



ADDENDUM

REQUEST FOR PROPOSAL

CLARKSTON GREENWAY FEASIBILITY STUDY

Date of Addendum Issuance: December 2nd, 2022

Addendum Nos.: #3

Addendum Description: The following edits are to be incorporated into the RFP as follows:

- The City's "Call for Ideas" Feasibility Study submitted to ARC is provided herein as additional reference to the proposers as a supplement to the RFP.

*The exception to the above is the **Scope of Work** section of this grant document. All proposers shall incorporate elements of this **Scope of Work** section that were not included in the RFP Scope of Work section (except as otherwise clarified in addendums and/or "Response to Questions").*

ADDENDUM #3



CITY OF CLARKSTON

“GREENWAY FEASIBILITY STUDY”

The Study’s Purpose and Need, Goals, Objectives and Scope of Services for the City of Clarkston’s LCI “Call for Ideas” grant application are described in the following. The city will request “tactical assistance” through this grant program.

Purpose & Need

Purpose: This Clarkston Greenway project, a proposed 1.5 to 2 mile multi-use trail, will allow for two options. Option one would run parallel to the I-285 and US Highway 78 right-of-way. Option two would follow the South Fork Peachtree Creek floodplain, is to increase safe access to nearby parks, trails, and destinations, aid in short-trip multimodal travel, increase regional connectivity, provide access and equity to under-served communities in Clarkston and unity between abutting jurisdictions.

The feasibility study seeks to gain a better understanding of the opportunities and constraints that exist if the proposed greenway moves into design and construction. To that end, this Feasibility Report provides an evaluation of the proposed project based on social, environmental, cultural and technical analyses.

Need: Through the high use of existing local facilities and advocacy for additional facilities as outlined in the updated DCA Comprehensive Plan, the Clarkston community has prioritized connected, safe, and comfortable non-motorized recreational facilities.

The current active transportation network lacks connectivity between Clarkston and adjoining communities; limiting non-motorized access to critical destinations and recreational amenities. Addressing connectivity, this project will provide multimodal transportation choices, healthier lifestyles, access to the outdoors, a higher quality of life and a more vibrant local and regional character.

Within 1-2 radial miles of Clarkston there are a number of planned trails. From a regional perspective, the “Top End 285” study committee is planning a multi-use plan between the cities of Brookhaven and Tucker, which is a component of the I-285 Express Lane project. Within Clarkston, there are several paved and unpaved trails and paths throughout the city limits, several of which are connected via sidewalks. Unfortunately, the non-motorized transportation network within Clarkston has no existing or planned regional interconnectivity, limiting the attractiveness and utility that a

complete active transportation network would offer. The Clarkston Greenway project will be a critical link between the City of Tucker and unincorporated DeKalb and beyond as the City of Tucker and DeKalb County move forward with their current and future trail projects.

Goals and Objectives

The following “Clarkston Greenway Feasibility Study” goals were developed over the past decade through interacting with the citizens of the community with the following studies and public meetings:

- (a) LCI Study’s performed in 2005 and 2015, and
- (b) The recently completed DCA Comprehensive Land Use Plan, and
- (c) The National Recreation and Park Association (NRPA) “Two-Minute Walk Campaign” Study, and
- (d) ULI TAP Report – 2013, and
- (e) ARC Bicycle Safety and Education Grant - 2017, and
- (f) Public hearings and advisory committee comments in 2015 and 2016 from the recently completed Clarkston City Streetscape Project (PI#0007613), and
- (g) Numerous SPLOST public meetings that were held prior to project implementation of sidewalk and road diet projects from 2017 to 2020:

Meaningful public input led to the city preparing infrastructure plans based on the previous LCI, ULI TAP and DCA reports and studies beginning in 2010. As funding became available through the GDOT LMIG program, CDBG, the 2017 DeKalb SPLOST program, a \$1.1M loan for a wildlife sanctuary, \$3.6M GTIB loan, a \$4.1M earmark appropriation and a \$1.6M ARC grant, the city was able to construct 90% of all projects identified in these planning efforts. The city adhered to most of the recommendations on previous studies and reports and was able to parlay limited city resources (entire municipal budget ranged from \$4M to \$7M since 2010) into a very successful infrastructure program – which is a testament to the cities intent to follow through on this grant application.

The Goals are as follows:

- Inform, educate and solicit input from the public about the greenway on the feasibility of a greenway including regional connectivity to the City of Tucker, unincorporated DeKalb and existing and/or planned active transportation facilities and parks
- Support a safe and secure environment for all users
- Provide connectivity to adjoining neighborhoods

- Provide data on potential regional and local destinations, environmental assets/hazards, and other information that may provide opportunities or challenges to implementing the greenway.
- Evaluate the Greenway alignment options (See Exhibit A) including the preferred/recommended alignment
- Identify potential environmental, cultural and social resources that should have direct access to the greenway
- Determine natural features, social or equity concerns that are opportunities or constraints for greenway construction
- Celebrate experiences of nature while protecting and enhancing riparian corridors, native vegetation and habitat
- Evaluate applicability of consider Smart Trail Technologies
- Provide recommendations that incorporate art and other social elements throughout the Greenway
- Provide preliminary cost estimates for each option including a Greenway phasing plan for implementation
- Develop recommendations for a long term maintenance plan
- Develop meaningful public engagement plans that incorporates equity for all participates and specific plans to ensure availability to the under-served population

Scope of Work

The Scope of Work proposed for this greenway Feasibility Study will be as follows:

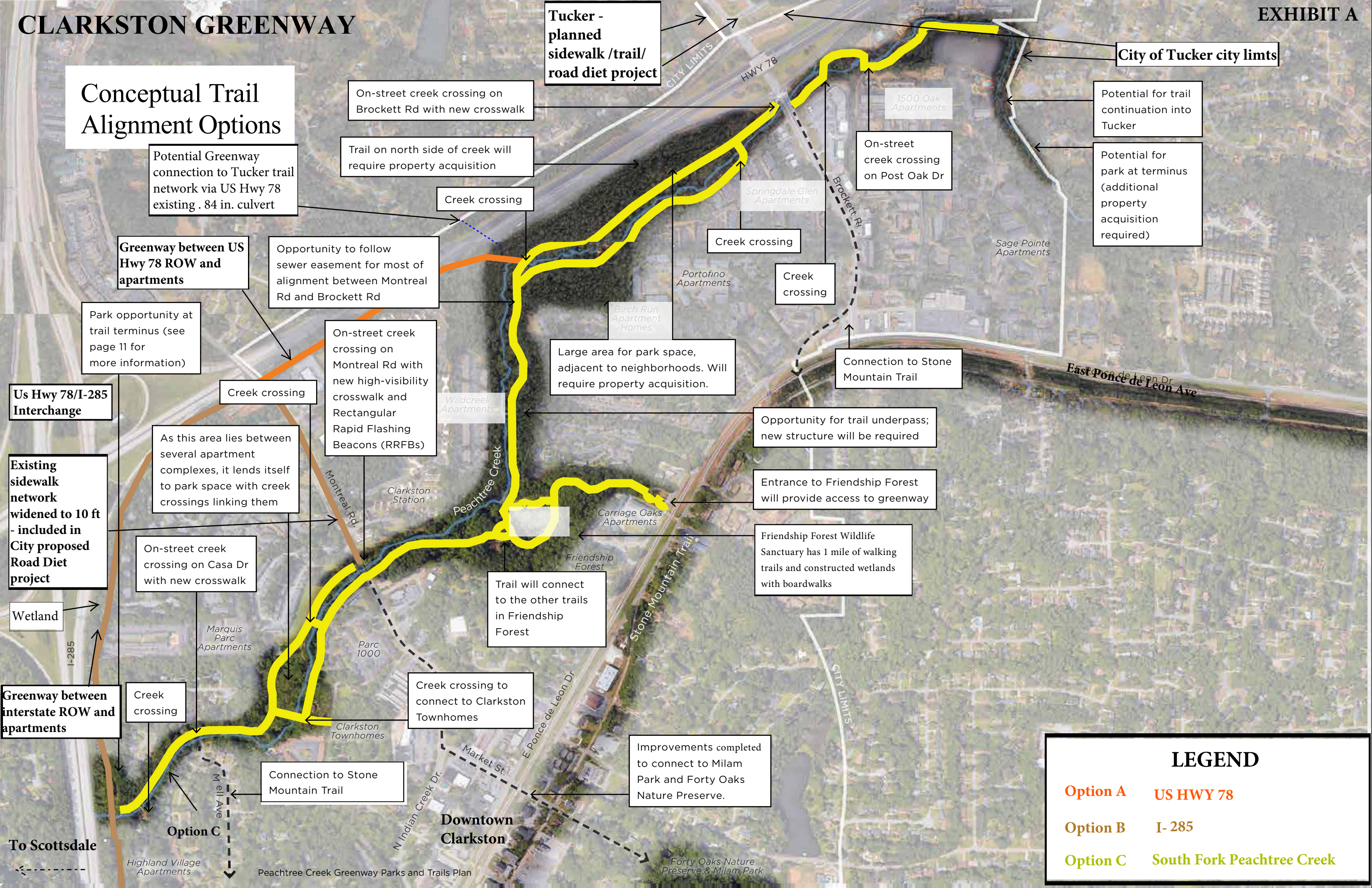
- Data Collection and Analysis
 - Research current and past local and regional trail/sidewalk/path studies
 - Field walk all options to collect relevant data and observe conditions
 - Perform limited survey to collect data on interstate right-of-way, topographic and elevation information, utility footprint, easements for interstate billboards, natural features such as streams, floodplains, wetlands (no specific delineation), mature hardwood specimen trees, etc.
 - Perform an “Existing Conditions & Character Evaluation” that will identify the following; (a) Context – map locations of proposed greenway options (See Exhibit A for preliminary work to-date), study area, city limits, parks, (b) topography and elevations, (c) floodplain and floodway, (d) slopes, (e) water quality and EPD designations – 303d, (f) vegetation and habitat, (g) parcel

identification & deed research (refer to Exhibit B), (h) utility information, (i) land uses

- Demographic, Cultural and Environmental Analysis
 - Demographic analysis should include data on population change, age, race, sex, income, occupation, housing, vehicle ownership, and any other demographic factor influencing bicycle and pedestrian planning.
 - Perform an equity analysis that details the vulnerable populations based on linguistics, race, income, age and education and how the greenway can be designed and positioned to lessened these inequalities
 - Within 2 radial miles of the study area, points of cultural and social interest, historical landmarks, school locations, church locations, parks, affordable housing, etc. will be identified
 - Environmental analysis will include topography, hydrology, floodplain locations, natural areas
- Opportunity and Constraints Analysis
 - Address issues that can be considered opportunities that the greenway can provide if constructed. Examples of opportunities can include connectivity to points of interest, economic development potential, and number of citizens within a walkable or rideable distance to the greenway; with emphasis on the regional connectivity including environmental benefits (i.e. reduce carbon footprint)
 - This section will address barriers that could make implementation of the greenway difficult or infeasible to achieve.
 - Special attention will be given to investigating potential impacts on property owners (see Exhibit B).
 - Analysis of constructability, including potential permitting challenges with regulatory agencies, particularly the U.S. Army Corps of Engineers. FEMA. EPA/EPD and GDOT
- Public Engagement
 - Develop a Project Advisory Committee that utilizes various tools to ensure public awareness and meaningful participation early in the process to planning completion. This will include project branding (logo), press releases, video, public events (pop-up engagements) and surveys. All public engagement activities must be implemented under the lense of a multicultural environment.

CLARKSTON GREENWAY

Conceptual Trail Alignment Options



Tucker - planned sidewalk /trail/ road diet project

City of Tucker city limits

Potential Greenway connection to Tucker trail network via US Hwy 78 existing .84 in. culvert

On-street creek crossing on Brockett Rd with new crosswalk

Trail on north side of creek will require property acquisition

Creek crossing

On-street creek crossing on Post Oak Dr

Potential for trail continuation into Tucker

Potential for park at terminus (additional property acquisition required)

Greenway between US Hwy 78 ROW and apartments

Opportunity to follow sewer easement for most of alignment between Montreal Rd and Brockett Rd

Park opportunity at trail terminus (see page 11 for more information)

Creek crossing

On-street creek crossing on Montreal Rd with new high-visibility crosswalk and Rectangular Rapid Flashing Beacons (RRFBs)

Large area for park space, adjacent to neighborhoods. Will require property acquisition.

Creek crossing

Connection to Stone Mountain Trail

Us Hwy 78/I-285 Interchange

Existing sidewalk network widened to 10 ft - included in City proposed Road Diet project

As this area lies between several apartment complexes, it lends itself to park space with creek crossings linking them

Opportunity for trail underpass; new structure will be required

Entrance to Friendship Forest will provide access to greenway

Friendship Forest Wildlife Sanctuary has 1 mile of walking trails and constructed wetlands with boardwalks

Wetland

On-street creek crossing on Casa Dr with new crosswalk

Trail will connect to the other trails in Friendship Forest

Greenway between interstate ROW and apartments

Creek crossing

Creek crossing to connect to Clarkston Townhomes

Improvements completed to connect to Milam Park and Forty Oaks Nature Preserve.

Connection to Stone Mountain Trail

LEGEND

- Option A** US HWY 78
- Option B** I-285
- Option C** South Fork Peachtree Creek

To Scottsdale

Option C

Downtown Clarkston

The City, given its experience with translation services at numerous public meetings and outreach programs to the refugee population (55% of city population, or 7500 residents, are represented from 59 countries), intends to continue that success with this feasibility study. Various non-profit agencies exist in the city that provide refugee services. Their participation with this study is critical.

- **Technical Analysis**

Upon completion of the Opportunity and Constraints analysis, each of the alignment options and associated spur sections will be evaluated based on evaluation criteria such as; (a) ability to increase visual/physical access to various environmental resources. (b) ability to connect surrounding and adjacent neighborhoods, (c) ability to connect regionally to existing or future trails, sidewalks, paths, etc, (d) ability to avoid/mitigate environmental impacts, (e) ability to ensure equity throughout the planning/design and implementation phases for the underserved members of the population, (f) cost to construct

- **Smart Technology applications**

Applying innovative technology that will set the foundation for improving the “greenway experience” and applications in long term land use planning. The city intends to perform extensive research into the following smart trail innovative technologies to ensure that the product benefits fit appropriately within the context of the greenway setting and can be adapted to the scope and needs of the community.

The City intends to investigate the following:

- Daylight fluorescent aggregate (glow-in-the-dark hardscape materials for bike and pedestrian safety)
- Greenway surface with % of recycled materials that will improve permeability (reduce stormwater runoff)
- Automatic pedestrian and bicycle counters
- Digiscape – use of Wi-Fi throughout the length of the greenway
- Smart benches – solar powered USB-charging ports
- Interpretative panels with bilingual voice commands
- Solar power user safety warning systems

- **Maintenance Plan**

The feasibility study will explore and recommend maintenance solutions if construction of the greenway occurs. This should include estimation of probable cost, resources required, and suggested practices surrounding regular maintenance of the proposed Freedom Greenway

- **Design Guidelines**

Design elements to be applied will consider greenway width, develop greenway cross-sections, impacts to sensitive habitat, use of culverts and bridges for greenway alignment, roadway crossings, earthwork considerations to lessen impact to the environment, visibility for all users through greenway designs that consider horizontal and vertical geometry, to name a few. Standards will be drafted with appropriate images

- Action Plan - Greenway Recommendations
 - Utilizing the data and information collected (sections mentioned above), will set the framework for prioritizing the Options identified in Exhibit A or alternatively, the analysis may result in hybrid option(s)
 - Once an option is thoroughly vetted (public input, social and equity considerations and technical analysis), an Action Plan will be prepared that outlines implementation of the Greenway including project phasing dependent on available short and long term funding.
 - After the completion of the study, transition from the Project Advisory Group to a Implementation Committee
 - Develop an order-of-magnitude “opinion of probable cost” for each recommendation including a phasing approach to implementation; with phasing identified as Phase I - short term (2-5 years), Phase II – medium term (6-10 years) and Phase III – long term (10+ years).
 - Research funding sources

Attachments: Exhibit A – Alignment Options

Exhibit B – Parcel Identification and Limited Deed Research

EXHIBIT B

City of Clarkston Greenway Trail Parcel Identification

Start: US-78 @ Brockett Rd

End: I-285 @ EPDL

Trail Route: South Fork Peachtree Creek

Appx Trail Length: 9,000 Ft. (1.67 miles)

Vacant Lot Designation: City Owned Private

Parcel ID	Parcel Size (acre)	S.F Home	Apartment	Business	Vacant Lot	Floodplain
18 143 08 003	15.19				X	X
18 143 08 004	20.02		X			X
18 143 08 010	18.43				X	X
18 119 01 027	18.52		X			X
18 119 01 022	22.33		X			X
18 119 11 086	2.86				X	X
18 119 01 040*	14.45*				X	X
18 119 01 005*	0.53*				X	X
18 119 01 043*	0.02*				X	X
18 119 01 042*	1.99*				X	X
18 118 03 027	0.61			X		X
18 118 03 029	2.25				X	X
18 118 03 014	25.92		X			X
18 118 03 013	0.54			X		X
18 118 07 001	11.74			X		X
18 118 01 012	2.20				X	X
18 097 11 057	6.62	X				X
18 097 11 056	5.82		X			X
18 097 11 058	0.82	X				X
18 097 11 034	1.44	X				X
18 097 11 097	0.48	X				X
18 097 11 096	0.58	X				X
18 097 11 095	0.38	X				X
18 097 11 094	0.49	X				X

City of Clarkston Greenway Trail Parcel Identification

Start: US-78 @ Brockett Rd

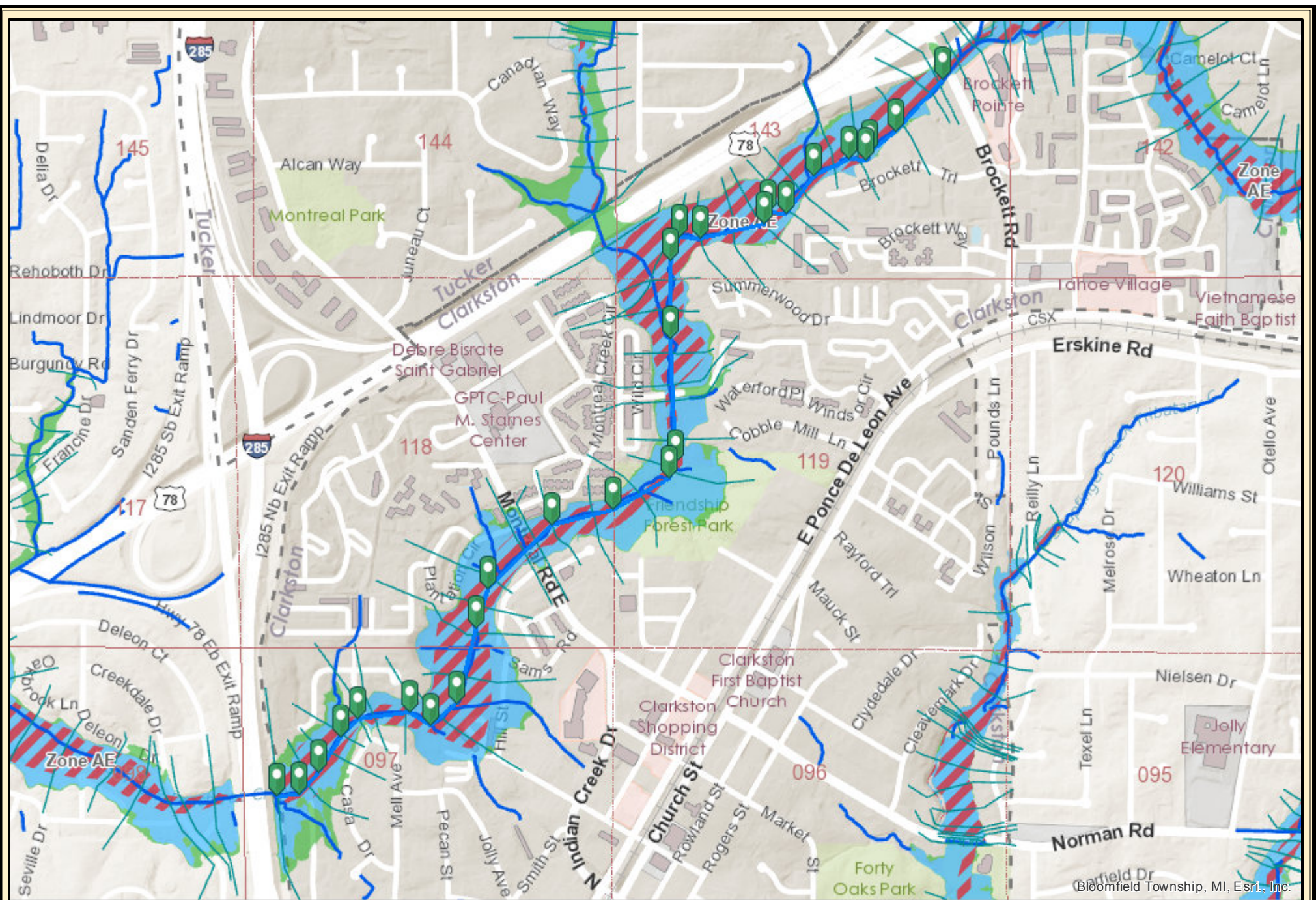
End: I-285 @ EPDL

Trail Route: South Fork Peachtree Creek

Appx Trail Length: 9,000 Ft. (1.67 miles)

Vacant Lot Designation: City Owned Private

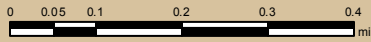
Parcel ID	Parcel Size (acre)	S.F Home	Apartment	Business	Vacant Lot	Floodplain
18 097 11 110	0.72	x				x
18 097 11 111	0.50	x				x
18 097 11 115	0.43	x				x
18 097 01 093	0.37	x				x
18 097 01 092	0.31	x				x
18 097 01 091	0.30	x				x
18 097 01 090	0.34	x				x
18 097 01 089	0.38	x				x
18 097 01 088	0.34	x				x
18 097 01 103	0.50	x				x
18 097 01 109	0.52	x				x
18 097 01 110	0.55	x				x
18 097 01 111	0.83	x				x
18 097 01 112	0.57	x				x
18 097 01 121	6.82				x	x
18 097 01 001	13.74		x			x



(Bloomfield Township, MI, Esri, Inc.)



Proposed Clarkston Greenway Trail



Date Printed: 2/3/2022



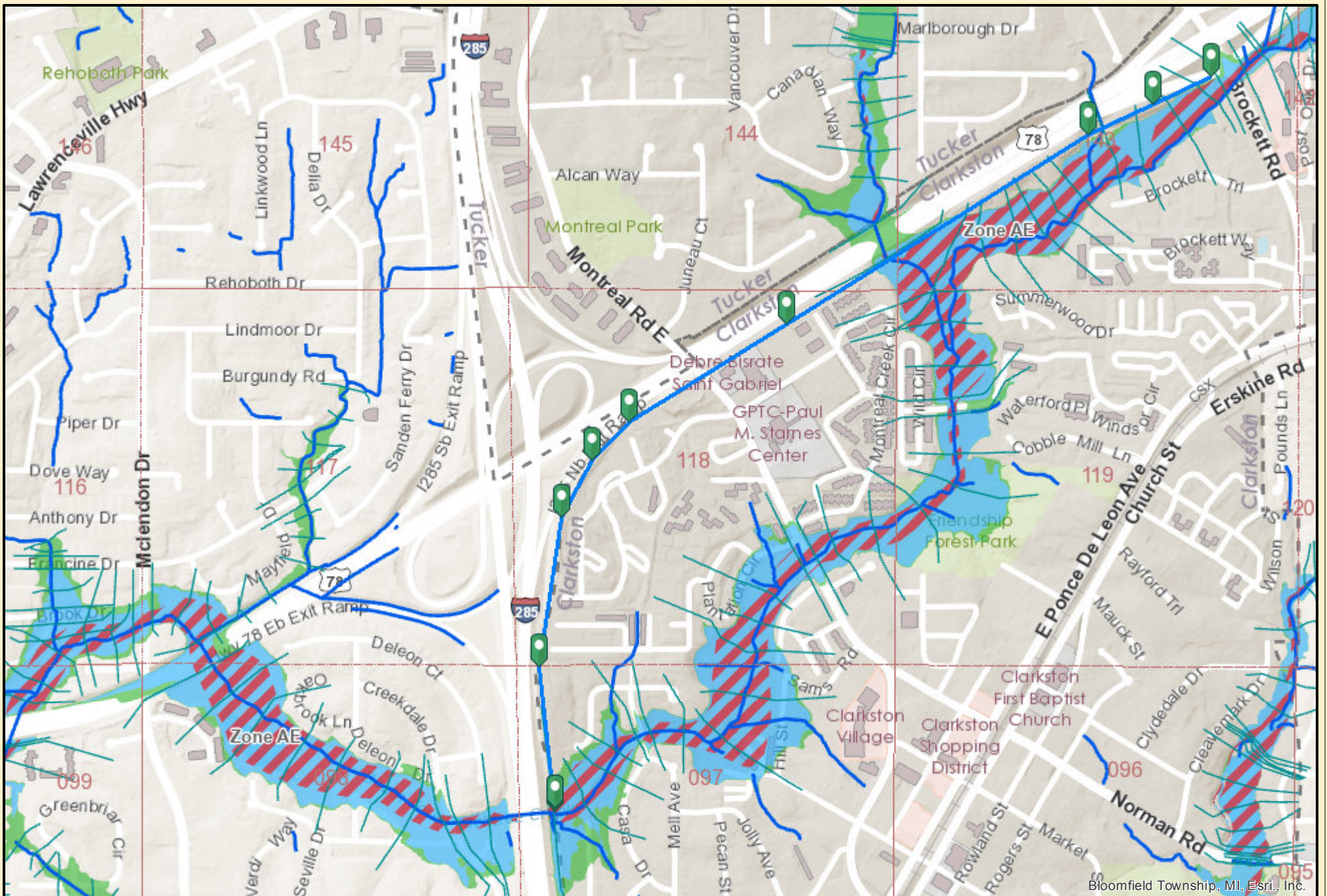
DeKalb County GIS Disclaimer

The maps and data, contained on DeKalb County's Geographic Information System (GIS) are subject to constant change. While DeKalb County strives to provide accurate and up-to-date information, the information is provided "as is" without warranty, representation or guarantee of any kind as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided herein. DeKalb County explicitly disclaims all representations and warranties, including, without limitation, the implied warranties of merchantability and fitness for a particular purpose. In no event shall DeKalb County be liable for any special, indirect, or consequential damages whatsoever resulting from loss of use, data, or profits, whether in an action of contract, negligence, or other actions, arising out of or in connection with the use of the maps and/or data herein provided. The maps and data are for illustration purposes only and should not be relied upon for any reason. The maps and data are not suitable for site-specific decision-making nor should it be construed or used as a legal description. The areas depicted by maps and data are approximate, and are not necessarily accurate to surveying or engineering standards.

City of Clarkston Greenway Trail Parcel Identification

Start: US-78 @ Brockett Rd
 End: I-285 @ EPDL
 Trail Route: Along Highway 285 and 78
 Appx Trail Length: 8,500 Ft. (1.62 miles)
 Vacant Lot Designation: City Owned Private

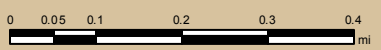
Parcel ID	Parcel Size (acre)	S.F Home	Apartment	Business	Vacant Lot	Floodplain
18 143 08 003	15.19				x	x
18 118 03 014	25.92		x			x
18 118 03 021	1.37			x		
18 118 03 024	0.79			x		
18 118 03 011	0.79			x		
18 118 03 019	0.83			x		
18 118 03 012	1.35			x		
18 118 03 018	1.19			x		
18 118 01 007	1.69			x		
18 118 01 008	27.48		x			
18 118 01 009	12.21		x			
18 097 01 121	6.82				x	x
18 097 01 001	13.74		x			x



Bloomfield Township, MI, Esri., Inc.



Proposed Clarkston Greenway Trail



Date Printed: 2/3/2022



DeKalb County GIS Disclaimer

The maps and data, combined on DeKalb County's Geographic Information System (GIS) are subject to constant change. While DeKalb County strives to provide accurate and up-to-date information, the information is provided "as is" without warranty, representation or guarantee of any kind as to the content, sequence, accuracy, timeliness or completeness of any of the database information provided herein. DeKalb County explicitly disclaims all representations and warranties, including, without limitation, the implied warranties of merchantability and fitness for a particular purpose. In no event shall DeKalb County be liable for any special, indirect, or consequential damages whatsoever resulting from loss of use, data, or profits, whether in an action of contract, negligence, or other actions, arising out of or in connection with the use of the maps and/or data herein provided. The maps and data are for illustration purposes only and should not be relied upon for any reason. The maps and data are not suitable for site-specific decision-making nor should it be construed or used as a legal description. The areas depicted by maps and data are approximate, and are not necessarily accurate to surveying or engineering standards.