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GRESHAM SMITH

BIOHABITATS

NEW SOUTH ASSOCIATES

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DR. RICHARD MILLIGAN

EDWARDS-PITMAN

CHATTAHOOCHEE RIVERLANDS GREENWAY STUDY

SUB-AREA COMMITTEE MEETINGS SUMMARIES

AND DIGITALLY SUBMITTED COMMENTS

10/22 - 10/23

SUBMITTED ON 11/5/2019

OCTOBER SUB-AREA 1 MEETING SUMMARY

SUB-AREA 1 COMMITTEE MEETING

SUGAR HILL CITY HALL, 10/22/19

ATTENDANCE

- Brandon Hembree (City of Sugar Hill)
- Steve Graessle (Sugar Hill Advocate)
- Marcie Moore (Gwinett County)
- Deanna Greco (NPS)
- Cathy Barnard (CPC)
- Steve Graessle (Sugar Hill)
- Kathy Marelle (City of Duluth)
- Lance Cornell (Resident of Cobb County)
- Tom Erdmanczyk (Roswell Creekways)
- Carroll Williams (Forsyth County)
- Sam Chontos (Roswell Creekways)
- Bob Howard

AGENDA

1. 6:00pm Sign-In
2. 6:15pm Presentation
3. 7:00pm Break-out Session
4. 7:55pm Report Out & Next Steps

NOTES

GENERAL QUESTIONS & COMMENTS

Q: Do the lines represent a certain width or a specific type of trail? Is there any rationale behind the width of the lines?

A: The lines indicate placement. They don't represent any particular width or material. The team recognizes the need to be flexible and that different areas will have different designs. The thick lines are considered multi-use paths, whereas the dashed lines represent footpaths (pedestrian-only). But we don't know yet what the material or design will be – need to reflect local context, setting, etc.

- Roswell Creekways representatives: prefer the connection from Roswell Rd at Azalea to go through the park (CRNRA Vickery Creek) to the Mill and then punch out to Marietta Hwy/SR 120
- Number of projects going on in the area, including a widening of S Atlanta St, which will include a multi-use path on one side and sidewalk on the other side, removal of the reversible lane on State Route 9/Atlanta St (replace with 2 lanes in each direction), grade separation at SR 9 intersection with Azalea Dr./Riverside Rd, and development of two roundabouts: one at the intersection of SR 9 at Chattahoochee St and King St, and one at Riverside Rd/Azalea Dr and SR 9. There will also be continuous bicycle/pedestrian connections to SR 9 and the boardwalk trail and NPS property
- <https://www.roswellgov.com/government/departments/transportation/what-we-are-working-on/historic-gateway-project>
- Private property: what if owner wants to designate a portion to greenspace?

REPORT OUT COMMENTS

- Support for the RiverLands Trailhead at SR 20/Buford Hwy as opposed to at the dam – “home run” – City has big focus on recreation in the area. If there is any way they can help make it happen, let them know.
- Trailhead at SR 20 is great opportunity – especially with the concrete pathway under new bridge. Much more accessible than at the dam.
- New pedestrian bridge at Roger's Bridge over river – joint project between John's Creek and Duluth.
- Good for residential growth and economic development.
- Main St – Rogers Bridge – intersection at Peachtree Industrial Blvd.
- Support for having different options for different locations. Whether you're a cyclist or pedestrian and access to the river. Appropriate that they would not all be the same.
- Alignment options help bring more attention to the natural resources – by having the trail showcase different features – water, woods, etc.
- Alignment options are dependent on the situation of each segment – understand that will need to veer of river in some areas, and that's sad, but necessary in some cases.
- No strong preference for one option or another. Highly location-dependent.
- To the extent possible, want a simple connected path, as close to the river as possible.
- The Chattahoochee River is not seen that much in Sub Area 1 right now. Project provides opportunity for people to see the river more and to understand/appreciate it.
- Orr's Ferry is great idea for main trailhead in the north – more feasible than Buford Dam.
- Love having the main trailhead at SR 20.
- Like the idea of considering separate paths for different users – one for biking and one for walking. The idea that bikes and peds might diverge in some areas based on environmental conditions – couple of different trails would compose the whole network. Really think of the trail [RiverLands] as not a single trail, but opportunities to separate
- enhances the project in a big way.
- Appreciate sensitivity to Bowman's Island.
- Gold Branch is a place where metro Atlanta gets to have a North Georgia type of experience. It's not over crowded and people appreciate that. Appreciate the sensitivity to trying to preserve that.
- Like the many trails on both sides of the river – offers opportunities for loops with different experiences.
- Like spurs to schools. Opportunity to enhance STEM education.
- No one path is best. Different for different areas.
- Appreciate that it's not just beeline trail. Loops and continuous linked set of options are good. The project will establish the river as a destination on its own – that is a great outcome of this process.



Walt Ray (TPL) Introducing the Project

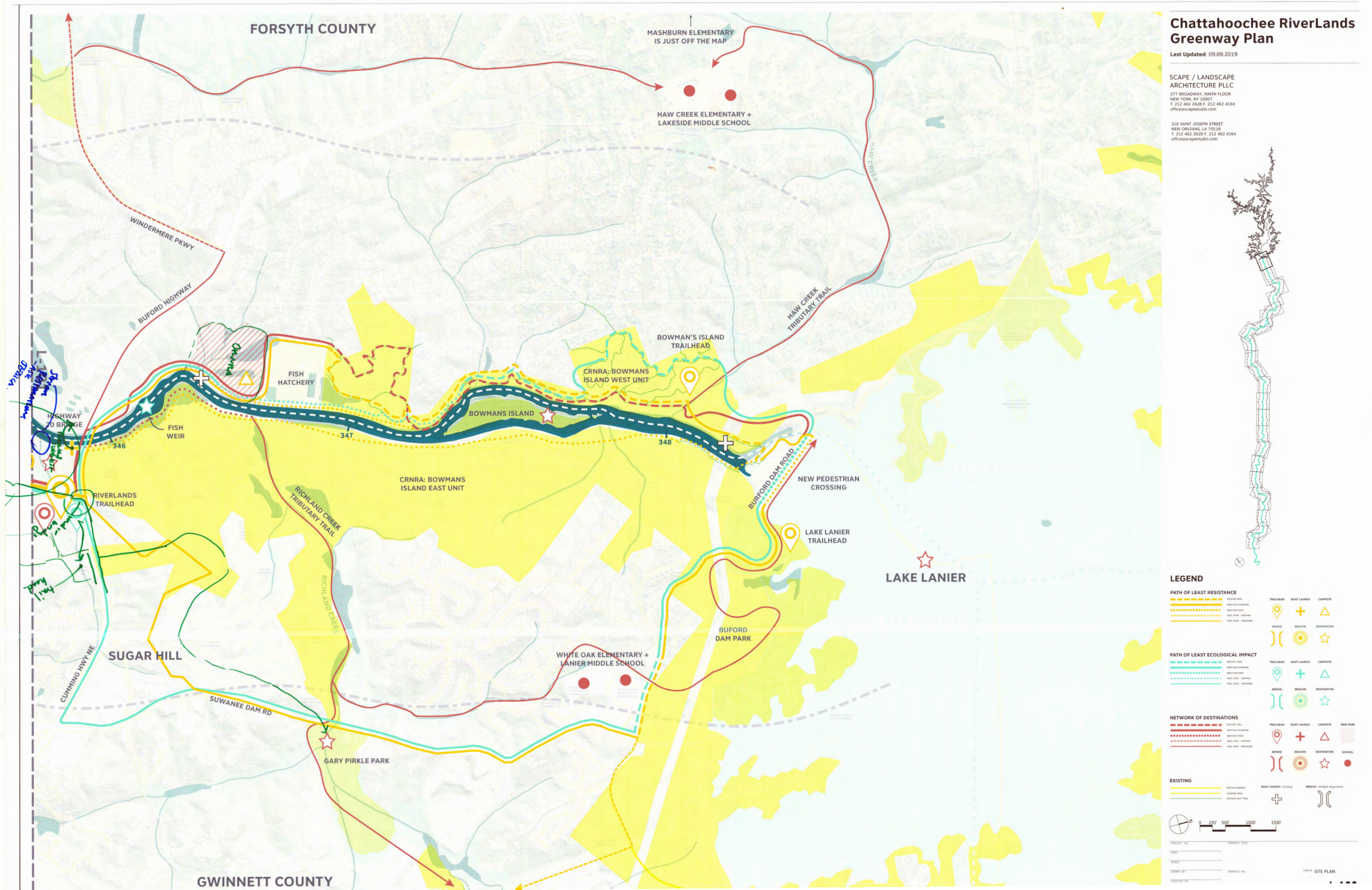


SAC Members Providing Feedback on Alignment Alternatives

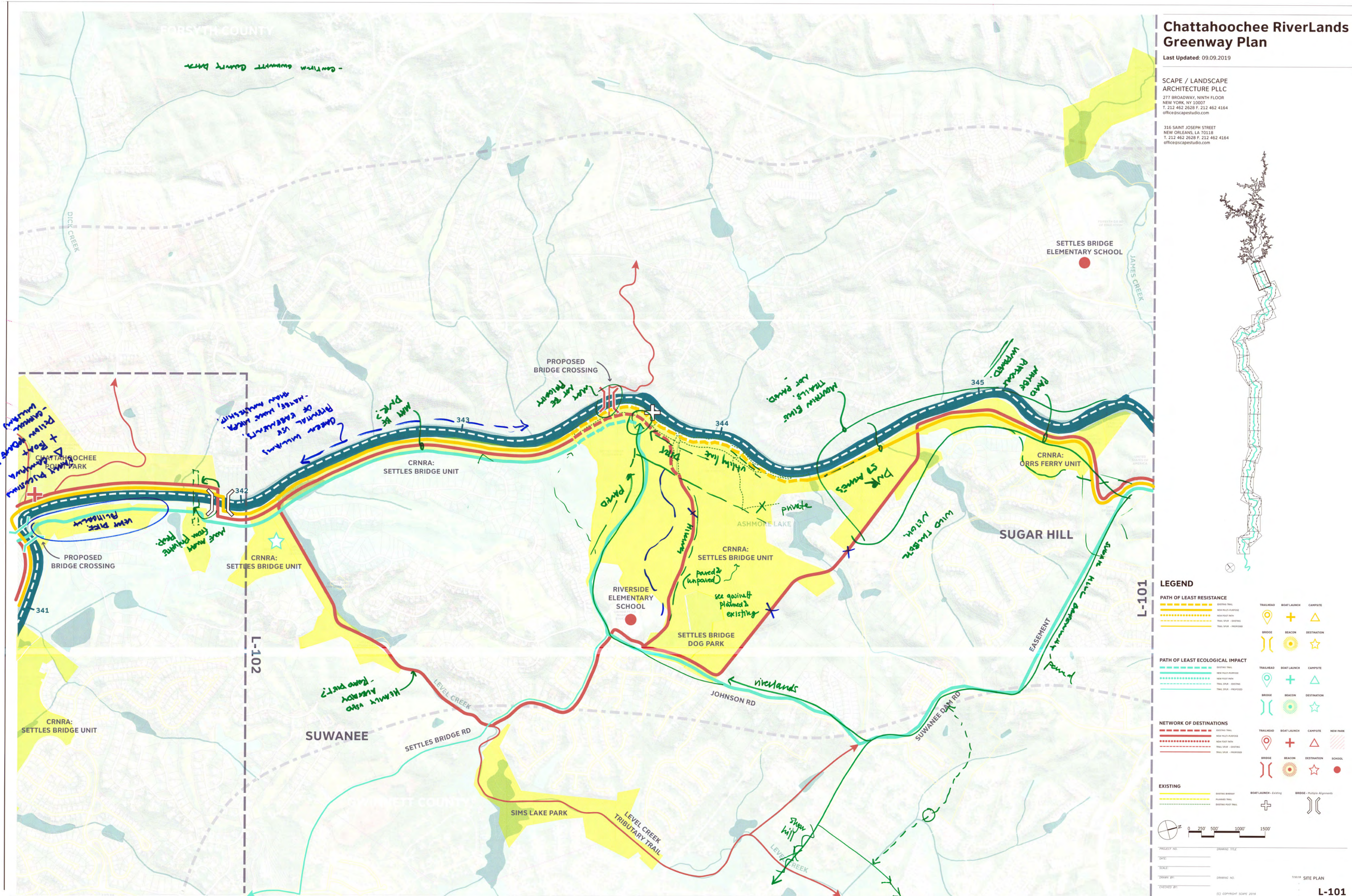


Design Team Member Presenting Alignment Alternatives in Sub-Area 1

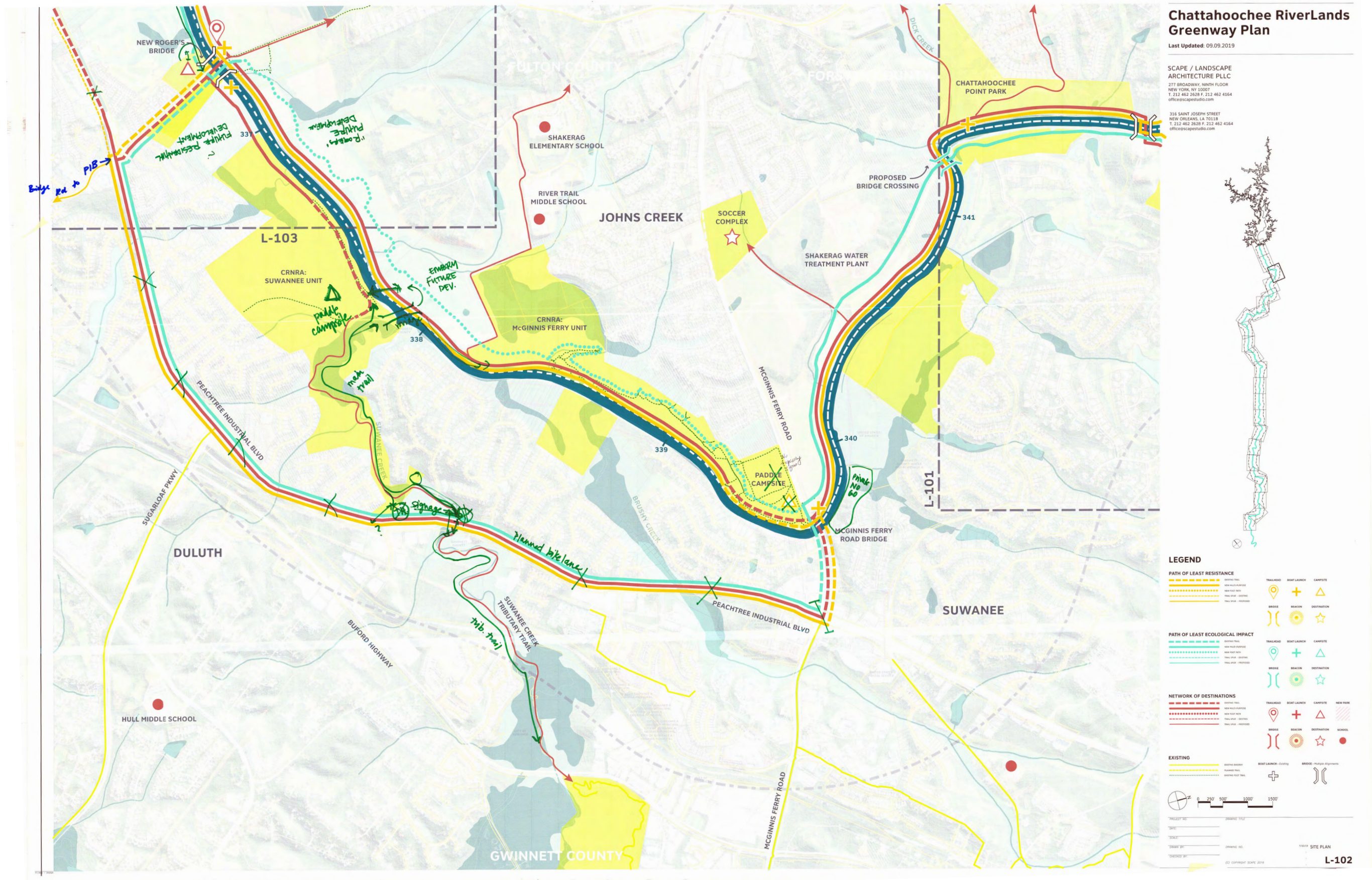
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L-100**



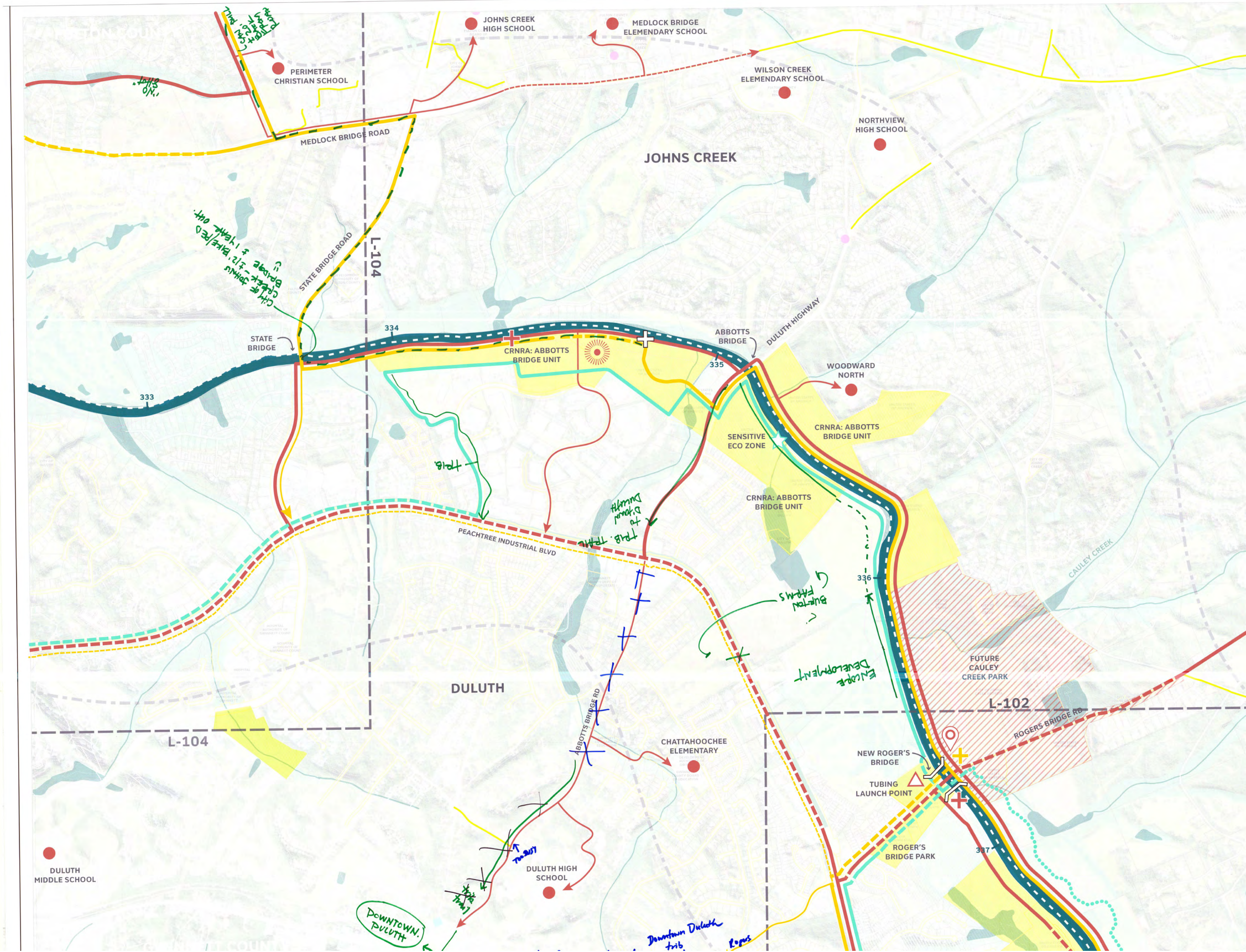
MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING
L-101



MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING L-102



MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING
L-103



Chattahoochee RiverLands Greenway Plan
Last Updated: 09.09.2019

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LEGEND

PATH OF LEAST RESISTANCE	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	
SOLID TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	
DASHED TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	
DOTTED TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	
DASH-DOTTED TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	
PATH OF LEAST ECOLOGICAL IMPACT	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	
SOLID TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	
DASHED TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	
DOTTED TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	
DASH-DOTTED TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	
NETWORK OF DESTINATIONS	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	NEW PARK
SOLID TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	NEW PARK
DASHED TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	NEW PARK
DOTTED TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	NEW PARK
DASH-DOTTED TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	NEW PARK
EXISTING	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	NEW PARK
SOLID TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	NEW PARK
DASHED TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	NEW PARK
DOTTED TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	NEW PARK
DASH-DOTTED TRAIL	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	NEW PARK

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DATE: _____ SCALE: _____ CHECKED BY: _____

ISSUE NO. _____ SITE PLAN

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L-103

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LEGEND

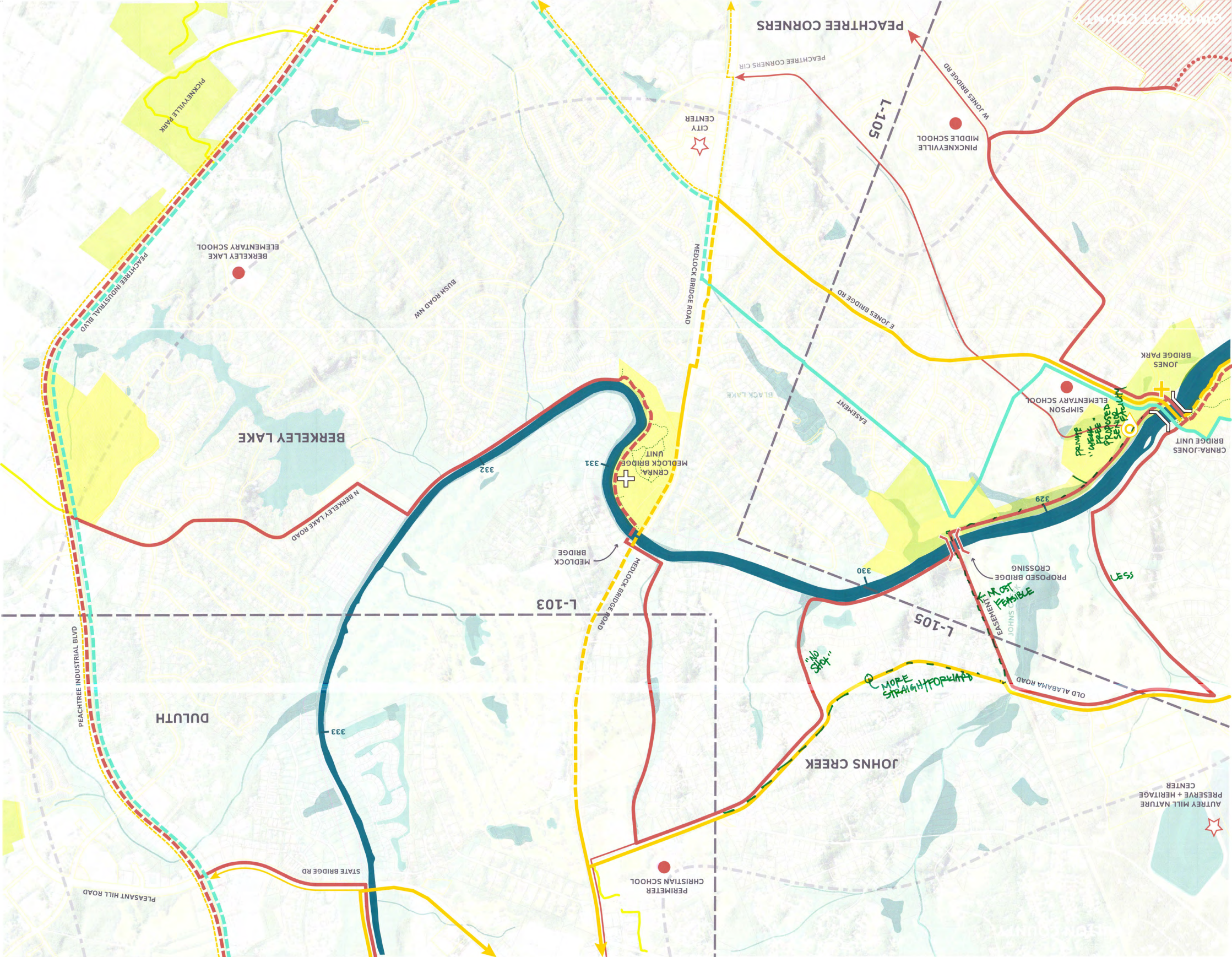
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[Symbol]	TRAIL
[Symbol]	BOUNDARY
NETWORK OF DESTINATIONS	
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[Symbol]	TRAIL
[Symbol]	BOUNDARY

L-104

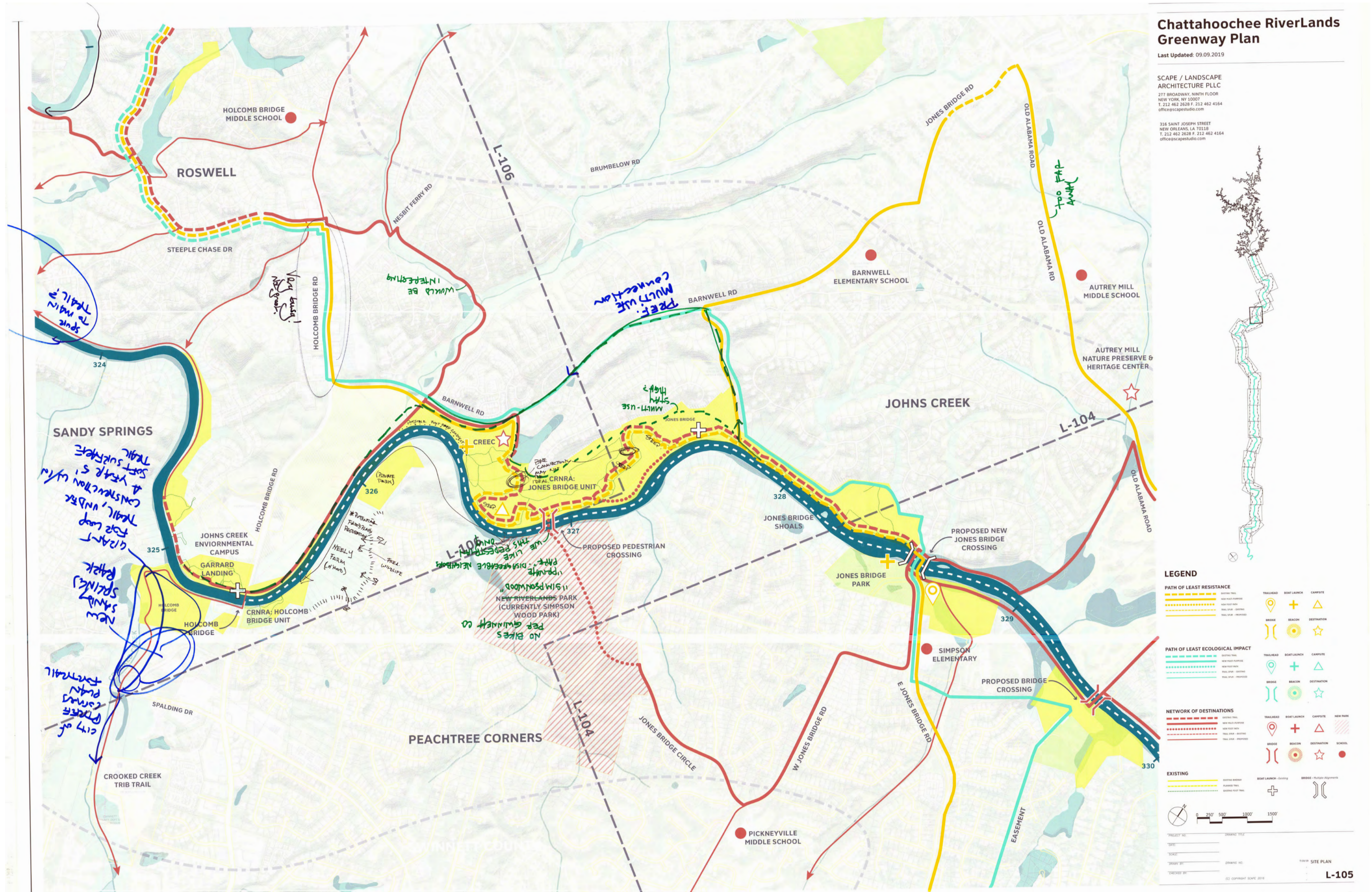
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Map Labels: PEACHTREE INDUSTRIAL BLVD, PEACHTREE CORNERS, MIDDLE SCHOOL, PINKNEYVILLE, W. JONES BRIDGE RD, L-105, PEACHTREE CORNERS CTR, CITY CENTER, MEDLOCK BRIDGE ROAD, BUSH ROAD NW, BERKELEY LAKE, BERKELEY LAKE ELEMENTARY SCHOOL, BLACK LAKE, BASMENT, E. JONES BRIDGE RD, JONES BRIDGE PARK, SIMPSON ELEMENTARY SCHOOL, CRNRA: JONES BRIDGE UNIT, PROPOSED BRIDGE, OLD ALABAMA ROAD, L-105, JOHN'S CREEK, PERIMETER CHRISTIAN SCHOOL, AUREY MILL NATURE PRESERVE + HERITAGE CENTER, STATE BRIDGE RD, DULUTH, BERKELEY LAKE, MEDLOCK BRIDGE UNIT, MEDLOCK BRIDGE, L-103, N. BERKELEY LAKE ROAD, PLEASANT HILL ROAD.

Handwritten Notes: "MORE STRAIGHTFORWARD", "NO STOP", "MOST FEASIBLE", "PROPOSED BRIDGE", "CRNRA: JONES BRIDGE UNIT", "SIMPSON ELEMENTARY SCHOOL", "PINKNEYVILLE", "MIDDLE SCHOOL", "W. JONES BRIDGE RD", "PEACHTREE CORNERS CTR", "CITY CENTER", "MEDLOCK BRIDGE ROAD", "BUSH ROAD NW", "BERKELEY LAKE", "BERKELEY LAKE ELEMENTARY SCHOOL", "BLACK LAKE", "BASMENT", "E. JONES BRIDGE RD", "JONES BRIDGE PARK", "SIMPSON ELEMENTARY SCHOOL", "CRNRA: JONES BRIDGE UNIT", "PROPOSED BRIDGE", "OLD ALABAMA ROAD", "L-105", "JOHN'S CREEK", "PERIMETER CHRISTIAN SCHOOL", "AUREY MILL NATURE PRESERVE + HERITAGE CENTER", "STATE BRIDGE RD", "DULUTH", "BERKELEY LAKE", "MEDLOCK BRIDGE UNIT", "MEDLOCK BRIDGE", "L-103", "N. BERKELEY LAKE ROAD", "PLEASANT HILL ROAD".

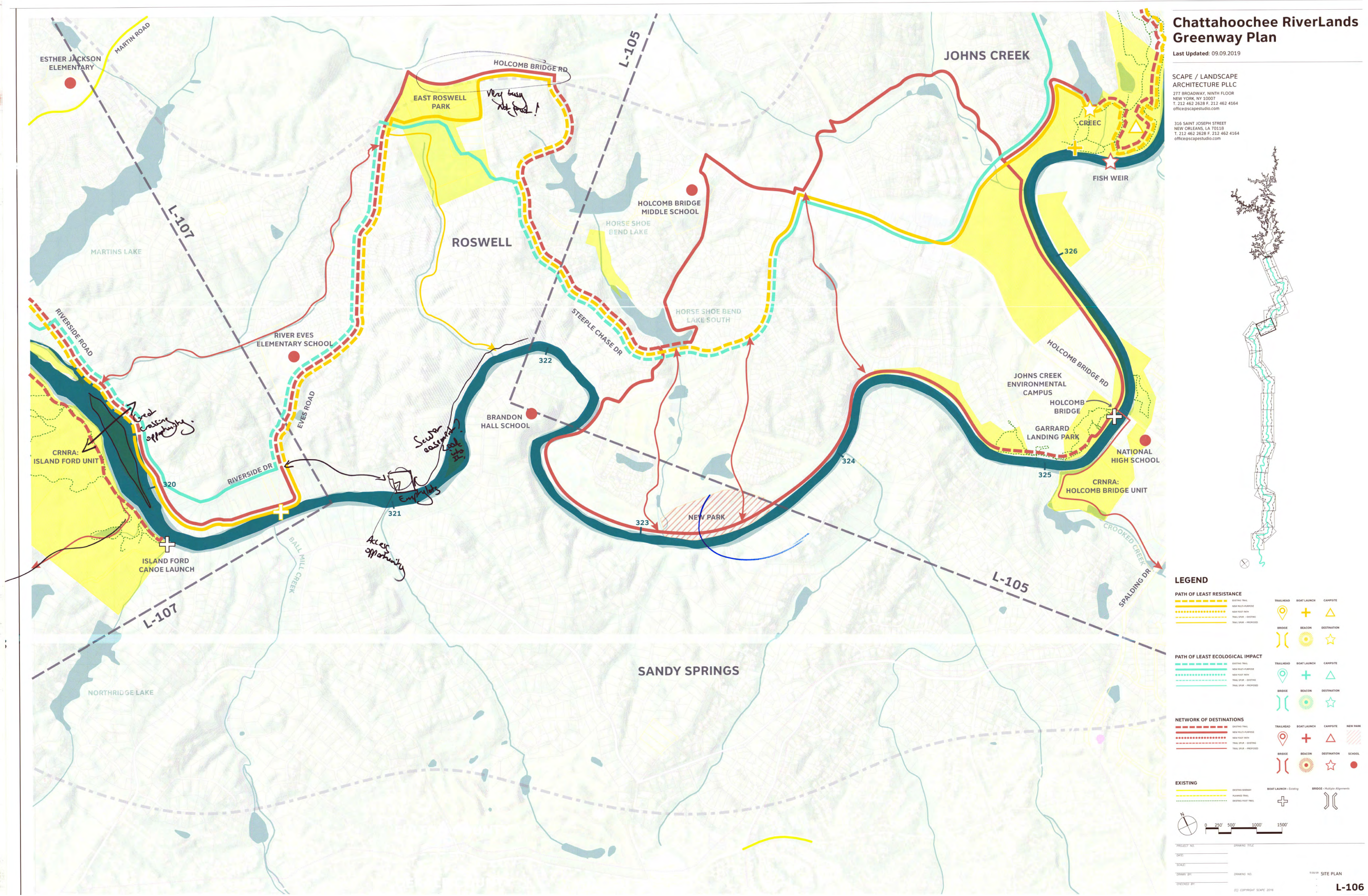


**MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING
L-105**



MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING

L-106



Chattahoochee RiverLands Greenway Plan

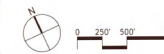
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LEGEND

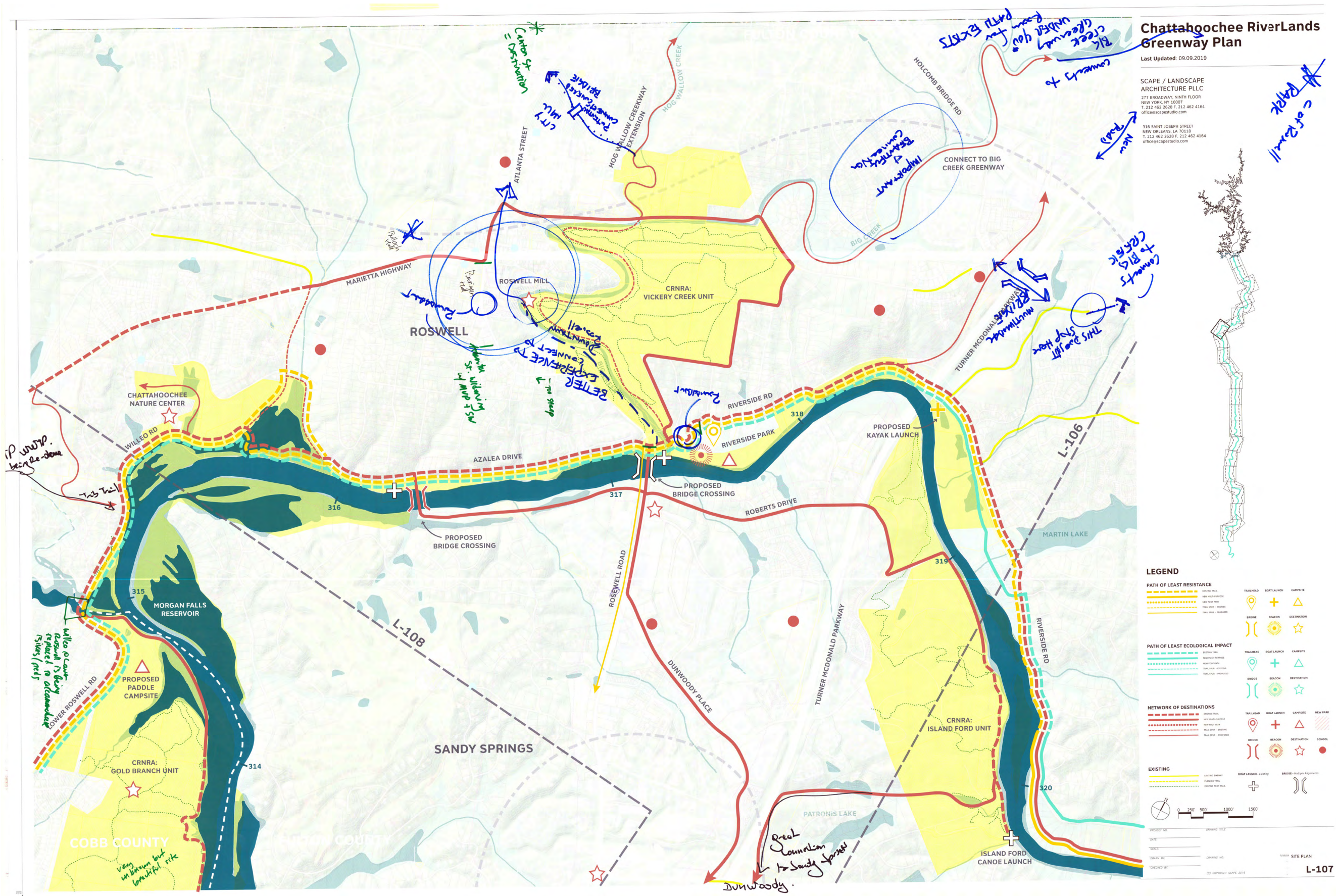
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 - BOAT LAUNCH: DOTTED LINE
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 - BRIDGE: DOTTED LINE
 - SEASON: DOTTED LINE
 - DESTINATION: DOTTED LINE
- PATH OF LEAST ECOLOGICAL IMPACT**
 - TRAILHEAD: DOTTED LINE
 - BOAT LAUNCH: DOTTED LINE
 - CAMPFIRE: DOTTED LINE
 - BRIDGE: DOTTED LINE
 - SEASON: DOTTED LINE
 - DESTINATION: DOTTED LINE
- NETWORK OF DESTINATIONS**
 - TRAILHEAD: DOTTED LINE
 - BOAT LAUNCH: DOTTED LINE
 - CAMPFIRE: DOTTED LINE
 - BRIDGE: DOTTED LINE
 - SEASON: DOTTED LINE
 - DESTINATION: DOTTED LINE
 - NEW MARK: DOTTED LINE
- EXISTING**
 - TRAILHEAD: DOTTED LINE
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 - SEASON: DOTTED LINE
 - DESTINATION: DOTTED LINE



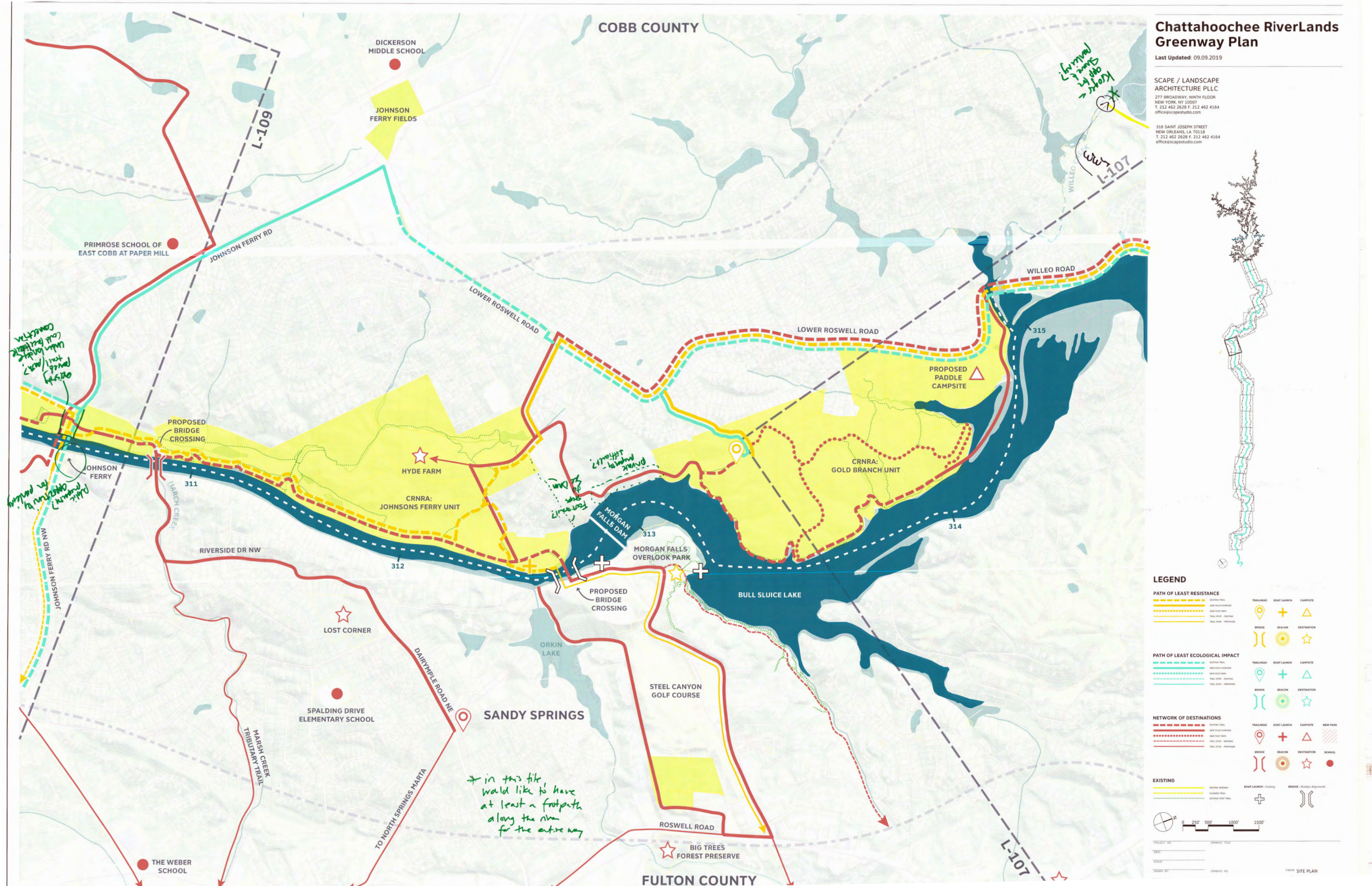
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 CHECKED BY: JAVIERO AD

SITE PLAN
 L-106

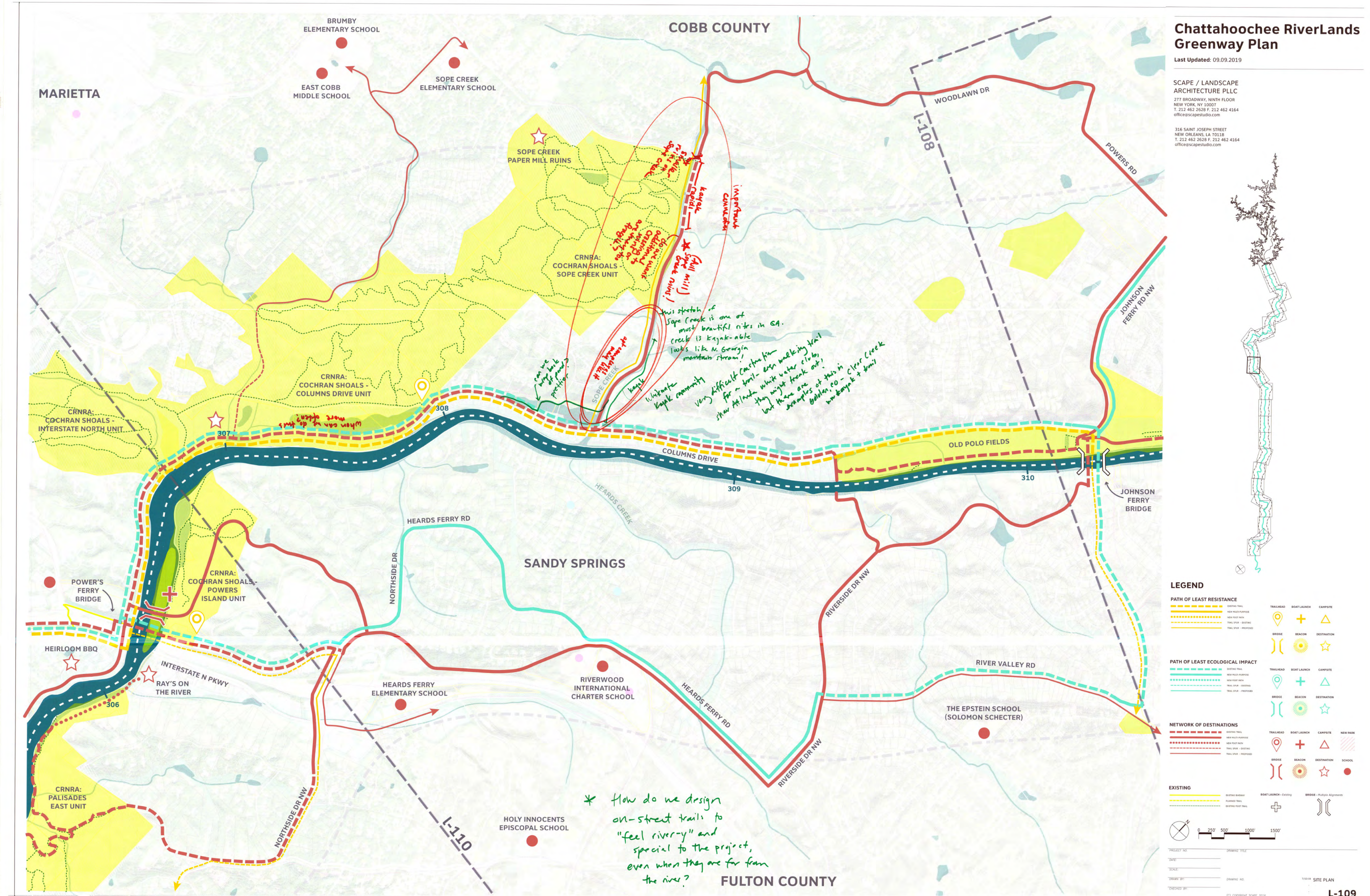
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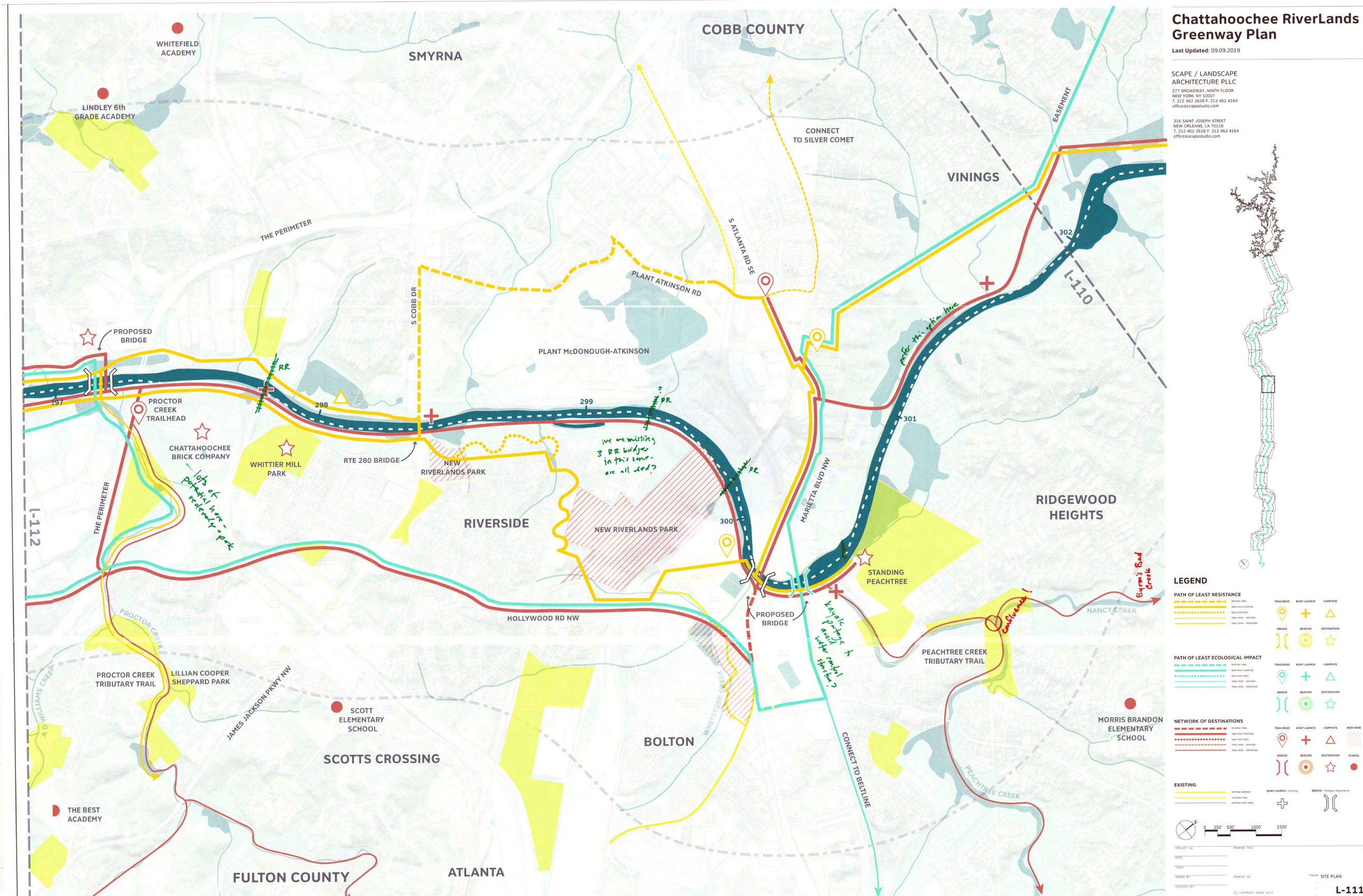
MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING
L-108



MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING
L-109



**MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING
L-111**



OCTOBER SUB-AREA 2 & 3 JOINT MEETING SUMMARY

SUB-AREAS 2 & 3 COMMITTEES MEETING

SWEETWATER CREEK GROUP SHELTER, 10/23/19

ATTENDANCE

- Michelle Morgan (Carroll County BOC)
- Ben Skipper (Carroll Co Parks)
- Steve Fuller (Carroll County BOC)
- Jerry Stober (Friends of McIntosh Reserve)
- Melva Akens (Akens Design)
- Keith Sharp (Riverwalk Atlanta)
- Kathy Hearn (Riverwalk Atlanta)
- Michelle Wright (City of Douglasville)
- Ron Roberts (Douglas County)
- Royce Johnson (Sweetwater Creek State Park)
- Susan Rutherford (City of Atlanta Watershed Management)
- Wayne Whitesides (MTB Atlanta)
- Steven Nygren (Chatt NOW)
- Smith McCullough (DNR)
- Nakia Romans (City of South Fulton)
- Diana Wilson (Chattahoochee Hills)
- Mike Mulcare (Douglas County)
- Elena Shaw Fash (Groundwork Atlanta)
- Gil Prado (FIB CID)
- Cathenne Rowell (City of South Fulton)
- Amy McCoy (My Hometown Realty Group)
- John Skach (Atlanta Housing)
- Brett Davidson (MTB Atlanta)
- Roberta Cook (RiverLine Historic Area)
- Gwen Smith (Collier Heights Association for the Revitalization Resilience)

AGENDA

1. 6:00pm Sign In
2. 6:15pm Presentation
3. 6:45pm Break-out Session
4. 7:45pm Report Out & Next Steps

NOTES

GENERAL QUESTIONS & COMMENTS

- Enhance what's already there.
- Excited for the opportunity.
- Off-road bicycle connectors between greenspaces – especially Chatt Bend State Park, etc.
- Pay attention to bridges in S Fulton – utilize them (minus SR 92).
- Equity – MLK, Hollowell, FIP communities.
- Did not know Peachtree Creek Trails in backyard – not sure who will be happy / not happy about potential encroachment.
- Atlanta Watershed – Keith Sharpe and Kathy Hearn have engaged leadership about trail alignment at water treatment plan.
- Tie in to Utoy Creek and Lionel Hampton Trail.
- Opportunities for private landowners to acquire land / assist with trail development. Where else has this been done in the U.S.?
- Catalyst to help implement long-advocated projects – deeper dive into implementation sites, such as wastewater treatment – Riverwalk Atlanta.
- Assistant Manager of Sweetwater Creek: Connection to Boundary Waters / Chat Bend / Sweetwater – steep and rocky trails at park.
- Chatt. Property at Sweetwater - looking forward to activating it, excited about ideas.
- Collier Heights Community association would like the team to come talk to them.



SAC Members Providing Feedback on Alignment Alternatives



Design Team Member Presenting Alignment Alternatives in Sub-Area 1

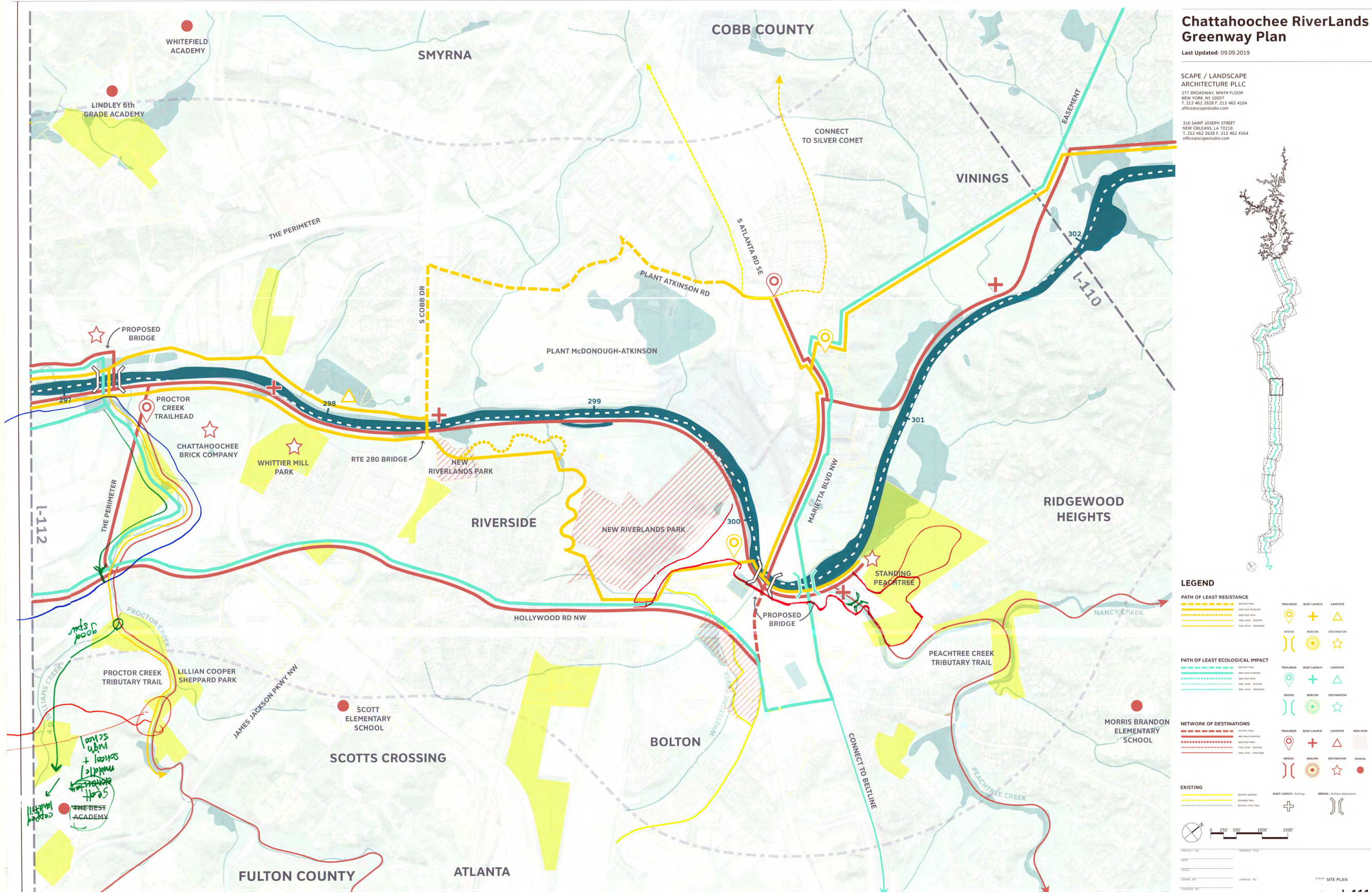


Design Team Member Presenting Alignment Alternatives in Sub-Area 1

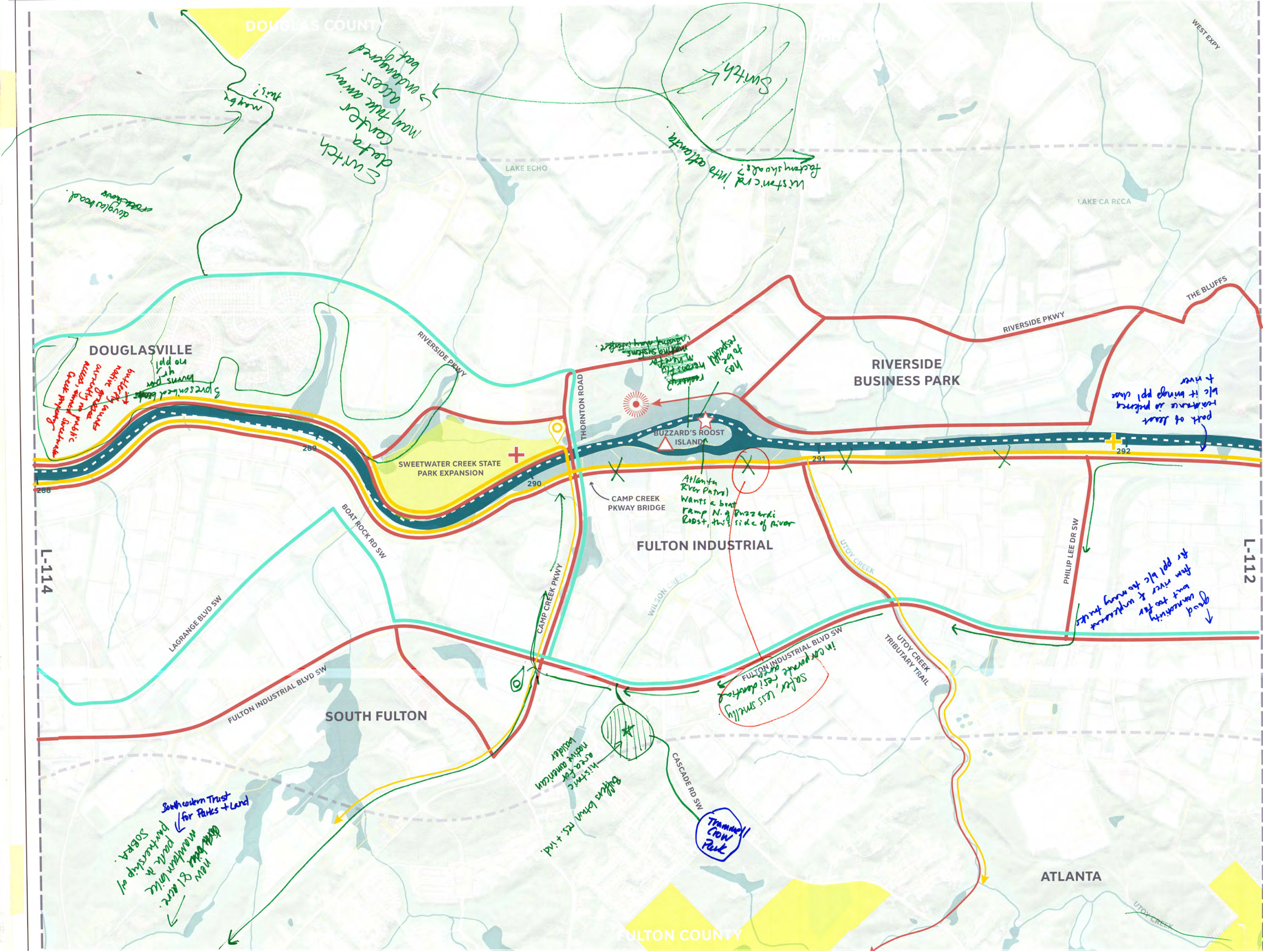


Design Team Member Presenting Alignment Alternatives in Sub-Area 1

MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING L-111



MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING
L-113



**Chattahoochee RiverLands
Greenway Plan**
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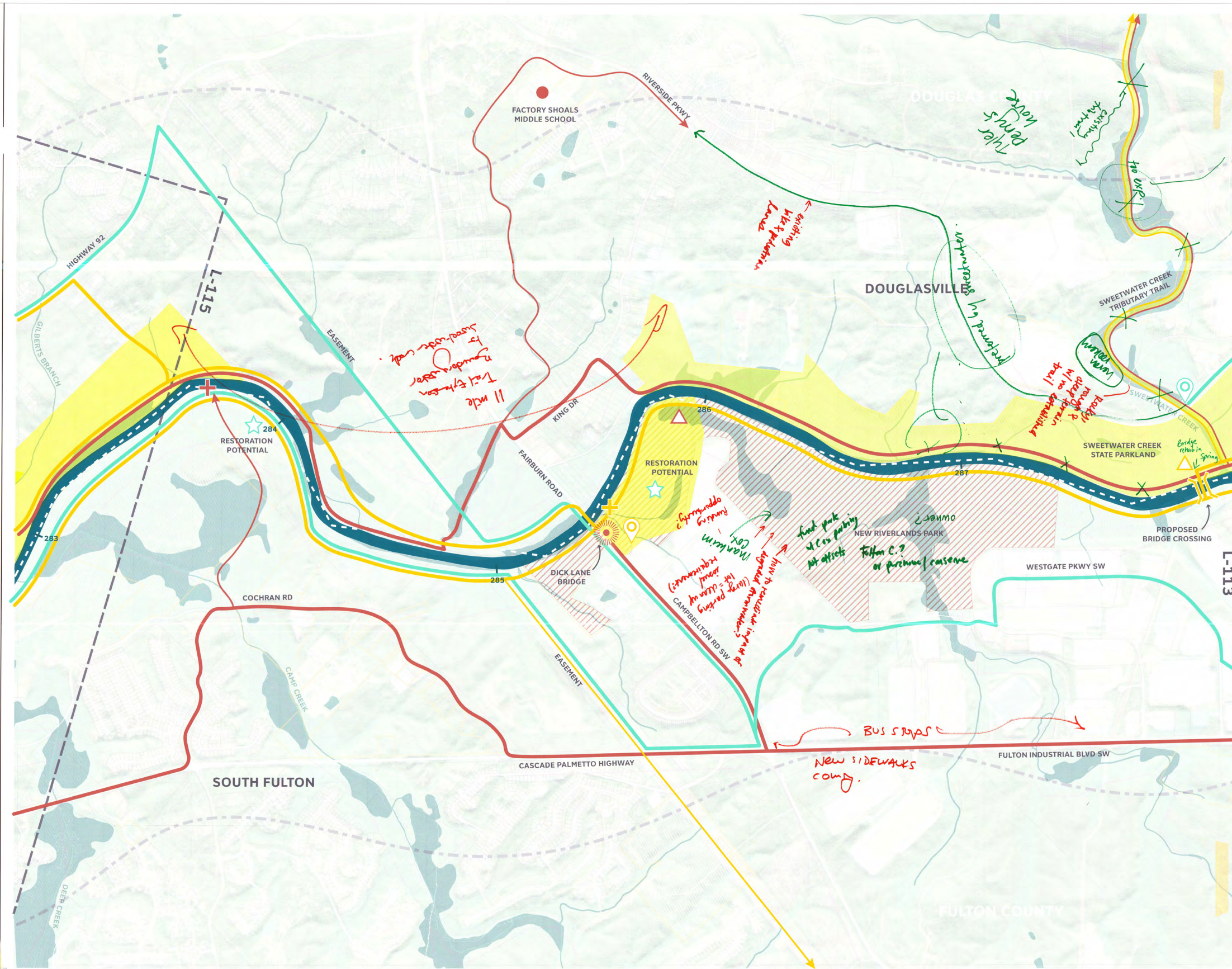
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PLANNED TRAIL	PLANNED TRAIL	PLANNED TRAIL	PLANNED TRAIL	
EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL	
PATH OF LEAST ECOLOGICAL IMPACT	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	
EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL	
PLANNED TRAIL	PLANNED TRAIL	PLANNED TRAIL	PLANNED TRAIL	
EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL	
NETWORK OF DESTINATIONS	TRAILHEAD	BOAT LAUNCH	CAMPFIRE	NEW PARK
EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL
PLANNED TRAIL	PLANNED TRAIL	PLANNED TRAIL	PLANNED TRAIL	PLANNED TRAIL
EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL
EXISTING	EXISTING TRAIL	BOAT LAUNCH - COUNTY	BRIDGE - FULTON DEPARTMENT	
PLANNED TRAIL	PLANNED TRAIL	PLANNED TRAIL	PLANNED TRAIL	
EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL	EXISTING TRAIL	

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L-113

MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING
L-114



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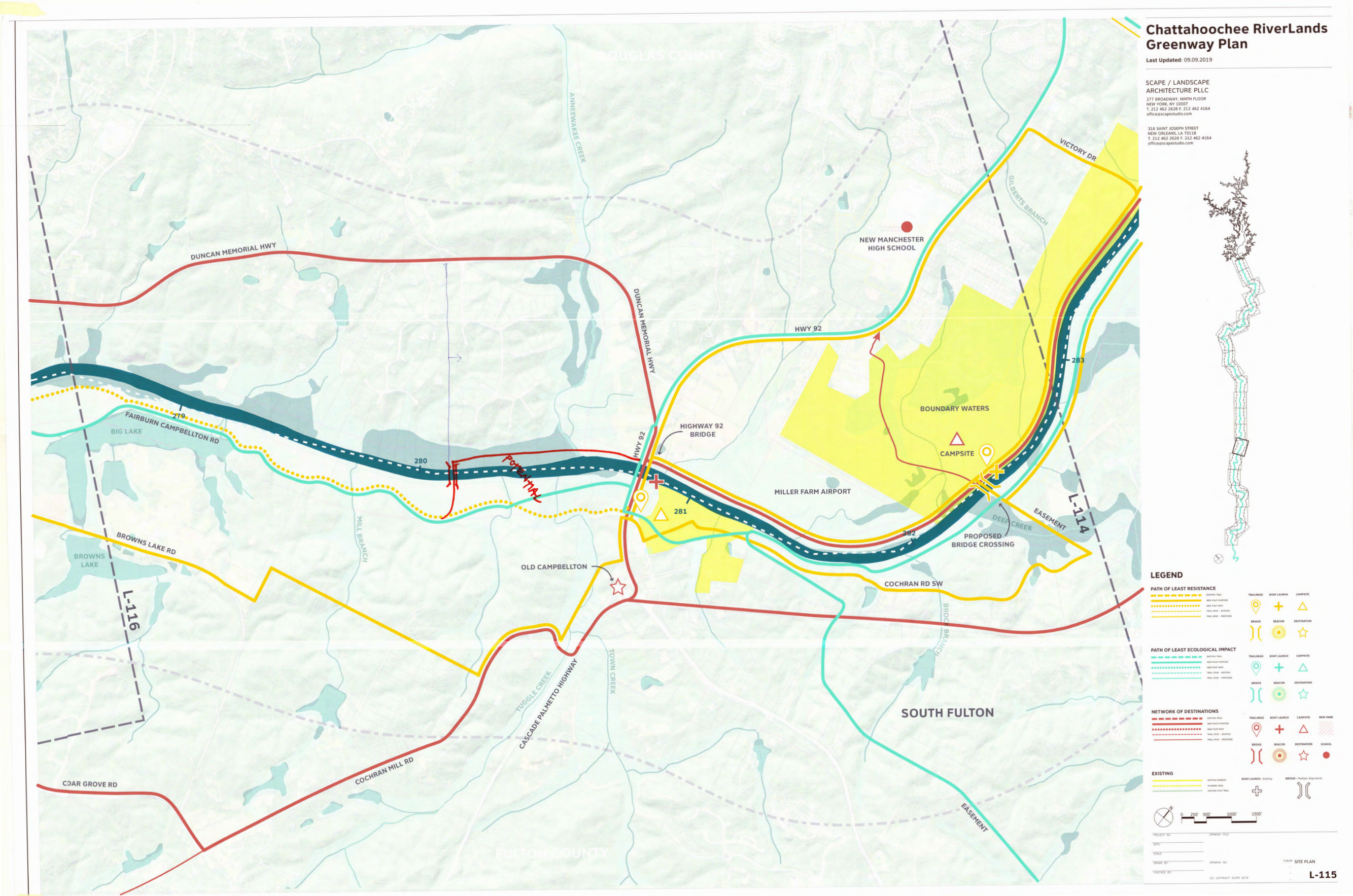
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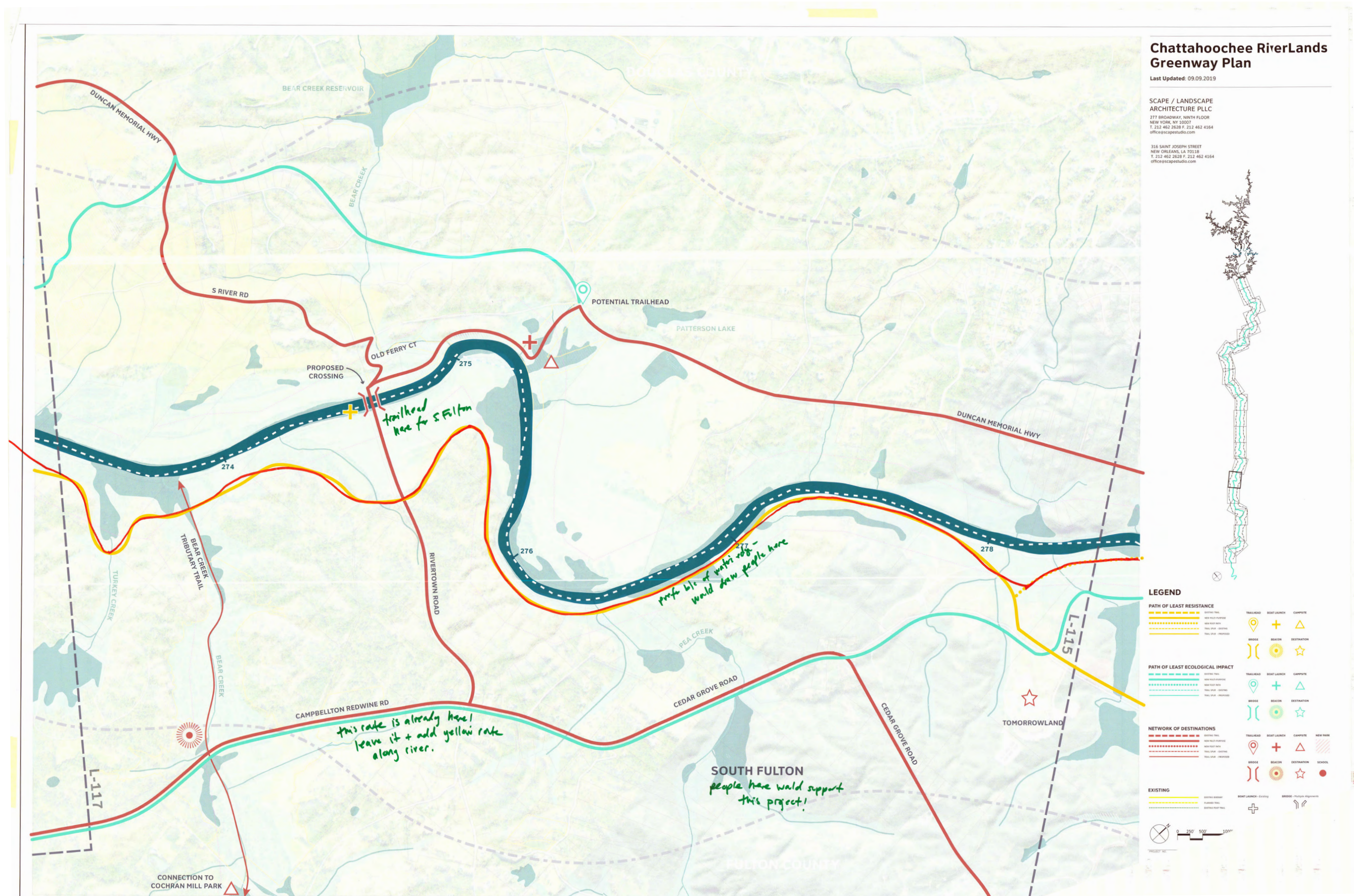
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TRAIL SIDE - PROPOSED	TRAIL SIDE - PROPOSED	TRAIL SIDE - PROPOSED	TRAIL SIDE - PROPOSED	
PATH OF LEAST ECOLOGICAL IMPACT	TRAILHEAD	BIOTRAIL	CAMPFIRE	
NEW PATH PROPOSED	EXISTING TRAIL	NEW PATH PROPOSED	EXISTING TRAIL	
TRAIL SIDE - DESTINATION	TRAIL SIDE - DESTINATION	TRAIL SIDE - DESTINATION	TRAIL SIDE - DESTINATION	
TRAIL SIDE - PROPOSED	TRAIL SIDE - PROPOSED	TRAIL SIDE - PROPOSED	TRAIL SIDE - PROPOSED	
NETWORK OF DESTINATIONS	TRAILHEAD	BIOTRAIL	CAMPFIRE	NEW PARK
NEW PATH PROPOSED	EXISTING TRAIL	NEW PATH PROPOSED	EXISTING TRAIL	NEW PARK
TRAIL SIDE - DESTINATION	TRAIL SIDE - DESTINATION	TRAIL SIDE - DESTINATION	TRAIL SIDE - DESTINATION	TRAIL SIDE - DESTINATION
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EXISTING	BIOTRAIL - Existing	BIOTRAIL - Existing	BIOTRAIL - Existing	
BIOTRAIL - Existing	BIOTRAIL - Existing	BIOTRAIL - Existing	BIOTRAIL - Existing	
BIOTRAIL - Existing	BIOTRAIL - Existing	BIOTRAIL - Existing	BIOTRAIL - Existing	

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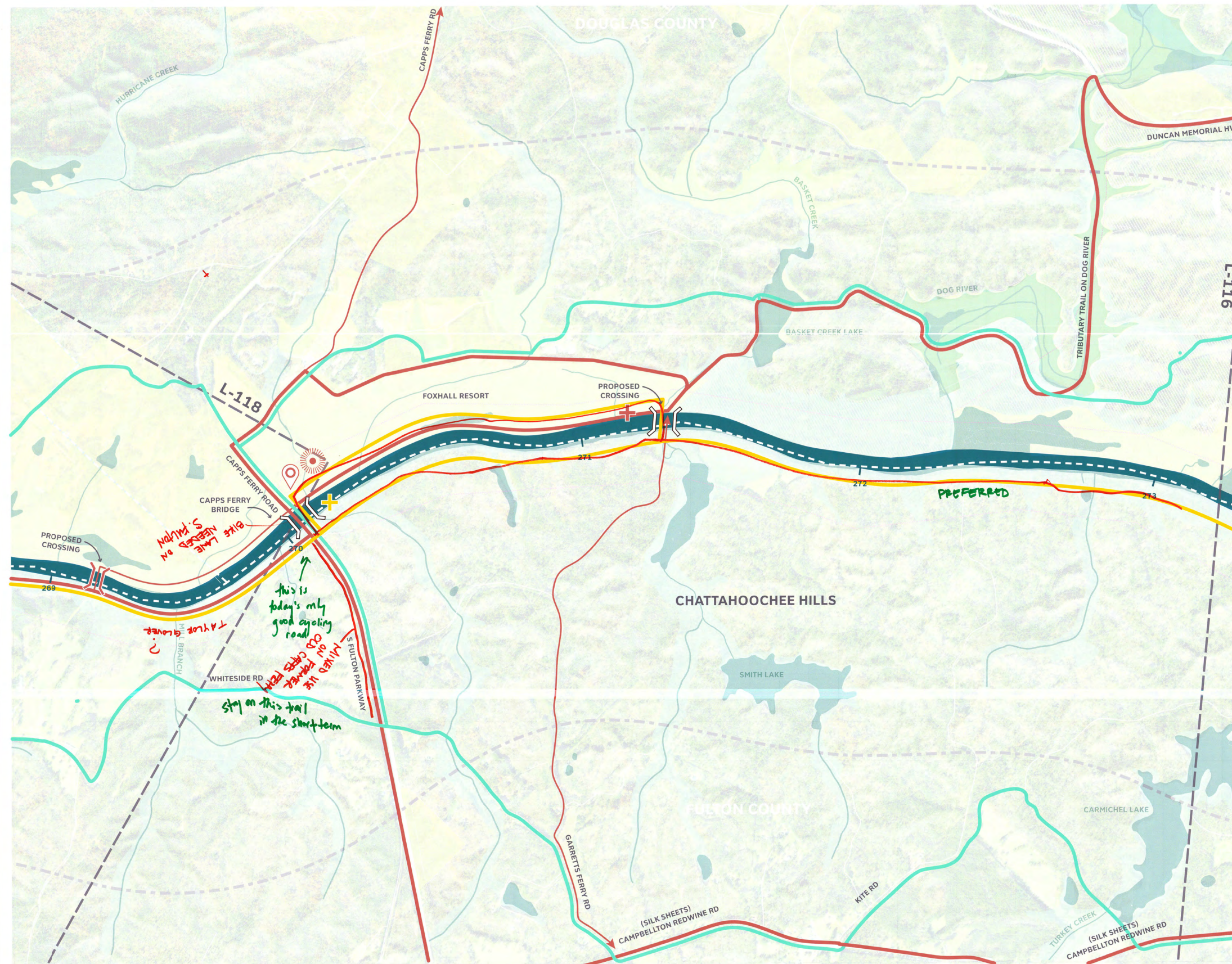
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L-114

**MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING
L-115**





MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING L-117



Chattahoochee RiverLands Greenway Plan

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LEGEND

PATH OF LEAST RESISTANCE

- EXISTING TRAIL
- NEW TRAIL - ADVISORY
- NEW TRAIL - PROPOSED
- TRAIL OVER - EXISTING
- TRAIL OVER - PROPOSED

PATH OF LEAST ECOLOGICAL IMPACT

- EXISTING TRAIL
- NEW TRAIL - ADVISORY
- NEW TRAIL - PROPOSED
- TRAIL OVER - EXISTING
- TRAIL OVER - PROPOSED

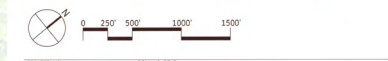
NETWORK OF DESTINATIONS

- EXISTING TRAIL
- NEW TRAIL - ADVISORY
- NEW TRAIL - PROPOSED
- TRAIL OVER - EXISTING
- TRAIL OVER - PROPOSED

EXISTING

- EXISTING TRAIL
- EXISTING ROAD
- EXISTING TRAIL
- EXISTING ROAD

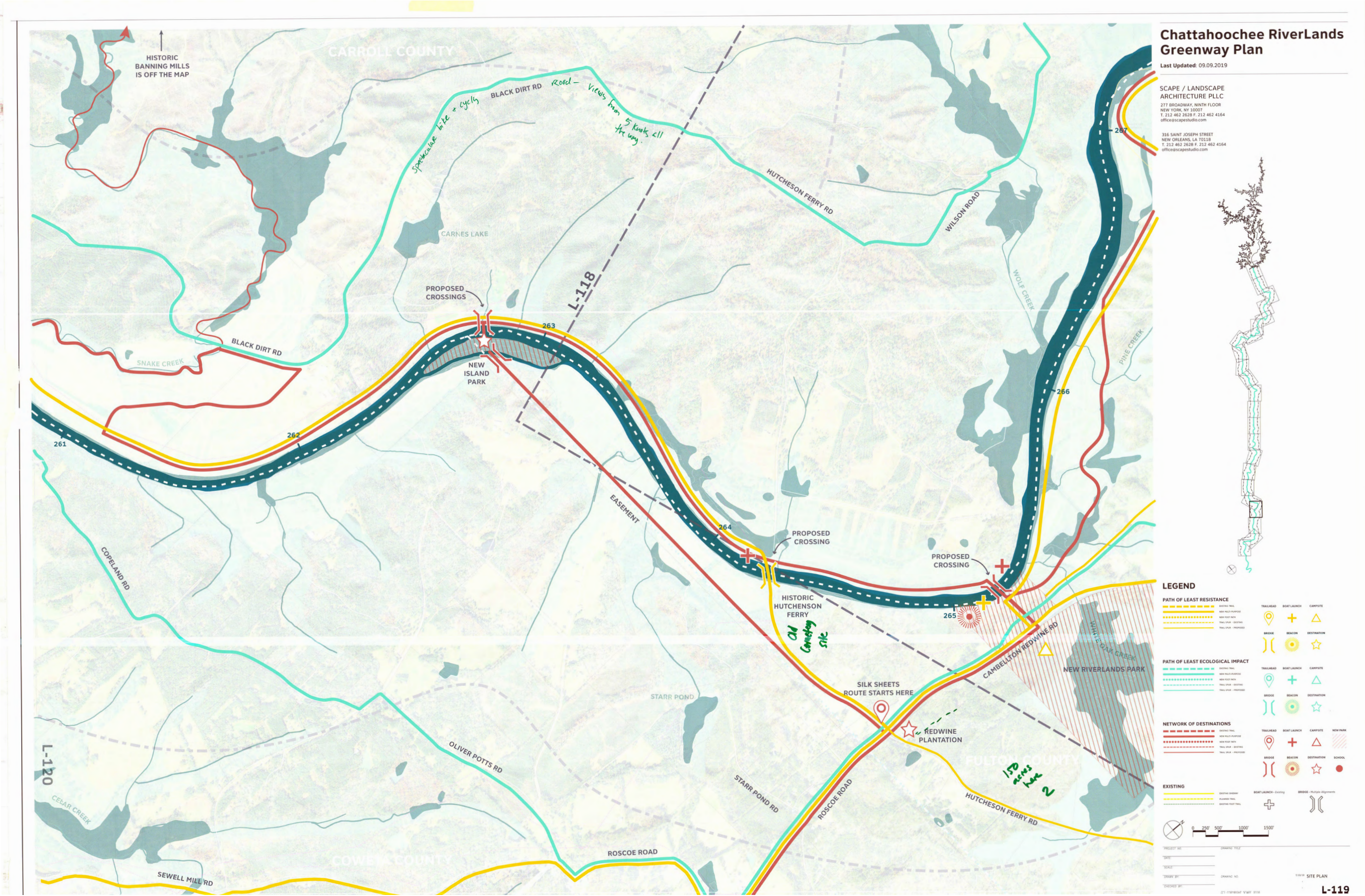
TRAILHEAD	BOAT LAUNCH	CAMPFIRE
BRIDGE	BEACON	DESTINATION
TRAILHEAD	BOAT LAUNCH	CAMPFIRE
BRIDGE	BEACON	DESTINATION
TRAILHEAD	BOAT LAUNCH	CAMPFIRE
BRIDGE	BEACON	DESTINATION
TRAILHEAD	BOAT LAUNCH	CAMPFIRE
BRIDGE	BEACON	DESTINATION
TRAILHEAD	BOAT LAUNCH	CAMPFIRE
BRIDGE	BEACON	DESTINATION



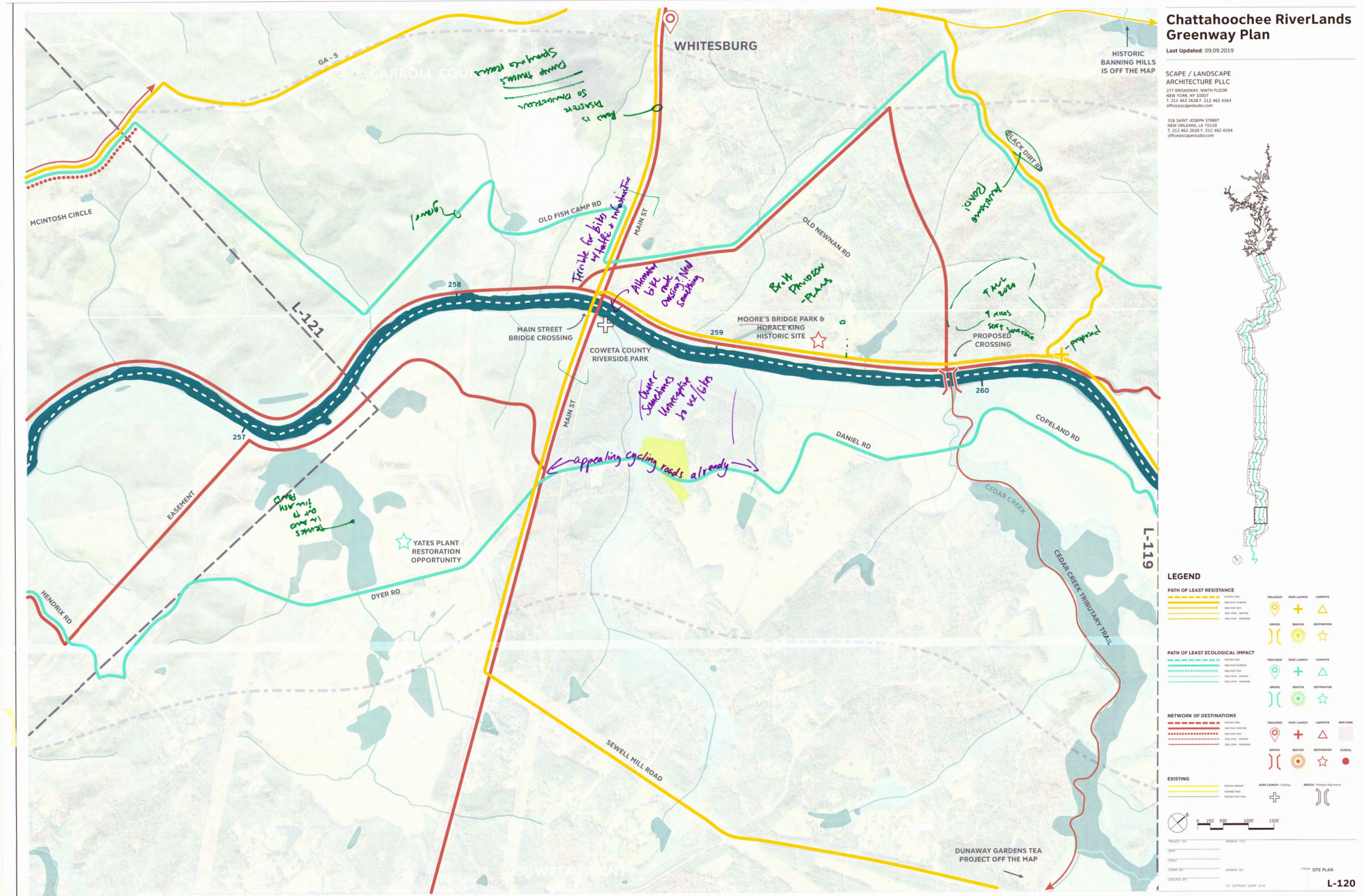
PROJECT NO: _____ DRAWING TITLE: _____
DATE: _____ DRAWING NO: _____
SCALE: _____
DRAWN BY: _____ CHECKED BY: _____
© COPYRIGHT SCAPE 2014

L-117

MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING
L-119



MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING L-120



Chattahoochee RiverLands Greenway Plan
 Last Updated: 09.09.2019

SCAPE / LANDSCAPE ARCHITECTURE PLLC
 277 BROADWAY, NINTH FLOOR
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 office@scapetudio.com
 316 SAINT JOSEPH STREET
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LEGEND

PATH OF LEAST RESISTANCE

Trailhead	Trailhead	Trailhead	Trailhead
Bridge	Bridge	Bridge	Bridge

PATH OF LEAST ECOLOGICAL IMPACT

Trailhead	Trailhead	Trailhead	Trailhead
Bridge	Bridge	Bridge	Bridge

NETWORK OF DESTINATIONS

Trailhead	Trailhead	Trailhead	Trailhead
Bridge	Bridge	Bridge	Bridge

EXISTING

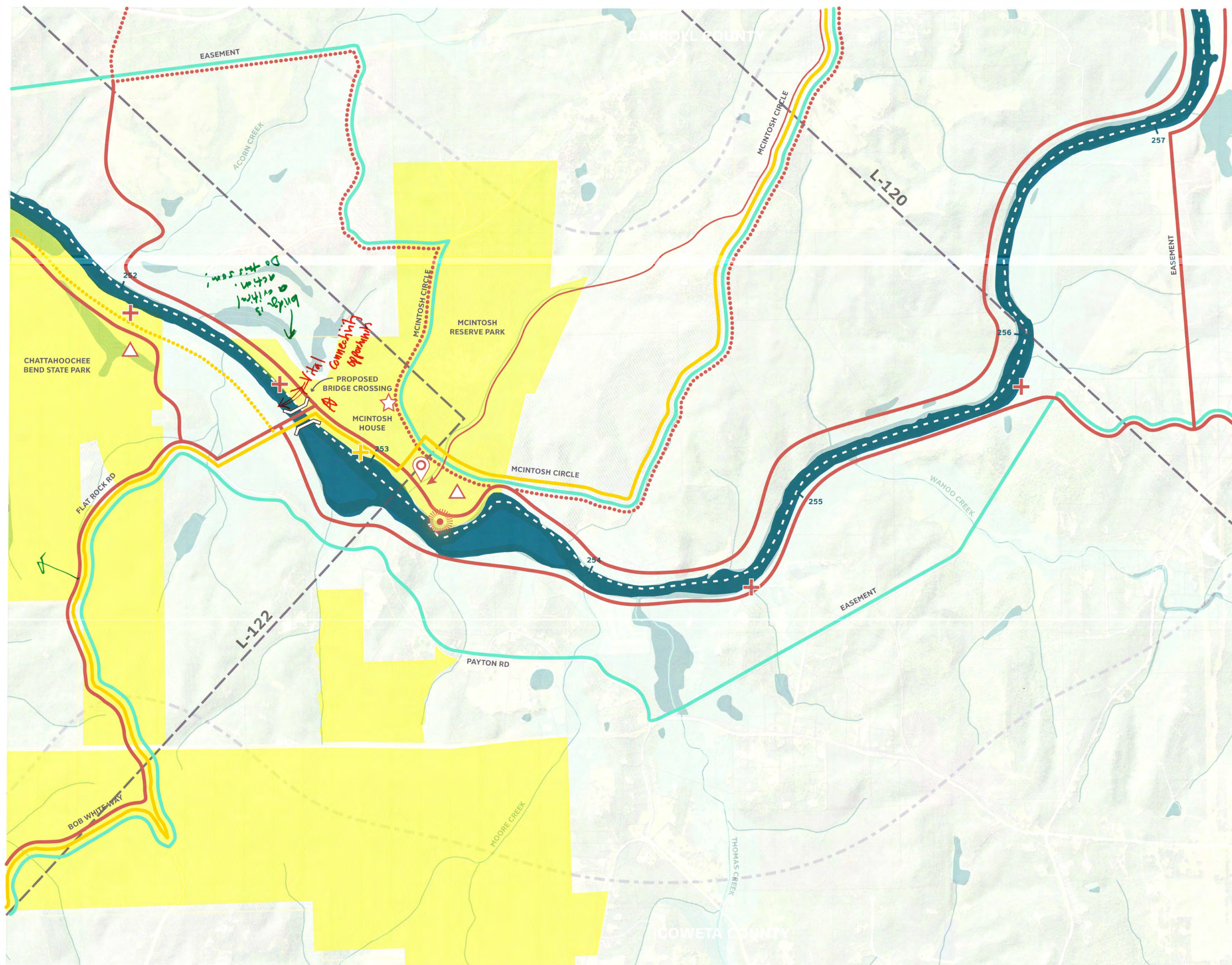
Trailhead	Trailhead	Trailhead	Trailhead
Bridge	Bridge	Bridge	Bridge

Scale: 0 200 500 1000 1500'

PROJECT NO. _____ DRAWN BY _____
 DATE _____ SCALE _____
 DRAWN BY _____ DRAWING NO. _____
 CHECKED BY _____ DATE _____

L-120

MAP DOCUMENTATION FROM SUB-AREA 1 COMMITTEE MEETING L-121



Chattahoochee RiverLands Greenway Plan
Last Updated: 09.09.2019

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LEGEND

- PATH OF LEAST RESISTANCE**
 - EXISTING TRAIL (dashed red line)
 - NEW FOOT PATH (dashed yellow line)
 - TRAIL LINK - EXISTING (dotted red line)
 - TRAIL LINK - PROPOSED (dotted yellow line)
- PATH OF LEAST ECOLOGICAL IMPACT**
 - EXISTING TRAIL (dashed blue line)
 - NEW FOOT PATH (dashed green line)
 - TRAIL LINK - EXISTING (dotted blue line)
 - TRAIL LINK - PROPOSED (dotted green line)
- NETWORK OF DESTINATIONS**
 - EXISTING TRAIL (dashed red line)
 - NEW FOOT PATH (dashed yellow line)
 - TRAIL LINK - EXISTING (dotted red line)
 - TRAIL LINK - PROPOSED (dotted yellow line)
- EXISTING**
 - EXISTING BRIDGE (red cross)
 - EXISTING TRAIL (dashed red line)
 - EXISTING FOOT TRAIL (dashed yellow line)
- BRIDGE** (red cross)
- BEACON** (yellow star)
- DESTINATION** (yellow triangle)
- TRAILHEAD** (yellow circle)
- BIKE LAUNCH** (yellow plus)
- CAMPITE** (yellow triangle)
- TRAILHEAD** (blue circle)
- BIKE LAUNCH** (blue plus)
- CAMPITE** (blue triangle)
- TRAILHEAD** (red circle)
- BIKE LAUNCH** (red plus)
- DESTINATION** (red triangle)
- SCHOOL** (red circle)
- BRIDGE** (red cross)
- BEACON** (yellow star)
- DESTINATION** (yellow triangle)
- SCHOOL** (red circle)



PROJECT NO: 09080701
DATE: 09/09/19
DRAWN BY: [Name]
CHECKED BY: [Name]

ISSUE NO: 01
DRAWING NO: L-121
DATE: 09/09/19

SCALE: AS SHOWN

SITE PLAN

L-121

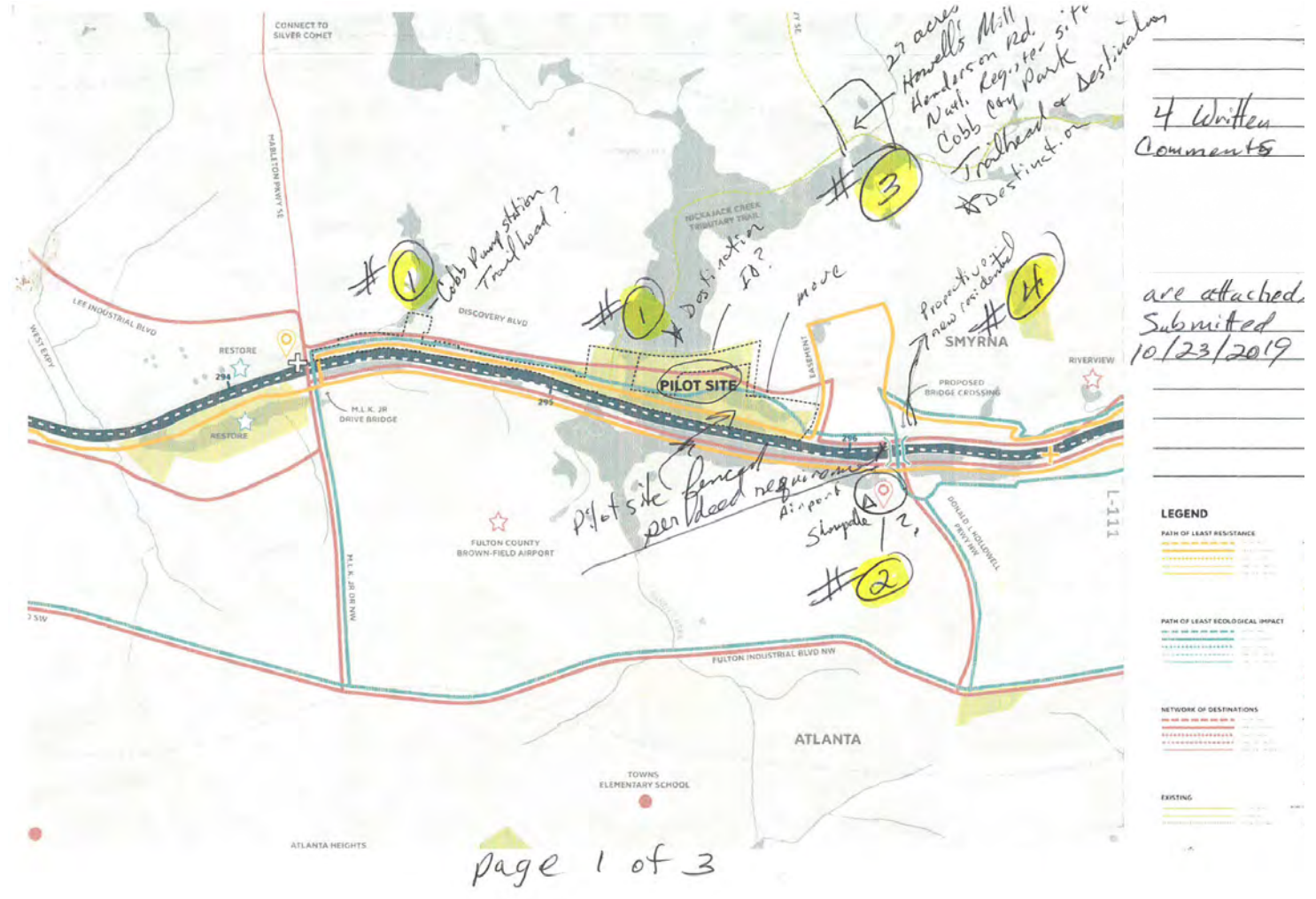
**COMMENTS FROM SUB-AREAS
2 & 3 COMMITTEES MEETING**

COMMENTS / QUESTIONS

Dept of Watershed Mgt. has a ~~boat~~
river patrol team. They would like
boat ramp access on East side
of River North of Buzzard's Roost,
b/c it's hard to get their boat ~~at~~
through that point of the river.

COMMENTS / QUESTIONS

I Love the idea. How will the trails be
maintained once layout. Does it fall on the state
or the local municipalities?
Will there be historical marker along the path



COMMENTS / QUESTIONS

① The 80 acre park property labeled "pilot site" is a Civil War site containing infantry forts and trenches. It is listed on the National Register of Historic Places because all a 80 acres contributes to the interpretation of the historic resource. If the Riverlands trail will be of significant size and scale requiring land disturbance and/or tree removal, it should be routed along Discovery Boulevard right of way.

The "pilot site" is surrounded by nearly 1,000 acres of clear cut and mass graded flat land, which could be acquired for trail parking rather than intruding on the 80 acre national register park land. If parking it is not feasible to acquire flat land now, the nearby pump station owned by Cobb City could provide temporary parking until flat land is obtainable. The abandoned Nickajack Creek pump station could be transformed into a museum Cobb Water Dept. Museum / coffee shop. Coincidentally, Royal Cup Coffee is located next door requiring
There are deed restrictions ~~on~~ for a fence around the 80 acres.

② Showpade and Civil War Trench on Charlie Brown Airport

Contact us at ChattahoocheeRiverStudy@scapestudio.com



page 2 of 3

COMMENTS / QUESTIONS

② ^{entire} property. The historic resources are not indicated on the Riverland map, but there is a trail head symbol at the location. Will the airport allow a trail head?

③ Howell's Mill on Henderson Rd. - This is a 28 acre Cobb County-owned historic nature preserve also listed on the National Register of Historic Places. There are 6 acres of the 28 acres not on the Historic Register which ~~can~~ will provide parking convenient to Nickajack Creek. Although Cobb Parks has a ~~the~~ master plan for the 28 acres, there is no funding to open it.

④ Mid-South Supply is closing April 2020, which is located on Veterans Memorial Hwy and River View Rd. because the land has been sold (total 40 acres) for residential development. Riverlands should work with developer on trail plans along the Chattahoochee.

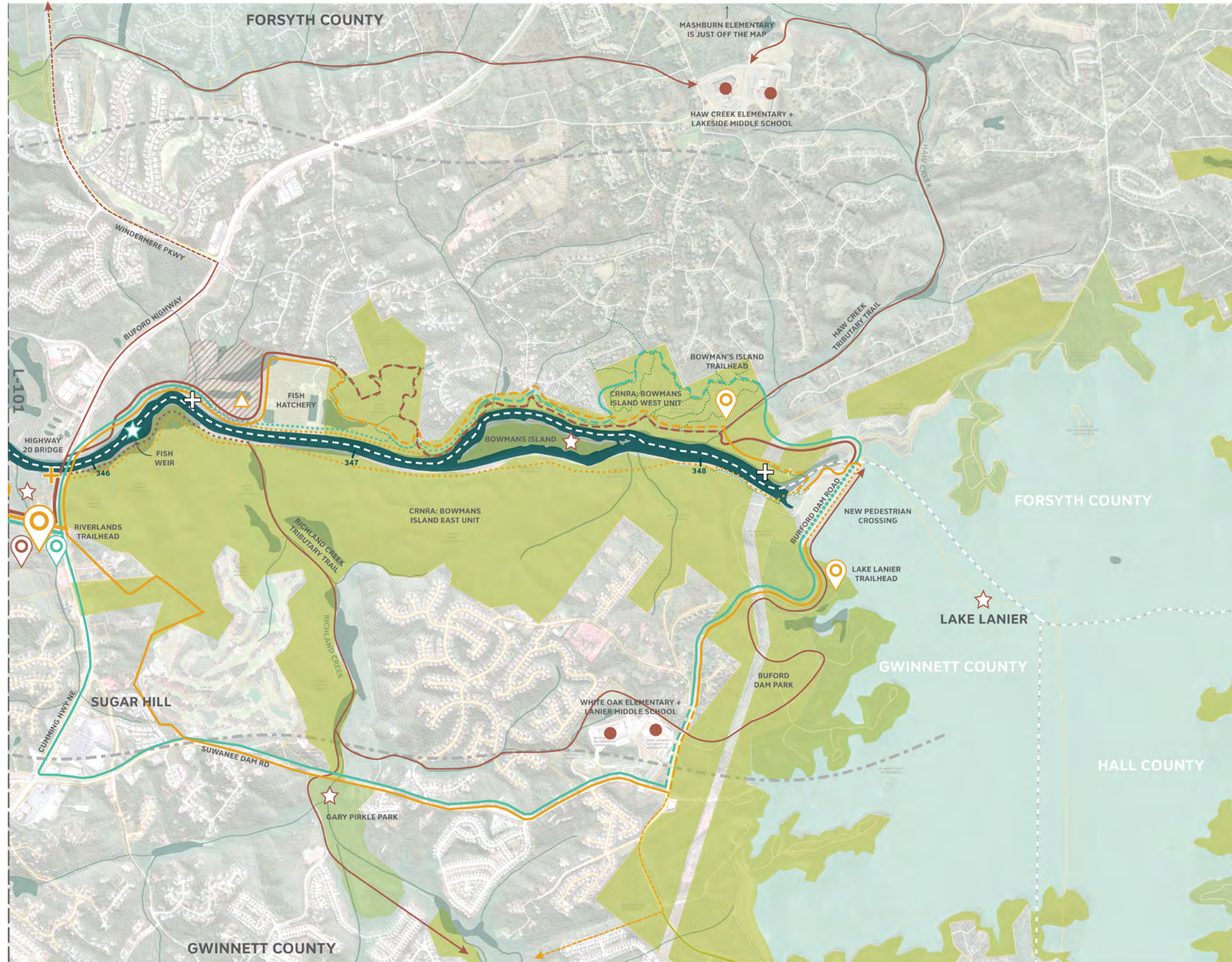
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page 3 of 3

DIGITALLY SUBMITTED ALIGNMENT COMMENTS

MAP L-100: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

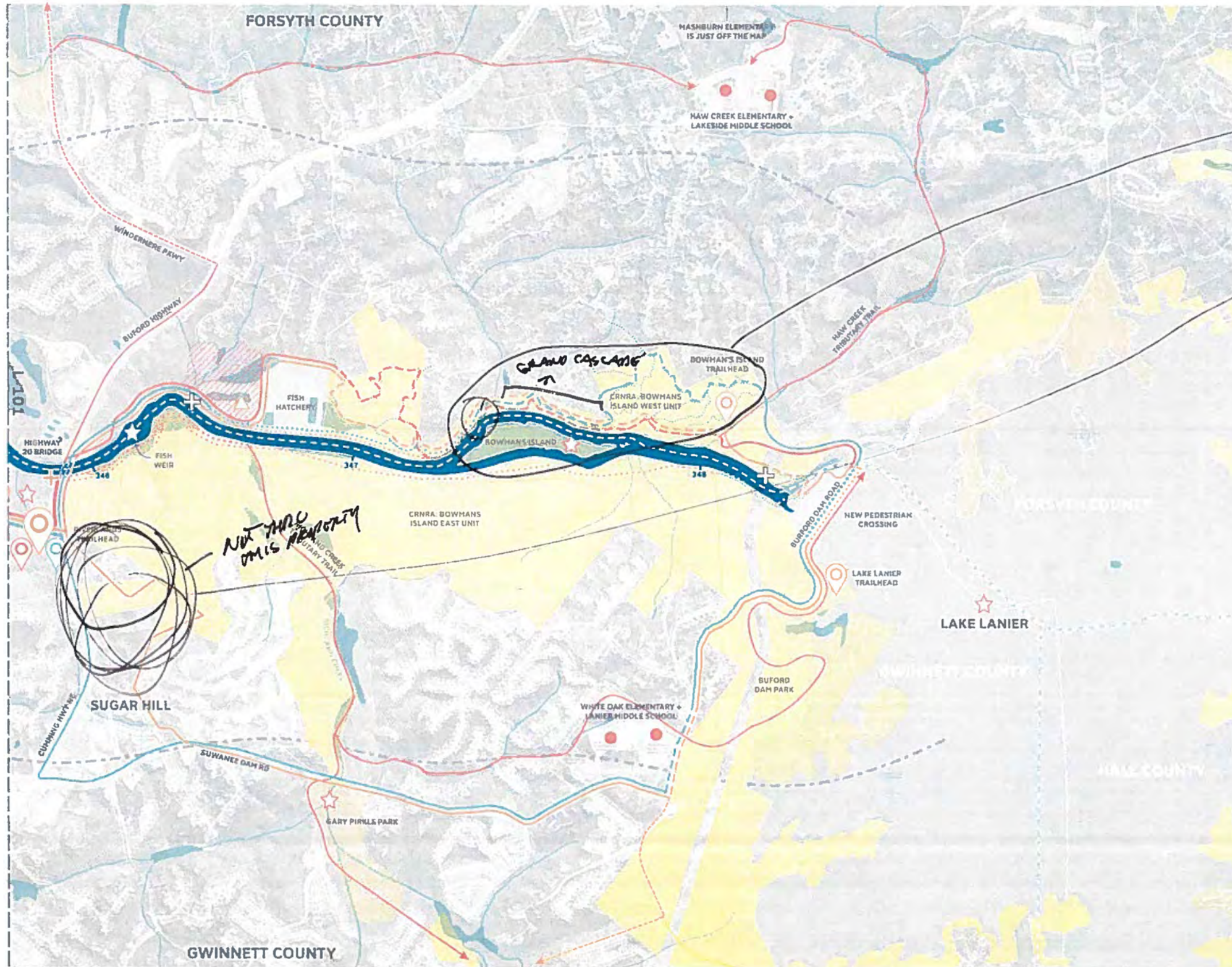
- Sugar Hill Loop plans for Mountain Bike Facility on Sugar Hill and DNR/Gwinnett Property adjacent to Orrs Ferry (East side)

COMMENTS

- Trail can go north, but don't advertise / brand as RiverLands until South of Bowman's Island
- NPS will not allow multi-use trail or campsite through Bowman's West, newly acquired land, or fish hatchery
 - Preference for trail near/around dam, on East side of the river.
- NPS has not determined alignment of footpath on Bowman's East yet
 - Best to avoid Bowman's East and use Suwannee Dam road
 - Suggestion to utilize Sugar Hill gold course
- On Gwinnett Side (East), for Least Resistance Alternative – don't run through properties on the North side of Hwy 20 without examining impacts on the property.
 - See Gwinnett comments for alternative alignment that ties into Sugar Hill greenway
- Concerns about SR 20 Bridge – very little room for a trail and a moderate risk for peds/cyclists according to ARC
- USACE has offered free access across their property on the east of the river to Bowman's Island East.
 - Use existing bike lanes down from Buford Dam

MAP L-100: SCANNED COMMENT (1 OF 6)

(COMMENTS FROM JIM SANTO, ARC)



NOTES

FORSYTH SIDE -

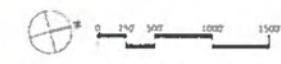
- ① EXISTING TRAILS FINE - EXCEPT -
- CONTINUE MULTI-USE PAST HATCHERY
- DON'T DEAD-END INTO WALKING TRAIL (AS IN ECO ALTERNATIVE)
- GRAND ESCADES S/D - (BUT CRRA + HATCHERY - MAY HAVE A BRIDLEPATH DEDICATED)

GWINNETT SIDE -

- FOR "LEAST RESISTANCE" ALTERNATIVE -
- DON'T RUN THROUGH PROPERTIES ON N. SIDE OF HWY 20 IN CORRIDOR -
- W/O EXAMINING IMPACTS ON PROPERTY

LEGEND

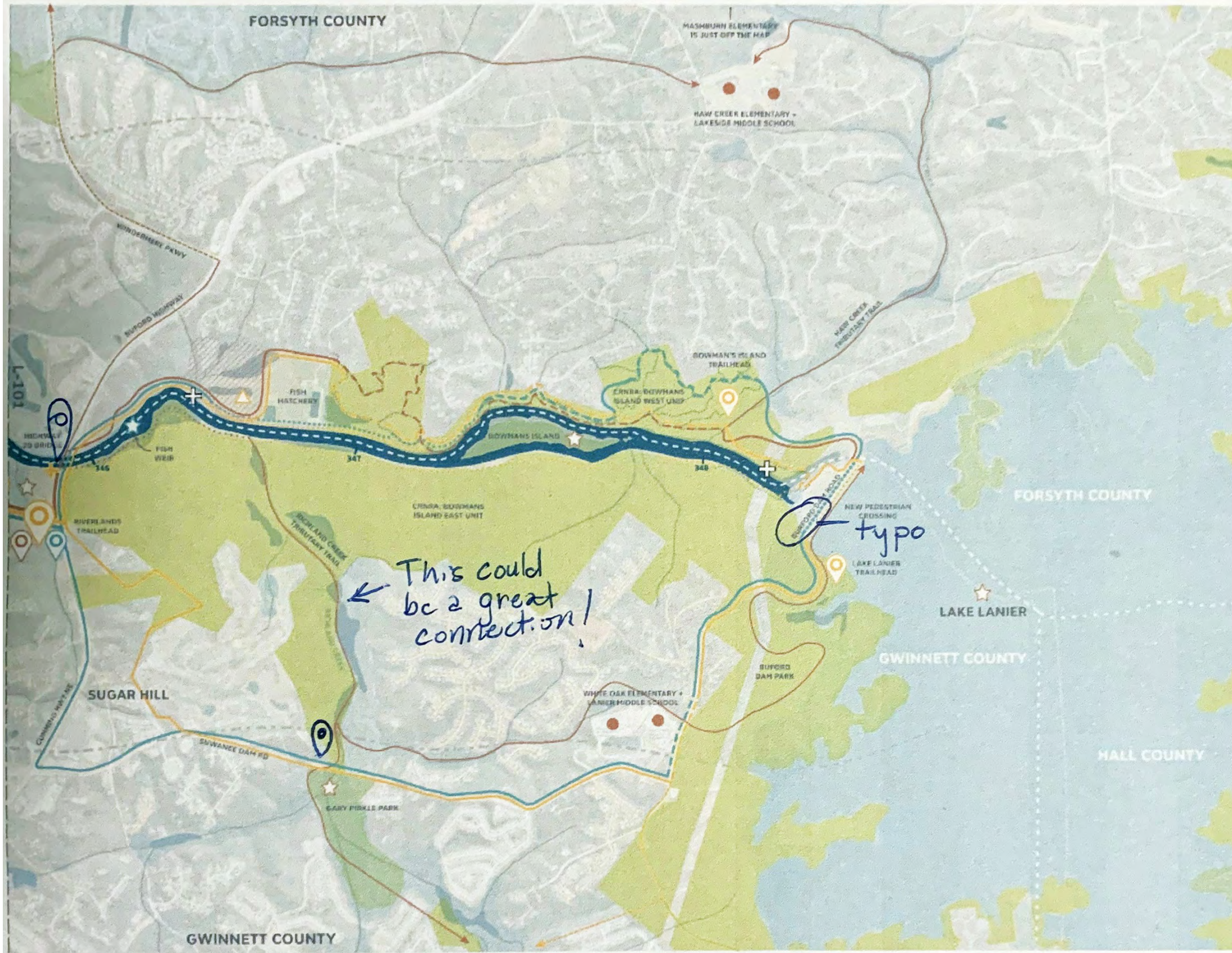
PATH OF LEAST RESISTANCE	<ul style="list-style-type: none"> 100-1500' 1500-3000' 3000-6000' 6000-15000' 	<ul style="list-style-type: none">
PATH OF LEAST ECOLOGICAL IMPACT	<ul style="list-style-type: none"> 100-1500' 1500-3000' 3000-6000' 6000-15000' 	<ul style="list-style-type: none">
NETWORK OF DESTINATIONS	<ul style="list-style-type: none"> 100-1500' 1500-3000' 3000-6000' 6000-15000' 	<ul style="list-style-type: none">
EXISTING	<ul style="list-style-type: none"> 100-1500' 1500-3000' 3000-6000' 6000-15000' 	<ul style="list-style-type: none">



L-100

MAP L-100: SCANNED COMMENT (2 OF 6)

(COMMENTS FROM MARC M)



NOTES

Trail head at City of Sugar Hill property on west side of Suwanee Dam Rd.

Existing trail head on south side of Hwy 20

LEGEND

PATH OF LEAST RESISTANCE			
PATH OF LEAST ECOLOGICAL IMPACT			
NETWORK OF DESTINATIONS			
EXISTING			

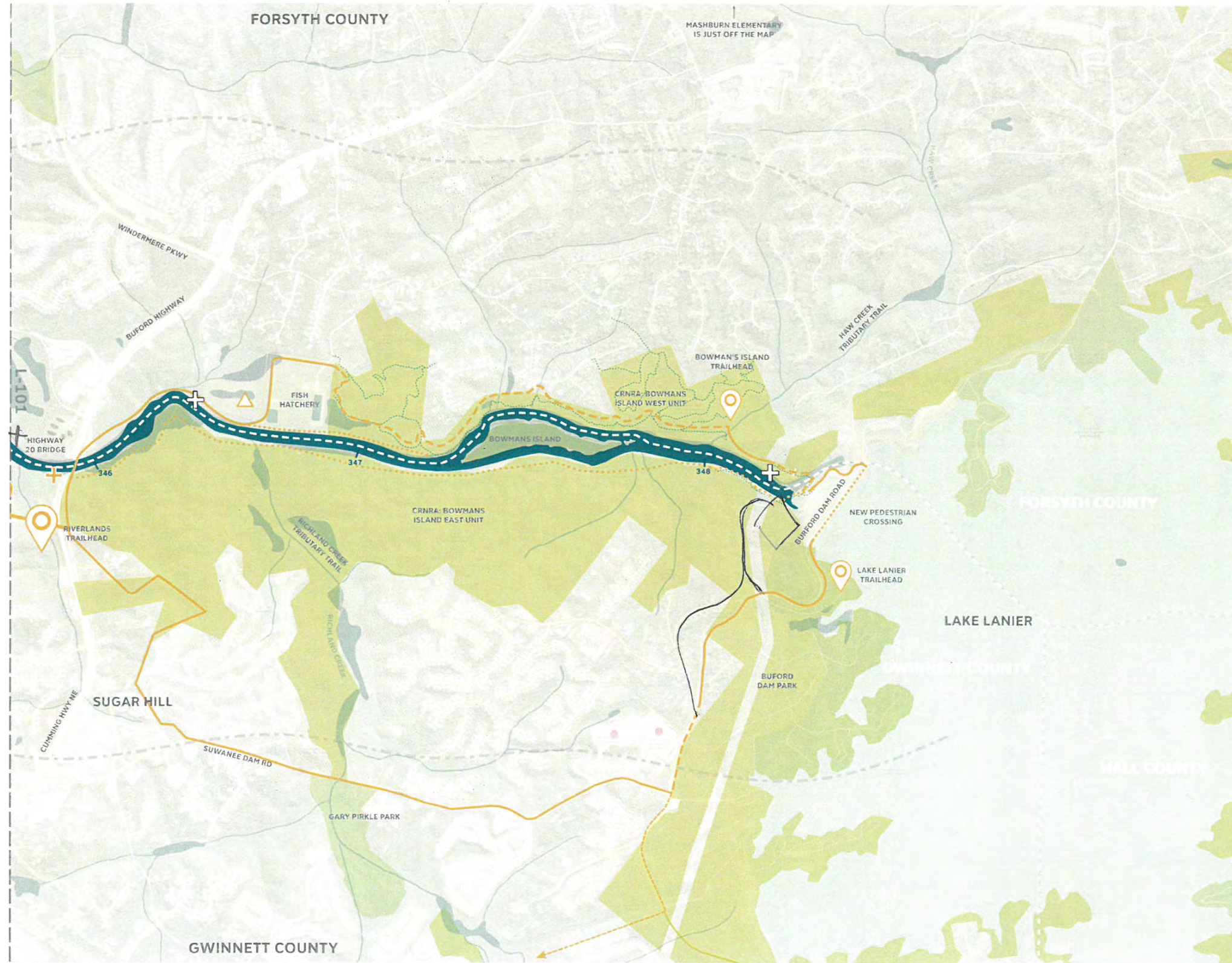


L-100

MAP L-100: SCANNED COMMENT (3 OF 6)

(COMMENTS FROM NPS)

MAP L-100: PATH OF LEAST RESISTANCE



NOTES

Bowman's West: NO multi-purpose trail through newly acquired land & around fish hatchery.

No proposed campsite

~~NO new footpath~~

Trail near/around dam could be better
Consider using lower pool trail/roadway on east side of river as an alternative to crossing Buford Dam Rd.

Bowman's East: No new foot path (yet)
(we are still determining alignment)

Best to avoid us here (generally)
- This multi-use alignment on east side
Suwanee Dam Rd is good option OK.

Proposed boat launch (near Hwy 20)
is on wrong side of river.

why not utilize Sugar Hill golf course?

LEGEND

PATH OF LEAST RESISTANCE		TRAILHEAD		START/END POINT	
(Solid blue line)	(Dashed blue line)	(Orange circle with dot)	(Orange circle with cross)	(Orange triangle)	(Orange star)
(Dotted blue line)	(Dashed orange line)	(Orange circle with dot)	(Orange circle with cross)	(Orange triangle)	(Orange star)
(Dotted orange line)	(Dashed blue line)	(Orange circle with dot)	(Orange circle with cross)	(Orange triangle)	(Orange star)
(Dotted blue line)	(Dashed orange line)	(Orange circle with dot)	(Orange circle with cross)	(Orange triangle)	(Orange star)

EXISTING
 (Solid green line)
 (Dashed green line)
 (Dotted green line)

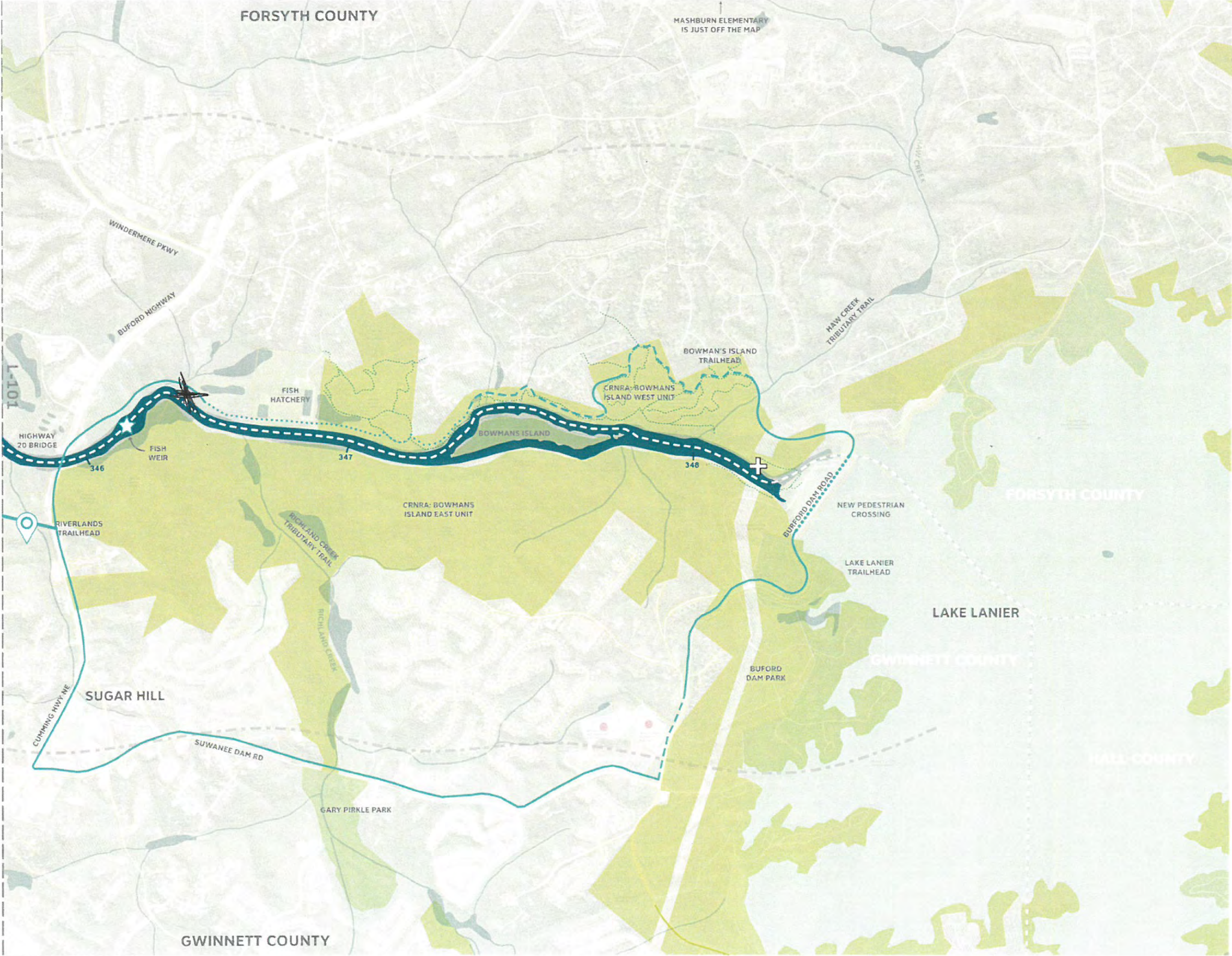
SCALE
 0 250 500 1000 1500

L-100

MAP L-100: SCANNED COMMENT (4 OF 6)

(COMMENTS FROM NPS)

MAP L-100: PATH OF LEAST ECOLOGICAL IMPACTS



NOTES

conversation w/ fish hatchery?
 trail on Bowman's west should follow existing trail closest to the river.

Boat launch doesn't exist. Sheals?

LEGEND

PATH OF LEAST ECOLOGICAL IMPACT

- TRAILHEAD
- BOAT LAUNCH
- CAMPSITE
- APPLICABLE
- MEASUREMENT
- ESTABLISHMENT

EXISTING

- TRAILHEAD
- BOAT LAUNCH
- CAMPSITE
- APPLICABLE
- MEASUREMENT
- ESTABLISHMENT

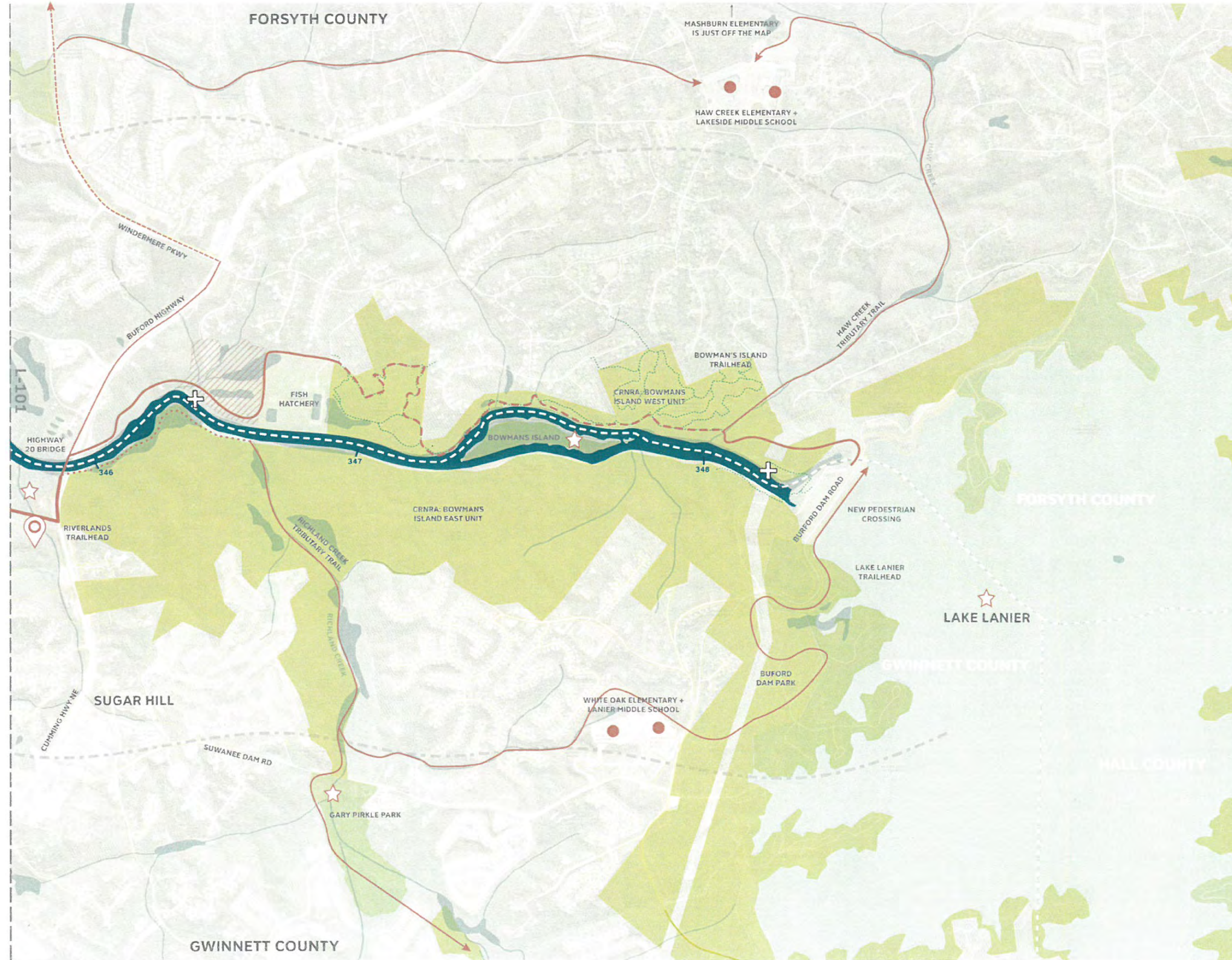
SCALE: 0 250 500 1000 1500 2000

SITE PLAN: L-100

MAP L-100: SCANNED COMMENT (5 OF 6)

(COMMENTS FROM NPS)

MAP L-100: NETWORK OF DESTINATIONS



NOTES

I wouldn't advertise Bowman's Island as a destination for safety reasons

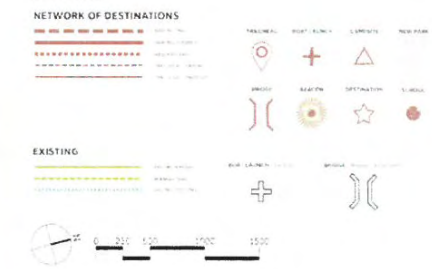
Richland Creek Tributary Trail - NO (very challenging)

NO new trails! (except to connect newly acquired properties on W. what do the red arrows represent?)

Team Visit:

- Need to design for privacy of residents @ Fish Hatchery - cottages
- Go behind Fish Hatchery - avoid ponds
- use existing pavement from model airplane runway

LEGEND



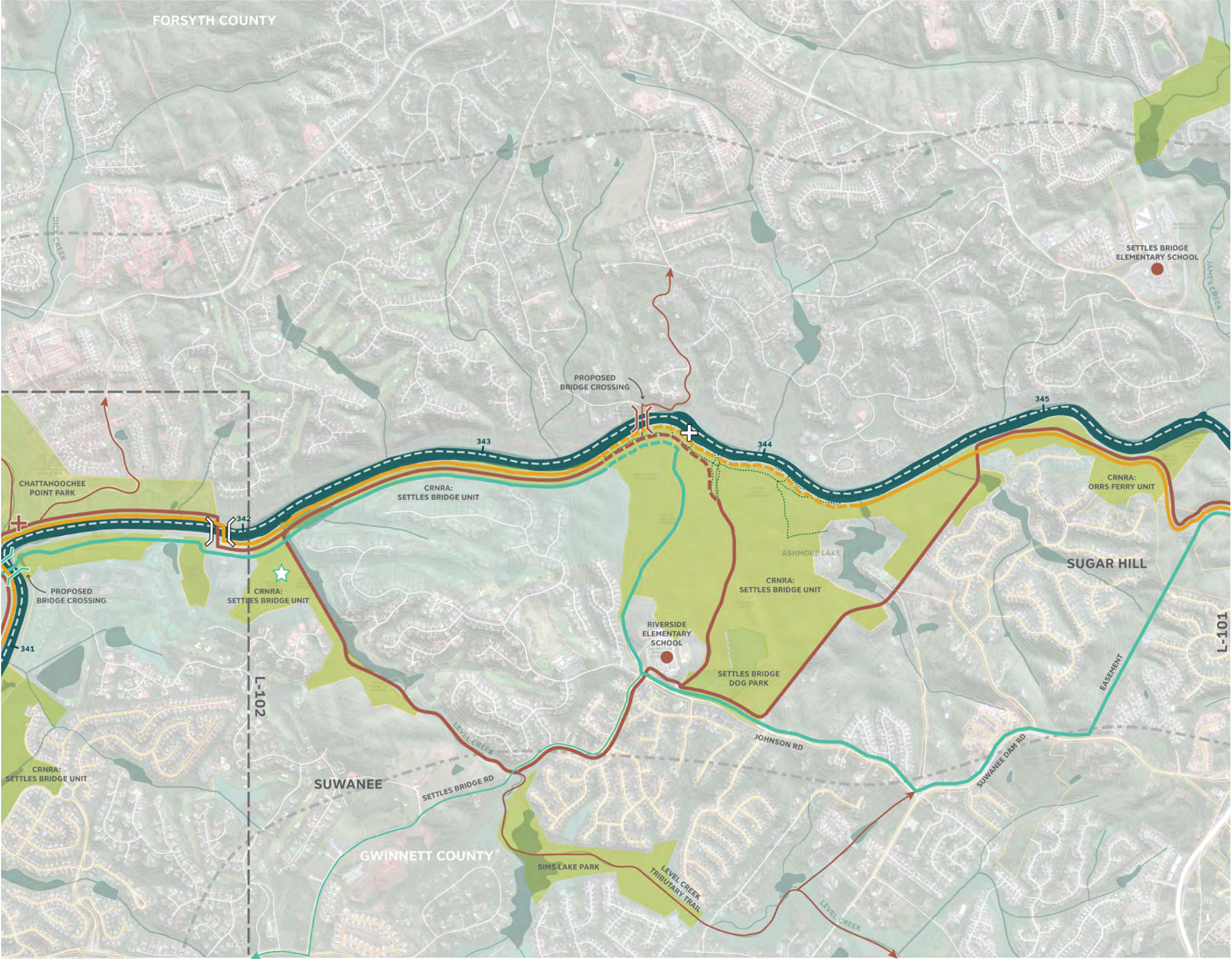
SITE PLAN
L-100

MAP L-100: SCANNED COMMENT (6 OF 6)

(COMMENTS FROM GWINNETT COUNTY)



MAP L-101: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

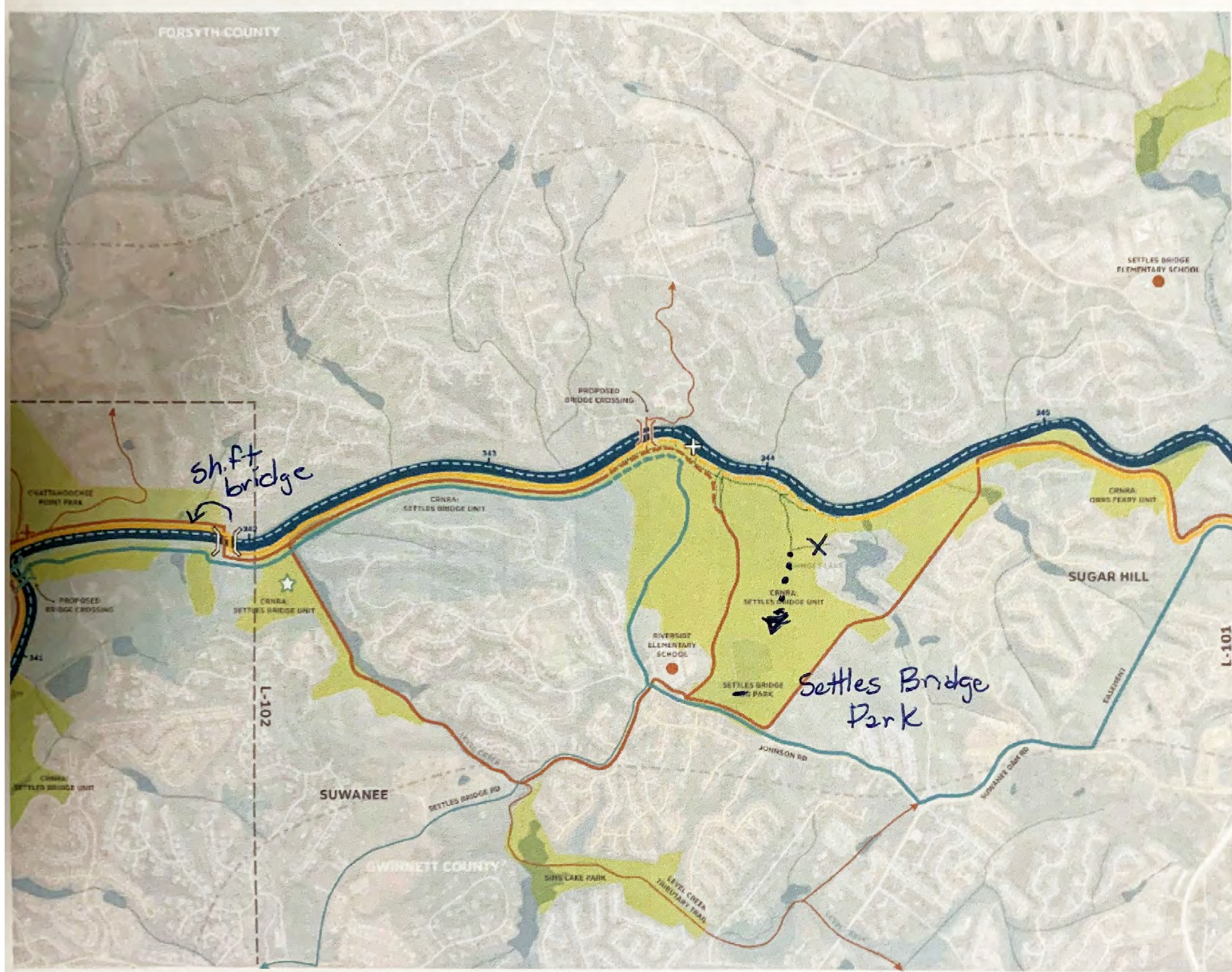
- Gwinnett County planned and existing trails
- Sugar Hill Greenway (Eco option right now)

COMMENTS

- NPS supports Path of Least Resistance with addition of potential trail along utility easement through Settles Bridge as well.
- Proposed bridge to from East side to Chattahoochee Point Park makes a lot of sense
 - But need to move/shift bridge away from private property near 342 (to green/park area)
- NOD alternative through Settles Bridge could makes a lot of sense
- Level Creek Tributary trail is already established and well used – could be improved

MAP L-101: SCANNED COMMENT (2 OF 5)

(COMMENTS FROM MARC M)

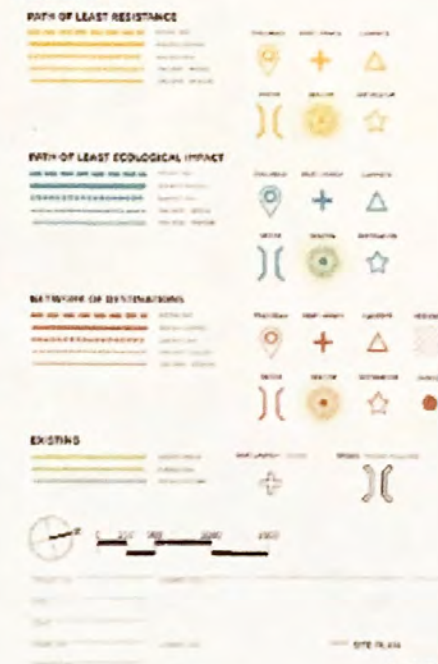


NOTES

Foot path connection to Settles Bridge Park exists

Move/shift bridge away from private property near 342

LEGEND

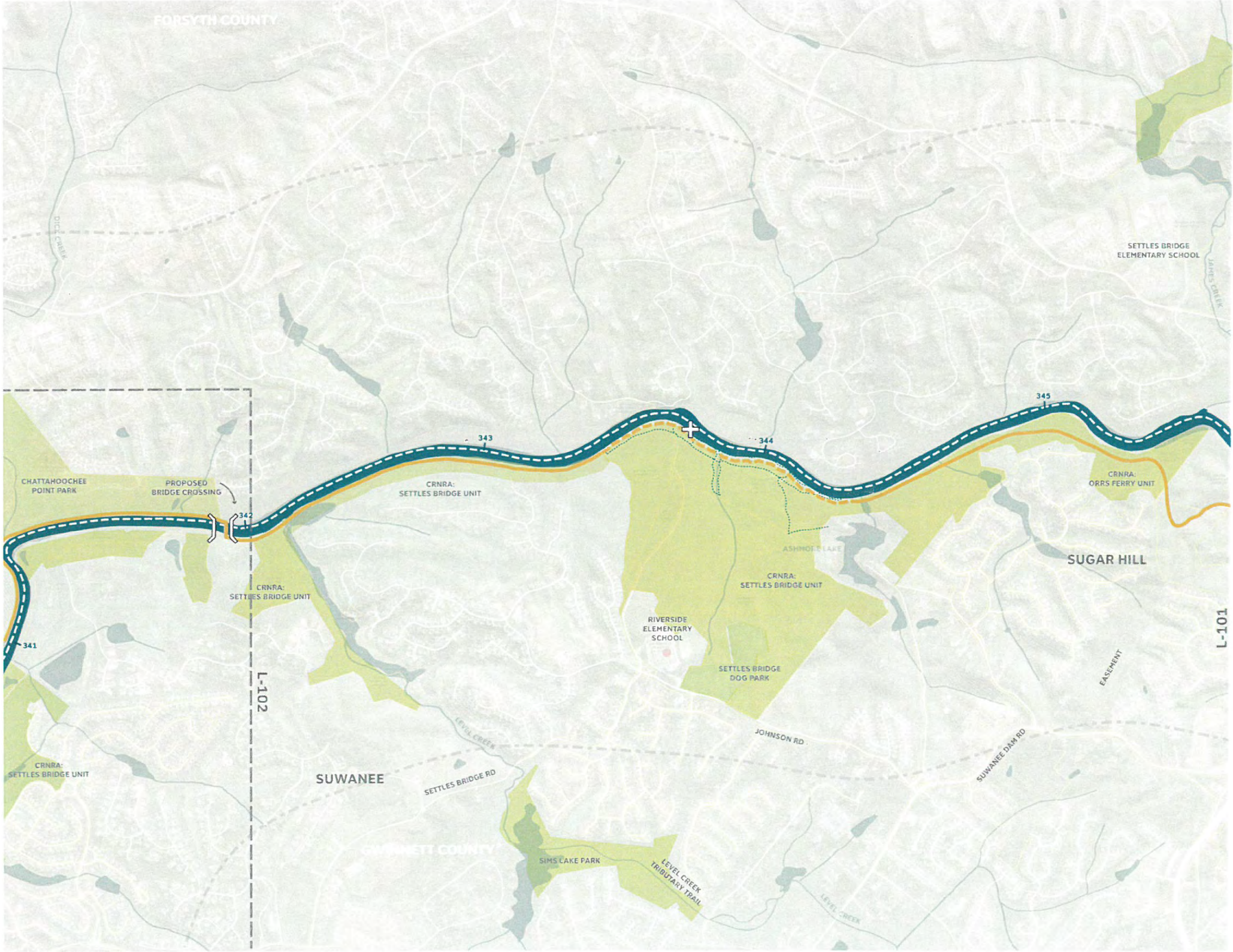


L-101

MAP L-101: SCANNED COMMENT (3 OF 5)

(COMMENTS FROM NPS)

MAP L-101: PATH OF LEAST RESISTANCE



NOTES

Greenway along utility easement through Settles Bridge Unit too!
 NPS supports this alternative!

LEGEND

PATH OF LEAST RESISTANCE

- Blue dashed line: Path of Least Resistance
- Orange solid line: Alternative Path

EXISTING

- Green line: Existing Trail
- Yellow line: Existing Road
- Blue line: Existing Waterway
- Green shaded area: CRNRA Unit

PROPOSED

- Blue dashed line: Proposed Trail
- Orange dashed line: Proposed Road
- Blue dashed line: Proposed Waterway
- Blue dashed line: Proposed Bridge Crossing

OTHER FEATURES

- Location pin: Point of Interest
- Star: Boundary
- Circle with cross: Utility Easement
- Circle with star: School
- Circle with cross: Bridge

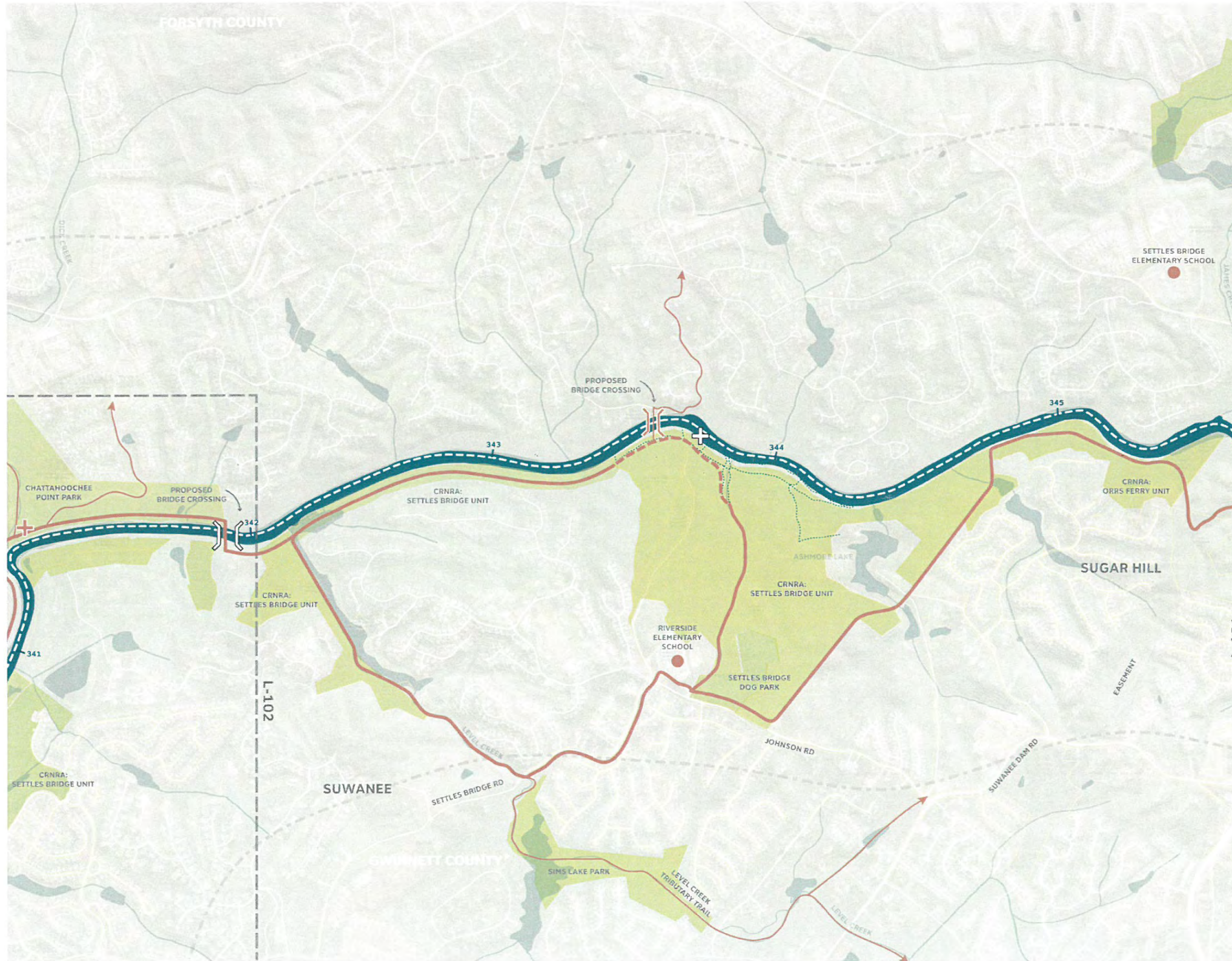
Scale: 0 500 1000 1500 feet

SITE PLAN: L-101

MAP L-101: SCANNED COMMENT (4 OF 5)

(COMMENTS FROM NPS)

MAP L-101: NETWORK OF DESTINATIONS



NOTES

too convoluted, too many bridges
 Not in favor of Level Creek greenway
 Level Creek Tributary Trail, however, is already established & well-used. Be good to make improvements & better connections.

LEGEND

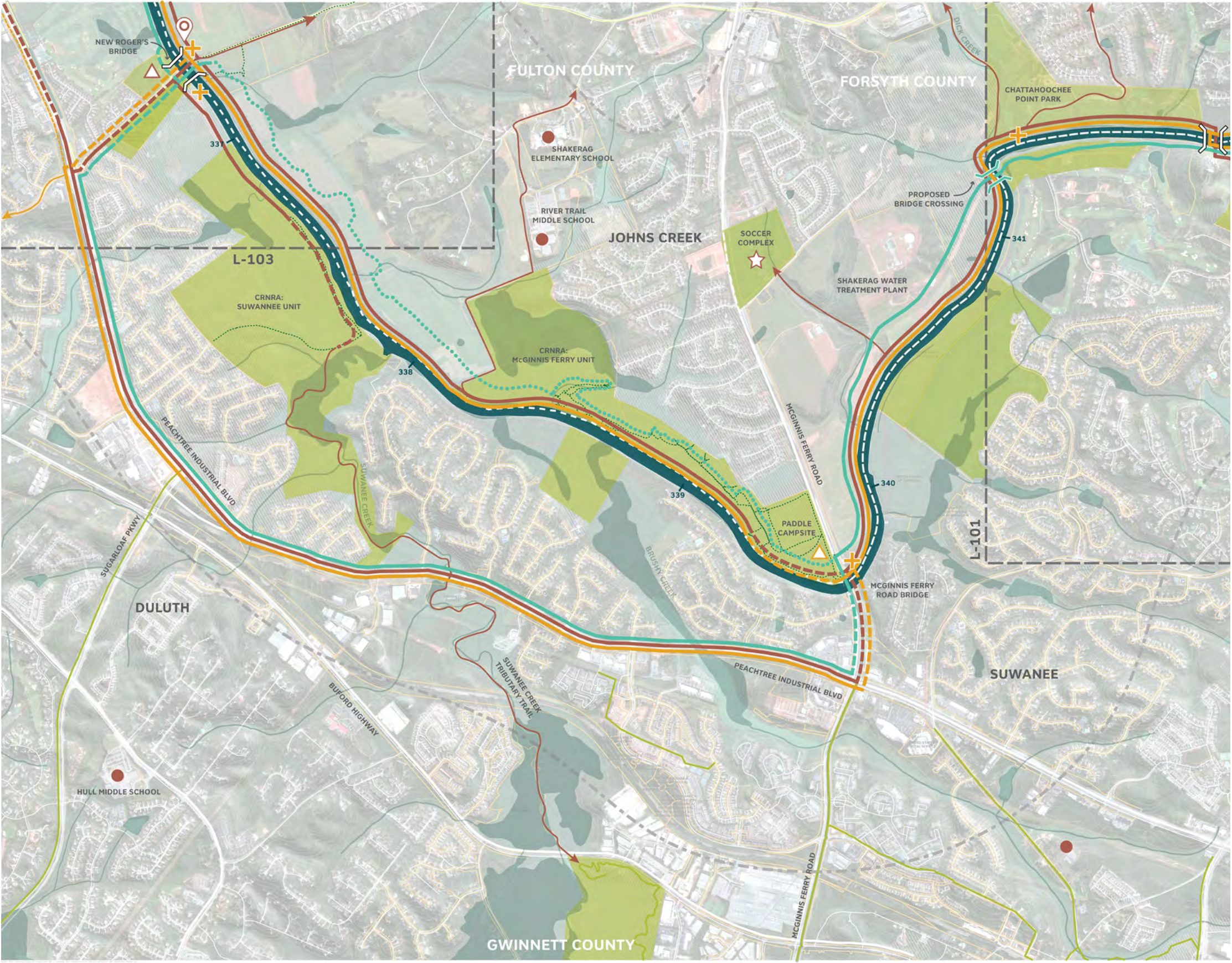


SITE PLAN
 L-101

MAP L-101: SCANNED COMMENT (5 OF 5)



MAP L-102: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

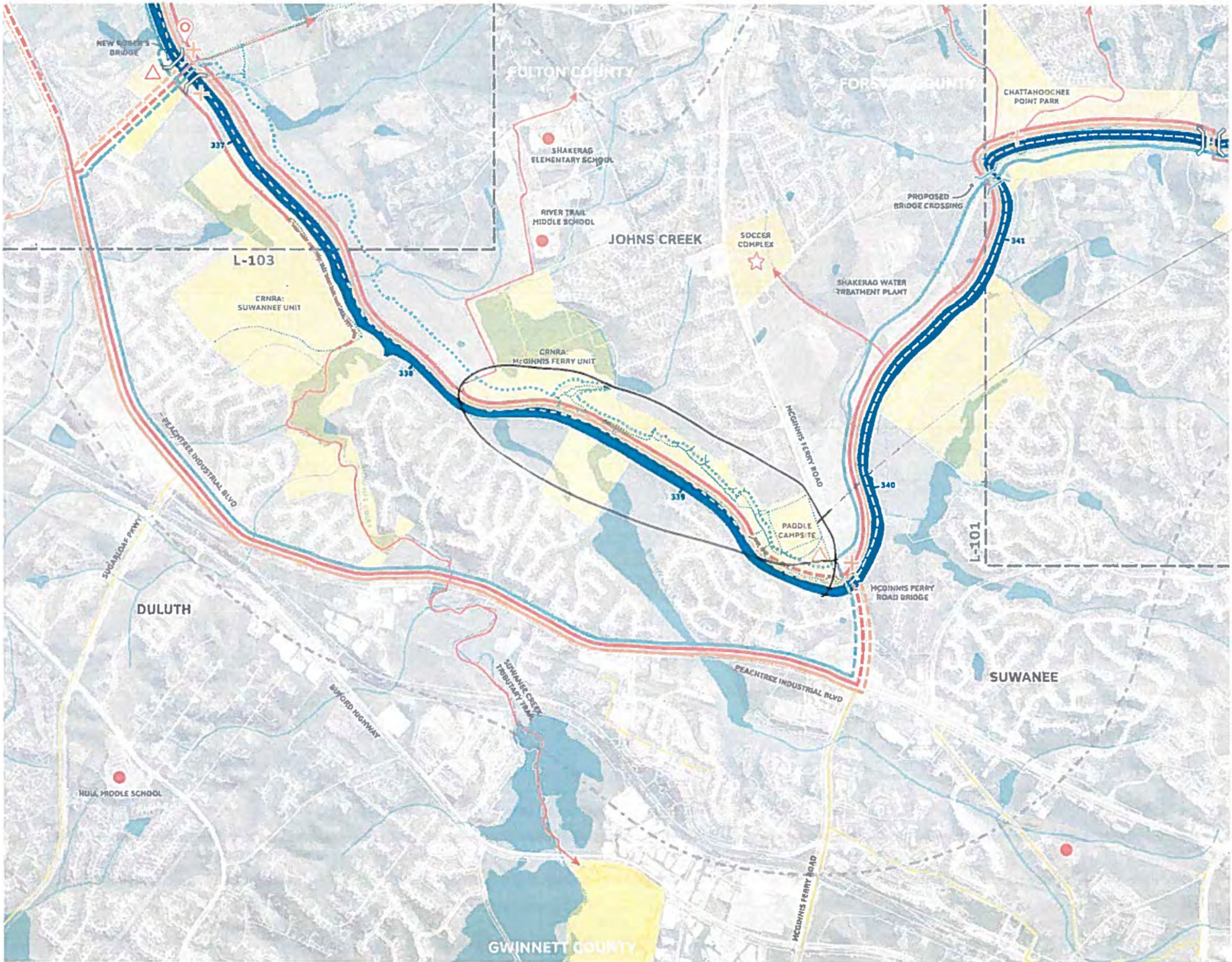
- Western Gwinnett Extension (in design phase)

COMMENTS

- NPS supports path of Least Resistance alternative
 - No camping at McGinnis Ferry – Suwanee Unit instead
 - Smart to have an alternative greenway along Peachtree Industrial
 - Avoid trails through Suwanee Creek Unit because of proposed paddle camp
- Seems like it would be difficult to get a trail on the river on McGinnis Ferry Rd
- Add in City of John’s Creek Shakerag Park

MAP L-102: SCANNED COMMENT (1 OF 5)

(COMMENTS FROM JIM SANTO, ARC)



NOTES

3 MAY BE TIGHT FOR
PAVED TRAIL - COMBINED
w/ ADA ACCESS S/P ON MCGINNIS
FERRY

LEGEND

PATH OF LEAST RESISTANCE

PATH OF LEAST ECOLOGICAL IMPACT

NETWORK OF DESTINATIONS

EXISTING

Scale: 0 500 1000 1500

DATE: _____

BY: _____

FOR: _____

PROJECT: _____

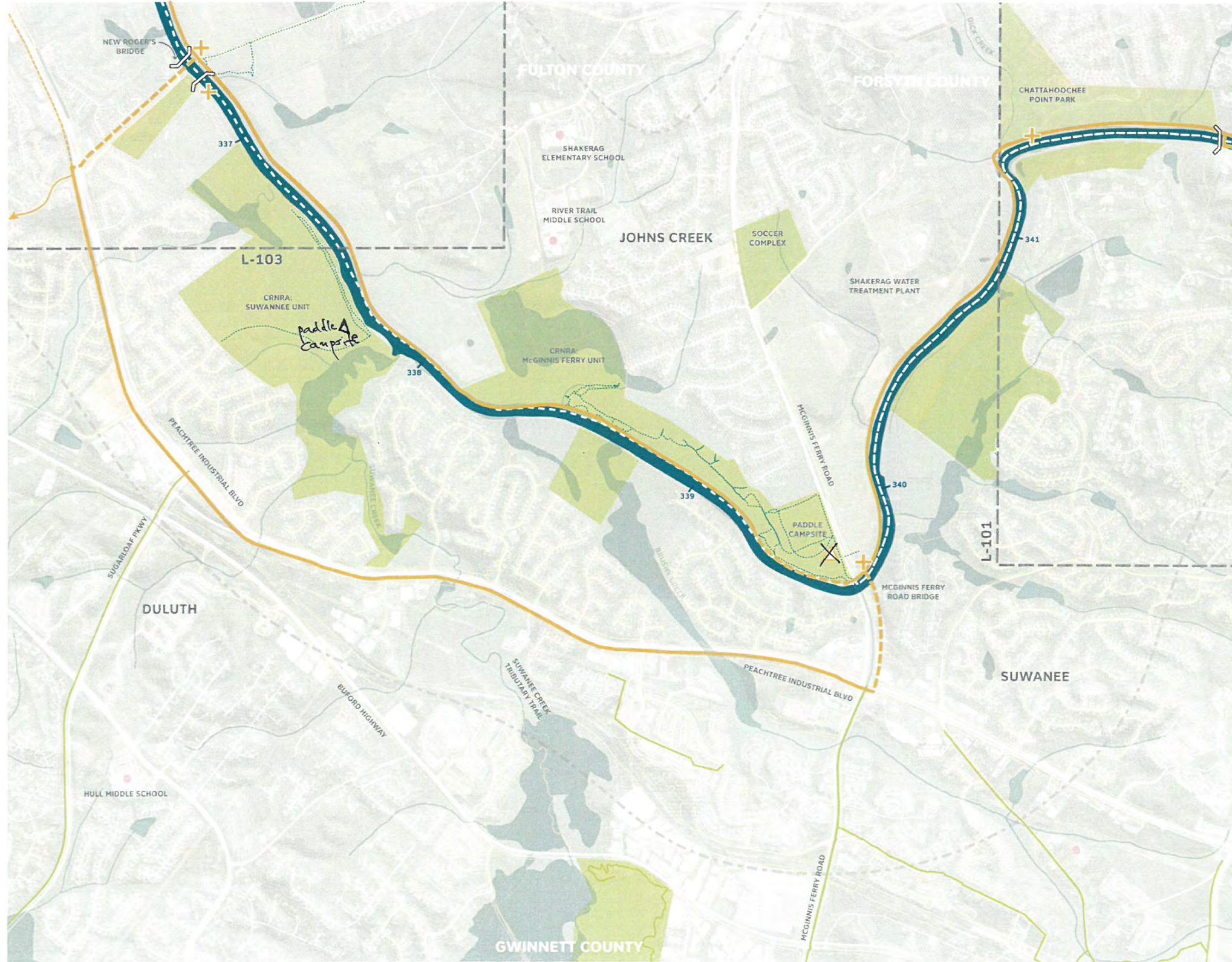
SCALE PLAN

L-102

MAP L-102: SCANNED COMMENT (3 OF 5)

(COMMENTS FROM NPS)

MAP L-102: PATH OF LEAST RESISTANCE



NOTES

connecting to Chattahoochee Point Park makes good sense

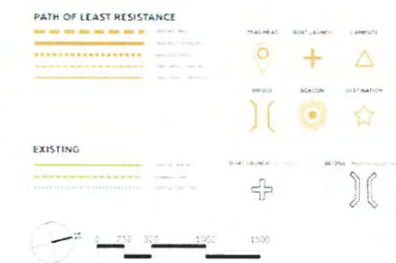
There is no proposed camping at McGinnis Ferry (Sumner Unit instead)

Having an alternative greenway along Peachtree Industrial Boulevard is smart!

Boat launch existing not proposed (except Rogers Bridge)

This is preferred alternative for NPS!

LEGEND

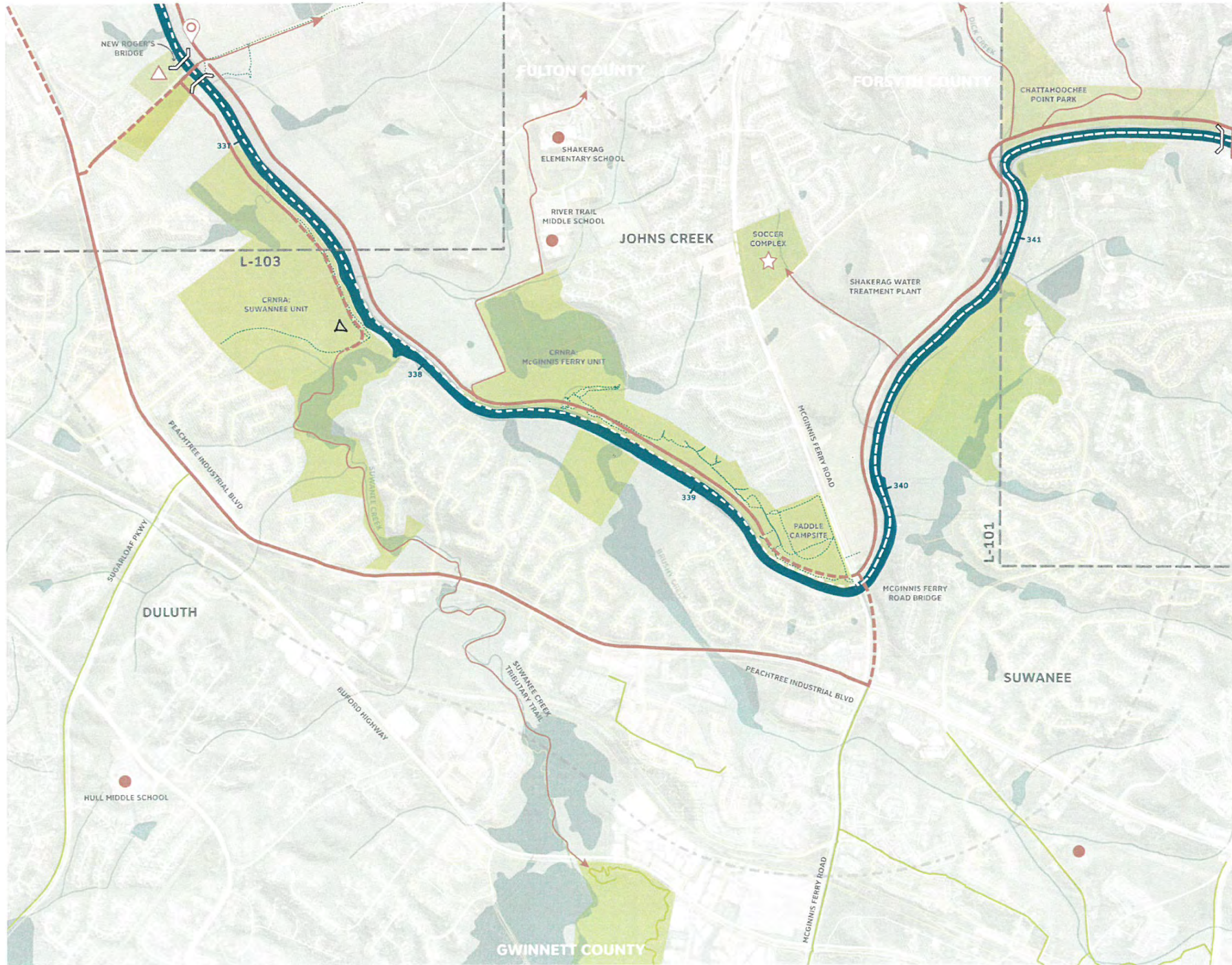


SITE PLAN
L-102

MAP L-102: SCANNED COMMENT (4 OF 5)

(COMMENTS FROM NPS)

MAP L-102: NETWORK OF DESTINATIONS



NOTES

Avoid trails through Suwannee Creek unit b/c of proposed paddle camp site - user conflict

NO campsite @ Rogers Bridge

LEGEND

NETWORK OF DESTINATIONS		TRAILHEAD	SOFT LAUNCH	CAMPING	VIEW POINT
(Blue dashed line)	(Red dashed line)	(Location pin)	(Red circle with cross)	(Red triangle)	(Red circle)
(Blue solid line)	(Red solid line)	(Location pin)	(Red circle with cross)	(Red triangle)	(Red circle)
(Blue solid line)	(Red solid line)	(Location pin)	(Red circle with cross)	(Red triangle)	(Red circle)

EXISTING

(Green line)	(Blue line)	(Blue line)	(Blue line)
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SCALE



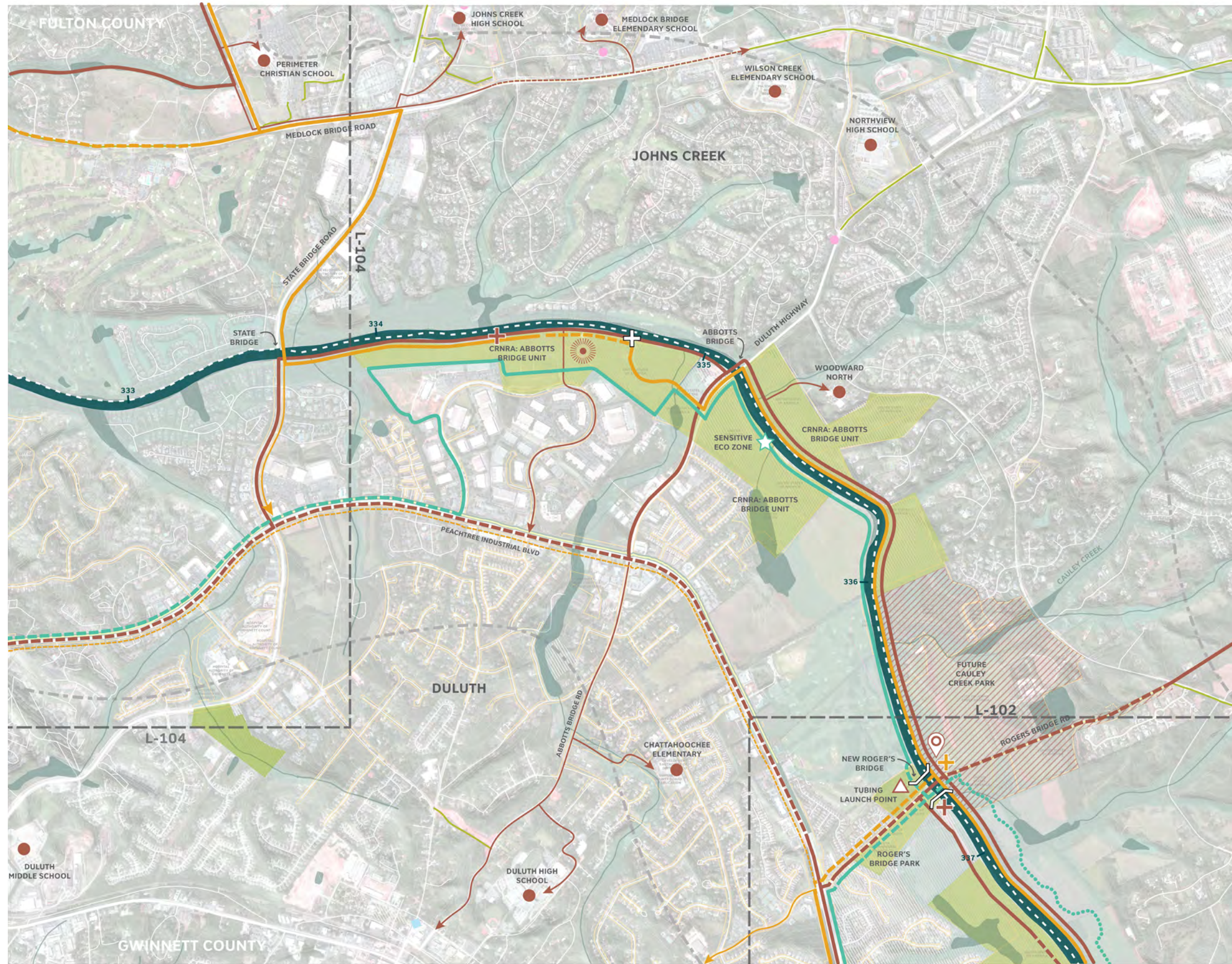
SITE PLAN
L-102

MAP L-102: SCANNED COMMENT (5 OF 5)

(COMMENTS FROM KIMBERLY GREER, JOHNS CREEK)



MAP L-103: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

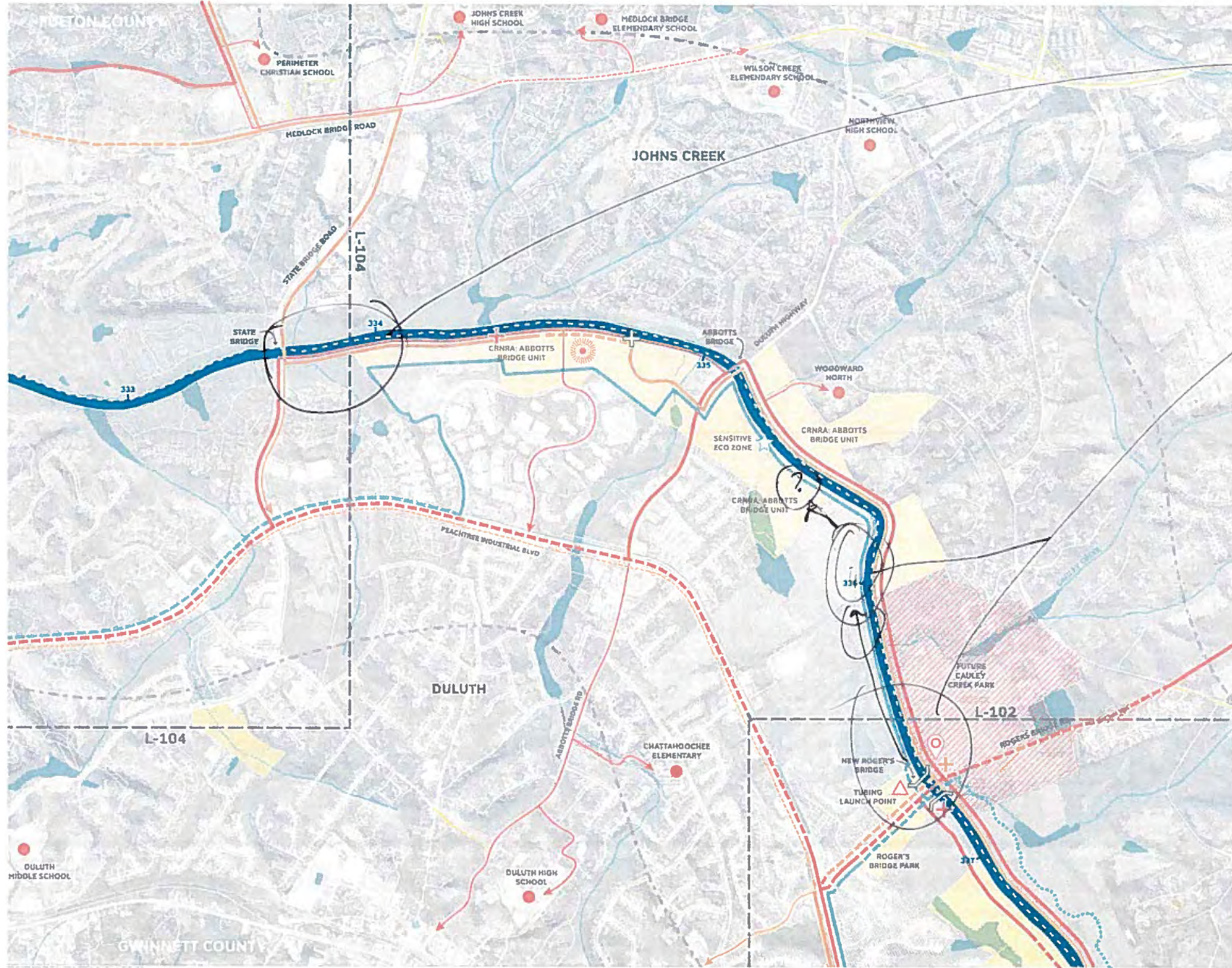
- Duluth Comp Plan
- Johns Creek Plans

COMMENTS

- NPS supports Eco Alternative through Abbott's Bridge SE and Path of Least Resistance to the North
 - Consider pulling greenway back to go adjacent to open field and not River's edge in Abbott's bridge Unit SE
 - In Abbott's Bridge Unit NW trail should follow utility corridor (not River's edge).
- State Bridge Road and Medlock Bridge Road are very busy – would need a substantial buffer to put trail along these roads
- City of Johns Creek suggests showing bridge over Cauley Creek and perimeter loop trail around the future Cauley Creek park
- Eco Alternative may work better to avoid MRPA concerns in the Abbott's bridge unit
- Duluth has a dedicated easement on golf course that will be a trail, but may not connect across adjacent properties.
 - A trail on both sides of the river here may be ok
- Gwinnett notes that on the East side of the river, opposite future Cauley Creek park, there is potentially 8-10 acres being dedicated by Duluth

MAP L-103: SCANNED COMMENT (1 OF 6)

(COMMENTS FROM JIM SANTO, ARC)



NOTES

AGAIN, THIS STRETCH MAY BE TIGHT ON #5 - 50-FOOT SETBACK FOR ADJACENT REVIEW
- ECOLOGICAL ROUTE WOULD WORK BETTER

~~STATE~~ DULUTH HAS REACTED ESSENTIAL LAND ON GOLF COURSE PROPERTIES - WILL BE TRAIL, BUT MAY NOT CONTACT ACROSS ADJ. PROPERTY

- MAY BE TRAIL ON BOTH SIDES OF RIVER HERE - WHICH IS OK

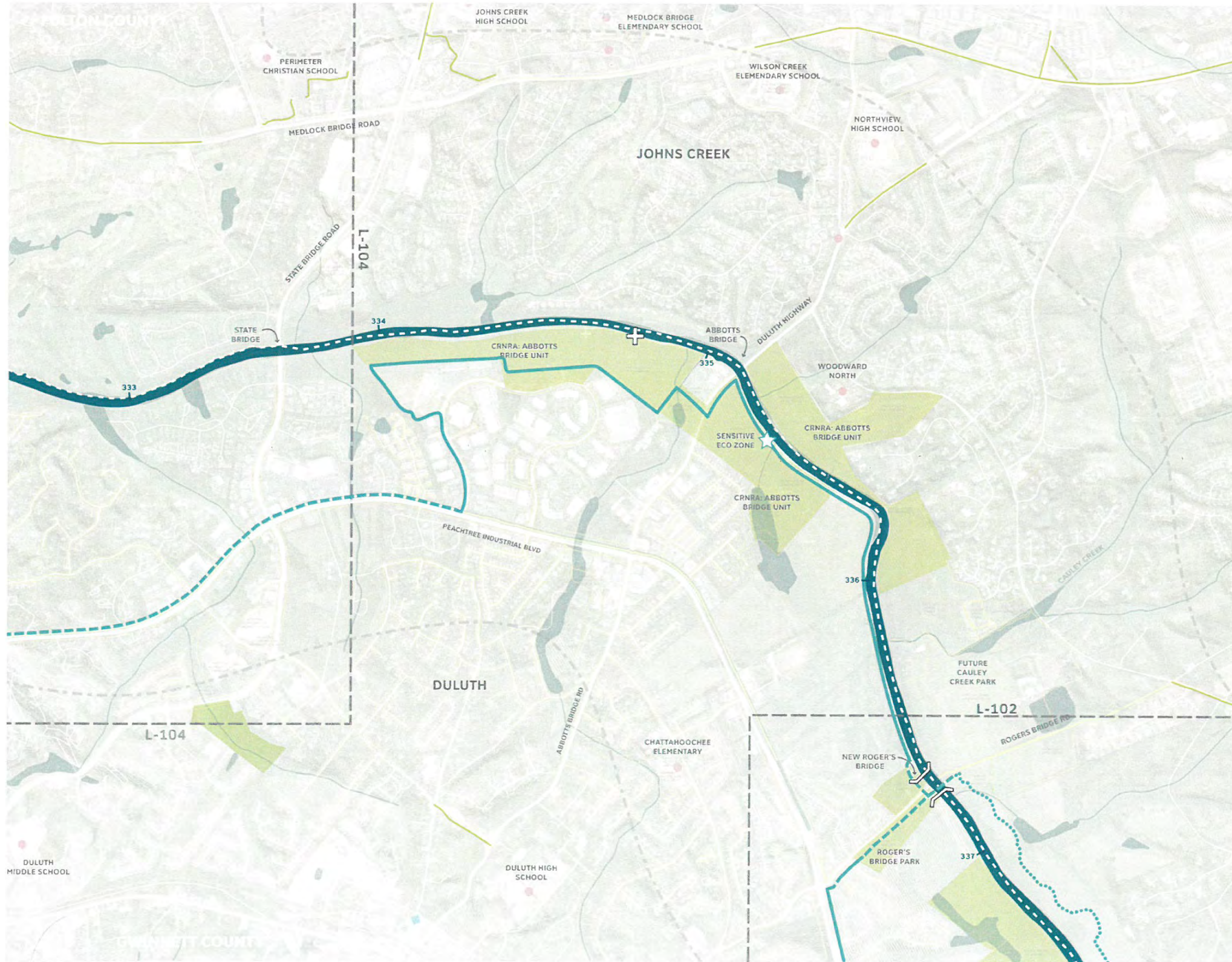


L-103

MAP L-103: SCANNED COMMENT (2 OF 6)

(COMMENTS FROM NPS)

MAP L-103: PATH OF LEAST ECOLOGICAL IMPACTS



NOTES

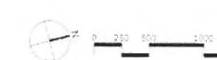
why not connect to State Bridge Rd?
 (following alignment parallel to
 river opposed to) returning to
 Peachtree Industrial Boulevard)

Alignment in Abbotts Bridge Unit SE
 appears good. This area is a
 wetland and may require boardwalks.

Aside from Abbotts Bridge Unit SE,
 alignment is not supported by NPS

LEGEND

PATH OF LEAST ECOLOGICAL IMPACT

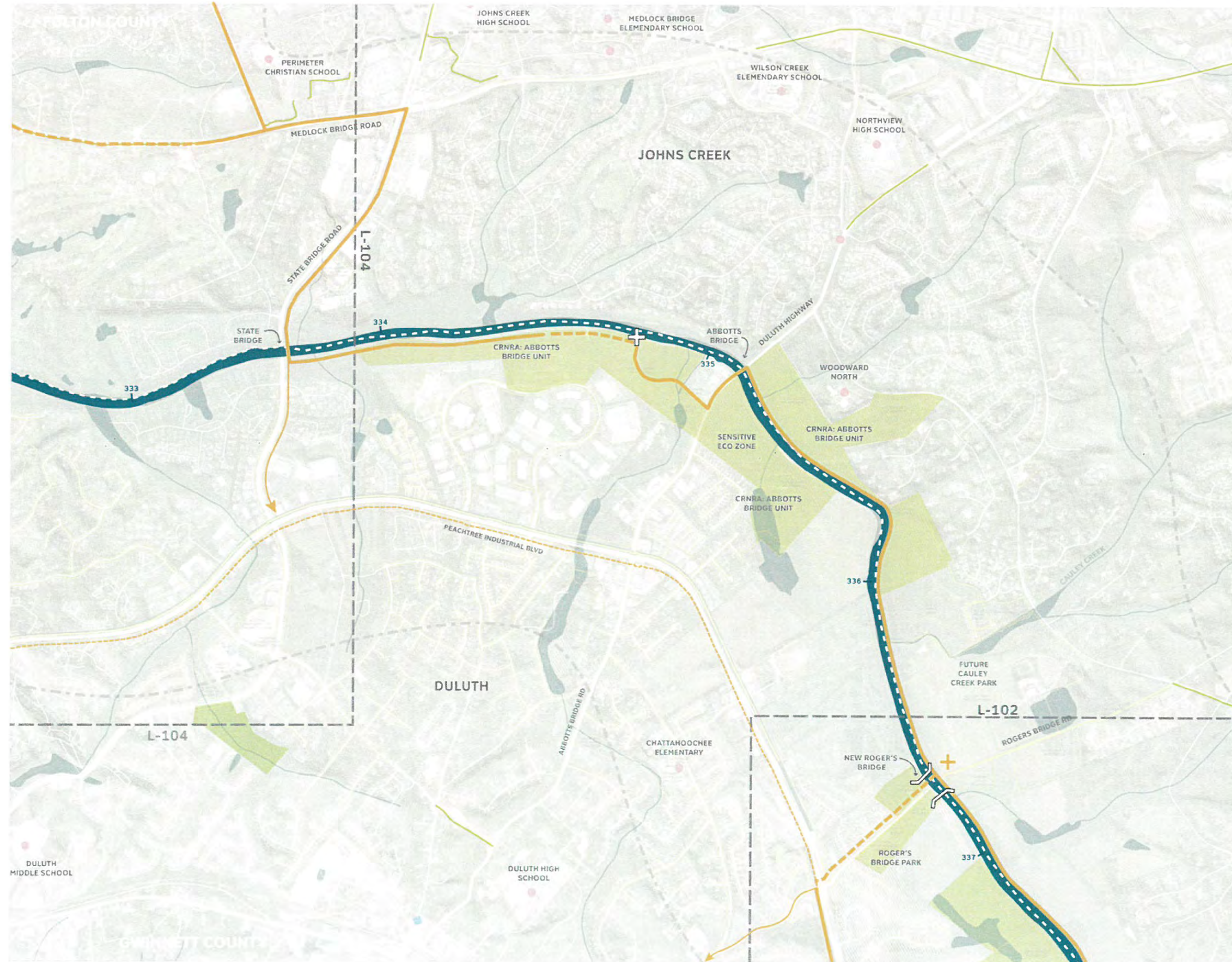


L-103

MAP L-103: SCANNED COMMENT (3 OF 6)

(COMMENTS FROM NPS)

MAP L-103: PATH OF LEAST RESISTANCE



NOTES

Utilizing proposed Rogers Bridge is a great idea!

SE quadrant of Abbotts Bridge Unit has some beautiful mature hardwood trees along river bank that must be preserved. Pull trail back

Already have user conflict issues at boat launches. Important to not compound those w/ more traffic.

consider pulling greenway back to go adjacent to open field and not river's edge. (Abbotts Bridge Unit SE)

Abbotts Bridge Unit NW follows utility corridor (not river's edge)

LEGEND

PATH OF LEAST RESISTANCE

PROPOSED
 PLANNED
 EXISTING

PROPOSED
 PLANNED
 EXISTING

EXISTING

PROPOSED
 PLANNED
 EXISTING



SITE PLAN
 L-103

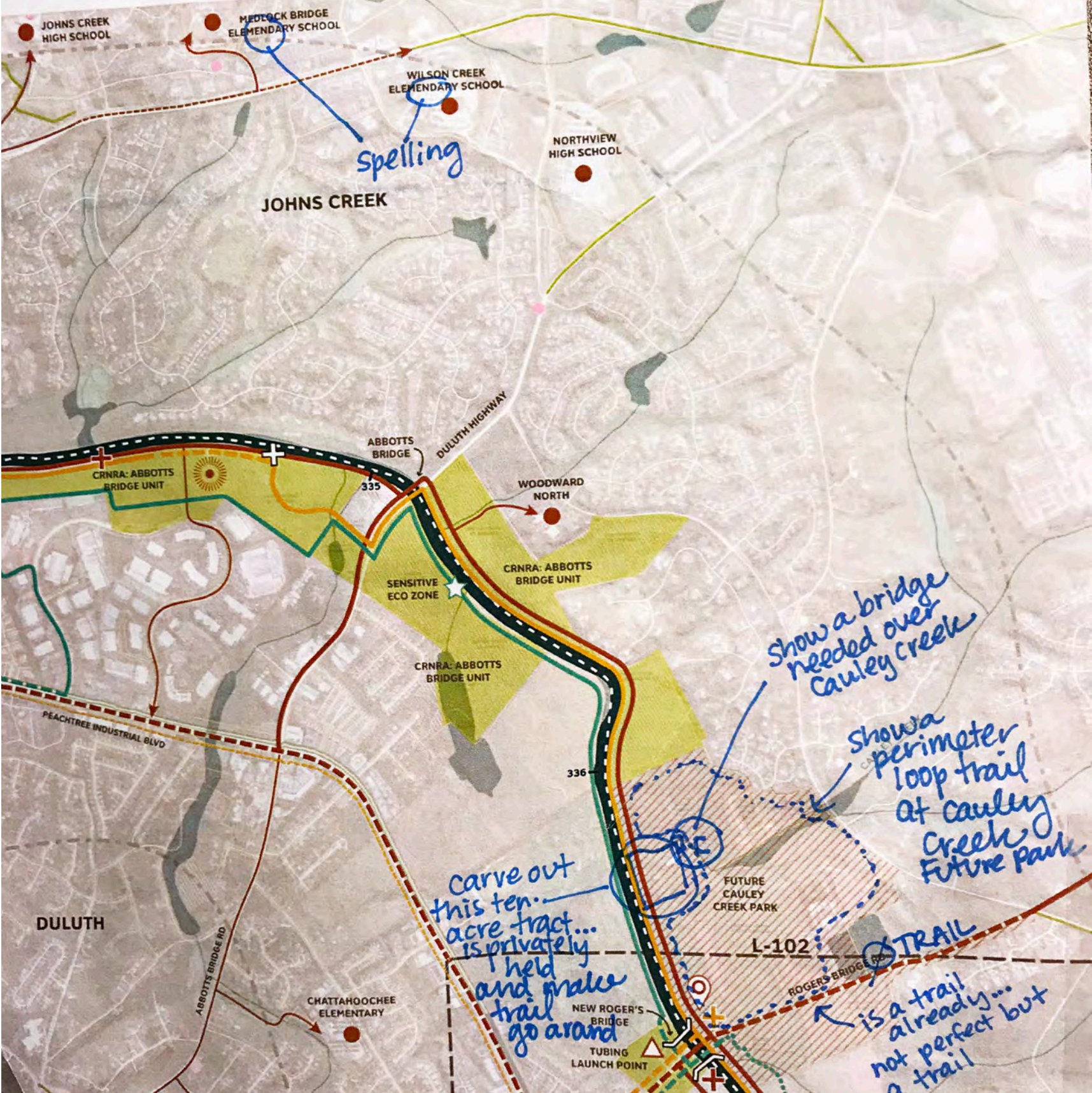
MAP L-103: SCANNED COMMENT (5 OF 6)

(COMMENTS FROM GWINNETT COUNTY)

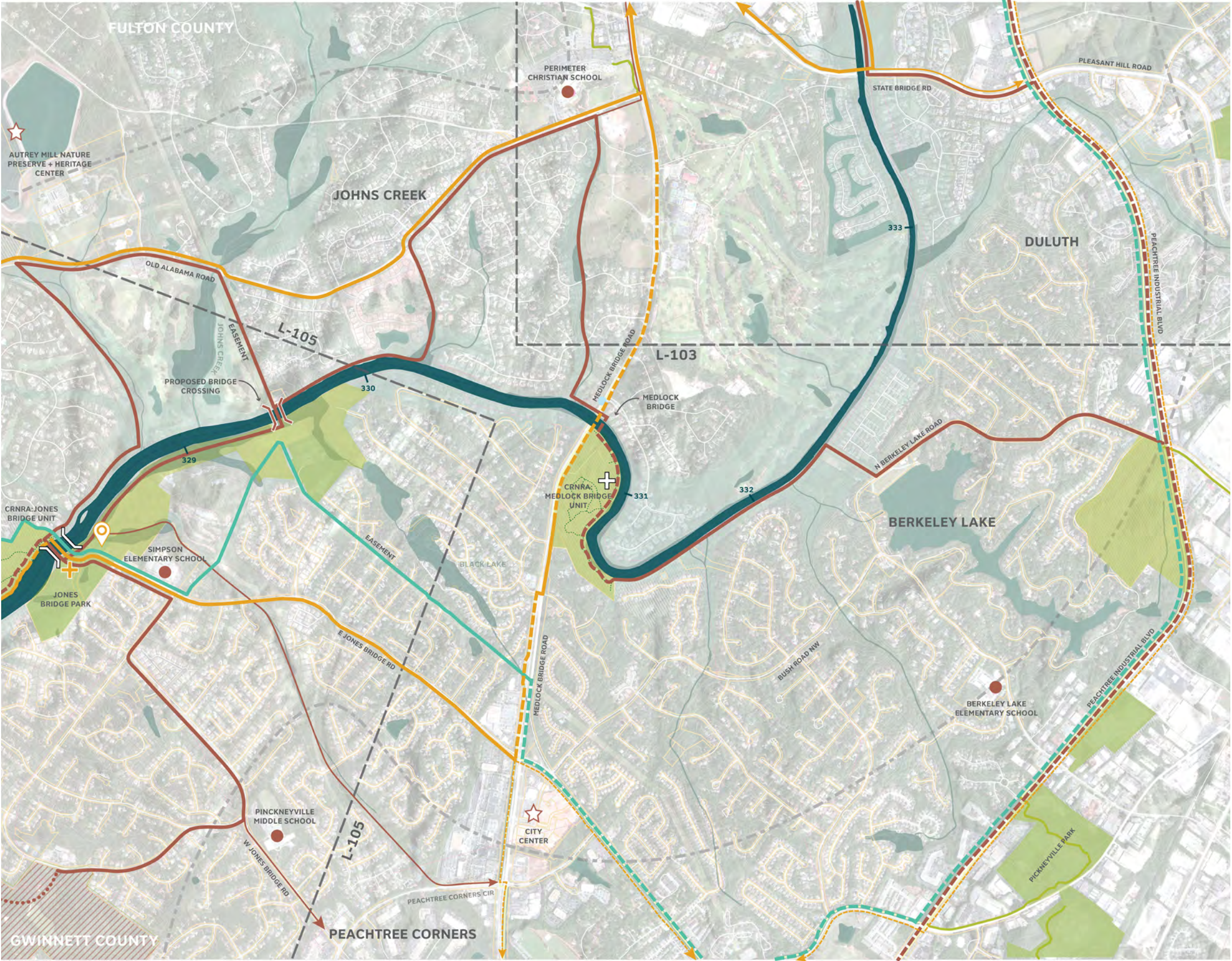


MAP L-103: SCANNED COMMENT (6 OF 6)

(COMMENTS FROM KIMBERLY GREER, JOHNS CREEK)



MAP L-104: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

- N/A

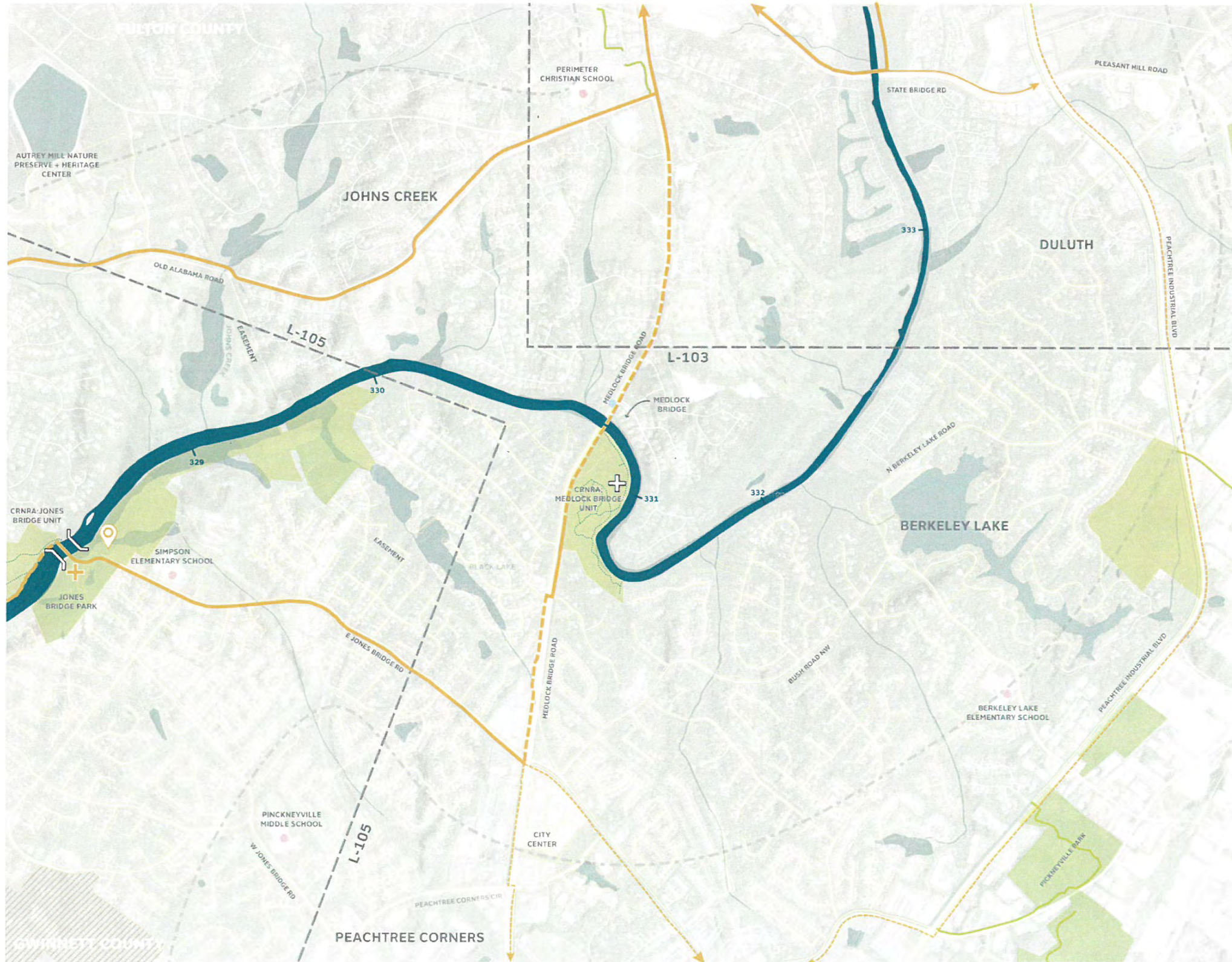
COMMENTS

- NPS is supportive of a proposed bridge @ Jones Bridge
 - Potentially could cross at NOD alternative bridge as well
- Old Alabama Road makes sense
- Suggests going along river between Medlock and Jones Bridge
 - Utilize easement rather than E Jones Bridge Road (Eco Alternative)
- Might want to consider utilizing gold courses (between State Bridge Road and Medlock on the North side of the river)
- NOD alternative is too convoluted / has several serious ownership issues
- Gwinnett County emphasizes connection to city center along E Jones Bridge Rd

MAP L-104: SCANNED COMMENT (3 OF 5)

(COMMENTS FROM NPS)

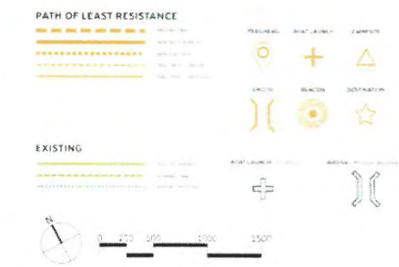
MAP L-104: PATH OF LEAST RESISTANCE



NOTES

Old Alabama Rd makes good sense
 Proposed bridge @ Jones Bridge
 NPS is supportive
 why not go along river
 between Medlock & Jones Bridge (Gwinnet)?
 Any way to utilize golf courses?
 (between State Bridge Rd & Medlock
 on north side of river)

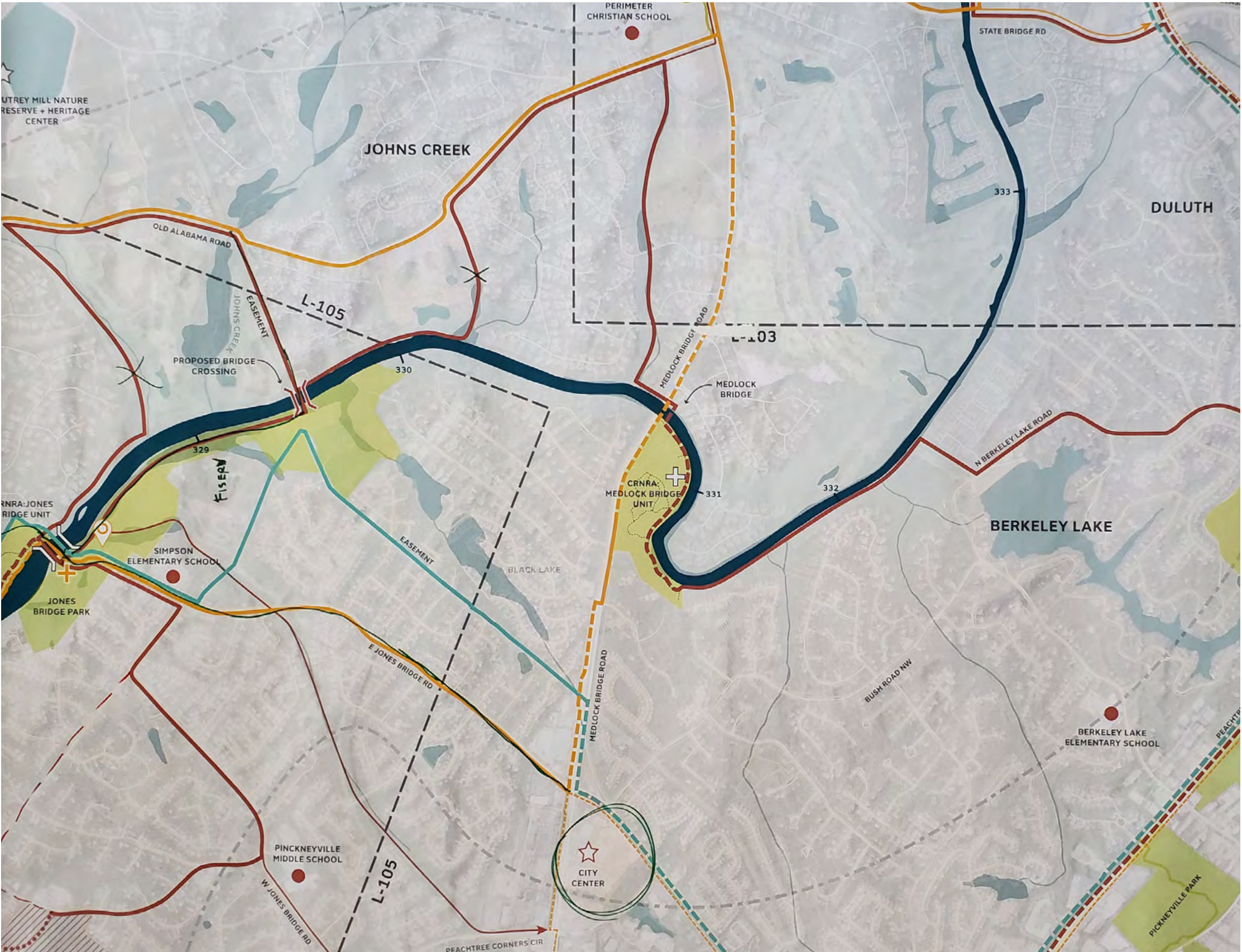
LEGEND



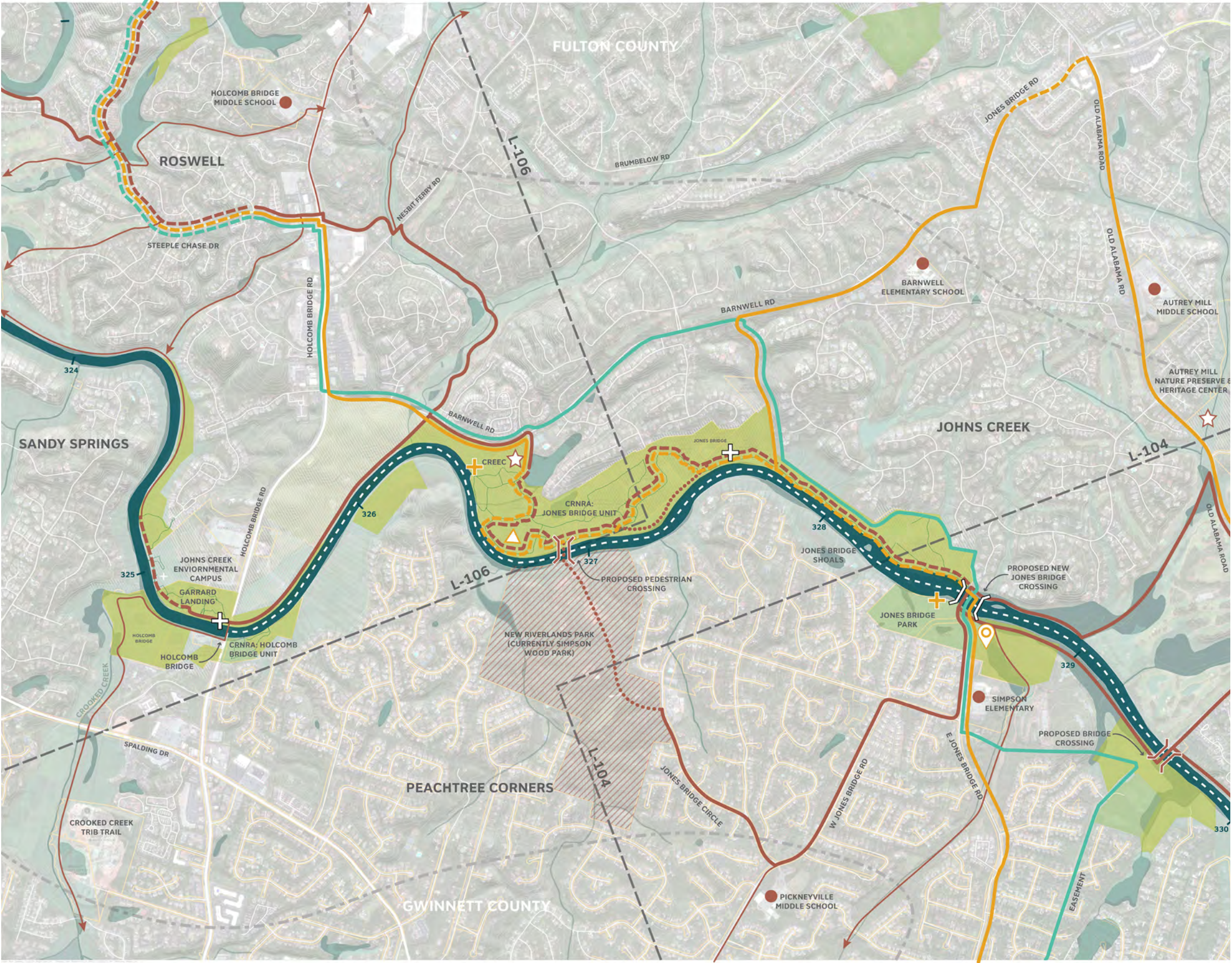
L-104

MAP L-104: SCANNED COMMENT (5 OF 5)

(COMMENTS FROM GWINNETT COUNTY)



MAP L-105: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

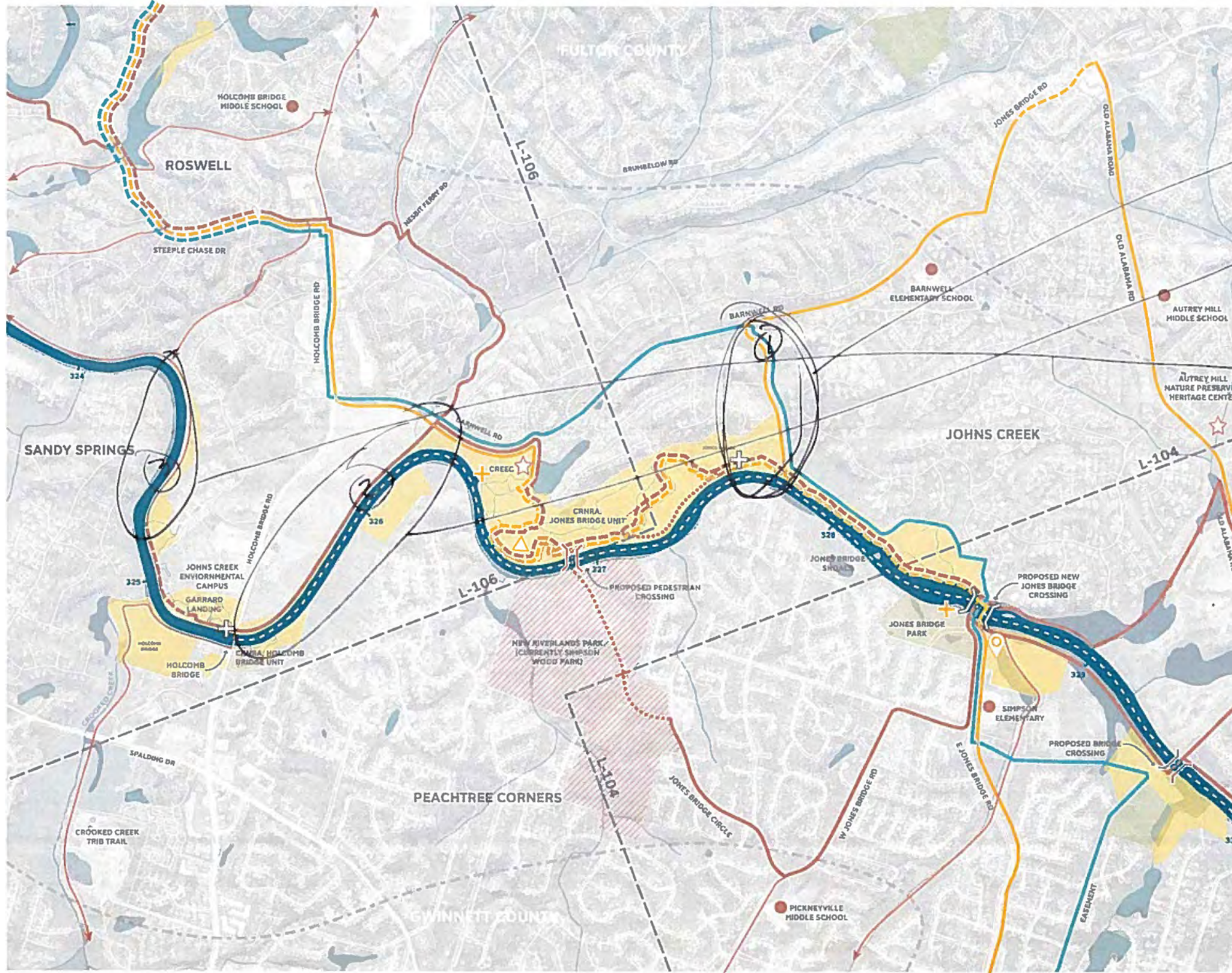
- Plans for Holcomb Bridge and Crooked Creek Trail – Feasibility study underway

COMMENTS

- NPS recommends Eco Alternative, at least past CREEC
 - Using Barnwell Road, rather than going through the Jones Bridge Unit
 - Eco alternative that runs close to the river North of the Boat launch, using road and utility easement is ok
 - Can't continue south of boat launch due to terrain and property ownership
- Recognize multi-use path proposed on Spalding, in partnership with Gwinnett (near Crooked Creek)
- NOD alternative is a total no-go

MAP L-105: SCANNED COMMENT (2 OF 6)

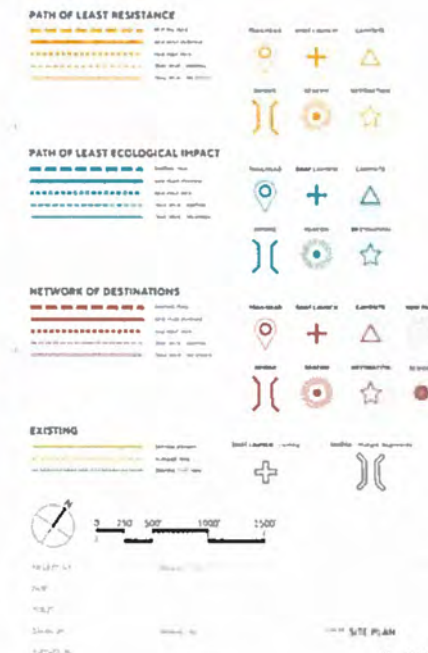
(COMMENTS FROM JIM SANTO, ARC)



NOTES

- ① OK IF ON ROAD ROW - OTHERWISE DRAWING w/ S/F HOUSES
- ② DIFFICULT TERRAIN, OWNER HAS PLANS FOR ALL ALLOCATIONS (SKETCH IN ROSWELL)
- ③ ULLADO COMMON AREA - ALLOCATIONS FIRST FOR PAVED PATH.

LEGEND

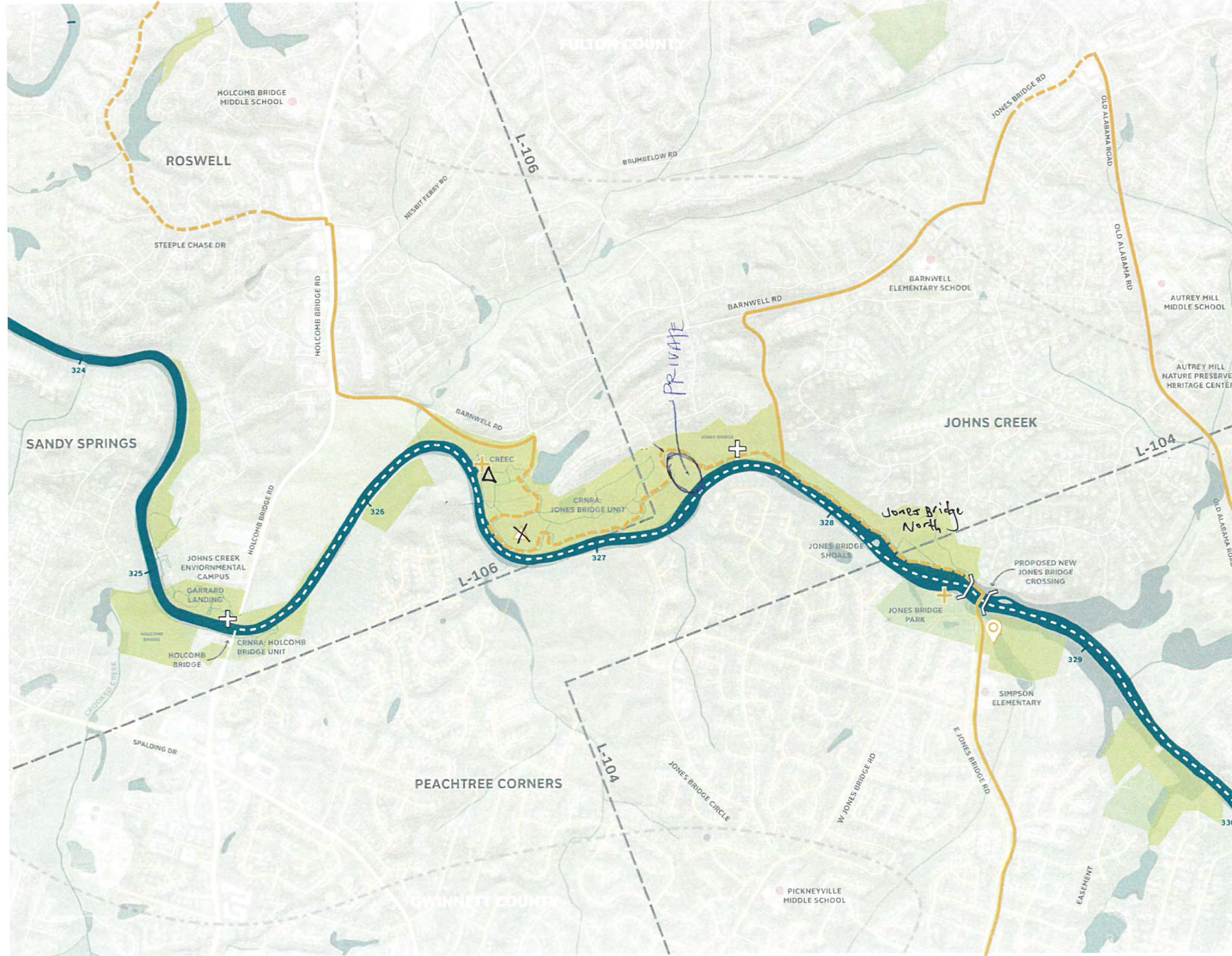


L-105

MAP L-105: SCANNED COMMENT (4 OF 6)

(COMMENTS FROM NPS)

MAP L-105: PATH OF LEAST RESISTANCE

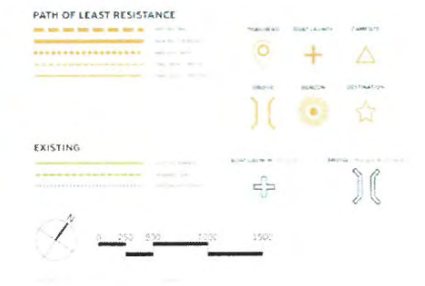


NOTES

paddle camp near proposed boat launch

Jones Bridge North. Greenway OK after bridge along utility easement and road. From there to Barnwell Road! Greenway can't continue south of boat launch due to terrain & property.

LEGEND

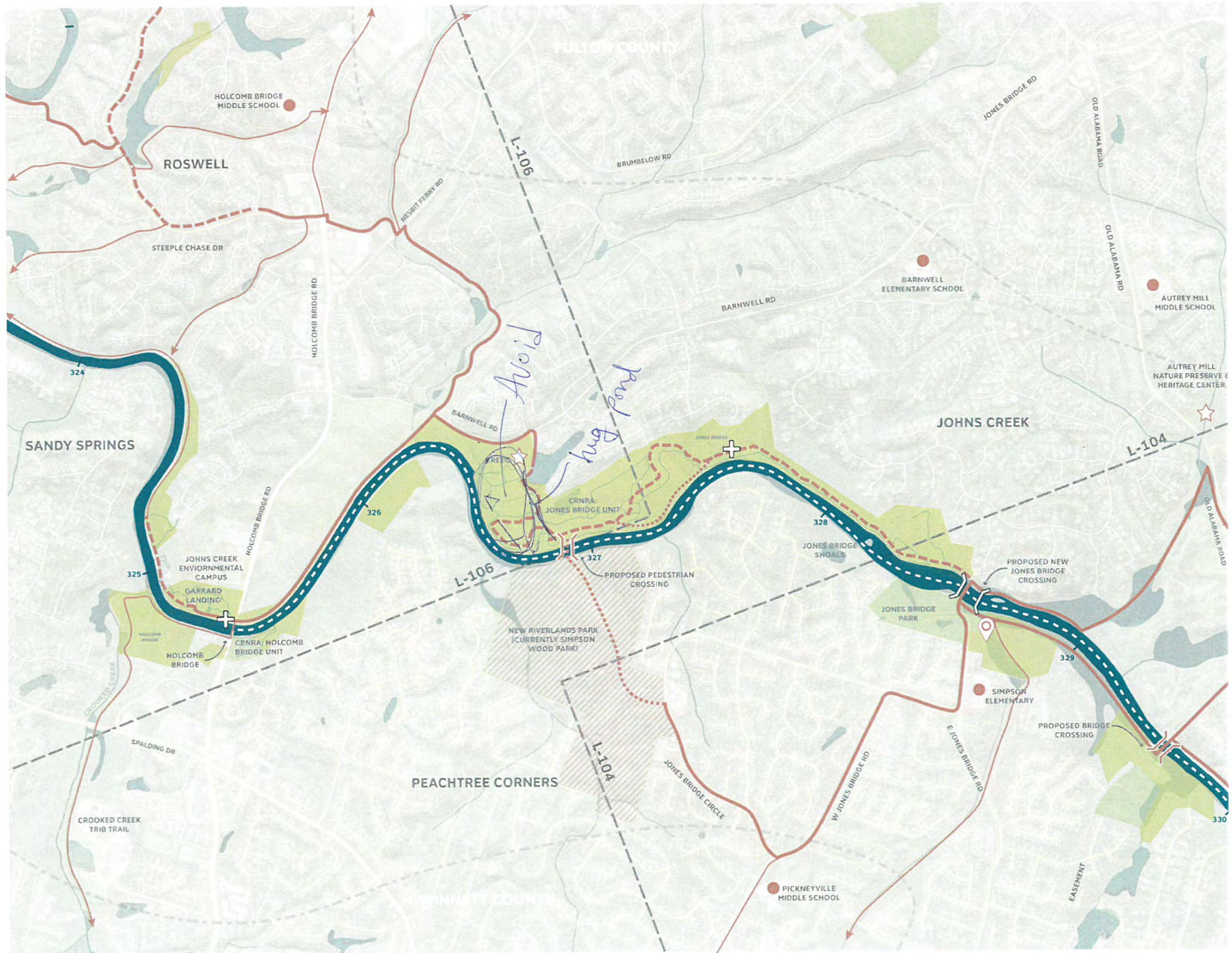


L-105

MAP L-105: SCANNED COMMENT (5 OF 6)

(COMMENTS FROM NPS)

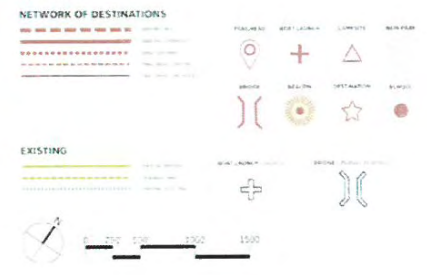
MAP L-105: NETWORK OF DESTINATIONS



NOTES

Not going to work
 connection to BigCreek Greenway?

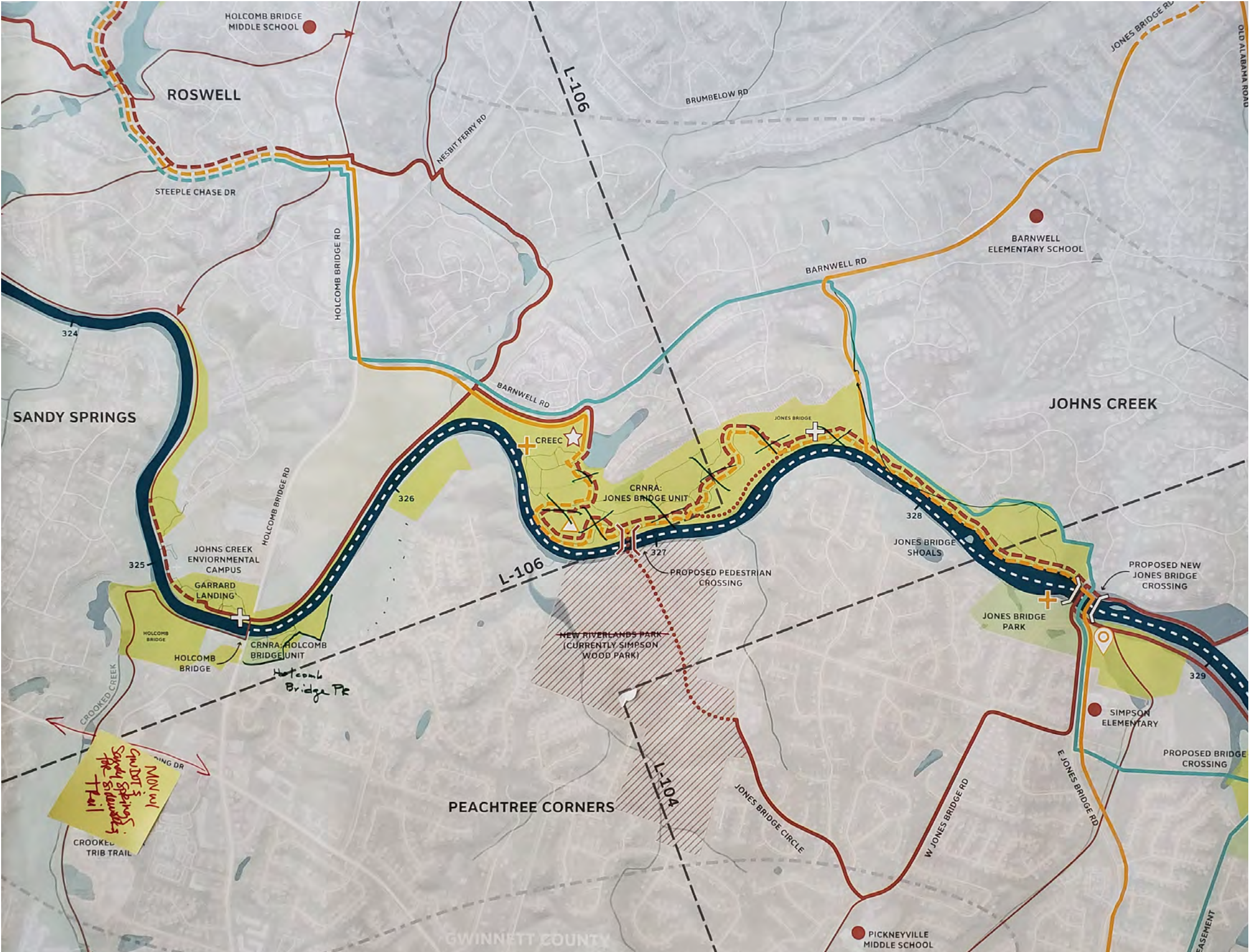
LEGEND



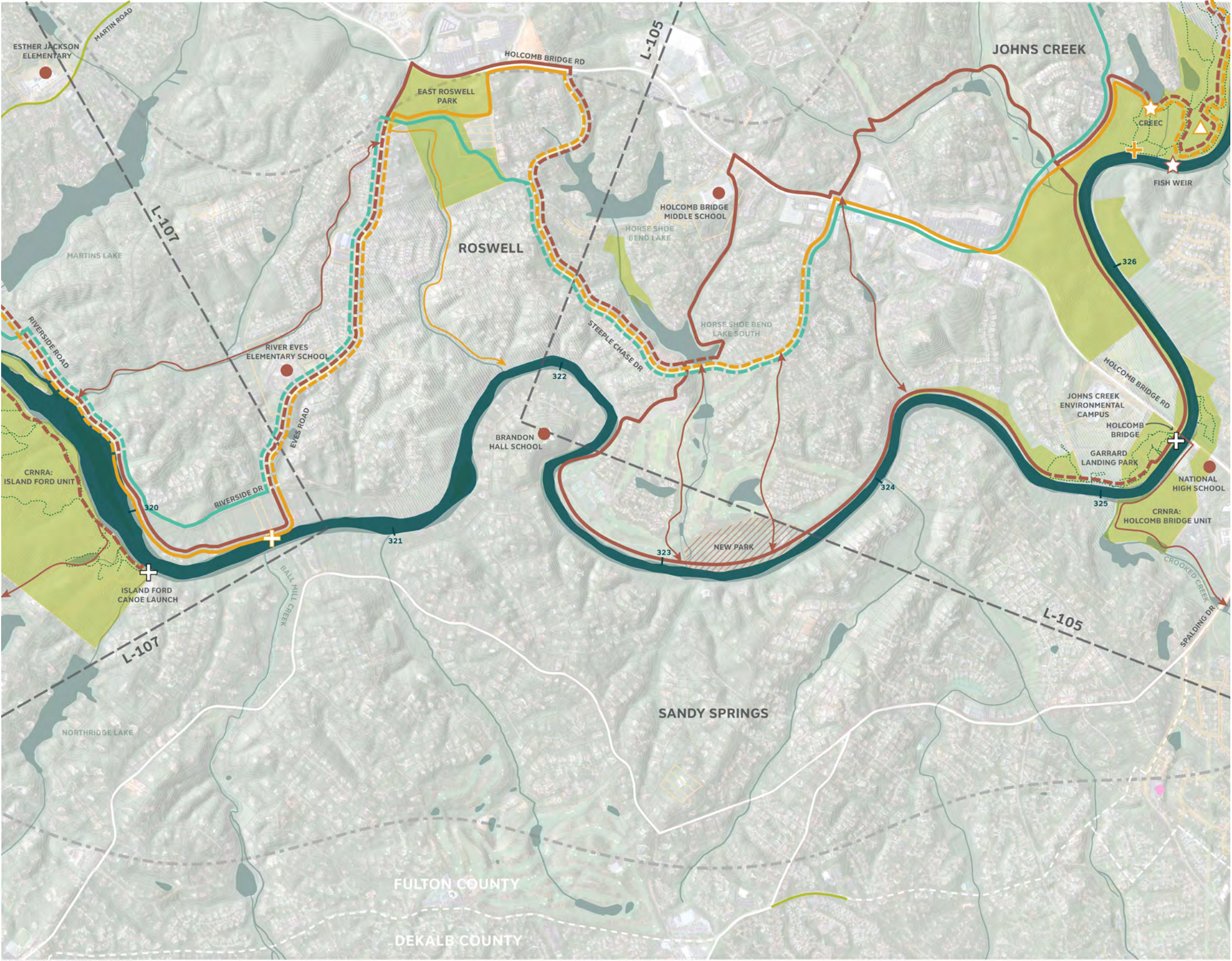
L-105

MAP L-105: SCANNED COMMENT (6 OF 6)

(COMMENTS FROM GWINNETT COUNTY)



MAP L-106: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

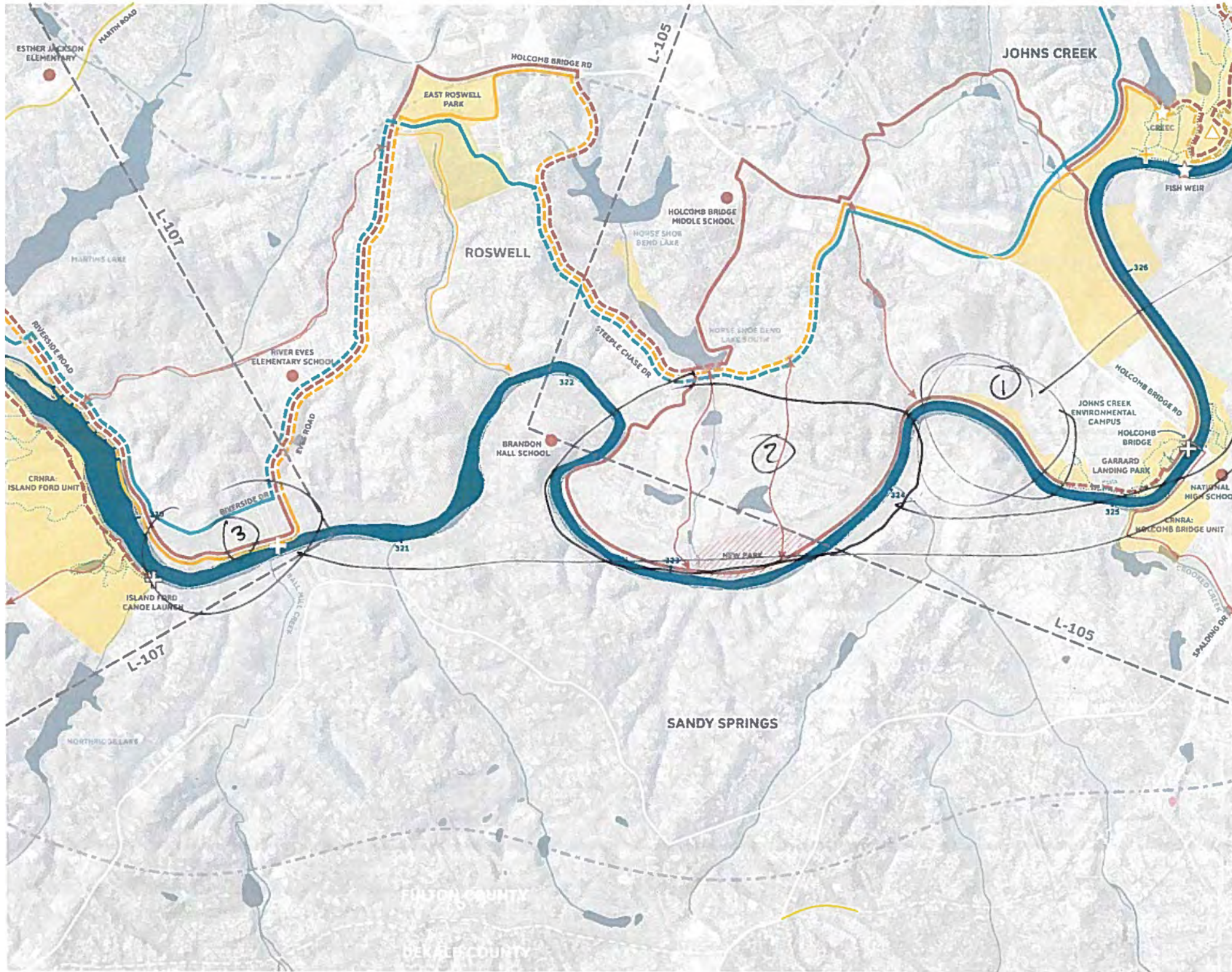
- SR9 Proposed Bike lane
- Sandy Springs Masterplan / Future Path 400

COMMENTS

- NPS prefers ECO option
 - Recommends removing all alignments through CREEC, Holcomb Bridge Unit and Island Ford
- Holcomb Bridge Road is busy and fast – try to avoid
- NOD path along the river on West side goes through a lot of private backyards
- May want to look into a crossing opportunity from Riverside Road, through Island to Island Ford Unit

MAP L-106: SCANNED COMMENT (2 OF 5)

(COMMENTS FROM JIM SANTO, ARC)



NOTES

- ① SAME AS PREVIOUS PAGE
EULAND - #3 ARE MOSTLY
PRIVATE BACKYARDS
- ② NEW PARK OR - OTHERWISE IN
BACKYARDS.
- ③ OK IF IN ROAD ROWS

LEGEND

PATH OF LEAST RESISTANCE	POINT	LINE	AREA
Path of Least Resistance	Point	Line	Area
Path of Least Ecological Impact	Point	Line	Area
Network of Destinations	Point	Line	Area
EXISTING	Point	Line	Area

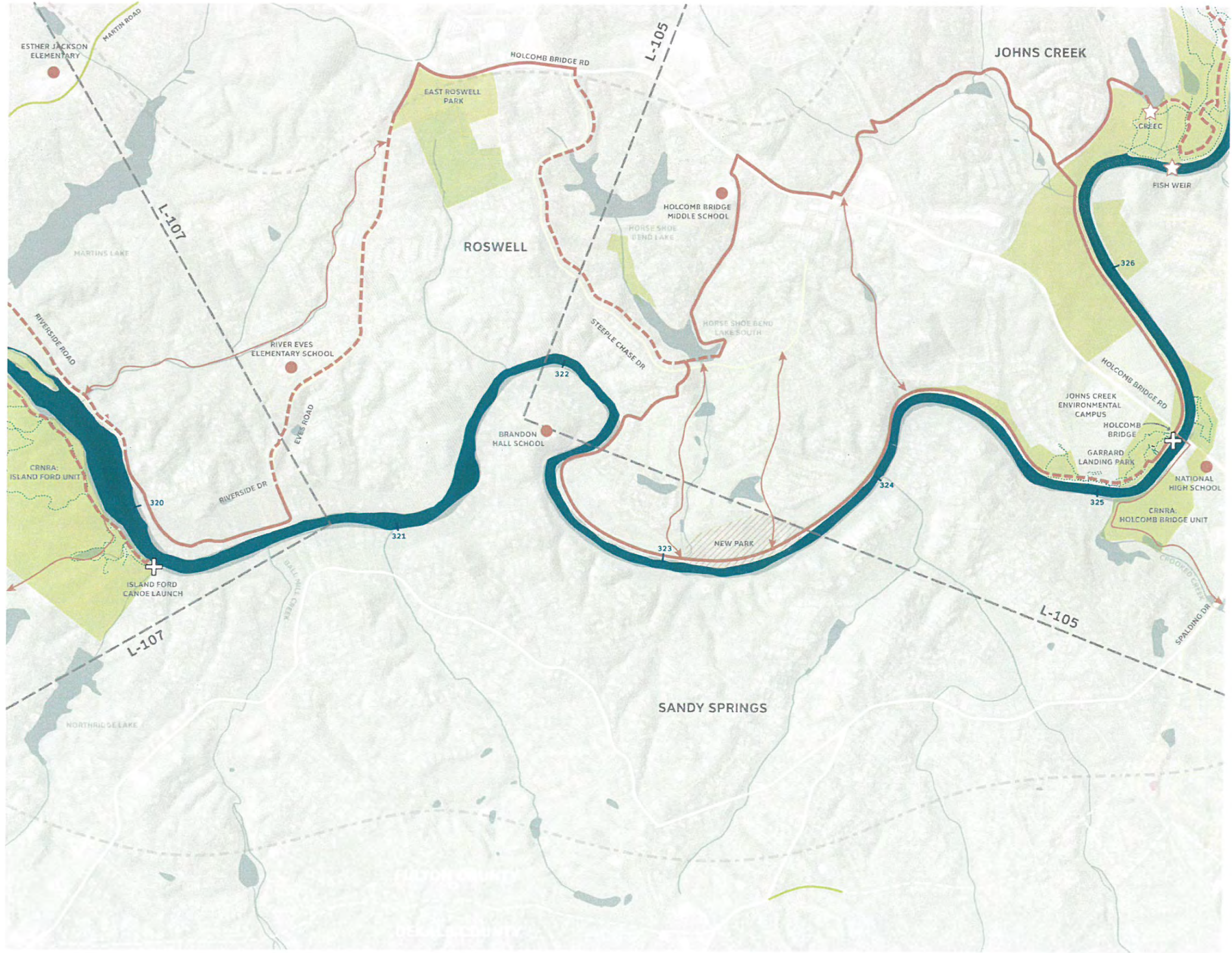


SITE PLAN
L-106

MAP L-106: SCANNED COMMENT (5 OF 5)

(COMMENTS FROM NPS)

MAP L-106: NETWORK OF DESTINATIONS



NOTES

Remove lines through CREEC,
Holcomb Bridge Unit
and Island Ford

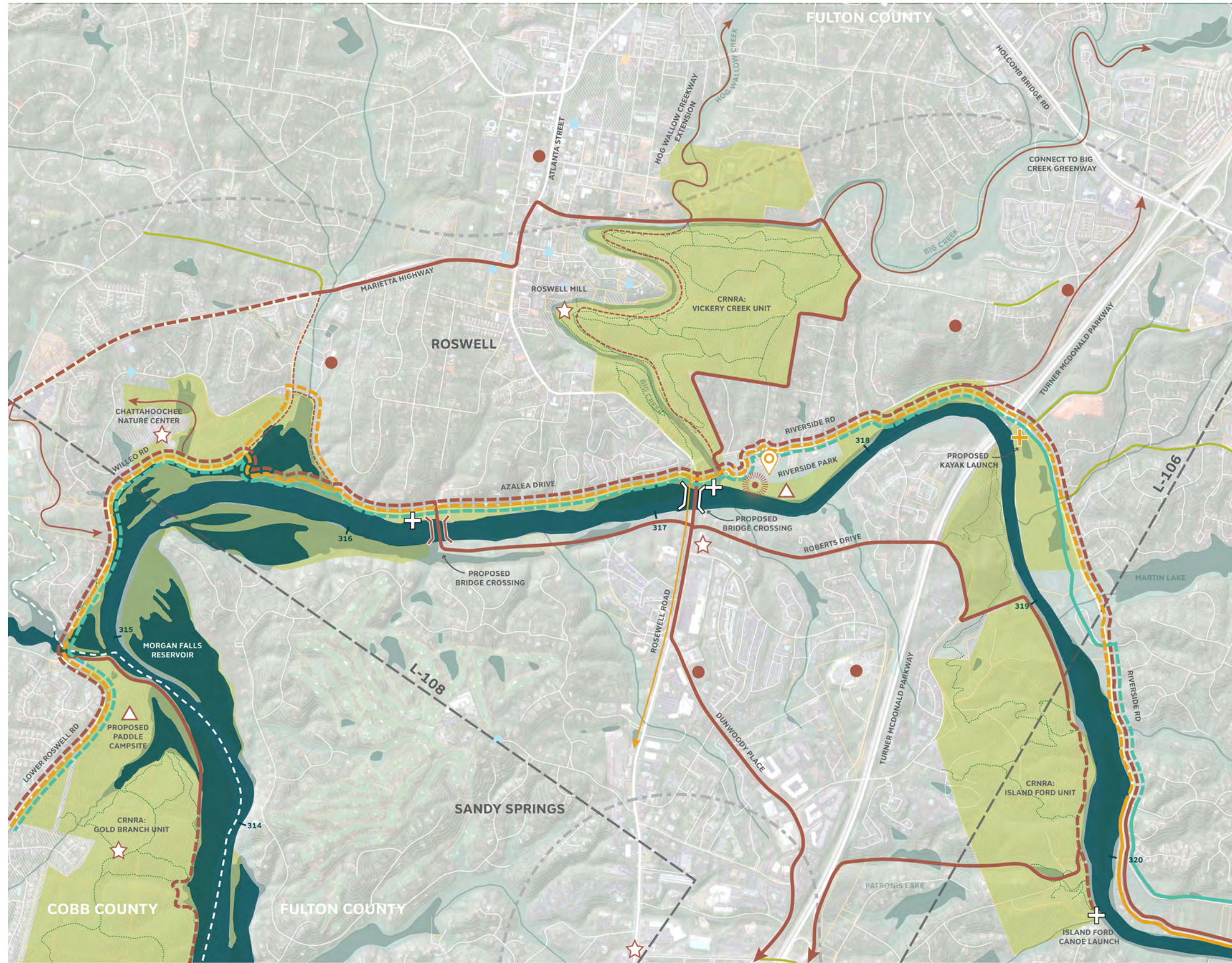
LEGEND

NETWORK OF DESTINATIONS		TRAILHEAD	BOAT LAUNCH	LIFEGUARD	VIEW POINT
(Red dashed line)	(Red solid line)	(Red circle with cross)	(Red circle with plus)	(Red triangle)	(Red circle with cross)
(Red dotted line)	(Red dashed line)	(Red circle with cross)	(Red circle with plus)	(Red star)	(Red circle)
(Red dashed line)	(Red dashed line)	(Red circle with cross)	(Red circle with plus)	(Red star)	(Red circle)

EXISTING		BOUNDARY	BOUNDARY
(Green line)	(Green line)	(Green line)	(Green line)
(Green line)	(Green line)	(Green line)	(Green line)

SCALE: 0 500 1000 1500 2000
 SITE PLAN
 L-106

MAP L-107: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

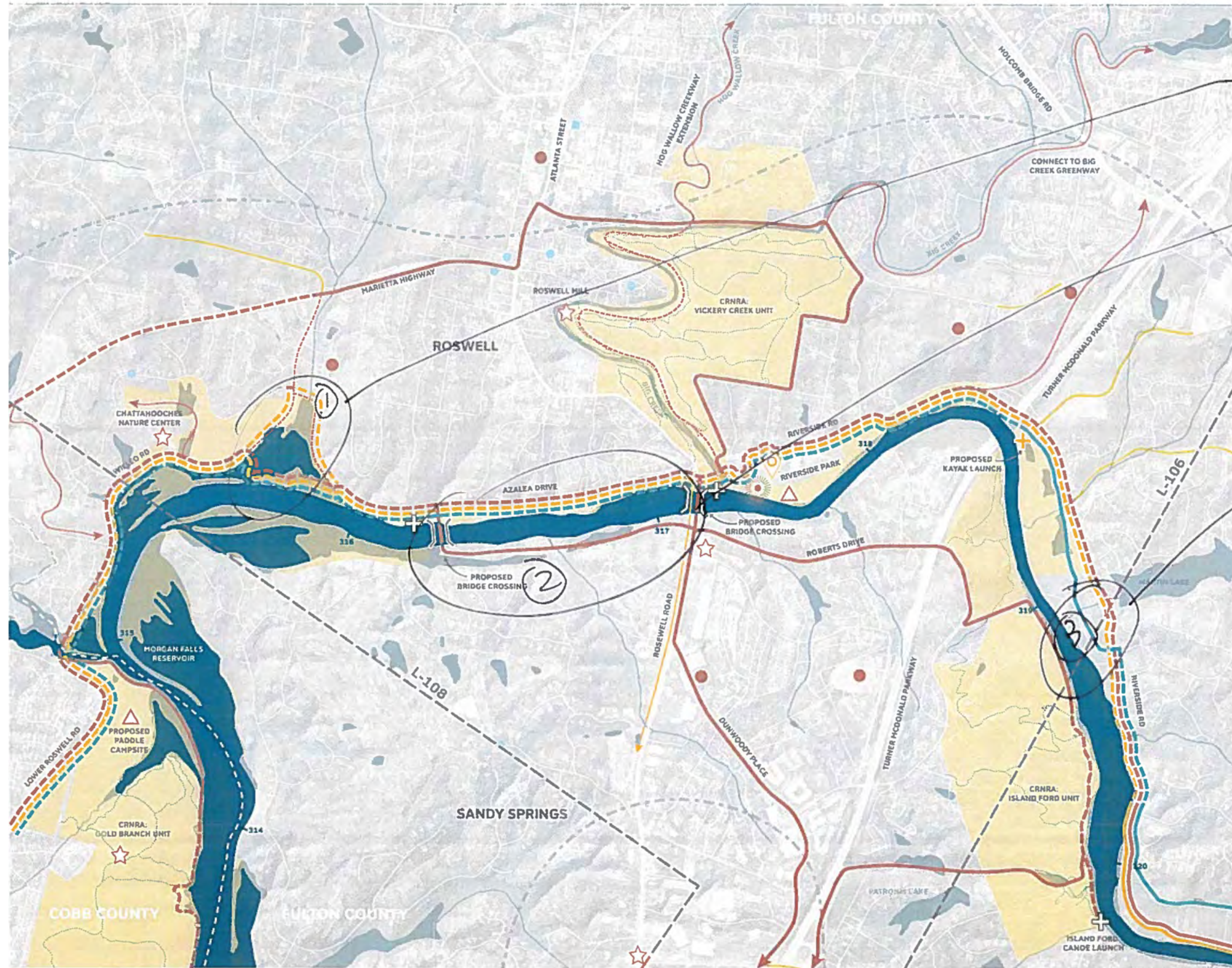
- SR9 Proposed Bike lane
- Sandy Springs Masterplan / Future Path 400

COMMENTS

- NPS support for Path of Least Resistance
 - Remove all lines through Vickery Creek & Island Ford (NOD)
 - Greenway to (not through) Vickery Creek & Island Ford (NOD)
 - Two proposed bridge crossings is unnecessary
- No trails along Dunwoody Place (NOD)
- Need to Show Future Path 400 (Sandy Springs Masterplan)
- Sandy Springs Development code requires ROW dedication for bike facilities along Roswell Road – makes this a potential trib trail

MAP L-107: SCANNED COMMENT (2 OF 4)

(COMMENTS FROM JIM SANTO, ARC)



NOTES

① ALL EXISTING - SHOW ALL AS 3 ROUTES

② - NOT THROUGH MUNCIEP REC. AREA. ACTIVE RECREATION, HORSE STABLES, ALSO, PROPERTIES ON ROSWELL RD. HAVE 500-FOOT SET BACKS

③ ECO ROUTE GOES THROUGH EXISTING TOWNHOUSES WHERE IT BREAKS FROM ROAD - THROUGH ROSWELL PARKS CR.

LEGEND

PATH OF LEAST RESISTANCE		PATH OF LEAST ECOLOGICAL IMPACT		NETWORK OF DESTINATIONS		EXISTING	

L-107

MAP L-107: SCANNED COMMENT (4 OF 4)

(COMMENTS FROM NPS)

MAP L-107: NETWORK OF DESTINATIONS



NOTES

NO proposed camping @ Riverside Park

Greenway to (not through) Vickery Creek & Island Ford

Greenway around perimeter of Vickery Creek not best idea.

Remove all lines through Vickery Creek & Island Ford.

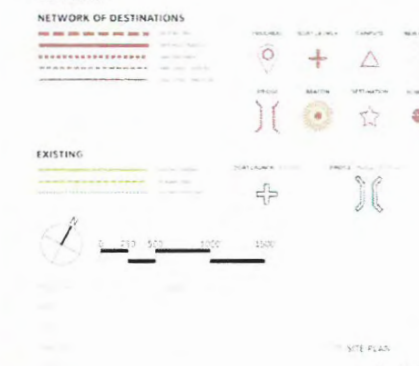
No trails through Gold Branch

Two proposed bridge crossings is unnecessary

SP9 proposed bike lane could (should) be included

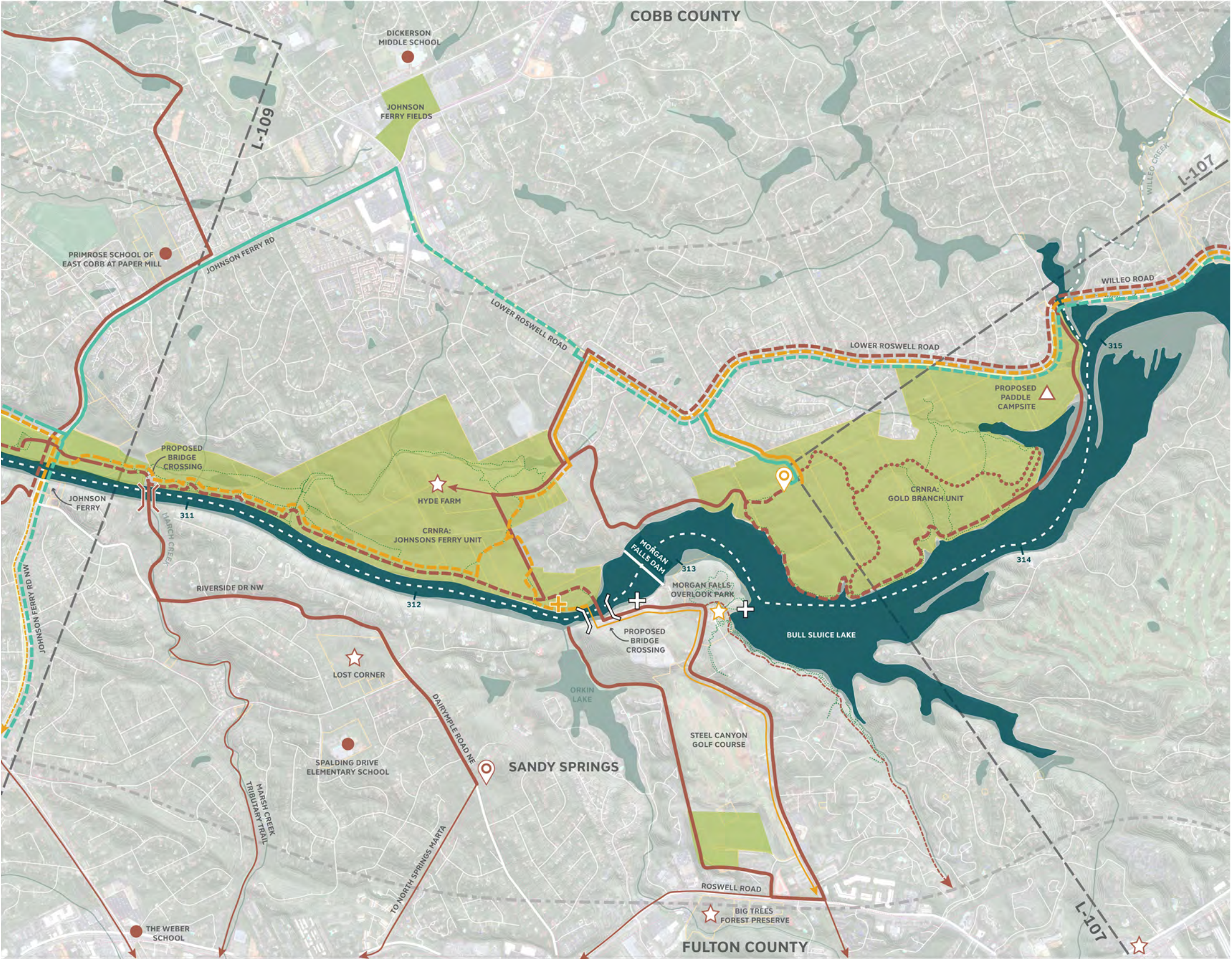
Lots of existing trails in this area that need better connectivity. (Big Creek Greenway, for instance, would be a great connection).

LEGEND



L-107

MAP L-108: ALIGNMENT ALTERNATIVES



POTENTIAL REFERENCES

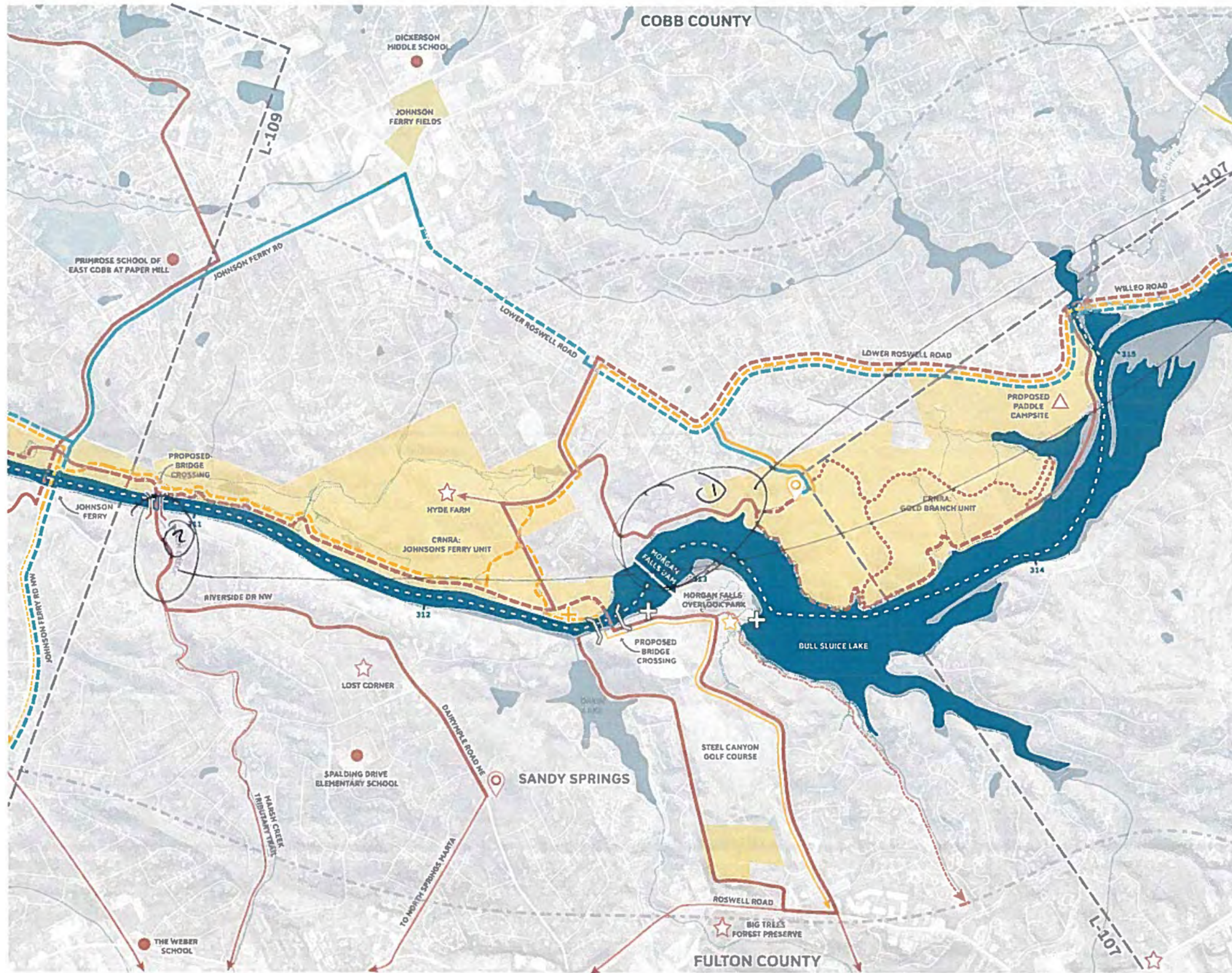
- Sandy Springs Master Plan

COMMENTS

- NPS recommends Path of Least Resistance (conceptually), and Eco alternative in addition, which could more readily accommodate road bikes.
 - Rather than a boat launch on Cobb side (not feasible), they recommend a canoe share station on Sandy Springs side.
 - No trails through Gold Branch (NOD) - follow Least Resistance or Eco alternatives
 - No multipurpose trail through Hyde Farm (NOD)
- Need to follow NPS lead regarding:
 - How to proceed with Hyde Farm and their desire not to lead people directly to the property itself
 - The proposed crossing
- Proposed NOD Crossing along Marsh Creek – in a sensitive area / unlikely
- On East side, NOD Trail in conflict with Sandy Springs Masterplan which shows trail along south side of Orkin Lake
- Sandy Springs recommends connecting both segments of Riverside Drive

MAP L-108: SCANNED COMMENT (1 OF 6)

(COMMENTS FROM JIM SANTO, ARC)

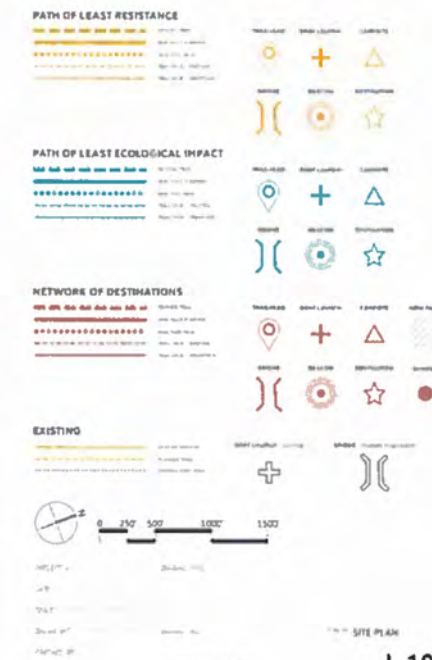


NOTES

① - DEVELOPED + ROUSM TERRAIN

② DEVELOPED ON BOTH SIDES OF MARSH CREEK - ALSO, A SENSITIVE AREA.

LEGEND

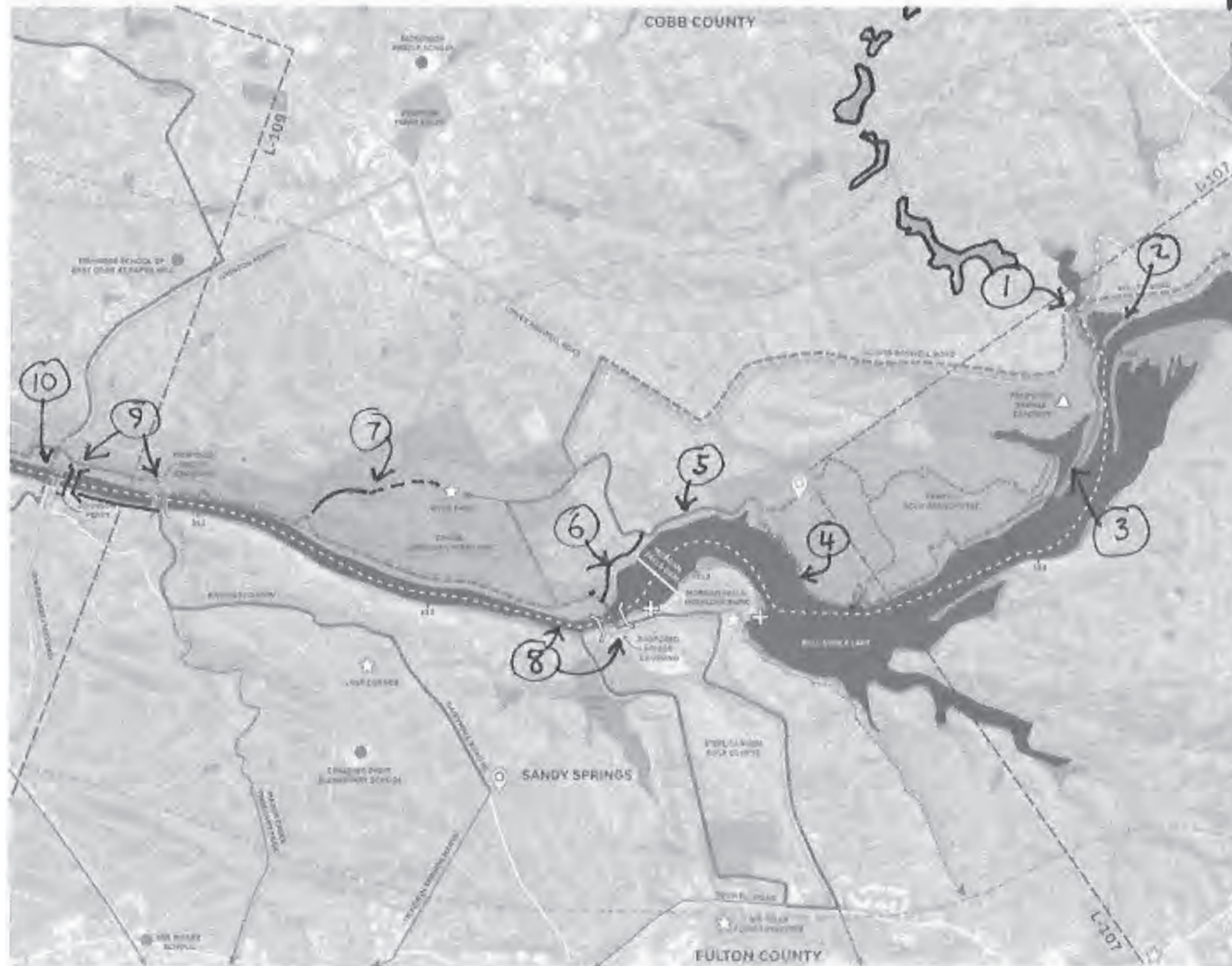


L-108

MAP L-108: SCANNED COMMENT (3 OF 6)

(COMMENTS FROM LANCE CORNELL)

MAP L-108: ALIGNMENT ALTERNATIVES



General theme: Great chance to stay right on the river for this entire section (Cobb side)

- ① Will require pedestrian bridge or widening of current bridge.
- ② Trail could go along tongue of land w/ bridge at end.
- ③ Great idea... trail along tongue.
- ④ This section of existing trail is very narrow/primitive... widen.
- ⑤ Great idea, but there are a couple homes w/ docks
- ⑥ Why not connect here? Most of it is a utility easement. Could "experience" the dam up close. VERY IMPORTANT for continuity.
- ⑦ Existing/new spur is a natural extension of Hyde Farm to river.
- ⑧ Great idea! (Bridge) Note: There is a small rock climbing/rapelling cliff here.
- ⑨ Suggest a more logical crossing would be next to J. Ferry Bridge. There's room for parking on the S. Spgs side + Marsh Creek spur could extend down the river to the bridge.
- ⑩ I believe there is an existing paved trail that runs under the J.F. bridge at the water.

LEGEND

AREA OF LEAST RESISTANCE	---	---	---
AREA OF LEAST BIOLOGICAL HAZARD	---	---	---
NETWORK OF RESTORATION	---	---	---
OBSTACLE	---	---	---

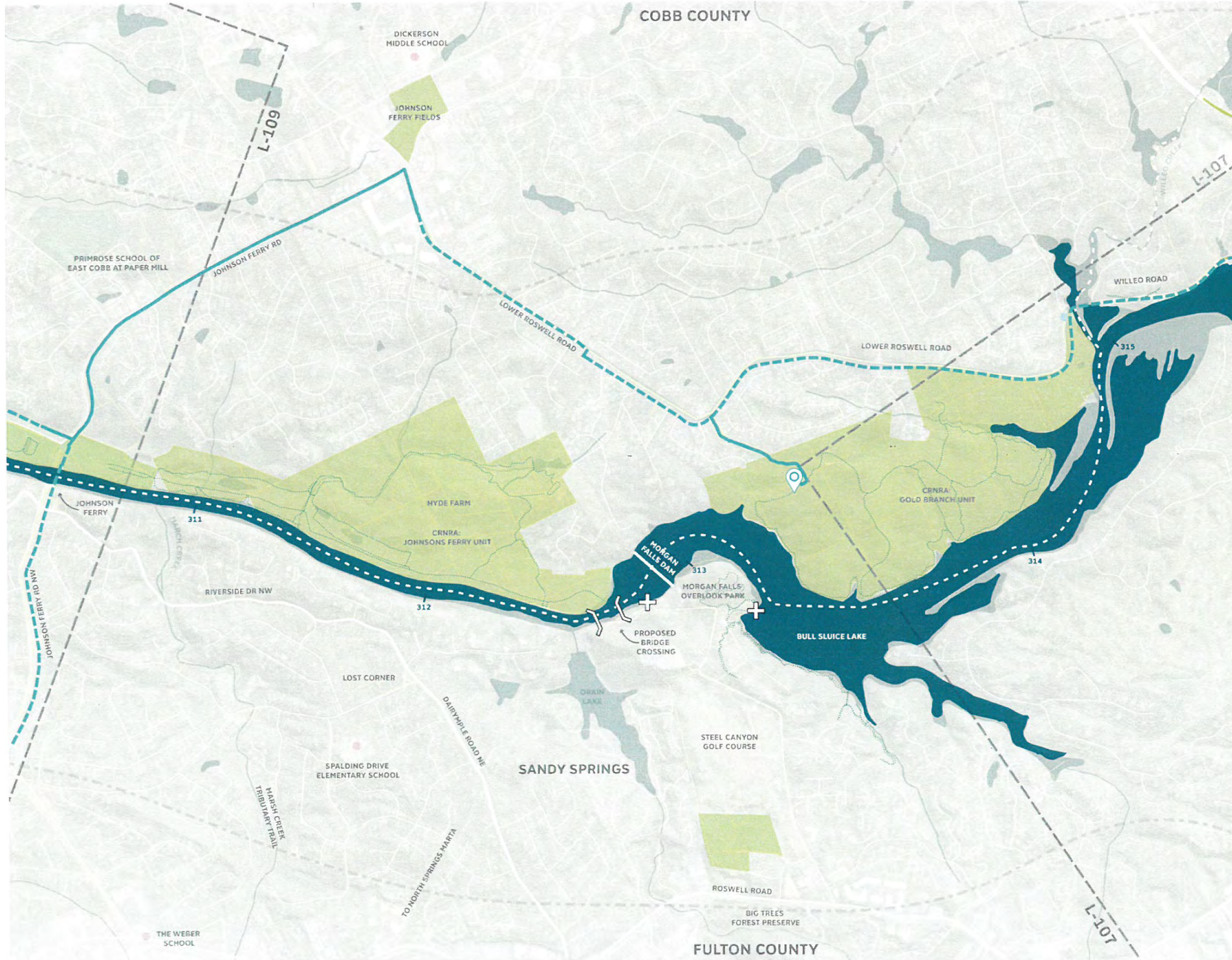
Scale: 0 100 200 feet

L-108

MAP L-108: SCANNED COMMENT (4 OF 6)

(COMMENTS FROM NPS)

MAP L-108: PATH OF LEAST ECOLOGICAL IMPACTS



NOTES

This would be a good alternative to build out (in addition to proposed path of least resistance).

Potential CRRA multi-purpose trail would not likely accommodate road bicycles (due to tread type) while this alignment could.

LEGEND

PATH OF LEAST ECOLOGICAL IMPACT

- PATH OF LEAST ECOLOGICAL IMPACT
- ALTERNATE PATH OF LEAST ECOLOGICAL IMPACT
- CRRA
- WETLAND
- WOODLAND
- OPEN SPACE
- WETLAND
- WOODLAND
- OPEN SPACE

EXISTING

- ROAD
- RAILROAD
- AIRWAY
- WATERWAY
- POWERLINE
- TELEPHONE
- FENCE
- BOUNDARY
- PROPERTY
- EASEMENT
- RIGHT-OF-WAY
- RIGHT-OF-WAY

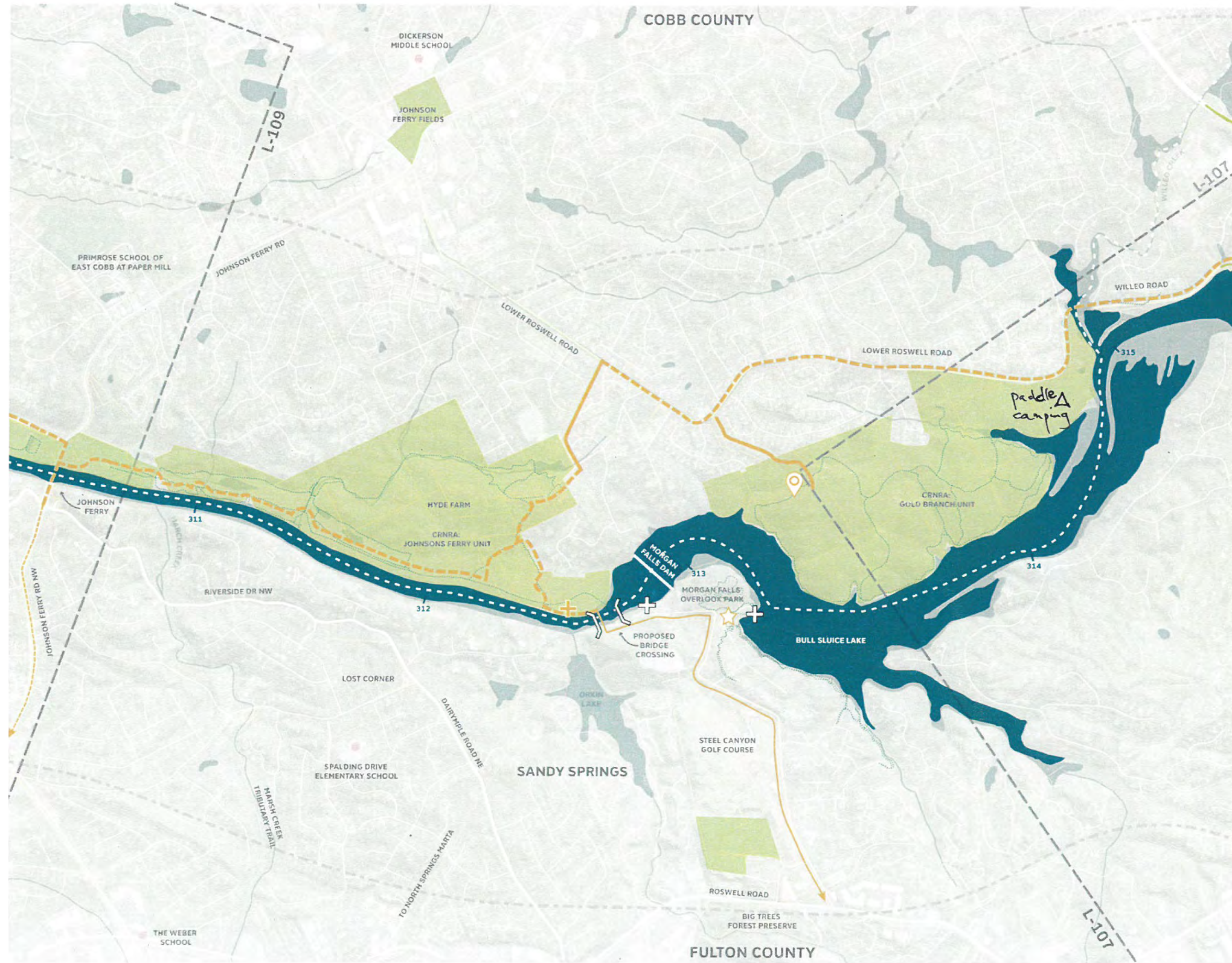
SCALE: 1" = 100'

SITE PLAN
L-108

MAP L-108: SCANNED COMMENT (5 OF 6)

(COMMENTS FROM NPS)

MAP L-108: PATH OF LEAST RESISTANCE



NOTES

Conceptually, this is OK. It is important to note, however, that the specific alignment of the trail through Hyde Farm (from Lower Roswell Rd to the river) may change slightly based on results of EA (NEPA document).

Trail along utility easement (Cobb Co) could potentially become multi-use.

Proposed boat launch doesn't make sense on west side (Cobb) b/c there is no way for visitors to feasibly get boats there.

A canoe share station, however, could be a possibility. (on Sandy Springs side)

LEGEND

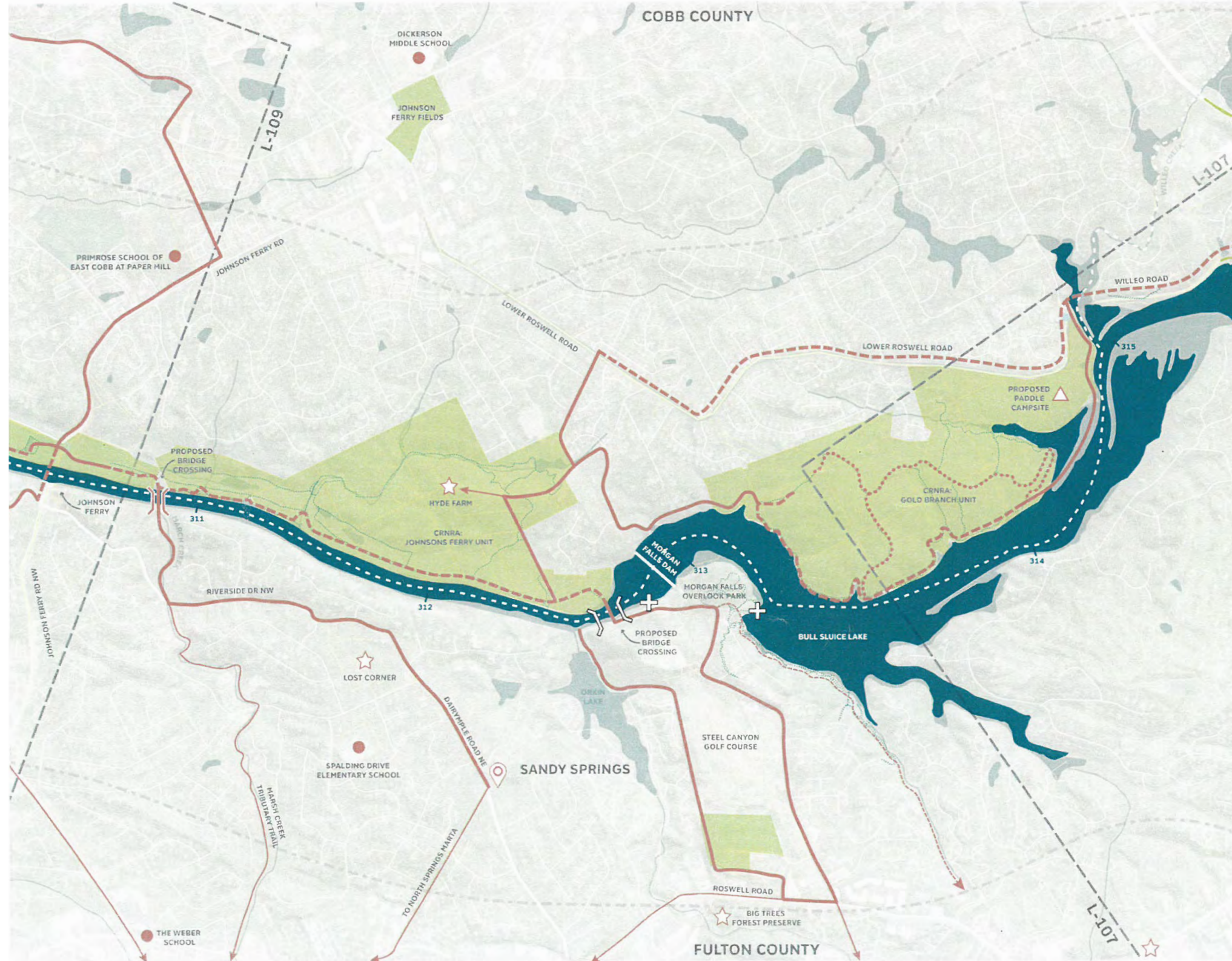


L-108

MAP L-108: SCANNED COMMENT (6 OF 6)

(COMMENTS FROM NPS)

MAP L-108: NETWORK OF DESTINATIONS



NOTES

Remove all trails through Gold Branch.

Trail along river (JFA utility easement) connecting to proposed bridge is OK, however multi-purpose trail through Hylofaun is inaccurate and should be removed.

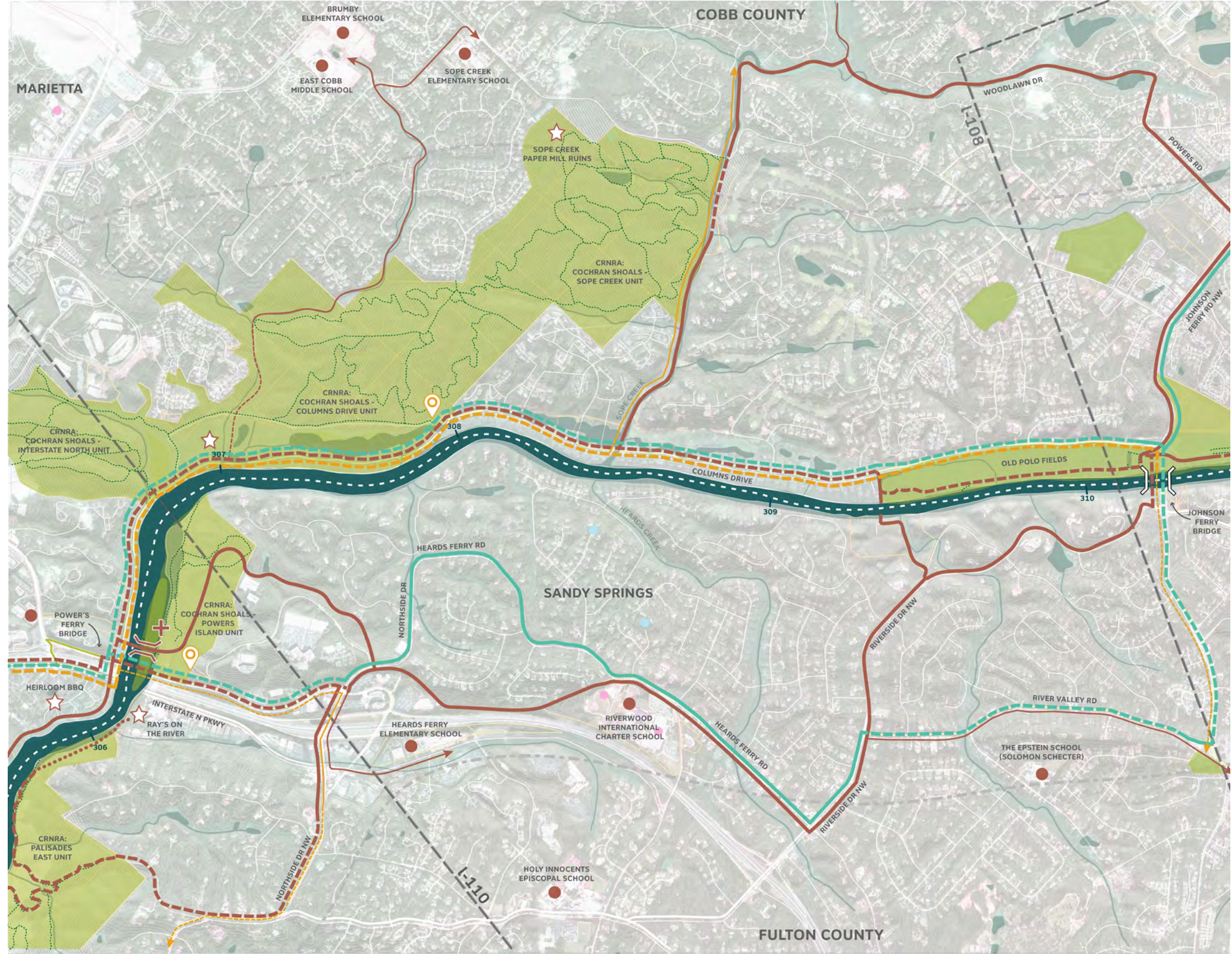
Problematic to bring bikers to NPS units (for multi-purpose trail) and then expect them to get off their bikes & walk to other side of unit. This invites problems for us.

Good to incorporate all Sandy Springs Master Trail Plan proposed & planned alignments!

LEGEND



MAP L-109: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

- Sandy Springs Master Plan

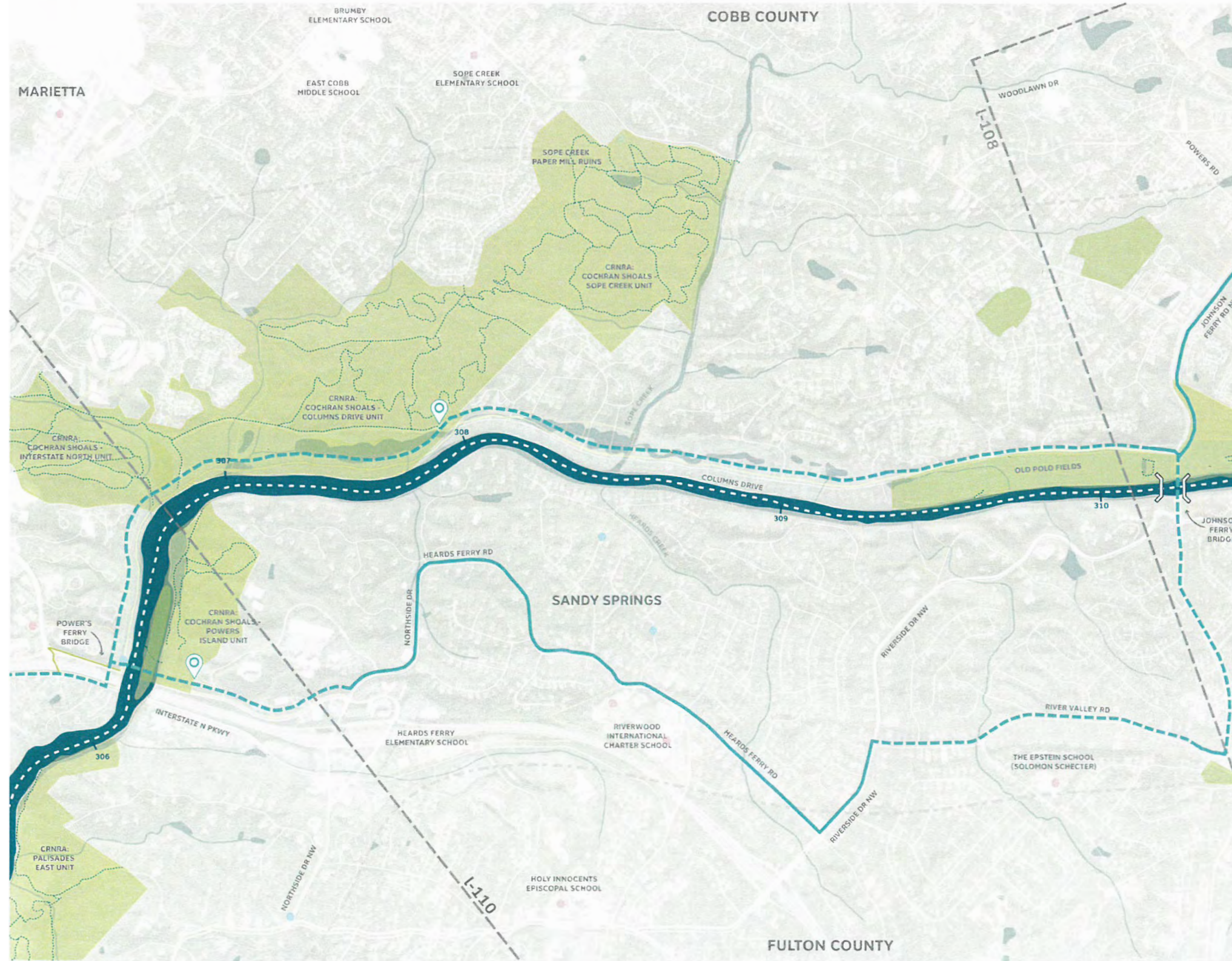
COMMENTS

- Desire to connect Palisades and Cochran Shoals on Cobb side
- Columns Drive is already well used by both bikes and peds – could use some improvements
 - Could come off Columns drive and go around pond to the west
- No Trail Along Sope Creek
- No Trails through Johnson Ferry South (Old Polo Fields)
- No NOD trail through Cochran Shoals
- Potential for a trailhead at Johnson Ferry Bridge
- Sandy Springs Master plan shows a trail south of I-285 instead of North, but they think having trails on both sides would be good (see Sandy Springs notes)
 - Suggested cross-over Johnson Ferry Road to provide continuous path on Riverside Drive

MAP L-109: SCANNED COMMENT (2 OF 5)

(COMMENTS FROM NPS)

MAP L-109: PATH OF LEAST ECOLOGICAL IMPACTS



NOTES

Trails/Greenways on both side of river great idea!

Incorporate Sandy Springs Master Trail Plan proposals & alternatives!

LEGEND

PATH OF LEAST ECOLOGICAL IMPACT

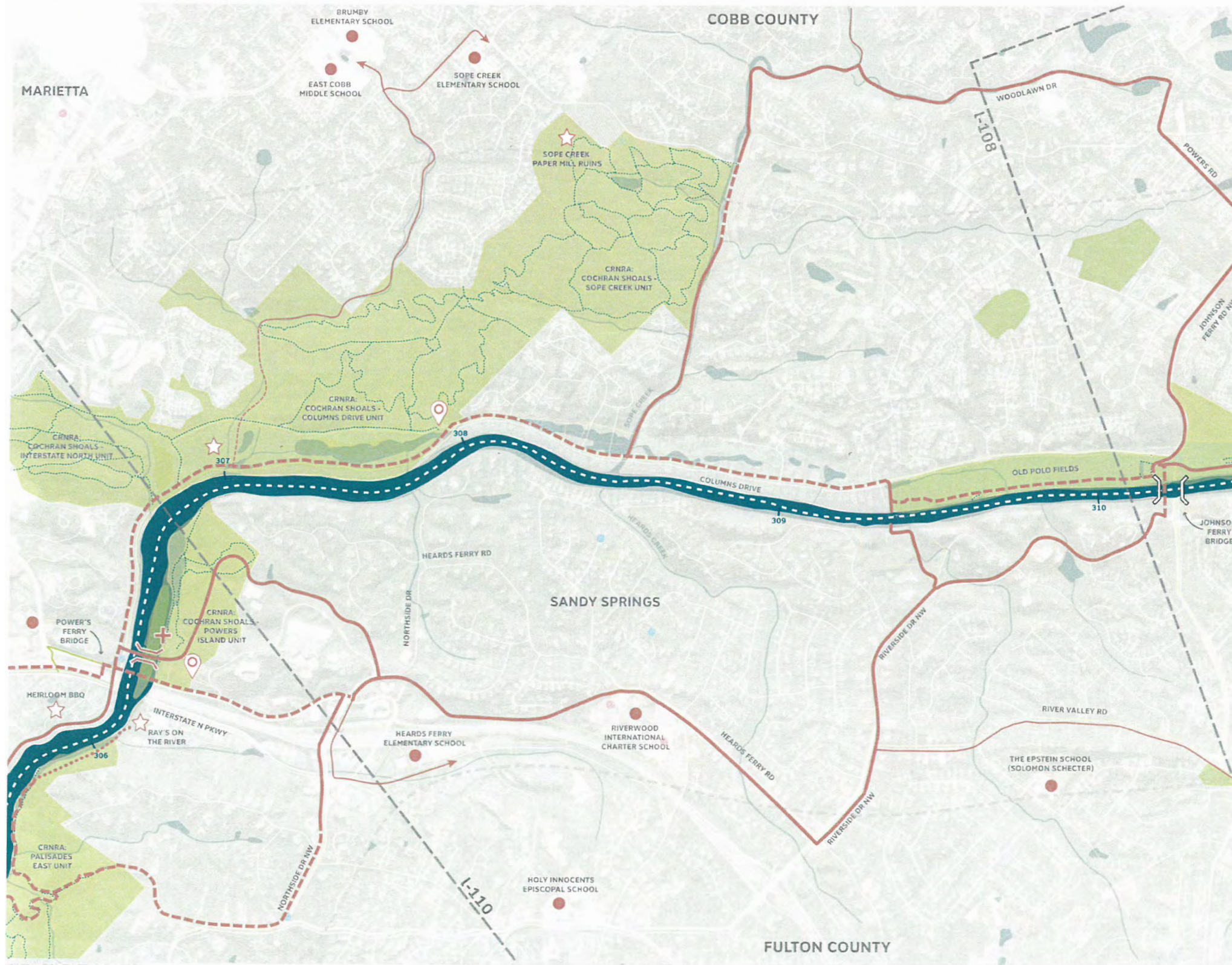


L-109

MAP L-109: SCANNED COMMENT (4 OF 5)

(COMMENTS FROM NPS)

MAP L-109: NETWORK OF DESTINATIONS



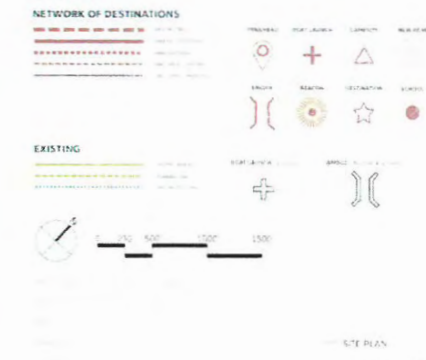
NOTES

Remove trails through Johnson Ferry South (Cold Polo Fields), Powers Island & East Palisades

Boat launch already exists @ Powers Island!

Remove opw trail through Cochran Shoals

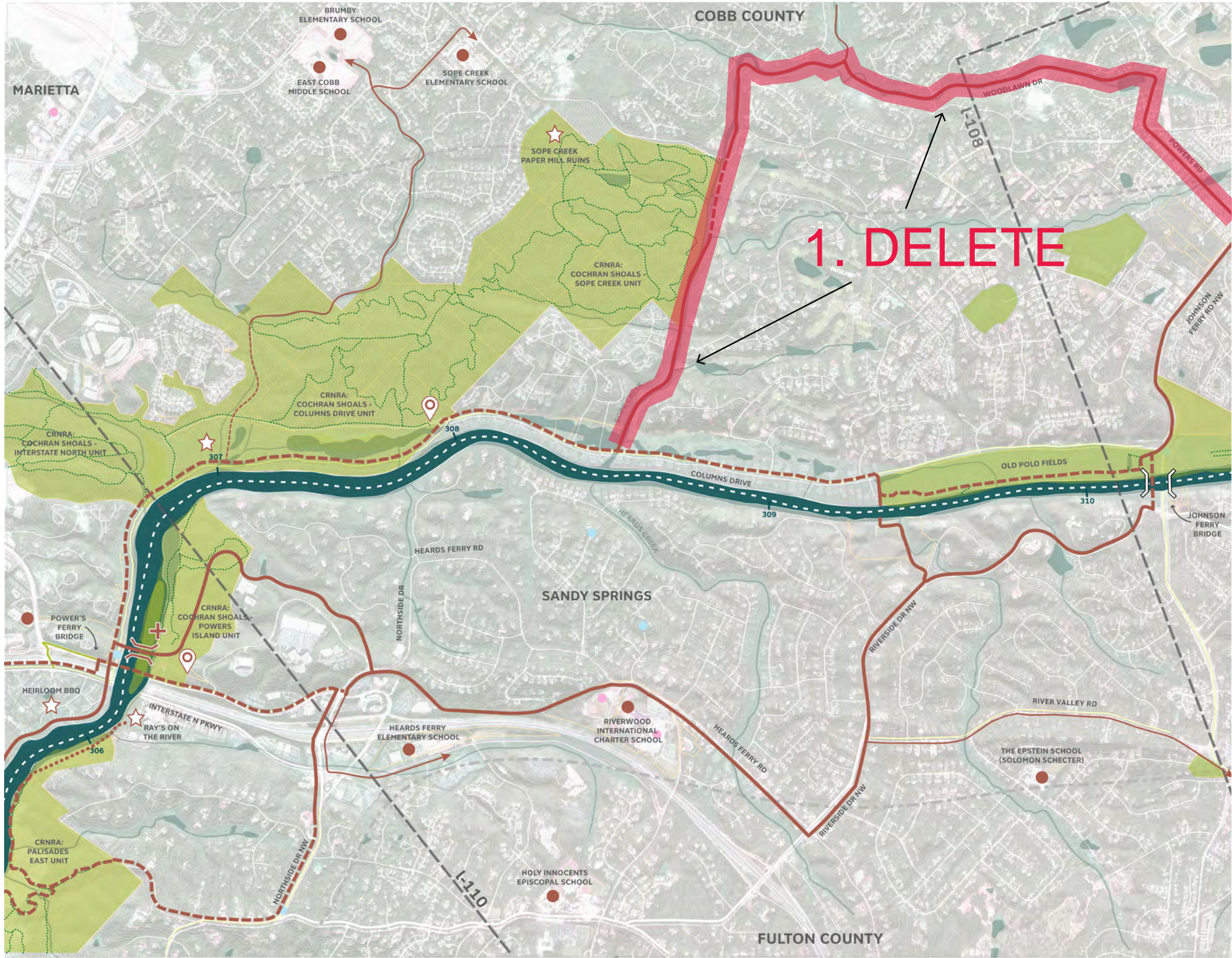
LEGEND



L-109

MAP L-109: SCANNED COMMENT (5 OF 5)

(COMMENTS FROM ERIC MEYER, COBB COUNTY)



NOTES

There is on imp destination along this tributary trail. Eric said when we did the trail master plan two years ago, there is a discussion about whether we should put a trail along Sope Creek and we came out a "No" answer. after a lot of discussion and research

LEGEND

NETWORK OF DESTINATIONS

- TRAILHEAD
- BOAT LAUNCH
- CAMPFIRE
- VIEW POINT
- TRAIL LOOP - LAUNCH
- TRAIL LOOP - DESTINATION
- TRAIL LOOP - THROUGH

EXISTING

- TRAIL
- BOAT LAUNCH (EXISTING)
- CAMPFIRE (EXISTING)
- VIEW POINT (EXISTING)
- TRAIL LOOP - LAUNCH (EXISTING)
- TRAIL LOOP - DESTINATION (EXISTING)
- TRAIL LOOP - THROUGH (EXISTING)

0 250 500 1000 1500

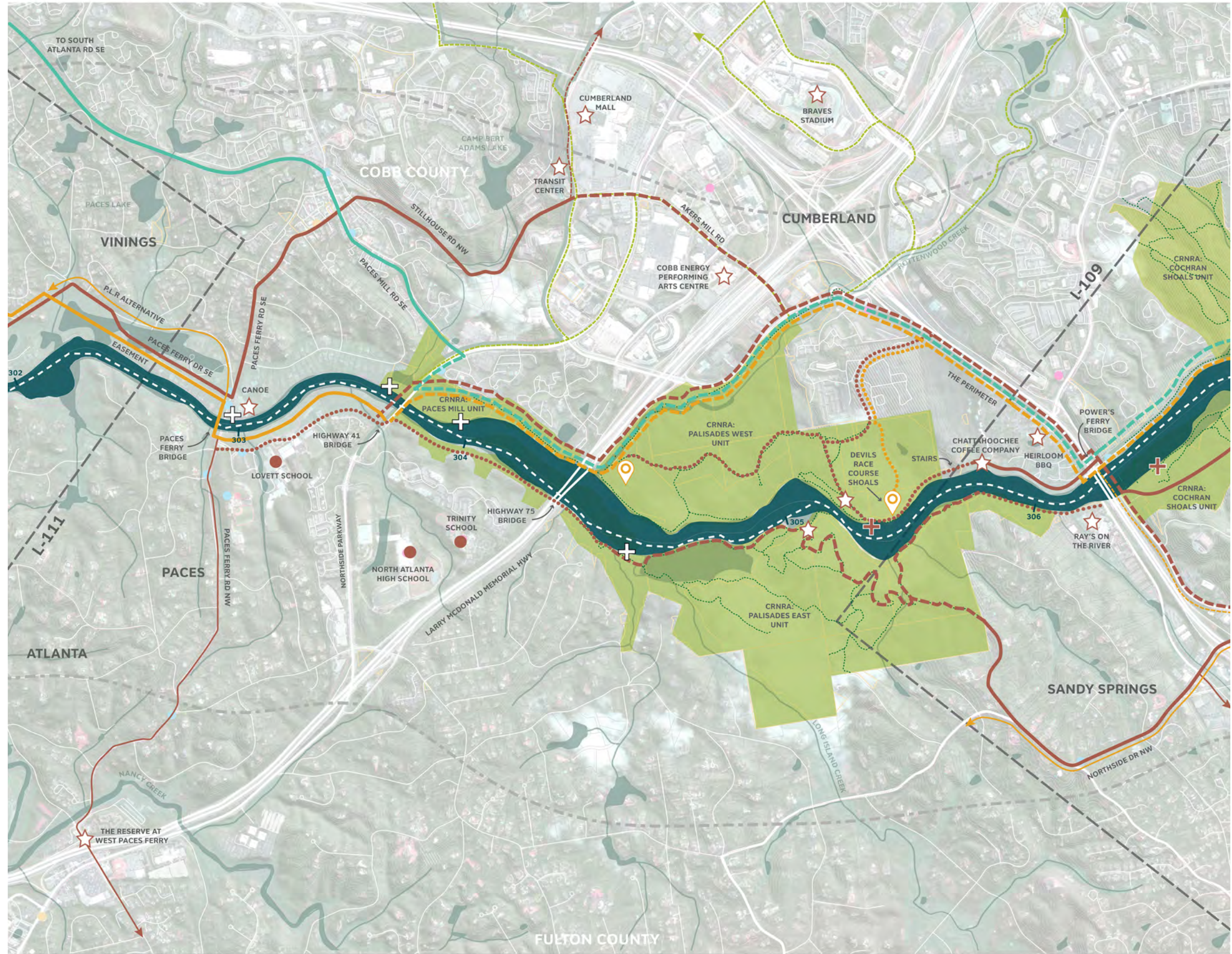
SCALE BAR

DATE: 11/11/2019

PROJECT: COBB COUNTY TRAIL MASTER PLAN

L-109

MAP L-110: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

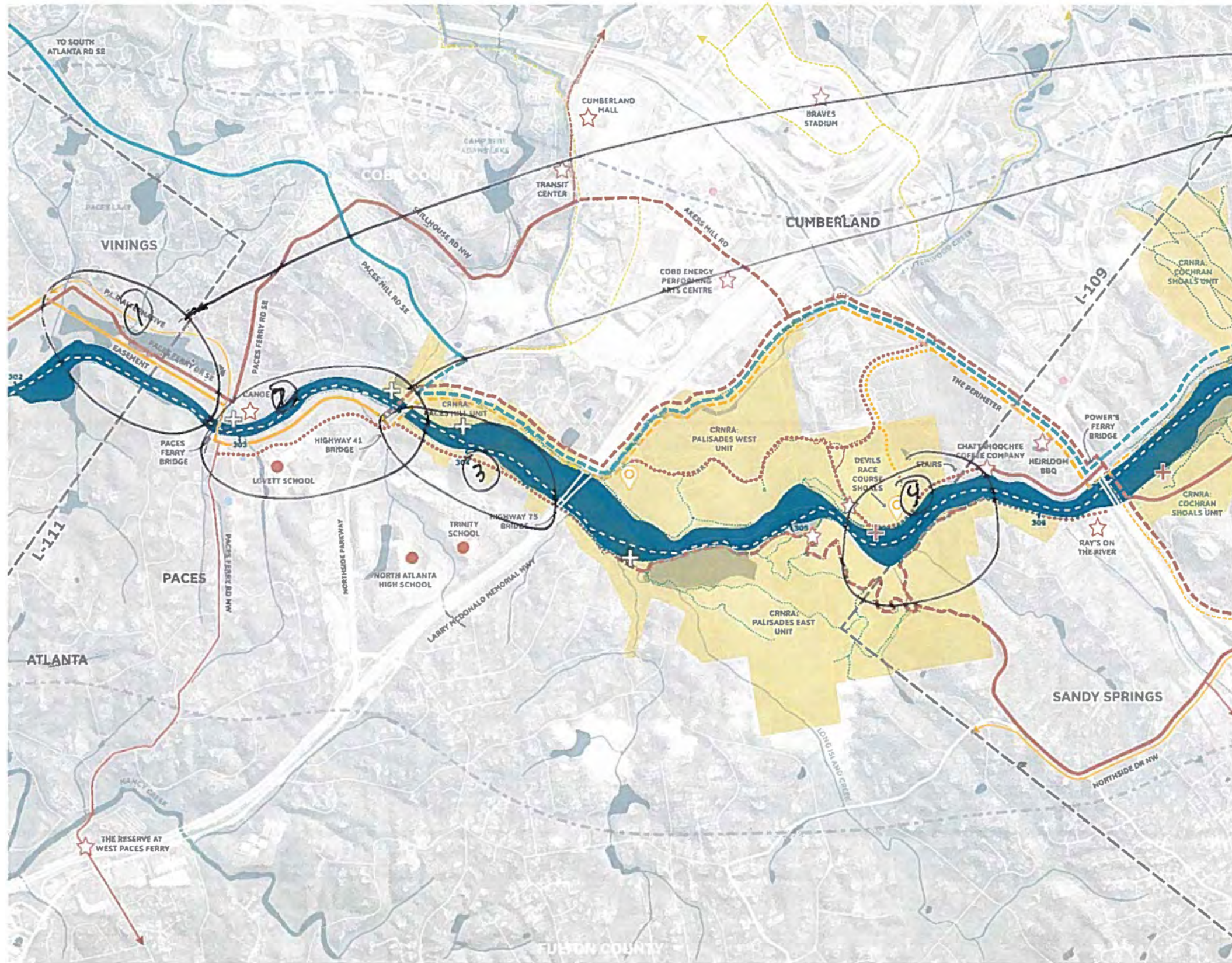
- CCID Steelhouse Trail (under environmental assessment)

COMMENTS

- No easy answers on East side of river
 - CPC has recommended avoiding development in the East Palisades due to steep and sensitive slopes.
 - Even outside of the Park unit, surrounding areas on the East side are very sensitive, not only in terms of ecology but also in terms of proximity to Lovett School playing field and townhouse complex
- National Park Service has indicated the Eco trail is their preferred option, with a trailhead at Pace's Mill (both trail heads show should be moved)
 - No proposed new trails through East & West Palisades.
- Extending connectivity along West bank would be amazing, pulling everything together from Columns Drive to Highway 41.
- Bridge from Rottenwood Creek to Long Island then Long Island to Whitewater trail is favorable
 - Essentially hinges on a pedestrian bridge under I-75 bridge.

MAP L-110: SCANNED COMMENT (1 OF 6)

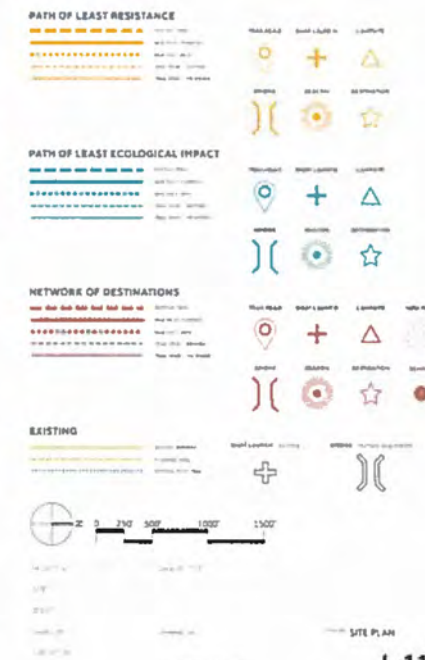
(COMMENTS FROM JIM SANTO, ARC)



NOTES

- ① DEVELOPMENT / FP IN AREA -
- ② THE "LEAST RESISTANCE" ROUTE GOES THROUGH TOWNHOUSE COMPLEX + LOVETT PARKING FIELDS / FOOTBALL STADIUM
- ③ - 500' setbacks in this area - may have stands of virgin trees in this area - unverified
- ④ - PALISADES AREA CON of what triggered NURPA - be careful, rip of new trees -

LEGEND



MAP L-110: SCANNED COMMENT (2 OF 6)

(COMMENTS FROM LANCE CORNELL)

MAP L-110: ALIGNMENT ALTERNATIVES



General: The section of river between 285+75 is one of the most scenic in Metro Atl. Take advantage!

NOTES

- ① Extending existing trail to provide continuity on the West bank would be amazing!!! It would pull everything together from Columbus Dr. to Hwy 41.
- ② The Bob Callahan Trail along Rottenwood Creek has now been extended to Interstate N. Pkwy (multi-use) (July 19)
- ③ Long Island is not shown
- ④ A bridge from Rottenwood Creek to Long Island, then from the N. tip of Long Island to the Whitewater Trail would be fantastic: connects the two sides to form a loop trail!!! (Rare)
- ⑤ Explore opposite bank? No easy answers here...

LEGEND

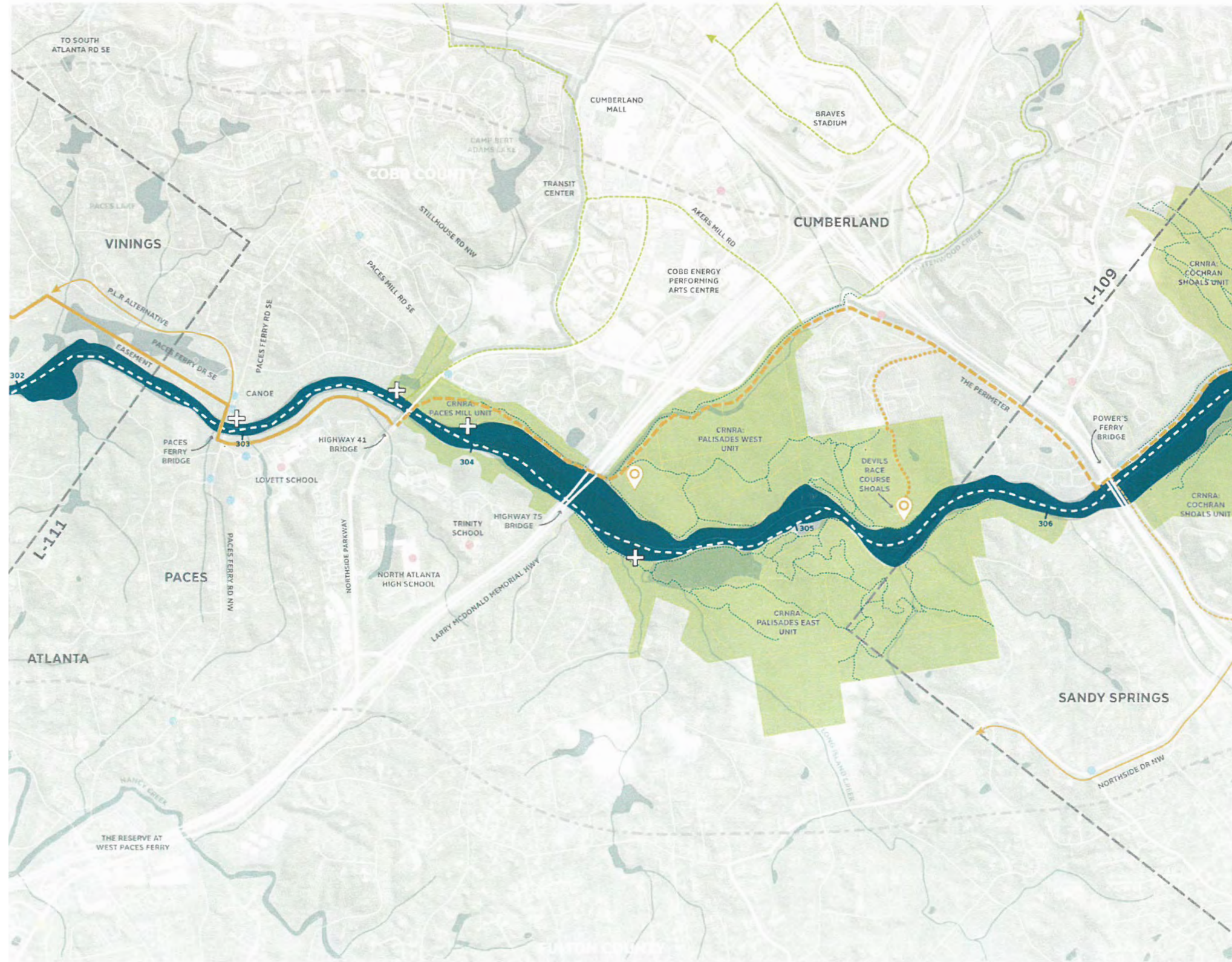
TYPE OF LEGIT RESISTANCE	TYPE OF LEGIT ECOLOGICAL IMPACT	TYPE OF LEGIT ECONOMIC IMPACT
<ul style="list-style-type: none"> High Medium Low 	<ul style="list-style-type: none"> High Medium Low 	<ul style="list-style-type: none"> High Medium Low

L-110

MAP L-110: SCANNED COMMENT (4 OF 6)

(COMMENTS FROM NPS)

MAP L-110: PATH OF LEAST RESISTANCE



NOTES

No new foot path to Devils Race Course shoals.

Trail to West Palisades (Akers Mill) utilizing existing infrastructure ok. Visitors would then park their bike and walk to river.

Both trailheads should be moved to better locations.

LEGEND

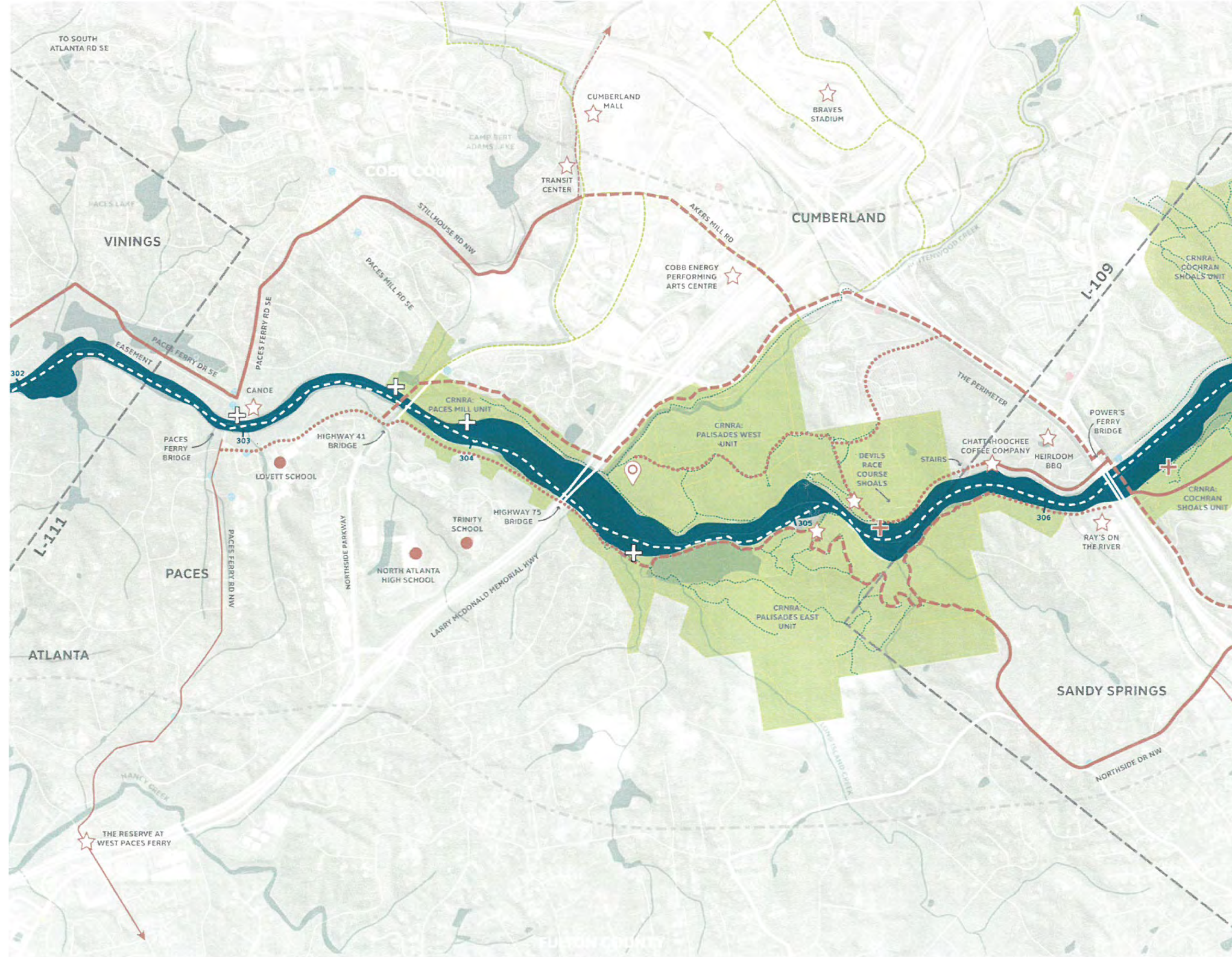


L-110

MAP L-110: SCANNED COMMENT (5 OF 6)

(COMMENTS FROM NPS)

MAP L-110: NETWORK OF DESTINATIONS



NOTES

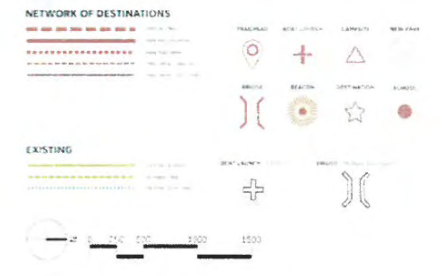
Remove boat launch @
Devils Race Course

Any possibility of building a pedestrian bridge under I-75 bridge? If so, a loop utilizing existing trails (& proposed footpaths) on both sides of river could be created!

Remove all proposed new trails (except possibly foot path between Whitewater & Hwy 41) from East & West Palisades.

Remove all proposed new trails (except possibly foot path between Whitewater & Hwy 41) from East & West Palisades.

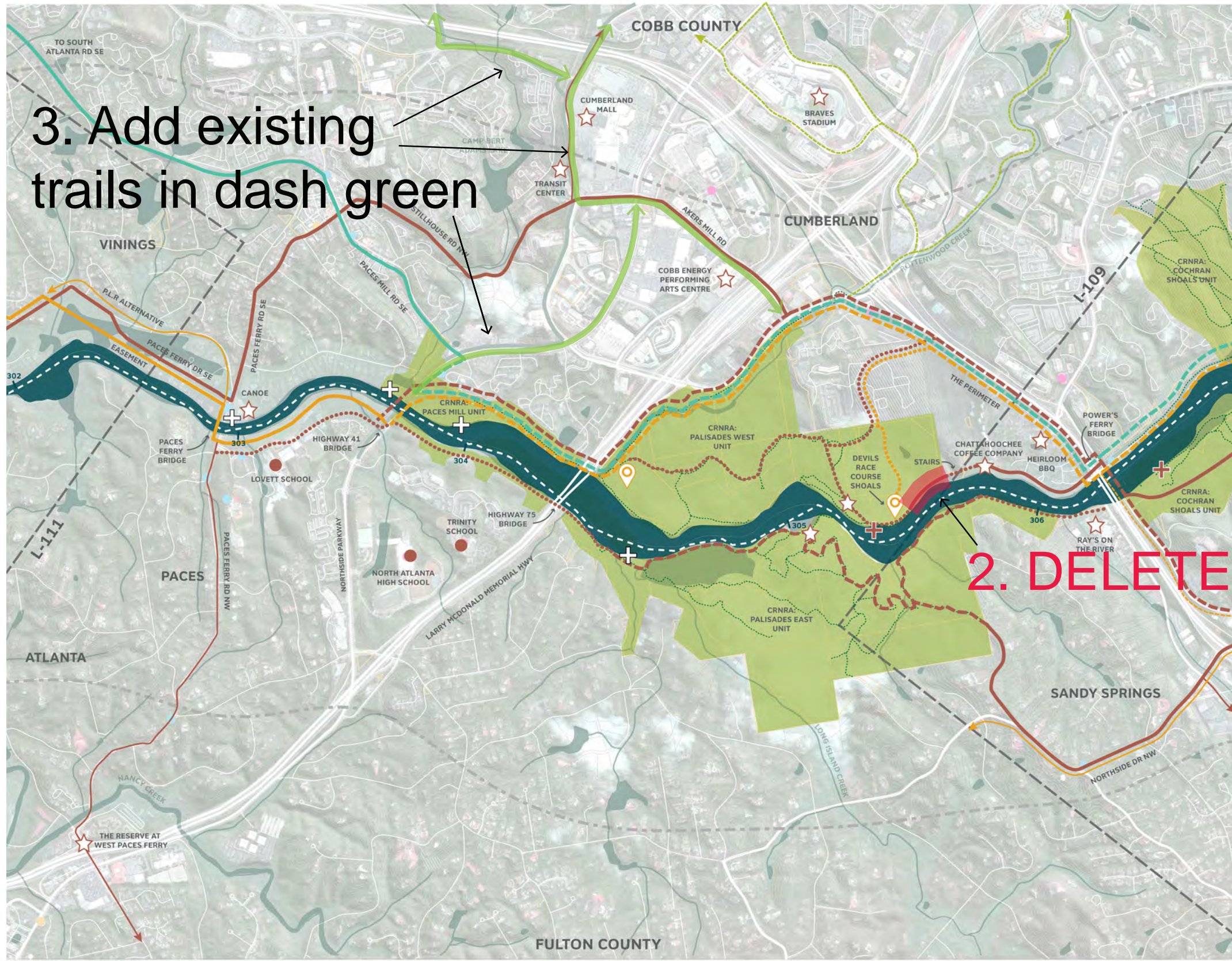
LEGEND



SITE PLAN
L-110

MAP L-110: SCANNED COMMENT (6 OF 6)

(COMMENTS FROM ERIC MEYER, COBB COUNTY)

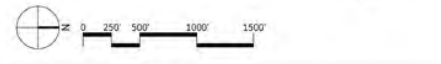


NOTES

Topo there will make it very difficult to make a trail.

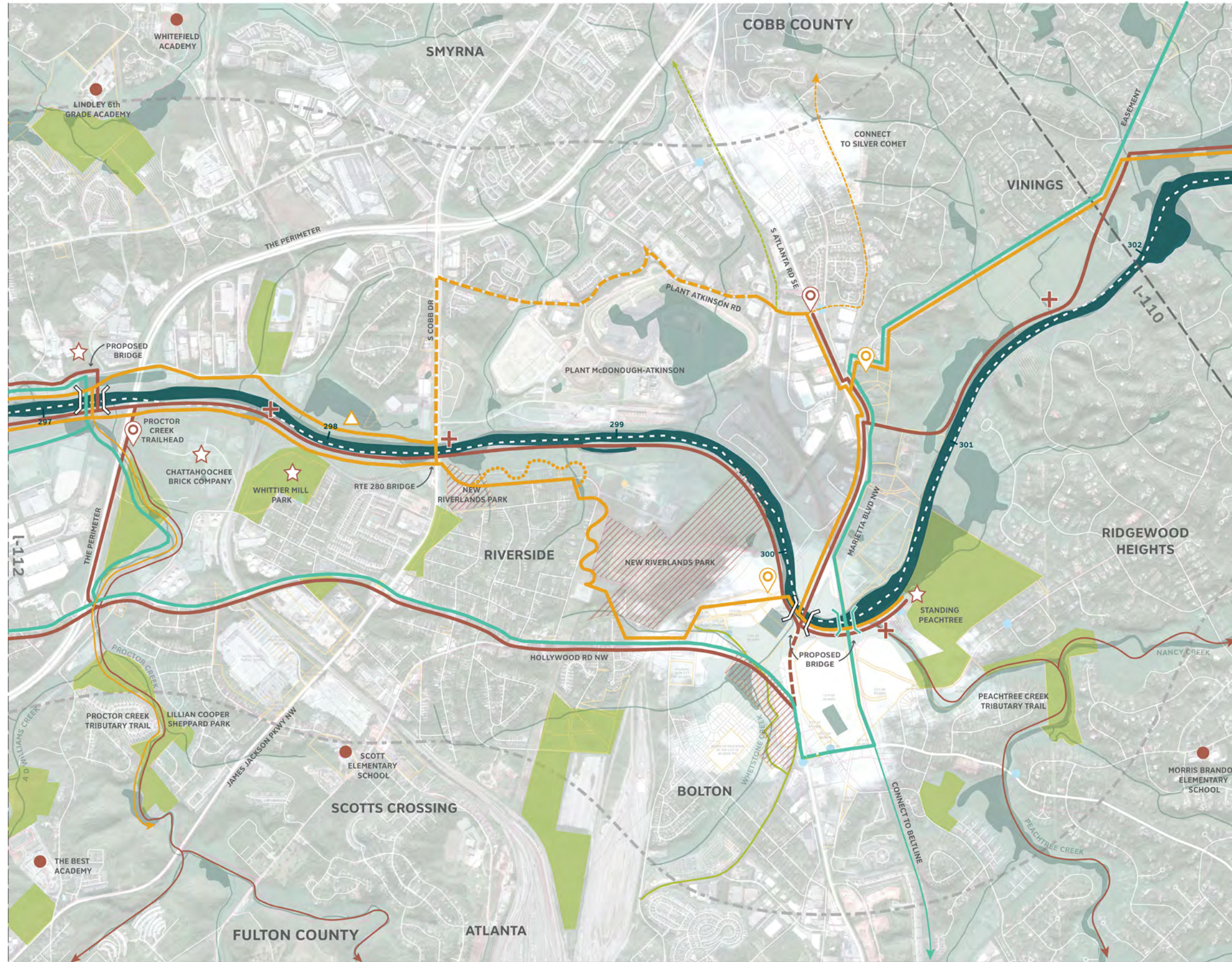
LEGEND

PATH OF LEAST RESISTANCE			
	TRAILHEAD	BOAT LAUNCH	CAMPITE
	BRIDGE	BEACON	DESTINATION
PATH OF LEAST ECOLOGICAL IMPACT			
	TRAILHEAD	BOAT LAUNCH	CAMPITE
	BRIDGE	BEACON	DESTINATION
NETWORK OF DESTINATIONS			
	TRAILHEAD	BOAT LAUNCH	CAMPITE
	BRIDGE	BEACON	DESTINATION
EXISTING			
	TRAILHEAD	BOAT LAUNCH	CAMPITE
	BRIDGE	BEACON	DESTINATION



PROJECT BY: CHATTAHOOCHEE RIVERLANDS
 COUNTY: COBB COUNTY
 TITLE: TRAIL NETWORK
 DRAWN BY: JENNIFER WALKER
 CHECKED BY: JENNIFER WALKER
 DATE: 10/20/2014
 SITE PLAN
L-110

MAP L-111: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

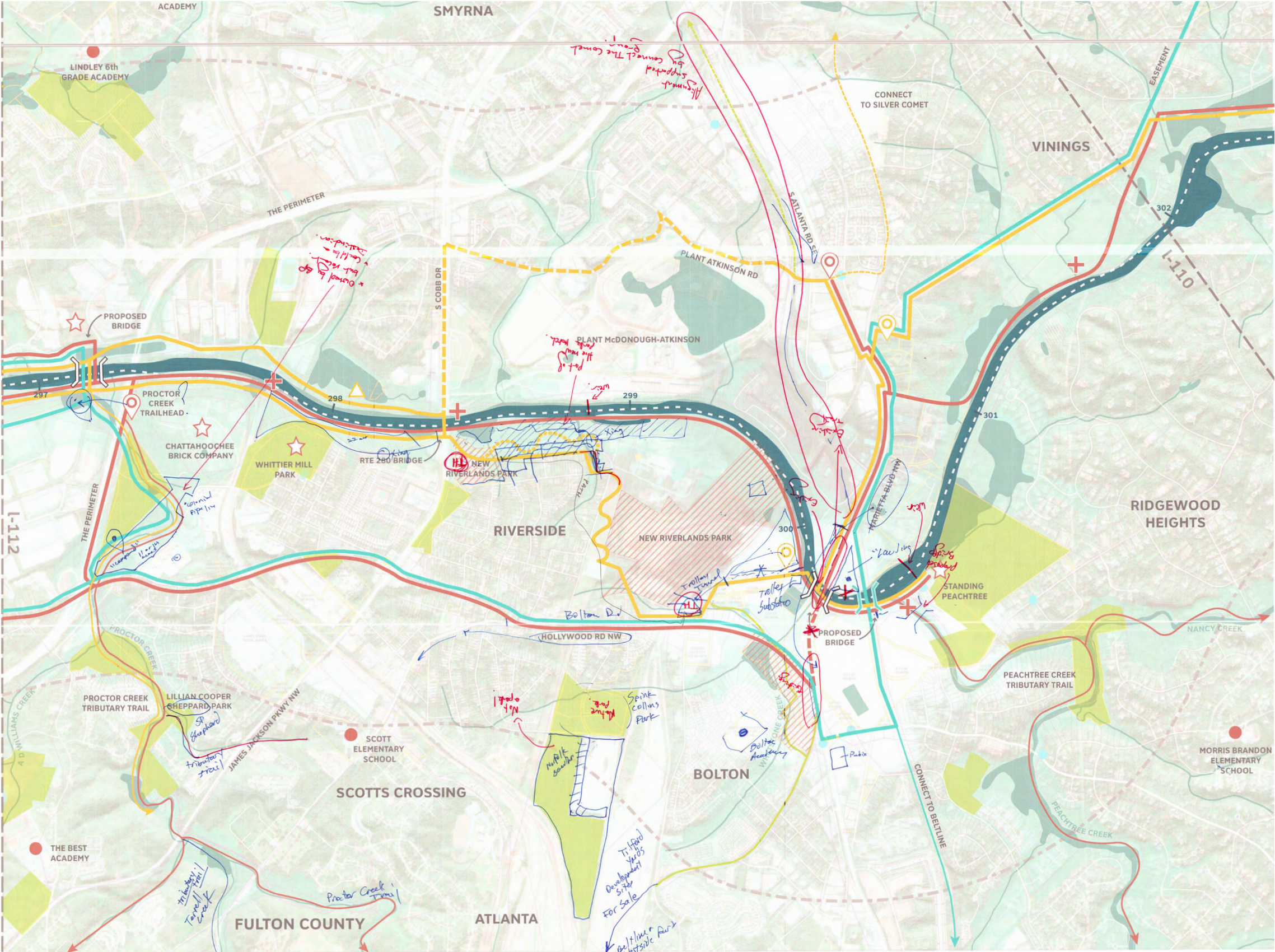
- Future Silver Comet Extension (PATH foundation) – reason to continue trail along South Atlanta Rd.
- Cobb Greenways and Trails plan
- See Richard Dagenhart's Notes

COMMENTS

- Would be great to stay along the river, rather than having to take Marietta Blvd NW / Atlanta Rd
 - Preference for Network of Destinations option in Northern portion of the tile but check ownership – might be going through a subdivision
- Connect the comment extends to Marietta Blvd NW/Atlanta Rd, then expressed preference for Path of Least Resistance on East side of the River
 - See Keith Sharp Notes re: adjustments to Path of Least Resistance alignments on East side of River
- Standing Peachtree would be a good demonstration site
- Consider a trail that connects Chattahoochee Brick to New Riverlands Park / Riverwalk Atlanta with a continuous park and perimeter trail

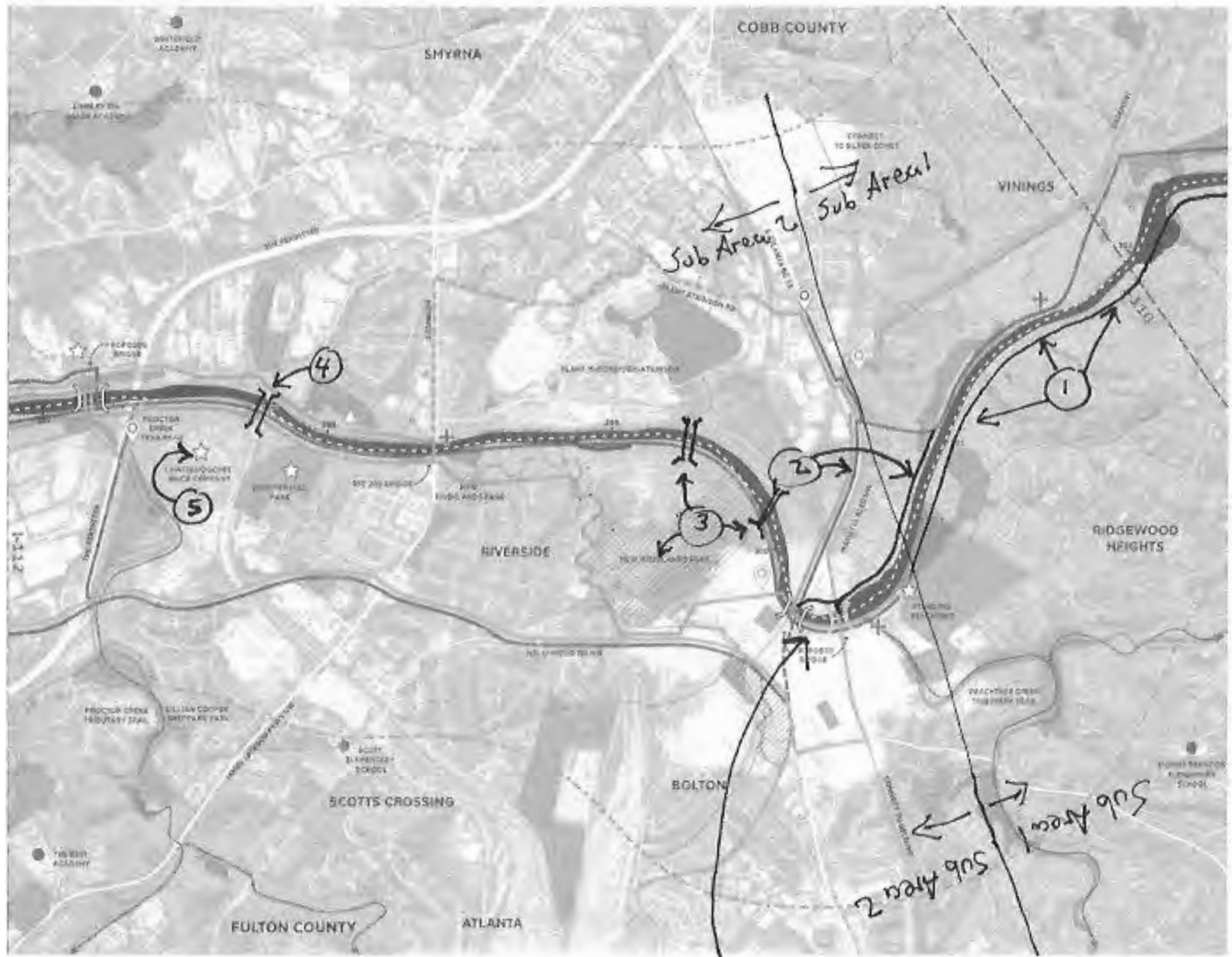
MAP L-111: SCANNED COMMENT (1 OF 3)

(COMMENTS FROM KEITH SHARP, RIVERWALK ATLANTA)

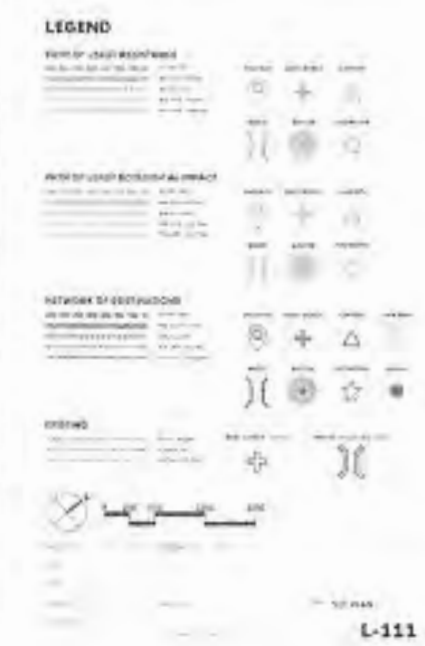


MAP L-111: SCANNED COMMENT (2 OF 3)

(COMMENTS FROM KEITH SHARP, RIVERWALK ATLANTA)

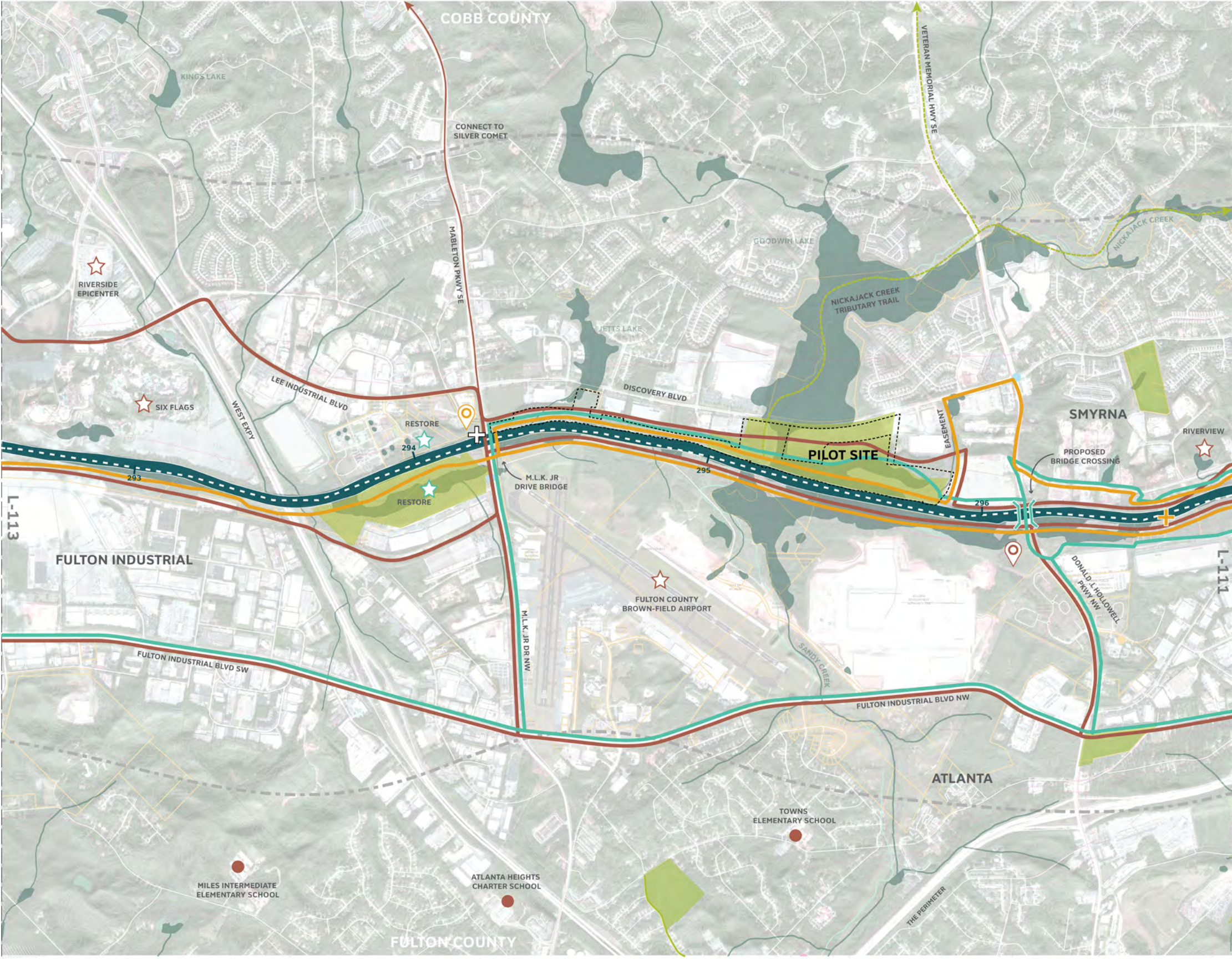


- NOTES**
- ① Explore using this bank? Not an easy choice...
 - ② Stay along river... run trail between river + RL Sutton Water Reclamation Facility? Hate to leave the river + have a trail along a major road.
 - ③ Fantastic! (Park)
Also note: 2 RR bridges
 - ④ RR Bridge
 - ⑤ Is the Chat. Brick Co. site abandoned? Park potential?



SCAPE

MAP L-112: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

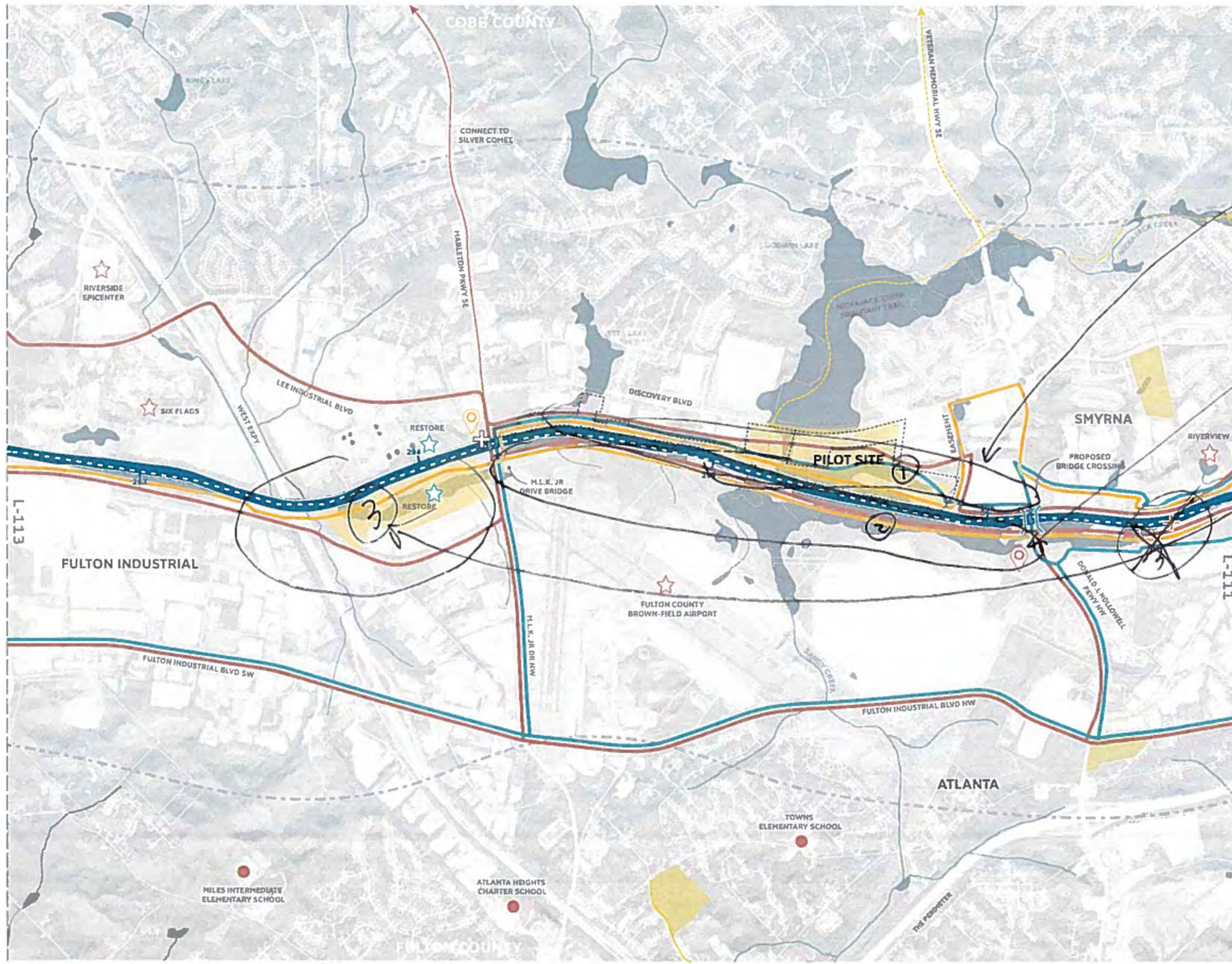
- N/A

COMMENTS

- Restoration opportunities at the mouth of creek that drains from Jett's lake and at the mouth of Nickajack Creek.
 - Also at proposed restoration site at the corner of MLK Jr Drive and the River – indicated preference for riverfront route.
- Jim Santos – Preference for Path of Least Resistance through pilot site, expressed concerns about routes through Fulton County Airport
- Proposed park adjacent to Mableton Parkway SE – now included as one of the demonstration sites.
- Equity opportunities and concerns East of Fulton Industrial – See SAC Notes
- Proposed Eco bridge is a great opportunity, could also “go under”

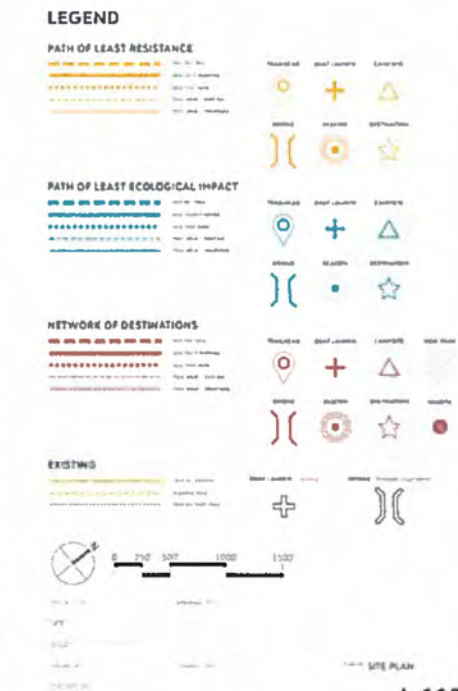
MAP L-112: SCANNED COMMENT (1 OF 2)

(COMMENTS FROM JIM SANTO, ARC)



NOTES

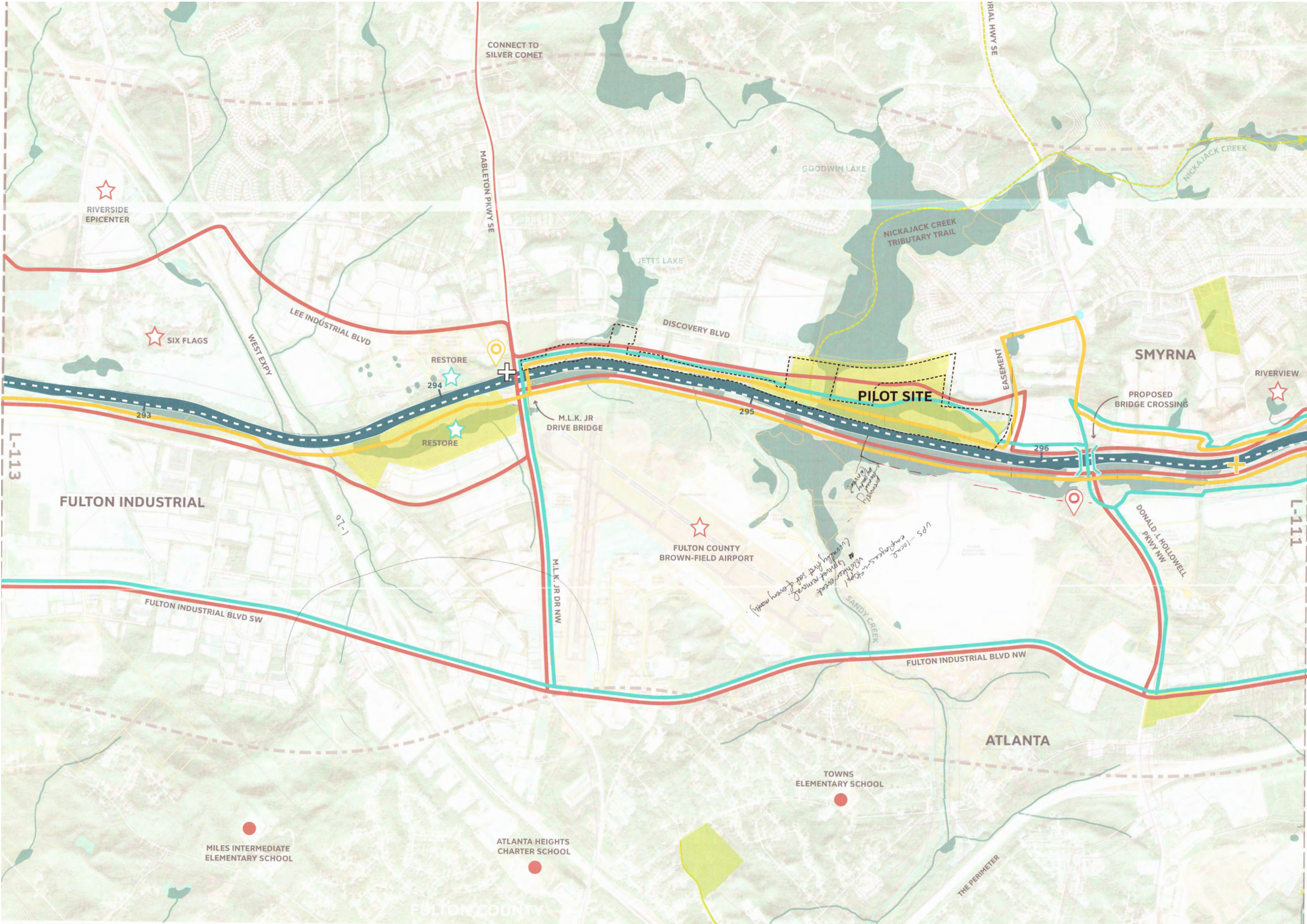
- ① go w pilot site's preferred routing - "destroys" + "easement" route affects historic sites + preferred path
- ② MAY BE ISSUES w/ UPS PROPERTY - 500' setback + lack of available impervious
- ③ ~~Infrastructure~~
- ③ River route feasible - chance for rehab + no vegetation - if not too many wetlands.



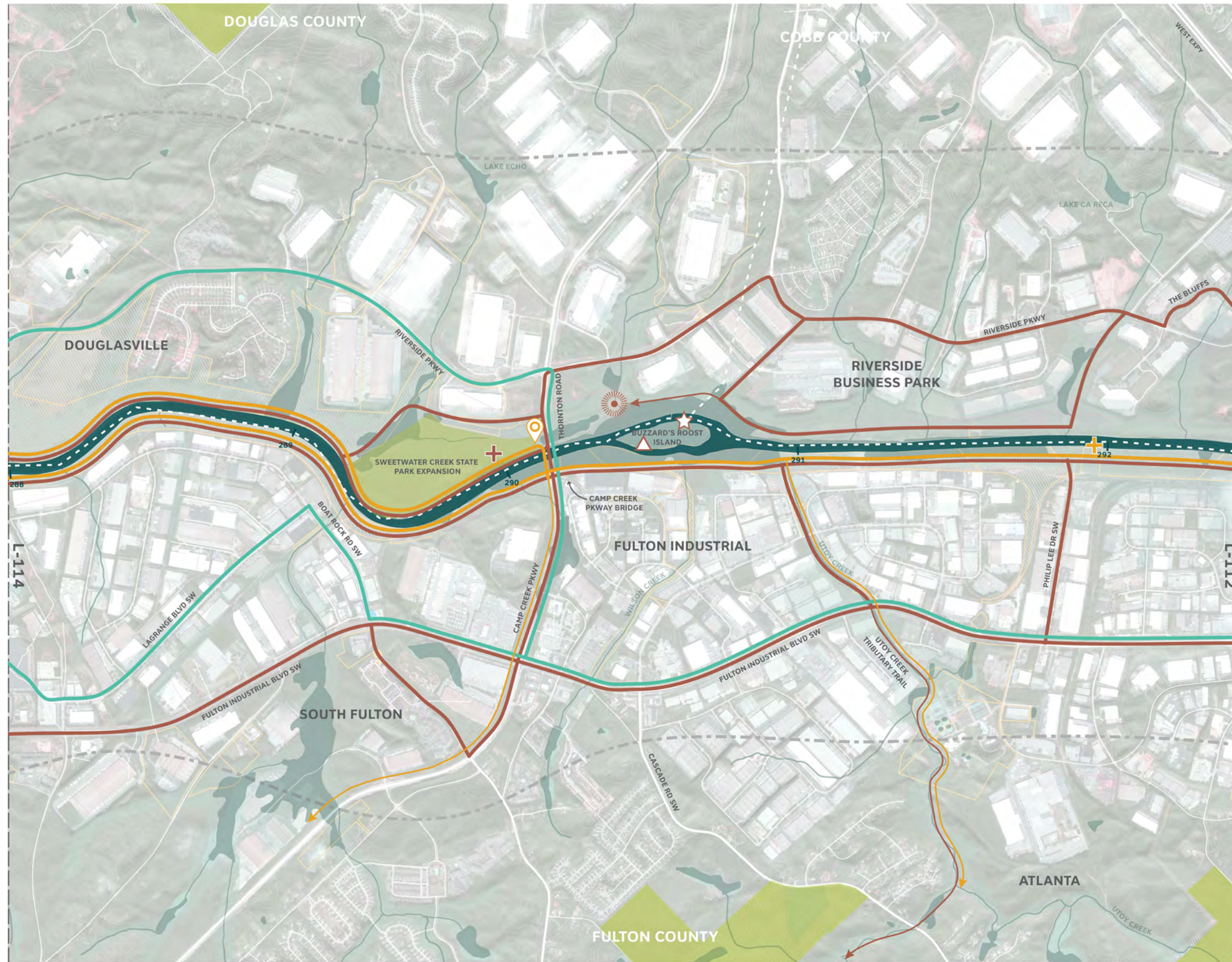
L-112

MAP L-112: SCANNED COMMENT (2 OF 2)

(COMMENTS FROM KEITH SHARP, RIVERWALK ATLANTA)



MAP L-113: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



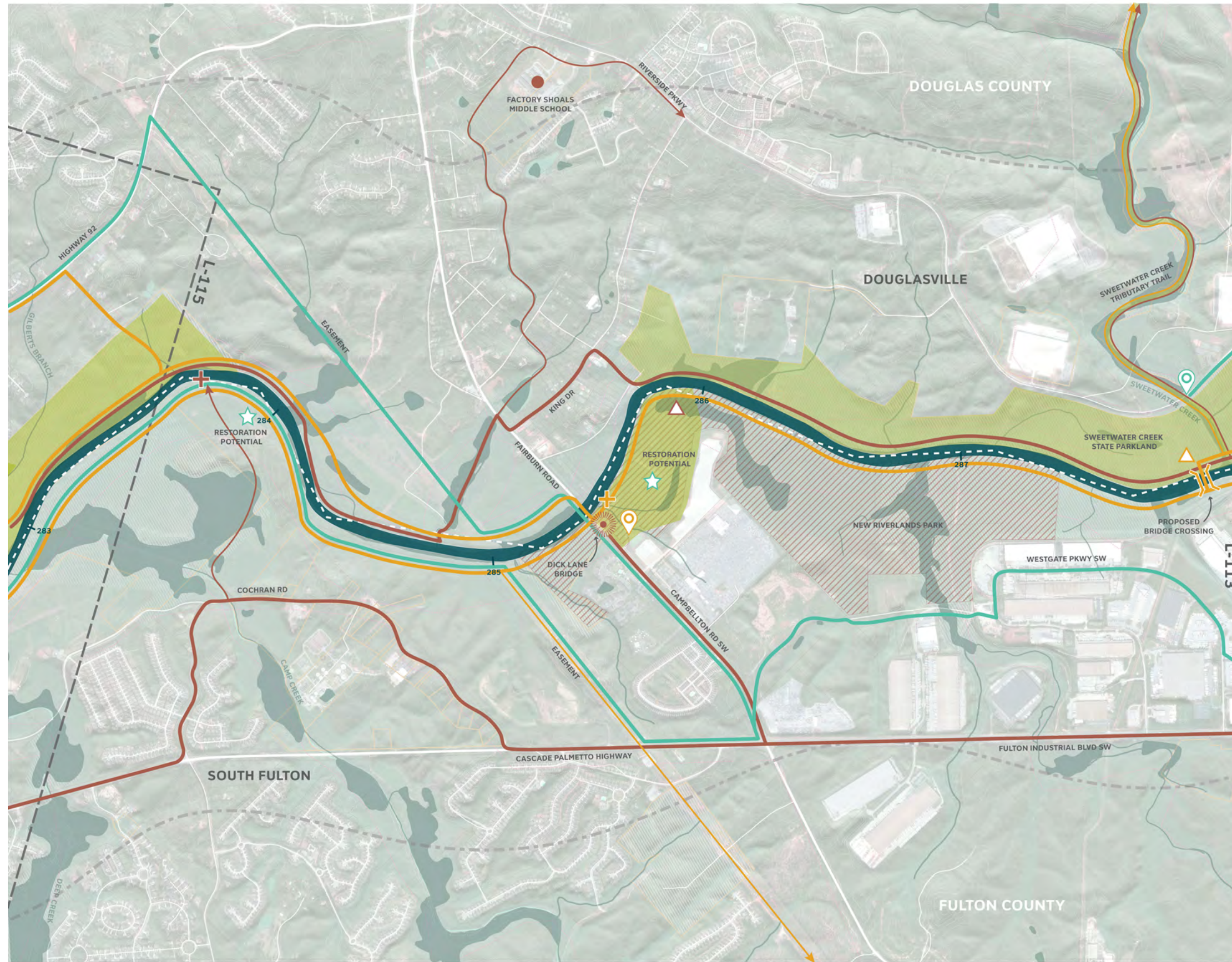
POTENTIAL REFERENCES

- AeroATL greenway plan – has been adopted, and they are moving forward with implementation of model mile projects (Camp Creek Parkway South and east towards ATL airport)

COMMENTS

- Makes sense to pull away from River along Phillip Lee Dr SW and follow Fulton Industrial, returning to river at Camp Creek Parkway
 - However Fulton Industrial and Camp Creek both have a lot of traffic / a lot of heavy trucks (too fast, too wide)
 - Same is true of Riverside Parkway on the West side
- Tributary trail along Camp Creek could extend / provides connection to new mountain bike path
- Need for buffer / remediation south of Proposed Sweetwater Creek State Park Expansion.

MAP L-114: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

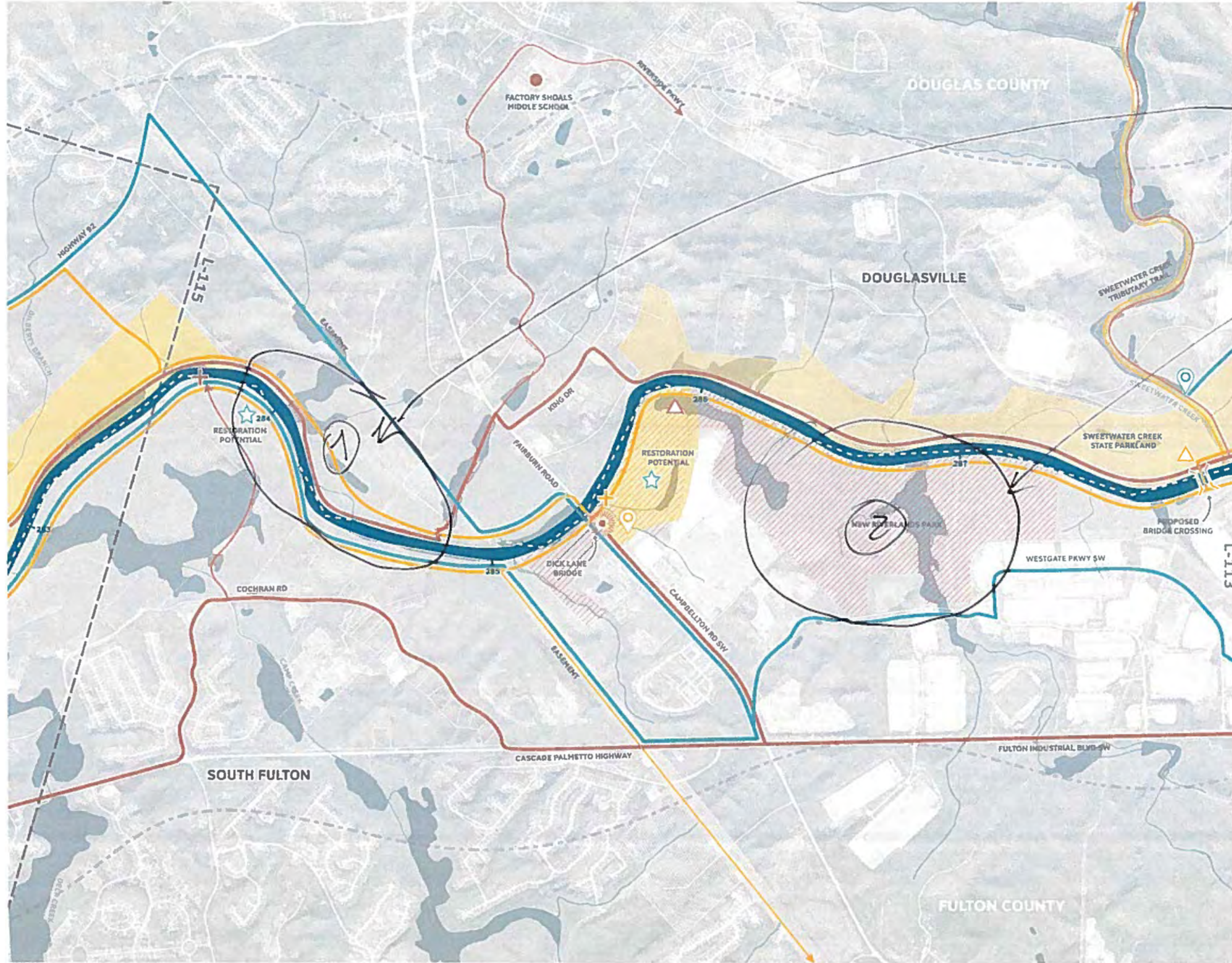
- Look into how much of site proposed for New Riverlands Park is earmarked for development.
- Look into 11 mile trail extension proposed for Boundary Waters to Sweetwater Creek (see notes on L-120)

COMMENTS

- Potential to expand new Riverlands Park
 - to proposed Least Resistance bridge crossing to the North
 - to Camp Creek to the South (See CWG markup)
- Sweetwater Creek State Park would prefer if trail did not go through park on the West side. Instead connecting to existing bike and pedestrian lanes on Riverside Parkway.
- Given the choice between Campbellton Road SW and the Easement, easement might be preferable
- If bridge on Campbellton Road SW is tall enough, it might be better to run the trail underneath existing bridge
- Proposed development on Douglas County side – might be some opportunity in the floodplain
- Bus stops and new sidewalks being implemented on Fulton Industrial Blvd.
- Least Resistance Bridge Proposal – bridge is being rehabbed in the Spring

MAP L-114: SCANNED COMMENT (1 OF 1)

(COMMENTS FROM JIM SANTO, ARC)



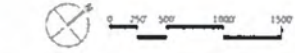
NOTES

ON DOUGLAS SIDE, PROPOSED DEV., BUT OWNER CONCERNED ABOUT ABILITY TO USE FP - MAY BE OPPORTUNITY.

SOME OF THIS AREA IS EARMARKED FOR DEVELOPMENT THOUGH THEY ARE AVOIDING FP

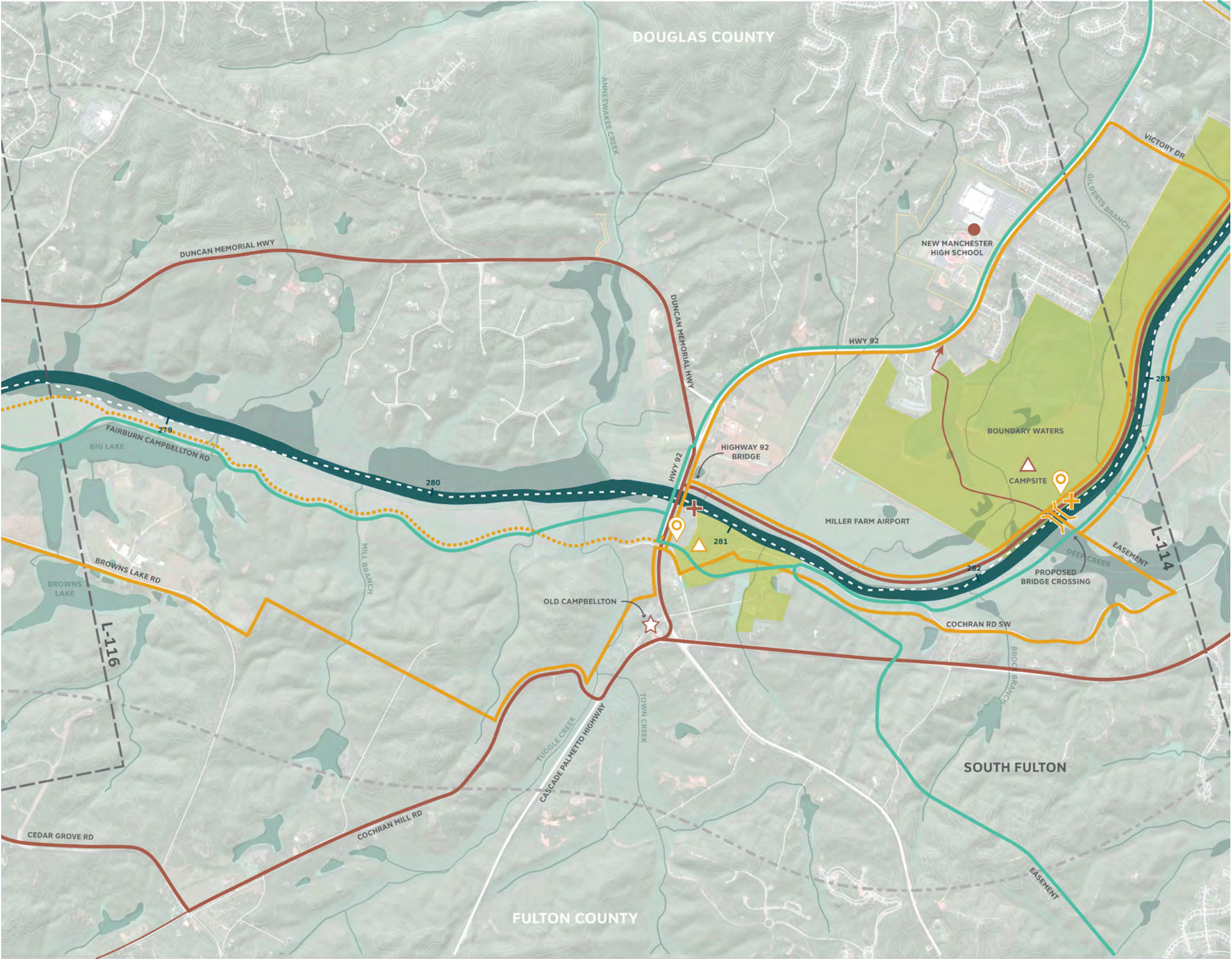
LEGEND

PATH OF LEAST RESISTANCE		Point	Line	Area
(Solid blue line)	(Dashed blue line)	(Blue circle with dot)	(Blue line with cross)	(Blue triangle)
PATH OF LEAST ECOLOGICAL IMPACT		Point	Line	Area
(Solid green line)	(Dashed green line)	(Green circle with dot)	(Green line with cross)	(Green triangle)
NETWORK OF DESTINATIONS		Point	Line	Area
(Dotted red line)	(Dashed red line)	(Red circle with dot)	(Red line with cross)	(Red triangle)
EXISTING		Point	Line	Area
(Yellow hatched area)	(Blue hatched area)	(Yellow circle with dot)	(Blue line with cross)	(Blue triangle)



DATE: 10/11/2017
 SCALE: 1" = 1000'
 SHEET NO: 1 OF 1
 SITE PLAN
 L-114

MAP L-115: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

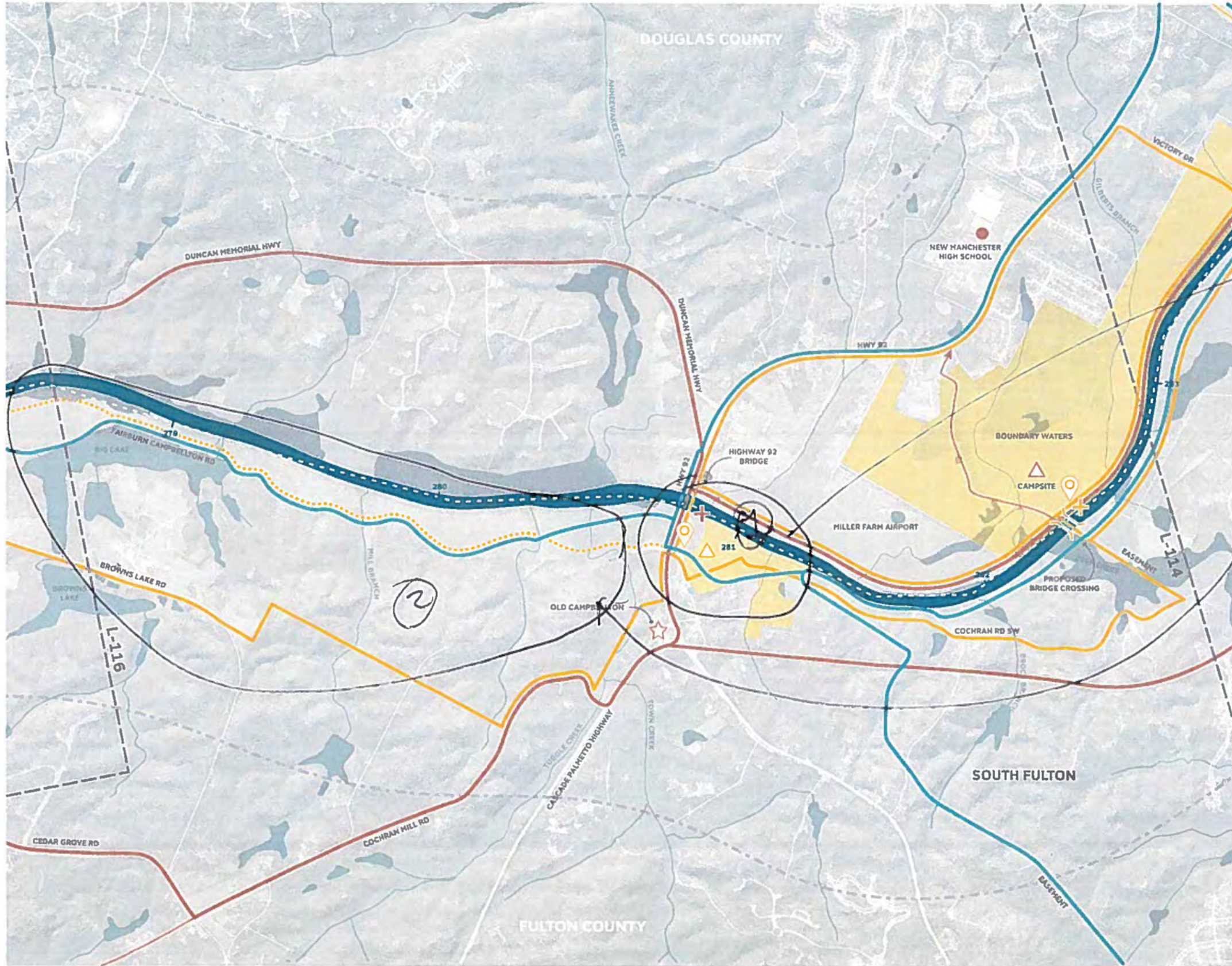
- N/A

COMMENTS

- There is not a lot / enough room to fit multi-use trail on existing bridge – mind need to consider parallel or cantilevered structure
 - Alternate location proposed in SAC document

MAP L-115: SCANNED COMMENT (1 OF 2)

(COMMENTS FROM JIM SANTO, ARC)



NOTES

① WORK w/ CITY OF CHATT MILLS - DEVELOPING PARK + BOAT RAMP.

ACTIVE HORSE FARM / EVENTS - PRIVATELY OWNED BUT MAY BE WILLING TO TAKE - BE FLEXIBLE ON ROUTING

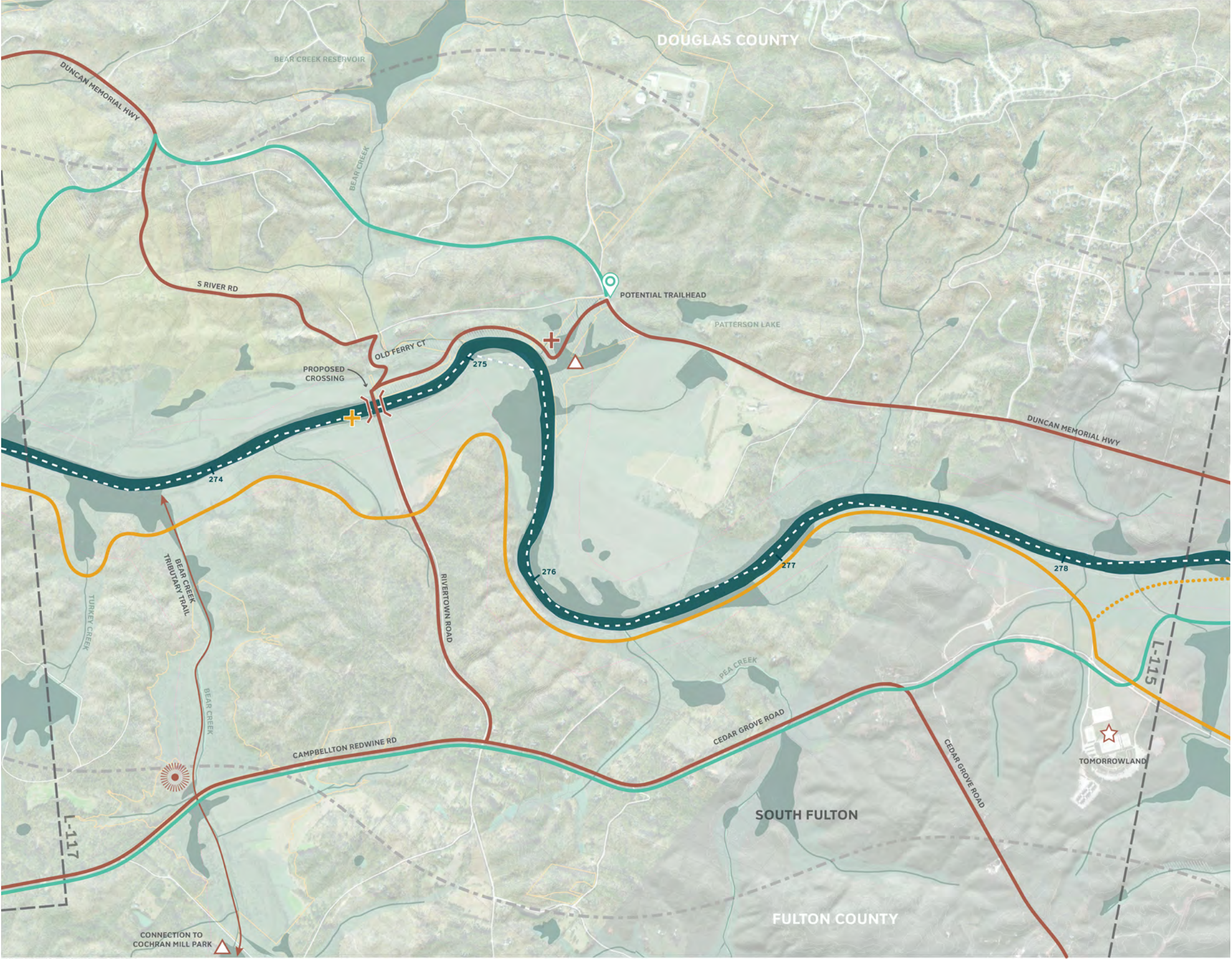
LEGEND

PATH OF LEAST RESISTANCE		Point	Line	Area
Path of Least Resistance	Path of Least Ecological Impact	Point	Line	Area
Network of Destinations	Existing	Point	Line	Area



L-115

MAP L-116: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



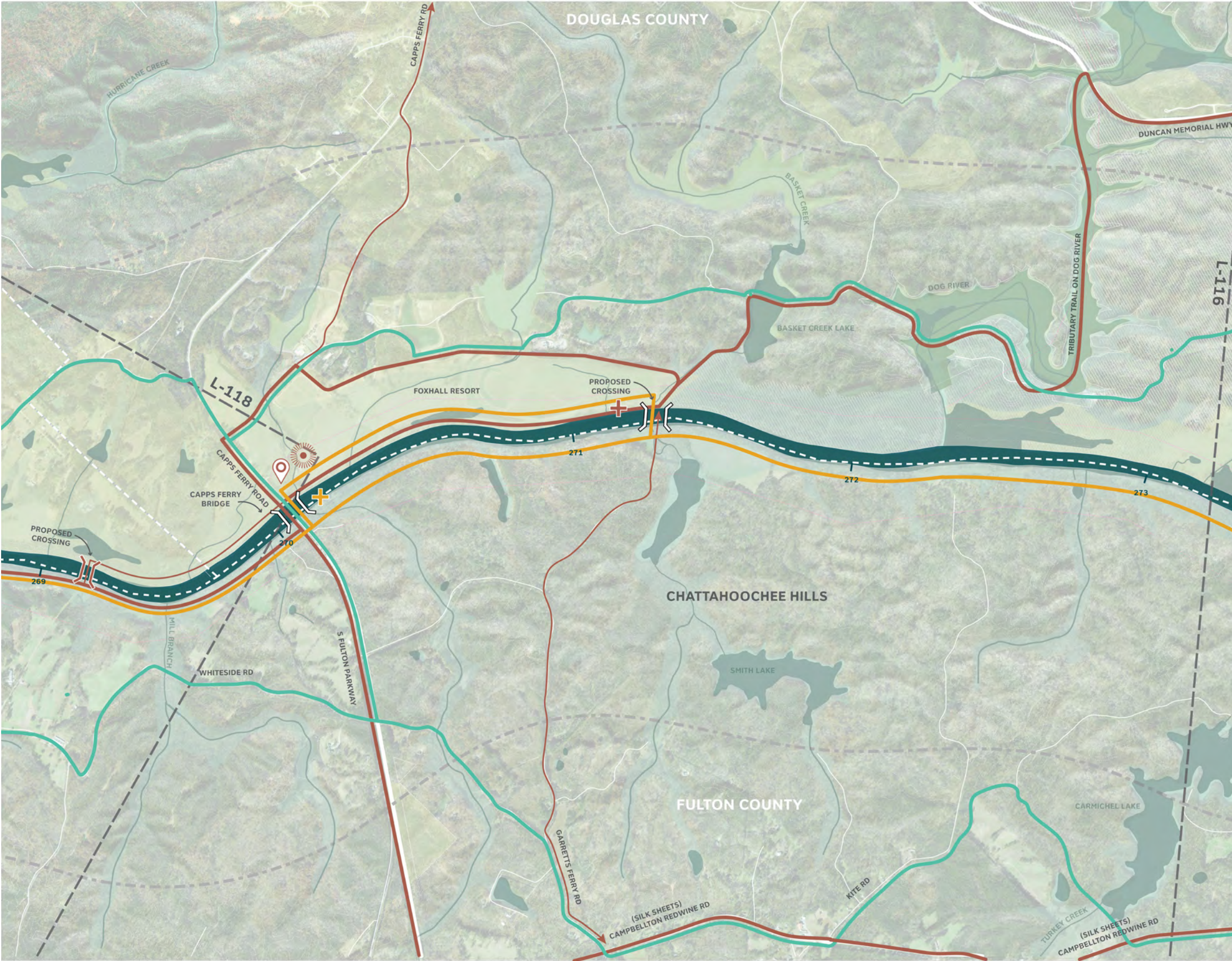
POTENTIAL REFERENCES

- Foxhall – Work with them, as they start to develop property. They're receptive to boat ramp and path alignments for path of least resistance

COMMENTS

- Lease Resistance path along East Side of the River seems like preferred option
- Landowner's master plan includes potential tri-athlete training facility which will include 14 miles of multi-use trails, much of which aligns with the path of least resistance leading up towards Campbellton Park.
 - Developer would be the primary partner in achieving this alignment with the understanding that any path system along the river MUST be accessible to the public.
 - Landowner intends for trail system along the Bear Creek tributary (through the water authority property) to connect back to Cochran Mill Park.
- Public greenspace is also being considered at the proposed crossing (pumpkin town). This would be ideal for a crossing and historic site.

MAP L-117: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

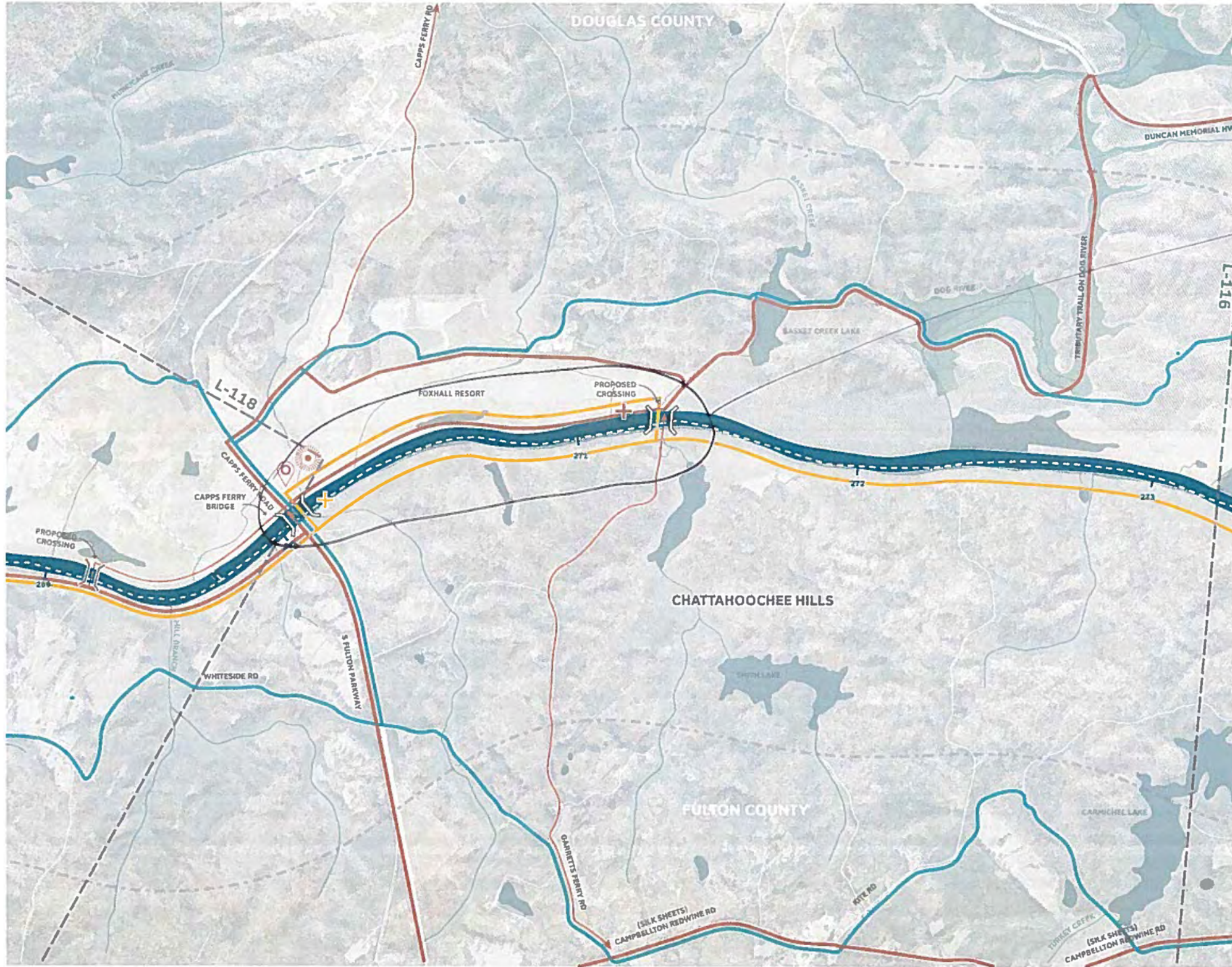
- Foxhall – Work with them, as they start to develop property. They're receptive to boat ramp and path alignments for path of least resistance

COMMENTS

- Path of Least Resistance is preferred up to Capps Ferry Road
- Make sense to stay on Whiteside road in the short term
- Bikelane needed on South Fulton / Capps Ferry Crossing and path alignment achievable via right of way with City of Chattahoochee Hills

MAP L-117: SCANNED COMMENT (1 OF 1)

(COMMENTS FROM JIM SANTO, ARC)



NOTES

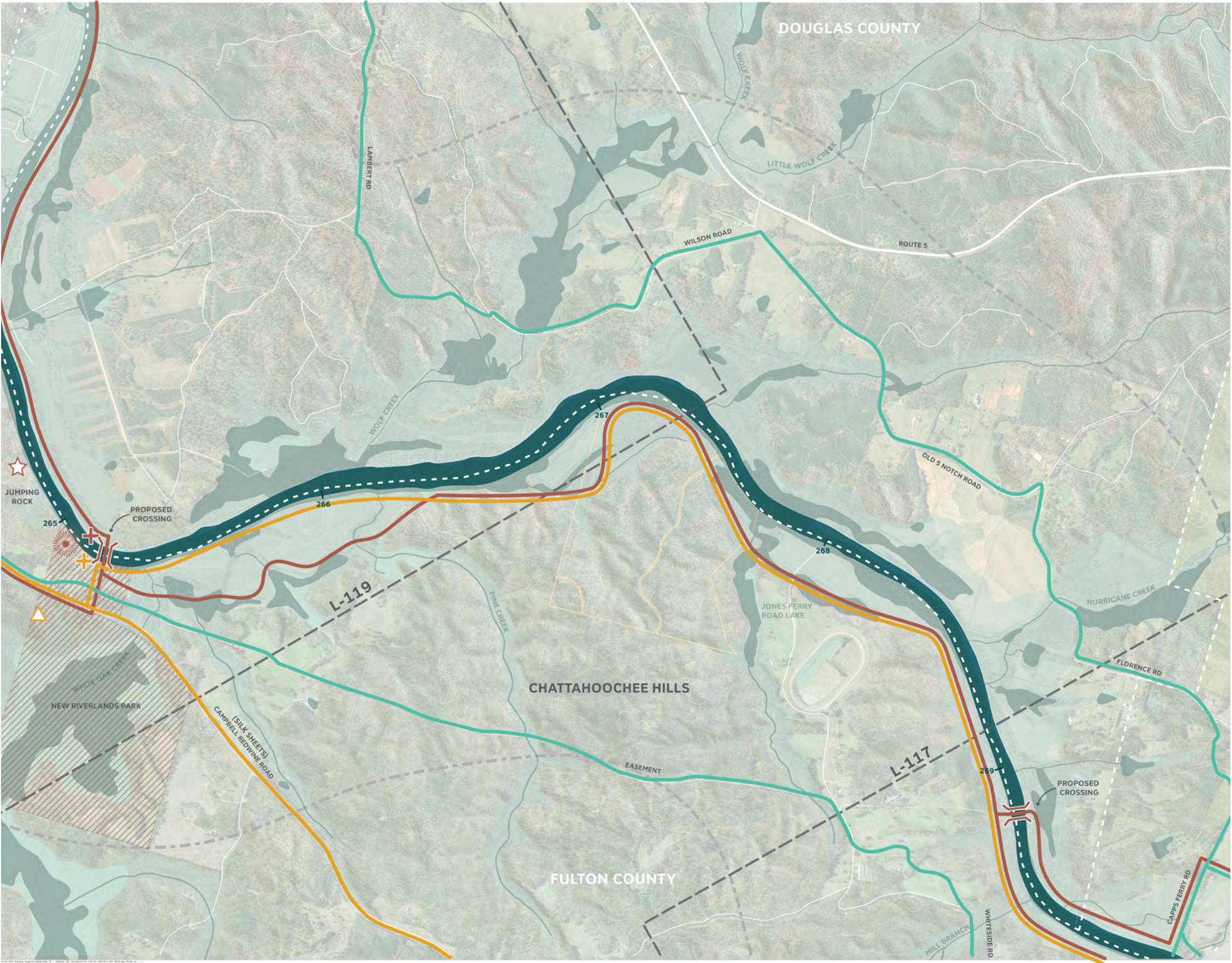
UNWR W FOXHALL - THEY ARE STARTING TO DEVELOP THE PROPERTY TO FUEL BUCCO-OUT

LEGEND

PATH OF LEAST RESISTANCE	POINT	LINE	AREA
(Solid yellow line)	(Yellow circle with cross)	(Yellow line with cross)	(Yellow triangle)
(Dashed yellow line)	(Yellow circle with dot)	(Yellow line with dot)	(Yellow star)
(Dotted yellow line)	(Yellow circle with cross-hatch)	(Yellow line with cross-hatch)	(Yellow square)
(Solid blue line)	(Blue circle with cross)	(Blue line with cross)	(Blue triangle)
(Dashed blue line)	(Blue circle with dot)	(Blue line with dot)	(Blue star)
(Dotted blue line)	(Blue circle with cross-hatch)	(Blue line with cross-hatch)	(Blue square)
(Solid red line)	(Red circle with cross)	(Red line with cross)	(Red triangle)
(Dashed red line)	(Red circle with dot)	(Red line with dot)	(Red star)
(Dotted red line)	(Red circle with cross-hatch)	(Red line with cross-hatch)	(Red square)
(Solid black line)	(Black circle with cross)	(Black line with cross)	(Black triangle)
(Dashed black line)	(Black circle with dot)	(Black line with dot)	(Black star)
(Dotted black line)	(Black circle with cross-hatch)	(Black line with cross-hatch)	(Black square)



MAP L-118: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



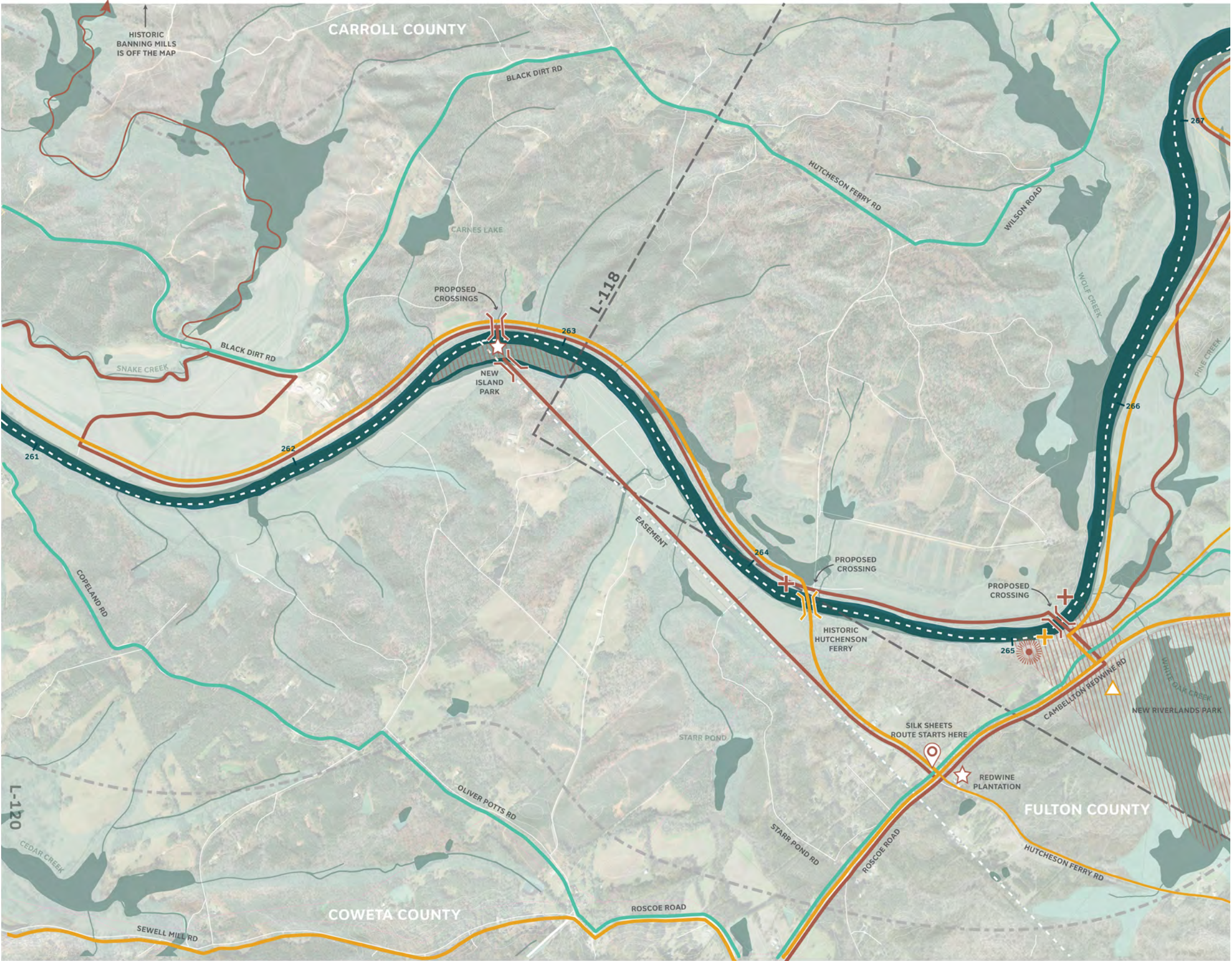
POTENTIAL REFERENCES

- N/A

COMMENTS

- Landowners along path or least resistance and path of destinations (on Eastern Riverbank) are civic-minded
- New Riverlands Park near White Oak Creek is immediately implementable
- Jumping rock is historic and scenic asset on this section of the river and would represent a viable connection to the Coweta side of Sub-Area 3
- Cycling access could extend along Hutchinson Ferry with bridge access across River to Silk Sheets (Campbellton Redwine)

MAP L-119: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

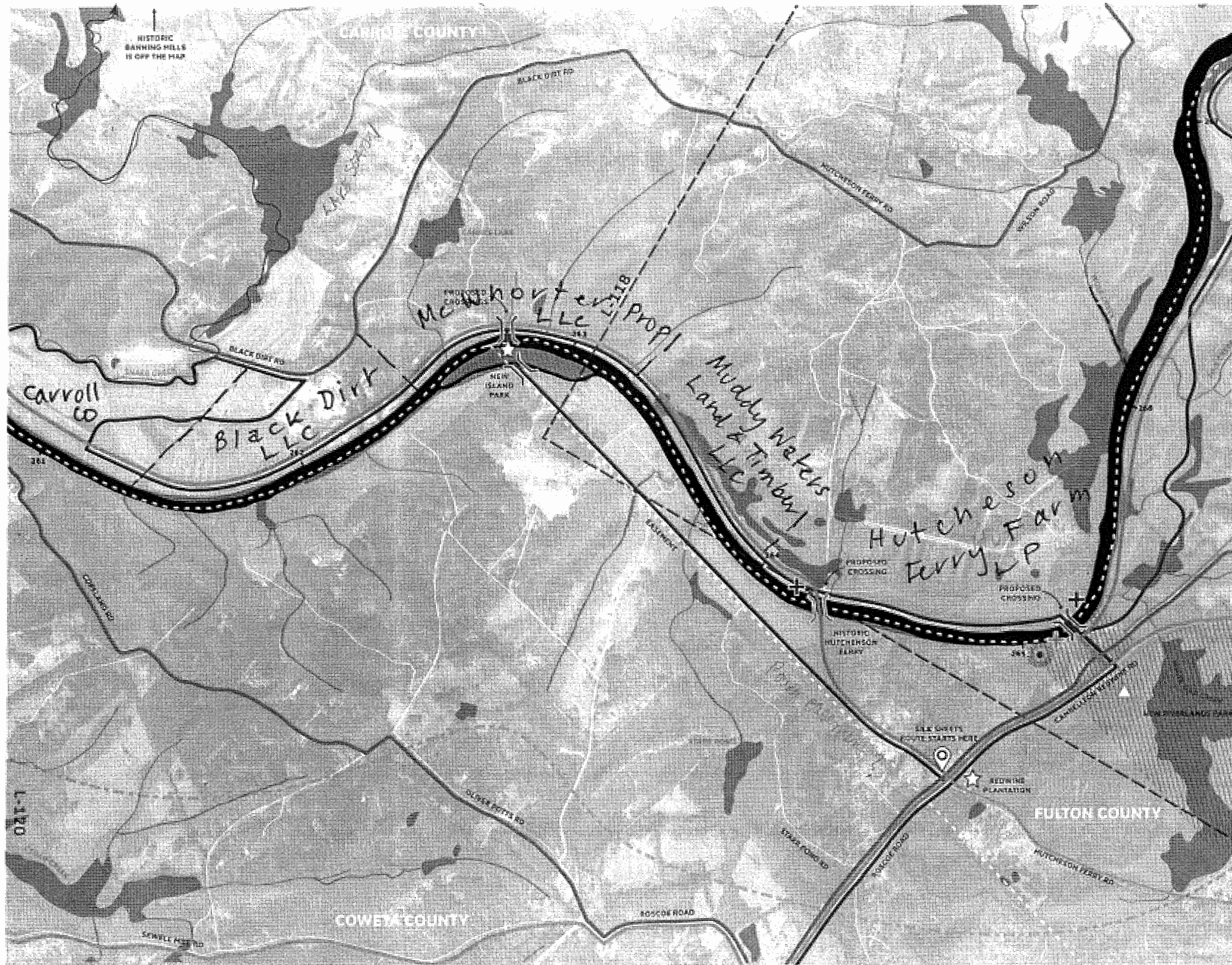
- N/A

COMMENTS

- Path of least resistance on western bank of river follows alignment with the most civic minded landowners.
- Black Dirt Road (Eco option) – is already spectacular for biking and cycling
- FoMR prefers “a gravel path along North (west?) bank of the River.”

MAP L-119: SCANNED COMMENT (1 OF 1)

(COMMENTS FROM FOMR)



NOTES

→ Near Douglas Line
Carroll County (0.0 acres
(Possible location for boat ramp)
1125 Old Five Notch Rd.

Public Land
Carroll Co.

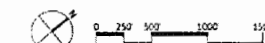
Timber Companies
Muddy Waters

Private Holdings
Hutchinson Ferry Farm
McWhorter LLC
Blackdirt LLC (Sod Farm)

Preference for gravel path
along north bank of
river.

LEGEND

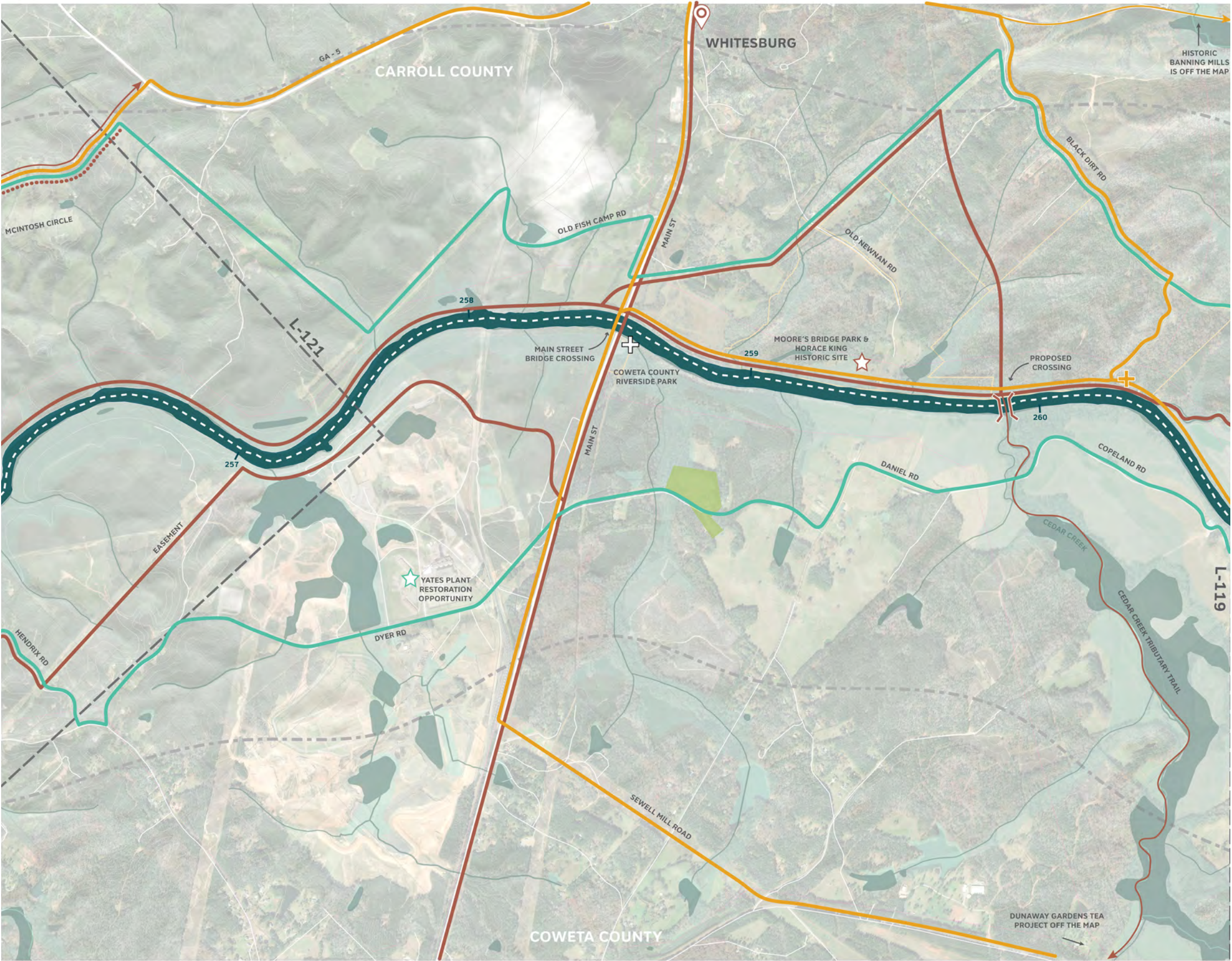
PATH OF LEAST RESISTANCE			
Trailhead	Boat Launch	Campsite	
Path	Bridge	Impervious	
PATH OF LEAST ECOLOGICAL IMPACT			
Trailhead	Boat Launch	Campsite	
Path	Bridge	Impervious	
NETWORK OF DESTINATIONS			
Trailhead	Boat Launch	Campsite	View Point
Path	Bridge	Impervious	Structure
EXISTING			
Trailhead	Boat Launch	Bridge	Structure



DATE: 10/1/2014
SCALE: 1" = 1000'
PROJECT: NEW ISLAND PARK
SHEET: 1 OF 1
DRAWN BY: [Name]
CHECKED BY: [Name]
DATE: 10/1/2014
SCALE: 1" = 1000'
PROJECT: NEW ISLAND PARK
SHEET: 1 OF 1
DRAWN BY: [Name]
CHECKED BY: [Name]

L-119

MAP L-120: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

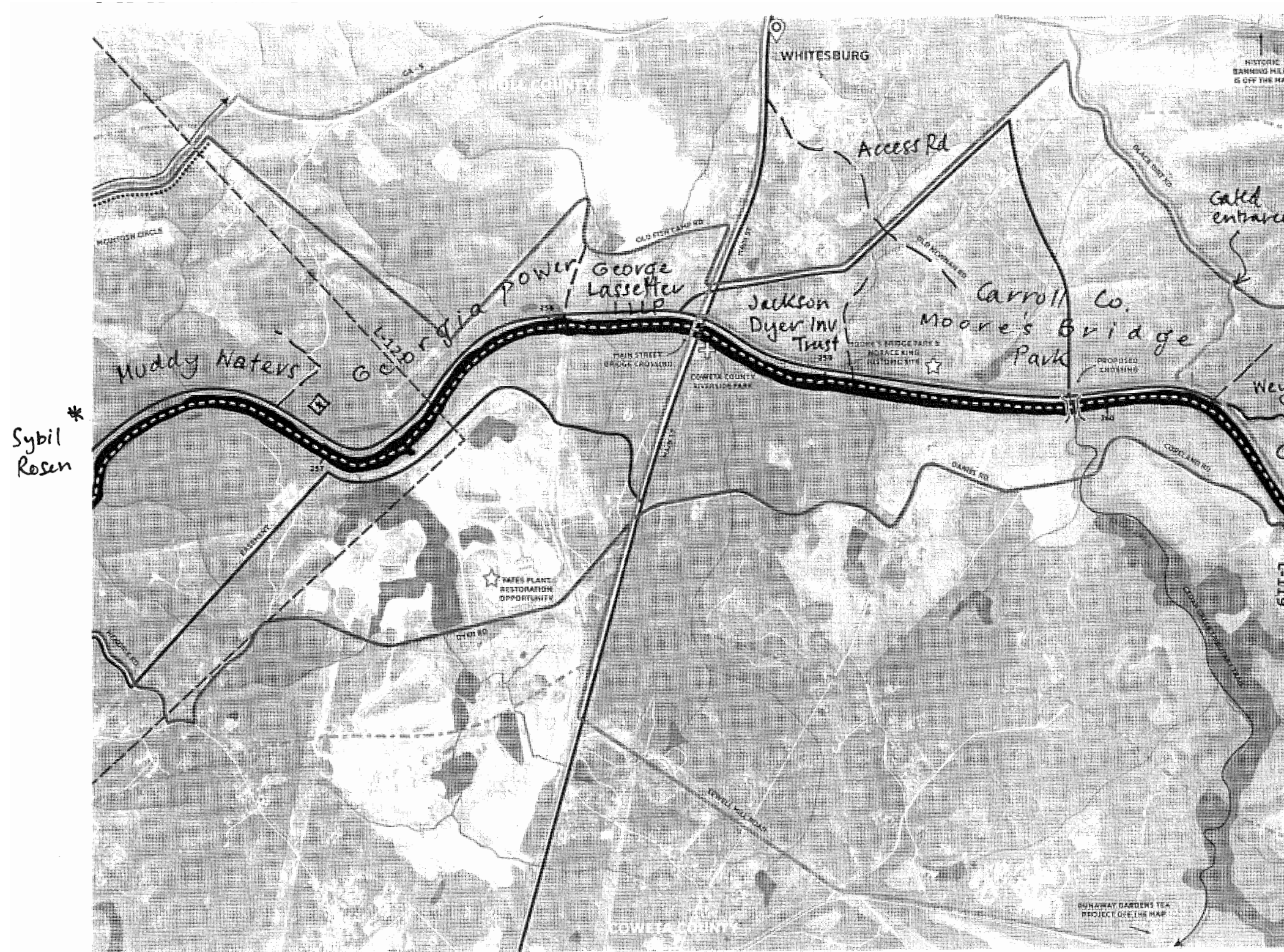
- 15 miles of trails planned for Moore's Bridge Park and McIntosh Reserve by MTB Atlanta and Friends of McIntosh

COMMENTS

- Main Street very dangerous / terrible for bikes
- Daniel Road and Black Dirt Road are appealing cycling roads
- Potential for a pedestrian bridge at the location of the historic Moore's Bridge to connect to Carroll County Park on Eastern Bank of the River
- FoMR – Access road along Old Newnan Road could be extended to boat ramp on River

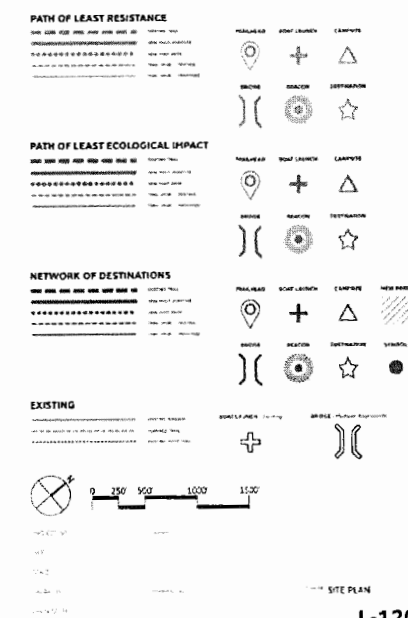
MAP L-120: SCANNED COMMENT (1 OF 1)

(COMMENTS FROM FOMR)

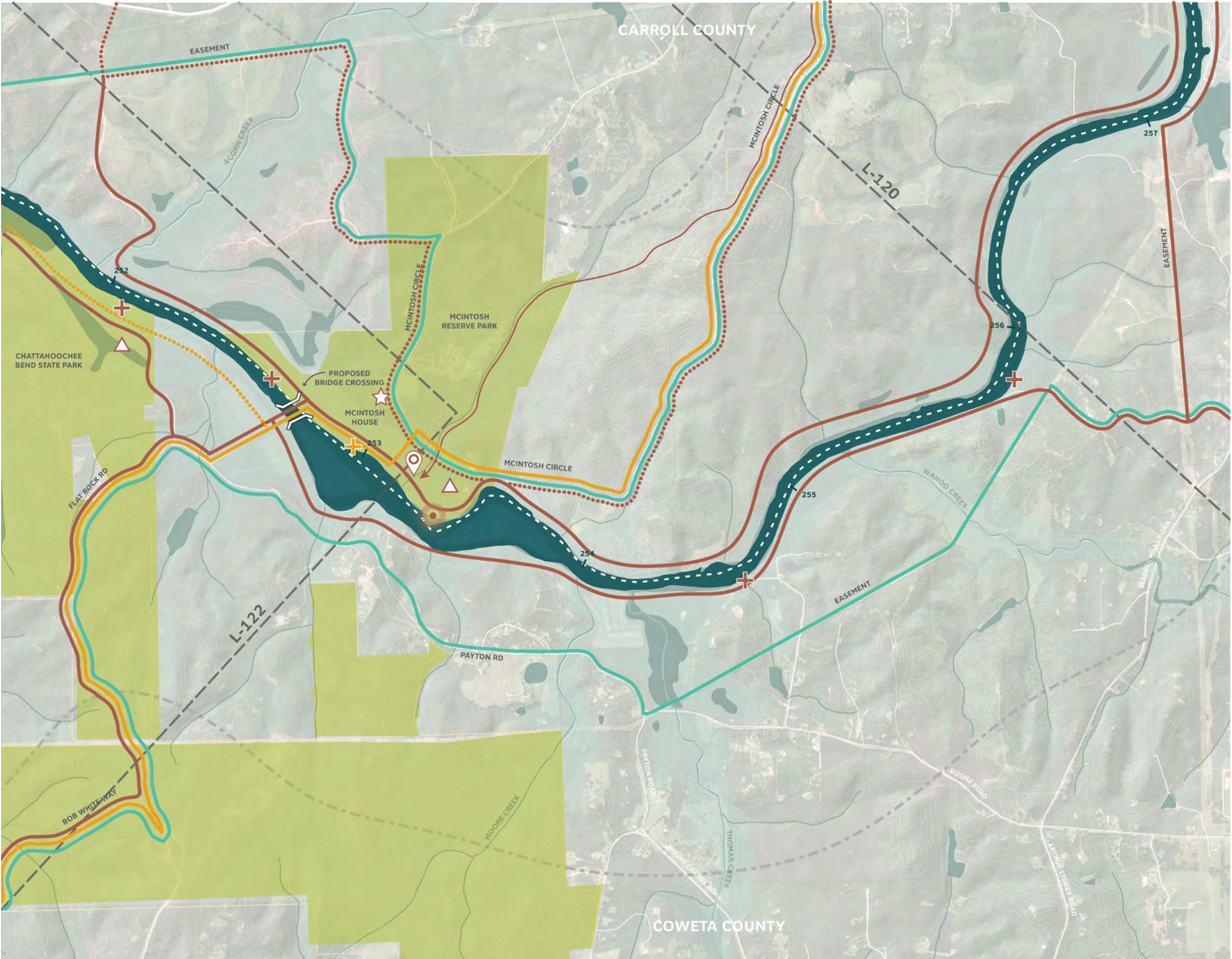


Public Land	Carroll Co
	Moore's Bridge Pk
Georgia Power	
Timber Co's	Muddy Waters
Private Trusts	Jackson Dyer George Lassetter Sybil Rosen
* Moore's Bridge Park needs to be color coded.	
Access road could be extended to boat ramp.	

LEGEND



MAP L-121: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

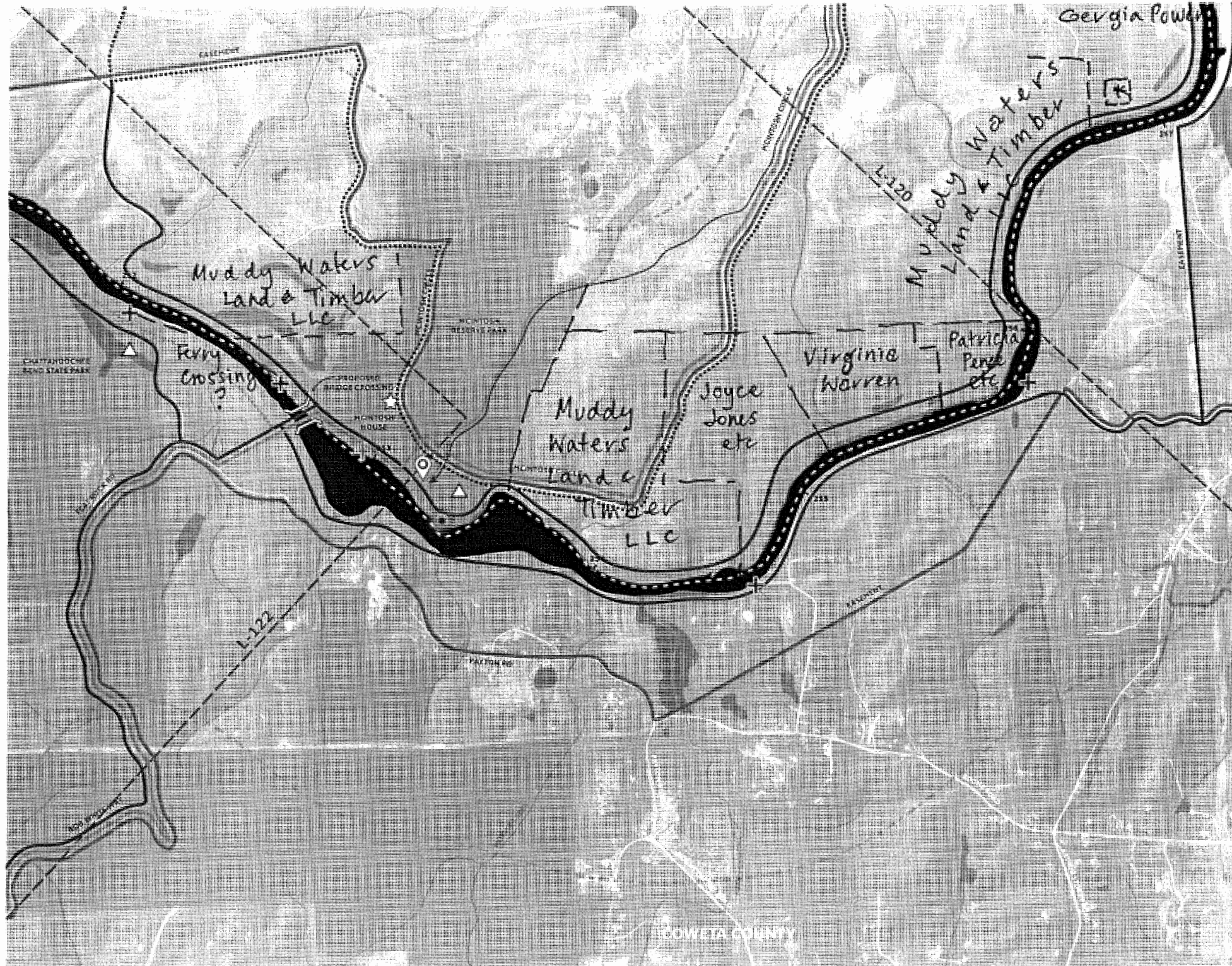
- 15 miles of trails planned for McIntosh Reserve by MTB Atlanta and Friends of McIntosh (see map on previous page)
- Potential crossing at southern end of McIntosh Reserve is being discussed between MTB Atlanta, Friends of McIntosh and Chatt Bend State Park.

COMMENTS

- Crossing / bridge across River from McIntosh Reserve is critical
 - Across island in River seems like another potential bridge location
 - FoMR – Bridge is also a concern because of flooding – ferry might be a better option
- Path of least resistance and path of destinations on west bank of river seem like most appropriate alignments through this section

MAP L-121: SCANNED COMMENT (1 OF 1)

(COMMENTS FROM FOMR)



NOTES Preference - gravel trail along river bank

* Sybil Rosen

Public Land Carroll Co McIntosh Res.

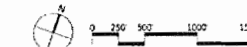
Georgia Power

Timber Companies Muddy Waters
3 holdings

Private Partnerships
Patricia Pence
Virginia Warren
Joyce Jones
Sybil Rosen

LEGEND

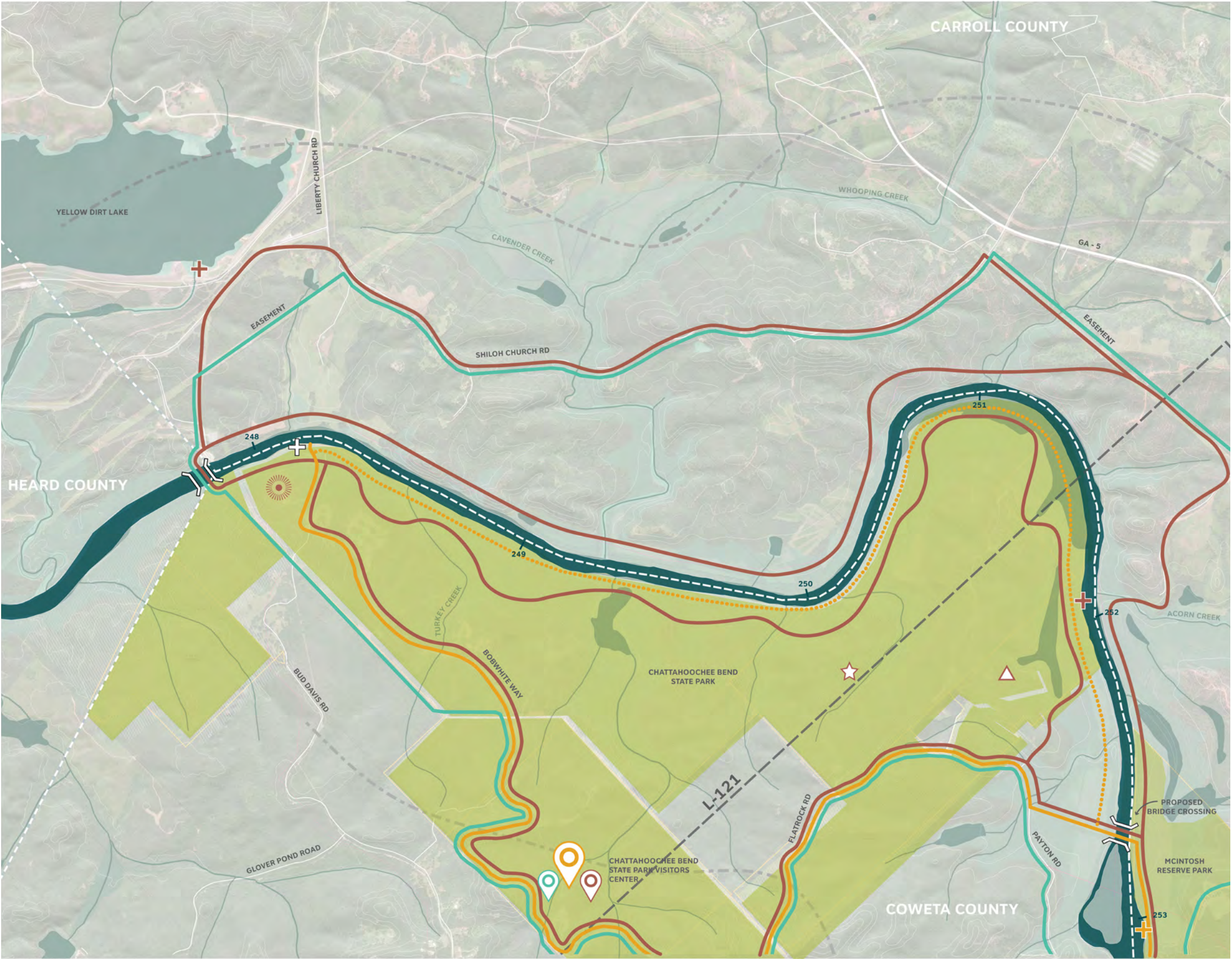
PATH OF LEAST RESISTANCE			
PATH OF LEAST ECOLOGICAL IMPACT			
NETWORK OF DESTINATIONS			
EXISTING			



SITE PLAN
L-121

Bridge at McIntosh is a problem because of flooding
Ferry may be better option

MAP L-122: ALIGNMENT ALTERNATIVES SUMMARIZED NOTES



POTENTIAL REFERENCES

- DNR Trail Plan – 4 Phases
- MTB Atlanta has plans for 20 miles of multi-use trail at Chatt Bend State Park (see ChattahoocheeBend_map_topo)
 - Path of Least Resistance and Network of Destinations Alignments represent the best way to tie into these planned trails

SMYRNA

Loops
Pigeonspur
Stratford
Bunker Mally

Loop
Moss

ET TRAIL

NICKAJACK CREEK

SHOAL BASS STOCKING
The fish is being reintroduced in metro Atlanta.

JOHNSTON'S RIVER LINE
Includes earthworks from the Civil War.

