

City of Fairburn Master Plan Document

CORE TEAM

CITY OF FAIRBURN

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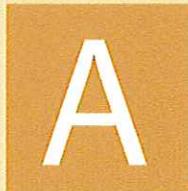
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A: Introduction

B: Facilities Program

C: Site Analysis

D: Master Plan



INTRODUCTION

Overview

Participants

Scope

This master plan document is the result of a team effort with The City of Fairburn Mayor and Council, Breanau University, Georgia Military College, Landmark Christian School, downtown business owners & Stakeholders and the Architect. The purpose of this study is to develop a Master Plan for the City of Fairburn which links the physical requirements to the fiscal resources to help guide the resurgence of Fairburn's historic town center towards walkable vibrant smart growth. The Master Plan covers an area two blocks on either side of Hwy. 29/Roosevelt Hwy. from Highway 138 to Highway 74 with a particular focus on the Historic Downtown and the Educational Campus.

This document would not have been possible without the dedicated and collaborative effort of several individuals and organizations.

Listed here are a few of the many helping and guiding hands:

CITY OF FAIRBURN

Tom Barber City Administrator

Stakeholders

Debbie Condon Georgia Military College

Greg Camuso CSX Transportation

Leanne Messer Landmark Christian School

Mike Lobdell GDOT District 7

Sizemore Group, LLC

William J. de St. Aubin, AIA, LEED AP, Principal

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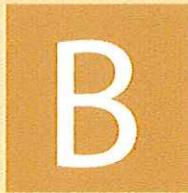
This document is organized around three critical elements of a successful master plan:

Strategic Facilities Program

Site Analysis

Strategic Master Plan

The Facilities Program describes the vision, mission, goals, concepts and needs of the Master Plan. The Site Analysis explores the physical and regulatory constraints and opportunities of the existing downtown as well as seeks input from key stakeholders to set guidelines for a context sensitive design. The Master Plan combines the program and site analysis to create a conceptual design and budget.



FACILITIES PROGRAM

Vision

Mission

Goals

Concepts

Space Needs

On February 11, 2010 a fire destroyed several historic buildings/businesses along Broad Street in downtown Fairburn. The City seeks to turn this tragedy into an opportunity to create a civic greenspace and to enhance the walkability of the community.

The City of Fairburn is also looking to expand on its successful Educational campus to the north while finding opportunities to link to downtown. In anticipation of the massive private expansion of Landmark Christian School, the City of Fairburn is looking for a way to enhance the existing underpass under the CSX Rail Line.

The Vision of Fairburn is to turn the tragedy of the downtown fire into an opportunity to create a new vibrant downtown while finding way to link and promote the thriving educational amenities that exist within the City.



A. Pubic & Downtown Stakeholders

During the public input portion of interviews, Sizemore Group facilitated the discussion on what elements the public & stakeholders would like to see in Downtown Fairburn as a part of the Master Plan. The discussion was framed around four questions: What do you want to Preserve, what do you want Connect, what do you want to Create, and what do you want to Change. The following is a list of the responses to these four questions:

What do you want to PRESERVE?

- 1) Theater (Southside Theatre Guild)
- 2) Oz Pizza
- 3) Casablanca
- 4) Landmark Christian School
- 5) The Old Freight Depots
- 6) Quality architecture
- 7) Unmodified historical structures
- 8) Welcome to Fairburn sign
- 9) Campbell County Courthouse (at all costs)

What do you want to CONNECT?

- 1) The Downtown with Landmark Christian School
- 2) The Downtown with students (Education Campus)
- 3) The Downtown to the library and City Hall
- 4) "The whole area"
- 5) Shuttles connectivity
- 6) The Downtown to any future senior facilities in the Lightning Community
- 7) Bike Path connectivity

What do you want to CREATE?

- 1) Event space
- 2) Wayfinding signage
- 3) Landscaping
- 4) Sidewalks/Streetscapes
- 5) Ordinances for aesthetics
- 6) Zoning overlay
- 7) Traffic calming
- 8) Parking
- 9) A Draw into downtown/Events
- 10) Adequate water Pressure
- 11) Duncan Park as a sports destination
- 12) Shared parking between the Educational Campus and
Downtown
- 13) Metroplex at Duncan Park
- 14) Cycle Tracks
- 15) Parking in front of Gizmo's Sports Bar & Grill
- 16) Modern healthy restaurants and retail

What do you want to CHANGE?

- 1) Auto Repair in Downtown
- 2) Tire Shop in Downtown
- 3) Signage ordinance
- 4) Railroad Concrete Buffer (safety concern)

B. Georgia Military College

Sizemore Group met with Debbie Condon, Director of the Georgia Military College's Fairburn Campus to discuss what GMC's goals were for the campus and downtown. The following is a list of GMC's goals:

- 1) GMC would like the City to consider closing Estes Drive when planning the campus expansion.
- 2) When planning for new buildings in the campus expansion, the College would like the City to consider locating the new building(s) close to Hwy. 29 to align with the campus' existing buildings.
- 3) GMC needs additional parking nearby.
- 4) GMC would like to expand in a manner consistent with the historic character of the Campus.
- 5) GMC would like it to be easy for students and faculty to walk to downtown.
- 6) GMC feels that making the downtown beautiful will help the college. They specifically would like the City to make moves to better screen the Stop-&-Go, package store and BP.
- 6) The goal for a new classroom building would be 84% classroom space.
- 8) The College needs more classrooms in the 600sf to 800sf size range.
- 8) The configuration the College need the most is 22'x30' classrooms which hold between 24 to 28 students.
- 10) The College needs additional study areas.
- 11) The College needs additional storage areas.

C. CSX

CSX is a major stakeholder within downtown Fairburn and in addition to its rail line running through downtown, it owns the two historic depot buildings as well as their adjacent parking lots. Sizemore Group met with both John Hoopingarner of CSX's bridge department and Greg Camuso of CSX's government relations office to discuss their desires for the master plan and the pedestrian underpass underneath their rail line. The following is a list of their goals:

- 1) Safety is CSX's primary goal. They want to discourage people from getting close to their tracks.
- 2) CSX would like to see 6'-0" high fences in certain areas with a lot of pedestrians traffic.
- 3) Enhancing pedestrian access through the existing pedestrian tunnel across from Landmark Christian School is in line with their desire to discourage people from crossing the tracks. They are in support of enhancing this connection through landscaping, hardscaping and adding vertical circulation for pedestrians.
- 4) CSX is ok with the concept of enhancing MARTA bus stops adjacent to the Rail line.
- 5) CSX will not likely negotiate on Right-of-way. They will however consider construction easements or leasing land for right-of-way. They want to maintain the option to add additional tracks at sometime in the future if needed. They feel it would be very difficult or impossible to purchase land back in the future once it is sold.

D. Georgia Department of Transportation

Sizemore Group met with Mike Lobdell, the district Traffic Engineer for GDOT. The following is a list of GDOT's goals for downtown Fairburn:

- 1) GDOT's preference from a safety standpoint would be to take out all of the angled parking along Roosevelt Highway/GA 29/ Broad St. but they know that the City would not accept this as an option.
- 2) From a safety perspective, GDOT would prefer reverse angled parking or parallel parking over the angled parking that is currently in downtown Fairburn.
- 3) GDOT would prefer 45 degree angled parking instead of 60 degree angled parking.
- 4) GDOT would accept reductions in the current radii of curbs in downtown Fairburn as long as it meets the turn template for the largest vehicle anticipated on the roadway.
- 5) GDOT is in favor of medians on Roosevelt Highway.
- 6) GDOT is ok with reducing the stacking in the center turn lane if a traffic study shows that the reduced stacking area will not cause cars to stack within a travel lane.
- 7) GDOT is ok with 11' travel lanes.
- 8) GDOT is ok with 11' turn lanes.
- 9) GDOT will require a 14' clear zone be maintained

E. Atlanta Regional Commission

Sizemore Group met with Rob LeBeau, Amy Goodwin and Jonathan Tulley from the Atlanta Regional Commission to discuss what they are looking for in a grant application. The ARC is looking for innovative and high impact projects. The following is a list of items that could be implemented as part of the master plan that would improve Fairburn's chances as receiving implementation grant money:

- 1) ARC likes the concept of reverse angled parking as innovative parking solution.
- 2) Providing Bike Lanes or Bike paths and creating "Complete Streets."
- 3) Upgrading Bus Stops
- 4) Bicycle parking.
- 5) Getting letters of Support from GDOT, MARTA, and CSX.

F. Landmark Christian School

Sizemore Group met with Leanne Messer, Martin Riggs and Dan Langford of Landmark Christian School to discuss their goals and future expansion plans and how this fits into the City's overall Master Plan. The following is a list of goals and needs which have an affect on the Master Plan:

- 1) LCS has expansion plans to grow to 62.4 acres. The School has already assembled the land.
- 2) LCS will cap out at between 1000 and 1050 students at the Fairburn Campus.
- 3) LCS would like to put a gateway and enhancements at the corner of East Campbellton St. and East Broad St. as an entry into the school.
- 4) LCS is interested in a public/private partnership with the City of Fairburn.
- 5) LCS would like the City to allow for wayfinding signage.
- 6) LCS is interested in seeing if they would be eligible for Safe Routes to Schools funding
- 7) LCS is interested in leasing space in downtown Fairburn for space for Alumni Relations, conference space and reunions.
- 8) LCS would like to see an enhanced pedestrian underpass under the CSX line linking the downtown businesses and the school. LCS would like to see this connection made safer, more visible with adequate lighting for safety.
- 9) LCS would like to see additional sidewalks installed along East Broad St. to enhance pedestrian safety.

Education Campus Space Needs

The Space Needs section consists of area calculations for the different programs. The area calculations, or space lists, are formatted to show 10-year needs based on current trends, population growth, or anticipated operational changes.

In the case of the Georgia Military College, we focused on the long term space needs for the students, faculty and staff. A comprehensive budget and timeline is included in the master plan phase of the document based on fitting the space needs within the parameters and constraints of the site and community.

The City of Fairburn is currently planning for the future space needs of Brenau University to be accommodated within one of the 18,400 sf academic buildings. Brenau University will expand its nursing program to 75 people and take up the second floor of its academic building.

The City is currently in negotiations with Atlanta Technical College regarding the possibility of incorporating a supply chain management program in Fairburn. If this proceeds, the program will need approximately 15,000 sf of space and likely move into an existing warehouse/industrial building near the existing Fairburn Education Campus.

Georgia Military College - Fairburn Campus

Georgia Military College	Fall 2011	Fall 2015	Comments
Projected Head Count	850	1,156	
Existing Building GSF	32,500	59,600	2015 GSF includes 18,400 GSF (Classroom Building), 12,000 GSF (Admin. Building), and both 2,100 GSF (Outbuildings)
Existing GSF/Student	38	52	
Building GSF Need @ 38 GSF/Student	32,300	43,928	Currently: 373 students on campus during peak hours (10:30 am-11:45 am). 165 students on average on campus during class periods 7 days a week (7:30 am - 10:15 pm). At peak = 87 GSF/student.
Building GSF Need @ 50 GSF/Student	42,500	57,800	
Building GSF Need @ 80 GSF/Student	68,000	92,480	
Building GSF Need @ 100 GSF/Student	85,000	115,600	
Existing Shared Parking	377	377	Gainesville State College's parking ratio is .38
Parking Need @ 1 Space/3 Students	283	385	Chattahoochee Tech's (Marietta) parking ratio is .2
Parking Need @ 1 Space/2 Students	425	578	

Brenau University - Fairburn Campus

Brenau University	Fall 2011	Fall 2015
Projected Head Count	17	250
Existing Building GSF	18,400	18,400
Existing GSF/Student	1,082	74
Building GSF Need @ 50 GSF/Student	850	12,500
Building GSF Need @ 80 GSF/Student	1,360	20,000
Building GSF Need @ 100 GSF/Student	1,700	25,000
Existing Shared Parking	377	377
Parking Need @ 1 Space/3 Students	6	83
Parking Need @ 1 Space/2 Students	9	125

Summary GMC + Brenau

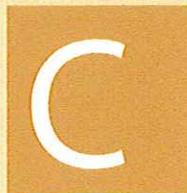
Building GSF	Existing	Fall 2015	Fall 2020	Added Need 2011-2020
GMC Head Count	850	1,200	1,500	650
Brenau Head Count	17	250	350	333
Total Campus Head Count	867	1,450	1,850	
GMC GSF @ 50 gsf/student	32,500	60,000	75,000	42,500
Brenau GSF at 50 gsf/student	18,400	12,500	17,500	-900
Total GSF	50,900	72,500	92,500	41,600
Added Need		21,600	41,600	
sf per student	58			
Parking	Fall 2011	Fall 2015	Fall 2020	
Parking Needed GMC (1 space/2 students)	425	600	800	
Parking Needed Brenau (1 space/4 students)	4	63	150	
Total Parking Need	429	663	950	
Existing Parking	377	377	377	
Deficit of Parking	52	286	573	
Deficit in acre's at 100 cars per acre	0.5	2.9	5.7	Acres
Deficit in on street at 4 cars per 100 LF	327	1,784	3,581	
Deficit in road miles	0.1	0.3	0.7	Parallel parking miles

City of Fairburn's Programming Assumptions

City of Fairburn Estimates No Retail will be apart of future development Total future parking requirement: 950		
Brenau Brenau Future Parking Need: 150 Future GSF: 18,400 Programs: Nursing Leasing currently at \$12.5/sf	GMC New Building provided for GMC is 25,000 GSF (16,000 GSF + 3,000/3yrs) Leasing currently at \$11/sf	ATC 15,000 Total GSF needed for warehouse, offices and classrooms (2,400 gsf office) With addition of culinary GSF increases to 19,200
Future Building Efficiency: Target Efficiency 60-65% for a multi-level Building Target Efficiency 65-70% for a single story Building		

**Fairburn GMC & Brenau Campus
Other Potential Higher ED**

Building GSF	Existing	2015 (50GSF/Student)	2020 (50GSF/Student)	Added Need 2011-2020
ATC / Logistics Training	0	300	600	600
Culinary/Restaurant/catering	0	150	300	300
Total Campus Head Count	0	450	900	
ATC / Logistics Training	0	15,000	30,000	30,000
Culinary/Restaurant/catering	0	7,500	15,000	15,000
Total GSF	0	22,500	45,000	45,000
Added Need sf per student		22,500	45,000	
Parking	2011	2015	2020	
ATC / Logistics Training (1 per 2 students)	0	150	300	
Culinary/Restaurant/catering (1 per 2 students)	0	75	150	
Total Parking Need	0	225	450	
Existing Parking	0	0	0	
Deficit of Parking	0	225	450	
Deficit in acre's at 100 cars per acre	0.0	2.3	4.5	Acres
Deficit in on street at 4 cars per 100 LF	0	1,406	2,813	
Deficit in road miles	0.0	0.3	0.5	Parallel parking miles
Land needed Parking plus Building times 1.5	0	4.1	8.3	
Land needed with on street parking by city	0	0.8	1.6	
Total land GMC, Brenau & others	1	7	14	
Parallel parking by city option	0.0	0.8	1.5	



SITE ANALYSIS

Overview

Solar & Wind

Topography and Hydrology

Vegetation

Zoning

Parking Requirements

The overall intent of the site analysis is to identify the natural and man-made conditions of the combined sites. The natural elements include how the sun, wind, water and vegetation affect the site. The man-made conditions include how the borders, regulatory requirements and neighborhood design affect the site utilization.

Historical Downtown Site:

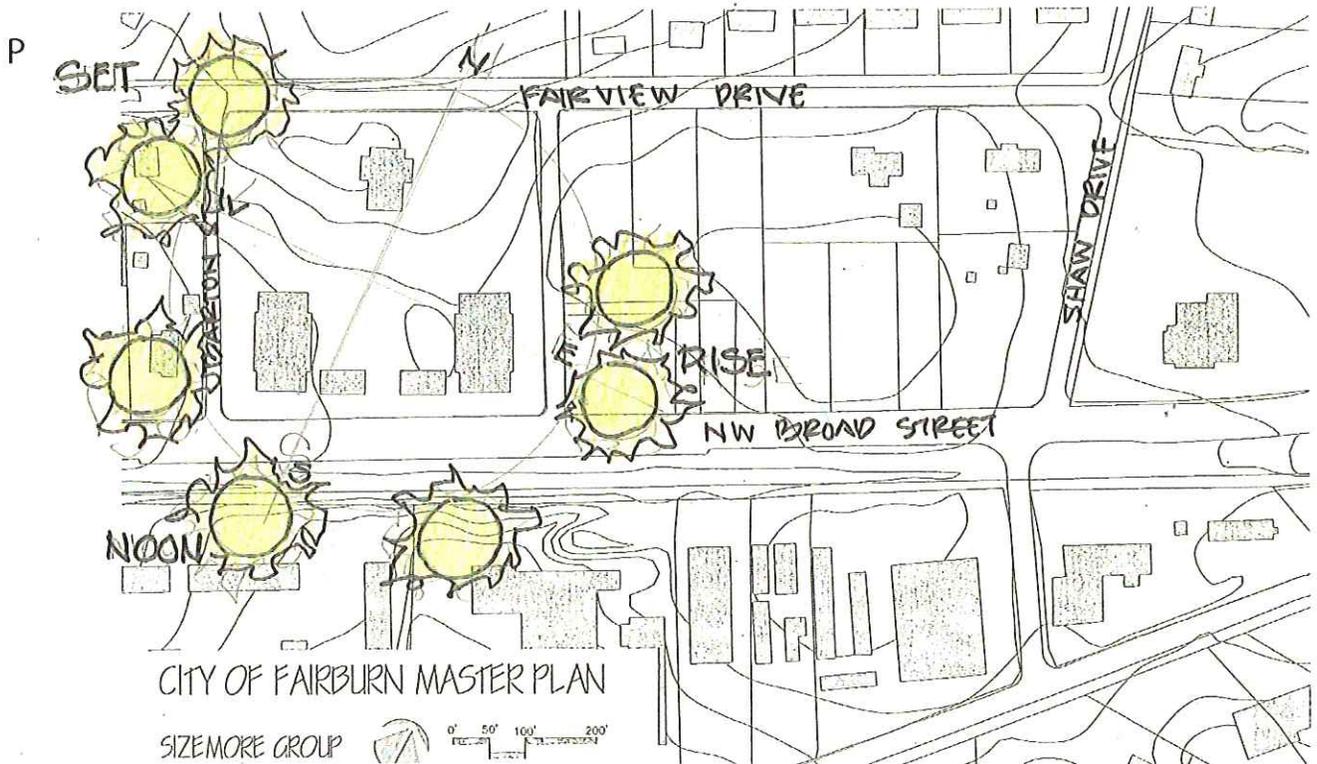
The site is roughly 13.4 acres and occupies the blocks to either side of Campbellton Street between Washington Street to the West and East Broad Street to the East. The site is in Fulton County and is bordered by Railroad Right-of-Way (CSX) to the South, Single Family Residential to the North and by Commercial-Use property to both the East and West.

Educational Campus Site:

The Educational campus is approximately 4 acres and occupies most of the 2 blocks between Barton Dr. and Shaw Dr. along West Broad St., with the exception of two residential properties. The site is in Fulton County and is bordered by the Highway 29 and the CSX Railroad to the south, future education (Fulton County Schools) and residential to the north, commercial to the east and office/residential to the west.

Solar Path - Educational Campus

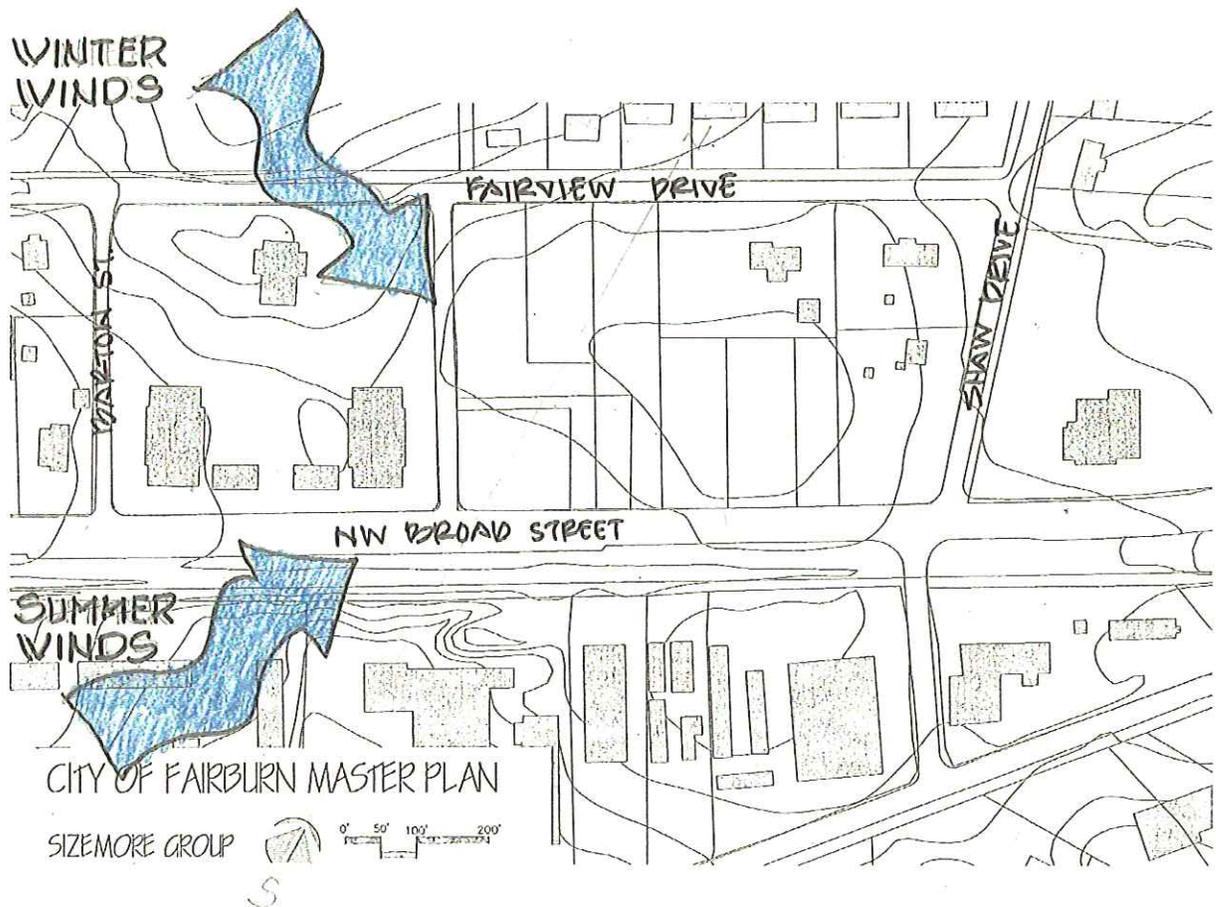
The Fairburn Educational Campus is oriented on a north-west to south-east axis. This orientation provides challenges to the natural lighting and heat gain of buildings. The front to the campus faces south-east. While the cluster of trees at the north-west corner of the property help to shade the Administrative Building from low light in the late afternoon, there is little to block low angle light coming onto the campus in the early morning. Direct sunlight penetrates deep into interior spaces in the early morning hours throughout the entire year. With the exception of the Administration Building and one of the two small building at the front of the campus sunlight penetrates deep into the buildings during the late afternoon.



SOLAR PATH

In general, Atlanta is situated at the seam between two air streams. The primary air stream comes from the southwest and often carries warm Gulf Coast temperatures. The secondary air stream comes from the northwest and often carries cooler midwestern temperatures across the Atlanta area. Buildings designed to capture the breeze for natural ventilation to cool the occupants in the summer and warm them in the winter can take advantage of Atlanta's natural wind patterns.

Topography & Hydrology - Educational Campus

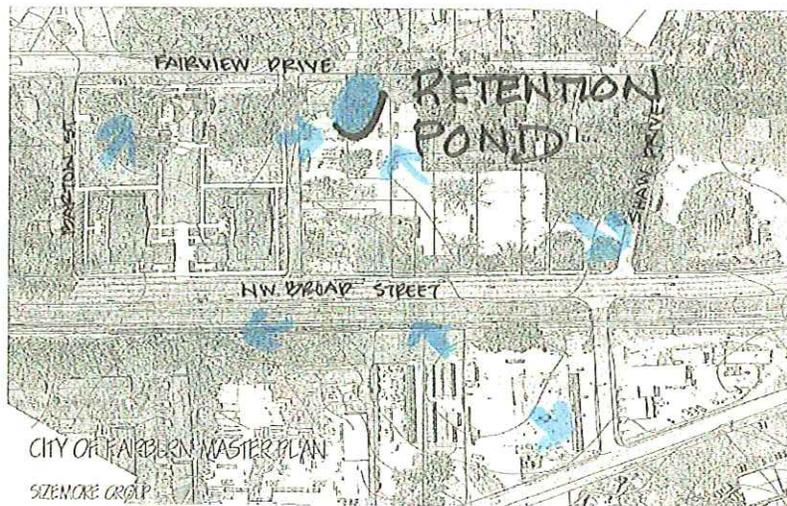


PREVAILING WIND

The high point of the campus is approximately midway between Shaw Drive and Estes Street in the existing parking lot. The low point is in the north-west corner. Accordingly, the water will drain from the high point to the low point when it rains. Ideally, the most important element of the building would be located at the high point and the storm water detention at the low point to capture, retain and clean the storm water before it leaves the property.



TOPOGRAPHY

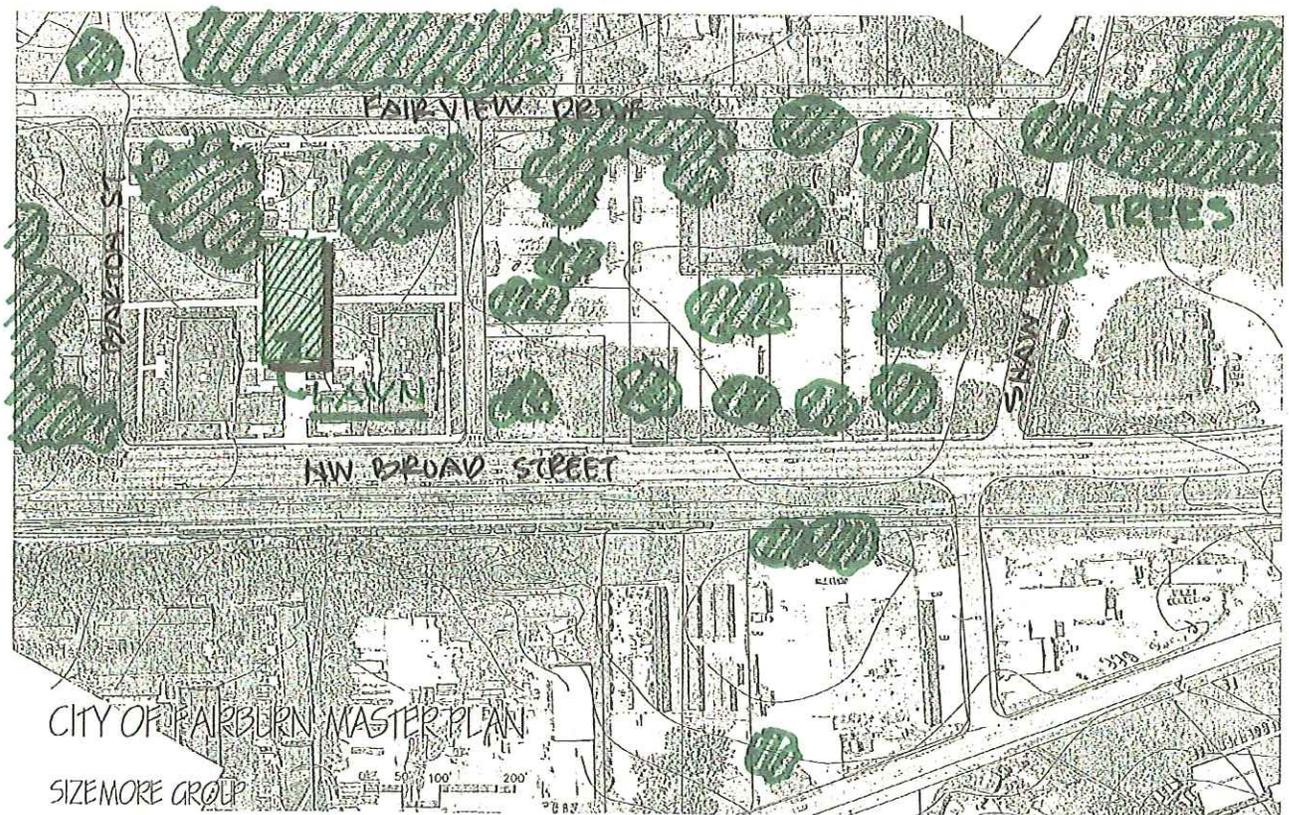


HYDROLOGY

Vegetation - Educational Campus

With the exception of existing building footprints, drives and central lawn the site is well vegetated with mature trees. Mature trees are found throughout the existing parking lot. The clusters of trees and vegetation on either side of the Administrative Building have been left in a natural state. The existing trees near the campus buildings offer little or no shade to the building or central lawn/quadrangle. Deciduous shade trees or street trees to the south-east of the existing buildings will help heat and cool the building as leaves appear and shade it in the summer and disappear to allow the sun in during the winter. Evergreens to the east and west will help cut down on internal glare. Shading trees for walkways and entrances will help cool the pedestrians as they enter the site and provide a transition from the bright sun to the interior spaces to give the eyes some time to adjust.

The City has recently adopted a no net loss tree policy within their current tree protection ordinance, landscape ordinance and buffer greenspace ordinance. Careful consideration should therefore be taken when considering removing vegetation, especially on either side of the Administration Building.



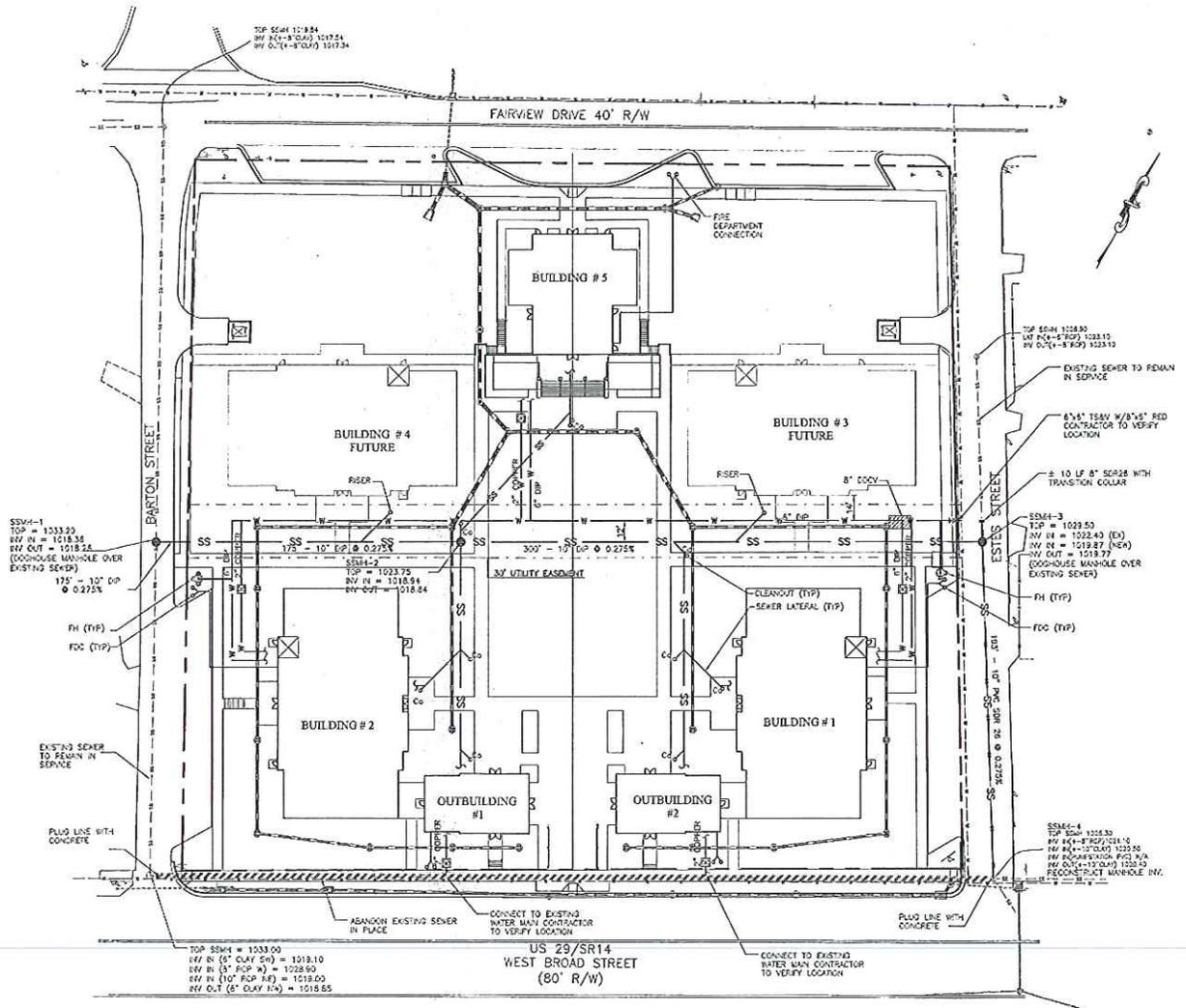
VEGETATION

Utilities - Educational Campus

The existing sanitary sewer lines for the campus appear to run along US29/Broad Street between Shaw Dr. and Estes St. The sanitary sewer line then turns along the western edge of Estes street and continues behind the two Classroom Buildings and underneath the central lawn. The sanitary sewer then connects to a line running in the center of Barton St. Between Estes St. and Barton St. there appears to be an abandon section of sewer line.

Water lines run in front of the entire campus along US29/Broad St. and along Fairview St. behind the campus. A water line also branches between these two lines on the western edge of Estes St.

The precise location of any and all underground utilities should be verified prior to any future construction.

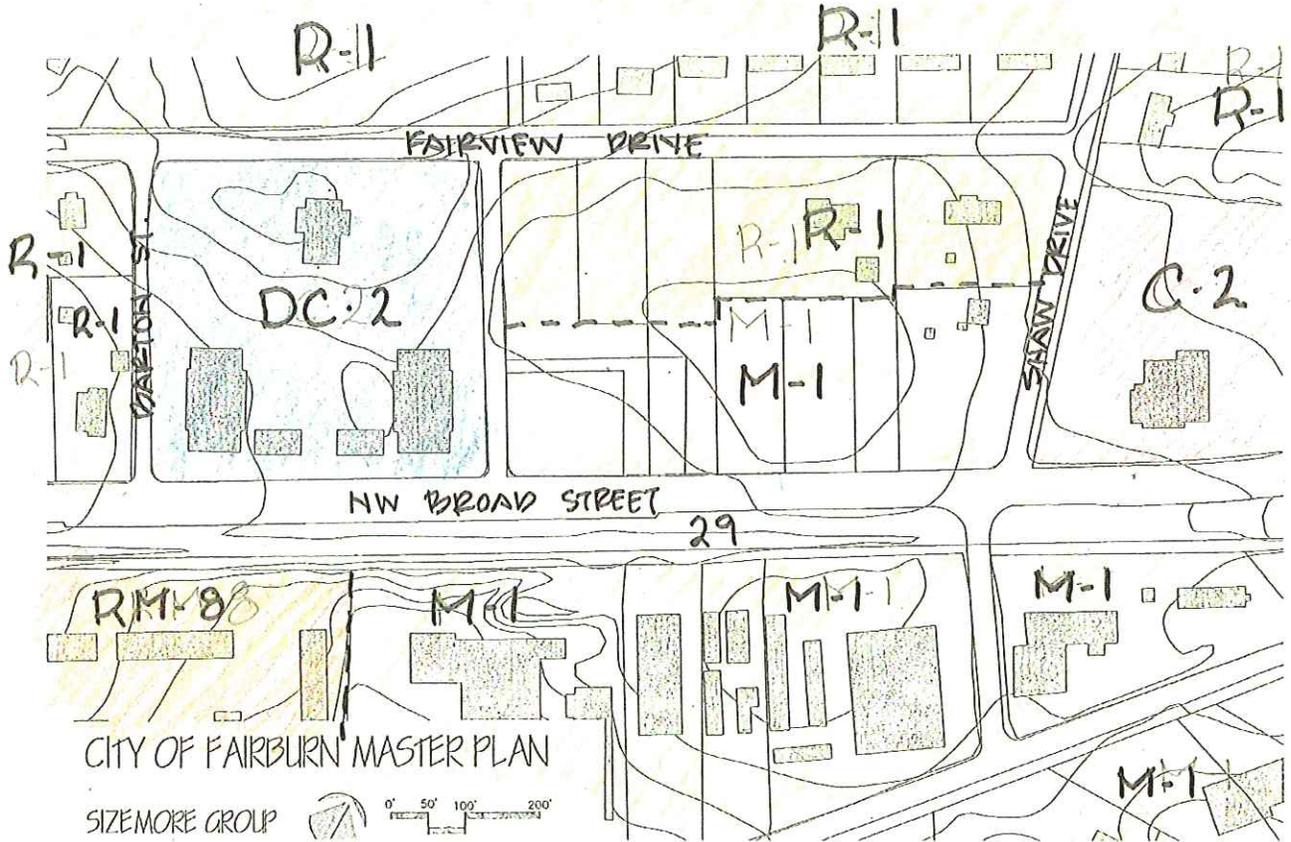


Site Improvements - Educational Campus

The Georgia Military College and Brenau University both anticipate growth in the years to come. The campus and buildings are new, however there is a definite need for additional classroom space and associated parking needs with the addition of more students and teachers. Additional land and/or vertical parking structures will be required to meet the future growth projections of the campus.

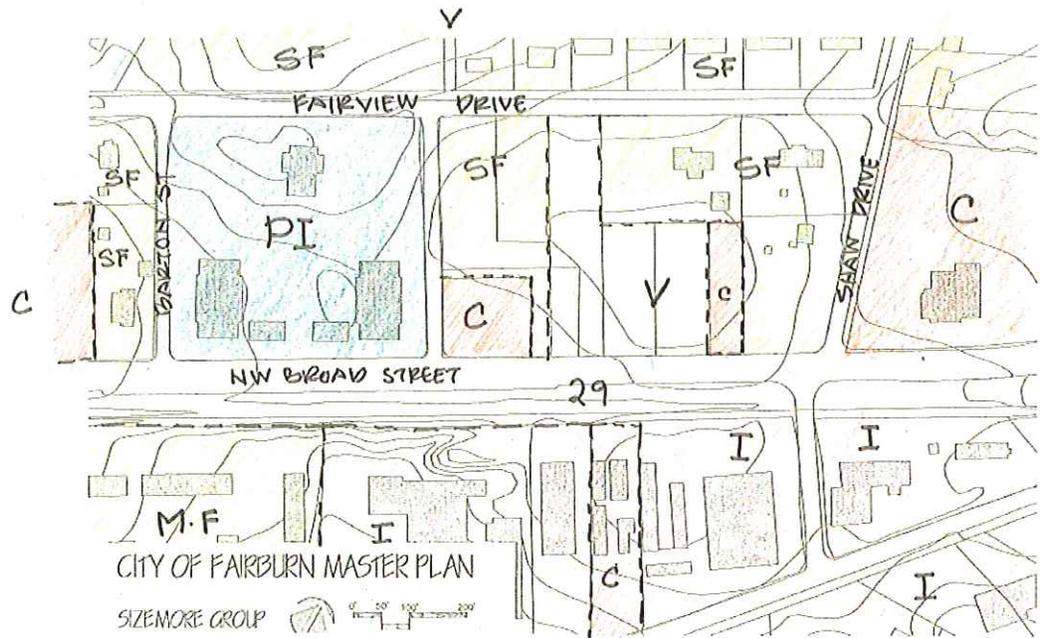
The tree ordinance requiring a no net loss of trees on the site limits the future expansion on either side of the administration building without adding additional land to the campus to replace the trees removed for such construction.

Zoning - Educational Campus

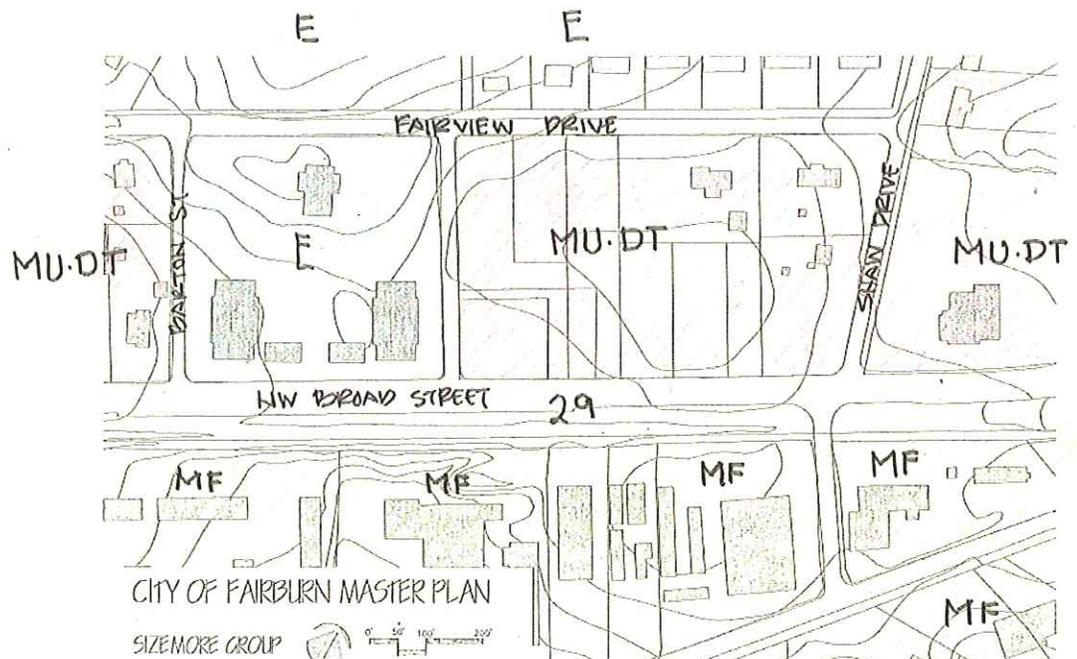


ZONING

Land Use - Educational Campus



LAND USE



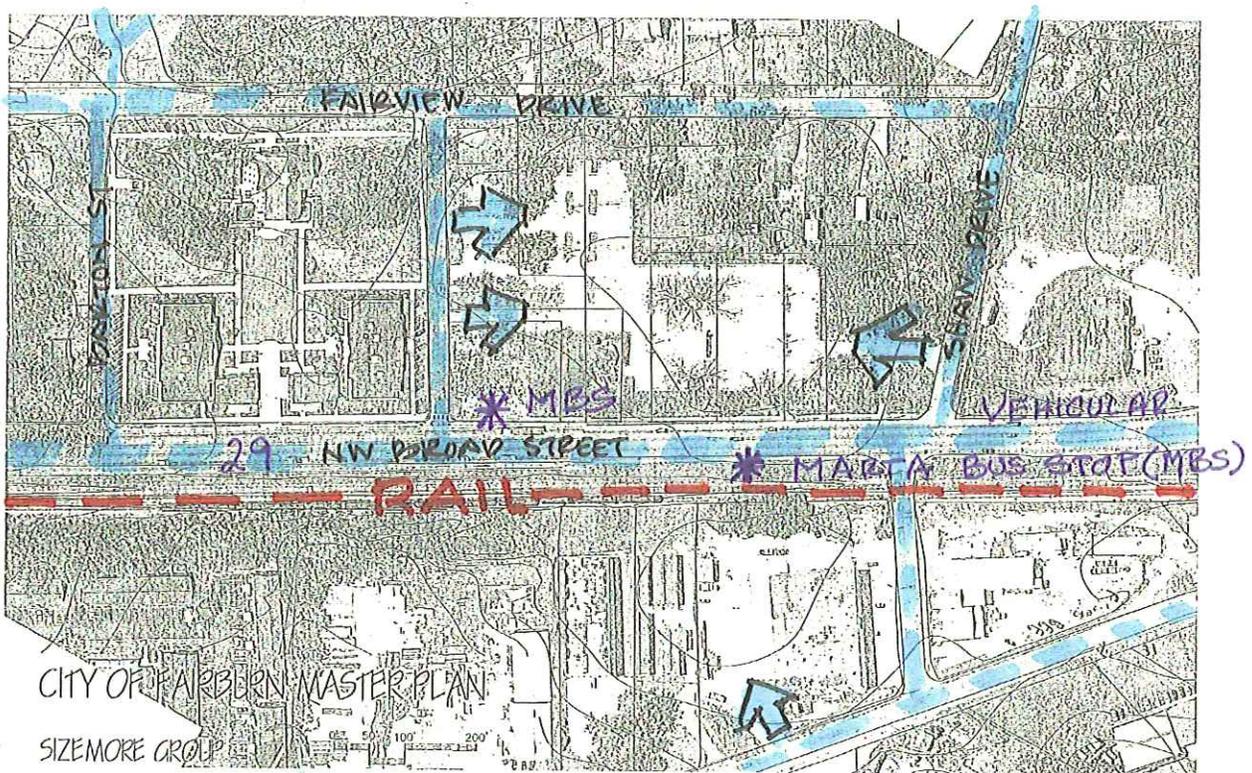
LCI LAND USE

Vehicular - Educational campus

The existing surface parking lot for the campus is entered into from 2 points on Estes Dr. and 1 point on Shaw Dr.

Parking is at a premium on the educational campus. If the campus used the standard DOE parking ration of 1 space per 2 students, they would currently be under parked by approximately 100 spaces. In the interview with GMC, they stated that the parking ration should be closer to 1 space per 3 students. Based on this, by Fall 2015 there will be a need for approximately 55 more spaces than are currently on the campus.

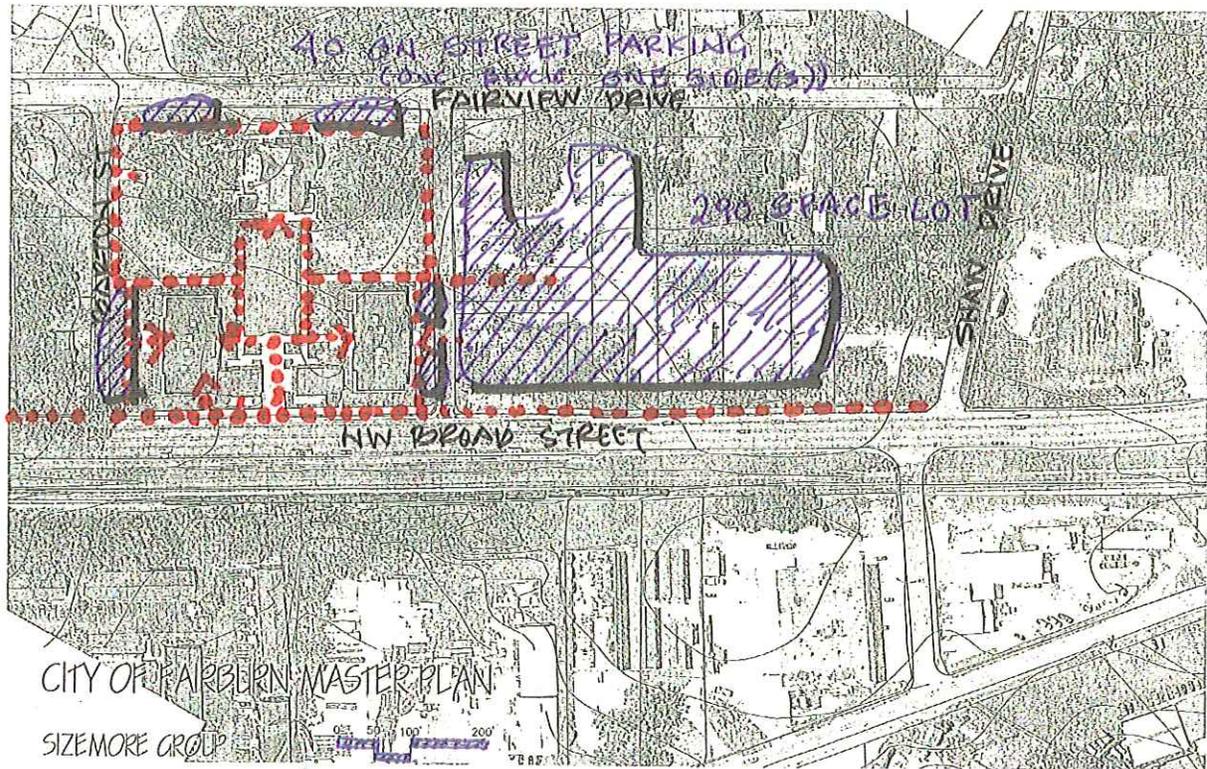
The City is considering options of purchasing the remaining parcels on the block between Shaw Dr. and Estes Dr. or purchasing the property on the opposite side of Shaw Dr. for additional parking.



VEHICULAR

Parking Needs GMC & Brenau - Fairburn Campus

Total Parking Need (GMC + Brenau)	Fall 2011	Fall 2015
Parking Need @ 1 Space/3 Students	289	385
Parking Need @ 1 Space/2 Students	434	703



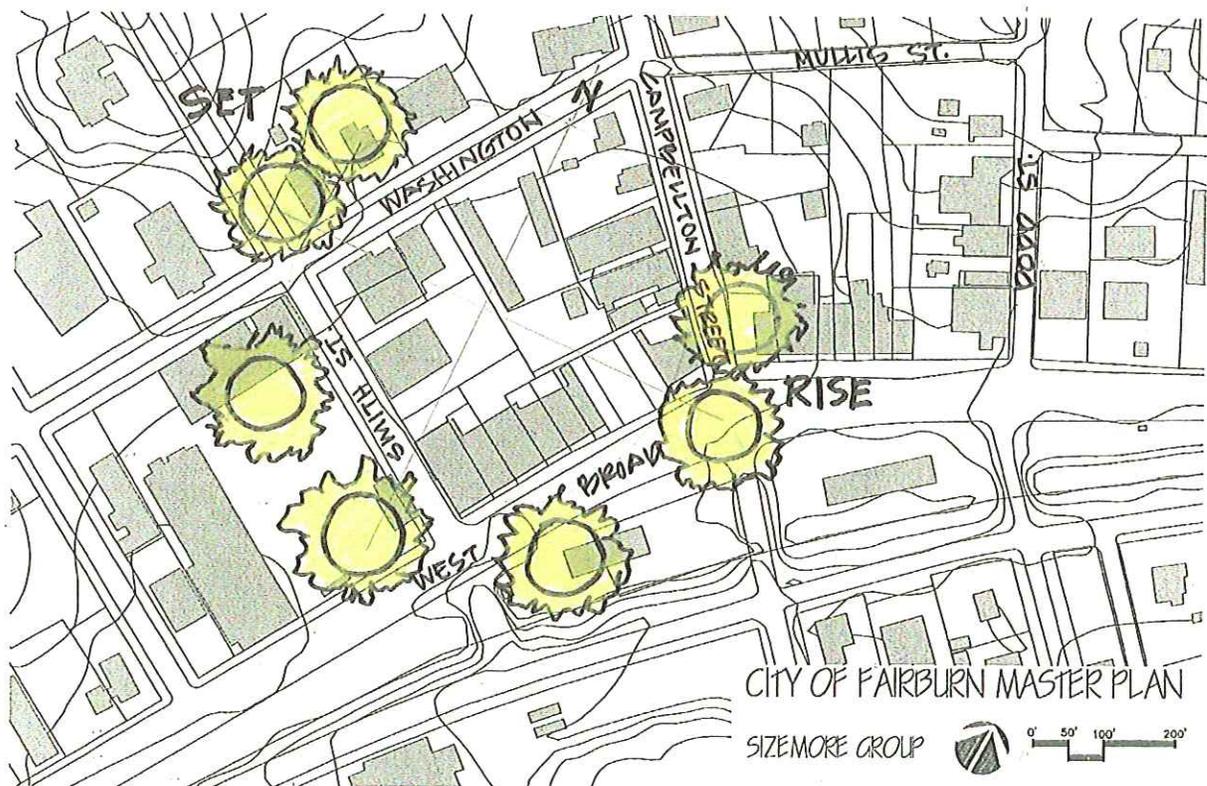
PEDESTRIAN & PARKING

± 330 SPACES

Solar Path - Historic Downtown

The Historic Downtown has many of the same challenges of controlling low angle light and heat gain that the Educational Campus has. There is currently little trees or vegetation to assist in shading. The addition of street trees along West Broad St. will greatly help in controlling light in the early morning hours.

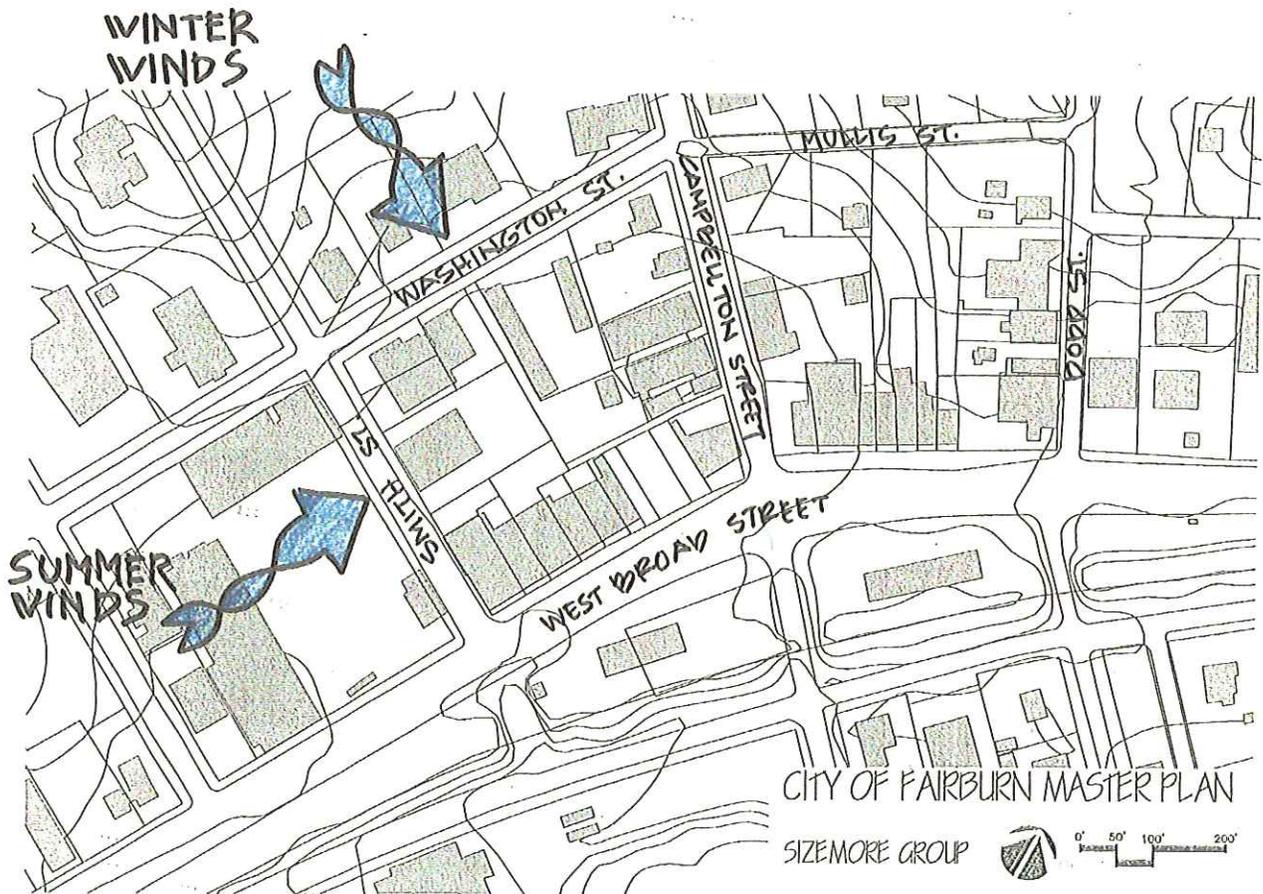
The master plan addresses concerns of light shining into the eyes of spectators in a late afternoon concert by placing a stage on the Broad St. side of the park rather than on the parking lot side.



SOLAR PATH

Prevailing Wind - Historic Downtown

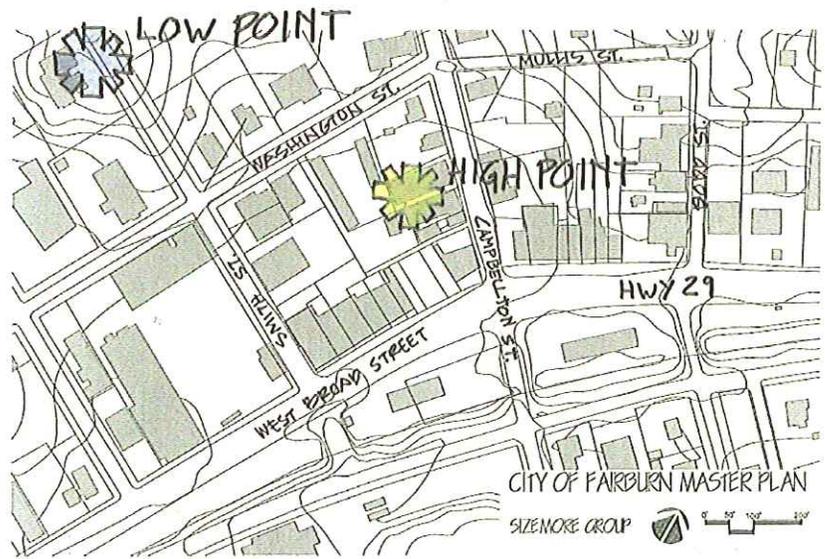
Refer to the description of regional prevailing winds as described under the Prevailing Winds - Educational Campus section of this document.



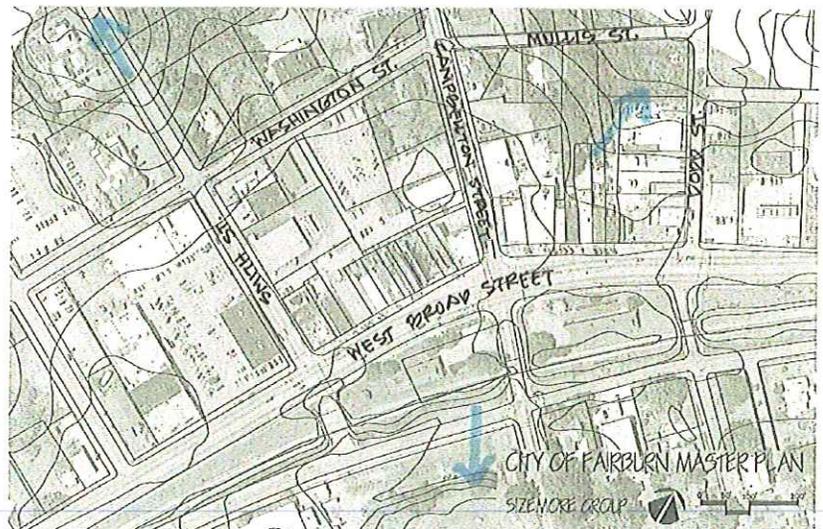
PREVAILING WIND

Topography & Hydrology - Historic Downtown

The block between Smith St. and Campbellton St. is relatively flat overall, rising approximately 5' to 6' between the high and low points. The most dramatic grade change can be seen at the location of the burnt out buildings where the high point behind the buildings is directly adjacent to the low point where the slab of the burnt out buildings sits. The Master Plan recommends that a transition between these high and low points is filled in a gradual slope of 1:20 max. This would allow the new greenspace to take on an amphitheater shape where the ground slopes up away from the stage at an angle which does not require handrails to meet current accessibility standards.



TOPOGRAPHY

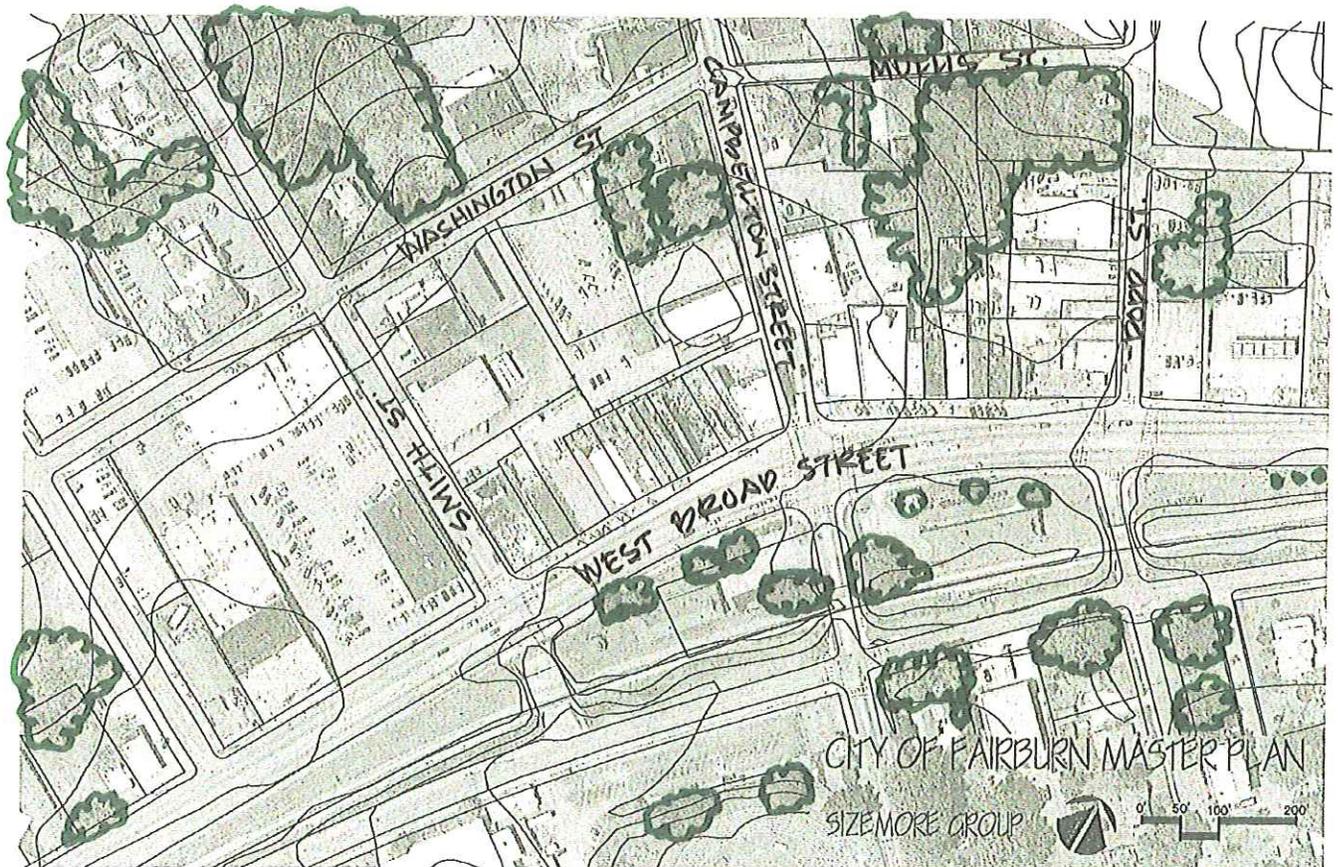


HYDROLOGY

Vegetation - Historic Downtown

There is little vegetation on the block between Smith St. and West Broad St. The only clustering of vegetation is located at the residential property at the northernmost corner of the block.

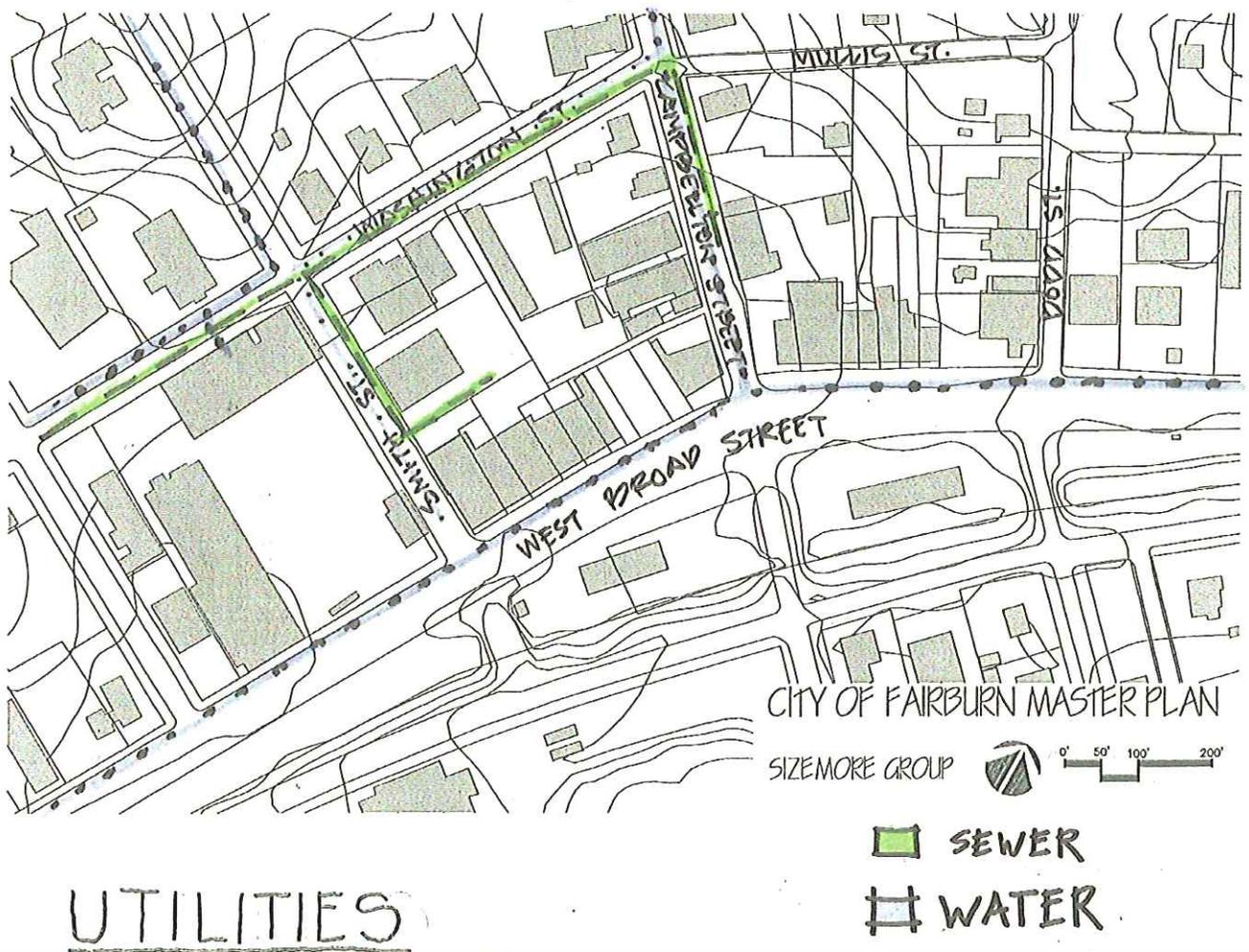
There is a large cluster of trees behind the existing commercial buildings on the adjacent block between Campbellton St. and Dodd St.



VEGETATION

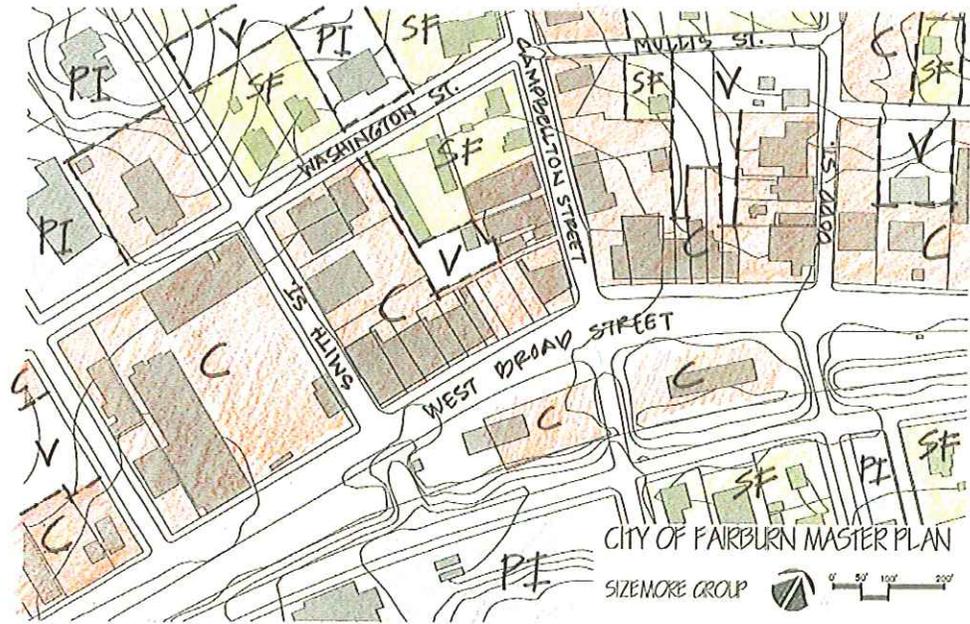
Utilities - Historic Downtown

The existing water lines run along the edge of West Broad St. while the main sewer line is located along Washington St with branch lines running up both Smith St. and Campbellton St to serve the commercial businesses.

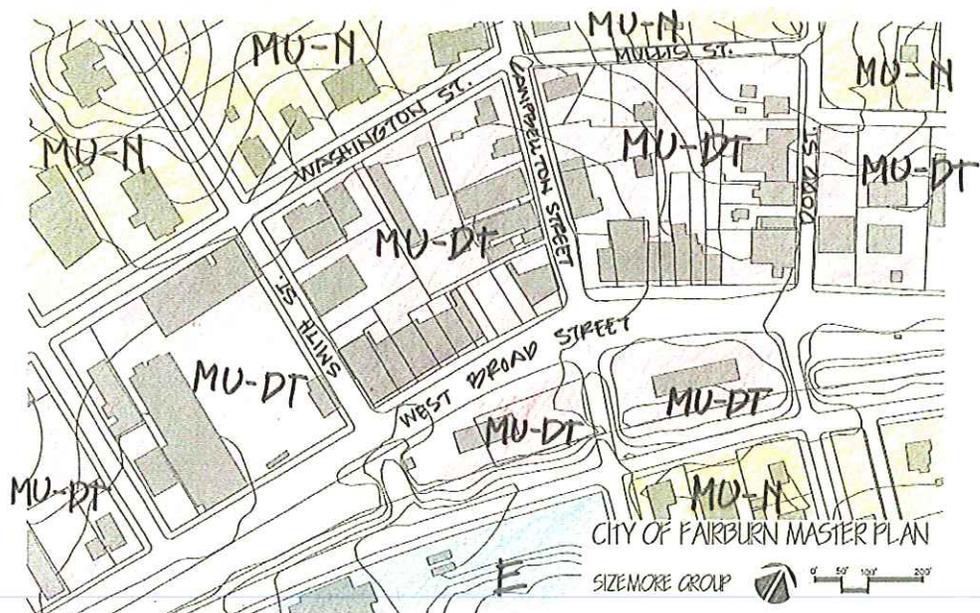


Land Use - Historic Downtown

The land use recommendations of the LCI study seem to adequately reflect the city's vision and future growth pattern and potential.



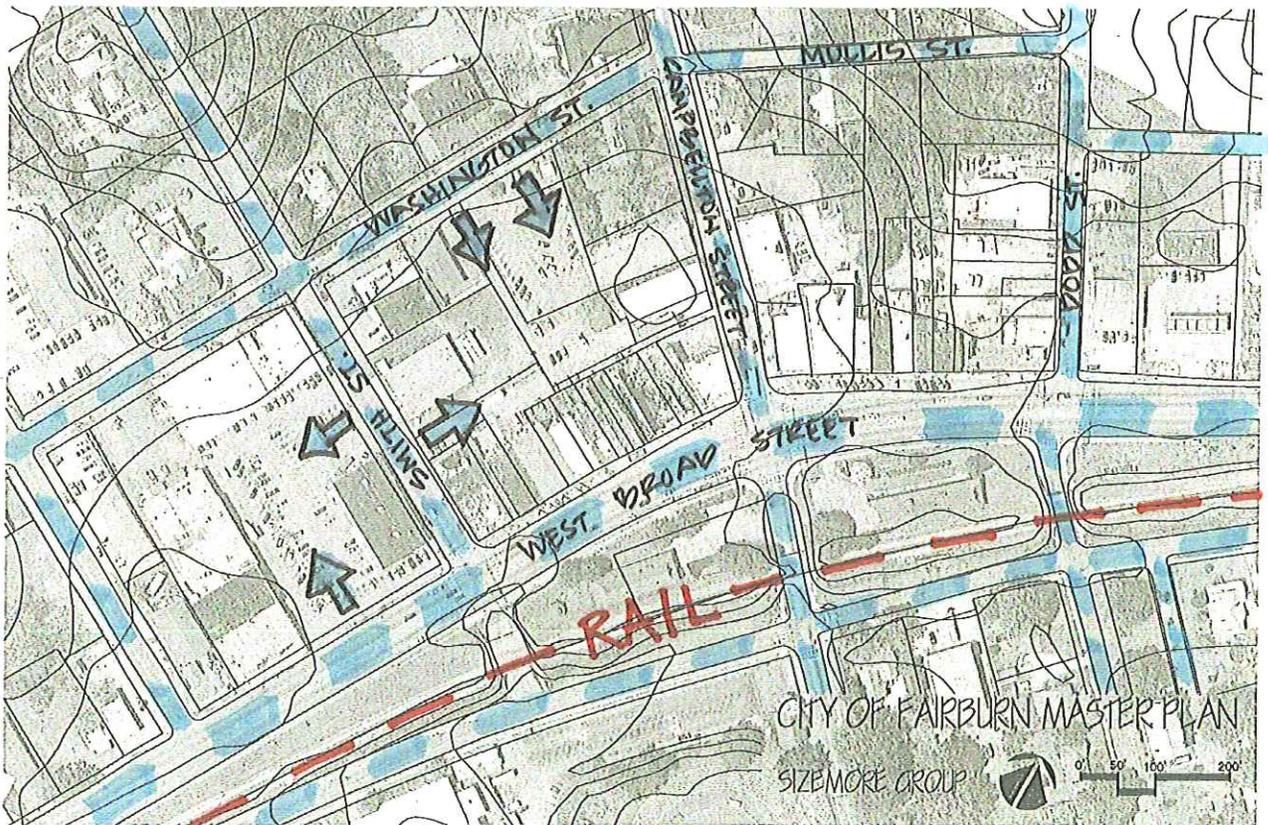
LAND USE



LCI LAND USE

Vehicular - Historic Downtown

The main vehicular entry to parking behind the buildings in the downtown block between Smith St. and Campbellton St. comes from either Smith or Washington St. Both the intersection of Smith St. and West Broad St. and Campbellton St. and West Broad St. are signalized intersections. There is currently on street parallel parking on Smith St. and Campbellton St. There is angled parking on West Broad St.

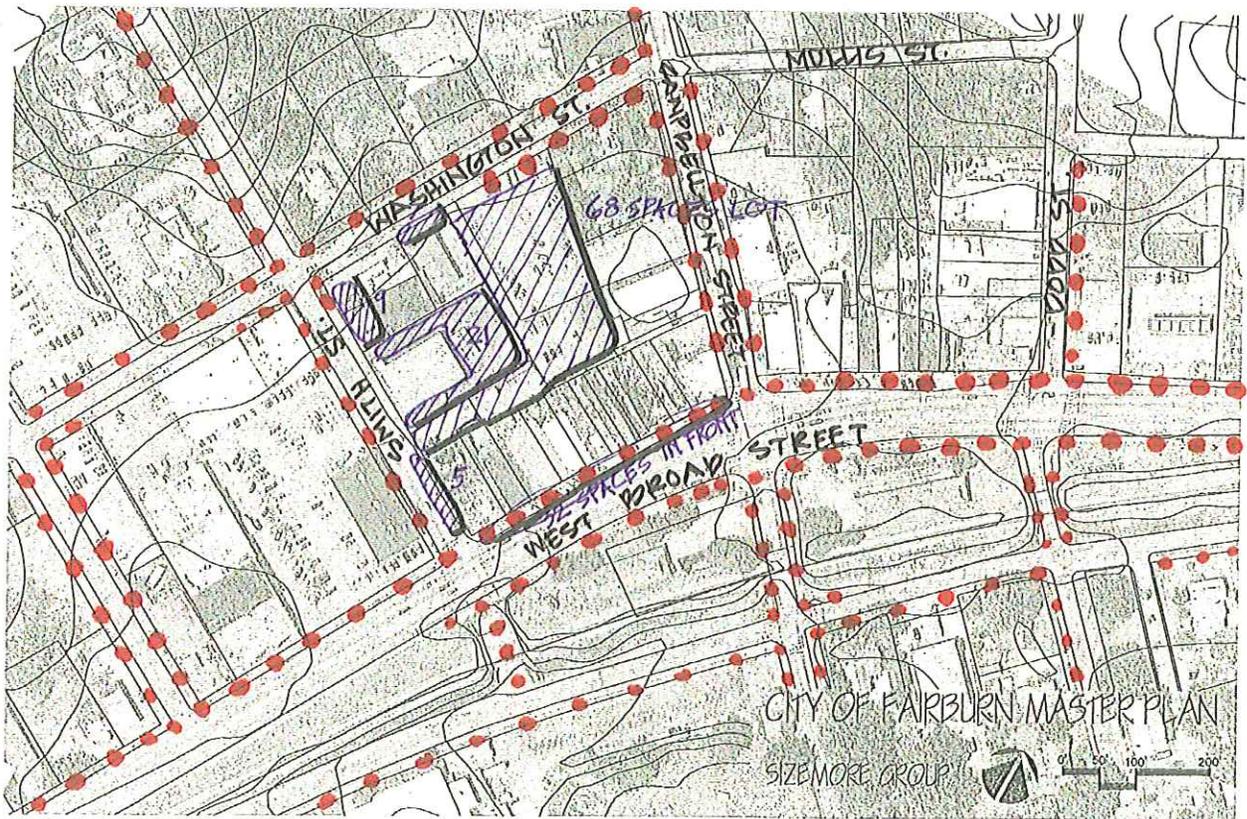


VEHICULAR

Parking Requirements - Historic Downtown

The red dots below represent existing pedestrian sidewalks.

There are currently approximately 158 parking spaces along and within the block between West Broad St., Washington St, Smith St. and Campbellton St.



PEDESTRIAN & PARKING

≈ 158 SPACES



MASTER PLAN

Overview

Connectivity & Gateways

Site Plan

Floor Plans

Exterior Sketches

Narrative

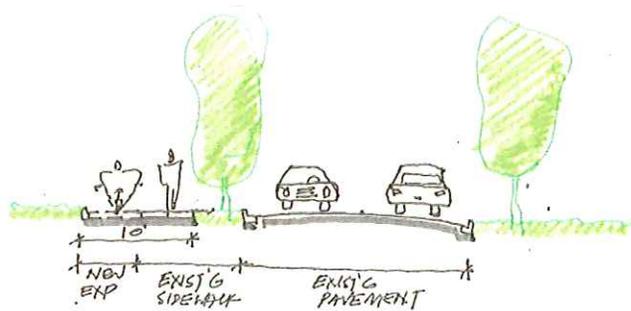
Budget

The overall intent of this phase is to develop the Master Plan given the desired program, site constraints and site opportunities. The Master Plan address connectivity, spacial relationships, parking, vehicular and pedestrian circulation, pedestrian enhancements, and project budget.

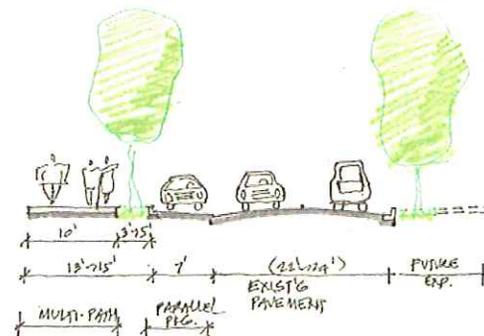
The Master Plan tasks include:

- A sustainable planning workshop to:
 - Present Program and Site Analysis.
 - Develop alternative Master Plan concepts.
 - Evaluate strengths and weaknesses of alternatives.
 - Finalize preferred direction.
 - Develop presentation sketches and budget.

- The Master Plan and "The Vision"
 - Site/floor Plan.
 - Exterior sketches.
 - Architectural narrative.
 - Comprehensive project budget and timeline.



RIVERTOWN ROAD
RETROFIT



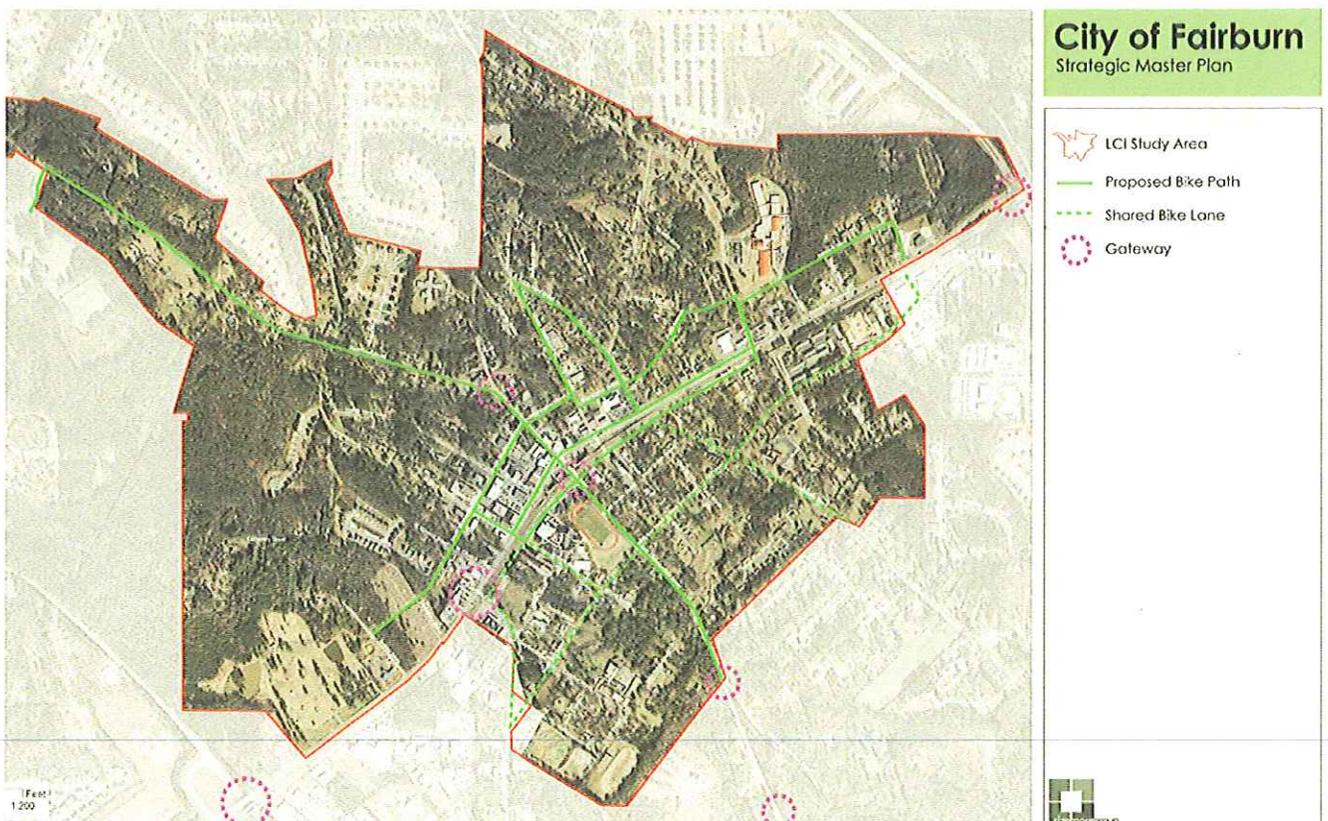
RETROFIT - W/ ON STREET (ONE SIDE)
PARKING & MULTI PATH
LOOP TRAIL BETWEEN CAMPUS
AND DOWNTOWN

Connectivity

Bike and pedestrian connectivity between the education campus (GMA), downtown and Duncan Park is recommended. This will connect the three activity nodes within the city. We recommend exploring a multi-path trail that can accommodate both pedestrian and bike way as shown in the map. This would require right of way acquisition mostly to expand the current right of way to accommodate the multi-path trail. Most of this trail is located along the existing right of way, however, there is a small stretch that will require land acquisition to establish new connection. In the event it is not feasible, alternative route along the existing right of way can be considered. In addition to connecting the three nodes, as the LCI Study had identified, we also recommend to designate the current existing lanes to shared bike lanes (shared lanes) on the south side of the rail tracks as shown in the map

Gateways

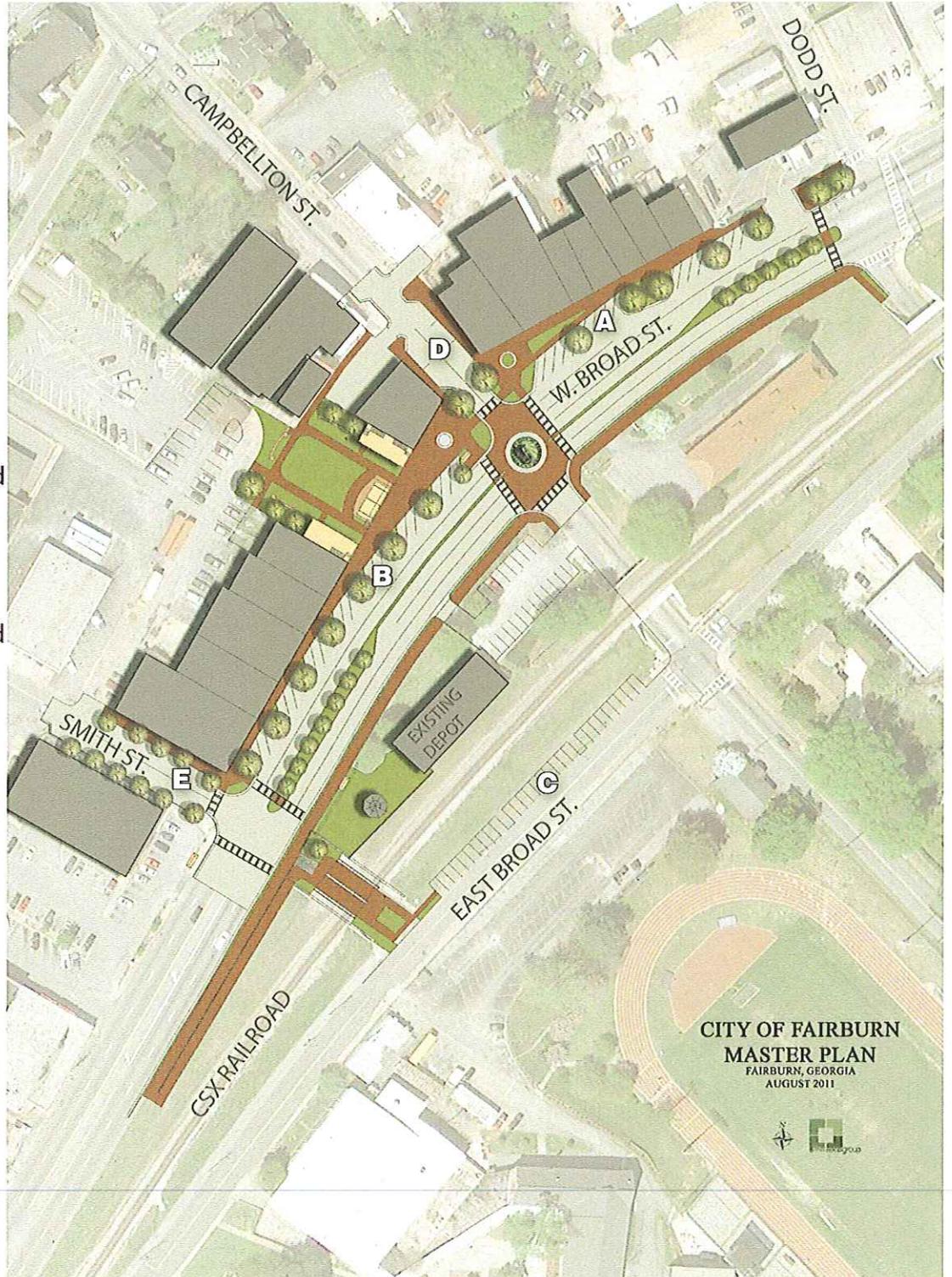
In order to get additional gateway entrances into the city and way finding, we recommend several gateways to be put in place as shown in the map. The gateways can take different forms from art and signage installations to landscaped plaza areas. The design of these gateways should be determined depending on the location and the budget available. However, these gateways must include clear signage to facilitate easy way finding into the city and the various activities.



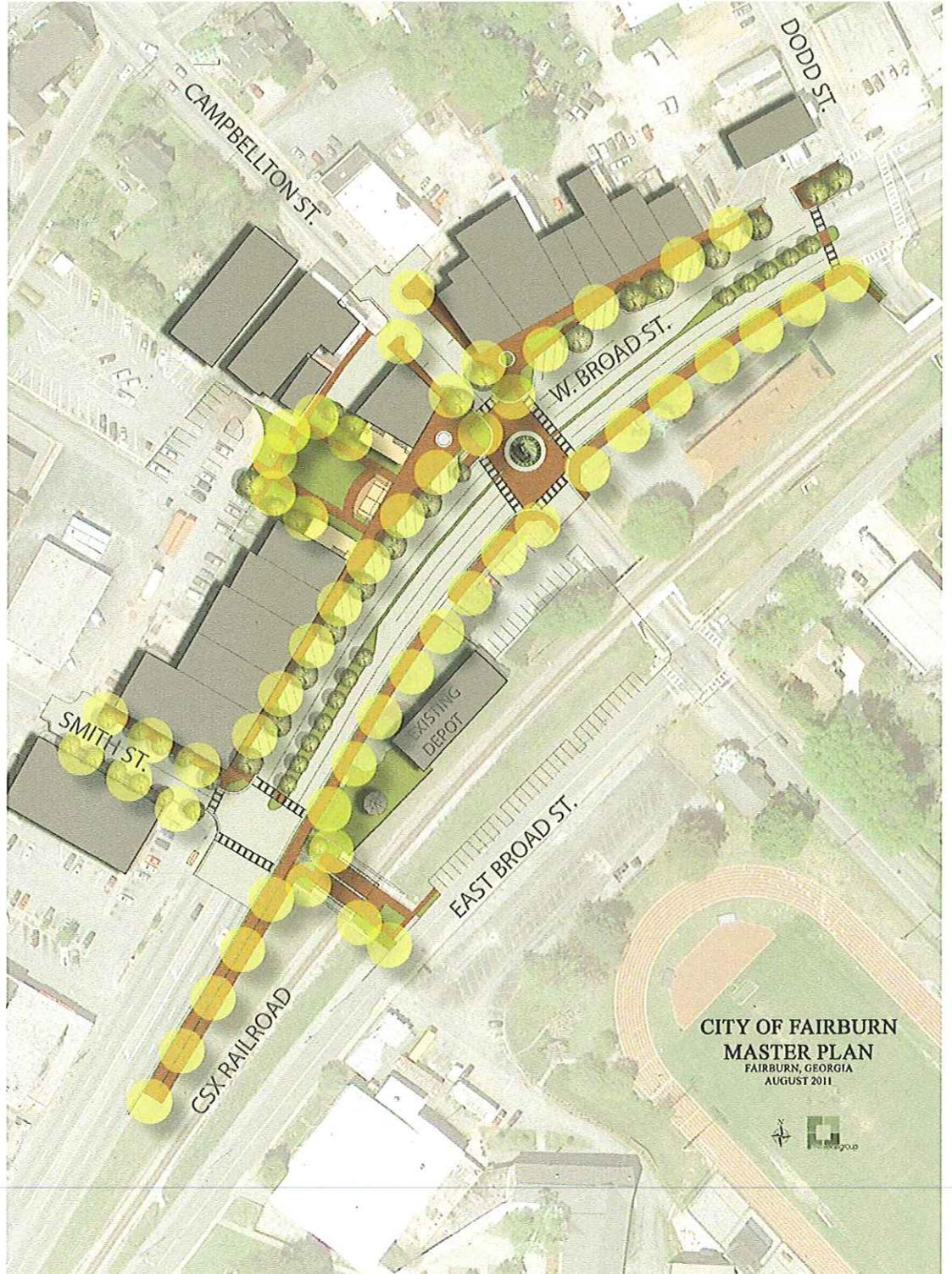
Downtown Parking

Legend

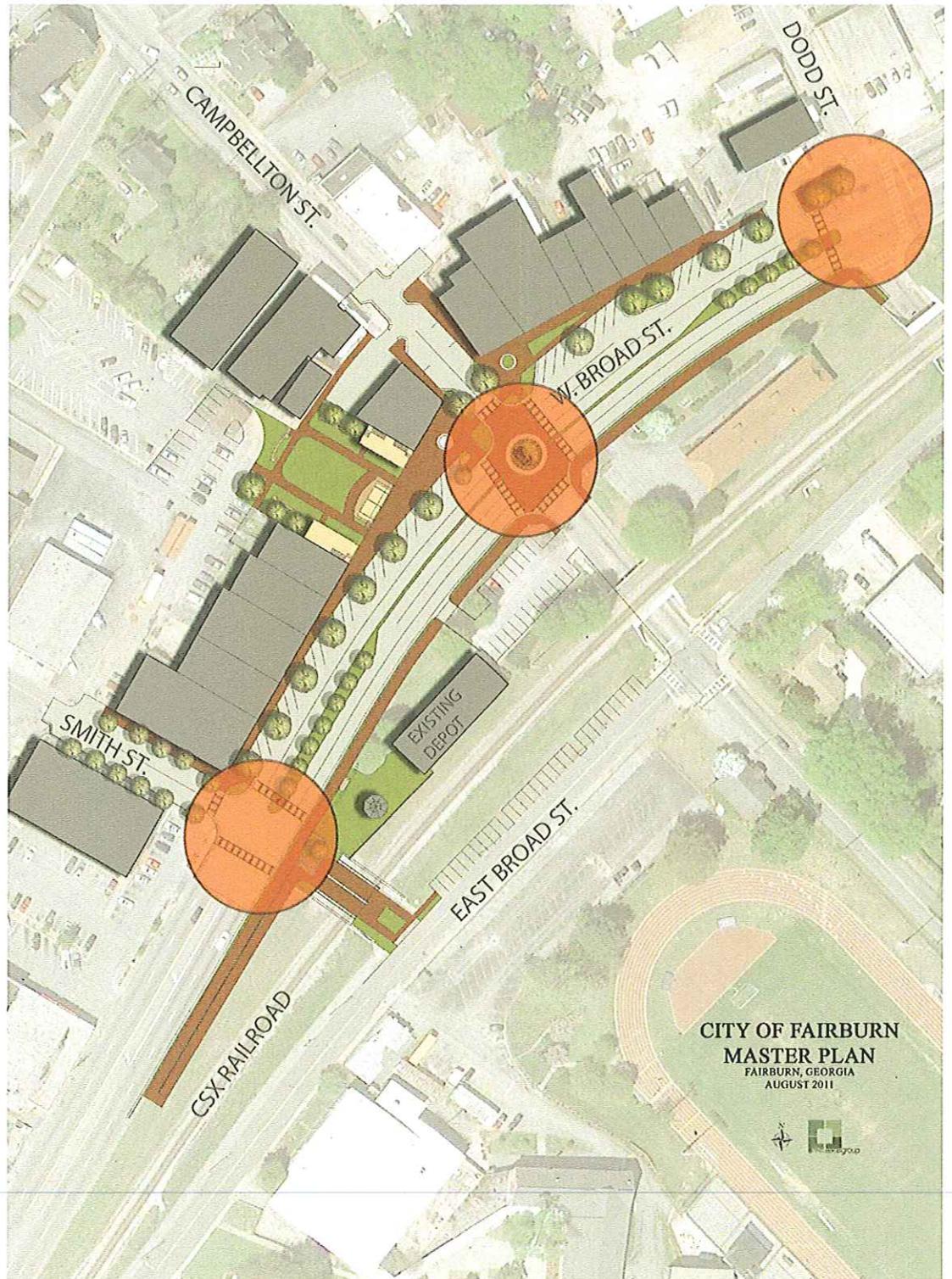
- A Reverse Angle Parking (15 Spaces)
- B Reverse Angle Parking (21 Spaces)
- C 29 New Parking Spaces
- D Define Existing Area with painted spaces & bulb-outs (6 Spaces)
- E Define Existing Area with painted spaces & bulb-outs (10 Spaces)



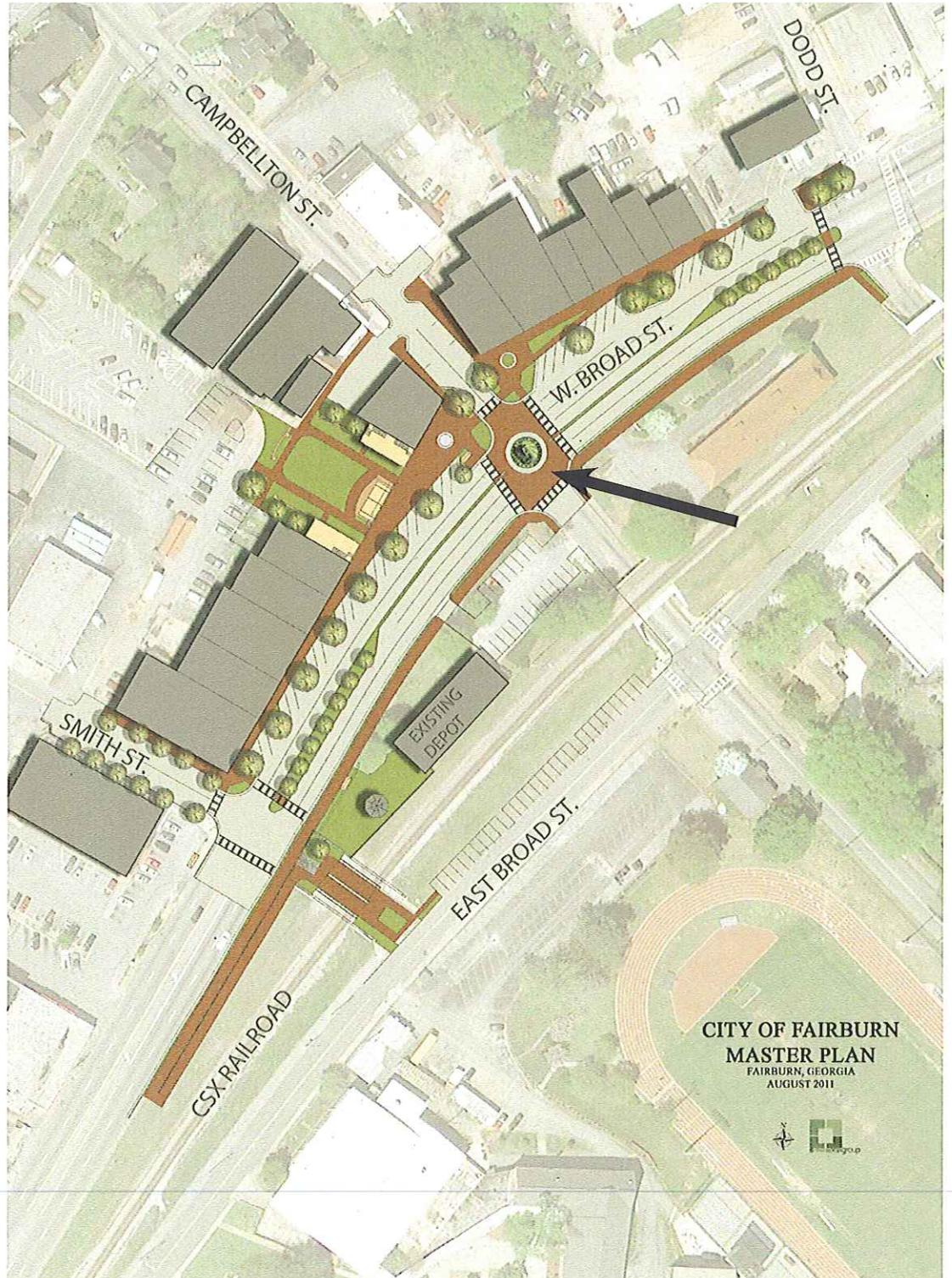
Downtown Pedestrian Lighting Plan



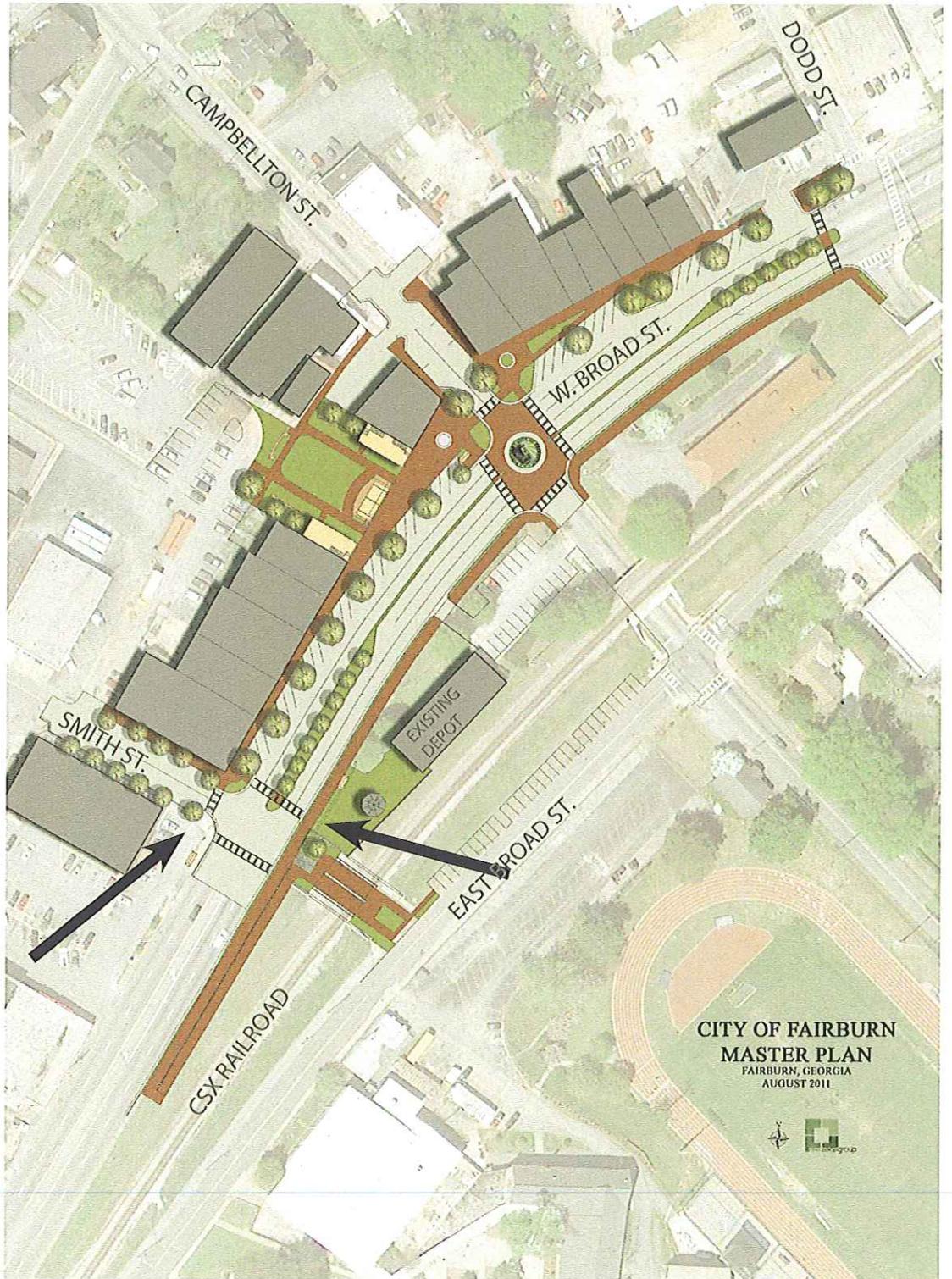
Upgraded Pedestrian Signalization



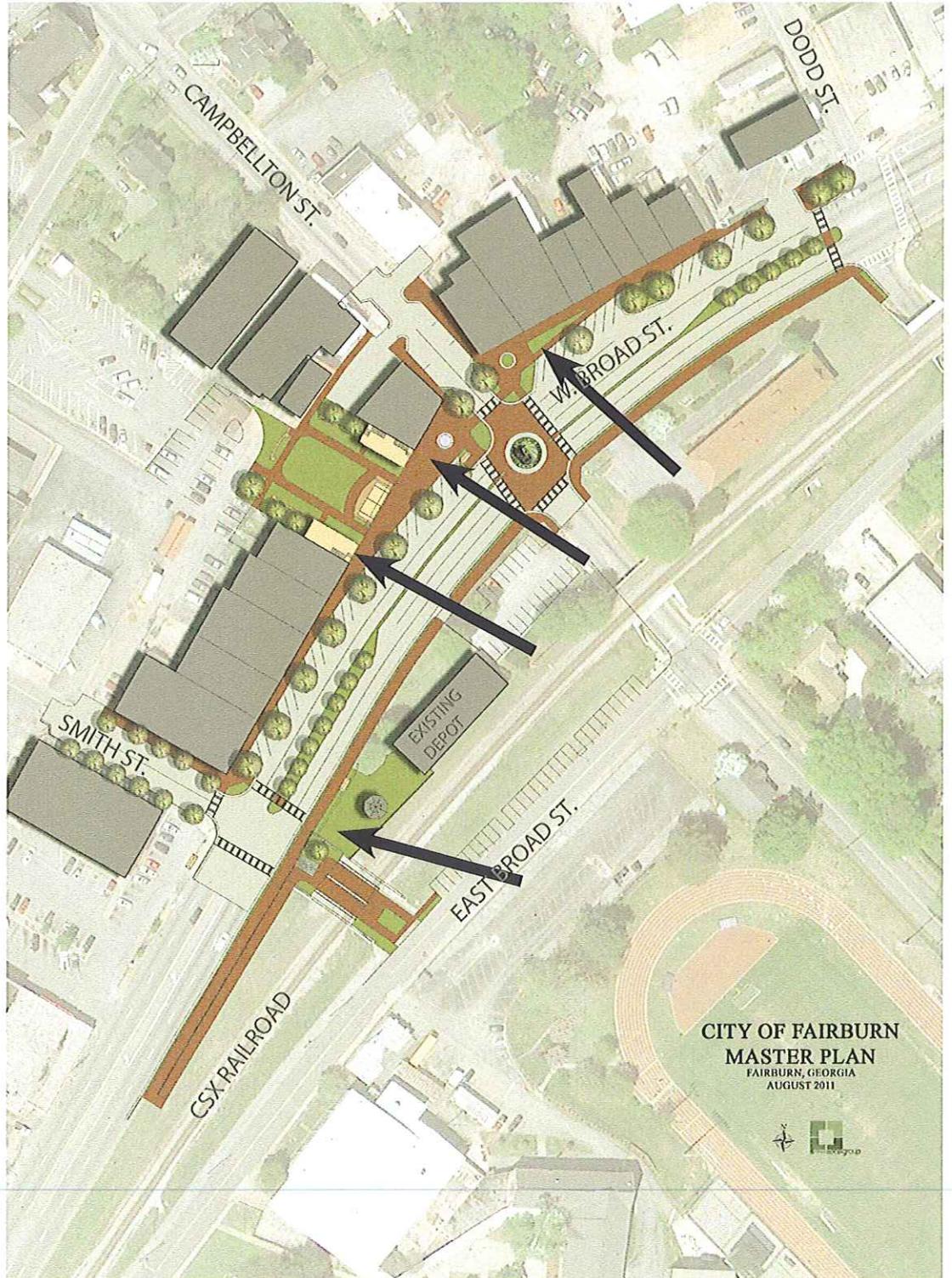
Stamped Asphalt Intersection



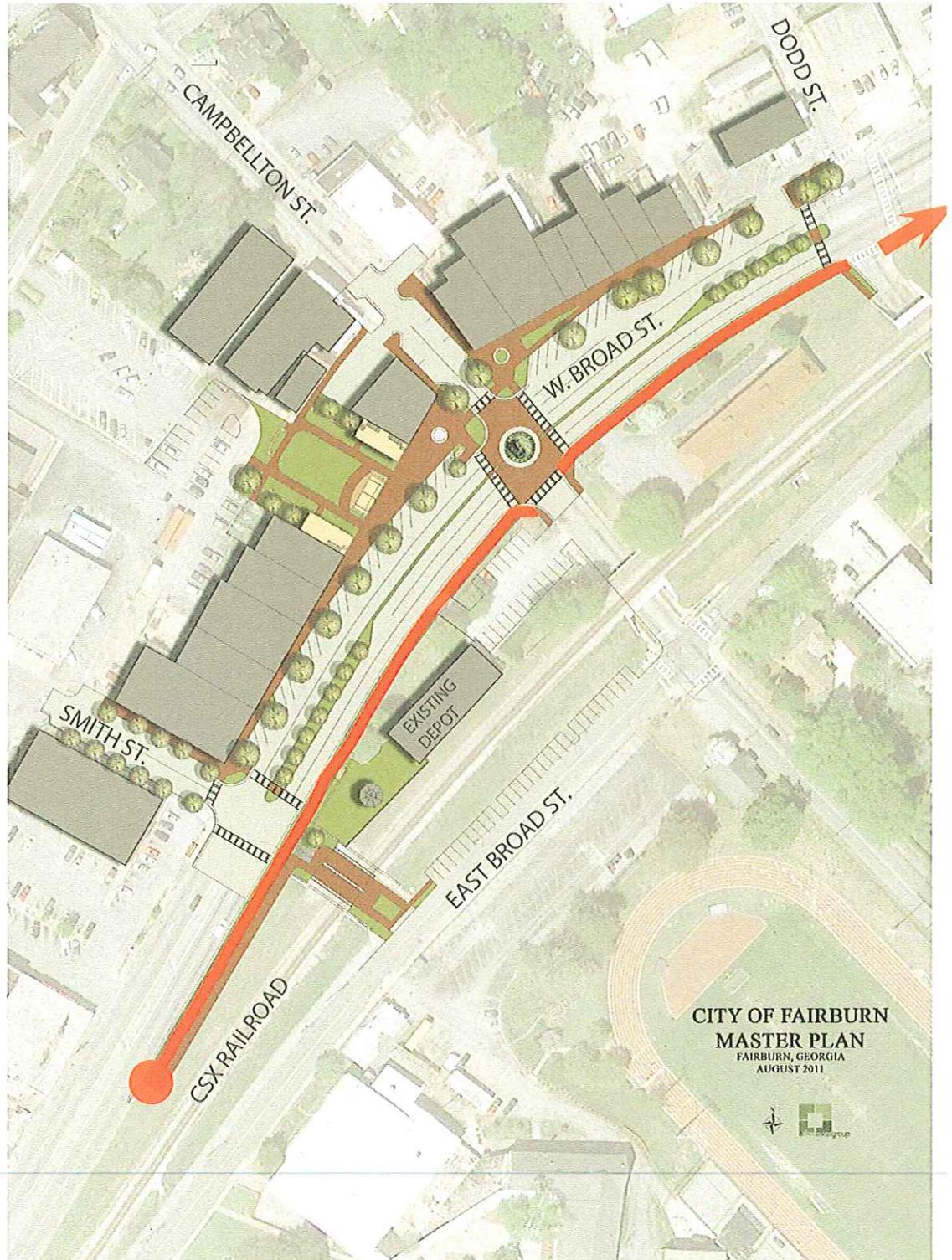
New Bus Shelter



Bike Racks



10' Path with 2'-0" Green Buffer. Continue to intersection of Hwy. 29 and Hwy. 138.



Site Section through Town Green



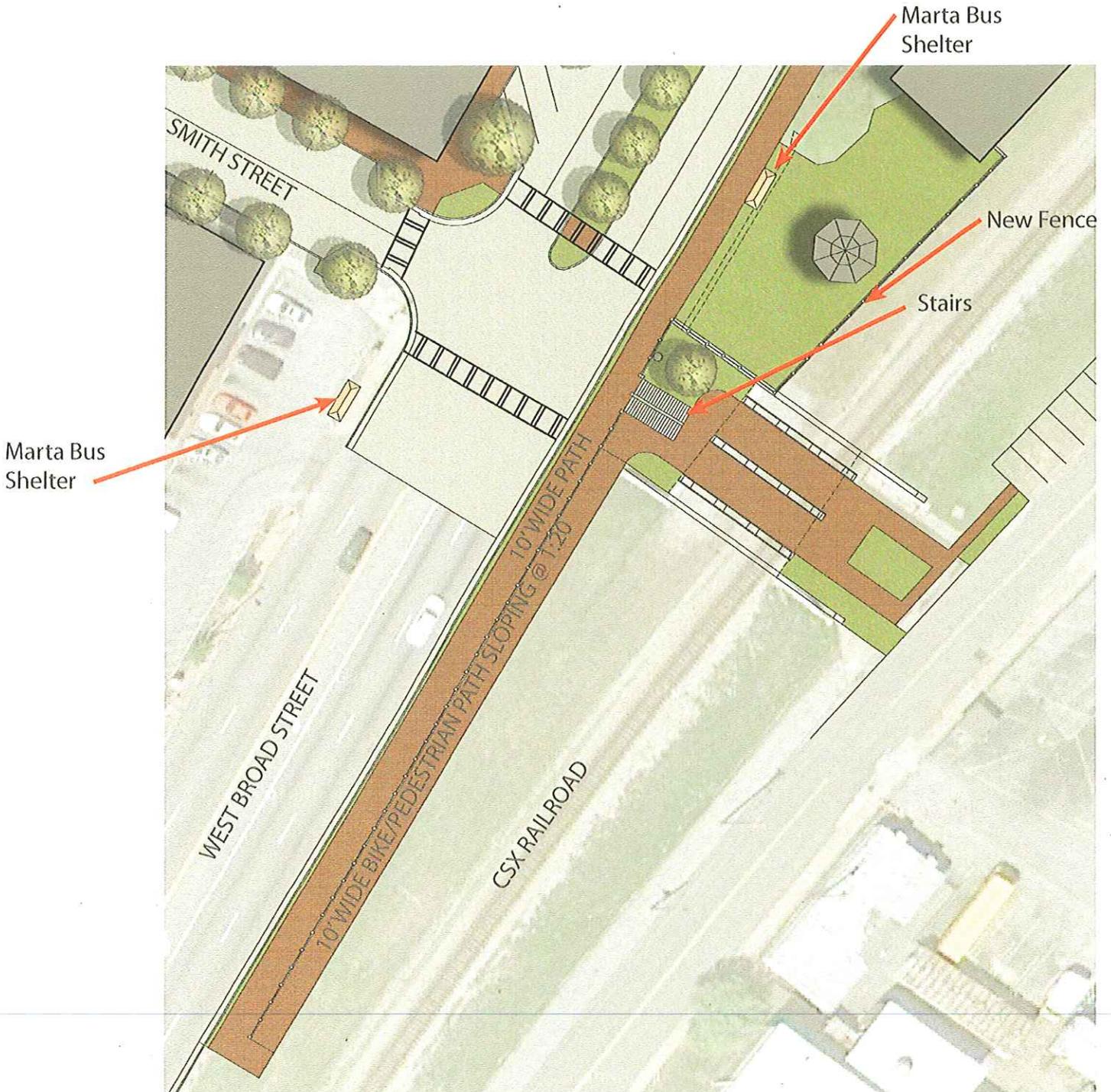


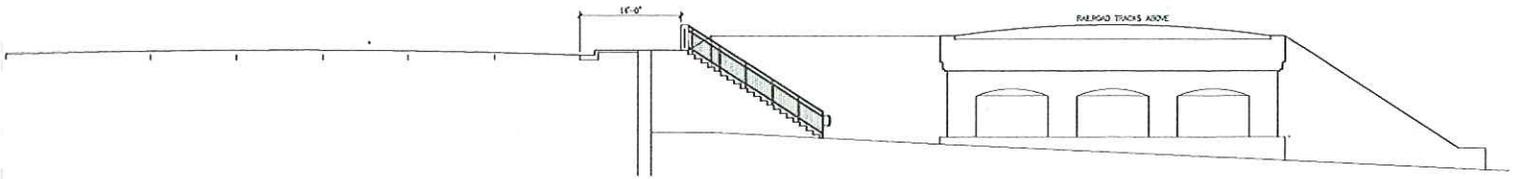




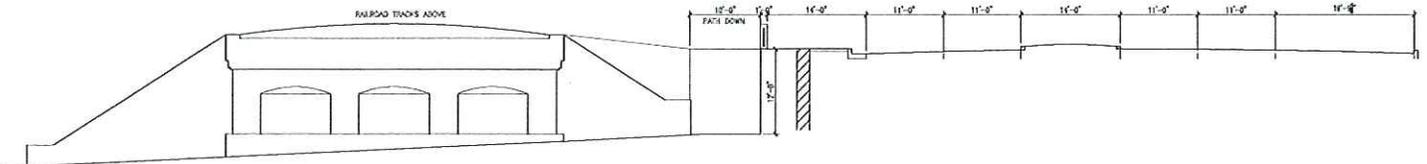




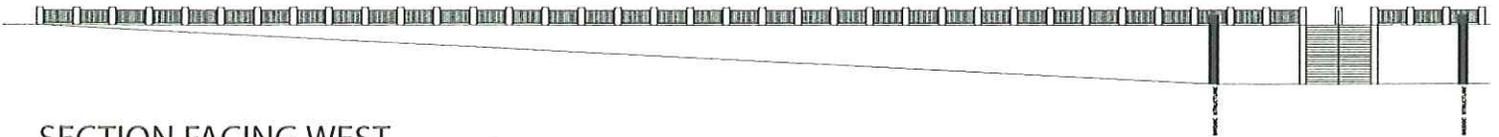




SECTION FACING NORTH

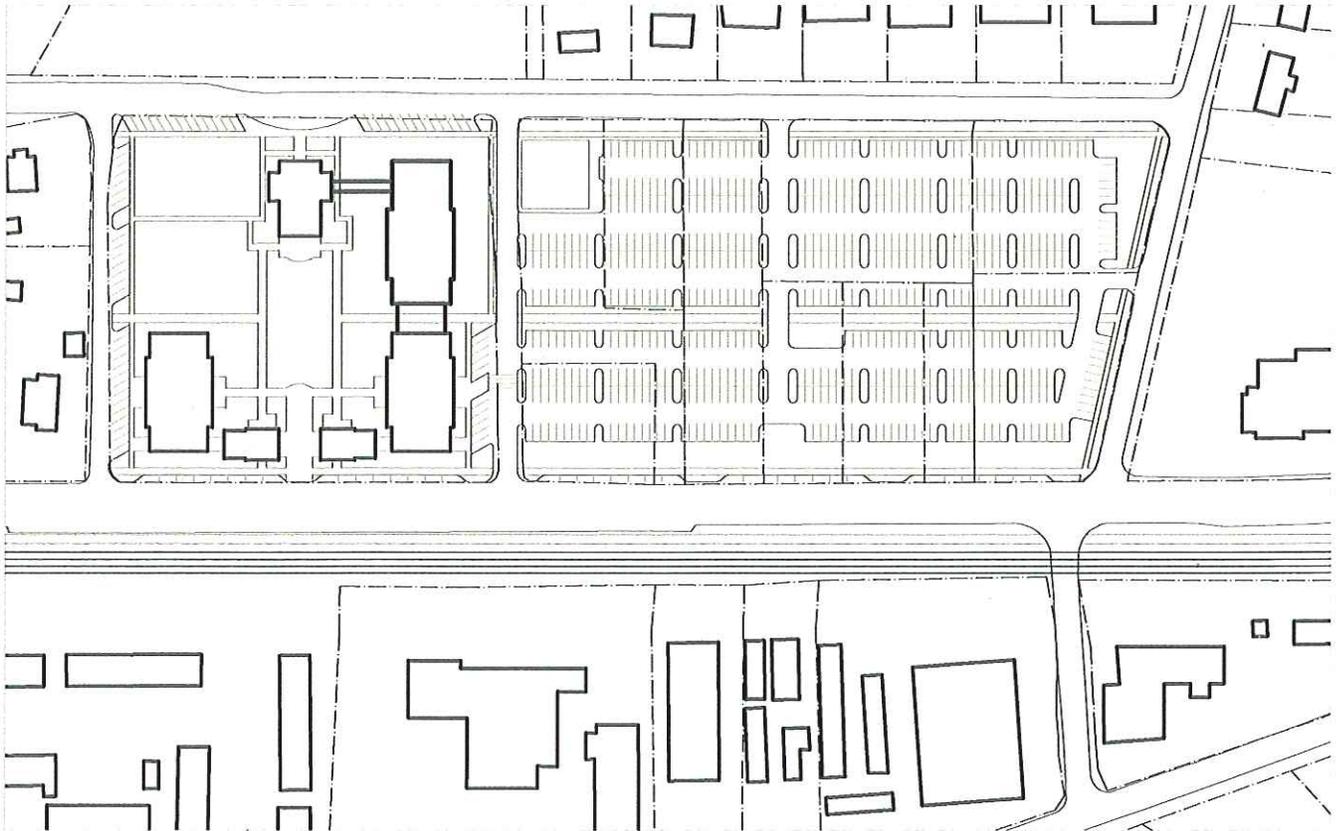


SECTION FACING SOUTH

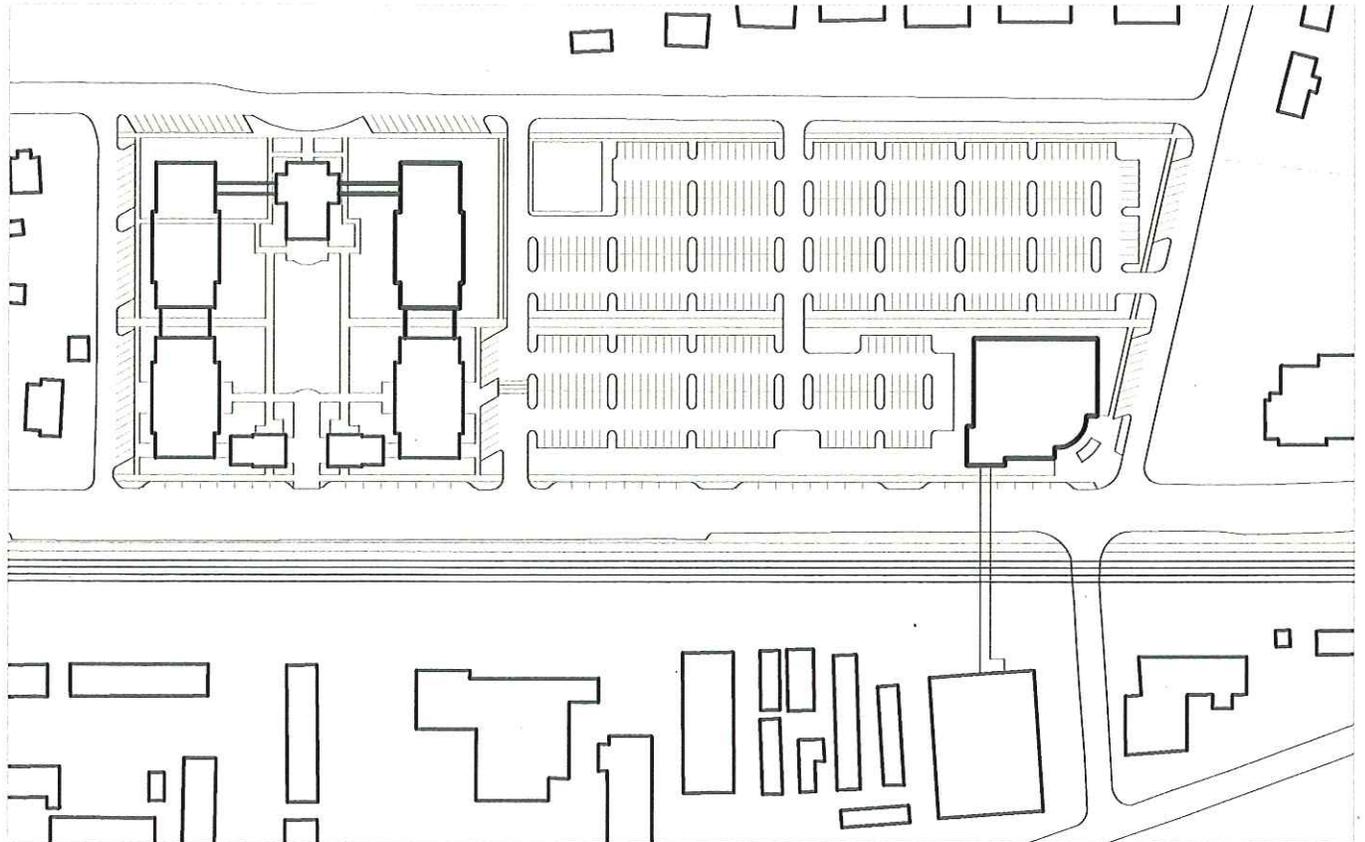


SECTION FACING WEST

Phase 1



Phase 2



Budget Narrative

An initial estimate for the Town Center improvements was developed for the project based on a completion date within five years from 2011.

The budget is comprehensive and includes non-construction costs, such as site acquisition, professional fees, and fixed site furnishings. The budget is an estimate only to give an order of magnitude cost to place the associated program on this site.

City of Fairburn LCI Streetscape Improvements

Fairburn, GA
August 25, 2011

Item	Unit	Quantity	Cost/Unit	Total Cost
A. Construction				
Railroad Underpass (per attached detailed estimate)	LS			\$369,750
Road Improvements (per attached detailed estimate)	LS			\$1,150,100
To Hwy 138 - 10' concrete sidewalk 6" deep with gravel base	SY	5434	\$52	\$282,568
MARTA bus shelters (non prefab)	Each	3	\$25,000	\$75,000
Landscape allowance for extension to Hwy 138	LS		\$100,000	\$100,000
Lighting, Single Fixture 14' Pole	Each	196	\$3,500	\$686,000
Overall Construction Contingency				\$423,582
Subtotal Construction				\$3,087,000
B. Soft Costs				
PE			20% Construction	\$532,684
City Administrative Costs			3% Construction	\$79,903
Overall Design Contingency				\$125,413
Subtotal Soft Costs				\$738,000
C. Right-of-Way				
ROW/Construction easements acquisition				\$50,000
Total Project Cost				\$3,875,000

*The detailed breakdown of the Railroad Underpass estimate and Road Improvements estimate line items above is broken out in the following page.

CITY OF FAIRBURN ROAD IMPROVEMENTS FAIRBURN, GEORGIA AUGUST 29, 2011		ROAD IMPROVEMENTS			LUSK & COMPANY	
ITEM	DESCRIPTION	LABOR	MATERIAL	SUB	TOTAL	REMARKS
	SITE DEMOLITION	0	0	73,078	73,078	
02200	EARTHWORK	0	0	80,000	80,000	
	EROSION CONTROL	0	0	8,475	8,475	
	BRICK PAVERS	0	0	60,850	60,850	
02400	ASPHALT PAVING	0	0	25,000	25,000	
02420	PAVEMENT MARKINGS	0	0	28,000	28,000	
02425	CONCRETE CURB AND GUTTER	0	0	23,922	23,922	
	PEDESTRIAN SIGNALS	0	0	154,000	154,000	
	CAST IRON GRATE	2,430	13,491	0	15,921	
02900	LANDSCAPING	0	0	31,000	31,000	
	SUBTOTAL DIVISION TWO					500,246
03300	SIDEWALKS & RAISED MEDIANS	28,587	102,766	29,203	160,556	
03200	RAISED SEATWALLS	0	0	58,421	58,421	
	SUBTOTAL DIVISION THREE					218,977
	SUBTOTAL	31,017	116,257	571,949	719,223	719,223
	GENERAL CONDITIONS	69,930	31,940	1,250	103,120	
	TESTING	0	0	15,000	15,000	
	SAFETY REQUIREMENTS	0	0	74,738	74,738	
	SITE LAYOUT	0	0	15,000	15,000	
	GENERAL LIABILITY AND UMBRELLA	0	0	4,629	4,629	
	DOT PERMIT	0	0	6,149	6,149	
	CONTRACTOR BOND	0	0	12,638	12,638	
	OVERHEAD AND PROFIT	0	0	95,050	95,050	
	CONTINGENCY	0	0	104,554	104,554	
	TOTAL	100,947	148,197	900,956	1,150,100	

CITY FAIRBURN RAILROAD UNDERPASS FAIRBURN, GEORGIA AUGUST 29, 2011		RAILROAD UNDERPASS			LUSK & COMPANY	
ITEM	DESCRIPTION	LABOR	MATERIAL	SUB	TOTAL	REMARKS
02280	DEMOLITION	0	0	22,584	22,584	
	EARTHWORK	0	0	15,938	15,938	
	EROSION CONTROL	0	0	1,875	1,875	
	CHAIN LINK FENCE	0	0	1,836	1,836	
	HIGHWAY GUARDRAIL	0	0	3,360	3,360	
	LANDSCAPING	0	0	1,500	1,500	
	SUBTOTAL DIVISION TWO					47,093
03300	CAST IN PLACE CONCRETE	33,415	59,091	16,127	108,633	
	SUBTOTAL DIVISION THREE					108,633
04200	UNIT MASONRY	0	0	28,765	28,765	
	SUBTOTAL DIVISION FOUR					28,765
05100	HANDRAILS AND BOLLARDS	0	0	12,399	12,399	
	SUBTOTAL DIVISION FIVE					12,399
09900	PAINTING	0	0	2,859	2,859	
	SUBTOTAL DIVISION NINE					2,859
	SUBTOTAL	33,415	59,091	107,243	199,749	199,749
	GENERAL CONDITIONS	32,670	11,242	450	44,362	
	SAFETY	0	0	46,290	46,290	
	TESTING	0	0	5,000	5,000	
	GENERAL LIABILITY AND UMBRELLA	0	0	2,805	2,805	
	BUILDER'S RISK	0	0	245	245	
	DOT PERMIT	0	0	2,363	2,363	
	CONTRACTOR BOND	0	0	4,765	4,765	
	OVERHEAD AND PROFIT	0	0	30,558	30,558	
	CONTINGENCY	0	0	33,613	33,613	
	TOTAL	66,085	70,333	233,332	369,750	

Educational Campus Budget

Fairburn

Educational Campus(s)

REVISED ON

TOTAL BUDGET All potential Campus(s) 5 & 10 year need (Preliminary)

LINE ITEM	2015			2020		
	GSF	\$/GSF	SF	GSF	\$/GSF	SF
Acreage:	7 Acres			14 Acres		
Subtotal Building Cost	44,100 gsf		\$6,750,000	86,600 gsf		\$13,500,000
GMC	27500 gsf	\$135	\$3,712,500	42500 gsf	\$135	\$5,737,500
Brenau	-5900 gsf	\$135	-\$796,500	-900 gsf	\$135	-\$121,500
Subtotal GMC & Brenau	21600 gsf		\$2,916,000	41600		\$5,616,000
ATC/ Logistics	15000 gsf	\$135	\$2,025,000	30000 gsf	\$135	\$4,050,000
Culinary/restaurant/catering	7500 gsf	\$135	\$1,012,500	15000 gsf	\$135	\$2,025,000
Subtotal ATC/ Logistics / Culinary / Restaurant	22500 gsf		\$3,037,500	45000 gsf		\$6,075,000
Subtotal building cost:			\$4,050,000			\$8,100,000
Tenant fit up work						
GMC	27500 gsf	\$60	\$1,650,000	42500 gsf	\$60	\$2,550,000
Brenau	-5900 gsf	\$60	-\$354,000	-900 gsf	\$60	-\$54,000
Subtotal GMC & Brenau	21600 gsf		\$1,296,000	41600		\$2,496,000
ATC/ Logistics	15000 gsf	\$60	\$900,000	30000 gsf	\$60	\$1,800,000
Culinary/restaurant/catering	7500 gsf	\$120	\$900,000	15000 gsf	\$120	\$1,800,000
Subtotal ATC/ Logistics / Culinary / Restaurant	22500 gsf		\$1,800,000	45000 gsf		\$3,600,000
Subtotal tenant fit up			\$2,700,000			\$5,400,000
Additional parking	225 units	\$2,500	\$562,500	450 units	\$2,500	\$1,125,000
Fixed Equipment	5% Building Cost		\$337,500	5% Building Cost		\$675,000
Site development	10% Building Cost		\$675,000	7% Building Cost		\$945,000
Subtotal construction cost:			\$8,325,000			\$16,245,000
Escalation to mid-point of construction	1 Years	3%	\$249,750	5 Years	3%	\$2,436,750
TOTAL CONSTRUCTION COST			\$8,574,750			\$18,681,750
Non Construction Cost:						
Site acquisition	7.00 acres	\$200,000	\$1,400,000	14.00 acres	\$200,000	\$2,800,000
Professional fees	12% Of Const. Cost		\$1,028,970	12% Of Const. Cost		\$2,241,810
FF&E	12% Of Const. Cost		\$1,028,970	12% Of Const. Cost		\$2,241,810
Design and Construction Contingency:	10% Of Const. Cost		\$857,475	10% Of Const. Cost		\$1,868,175
Administration and Project Management	3% Of Const. Cost		\$257,243	3% Of Const. Cost		\$560,453
TOTAL PROJECT BUDGET			\$13,147,408			\$28,393,998

* Note: We recommend that the estimated amounts for site acquisition be verified by a land appraiser.
Above does not include financing cost and telephone equipment.

P:\p\11143FRB\51\apac\est-Budget\Fairburn 7 14 2011 (with pre revisions)\xls\Budget

Next Steps

VILLAGE GREEN

Solicit for Proposals

Proceed with Design and Construction

STREETSCAPE

Kick-off meeting with Atlanta Regional Commission

Scoping Phase

- Create Project schedule
- Prepare Impact Analysis
- Refine/Update Cost Estimate

EDUCATIONAL CAMPUS

Present the Plan for the Educational Campus to the Mayor and Council