

Figure 3.3a – Existing Conditions

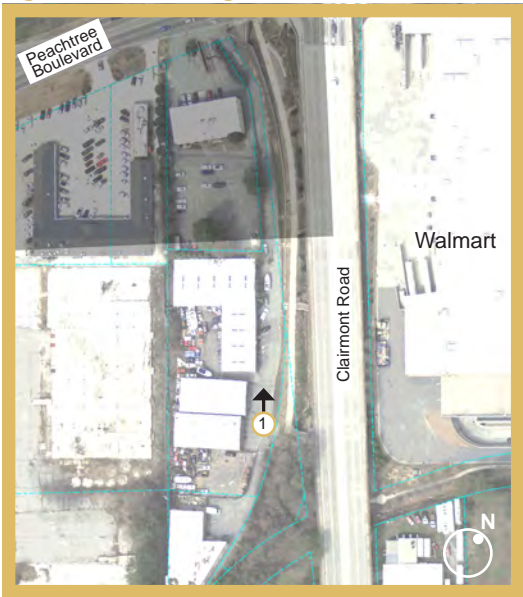


Figure 3.3b – Proposed Conditions



### 3.3 Focus Area 2 - Restaurant Row

The Restaurant Row Focus Area is located along the Keswick Trail just to the west of the Clairmont Road overpass, south of Peachtree Boulevard and north of where the existing Keswick Trail runs towards the east along the Walmart service drive. Figure 3.3a illustrates the existing conditions of the area, along with the locations of an existing conditions perspective image depicted in Figure 3.3d. The area is comprised of industrial land uses accessed by a service drive.

Figure 3.3b illustrates the proposed conditions of the Restaurant Row Focus Area. Based on the findings from the public engagement phase, the image shows the industrial buildings located along the Keswick Trail being adaptively reused or redeveloped to restaurants that face on to the Keswick Trail. The service drive is proposed to be transformed into a shared-use street where vehicles and pedestrians can travel and coexist safely and harmoniously. This shared-use street could provide a connection from the Keswick Trail to a multi-purpose trail on the Clairmont Road Bridge, which would connect the Rail-Trail to the southern portion of the City of

Chamblee. Implementing this connection on the Clairmont Road Bridge would require narrowing the travel lanes on Clairmont Road from 12' and 13' down to 10' or 11' and expanding the sidewalk on the west side of the Clairmont Road Bridge from 6' to 8' with a 4' vegetated buffer between the travel lanes and the multi-purpose trail.

Figure 3.3c – Restaurant Row Park



Additionally, the image proposes the location of a small park between the Restaurant Row shared-use street and where the proposed Rail-Trail forks to the east. Figure 3.3c provides a closer view of the proposed park space. The City should consider the findings from the City of Chamblee Parks and Recreation Master Plan to confirm the uses for this space. Uses



Figure 3.3d – Restaurant Row Perspective ① Existing Conditions



Figure 3.3d depicts the existing conditions of the Restaurant Row Focus area. As noted previously, the area is predominantly comprised of industrial land uses accessed from Peachtree Boulevard through a service drive located just west of the Keswick Trail tunnel and the Clairmont Road overpass.

The service drive varies in width and ranges from about 25' to 40'. It currently functions as a two-way drive with angled and parallel parking located throughout the service drive.

Figure 3.3e – Restaurant Row Perspective ① Proposed Conditions



Figure 3.3e illustrates the proposed potential conditions of Restaurant Row. Informed by the public engagement process, the area is shown being adaptively reused or redeveloped as restaurants or other trail-friendly commercial and retail uses that face onto the Keswick Trail.

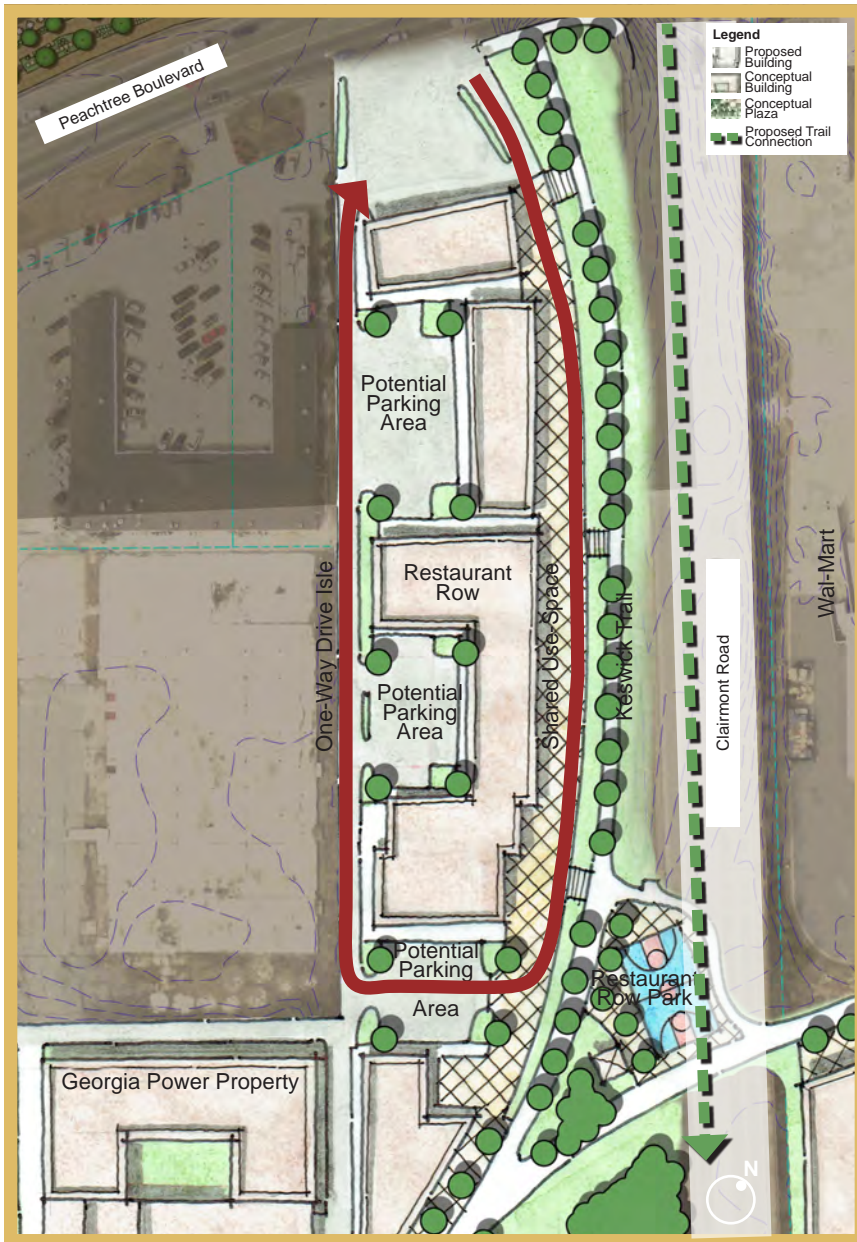
A portion of the service drive is proposed to be transformed into a shared-use street where vehicles and pedestrians can coexist safely and harmoniously. This allows the buildings to be serviced by deliveries and visited by customers in vehicles while still allowing pedestrians to walk along the space to access the restaurants and stores along the way. Page 63 provides additional information about shared-use streets.

The portion of the service drive closest to the buildings could be transformed into outdoor plazas with movable tables, umbrellas, and chairs. Movable furnishings such as planters, as well as varying hardscape materials, could be used to further demarcate the space between the plazas and the shared-use street.





Figure 3.3f – Restaurant Row Proposed Vehicular Circulation



should foster the activation and programming of the space to bring “eyes on the trail and park.” A portion of the space would be located under the Clairmont Road overpass and would function as a canopy for the park.

One potential program for the park could be the development of an active multi-use sports court. This court could provide residents with access to a variety of court games such as basketball, tennis, and pickleball. The space could also include a small picnic pavilion with movable tables and chairs.

Figure 3.3f further illustrates how vehicular circulation and parking could function in the proposed Restaurant Row. The proposed shared-use street would function as a one-way drive. Vehicles would enter the space from Peachtree Boulevard and drive south to the end of the buildings, where the shared-use street would transition to a one-way drive aisle that would circle around and behind the buildings. Vehicles would travel north along the drive aisle where they could access Peachtree Boulevard.

The drive aisle could also provide access to parking lots located behind the buildings. These parking lots could provide additional space for other back-of-house services such as trash collection, deliveries, cleaning, and storage.



## Shared-Use Street

Shared-use streets are urban spaces that are designed to allow vehicles and pedestrians to coexist and travel in the same space safely. This is achieved by removing any features that specifically cater to vehicle traffic such as curbs, travel lane surface markings, traffic signs, and traffic lights. The removal of these familiar vehicular-oriented features creates a degree of uncertainty regarding the primary user of the space.

Shared-use streets are typically designed as plazas with hardscape materials and furnishings traditionally found in pedestrian spaces such as pavers, movable tables and chairs, planters, trash receptacles, bicycle racks, and benches. These urban spaces, designed to feel like a pedestrian plaza but allowing vehicular through traffic, encourage drivers to reduce their speeds and “behave” in a manner that is compatible with pedestrians. This ultimately leads to an urban space that is safer both for pedestrians and vehicles. It allows businesses that require vehicular access to remain viable while also providing access for pedestrian business. Following are examples of shared-use streets.



Exhibition Road | England



Kungsgatan + Bredgatan Intersection | Switzerland

