEACHTREE CORNERS
MARIETTA
SANDY SPRINGS
VININGS
AUSTELL
ATLANTA
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT

CONNECTIONS & ACCESS

GREENSPACE & WATER ACCESS

Almost 40% of greenspace exists within a half mile of the River corridor, suggesting a wealth of opportunities for Greenway planning. **However, parks, greenspace, and water access points are not equally distributed throughout the corridor**, with greater opportunities for recreation and direct water access concentrated in the north. Conversely, the southern portion of the corridor presents several challenges to direct River access and public park space, including lack of River crossings, and limited water access points. Overall, these contrasting patterns present a tremendous opportunity in the south to increase direct and indirect water access. This may be achieved **by working with adjacent property owners to seek easements for access or by identifying existing utility easements that may get people to the water.** There may also be opportunities to seek alternatives to direct access via tributaries, creeks, and to highlight existing local trail routes for access to other parts of the River. Other strategies might include prioritizing sites that could become public in the future that might be suitable for greenway segments, parks, plazas, and other spaces. Public land ownership by Georgia Power, county water departments, and other utilities should be evaluated for easement and public access. Providing this kind of access, where feasible, would go a long way in connecting people with nature, increasing recreational opportunities, and providing a wider range of physical activity and travel options.

Even where park coverage is strong in the northern portion of the study area, **access and connectivity between parks is limited.** The CRNRA units collectively represent one of the most significant public resources along the River, but the individual units are spatially isolated from one another and operate as related but separate destinations. **The Greenway Study offers the opportunity to physically connect these resources into a continuous public realm that amplifies the importance of these public national resources.**

LAND COVER REVEALS STRONG IDENTITIES

The Greenway Study area benefits from strong recreational anchors at either end – Lake Lanier is a regional recreation destination, and Chattahoochee Bend State Park is one of Georgia's largest state parks, with 5 miles of river frontage. The Greenway Study represents a clear opportunity to improve connectivity and access between these anchors and the public landholdings that span the River, **transforming the River from a barrier to a connector of public resources.**

Land cover data reveals distinct characteristics and identities along the River. Sub-Area 1, north of Peachtree Creek, is relatively dominated by residential land and holds a significant portion of publicly owned land, creating opportunities for the Greenway study to connect separated parcels. Sub-Area 3 is primarily comprised of active agricultural and forested areas and fewer public land holdings. The land uses in Sub-Area 3 tend to occupy larger tracts of land and many are privately owned by a small number of individuals, indicating the need to think creatively about greenway development and strategic points for water access. Sub-Area 2, on either side of I-20, is mainly a mix of industrially-zoned land, as well as utility easements. This portion of the River presents a different set of design challenges in terms of access and experience, with MRPA protections creating forested buffers that should be carefully considered for trail planning. In each of these three Sub-Areas, it will **be important for the greenway segments and associated amenities to respect and honor the characteristics of the surrounding land uses while creating an iconic identity for the corridor**, making it a destination that highlights the assets of the greater region.

TRANSIT CONNECTIVITY & ACCESS

The Greenway Study must identify how people get to the River corridor using public and private transportation as well as expand the number and density of access points to equitably serve the region.

Providing direct and comfortable connections to transit stops and stations would enable a substantial proportion of the Metro Atlanta population to reach the River without needing a personal vehicle. Currently, many local transit routes get riders close to the River but not to it. Bus and rail service is more feasible within Sub-Area 2 and portions of Sub-Area 1 but is largely absent south of I-20 and in suburban counties with limited bus service. **The location of new river access points can be aligned to existing transit stops and new stops can be placed to align with river access points.** More direct and comfortable connections can be made between MARTA rail stations and locations along the River. An example is the Proctor Creek Greenway that will eventually extend between Bankhead station and the River making what is now a five-mile ride along busy roads a safer and more pleasant experience.

Accessing the greenway by personal transportation – either bicycle, foot, or automobile – is critical to linking the region to the River. **The Greenway study should link to key regional trail initiatives that prioritize bicycle and pedestrian connectivity**, such as the Atlanta Beltline, Proctor Creek Trail, Roswell Riverwalk Trail, Big Creek Greenway, the Mountain to River Trail, and Silver Comet Trail.

Crossing the River today can be difficult with no pedestrian bridges and few roadway bridges that prioritize the experience of the pedestrian. **The Greenway Study should consider crossing locations for pedestrian and bicycle bridges within the areas of the River that lack bridge crossings.** Current highway bridge crossings are one of the few places where the Chattahoochee is routinely visible to the public, and are mostly concentrated in the northern reaches of the study area. These high-visibility points of crossing offer significant opportunities to improve access to the study area and should be reconsidered as spaces for human access.

SAFETY

Development patterns are such that opportunities to cross the River are relatively few and far between. **Many of the roadways that cross the Chattahoochee River exhibit high risk for pedestrian safety.** Correlations are also evident between these segments, roads that parallel the River, and locations of past bicycle and pedestrian crashes. **Taken together, these point to the need for safer alternative routes for people walking (and biking) to get from one side of the River to the other.** Off-street greenways and trails and dedicated bicycle/pedestrian crossings may provide safer, more comfortable alternatives for people seeking to travel along and across the Chattahoochee River on foot or on bike. Where on-street crossings are necessary, the greenway should prioritize segments with lower risk.





SUB-AREA 2

The middle portion of the project area is a mix of industrial land and utility easements which could facilitate greenway alignement along the river's edge. This area benefits from numerous bridges and crossing points along the river but given the high traffic volumes, bike and pedestrian safety is a concern. There are few trails and multi-use paths in the area, but the proximity of the Silver Comet Trail could be leveraged to create regional connections from the far west to the Atlanta Beltline. As the most densely populated area, special care should be given to providing numerous access points to re-connect Atlanta's population with the river and its scenic beauty.



SUB-AREA 1

The northern portion of river, north of Peachtree Creek, is dominated by a suburban fabric; low density residential housing and subdivisons. This area benefits from numerous water access points, as well as large parks encompassing a dense network of trails and multi-use paths. The presence of the Chattahoochee River National Recreation Area and its network of parks is a major asset for the greenway study but the land ownership patterns present challenges to communities that live further away from the river.



SUB-AREA 3

The southernmost portion of the river is primarily comprised of large tracts of private land, most of them being agricultural or forested areas. This ownership pattern may present challenges to increasing or expanding access to the river. Using existing right-of-way along roads or utility easements would allow the greenway to be continuous while providing periodic water access. This area has the fewest water access points and the fewest crossings relative to the rest of the project area. The rural nature of this sub-area should be honored and celebrated through the identity of the greenway.

BIG CREEK GREENWAY

NORTHWEST CORRIDOR TRAIL / NOONDAY CREEK TRAIL

ROSWELL RIVERSIDE TRAIL

WESTERN GWINNETT TRAIL

SILVER COMET TRAIL

PATH 400

STONE MOUNTAIN TRAIL

ATLANTA BELTLINE

ARABIA MOUNTAIN PATH

CUMMING

BUFORD

SUWANEE

ROSWELL

JOHNS CREEK

DULUTH

PEACHTREE CORNERS

MARIETTA

SANDY SPRINGS

VININGS

AUSTELL

ATLANTA

MCWHORTER

CAMPBELLTON

CHATTAHOOCHEE HILLS

WHITESBURG

YELLOW DIRT

SARGENT

CHATTAHOOCHEE RIVER GREENWAY SUB-AREAS

To enable the Project Team to scale down the 100-mile corridor and develop a more detailed analysis, the Design Team has proposed to divide the Project Area into three distinct Sub-Areas. Jurisdictional boundaries, land use characteristics, environmental and topographical constraints as well as demographics characteristics were used to identify the Sub-Areas. It is important to acknowledge that the boundaries between the Sub-Areas could be drawn in many ways and that great diversity lies within and between the defined boundaries. Sub-Areas help focus the analysis and aid in the development of a nuanced and contextual planning approach, but it remains critical for the Project Team to constantly recognize diversity and difference within Sub-Areas and their relationship to the larger Project Area.

SUB-AREA 1

Sub-Area 1 is defined by Buford Dam to the north and Peachtree Creek to the south. It is the longest Sub-Area with approximately 48 miles in length, 16 bridge crossings and 14 tributaries. The total Sub-Area is part of the Chattahoochee River National Recreation Area (CRNRA), including the 15 CRNRA park units and the largest number of public river access points. Land use patterns reveal large areas of low-density residential land use with the highest rate of home ownership that defines the suburban character of this northern portion of the corridor. Additionally, the area includes forests and the largest area of publicly accessible open space.

Sub-Area 1 has seen the highest number of prehistoric and historic settlements along the banks of the Chattahoochee River, and today hosts a high number of incorporated municipalities. After the Civil War numerous industries emerged, including a high concentration of historic mills and distilleries, the latter of which are mostly concentrated near present-day Buford Dam. The River in Sub-Area 1 has a historic relationship with the City of Atlanta, as it hosts the Morgan Falls Dam, built in 1904 to power historic street car lines. The rich history of this area is evident in multiple sites of historical significance, including Gwinnett County Fish Weir, Ivy Mill, Slope Creek Ruins and Standing Peachtree Park.

The physical geology is dramatically expressed by 9 notable shoal complexes, such as Jones Bridge Shoals, that are enjoyed by the public throughout the seasons. This reach of the River is most controlled and impacted by the dam release schedules from Lake Lanier, and the water released from Lake Lanier results in modified hydrologic flows and lower-than average water temperatures. Dam releases are controlled by the Army Corps of Engineers, and release cool water from the lower depths of the reservoir. They support a cold-water fishery of rainbow and brown trout that are not native to the region but are a highly popular recreational draw for the River and support a strong fishing economy in this reach.

Demographics analysis reveals that Sub-Area 1 has a relatively high population density which is anticipated to increase even more in the years to come. Residents are predominantly White with pockets of Asian and Hispanic communities. The area has both low poverty and a low unemployment rates; its population has high educational attainment (bachelor's degree or higher) and has the highest median household income within the project area. Environmental Justice Target Areas are found along the GA-400 corridor and east of the Holcomb Bridge Road corridor. Since 1990, the area has become more ethnically and racially diverse and home to an aging population.

The area benefits from numerous water access points and connections to a well-established network of trails and multi-use paths. However, the CRNRA Park units are disjointed. There is a great opportunity to link the existing CRNRA Park units in Sub-Area 1 into a continuous greenway culminating in a more cohesive single National Park system.

SUB-AREA 2

Sub-Area 2 starts at Peachtree Creek to the north and runs along the River to SR 154 / Campbellton Rd / Fairburn Rd to the south. It is approximately 19 miles in length. This segment of River runs through the western edge of the City of Atlanta and through vast tracks of industrial land on the Fulton County side. In this segment, there are 8 bridge crossings and 6 tributaries flow into the River.

The River down-stream of Atlanta sees major impacts, including treated waste water and Combined Sewer Overflows (CSO). Most notably, the impaired Proctor and Peachtree Creeks, which both have CSO outfalls. Water quality monitoring in the area has historically found relatively low levels of dissolved oxygen and relatively high levels of fecal coliform, but water quality is improving due to recent city investments in response to Chattahoochee Riverkeepers lawsuit against the City of Atlanta in 1995. No recent instances of low dissolved oxygen within this stretch of River have been documented.

Sub-Area 2 has the highest concentration of Civil War historic sites and structures in the Project Area, for example the Johnston's River Line on the Cobb County side of the River, a series of trenches and Shoupades fortifications built in-part by slave labor and used as a defensive line by the Confederate Army.

Sub-Area 2 has a moderate population density, with a higher population density near Peachtree Creek to the north. The area has the highest Black population. The Proctor Creek and Utoy Creek sub-watersheds are home to a higher number of residents over 65 Years Old.

A demographics analysis reveals a high concentration of vulnerable communities in the area. Social vulnerabilities include higher rates of disability, food deserts, asthma, obesity, cancer and particulate matter. Additional, characteristics such as low median household income, high poverty and unemployment rates, low home ownership rate as well as some environmental justice concerns, define the Sub-Area as an area where social inequalities are persistent. Here, more than anywhere else, the Chattahoochee River Greenway presents an opportunity for inclusive and equitable planning, prioritizing investment, and providing underserved communities with co-benefits.

This Sub-Area is defined by a mostly industrial land use and utility easements which could facilitate greenway alignments along the River's edge. The presence of underserved communities within the Proctor Creek watershed and the I-20 Corridor, and an overall lack of public access to the River, will be a challenge here. The Chattahoochee River Greenway Study should identify areas where environmental justice issues can be actively addressed. Tributaries offer great potential to connect communities to high-quality open space, and utility easements parallel to the River may offer greenway alignment opportunities.

SUB-AREA 3

Sub-Area 3 starts at SR 154 / Campbellton Rd / Fairburn Rd to the north and down to Chattahoochee Bend State Park to the south. This River segment is approximately 33 miles long. The area is characterized by large tracts of private land, where agriculture and forests are most prevalent. This portion of the River is the least developed with the lowest population density. The number of incorporated areas is also the lowest. It has 7 noted tributaries feeding the Chattahoochee River.

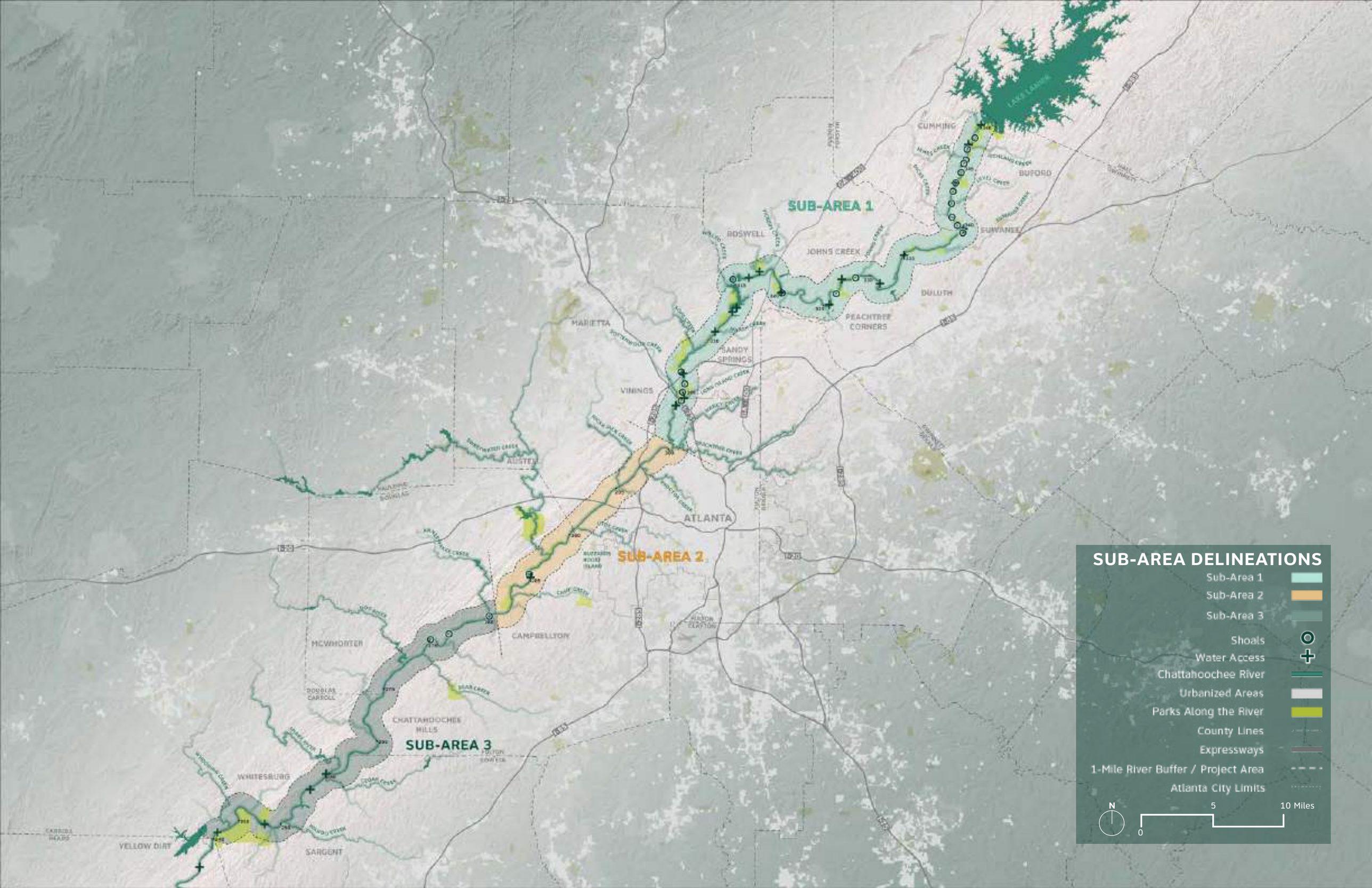
Residents in Sub-Area 3 have a low propensity for walking and biking, few roadway connections, and have access to only 3 bridge crossings. Although Chattahoochee Bend State Park is the largest continuous park space of the study area, there are few public park spaces along the River and only one public access point to the water. Other large parks include McIntosh Reserve and the Roscoe-Dunaway Gardens.

The River has a consistent flow rate which is less impacted by the dam release schedules to the north, and warmer waters than the upper Sub-Areas. Water Quality Monitoring Station at Capps Ferry Road has shown the highest level of Suspended Solids in the corridor. As Sub-Area 3 is downstream of the Metro Atlanta Area, its water quality remains impacted by upstream urbanization, combined sewer outfalls, and Atlanta's water management practices. While water quality has been improving in recent years, this stretch has water quality challenges, and a significant percentage of its flows are composed of treated wastewater.

This area is the most rural of the Sub-Areas. Anticipated challenges to the greenway here include lack of River access, lack of public transit alternatives, poor bicycle and existing regional trail infrastructure, and large tracts of privately-owned land along the River. Another challenge is to preserve the agrarian legacy of the area which has resulted in the preservation of large connective habitat zones. This area also contains some of the healthiest supporting tributaries at Dog River and Sweetwater Creek.

NEXT STEPS

The Design Team will be establishing Sub-Area Committees (SACs) for each of the three Sub-Areas. Engagement with individual Sub-Area Committees will set expectations for the Greenway Plan, generate useful ideas and concepts that impact the design and provide advice for future outreach efforts. The SACs will include municipal representatives, technical experts and community activists that are intimately familiar with the region. Working with each SAC, the Design Team will develop numerous "narrative themes" which highlight opportunities, constraints, vulnerabilities, and limitations that are specific to each Sub-Area of the project. This will begin to inform a unique design approach for the Chattahoochee River Greenway Study that is specifically tailored to the challenges within each Sub-Area.


SUB-AREA 1
SUB-AREA 2
SUB-AREA 3
CUMMING
BUFORD
SUWANEE
DULUTH
PEACHTREE CORNERS
JOHNS CREEK
ROSWELL
MARIETTA
SANDY SPRINGS
VININGS
ATLANTA
AUSTELL
MCWHORTER
CAMPBELLTON
CHATTAHOOCHEE HILLS
WHITESBURG
YELLOW DIRT
SARGENT
SUB-AREA DELINEATIONS
Sub-Area 1
Sub-Area 2
Sub-Area 3
Shoals
Water Access
Chattahoochee River
Urbanized Areas
Parks Along the River
County Lines
Expressways
1-Mile River Buffer / Project Area
Atlanta City Limits
N
0
5
10 Miles

Chattahoochee
RiverLands