City Council Meeting
MARCH 5, 2018

ALPHARETTA CITY HALL
COUNCIL CHAMBERS
2 PARK PLAZA
6:30 PM

I. CALL TO ORDER

II. ROLL CALL

III. PLEDGE TO THE FLAG

IV. CONSENT AGENDA

A. Council Meeting Minutes (Meeting of 2/5/2018)

B. Financial Management Report: Month Ending January 31, 2018

V. PUBLIC HEARING

A. PH-17-40 Webb Bridge Road & Morris Road (Council Only)
(NOTE: This item has been withdrawn by the Applicant and will not be considered at this meeting.)
Consideration of a change to previous conditions of zoning to allow for grading encroachments into the required 100' undisturbed buffer. The property is located at southwest corner of Webb Bridge Road and Morris Road and is legally described as being located in Land Lots 909, 1262 & 1263, 1st/2nd District, 2nd Section, Fulton County, Georgia.

B. CLUP-17-06/Z-17-18/V-17-39 1245 Rucker Road
Consideration of a request to rezone 1.85 acres from AG (Agriculture) to R-8A/D (Dwelling 'For-Sale', Attached/Detached Residential) to allow for the subdivision of the property into eight (8) single-family detached lots. A comprehensive land use plan amendment is requested from Low Density Residential to High Density Residential and a variance is requested to allow a hammerhead turnaround in lieu of a cul-de-sac. The property is located at 1245 Rucker Road on the south side of Rucker Road and east of Harris Road and is legally described as being located in Land Lot 1275, 2nd District, 2nd Section, Fulton County, Georgia.

C. PH-17-38 Sae Han Church/3385 Kimball Bridge Road (Council Only)
Consideration of a change to previous conditions of zoning to allow for a detention pond to be placed underground for the purpose of providing more parking for the expansion of the church. The property is located at 3385 Kimball Bridge Road on the south side of Kimball Bridge Road and west of Waters Road and is legally described as being located in Land Lot 916, 1st District, 2nd Section, Fulton County, Georgia.

D. PH-17-42 Milton Park Promenade (Council Only)
Consideration of changes to previous conditions of zoning to allow additional retail/restaurant uses in an existing strip center. The property is located at 5950 North Point Parkway at the southwest corner of North Point Parkway and Mill Creek Avenue and is legally described as being located in Land Lots 796 & 809, 1st District, 2nd Section, Fulton County, Georgia.

VI. OLD BUSINESS

A. PH-17-37: UDC Changes Downtown Code - Parking (First Reading)
Consideration of text amendments to the Unified Development Code to address Downtown Parking.

B. **Approval Of Fiscal Year 2018 Mid-Year Budget Amendment (Second reading)**

C. **Resolution and Ordinance Calling For 2018 City Of Alpharetta Municipal Special Election (Second reading)**
A RESOLUTION AND ORDINANCE TO REGULATE AND PROVIDE FOR THE CALLING OF A CITY OF ALPHARETTA SPECIAL ELECTION TO BE HELD IN CONJUNCTION WITH THE STATE-WIDE GENERAL PRIMARY ON MAY 22, 2018; TO PROVIDE FOR AND RATIFY THE PUBLICATION AND NOTICE OF THE ELECTION; TO ESTABLISH A CANDIDATE QUALIFICATION PERIOD; TO ESTABLISH CANDIDATE QUALIFICATION FEES; TO ESTABLISH A VOTER REGISTRATION CUT-OFF DATE; AND FOR OTHER PURPOSES

VII. NEW BUSINESS

A. **Warsaw Area Sidewalk Improvements, ITB #18-006**

B. **Old Milton Parkway TSPLOST - Costing Plans**

C. **Webb Bridge Road Bridge Over Georgia 400 - Concept Design**

D. **Intergovernmental Agreement for the Provision of Election Services between Fulton County and the City of Alpharetta**

E. **Downtown Parking Management**

F. **Resolution - Opposition To Senate Bill 426 And House Bill 533**
A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF ALPHARETTA IN OPPOSITION TO SENATE BILL 426 (BROADBAND INFRASTRUCTURE LEADS TO DEVELOPMENT ACT), HOUSE BILL 533 (5G BROADBAND INFRASTRUCTURE LEADS TO DEVELOPMENT ACT), AND SIMILAR LEGISLATION

VIII. WORKSHOP

A. **Presentation of the North Fulton Comprehensive Transportation Plan**

B. **Live Streaming of City Council Meetings Workshop**

IX. PUBLIC COMMENT

X. REPORTS

XI. ADJOURNMENT TO EXECUTIVE SESSION

City Council Meeting
STAFF REPORT

Submitting Department: City Clerk
Submitted By:
Meeting Date: March 5, 2018

I. AGENDA ITEM TITLE: COUNCIL MEETING MINUTES (MEETING OF 2/5/2018)

II. RECOMMENDATION:

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: NO
FISCAL IMPACT: NO
INCLUDED IN CURRENT FY CPTL BUDGET: NO
INCLUDED IN CURRENT FY OPRT. BUDGET: NO
TOTAL PROJECT COST:
APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

IV. REPORT IN BRIEF:

V. ALTERNATIVES:

VI. ATTACHMENTS:

2-5-18 city council meeting minutes

City Council Meeting and Public Hearing Summary
February 5, 2018

OFFICE OF THE CITY CLERK
678-297-6003
WWW.ALPHARETTA.GA.US
PREPARED BY: COTY THIGPEN

This summary is provided as a convenience and service to the public, media and staff. It is not the intent to record proceedings verbatim. Any reproduction of this summary must include this notice. Public comments are noted as heard by Council, but not quoted or paraphrased. This document includes limited presentation by Council and invited speakers in ***summary*** *form.* ***This*** *is* ***not an official record*** *of the Alpharetta City Council Meeting proceedings. Official Minutes are recorded and available for review.*

I. CALL TO ORDER

- *Mayor Belle Isle called the meeting to order at 6:30 p.m.*

II. ROLL CALL

- Council Members
  - Mayor David Belle Isle
  - Chris Owens
  - Jason Binder
  - Ben Burnett
  - Jim Gilvin
  - Dan Merkel
  - Donald Mitchell (Mayor Pro Tem)
- Staff
  - Bob Regus, City Administrator
  - Coty Thigpen, City Clerk
  - Sam Thomas, City Attorney
  - James Drinkard, Asst. City Administrator
  - Peter Sewczwicz, Director of Public Works
  - John Robison, Deputy Director of Public Safety
  - Morgan Rodgers, Director of Recreation and Parks
  - Kathi Cook, Director of Community Development
  - Michael Woodman, Senior Planner

III. PLEDGE TO THE FLAG

IV. CONSENT AGENDA

A. Council Meeting Minutes (Meeting of 01/22/2018)

B. Financial Management Report: Month Ending December 31, 2017

- *Council Member Gilvin offered a motion to approve the Consent Agenda.*
  - *The motion was seconded by Council Member Owens*
  - *Motion approved (7-0)*

- *Mayor Belle Isle announced that he will resign effective February 21, 2018. He asked that any Council Member who is interested in running for Mayor also resign that evening.*

V. PUBLIC HEARING

A. Z-17-17 Jalali/Douglas Road

- Director of Community Development, Kathi Cook, came forward to present this item on behalf of staff
- This item was heard at the January 4, 2018 Planning Commission meeting. Staff recommended approval, subject to 15 conditions. Residents voiced concerns over density, traffic and stormwater. A representative from the Windward Community Services Association (WCSA) requested that the Planning Commission defer the item until the applicant meets with WCSA to discuss mitigating impacts to Lake Windward. After discussion, Planning Commission recommended approval the item, subject to staff conditions and 1 new condition. Vote (4-0). The applicant met with WCSA on January 12, 2018.
- Staff recommends approval of Z-17-17 Jalali/12375 Douglas Road, subject to the following conditions (Conditions/language in RED added by the Planning Commission):

1. The site, consisting of approximately 2.98 acres, shall be zoned R-10 and developed substantially similar to site plan submitted by ACR Engineering, Inc., dated 10/31/2017, except for modifications required to comply with the conditions below. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning.
2. At least 50% of homes shall be brick or stone on the front and 2 sides, with final approval by Staff. Homes shall have a front covered entry a minimum 6' in depth. The side of the home on Lot 1, facing Douglas Road, shall have the same level of architectural detail and materials as the front.
3. Homes shall be similar in size and massing to surrounding homes and limited to 2-stories above grade, as approved by Staff. Homes shall be no less than 2,000 square feet and no more than 4,500 square feet, including finished and unfinished spaces.
4. Unfinished wood decks, fences or porches shall not be visible from Douglas Road.
5. Existing trees shall be preserved as depicted on alternative tree plan prepared by ACR Engineering, Inc., dated 12/11/2017. Developer shall provide additional tree save areas within the property.
6. Home sites shall be laid out to minimize impact to the existing tree canopy, as approved by Staff.
7. Off-site tree encroachment shall be limited to no more than 20% on the CRZ and shall require notification/approval by property owner, as approved by administrative variance.
8. A minimum 10' undisturbed buffer, replanted where sparse, shall be provided along the north, east and south sides of the property. Existing trees shall be saved, where possible, within the perimeter landscape buffers.
9. Landscape strip along Douglas Road shall be exclusive of any utilities and easements and shall include a minimum 3' high planted berm or decorative low wall and include a monument sign consistent with existing subdivisions on Douglas Road, as approved by Staff.
10. Douglas Road shall include a 6' planting strip with street trees and 6' sidewalk.

11. Provide approximately 17' of additional right-of-way along Douglas Road to match the Douglas Road corridor, final configuration of the improvement shall be approved by Staff and shall be included on the LDP.
12. Developer shall incorporate existing and/or new trees into the design of the stormwater management system utilizing Green infrastructure or similar method, as approved by Staff.
13. Developer shall not use access through Hartsmill Pointe during construction.
14. There shall be no concentrated stormwater flow onto the adjacent property where existing conditions are sheet flow.
15. Any visible stormwater structures shall be faced with decorative stone.
16. Applicant shall meet with the Windward Community Services Association and report the results of the meeting to Staff.

- The applicant, Kamran Jalali, is requesting a change in zoning for 2.98 acres from AG (Agriculture) to R-10 (Dwelling 'For-Sale', Residential) for the purpose of subdividing the property into eight (8) single-family detached lots. The subject property is located at 12375 Douglas Road, on the east side of Douglas Road and north of Newport Bay Passage.

- The submitted request, if approved, would allow for the development of eight (8) 'For-Sale' single-family detached lots on 2.98 acres with a proposed residential density of 2.68 dwelling units per acre. The subject property is located at 12375 Douglas Road, on the east side of Douglas Road and north of Newport Bay Passage.

- The property is currently zoned AG and is developed with one (1) single-family detached home. Surrounding properties are zoned CUP (Community Unit Plan). Hartsmill subdivision, located to the south, and Douglas Downs subdivision, located to the north and east, were developed in Fulton County and annexed into the City of Alpharetta. Hartsmill Pointe was platted in 2003 and has a minimum lot size of 9,000 square feet with a density of 2.97 dwelling units per acre. Douglas Downs subdivision developed in the early 1990's and also has a minimum lot size of 9,000 square foot lots with a maximum density of 3.45 dwelling units per acre. Woodland Cove subdivision, located to the south, was rezoned to R-10 in 2012.

- The Comprehensive Land Use Plan reflects a 'Low Density Residential' future land use designation for the subject property. The R-10 (minimum 10,000 square feet) zoning district is appropriate within the 'Low Density Residential' land use designation. The surrounding area is predominately zoned CUP with minimum lot sizes of 9,000 square feet; therefore, the R-10 zoning district would be appropriate for the property.

- The submitted site plan depicts eight (8) single-family detached lots with lots ranging in size from 10,050 to 12,998 square feet. All lots are oriented to and have access from a new private street along the north side of the property. A five-foot (5') sidewalk is depicted along the both sides of the new street. Each lot has a minimum lot width of 75'. The proposed site plan meets or exceeds all development standards in the R-10 zoning district.

- The property consists primarily of Pines, with a few hardwoods. The tree survey and assessment identify two (2) specimen quality trees on the property. However, the applicant's tree plan only shows off-site trees and trees on the property line as being saved. If approved, staff recommends additional tree save areas within the property and that home sites be laid out to minimize impacts on the tree canopy.

- A stormwater pond is depicted on the eastern side of the property, but is shown without an off-site drainage easement. Currently, water from the applicant's property is spread across two (2) lots within Douglas Downs subdivision. In order to ensure sheet flow onto properties, the applicant may lose a lot so that concentrated stormwater stays within the subject property.

- The proposed subdivision, consisting of eight (8) single-family detached homes, would generate eight (8) PM Peak Hour trips.

- Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 3 – 8 school age children. Numbers provided by Fulton County Schools show that Lake Windward Elementary School and Taylor Road Middle School have capacity; however, Chattahoochee High School is currently over capacity.

- Staff has reviewed the applicant's proposal and finds that it can generally support the applicant's request for rezoning. The proposal is consistent with the Comprehensive Land Use Plan designation of the property and surrounding residential development, which is Low Density Residential. Surrounding subdivisions have residential densities between 1.94 and 3.45 dwelling units per acre and adjacent lots are minimum 9,000 square feet. Therefore, the applicant's proposed minimum lot size and density is appropriate for the subject property. If approved, conditions are recommended requiring protection of the existing tree canopy, architectural and material standards and home size and massing regulations.

- The report submitted by the applicant states that property owners were contacted regarding the applicant's intent and notified of a community meeting. The applicant held a community meeting on Monday, November 27th at the Alpharetta Branch Public Library next to City Hall. Three (3) residents attended the meeting with concerns over impacts from a deceleration lane on Douglas Road. City staff has determined that a deceleration lane is not required for the applicant's proposed development.

- As requested at the January 4, 2018 Planning Commission meeting, the applicant met with WCSA on January 12, 2018. According to the applicant, the following topics were discussed:

  1. Entrance Appearance – WCSA wanted to make sure that the project entrance and landscaping is attractive and consistent with other neighborhoods along Douglas Road. WCSA requested that this item be part of an agreement between the applicant and WCSA, with final approval of the entrance hardscape and landscape by the City.
  2. Safety – WCSA wanted to make sure that the project would not cause safety issues on Douglas Road. The City reviewed and approved the entrance configuration and will review it further as part of the permitting process.
  3. Sedimentation of Lake Windward – WCSA has concerns that the proposed development will cause sedimentation in Lake Windward. The applicant is amenable to an agreement with WCSA that would include a payment by the applicant to WCSA to cover on-going siltation removal from sediment traps at the Caney Creek inlet to Lake Windward, as well as for monitoring of the lake.

Public Comment

- Scott Steeling, 12383 Douglas Road, came forward to speak on this item

❖ *Council Member Merkel offered a motion to approve Z-17-17 Jalali/Douglas Road subject to the staff conditions 16 staff conditions as presented*

- *The motion was seconded by Council Member Owens with a friendly amendment to add a sentence to Condition #14 that states, "Off-site drainage easement shall be obtained as required in order to satisfy staff concerns regarding stormwater flow onto the adjacent property.".*
- *Amendment accepted by Merkel*
- *Motion approved (7-0)*

VI. OLD BUSINESS

A. PH-17-41: Shirley Estates Gated Community

❖ *This item was tabled on January 22, 2018. It must be removed from the table for* consideration.

❖ *Council Member Mitchell offered a motion to remove this item from the table*

- *The motion was seconded by Council Member Binder*
- *Motion approved (7-0)*

- Director of Community Development, Kathi Cook, came forward to present this item on behalf of staff
- Staff recommends approval of PH-17-41 Shirley Estates Private Streets & Gated Community, subject to the following conditions:

  1. Property shall be developed substantially in accordance with submitted plan by TerraCraft Homes, LLC, dated 12/18/2017.
  2. Project entrance shall include decorative landscaping (trees, shrubs, ornamentals, ground cover and seasonal plantings), as approved by Staff.
  3. The side and rear elevations of homes on Lots 1 and 35 shall have the same level of architectural detail as the front elevation or shall be fully screened from Webb Bridge Road, as approved by Staff.

- The applicant, Oak Hall Companies, LLC, requests private streets within a gated residential community approved for rezoning on February 1, 2016. If approved, local streets within the proposed 'For-Sale' residential subdivision will be private and gated. The Shirley Estates subdivision is located on the north side of the intersection at Webb Bridge Road and Shirley Bridge Road.
- New internal streets are proposed to be private and the subdivision, if approved, would be gated. A land disturbance permit was issued last year for the 45-lot 'For-Sale' single-family detached subdivision and the developer is now under construction. The development has one project (1) entrance off Webb Bridge Road. The applicant proposes a low wall with fence at the entrance with entry and exit gates controlled by a call box with Knox-Box for emergency access.
- City departments were consulted on this request and expressed no concerns with the applicant's proposal.
- Applicant came forward and stated that they had worked with Council and are confident they have addressed any concerns expressed at the previous Council meeting

Public Comment

None

❖ *Council Member Merkel offered a motion to approve PH-17-41: Shirley Estates Gated Community subject to staff conditions*

- *The motion was seconded by Council Member Burnett*
- *Motion approved (7-0)*

B. CU-17-14: Currahee Brewing Company

- *This item was tabled on January 22, 2018. It must be removed from the table for* consideration.
- *Council Member Binder offered a motion to remove this item from the table*
  - *The motion was seconded by Council Member Merkel*
  - *Motion approved (7-0)*

- Senior Planner, Michael Woodman, came forward to present this item on behalf of staff

- Mr. Woodman provided a brief update per a letter provided by the applicant to include pledge by applicant to provide food and menus form local restaurant onsite and will work with local restaurants to have an agreement in place for some type of food runner program

- This item was heard at the January 4, 2018 Planning Commission meeting. Staff recommended approval of the item subject to 3 conditions. No one spoke in favor of or in opposition to the request. After discussion, the Planning Commission recommended to approve the item subject to staff conditions and one (1) new condition. Vote (4-0)

- Staff recommends approval of CU-17-14 Currahee Brewing Company, subject to the following conditions (Conditions/language in RED added by the Planning Commission):

1. Conditional use approval shall be limited to Currahee Brewing Company; no additional 'Brewery' businesses or subleasing shall be permitted within the approved space.
2. Hours of operation shall be limited to Monday – Saturday 12:00 PM – 12:00 AM and Sunday 12:30 PM – 12:00 AM.
3. Exterior improvements, including outdoor seating areas, shall require approval by the Design Review Board.
4. Outdoor seating shall not obstruct pedestrian traffic and shall be approved by Staff.

- The applicants, Brandon Hintz and JT Schroeder, are requesting approval of a conditional use permit to allow a 'Brewery' within a 2,647 square foot building in the Downtown. Currahee Brewing Company would replace Hop Alley Brew Pub, which represents a change in use from a restaurant, or brewpub, to a brewery. The subject property is located at 25 South Main Street on the west side of South Main Street and south of Milton Avenue.
- The submitted request, if approved, will permit a 'Brewery' in a 2,647 square foot building in the Downtown. Currahee Brewing Company would replace Hop Alley Brew Pub as a full production brewery at the proposed location. Recent regulatory changes at the State level now permit breweries to sell beer for on-premises consumption and package sales. Therefore, the applicant's proposal is to change the use from a restaurant, or brew pub, to a brewery. The subject property is located at 25 South Main Street on the west side of South Main Street and south of Milton Avenue.
- The property is zoned C-2 (General Commercial), which allows 'Brewery' with approval of a conditional use permit. All surrounding properties are zoned C-2, except that City Center (located to the east) is zoned MU (Mixed Use). Smoke Jack is located to the south, Karen's Fabrics and Digital Scientists are located to the north and the Old Roswell Street City Parking Lot is located to the west.
- Currahee Brewing Company, was founded in 2015 in Franklin, North Carolina and is under the same ownership as Hop Alley Brew Pub. The brewery will have a primary focus on manufacturing and will sell Currahee craft beers to its patrons for on-site consumption, as well as package sales. The brewery will not serve food or liquor; however, the business would allow food to be brought in. The applicant anticipates that most beer manufactured at this location will be sold for consumption on- or off-site. Distributor pickups would be limited to once a month. Hours of operation are anticipated not to exceed Monday – Saturday 12:00 PM – 12:00 AM and Sunday 12:30 PM – 12:00 AM. The applicant anticipates up to 12 employees at the proposed location.

- The business is proposed in a 2-story, 2,647 square foot building that is currently occupied by Hop Alley Brew Pub. The building is served by a shared surface parking lot located at the rear of the building. The applicant intends to utilize the existing floor plan used for Hop Alley Brew Pub. In addition, the existing outdoor seating area at the rear of the building will remain and an outdoor seating area is proposed at the front of the building along South Main Street. The applicant would also like to replace the existing storefront system windows with roll-up doors similar to Truck and Tap and add awnings.
- The applicant's traffic impact analysis indicates that 20 PM Peak Hour trips are generated for the existing use, brewpub, and for the proposed use, Currahee Brewing Company.
- Staff's analysis finds that the applicant's proposal is consistent with the established criteria for a conditional use permit. The applicant's request represents a change of use from a restaurant, or brew pub, to a brewery. The proposed 'Brewery' would complement City Center and other Downtown developments and sufficient parking exists to support the use. While the brewery has a greater emphasis on manufacturing, the applicant has stated that most beer manufactured at this location will be consumed on-site. If approved, conditions are recommended limiting the approval to Currahee Brewing Company and limiting any expansion of services.
- The report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent. The report states that no comments were received.
- Attorney came forward on behalf of the applicant to speak on the request

Public Comment

- Scott Steeling, 12383 Douglas Road, Alpharetta, GA, came forward to speak on this item

❖ *Council Member Merkel offered a motion to approve CU-17-14: Currahee Brewing Company subject to the following conditions:*

1. *Conditional use approval shall be limited to Currahee Brewing Company; no additional 'Brewery' businesses or subleasing shall be permitted within the approved space.*
2. *Hours of operation shall be limited to Monday – Thursday 4:00 PM – 9:00 PM; Friday and Saturday 12:00 PM – 10:00PM and Sunday 12:30 PM – 5:00 PM with the exception of private functions and special events as approved by staff.*
3. *Exterior improvements, including outdoor seating areas, shall require approval by the Design Review Board.*
4. *Outdoor seating shall not obstruct pedestrian traffic and shall be approved by Staff.*
5. *Menus will be made available consistently through the establishment during the hours of operation making local food available.*

- *The motion was seconded by Council Member Owens*
- *Motion approved (7-0)*

VII. NEW BUSINESS

A. IGA between the City of Alpharetta and the Development Authority of Alpharetta

- Assistant City Attorney Scott Hastey provided a brief overview of this item
- Staff recommends approval of the Intergovernmental Agreement between the City of Alpharetta and the Development Authority of Alpharetta.
- For the past three years the City has, pursuant to an IGA , leased the City Finance Building to the Alpharetta Development Authority for nominal rent. In turn, the Authority has subleased the building to Tech Alpharetta, also at nominal rent. The current IGA expires at the end of this month. The new IGA is attached, which extends the arrangement for another three years. The Development Authority approved the new IGA at its January 23 meeting.

Public Comment

None

- *Council Member Merkel offered a motion to approve the Intergovernmental Agreement between the City of Alpharetta and the Development Authority of Alpharetta*
  - *The motion was seconded by Council Member Binder*
  - *Motion approved (7-0)*

VIII. PUBLIC COMMENT

None

IX. REPORTS

- Council Member Binder requested an update on transit and request that MARTA or Fulton County come before the City Council to report
- Council Member Owens provided an overview of GDOT's managed lanes program and the potential for transit to share those managed lanes
- Council Member Burnett announced that on March 5th, Director of Information Technology Bundy will detail options for livestreaming

X. ADJOURNMENT TO EXECUTIVE SESSION

- *Council Member Binder offered a motion to adjourn to Executive Session*
  - *The motion was seconded by Council Member Mitchell*
  - *Motion approved (7-0)*

- *Mayor Belle adjourned the meeting at 7:42 p.m.*

Respectfully submitted,

Coty Thigpen, City Clerk

City Council Meeting
STAFF REPORT

Submitting Department: Finance
Submitted By:
Meeting Date: March 5, 2018

I. AGENDA ITEM TITLE: FINANCIAL MANAGEMENT REPORT: MONTH ENDING JANUARY 31, 2018

II. RECOMMENDATION:

Approve the Financial Management Reports for the month ending January 31, 2018 (period 7 of Fiscal Year 2018).

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: NO

FISCAL IMPACT: NO

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST:

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

IV. REPORT IN BRIEF:

On a monthly basis, the Finance Department prepares detailed revenue and expenditure statements for all city operating funds (including prior-year comparisons for the General Fund).

In addition, this report includes:

1. Detailed capital project report including life-to-date activity;
2. Payments $5,000 and greater;
3. Purchase orders with an estimated cost between $5,000 and $50,000; and
4. Status of current year bids/RFPs.

V. ALTERNATIVES:

VI. ATTACHMENTS:

Financial Management Report (January 2018)

City of Alpharetta, GA

Finance Department
2 Park Plaza
Alpharetta, GA 30009
Thomas G. Harris, Finance Director

Phone: (678) 297-6094
Fax: (678) 297-6063
www.alpharetta.ga.us

Financial Management Reports

THE CITY OF ALPHARETTA GEORGIA

for the month ending

January 31, 2018

(Period 7 of 12 - unaudited)

Financial Management Reports
Fiscal Year 2018

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2 PARK PLAZA
ALPHARETTA, GA 30009
PHONE: 678.297.6000
WWW.ALPHARETTA.GA.US

TO: HONORABLE MAYOR AND CITY COUNCIL MEMBERS

FROM: THOMAS G. HARRIS, FINANCE DIRECTOR

DATE: MARCH 5, 2018

RE: FINANCIAL MANAGEMENT REPORTS AS OF JANUARY 31, 2018

The documents contained herein represent the financial management reports for the City of Alpharetta ("city") as of the period ending January 31, 2018.

General Fund

Revenue: The following section pertains to information detailed in the attached Revenue Summary and Collection Comparison report. FY 2018 revenues are budgeted at $64 million (net of Carryforward Fund Balance totaling $9 million). As of January 31, 2018, actual revenue collections total 66% or $42 million.

Early collection trends indicate a net gain over budget of $578,047 with the detail as follows:

• Building Permit Fees:	$ 650,000
• Insurance Premium Taxes:	193,796
• Property Taxes (delinquent):	172,130
• Local Option Sales Tax:	150,000
• Motor Vehicle Title Fees:	75,000
• Business and Occupational Taxes:	75,000
• Hotel/Motel Taxes:	56,250
• Franchise Taxes (telephone):	(570,843)
• Municipal Court Fines:	(375,000)
• Other:	151,714
Estimated Gain:	$ 578,047

The FY 2018 budget for current year property taxes (non-motor vehicles) totals $21.2 million and is based on a billable digest of $4.6 billion (net of all exemptions/motor vehicle values). This figure was calculated in April/May 2017 based on staff forecasts of property values (including new construction estimates).

The actual digest for FY 2018, as provided by the Fulton County Board of Assessors ("Board of Assessors"), currently totals $4.5 billion. This figure

MAYOR PRO TEM
DONALD F. MITCHELL

COUNCIL MEMBERS
JASON BINDER
BEN BURNETT
DAN MERKEL

CITY ADMINISTRATOR
ROBERT J. REGUS

is net of all exemptions/motor vehicle values and assumes a 13% write-down of appealed property values.

As detailed in the chart below, property tax collections at an estimated write-down trend of 13% are tracking in-line with the budget estimate.

General Fund			
	FY 2018 Budget	FY 2018 Estimate	Variance
Digest	4.57 billion	4.53 billion	(47 million)
Est. Revenue at:			
97% Budgeted Collection Rate	✓		
99% Historical Collection Rate		✓	
Property Tax Collections	$21.2 million	$21.2 million*	$ (2,000)

* Based on assessment (including appeals) write-down estimate of 13%.

Building Permit Fee collections is trailing FY 2017 collection activity but still outpacing the conservative FY 2018 budget estimate. Collections are conservatively estimated to total $2.2 million by year-end ($2.8 million was collected in FY 2017) which is $650,000 greater than budget. Building permit fee collections are variable but will likely exceed the estimate for FY 2018 and will be adjusted accordingly in future reports. Growth is being driven through an increase in the underlying number/value of permits.

Insurance Premium Tax collections total $3.8 million in FY 2018 and represent a 6% increase over FY 2017 collections of $3.6 million.

Local Option Sales Tax collections is trending 4% higher than FY 2017 and is estimated to total $15.4 million by year-end ($14.9 million was collected in FY 2017) which is $150,000 greater than budget.

Motor Vehicle Title Tax (TAVT) collections is trending 5% higher than FY 2017 ($854,978 was collected in FY 2017) and is estimated to total $850,000 by year-end (non-standard revenue collection as it is dependent upon vehicle sales) which is $75,000 greater than budget. Main driver includes a revision in the TAVT formula that increases the local share from 41% to 45% pursuant to the underlying legislation in addition to vehicle sale activity.

Business and Occupational tax collections is trending -2% lower than FY 2017 and is estimated to total $1.1 million by year-end ($1.1 million was collected in FY 2017) which is $75,000 greater than budget. The collections forecast will likely change over the next several months due to payment timing (taxes carry a February due date with a one month grace period).

Hotel/Motel tax collections are discussed within the Special Revenue Funds section on the following page.

Franchise Tax collections are trending lower than FY 2017 and are estimated to total $6.1 million by year-end ($6.4 million was collected in FY 2017) which is $570,843 less than budget. The primary drivers of this revenue variance are electricity and telephone franchise taxes, which are trending less than FY 2017 at -4% and -5% respectively. The large $ variance is driven through

the electricity franchise tax decline which Georgia Power contributes to weather patterns (e.g. cool summers negating the need for as much air conditioning).

Municipal Court Fine collections is trending -22% lower than FY 2017 and is estimated to total $1.8 million by year-end ($2.2 million was collected in FY 2017) which is -$375,000 less than budget. Factors for the decline include a combination of reduced tickets/citations and law changes that reduce collectability of court fines.

The Finance Department will continue to monitor revenue collections and report on potential budget impacts in future financial management reports.

Expenditures: The following section pertains to information detailed in the attached Expenditure Summary by Department (expenditure rollup by department) and Expenditure Summary by Category (expenditure rollup by account) reports.

As of January 31, 2018, city departments (not including General Government[1]) have encumbered and expensed 61%, or $35 million, of their FY 2018 budget appropriations. The City Administration Department is trending materially higher than FY 2017 due primarily to increased costs for election services to Fulton County based on revised cost sharing methodologies. The fiscal year 2018 Mid-Year Budget Ordinance allocates additional funding for election related expenses and will be reflected in the financial management reports for February.

Contingency: The General Fund contingency balance as of January 31, 2018 totals $649,979.

Special Revenue Funds (large funds only)

The following section references information included within the attached GAAP Financial Statements.

Hotel/Motel Fund: FY 2018 revenues are budgeted at $7.3 million (net of carryforward fund balance totaling $1.5 million) with budgeted disbursements as follows: Alpharetta Convention & Visitor's Bureau (43.75% or $3.2 million); Facilities (18.75% or $779,963 for debt service on the Series 2016 Convention Center Bonds, $550,000 for the Alpharetta Arts Center, and $34,674 in non-allocated); and the city (37.5% or $2.7 million). Debt Service Reserve funding (Convention Center Bonds) from the Facilities portion of the tax totals $1.5 million (funded in prior years and represents the carryforward fund balance figure referenced above).

As of January 31, 2018, the city has collected 48% or $3.5 million (six months of collections). All collections have been distributed to the participating entities based on their proportionate share.

E-911 Fund: FY 2018 revenues are budgeted at $3.95 million (net of carryforward fund balance totaling $1 million for capital initiatives and reserve balances in excess of the 21% Emergency Reserve target). As of January 31, 2017 (6 months of collections), the city has collected 53% or $2.1 million. Material revenue variances include E-911 landline collections (from AT&T), which began decreasing during FY 2017 with no explanations from the service provider despite many communication attempts by the city. As such, the city has engaged Georgia Municipal Association

[1] General Government is utilized to account for non-operating transactions such as transfers-out to other city funds, contingency, etc.

to complete an audit of these revenue streams to better understand the root causes of the revenue decline.

Expenditures/encumbrances during the same time period total $4.1 million and represent general operations, blanket purchase orders that will sustain operations/capital initiatives throughout the year, and one-time capital initiatives. There are no budget variances anticipated at this time.

Debt Service Fund

The following section pertains to information detailed within the attached GAAP Financial Statements.

FY 2018 revenues are budgeted at $5.2 million (net of carryforward fund balance totaling $1.2 million). As of January 31, 2018, actual revenue totaled 96% of budget or $5 million.

The FY 2018 budget for current year property taxes (non-motor vehicles) totals $5.1 million and is based on a billable digest of $5.06 billion (net of all exemptions/motor vehicle values). This figure was calculated in April/May 2017 based on staff forecasts of property values (including new construction estimates).

The actual digest for FY 2018, as provided by the Fulton County Board of Assessors ("Board of Assessors:"), currently totals $5 billion. This figure is net of all exemptions/motor vehicle values and assumes a 13% write-down of appealed property values.

As detailed in the chart below, property tax collections at an estimated write-down trend of 13% are tracking in-line with the budget estimate.

Debt Service Fund			
	FY 2018 Budget	FY 2018 Estimate	Variance
Digest	5.06 billion	5.0 billion	(64 million)
Est. Revenue at:			
97% Budgeted Collection Rate	✓		
99% Historical Collection Rate		✓	
Property Tax Collections	$5.1 million	$5.1 million*	$ (13,000)

* Based on assessment (including appeals) write-down estimate of 13%.

Grant Funds

The following section references information included within the attached Grant Funds Detail Reports.

<u>Operating Grant Fund (Fund 220):</u> Available funding totals $103,482 and represents unencumbered/unspent project appropriations of $83,505 and a non-allocated reserve for future projects (grant matches) of $19,977.

<u>Capital Grants Fund (Fund 340):</u> Available funding totals $234,312 and represents unencumbered/unspent capital project appropriations of $58,224 and a non-allocated reserve for future capital projects (grant matches) of $176,088.

Capital Project Funds

The following section references information included within the attached Capital Project Funds Detail Reports.

General Capital Project Fund (Fund 301): Available city funding totals $11.3 million and represents unencumbered/unspent capital project appropriations of $8.4 million and a non-allocated reserve for future capital projects of $2.9 million.

Available ABC (Alpharetta Business Community) funding totals $58,959 and represents unencumbered/unspent capital project appropriations (sidewalk connectivity).

Stormwater Capital Fund (Fund 302): Available funding totals $603,003 and represents unencumbered/unspent capital project appropriations.

Conference Center Bond Fund (Fund 316): This fund accounts for proceeds of the Development Authority of Alpharetta Revenue Bonds, Series 2016 (Alpharetta Conference Center Project). Design and construction related phases are fully encumbered and the bond issuance costs have been spent.

Parks and Transportation Bond Fund (Fund 317): This fund accounts for proceeds of the voter approved General Obligation Bonds, Series 2016. Available funding totals $25.4 million and represents unencumbered/unspent capital project appropriations.

TSPLOST Capital Project Fund (Fund 335): This fund accounts for collections under the Transportation Special Local Option Sales Tax (TSPLOST) that went into effect on April 1, 2017. Available funding totals $13.7 million.

State estimates for Alpharetta TSPLOST collections totaled $13 million annually ($63 million over 5-years). Actual revenue trends are approaching $850,000 monthly with an annualized total closer to $10/11 million.

As the tax is still new, education along with collection enforcement is still being implemented which should increase the revenue trend in future months as will the holiday season. Capital programming for FY 2019 will be reflective of the updated TSPLOST revenue trends.

Enterprise Fund

The following section pertains to information detailed within the attached GAAP Financial Statements.

Solid Waste Fund: FY 2018 revenues are currently budgeted at $3.7 million (net of carryforward fund balance totaling $426,874 constituting reserve balances in excess of the 21% Emergency Reserve target). As of January 31, 2018, the city has collected $2.9 million, which represents the 1st – 3rd quarter billings and associated investment earnings. Expenditures/ encumbrances during the same time period total $3.3 million and represent general operations and blanket purchase orders (e.g. sanitation hauler) that will sustain operations throughout the year. There are no budget variances anticipated at this time.

Glass recycling services began in early December. The cost of this service, in addition to the approved 3% CPI contract growth, totals $576,000 annually with $336,000 occurring in FY

2018 (partial year). The new rates went into effect on January 1, 2018 and were billed in December (billing done in advance for the quarter of January-March 2018).

Other Items

Council Member Stipend Activity Listing: The FY 2018 budget includes appropriations of $9,000 for the Mayor and $5,000 for each City Council Post and the available balances as of January 31, 2018 are as follows:

		Budget	Expenditures (year-to-date)	Available Balance
Mayor:	vacant*	$ 9,000	$ 1,325	$ 7,675
Post #1:	Donald Mitchell (Mayor Pro-Tem)	$ 5,000	$ 594	$ 4,406
Post #2:	Ben Burnett**	$ 5,000	$ 805	$ 4,195
Post #3:	vacant*	$ 5,000	$ 97	$ 4,903
Post #4:	vacant*	$ 5,000	$ 714	$ 4,286
Post #5:	Jason Binder	$ 5,000	$ 1,167	$ 3,833
Post #6:	Dan Merkel	$ 5,000	$ 714	$ 4,286

** The incumbents resigned their posts effective 2/21/2018 to pursue other opportunities including Georgia Secretary of State (Mayor - David Belle Isle) and Alpharetta Mayor (City Council Post #3 - Chris Owens and City Council Post #4 - Jim Gilvin). ** This chart provides expenditure activity by Mayor/Council Post and includes multiple incumbents for Post #2.*

Development Authority[2] (Component Reporting Unit)

The following section pertains to information detailed within the attached Alpharetta Development Authority Financial Statements.

As of January 31, 2018, the Development Authority has $98,763 in available resources to support its main functions of promoting the public good and general welfare, trade, commerce, industry, general tax base and the employment opportunities available in the city.

Other reports included with this packet are as follows:

- Listing of Payments $5,000 and greater;
- Listing of PO's between $5,000 and $50,000; and
- Bid/RFP Status

[2] The Development Authority is a public corporation created and existing under the Constitution and laws of the State of Georgia and is governed by seven directors duly appointed by the Alpharetta City Council.

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GENERAL FUND

Revenue Report

CITY OF ALPHARETTA

Financial Management Reports
General Fund (Unaudited)
Revenue Summary and Collection Comparison
For the month ended January 31, 2018

	Current Fiscal Year					Prior Fiscal Year		
	2018 Budget	2018 YTD	% Collected	2018 Estimated	Variance	2017 Actual	2017 YTD	% Collected
Top 10 Revenues:								
Property Taxes								
Current Year	$ 21,160,000	$ 20,170,841	95.3%	$ 21,160,000	$ -	$ 19,779,392	$ 19,204,918	97.1%
Delinquent	239,000	313,750	131.3%	411,130	172,130	818,821	251,581	30.7%
Motor Vehicle Tax	180,000	98,870	54.9%	180,000	-	243,436	137,275	56.4%
Motor Vehicle Title Fee	775,000	437,761	56.5%	850,000	75,000	854,978	417,228	48.8%
Local Option Sales Tax	15,200,000	8,047,496	52.9%	15,350,000	150,000	14,943,853	7,718,834	51.7%
Franchise Tax	6,640,000	817,782	12.3%	6,069,157	(570,843)	6,357,342	831,650	13.1%
Insurance Premium Tax	3,620,000	3,813,796	105.4%	3,813,796	193,796	3,588,813	3,588,813	100.0%
Alcohol Beverage Excise Tax	2,100,000	1,115,404	53.1%	2,100,000	-	2,113,121	1,071,569	50.7%
Building Permit Fees	1,550,000	1,242,670	80.2%	2,200,000	650,000	2,750,273	1,459,231	53.1%
Business and Occupational Tax	1,025,000	439,849	42.9%	1,100,000	75,000	1,136,506	448,423	39.5%
Municipal Court Fines	2,200,000	1,091,534	49.6%	1,825,000	(375,000)	2,225,129	1,394,027	62.6%
Recreation/Special Event Fees	2,542,558	1,112,389	43.8%	2,685,829	143,271	2,512,745	1,493,669	59.4%
Hotel/Motel Tax (City portion)	2,718,750	1,300,884	47.8%	2,775,000	56,250	2,661,700	1,295,639	48.7%
subtotal	$ 59,950,308	$ 40,003,026	66.7%	$ 60,519,912	$ 569,604	$ 59,986,109	$ 39,312,858	65.5%
Other Revenues	4,146,837	2,293,196	55.3%	4,155,280	8,443	5,067,067	2,762,129	54.5%
Total Revenues	$ 64,097,145	$ 42,296,222	66.0%	$ 64,675,192	$ 578,047	$ 65,053,175	$ 42,074,987	64.7%
Carryforward Fund Balance	8,860,286							

GENERAL FUND

Expenditure Reports

CITY OF ALPHARETTA

Financial Management Reports
General Fund (unaudited)
Expenditure Summary by Department
For the month ended January 31, 2018

	Current Fiscal Year						Prior Fiscal Year		
	2018 Budget	2018 Encumbrances	2018 Exp. (YTD)	Funds Available	% Enc./Exp.	% Exp.	2017 Exp. (Total)	2017 Exp. (YTD)	% Exp.
Expenditures by Department:									
Mayor & Council	$ 364,488	$ 505	$ 186,445	$ 177,538	51.3%	51.2%	$ 319,101	$ 181,937	57.0%
City Administration	2,212,696	67,514	1,337,682	807,499	63.5%	60.5%	1,979,409	1,119,540	56.6%
Finance	3,347,009	62,638	2,168,196	1,116,175	66.7%	64.8%	3,102,987	1,943,280	62.6%
City Attorney	665,000	-	289,647	375,353	43.6%	43.6%	650,104	265,157	40.8%
Information Technology	1,681,857	10,752	986,849	684,255	59.3%	58.7%	1,545,172	899,013	58.2%
Human Resources	415,782	10,201	222,778	182,803	56.0%	53.6%	368,527	220,288	59.8%
Municipal Court	1,126,546	115,622	581,288	429,636	61.9%	51.6%	953,220	536,506	56.3%
Public Safety	27,240,508	481,477	16,092,564	10,666,467	60.8%	59.1%	24,982,153	14,748,994	59.0%
Public Works	8,377,022	454,617	4,459,649	3,462,756	58.7%	53.2%	7,331,999	3,998,762	54.5%
Recreation & Parks	9,000,204	807,042	4,682,417	3,510,745	61.0%	52.0%	8,350,571	4,655,796	55.8%
Community Development	2,857,116	26,069	1,649,235	1,181,812	58.6%	57.7%	2,629,178	1,474,314	56.1%
subtotal	$ 57,288,228	$ 2,036,438	$ 32,656,749	$ 22,595,041	60.6%	57.0%	$ 52,212,421	$ 30,043,588	57.5%
General Government:									
Non-Departmental	$ 45,000	$ -	$ 10,000	$ 35,000	22.2%	22.2%	$ 45,000	$ 10,000	22.2%
Conv. Ctr Bonds Reserve	-	-	-	-	-	-	-	-	-
Insurance Premiums (Risk)	665,000	-	387,917	277,083	58.3%	58.3%	640,000	373,333	58.3%
Gwinnett Tech Bond P&I	286,840	-	55,920	230,920	19.5%	19.5%	286,940	58,470	20.4%
Transfer(s) to other Funds	14,022,363	-	8,179,712	5,842,651	58.3%	58.3%	10,549,857	6,154,083	58.3%
Contingency	650,000	-	21	649,979	0.0%	0.0%	114,541	54,872	47.9%
subtotal	$ 15,669,203	$ -	$ 8,633,569	$ 7,035,634	55.1%	55.1%	$ 11,636,338	$ 6,650,758	57.2%
Total Expenditures	$ 72,957,431	$ 2,036,438	$ 41,290,318	$ 29,630,675	59.4%	56.6%	$ 63,848,760	$ 36,694,346	57.5%

THE CITY OF
ALPHARETTA
GEORGIA

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CITY OF ALPHARETTA

Financial Management Reports
General Fund (unaudited)
Expenditure Summary by Category
For the month ended January 31, 2018

	Current Fiscal Year						Prior Fiscal Year		
	2018 Budget	2018 Encumbrances	2018 Exp. (YTD)	Funds Available	% Enc./Exp.	% Exp.	2017 Exp. (Total)	2017 Exp. (YTD)	% Exp.
Expenditures by Category:									
Salaries & Benefits:									
(1) Regular Salaries	$ 25,834,196	$ -	$ 14,331,606	$ 11,502,590	55.5%	55.5%	$ 24,080,656	$ 13,061,593	54.2%
Overtime	1,134,001	-	837,987	296,014	73.9%	73.9%	1,201,783	598,335	49.8%
Group Insurance	8,002,164	-	4,226,413	3,775,751	52.8%	52.8%	6,740,872	4,075,479	60.5%
FICA and Social Security	2,055,127	-	1,096,425	958,702	53.4%	53.4%	1,822,381	979,726	53.8%
Defined Benefit Pension	2,500,954	-	2,500,954	-	100.0%	100.0%	2,387,665	2,387,665	100.0%
401(A) Retirement/Match	1,688,463	-	1,071,070	617,393	63.4%	63.4%	1,577,717	893,566	56.6%
(2) Other	789,101	-	446,098	343,003	56.5%	56.5%	776,908	452,180	58.2%
subtotal	$ 42,004,006	$ -	$ 24,510,553	$ 17,493,453	58.4%	58.4%	$ 38,587,982	$ 22,448,545	58.2%
Maintenance & Operations:									
Professional Services	$ 2,597,967	$ 661,009	$ 1,383,529	$ 553,429	78.7%	53.3%	$ 2,327,555	$ 1,220,201	52.4%
Legal Services	665,000	-	289,647	375,353	43.6%	43.6%	650,104	265,157	40.8%
Vehicle Fuel/Maintenance	981,024	8,448	506,683	465,894	52.5%	51.6%	867,252	485,859	56.0%
Maintenance Contracts	2,176,949	782,956	968,373	425,619	80.4%	44.5%	1,693,598	837,436	49.4%
IT Professional Services	1,430,777	267,977	996,228	166,572	88.4%	69.6%	1,306,515	896,887	68.6%
General Supplies	1,013,739	88,335	518,918	406,486	59.9%	51.2%	917,204	475,810	51.9%
Utilities	2,604,475	-	1,212,263	1,392,212	46.5%	46.5%	2,348,611	1,206,239	51.4%
Other	2,961,123	226,973	1,495,234	1,238,916	58.2%	50.5%	2,737,714	1,493,296	54.5%
subtotal	$ 14,431,054	$ 2,035,698	$ 7,370,874	$ 5,024,482	65.2%	51.1%	$ 12,848,554	$ 6,880,885	53.6%
Capital:									
OSSI/Fire Truck Leases	$ 578,669	$ -	$ 578,654	$ 15	100.0%	100.0%	$ 522,971	$ 522,971	100.0%
Software Leases	187,526	-	180,944	6,582	96.5%	96.5%	192,147	185,568	96.6%
Other	86,973	740	15,724	70,509	18.9%	18.1%	60,768	5,620	9.2%
subtotal	$ 853,168	$ 740	$ 775,323	$ 77,105	91.0%	90.9%	$ 775,885	$ 714,158	92.0%
General Government:									
Non-Departmental	$ 45,000	$ -	$ 10,000	$ 35,000	22.2%	22.2%	$ 45,000	$ 10,000	22.2%
Conv. Ctr Bonds Reserve	-	-	-	-	-	-	-	-	-
Insurance Premiums (Risk)	665,000	-	387,917	277,083	58.3%	58.3%	640,000	373,333	58.3%
Gwinnett Tech Bond P&I	286,840	-	55,920	230,920	19.5%	19.5%	286,940	58,470	20.4%
Transfer(s) to other Funds	14,022,363	-	8,179,712	5,842,651	58.3%	58.3%	10,549,857	6,154,083	58.3%
Contingency	650,000	-	21	649,979	0.0%	0.0%	114,541	54,872	47.9%
subtotal	$ 15,669,203	$ -	$ 8,633,569	$ 7,035,634	55.1%	55.1%	$ 11,636,338	$ 6,650,758	57.2%
Total Expenditures	$ 72,957,431	$ 2,036,438	$ 41,290,318	$ 29,630,675	59.4%	56.6%	$ 63,848,760	$ 36,694,346	57.5%

Notes:

(1) Includes the following components: regular salaries, holiday leave, temporary and seasonal salaries, and separation payout.

(2) Includes the following components: workers compensation, educational programs, automobile allowance, tuition reimbursement, and employee service awards.

GRANT FUNDS

Revenue & Expenditure Reports

CITY OF ALPHARETTA

Financial Management Reports
Grant Funds
Operating Grant Fund Detail (Fund 220; life-to-date for active projects)
As of January 31, 2018

			Project Snapshot		FY 2018					
Account #		Project	Total Project Authorization	Prior Year Collections/ Expenditures	Carryforward Budget	FY 2018 Appropriations	Total Budget	Collections/ Expenditures	Encumbrances	Remaining
Revenues										
Public Safety										
22031150-371000-	G1407	BAC Pedal Car Walmart 2013	$ 2,500	$ 2,500	$ -	$ -	$ -	$ -		$ -
22031150-331110-	C1617	2015 Bulletproof Vest Grant (DOJ)	34,201	12,793	21,408	-	21,408	11,725		9,683
22031150-331110	C1730	2017 Bulletproof Vest Grant	13,178	-	-	13,178	13,178	-		13,178
22031150-331150-	G1701	2017 Bicycle Safety Grant (GOHS)	25,396	22,585	2,811	-	2,811	1,719		1,092
22031150-331110-	G1702	2017 Electronic Crime Taskforce	7,000	-	7,000	-	7,000	7,000		-
		subtotal			*$ 31,219*	*$ 13,178*	*$ 44,397*	*$ 20,444*		*$ 23,953*
Recreation and Parks										
22061150-371000-	G1105	Camp Happy Hearts	$ 30,345	$ 30,345	$ -	$ -	$ -	$ -		$ -
22061150-336000	C1815	2017 Camp Happy Hearts	14,550	-	14,550	-	14,550	14,550		-
		subtotal			*$ 14,550*	*$ -*	*$ 14,550*	*$ 14,550*		*$ -*
General Government										
22090200-391100		Transfer-In from the General Fund (Match)			$ -	$ 20,000	$ 20,000	$ 11,667		$ 8,333
22090200-395000		Carryforward Fund Balance			48,544	-	48,544	-		48,544
		subtotal			*$ 48,544*	*$ 20,000*	*$ 68,544*	*$ 11,667*		*$ 56,877*
		Total			**$ 94,313**	**$ 33,178**	**$ 127,491**	**$ 46,660**		**$ 80,831**

CITY OF ALPHARETTA

Financial Management Reports
Grant Funds
Operating Grant Fund Detail (Fund 220; life-to-date for active projects)
As of January 31, 2018

Account #		Project	Project Snapshot: Total Project Authorization	Project Snapshot: Prior Year Collections/ Expenditures	FY 2018: Carryforward Budget	FY 2018: FY 2018 Appropriations	FY 2018: Total Budget	FY 2018: Collections/ Expenditures	FY 2018: Encumbrances	Remaining
Expenditures										
Public Safety										
22031150-531600-	G1407	BAC Pedal Car Walmart 2013	$ 2,500	$ 687	$ 1,813	$ -	$ 1,813	$ -	$ -	$ 1,813
22031150-542100	C1617	2015 Bulletproof Vest Grant (DOJ)	68,400	36,796	31,604	-	31,604	22,840	-	8,764
22031150-542100	C1730	2017 Bulletproof Vest Grant	26,356	-	-	26,356	26,356	-	-	26,356
22031150-523500	G1701	2017 Bicycle Safety Grant (GOHS)	2,270	1,775	495	-	495	495	-	-
22031150-523700	G1701	2017 Bicycle Safety Grant (GOHS)	3,150	1,500	1,650	-	1,650	674	-	976
22031150-531100	G1701	2017 Bicycle Safety Grant (GOHS)	2,551	2,500	51	-	51	-	-	51
22031150-531600	G1701	2017 Bicycle Safety Grant (GOHS)	2,001	1,935	66	-	66	-	-	66
22031150-531600	G1702	2017 Electronic Task Force	7,000	7,000	-	-	-	-	-	-
		subtotal			*$ 35,679*	*$ 26,356*	*$ 62,035*	*$ 24,009*	*$ -*	*$ 38,026*
Recreation and Parks										
22061150-531100-	G1105	Camp Happy Hearts	$ 38,351	$ 13,299	$ 25,052	$ -	$ 25,052	$ -	$ -	$ 25,052
22061150-521200-	G1401	Fresh Grant Special Needs	14,349	8,472	5,877	-	5,877	-	-	5,877
22061150-531100	C1815	2017 Camp Happy Hearts	14,550	-	14,550	-	14,550	-	-	14,550
		subtotal			*$ 45,479*	*$ -*	*$ 45,479*	*$ -*	*$ -*	*$ 45,479*
Non-Allocated										
(1) 22090200-579000		Reserve for City Grant Matches			$ 13,155	$ 6,822	$ 19,977	$ -	$ -	$ 19,977
		subtotal			*$ 13,155*	*$ 6,822*	*$ 19,977*	*$ -*	*$ -*	*$ 19,977*
		Total			**$ 94,313**	**$ 33,178**	**$ 127,491**	**$ 24,009**	**$ -**	**$ 103,482**

Notes:

(1) Represents funding available for City matches to City Council approved Grants.

CITY OF ALPHARETTA

Financial Management Reports
Grant Funds
Capital Grant Fund Detail (Fund 340; life-to-date for active projects)
As of January 31, 2018

Account #		Project	Project Snapshot: Total Project Authorization	Project Snapshot: Prior Year Collections/ Expenditures	FY 2018: Carryforward Budget	FY 2018: FY 2018 Appropriations	FY 2018: Total Budget	FY 2018: Collections/ Expenditures	FY 2018: Encumbrances	Remaining
Revenue										
Public Works										
34041100-331350-	C0005	Encore Pkwy Greenway Connection (TE Grant)	$ 780,795	$ 595,313	$ 185,482	$ -	$ 185,482	$ 100,838		$ 84,644
34041100-331351-	C0005	Encore Pkwy Greenway Connection (GDOT)	7,600,000	6,717,930	882,070	-	882,070	569,779		312,291
34041100-336001-	C0005	Encore Pkwy Greenway Connection (NFCID SRTA)	1,000,000	1,000,000	-	-	-	-		-
34041100-336002-	C0005	Encore Pkwy Greenway Connection (NFCID)	3,262,758	2,578,434	684,324	-	684,324	125,155		559,169
34041100-334310-	C1219	Milling & Resurfacing (LMIG)	2,769,200	2,177,630	-	591,570	591,570	591,570		0
34090200-371000-	G1109	Encore Pkwy Improvements (Cousins Properties)	54,469	54,469	-	-	-	-		-
34041100-334310-	C1620	Northwinds Parkway	1,869,353	1,869,353	-	-	-	-		-
		subtotal			*$ 1,751,876*	*$ 591,570*	*$ 2,343,446*	*$ 1,387,342*		*$ 956,104*
Community Development										
34074150-334310	C1816	ARC Northpoint LCI Update	$ 100,000	$ 3,573	$ -	$ 96,427	$ 96,427	$ 72,871		$ 23,556
		subtotal			*$ -*	*$ 96,427*	*$ 96,427*	*$ 72,871*		*$ 23,556*
General Government										
34090200-391100		Transfer-In from the General Fund (Match)			$ -	$ -	$ -	$ -		$ -
34090200-395000		Carryforward Fund Balance			(197,468)	-	(197,468)	-		(197,468)
		subtotal			*$ (197,468)*	*$ -*	*$ (197,468)*	*$ -*		*$ (197,468)*
		Total			**$ 1,554,408**	**$ 687,997**	**$ 2,242,405**	**$ 1,460,214**		**$ 782,191**
Expenditures										
Public Works										
34041100-541410-	C0005	Encore Parkway Greenway Connection	$ 12,643,552	$ 11,347,561	$ 1,295,991	$ -	$ 1,295,991	$ 329,469	$ 966,520	$ 2
34041100-541410-	C1219	Milling & Resurfacing (LMIG)	2,769,200	2,177,630		591,570	591,570	245,974	345,596	0
34041100-541410-	C1620	Northwinds Parkway	2,119,354	2,115,601	3,753	-	3,753	-	-	3,753
34041100-541410-	G1109	Encore Pkwy Improvements (LCI Grant)	54,469	-	54,469	-	54,469	-	-	54,469
		subtotal			*$ 1,354,213*	*$ 591,570*	*$ 1,945,783*	*$ 575,443*	*$ 1,312,116*	*$ 58,224*
Community Development										
34074150-521200	C1816	ARC Northpoint LCI Update	$ 125,000	$ 4,466	$ -	$ 120,534	$ 120,534	$ 91,089	$ 29,445.00	-
		subtotal			*$ -*	*$ 120,534*	*$ 120,534*	*$ 91,089*	*$ 29,445*	*$ -*
Non-Allocated										
(1) 34090200-579000		Reserve for City Grant Matches			$ 200,195	$ (24,107)	$ 176,088	$ -	$ -	$ 176,088
		subtotal			*$ 200,195*	*$ (24,107)*	*$ 176,088*	*$ -*	*$ -*	*$ 176,088*
		Total			**$ 1,554,408**	**$ 687,997**	**$ 2,242,405**	**$ 666,532**	**$ 1,341,561**	**$ 234,312**

Notes:
(1) Represents funding available for City matches to City Council approved Grants.

CAPITAL PROJECT FUNDS

Revenue & Expenditure Reports

CITY OF ALPHARETTA

Financial Management Reports

Capital Project Funds

General Capital Project Fund Detail (Fund 301; life-to-date for active projects)

As of January 31, 2018

Account #		Project	Project Snapshot: Total Project Authorization	Project Snapshot: Prior Year Actuals	FY 2018: Carryforward Budget	FY 2018: FY 2018 Appropriations	FY 2018: Total Budget	FY 2018: Collections / Expenditures	FY 2018: Encumbrances	Funds Available
Revenue										
30113230-336000	C1538	Arts Center Study (ACVB)	$ 25,894	$ 23,144	$ 2,750	$ -	$ 2,750	$ 2,750		$ -
30141100-336000	C0005	Fulton-Encore (Fulton County Waterline)	600,734	519,567	81,167	-	81,167	-		81,167
30141100-336000	C1410	Rucker Rd Waterline	1,782,350	-	1,782,350	-	1,782,350	-		1,782,350
30141100-371000	C1712	Alphaloop (Avalon)	1,000,000	-	1,000,000	-	1,000,000	-		1,000,000
30141100-371001	C1712	Alphaloop (CID)	250,000	-	-	250,000	250,000	-		250,000
30141100-336000	C1808	City Center Sidewalks (Dev Auth)	45,312	-	-	45,312	45,312	45,312		-
30141100-371000	C1808	City Center Utilities	100,000	-	-	100,000	100,000	100,000		-
30161150-371000	C1225	Scoreboards (AYBA/Coke)	24,940	-	-	24,940	24,940	10,000		14,940
30174150-337000	C0910	Tree Bank Contribution	255,200	-	-	255,200	255,200	255,200		-
30176100-371000	C0005	Encore Parkway Sidewalk (ABC)	1,705,000	1,330,295	374,705		374,705	216,115		158,590
30176100-371000	C1442	Main St. Improvements (ABC)	1,812,724	1,774,772	37,952		37,952	-		37,952
30176100-371000	C1712	Alphaloop (ABC)	388,770	40,741	348,029		348,029	-		348,029
		subtotal			*$ 3,626,953*	*$ 675,452*	*$ 4,302,405*	*$ 629,377*		*$ 3,673,028*
Non-Departmental										
30190200-395000		Carryforward Fund Balance			$ 14,452,839	$ 410,000	$ 14,862,839	$ -		$ 14,862,839
30190200-391100		Transfer-In from the General Fund (Match)			-	12,747,363	12,747,363	7,435,962		5,311,401
		subtotal			*$ 14,452,839*	*$ 13,157,363*	*$ 27,610,202*	*$ 7,435,962*		*$ 20,174,240*
		Total			**$ 18,079,792**	**$ 13,832,815**	**$ 31,912,607**	**$ 8,065,339**		**$ 23,847,268**
Expenditures										
Administration										
30113230-544100-	C1130	Downtown Façade Grant Program	$ 194,593	$ 132,071	$ 62,522		$ 62,522	$ 33,750	$ -	$ 28,772
30113230-542400-	C1222	Records Management	35,000	32,425	2,575	-	2,575	191	-	2,384
30113230-541410	C1229	Admin Roof Repair/Replacement	137,225	-	(2,775)	140,000	137,225	135,738	-	1,487
30113230-544100-	C1300	Economic Development Initiatives	171,159	93,159	(35,000)	113,000	78,000	15,000	-	63,000
30113230-544300-	C1501	Alpharetta History Room Design Svcs (City Ctr)	303,500	53,380	250,120	-	250,120	230,809	18,279	1,032
30113230-544200-	C1527	Veterans Memorial	105,497	75,785	29,712	-	29,712	-	-	29,712
30113230-571000	C1532	ATC Operational Fund	95,000	-	-	95,000	95,000	95,000	-	-
30113230-544200	C1614	Senior Citizen History Project	75,000	35,000	15,000	25,000	40,000	15,000	-	25,000
30113230-544100-	C1625	Economic Development Video Marketing Program	180,600	145,600	35,000	-	35,000	35,000	-	-
30113230-544100-	C1821	Newsweek Ad	12,000	-	-	12,000	12,000	12,000	-	-
30113230-544100-	C1822	Ag Tech Sponsorship	25,000	-	-	25,000	25,000	25,000	-	-
		subtotal			*$ 357,154*	*$ 410,000*	*$ 767,154*	*$ 597,488*	*$ 18,279*	*$ 151,387*

CITY OF ALPHARETTA

Financial Management Reports

Capital Project Funds

General Capital Project Fund Detail (Fund 301; life-to-date for active projects)

As of January 31, 2018

			Project Snapshot		FY 2018					
Account #		Project	Total Project Authorization	Prior Year Actuals	Carryforward Budget	FY 2018 Appropriations	Total Budget	Collections / Expenditures	Encumbrances	Funds Available
Finance										
30115150-542400-	C1101	Archive Filing & Scanning	$ 20,000	$ 14,191	$ 5,809	$ -	$ 5,809	$ -	$ -	$ 5,809
30115150-542400-	C1102	Finance Software Improvement	94,972	84,431	10,541	-	10,541	3,425	5,231	1,885
30115150-542400-	C1141	Tyler ERP System	805,002	761,467	43,535	-	43,535	-	-	43,535
		subtotal			*$ 59,885*	*$ -*	*$ 59,885*	*$ 3,425*	*$ 5,231*	*$ 51,229*
Information Technology										
30117400-542400	C0900	Cisco Data Network	$ 300,001	$ 144,058	$ 155,943	$ -	$ 155,943	$ -	$ -	$ 155,943
30117400-542400-	C0903	Data Center (Test Equip. & Software)	66,028	65,929	99	-	99	-	99	0
30117400-542400-	C1000	GIS Aerial Mapping	50,001	22,044	27,957	-	27,957	-	1,700	26,257
30117400-542400-	C1103	Network and VOIP	511,133	360,181	150,952	-	150,952	-	106,320	44,632
30117400-542400-	C1312	Backup Data Storage Management	510,002	461,916	48,086	-	48,086	13,958	-	34,128
30117400-542400-	C1313	Technology Replacement (recurring)	1,662,365	1,178,158	184,207	300,000	484,207	63,829	184,400	235,978
30117400-542400-	C1400	PW Data Center Server Replacement	207,503	202,215	5,288	-	5,288	-	5,287	1
30117400-542100	C1518	PW Data Center Generator/Air Conditioner	122,512	121,972	540	-	540	-	-	540
30117400-542400	C1615	App/Desktop Virtualization	265,001	75,699	64,302	125,000	189,302	-	12,080	177,222
30117400-542400	C1725	City Fiber Relocation	30,000	7,695	22,305	-	22,305	-	-	22,305
30117400-542400	C1809	Parcel Corrections	80,000	-	-	80,000	80,000	-	80,000	-
		subtotal			*$ 659,679*	*$ 505,000*	*$ 1,164,679*	*$ 77,787*	*$ 389,886*	*$ 697,006*
Public Safety										
30131150-542200-	C1202	Public Safety Fleet (recurring)	$ 5,010,260	$ 4,354,080	$ 21,180	$ 635,000	$ 656,180	$ 566,268	$ -	$ 89,912
30131150-542100-	C1315	Cardiac Monitor Replacement	372,115	358,150	13,965	-	13,965	-	13,964	1
30131150-542100	C1401	PS Equipment Replacement	505,971	413,499	36,472	56,000	92,472	20,087	35,657	36,728
30131150-541300	C1609	PS Headquarters Improvements	114,655	106,905	7,750	-	7,750	7,750	-	-
30131150- 541300	C1630	PS HQ Expansion	2,459,448	-	824,345	1,635,103	2,459,448	-	2,459,446	2
30131150-541300	C1706	RAPSTC Improvements	216,693	-	171,623	45,070	216,693	-	-	216,693
30131150-544200	C1707	License Plate Rec Grant	80,000	-	80,000	-	80,000	-	-	80,000
30131150-541300	C1729	Station Bathroom Renovations	37,859	-	37,859	-	37,859	37,859	-	0
30131150-542200	C1810	New Fleet	66,000	-	-	66,000	66,000	500	56,807	8,693
30131150-541300	C1811	Fire Marshal Area Cubicle Redesign	15,000	-	-	15,000	15,000	13,796	-	1,204
		subtotal			*$ 1,193,194*	*$ 2,452,173*	*$ 3,645,367*	*$ 646,260*	*$ 2,565,874*	*$ 433,233*

CITY OF ALPHARETTA

Financial Management Reports

Capital Project Funds

General Capital Project Fund Detail (Fund 301; life-to-date for active projects)

As of January 31, 2018

			Project Snapshot		FY 2018					
Account #		Project	Total Project Authorization	Prior Year Actuals	Carryforward Budget	FY 2018 Appropriations	Total Budget	Collections / Expenditures	Encumbrances	Funds Available
Public Works										
30141100-541410-	C0005	Encore Parkway Greenway Connection	$ 700,090	$ 603,888	$ 96,202	$ -	96,202	$ -	$ 91,696	$ 4,506
30141100-541410-	C0041	Traffic Signal Interconnect	322,523	72,522	250,001	-	250,001	-	-	250,001
30141100-541200-	C0910	Tree Replacement Fund	1,313,996	574,722	484,074	255,200	739,274	721	21,503	717,050
30141100-541200-	C1008	Cemetery Authority - Maintenance	518,557	136,278	382,279	-	382,279	12,105	1,530	368,644
30141100-541410-	C1207	Bridge Maintenance (recurring)	1,300,995	970,907	155,088	175,000	330,088	3,893	-	326,195
30141100-541410-	C1208	Mast Arm Maintenance (recurring)	463,495	445,111	18,384	-	18,384	-	-	18,384
30141100-541410-	C1215	Striping & Signage (recurring)	1,408,432	1,067,548	160,884	180,000	340,884	109,312	196,233	35,339
30141100-541410-	C1217	Traffic Calming Equipment/Intersection Safety Improvements (recurring)	368,519	307,685	25,834	35,000	60,834	14,181	-	46,653
30141100-541410-	C1218	Traffic Signal System Maintenance (recurring)	402,504	291,966	35,538	75,000	110,538	12,775	51,107	46,656
30141100-541410-	C1219	Milling & Resurfacing (recurring)	11,395,736	9,178,420	217,316	2,000,000	2,217,316	36,101	2,053,878	127,337
30141100-541410-	C1220	Traffic Control Equipment (recurring)	864,869	739,511	25,358	100,000	125,358	73,966	21,980	29,412
30141100-541410-	C1221	Design Services (recurring)	796,563	612,403	69,160	115,000	184,160	45,827	9,692	128,641
30141100-542200	C1223	Fleet Replacement	865,904	676,965	23,939	165,000	188,939	-	164,529	24,410
30141100-541200-	C1302	Tree Planting & Landscaping Improvements (recurring)	558,315	396,028	62,287	100,000	162,287	55,166	60,111	47,010
30141100-541200-	C1311	Downtown Improvements	110,002	90,540	19,462	-	19,462	-	-	19,462
30141100-541410-	C1324	Charlotte Drive @ Rucker Rd Intersection Improvements	25,000	-	25,000	-	25,000	-	-	25,000
30141100-541420-	C1325	Rucker Rd Sidewalk Improvements	50,000	5,000	45,000	-	45,000	-	45,000	-
30141100-541410-	C1407	Minor Intersection Upgrades	112,168	77,104	35,064	-	35,064	-	-	35,064
30141100-541410-	C1410	Rucker Rd Corridor Improvements	2,516,920	734,570	1,782,350	-	1,782,350	-	1,782,350	-
30141100-541430-	C1416	Clairborne Drive Culvert Design	52,762	41,033	11,729	-	11,729	-	11,729	0
30141100-541430-	C1503	Stormwater Studies/Design	426,386	386,090	40,296	-	40,296	34,692	5,604	0
30141100-541420-	C1512	Sidewalk Improvements	824,800	627,384	197,416	-	197,416	161	-	197,255
30141100-541410-	C1606	Major Intersection Improvements	149,427	64,760	84,667	-	84,667	-	-	84,667
30141100-542100-	C1608	Lowboy Trailer	57,851	40,721	17,130	-	17,130	17,130	-	-
30141100-541300-	C1620	Northwinds Parkway	716,580	575,554	141,026	-	141,026	-	-	141,026
30141100-541000-	C1627	Academy @ City Center Intersection Improvement	18,220	-	18,220	-	18,220	-	2,600	15,620
30141100-571000-	C1631	McGinnis Ferry Road Expansion IGA	400,000	-	400,000	-	400,000	-	-	400,000
30141100-541300-	C1632	West Parking Garages/Lot Construction	122,191	81,190	41,001	-	41,001	-	-	41,001
30141100-541410	C1637	Old Roswell St Pedestrian Imp	150,000	-	150,000	-	150,000	-	150,000	-
30141100-541410	C1638	Webb Bridge Rd Corridor Imp	100,000	36,177	63,823	-	63,823	1,841	-	61,982
30141100-541410	C1701	Pedestrian Intersection Imp	60,000	-	60,000	-	60,000	-	-	60,000
30141100-541300	C1704	West Parking Garages	7,573,774	-	6,317,250	1,256,524	7,573,774	265,090	6,521,194	787,490
30141100-541420	C1712	Alphaloop	1,328,368	-	1,000,000	328,368	1,328,368	-	78,368	1,250,000

CITY OF ALPHARETTA

Financial Management Reports

Capital Project Funds

General Capital Project Fund Detail (Fund 301; life-to-date for active projects)

As of January 31, 2018

			Project Snapshot		FY 2018					
Account #		Project	Total Project Authorization	Prior Year Actuals	Carryforward Budget	FY 2018 Appropriations	Total Budget	Collections / Expenditures	Encumbrances	Funds Available
30141100-541410	C1720	Temporary Traffic Signal Northwinds	21,690	13,515	8,175	-	8,175	-	-	8,175
30141100-541430	C1721	Mayfield Road Culvert	420,000	-	420,000	-	420,000	11,860	-	408,140
30141100-541410	C1722	Traffic Signal Improvements	290,001	35,442	254,559	-	254,559	-	-	254,559
30141100-541410	C1723	Teasley Street Improvements	18,075	1,200	16,875	-	16,875	4,750	250	11,875
30141100-541420	C1726	Sidewalks 2017 Phase 1	269,706	71,453	198,253	-	198,253	163,557	34,695	0
30141100-541420	C1801	Sidewalk Maintenance/Repair	100,000	-	-	100,000	100,000	-	-	100,000
30141100-542100	C1802	PW Equipment Replacement	42,000	-	-	42,000	42,000	-	39,259	2,741
30141100-541420	C1808	City Center Sidewalks/Utilities	425,000	-	-	425,000	425,000	394,898	-	30,102
		subtotal			*$ 13,353,640*	*$ 5,352,092*	*$ 18,705,732*	*$ 1,258,028*	*$ 11,343,308*	*$ 6,104,396*
Recreation and Parks										
30161150-541500	C0922	Webb Br Park Synthetic Turf	450,000	-	$ -	$ 450,000	$ 450,000	$ 406,461	$ -	$ 43,539
30161150-541500	C1221	Design Services	122,052	76,857	(4,805)	50,000	45,195	2,650	-	42,545
30161150-541500-	C1225	Athletic Scoreboards (maint/replacement)	224,992	168,375	11,677	44,940	56,617	-	49,880	6,737
30161150-541300-	C1229	Rec & Parks Building Re-Roof	821,029	732,254	2,775	86,000	88,775	88,775	-	-
30161150-542200-	C1232	Recreation/Parks Fleet (recurring)	372,801	344,058	28,743	-	28,743	-	-	28,743
30161150-541200-	C1332	Milton Center Field Re-Sod	20,000	6,900	13,100	-	13,100	-	-	13,100
30161150-542100-	C1402	Rec/Parks Equipment Replacement	357,001	289,340	20,661	47,000	67,661	49,423	-	18,238
30161150-541500	C1421	Lightning Warning System	115,000	50,000	-	65,000	65,000	-	-	65,000
30161150-541500-	C1424	Wills Park Pool Renovation	2,340,452	28,992	1,311,460	1,000,000	2,311,460	-	2,056,394	255,066
30161150-541500-	C1524	Adaptive Playground Equipment	28,501	20,422	8,079	-	8,079	-	-	8,079
30161150-544200-	C1600	Downtown Sculpture Project	165,000	7,840	157,160	-	157,160	51,400	52,410	53,350
30161150-541500-	C1612	Park Signage	55,001	48,764	6,237	-	6,237	-	-	6,237
30161150-541510-	C1636	Greenway Repair and Maintenance	44,500	42,331	2,169	-	2,169	2,169	-	-
30161150-541500	C1641	Park Master Plans	166,450	24,570	73,880	68,000	141,880	67,880	6,000	68,000
30161150-541300	C1710	Log Cabin Relocation	50,000	-	50,000	-	50,000	50,000	-	-
30161150-541300	C1803	Bleacher Replacement	32,000	-	-	32,000	32,000	30,743	-	1,258
30161150-541500	C1804	Park Repairs/Improvements	100,000	-	-	100,000	100,000	30,175	-	69,825
30161150-531300	C1805	North Park Restroom Expansion	30,000	-	-	30,000	30,000	-	-	30,000
30161150-541500	C1806	Parks Playground Equipment	50,000	-	-	50,000	50,000	-	-	50,000
30161150-544100	C1806	Public Arts Program	85,000	-	-	85,000	85,000	10,000	-	75,000
		subtotal			*$ 1,681,136*	*$ 2,107,940*	*$ 3,789,076*	*$ 789,675*	*$ 2,164,684*	*$ 834,717*
Community Development										
30174150-544100-	C0019	Downtown Parking Fund	$ 263,250	$ 219,309	$ 43,941	$ -	$ 43,941	$ 17,870	$ 26,071	$ 1
30174150-542400	C1222	Records Management	50,001	16,572	33,429	-	33,429	3,558	-	29,871
30174150-542200-	C1433	Fleet Replacement	195,001	132,008	12,993	50,000	62,993	47,326	-	15,667

CITY OF ALPHARETTA

Financial Management Reports

Capital Project Funds

General Capital Project Fund Detail (Fund 301; life-to-date for active projects)

As of January 31, 2018

			Project Snapshot		FY 2018					
Account #		Project	Total Project Authorization	Prior Year Actuals	Carryforward Budget	FY 2018 Appropriations	Total Budget	Collections / Expenditures	Encumbrances	Funds Available
30174150-541410	C1602	Lilly Garden Terrace	40,000	32,995	7,005	-	7,005	-	5,755	1,250
30174150-541410	C1603	Design Services	200,001	89,113	35,888	75,000	110,888	27,234	34,385	49,268
30174150-521200	C1634	TSPLOST Project Consultant	35,001	33,200	1,801	-	1,801	-	-	1,801
		subtotal			*$ 135,057*	*$ 125,000*	*$ 260,057*	*$ 95,988*	*$ 66,211*	*$ 97,858*
Alpharetta Business Community Sidewalk Projects										
30176100-541420-	C0005	Encore Parkway Sidewalk	$ 1,705,001	$ 1,546,410	$ 158,591	$ -	$ 158,591	$ 53,097	$ 51,175	$ 54,319
30176100-541420-	C1442	Main St. Improvements	1,812,724	1,774,772	37,952	-	37,952	-	33,312	4,640
30176100-541420-	C1712	City Trail (Loop)	388,769	41,869	346,900	-	346,900	170,878	176,022	-
		subtotal			*$ 543,443*	*$ -*	*$ 543,443*	*$ 223,975*	*$ 260,509*	*$ 58,959*
Non-Departmental										
30190200-579000		Non-Allocated			$ 227,604	$ 2,749,610	$ 2,977,214	$ -	$ -	$ 2,977,214
		subtotal			*$ 227,604*	*$ 2,749,610*	*$ 2,977,214*	*$ -*	*$ -*	*$ 2,977,214*
		Total			**$ 18,210,792**	**$ 13,701,815**	**$ 31,912,607**	**$ 3,692,626**	**$ 16,813,983**	**$ 11,405,998**

CITY OF ALPHARETTA

Financial Management Reports

Capital Project Funds

Stormwater Capital Fund Detail (Fund 302; life-to-date for all projects)

As of January 31, 2018

		Project Snapshot		FY 2018					
Account #	Project	Total Project Authorization	Prior Year Actuals	Carryforward Budget	FY 2018 Appropriations	Total Budget	Collections / Expenditures	Encumbrances	Funds Available
Revenue									
Non-Departmental									
30290200-391100	Transfer-In from the General Fund (Match)			$ -	$ 1,255,000	$ 1,255,000	$ 732,083		$ 522,917
30290200-395000	Carryforward Fund Balance			679,257	-	679,257	-		679,257
	Total			**$ 679,257**	**$ 1,255,000**	**$ 1,934,257**	**$ 732,083**		**$ 1,202,174**
Expenditures									
Administration									
30241100-541430-C1216	Stormwater Drainage Maintenance	$ 239,428	$ 49,767	$ 39,661	$ 150,000	$ 189,661	$ 41,357	$ 45,972	$ 102,332
30241100-541430-C1308	Stormwater Pipe & Structure Maintenance	1,995,054	765,534	324,520	905,000	1,229,520	651,766	338,913	238,841
30241100-541430-C1503	Stormwater Studies	100,000	-	-	100,000	100,000	-	100,000	-
30241100-541430-C1604	Stormwater Inspections	183,420	61,371	22,049	100,000	122,049	29,519	75,950	16,580
30241100-541430-C1721	Mayfield Road Culvert	280,000	-	280,000	-	280,000	24,700	10,050	245,250
30261150-541430-C1521	Wills Park Water Quality Improvement	36,496	30,421	6,075	-	6,075	5,977	98	0
30261150-541430-C1640	Wills Park Drainage Improvement	34,760	27,808	6,952	-	6,952	6,952	-	-
	Total			**$ 679,257**	**$ 1,255,000**	**$ 1,934,257**	**$ 760,271**	**$ 570,983**	**$ 603,003**

CITY OF ALPHARETTA

Financial Management Reports

Capital Project Funds

Convention Center Capital Fund Detail (Fund 316; life-to-date for all projects)

As of January 31, 2018

		Project Snapshot		FY 2018					
Account #	Project	Total Project Authorization	Prior Year Actuals	Carryforward Budget	FY 2018 Appropriations	Total Budget	Collections / Expenditures	Encumbrances	Funds Available
Revenue									
Non-Departmental									
31690200-395000	Carryforward Fund Balance			$ 6,830,177	$ -	$ 6,830,177			$ 6,830,177
	Total			**$ 6,830,177**	**$ -**	**$ 6,830,177**	**$ -**		**$ 6,830,177**
Expenditures									
Administration									
31613230-541300-C1618	Conference Center (Construction/Design)	$ 24,147,356	$ 17,672,718	$ 6,474,638	$ -	$ 6,474,638	$ 6,474,637	$ -	$ 1
31613230-541300-C1619	Conference Center (Consulting)	264,165	41,789	222,376	-	222,376	2,636	16,579	203,161
31690200-579000	Non-Allocated	133,163	-	133,163	-	133,163	-	-	133,163
31690200-584000	Conference Center Issuance Cost	621,851	621,851	-	-	-	-	-	-
	Total			**$ 6,830,177**	**$ -**	**$ 6,830,177**	**$ 6,477,274**	**$ 16,579**	**$ 336,325**

CITY OF ALPHARETTA

Financial Management Reports

Capital Project Funds

Parks and Transportation Bond Fund Detail (Fund 317; life-to-date for all projects)

As of January 31, 2018

			Project Snapshot		FY 2018					
Account #		Project	Total Project Authorization	Prior Year Actuals	Carryforward Budget	FY 2018 Appropriations	Total Budget	Collections / Expenditures	Encumbrances	Funds Available
Revenue										
Non-Departmental										
31790200-395000		Carryforward Fund Balance			$ 47,433,907	$ -	$ 47,433,907	$ -		$ 47,433,907
		Total			**$ 47,433,907**	**$ -**	**$ 47,433,907**	**$ -**		**$ 47,433,907**
Expenditures										
Administration										
31741100-541410-	C1410	Rucker Road Corridor Improvements	14,850,001	343,362	$ 14,506,639	$ -	$ 14,506,639	$ 835,996	$ 13,660,169	$ 10,475
31741100-541420-	C1512	Sidewalk Improvements	3,190,860	213,108	2,977,752	-	2,977,752	34,104	-	2,943,648
31741100-541410-	C1602	Lilly Garden Terrace Ext.	1,500,000	-	1,500,000	-	1,500,000	-	-	1,500,000
31741100-541410-	C1702	Kimball Br Rd Improvements	9,000,001	425,174	8,574,827	-	8,574,827	153,190	2,862	8,418,775
31741100-541410-	C1703	Windward Pkwy Improvements	2,000,000	-	2,000,000	-	2,000,000	141,065	169,715	1,689,220
31741100-541420	C1712	Alpha Loop	500,000	-	500,000	-	500,000	-	187,250	312,750
31741100-541420	C1726	Sidewalks 2017 Phase 1	436,999	184,635	252,364	-	252,364	159,227	93,136	1
31741100-541420	C1727	Mayfield Rd Sidewalk	942,370	63,000	879,370	-	879,370	818,859	59,829	682
31741100-541420	C1814	Windward Sidewalks	320,982	-	320,982	-	320,982	202,328	118,654	-
31741100-541420	C1818	Sidewalks 2017 Phase 4	379,384	-	-	379,384	379,384	-	379,384	1
31741100-541420	C1820	Sidewalks 2017 Phase 5	229,406	-	-	229,406	229,406	-	-	229,406
31761150-541000-	C1100	Park Land Acquisition	4,000,001	2,532,239	1,467,762	-	1,467,762	925,189	19,317	523,256
31761150-541500-	C1424	Wills Park Pool Renovation	2,700,001	275,293	2,424,708	-	2,424,708	1,828,099	596,608	1
31761150-541500-	C1611	Alpharetta Arts Center	1,500,001	403	1,499,598	-	1,499,598	421,442	819,156	259,000
31761150-541300-	C1708	Greenway Ext to Forsyth County	6,500,000	784,026	5,715,974	-	5,715,974	8,830	398,595	5,308,549
31761150-541300-	C1709	Eastside Community Center	2,500,000	-	2,500,000	-	2,500,000	-	-	2,500,000
31761150-541000-	C1711	Cultural Arts Land/Park Land	1,450,000	-	1,450,000	-	1,450,000	-	-	1,450,000
31741100-579000		Public Works Reserve	143,752	-	143,752	-	143,752	-	-	143,752
31761150-579000		Parks Reserve	111,389	-	111,389	-	111,389	-	-	111,389
31790200-584000		Bond Issuance Cost	361,301	361,301	-	-	-	-	-	-
		Total			**$ 46,825,117**	**$ 608,790**	**$ 47,433,907**	**$ 5,528,329**	**$ 16,504,675**	**$ 25,400,904**

CITY OF ALPHARETTA

Financial Management Reports

Capital Project Funds

TSPLOST Fund Detail (Fund 335; life-to-date for all projects)

As of January 31, 2018

		Project Snapshot		FY 2018					
Account #	Project	Total Project Authorization	Prior Year Expenditures	Carryforward Budget	FY 2018 Appropriations	Total Budget	Collections / Expenditures	Encumbrances	Funds Available
Revenue									
Non-Departmental									
33590200-395000	Carryforward Fund Balance			$ 188,167	$ 1,650,901	$ 1,839,068	$ -		$ 1,839,068
33590200-313400	TSPLOST			-	13,000,000	13,000,000	5,373,920		7,626,081
	Total			**$ 188,167**	**$ 14,650,901**	**$ 14,839,068**	**$ 5,373,920**		**$ 9,465,149**
Expenditures									
Administration									
33541100-541410	Roadway Improvements	$ 469,382	$ 22,040	$ (552,658)	$ 1,000,000	$ 447,342	$ -	$ -	$ 447,342
33541100-541410 C1638	Academy St/ Webb Br Rd Operational Improvements	1,000,000	-	-	1,000,000	1,000,000	-	283,033	716,967
33541100-541410 C1713	Kimball Br Rd Operational Improvements	462,930	122,647	340,283	-	340,283	2,003	338,279	1
33541100-541410 C1714	Bethany Rd @ Mid-Broadwell Rd Intersection Improvements	563,004	61,771	101,233	400,000	501,233	83,066	18,167	400,000
33541100-541410 C1715	Bethany Rd @ Mayfield Rd Intersection Improvements	1,280,000	74,129	85,376	1,120,495	1,205,871	69,021	28,409	1,108,440
33541100-541410 C1716	Morris Rd Operational Improvements	2,700,001	160,765	115,950	2,423,286	2,539,236	182,904	49,996	2,306,336
33541100-541410 C1717	Old Milton Pkwy Capacity Improvements	1,790,675	66,761	16,794	1,707,120	1,723,914	4,390	12,403	1,707,121
33541100-541410 C1718	Windward Pkwy Business Dist/Union Hill Rd Capacity Improvements	2,203,391	122,202	81,189	2,000,000	2,081,189	63,032	18,156	2,000,000
33541100-541410 C1800	Haynes Bridge Road Improvements	5,000,000	-	-	5,000,000	5,000,000	-	-	5,000,000
	Total			**$ 188,167**	**$ 14,650,901**	**$ 14,839,068**	**$ 404,416**	**$ 748,444**	**$ 13,686,208**

SPECIAL REVENUE FUNDS WITH CAPITAL PROJECTS

Revenue & Expenditure Reports

CITY OF ALPHARETTA

Financial Management Reports
Special Revenue Funds
Confiscated Assets Fund (Fund 210; life-to-date for active projects)
As of December 31, 2017

			Project Snapshot		FY 2018					
Account #		Project	Total Project Authorization	Prior Year Actuals	Carryforward Budget	FY 2018 Appropriations	Total Budget	Collections / Expenditures	Encumbrances	Funds Available
Revenue										
DEA										
21031110-351300		Confiscation/Federal Seizures			$ -	$ -	$ -	$ 28,693		$ (28,693)
21031110-361000		Interest Earnings			-	-	-	497		(497)
21031110-395000		Carryforward Fund Balance			916,030	517,706	1,433,736	-		1,433,736
		subtotal			*$ 916,030*	*$ 517,706*	*$ 1,433,736*	*$ 29,190*		*$ 1,404,546*
State										
21031120-351301		Confiscation/State Seizures			$ -	$ -	$ -	$ 41,498		$ (41,498)
21031120-395000		Carryforward Fund Balance			17,337	-	17,337	-		17,337
		subtotal			*$ 17,337*	*$ -*	*$ 17,337*	*$ 41,498*		*$ (24,161)*
		Total			$ 933,367	$ 517,706	$ 1,451,073	$ 70,688		$ 1,380,385
Expenditures										
DEA										
21031110-51*		Personnel Services	-	-	$ -	$ 240,759	$ 240,759	$ 131,144	$ -	$ 109,615
21031110-52*		Maintenance and Operations	-	-	-	-	-	9,460	3,500	(12,960)
21031110-542100		Machinery & Equipment	-	-	18,428	-	18,428	18,428	-	0
21031110-542100	C1401	Equipment Replacement	58,000	-	-	58,000	58,000	-	-	58,000
21031110-541300	C1630	PS Headquarters Expansion	600,000	-	500,000	100,000	600,000	104,258	498,372	(2,630)
21031110-542400	C1812	Body Camera Program	70,000	-	-	70,000	70,000	-	-	70,000
21031110-581200	C1623	Taser Lease (Principal)	-	-	-	46,130	46,130	46,129	-	1
21031110-582200	C1623	Taser Lease (Interest)	-	-	-	2,817	2,817	2,816	-	1
21031110-579007		Next Year Budget Reserve	-	-	397,602	-	397,602	-	-	397,602
		subtotal			*$ 916,030*	*$ 517,706*	*$ 1,433,736*	*$ 312,235*	*$ 501,872*	*$ 619,629*
State										
21031120-532400		Non-Recurring Expenses	-	-	$ -	$ -	$ -	$ 5,917	$ -	$ (5,917)
21031120-579000		Non-Allocated	-	-	17,337	-	17,337	-	-	17,337
		subtotal			*$ 17,337*	*$ -*	*$ 17,337*	*$ 5,917*	*$ -*	*$ 11,420*
		Total			$ 933,367	$ 517,706	$ 1,451,073	$ 318,152	$ 501,872	$ 631,049

CITY OF ALPHARETTA

Financial Management Reports
Special Revenue Funds
Impact Fee Fund (Fund 270; life-to-date for active projects)
As of December 31, 2017

Account #		Project	Project Snapshot: Total Project Authorization	Project Snapshot: Prior Year Actuals	FY 2018: Carryforward Budget	FY 2018: FY 2018 Appropriations	FY 2018: Total Budget	FY 2018: Collections / Expenditures	FY 2018: Encumbrances	Funds Available
Revenue										
27074110-341321		Impact Fees (Roads)			$ -	$ -	$ -	$ 86,470		$ (86,470)
27074110-341323		Impact Fees (Recreation and Parks)			-	550,000	550,000	432,829		117,171
27074110-341324		Impact Fees (Public Safety)			-	-	-	26,666		(26,666)
27074110-361000		Interest Earnings			-	-	-	13,645		(13,645)
		subtotal			*$ -*	*$ 550,000*	*$ 550,000*	*$ 559,611*		*$ (9,611)*
Non-Departmental										
27074110-395000		Carryforward Fund Balance			$ 3,015,456	$ 1,080,000	$ 4,095,456	$ -		$ 4,095,456
		subtotal			*$ 3,015,456*	*$ 1,080,000*	*$ 4,095,456*	*$ -*		*$ 4,095,456*
		Total			**$ 3,015,456**	**$ 1,630,000**	**$ 4,645,456**	**$ 559,611**		**$ 4,085,845**
Expenditures										
Public Safety										
27031150-541300	C1630	PS Headquarters Expansion	$ 678,751	$ 158,286	$ 440,465	$ 80,000	$ 520,465	$ 139,978	$ 380,487	$ 1
		subtotal			*$ 440,465*	*$ 80,000*	*$ 520,465*	*$ 139,978*	*$ 380,487*	*$ 1*
Public Works										
27041100-541410	C1630	Rucker Road Corridor	$ 1,150,000	$ -	$ 1,150,000	$ -	1,150,000	$ -	$ -	$ 1,150,000
27041100-541410	C1720	Temporary Traffic Signal Northwinds	68,310	42,564	25,746	-	25,746	-	-	25,746
27041100-541410	C1723	Teasley Street Improvements	56,925	-	56,925	-	56,925	-	-	56,925
		subtotal			*$ 1,232,671*	*$ -*	*$ 1,232,671*	*$ -*	*$ -*	*$ 1,232,671*
Recreation and Parks										
27061150-541500	C1424	Wills Park Pool Expansion	1,100,000	-	$ -	$ 1,100,000	$ 1,100,000	$ -	$ 1,100,000	$ -
27061150-541500	C1611	Alpharetta Arts Center	1,300,000	172,957	1,127,043	-	1,127,043	14,243	1,107,087	5,713
27061150-541000	C1711	Cultural Arts/Park Land Acquisition	150,000	-	-	150,000	150,000	-	-	150,000
27061150-541500	C1808	City Center Sidewalks	300,000	-	-	300,000	300,000	-	-	300,000
		subtotal			*$ 1,127,043*	*$ 1,550,000*	*$ 2,677,043*	*$ 14,243*	*$ 2,207,087*	*$ 455,713*
Non-Departmental										
27074110-579001		Non-Allocated (Roads)			$ 321,389	$ -	$ 321,389	$ -	$ -	$ 321,389
27074110-579002		Non-Allocated (Recreation and Parks)			(103,897)	-	(103,897)	-	-	(103,897)
27074110-579003		Non-Allocated (Public Safety)			(2,215)	-	(2,215)	-	-	(2,215)
		subtotal			*$ 215,277*	*$ -*	*$ 215,277*	*$ -*	*$ -*	*$ 215,277*
		Total			**$ 3,015,456**	**$ 1,630,000**	**$ 4,645,456**	**$ 154,221**	**$ 2,587,574**	**$ 1,903,662**

CITY OF ALPHARETTA

Financial Management Reports
Special Revenue Funds
Hotel/Motel Fund (Fund 275; life-to-date for active projects)
As of December 31, 2017

Account #		Project	Project Snapshot: Total Project Authorization	Project Snapshot: Prior Year Actuals	FY 2018: Carryforward Budget	FY 2018: FY 2018 Appropriations	FY 2018: Total Budget	FY 2018: Collections / Expenditures	FY 2018: Encumbrances	Funds Available
Revenue										
27590150-314100		Hotel/Motel Taxes			$ -	$ 7,250,000	$ 7,250,000	$ 3,001,133		$ 4,248,867
		subtotal			*$ -*	*$ 7,250,000*	*$ 7,250,000*	*$ 3,001,133*		*$ 4,248,867*
Non-Departmental										
27590150-395000		Carryforward Fund Balance			$ 1,505,262	$ -	$ 1,505,262	$ -		$ 1,505,262
		subtotal			*$ 1,505,262*	*$ -*	*$ 1,505,262*	*$ -*		*$ 1,505,262*
		Total			**$ 1,505,262**	**$ 7,250,000**	**$ 8,755,262**	**$ 3,001,133**		**$ 5,754,129**
Expenditures										
Alpharetta Convention & Visitors Bureau										
27590150-572002		ACVB Distribution			$ -	$ 3,171,875	$ 3,171,875	$ 1,312,996	$ -	$ 1,858,879
		subtotal			*$ -*	*$ 3,171,875*	*$ 3,171,875*	*$ 1,312,996*	*$ -*	*$ 1,858,879*
City/Other										
27590150-521200		Professional Services			$ -	$ -	$ -	$ 3,000	$ -	$ (3,000)
27590150-611100		City of Alpharetta Distribution			-	2,718,750	2,718,750	1,125,425	-	1,593,325
		subtotal			*$ -*	*$ 2,718,750*	*$ 2,718,750*	*$ 1,128,425*	*$ -*	*$ 1,590,325*
Tourism Product Development										
27590150-541500	C1611	Alpharetta Arts Center	550,000	-	$ -	$ 550,000	$ 550,000	$ -	$ 550,000	$ -
27590150-579000		Reserve (Tourist Product Development)			34,674	-	34,674	-	-	34,674
27590150-579006		Debt Service Reserve			1,470,588	29,412	1,500,000	-	-	1,500,000
27590151-582100	D1600	Interest Pmt (2016 Conference Center Bond)			-	779,963	779,963	389,981	-	389,982
		subtotal			*$ 1,505,262*	*$ 1,359,375*	*$ 2,864,637*	*$ 389,981*	*$ 550,000*	*$ 1,924,656*
		Total			**$ 1,505,262**	**$ 7,250,000**	**$ 8,755,262**	**$ 2,831,402**	**$ 550,000**	**$ 5,373,860**

OTHER REPORTS

Payments $5,000 and Greater

CITY OF ALPHARETTA

Financial Management Reports

Listing of Payments $5,000 and greater

for the month ended January 31, 2018

Vendor	Description	Department	$ Amount
Ace American Insurance Company (EFT)	Monthly Workers Comp Invoice and Large Loss Claim	Risk Management	$ 51,331.89
AFLAC	December 2017 Premiums	Finance	$ 11,980.28
Allied Paving Contractors Inc.	FY2018 Milling and Resurfacing	Public Works	$ 125,316.27
Alpharetta Convention & Visitors Bureau	Hotel Motel Tax for December 2017	Finance	$ 204,702.52
Alpharetta Historical Society Inc.	Log Cabin Funding	Recreation & Parks	$ 50,000.00
Alpharetta Technology Commission	February 2018 ATC CEO Pay	Development Authority	$ 10,416.66
American Facility Services Inc.	December 2017 Janitorial Services	Public Works	$ 7,897.02
Appen Media Group Inc.	Ads	Various	$ 5,384.67
Ashley Banan	January 2018 Team Gymnastics	Recreation & Parks	$ 9,413.33
AT&T/Bellsouth @ 85 Annex	12/11/17-1/10/18 Phone Services	Public Safety	$ 23,739.96
AT&T/Bellsouth @ 85 Annex	December 2017 Phone Service	Information Technology	$ 5,650.50
Athletic Specialists & Construction Inc.	Sand & Refinish Crabapple Gym Floor	Recreation & Parks	$ 10,212.00
Atkins North America Inc.	Project Management Services - Road and Intersection Improvements	Public Works	$ 34,174.76
Atlanta Business Chronicle	Ads	City Administration	$ 5,198.05
B&T Shavings Inc.	Premium Flake Bedding	Recreation & Parks	$ 5,460.00
Bovis, Kyle, & Burch (wire)	Land Purchase	Finance	$ 5,900.00
Bovis, Kyle, & Burch (wire)	Land Purchase	Finance	$ 9,300.00
Bovis, Kyle, & Burch (wire)	Land Purchase	Finance	$ 22,500.00
Bovis, Kyle, & Burch (wire)	Land Purchase	Finance	$ 27,000.00
Bovis, Kyle, & Burch (wire)	Land Purchase	Finance	$ 7,500.00
Bovis, Kyle, & Burch (wire)	Land Purchase	Finance	$ 53,000.00
CDW LLC	SOLARWINDS	Information Technology	$ 7,337.00
Cigna (wire)	Monthly Payment	Finance	$ 39,434.34
Cigna (wire)	Monthly Payment	Finance	$ 127,373.69
Cigna (wire)	Monthly Payment	Finance	$ 34,645.98
David Eristavi	Soccer Coaching 2017-2018 Season	Recreation & Parks	$ 12,280.00
Diversified Retirement Corporation	Administrative Fees for Retirement	Finance	$ 12,754.79
Ed Castro Landscape Inc.	December 2017 Maintenance and Watering	Recreation & Parks	$ 10,285.58
Excellere Construction LLC	Multiple Sidewalk Improvements	Public Works	$ 33,522.84
Fulton County Board of Commissioners	December 2017 State Reports - LVAP Fund Disbursements	Municipal Courts	$ 6,865.50
Fulton County Board of Education	December 2017 Fuel Bill	Finance	$ 32,056.44

CITY OF ALPHARETTA

Financial Management Reports

Listing of Payments $5,000 and greater

for the month ended January 31, 2018

Vendor	Description	Department	$ Amount
Fulton County Tax Commissioner	Property Taxes	Finance	$ 13,886.77
Georgia Fire & Rescue Supply LLC	Innotex Particulate Hoods	Public Safety	$ 9,213.00
Georgia Power Co	Power Bill	Finance	$ 138,539.85
Georgia State Soccer Association Inc.	2017/2018 Soccer Registration Fees	Recreation & Parks	$ 21,447.65
Georgia Superior Court Clerks	December 2017 State Reports	Municipal Courts	$ 29,307.58
GF Fulwood Inc.	Final Payment - Tree lighting	Recreation & Parks	$ 26,931.50
Hardy Chevrolet Inc.	2018 Chevrolet Tahoe	Public Safety	$ 72,496.00
Houser Walker Architecture LLC	Alpharetta Arts Center	Recreation & Parks	$ 5,875.27
J Mitchell Contracting LLC	Retainage Released - Demolition Phase 1	Recreation & Parks	$ 7,053.70
Jacobs Engineering Group	Recreation and Park Master Plan Update	Recreation & Parks	$ 32,232.00
Landair Surveying Co	Land Survey for 80 Milton Ave	Public Works	$ 8,100.00
LD Gymnastics Inc.	Payment 3 of 4 Fall Gymnastic	Recreation & Parks	$ 13,066.14
Mass Services Inc.	December 2017 Stall Cleaning	Recreation & Parks	$ 11,780.24
Mauldin & Jenkins LLC	2017 Audit	Finance	$ 5,000.00
Media Frenzy Global	January 2018 Public Relations services	City Administration	$ 8,333.33
Meer Electric Contractors Inc.	Lighting Services for Parks	Recreation & Parks	$ 11,858.89
MJM Film and Video Inc.	Balance for Video Production/Editing on Alpharetta Senior Citizen Interviews	Finance	$ 15,000.00
Monro Muffler Brake Inc.	Vehicle Maintenance and Repairs	Public Safety	$ 5,446.44
Motorola Solutions Inc.	TDMA & APX Encryption Upgrade Card	Public Safety	$ 20,361.00
North Fulton Regional Radio Sys Auth	2nd & 3rd Quarter Subsidy Payment - Emergency Radio/Telephone System	Public Safety	$ 198,600.50
Ohmshiv Construction LLC	Mayfield Rd Sidewalk Improvements	Public Works	$ 227,012.11
OPEB (wire)	Monthly Payment	Finance	$ 7,100.01
Peace Officer's Annuity & Benefit Fund of GA	December 2017 State Reports	Municipal Courts	$ 6,741.75
Pieper O'Brien Herr Architects	Police Addition & Renovation	Public Safety	$ 7,636.21
Pond & Company	Mayfield Road Culvert/Douglas Road/Big Creek Greenway	Public Works	$ 19,694.00
Republic Services Inc.	December 2017 Waste Services and On Call Waste Service	Finance	$ 6,283.55
Ruppert Landscape	Westside Parkway Shrubs and Planting	Public Works	$ 22,219.40
Ruppert Landscape	December 2017 Right of Way Landscape Management	Public Works	$ 28,579.34
Russell Landscape LLC	SR400 @ 5 Interchanges Maintenance	Public Works	$ 14,953.50
Sawnee Electric Membership Corp	Power Bill	Finance	$ 35,055.15
Sprinturf LLC	Webb Bridge Park Synthetic Turf Field Replacement	Recreation & Parks	$ 232,295.40

CITY OF ALPHARETTA

Financial Management Reports

Listing of Payments $5,000 and greater

for the month ended January 31, 2018

Vendor	Description	Department	$ Amount
Stevens & Wilkinson	Wills Park Pool Renovation	Recreation & Parks	$ 9,413.80
Sunbelt Builders Inc.	Wills Park Pool Renovation	Recreation & Parks	$ 533,148.63
SunTrust Pcard	Procurement Card Payment	Finance	$ 114,206.41
Sustainable Water Planning & Engineering	Stormwater Infrastructure Assessments	Public Works	$ 9,126.00
Tech Alpharetta Inc.	AG Tech Platinum Sponsorship	City Administration	$ 50,000.00
Tetra Tech Inc.	Windward Parkway Design & Bethany/Mayfield Intersection Imp. Projects	Public Works	$ 53,685.00
Tetra Tech Inc.	Wills Park Drainage/Wills Park Equestrian Center/Wills Park Stream Restoration	Various	$ 14,717.00
The Macallan Group	Alpharetta Arts Center	Recreation & Parks	$ 139,464.58
The Winter Construction Company	Public Safety Expansion & E911 Renovations	Public Safety	$ 195,768.90
Tri Scapes Inc.	December 2017 Maintenance and Westside Fitness Park	Recreation & Parks	$ 20,080.83
Verizon Wireless Services LLC	12/13/17 thru 1/12/18 Cellular MiFi Svc/Datacards/IPhone & IPad Services	Information Technology	$ 21,729.68

OTHER REPORTS

Purchase Orders between $5,000 and $50,000

CITY OF ALPHARETTA

Financial Management Reports

Listing of PO's between $5,000.01 and $50,000.00

for the month ended January 31, 2018

Purchase Order #	Vendor	Department	Purchase Order Amt.	Description
18000338	Metro Atlanta Chamber of Commerce Inc.	Administration	$ 25,000.00	Sponsorship at the 2019 Site Selector's Guild
18000339	Veristor Systems Inc.	Information Technology	$ 17,344.38	Network security per CPU and per server
18000342	RCS Productions.Com Inc.	Recreation and Parks	$ 7,275.00	Stage and production services for the Taste of Alpharetta
18000344	Brooks-Berry-Haynie & Associates Inc.	Public Works	$ 20,295.00	Traffic signal equipment upgrades for (3) locations on Mansell Road
18000348	Reconrobotics Inc.	Public Safety	$ 16,123.00	(1) Recon Scout XL robot for the SWAT team
18000349	Aardvark Tactical	Public Safety	$ 48,063.00	(1) Avatar III robot for the SWAT team
18000351	Hi-Rez Studios Inc.	Administration	$ 15,000.00	Sponsorship at the 2018 Hi-Rez Expo/Smite World Championship
18000352	Emergency Care Medical Group PC	Public Safety	$ 31,500.00	Medical Director stipend
18000353	Crisp Media Group	Administration	$ 12,000.00	Social media promotional campaign for the Alpharetta 360 videos
18000354	Veristor Systems Inc.	Information Technology	$ 14,302.99	First Call/emergency notification system support
18000355	Melinda Snider	Administration	$ 32,000.00	Advertisement in *Newsweek*
18000356	Carr, Rahn and Associates Inc.	Public Works	$ 11,100.00	Appraisal services for (6) locations
18000358	Morton Salt Inc.	Public Works	$ 6,784.00	(50) tons of road maintenance salt
18000359	Tri Scapes Inc.	Recreation and Parks	$ 15,000.00	Relocation of (1500) yards of soil to the Rucker Road property

OTHER REPORTS

Bid/RFP Status

CITY OF ALPHARETTA

Financial Management Reports

Bid/RFP Status

for the month ended January 31, 2018

Bid#	RFP#	Department	Description	Close Date	Number of Vendor Responses	Award Date	Awarded To	Award Amount	Purchase Order Date	Purchase Order #
	17-1004 RFQ	Community Development	Design / Build for Downtown Parking Deck	9/1/2016	10	N/A	Shortlisted 4 Bidders for RFP 17-102	N/A		
	17-102 RFP	Community Development	Design / Build for Downtown Parking Decks	5/11/2017	4	7/17/2017	The Christman Company	$ 6,928,183.00	11/20/2017	18000295/18000296
	17-1011 RFQ	Rec/Parks	Alpharetta Arts Center Construction	3/23/2017	11	N/A	Shortlisted 3 Bidders for RFP 17-112	N/A		
	17-112 RFP	Rec/Parks	Alpharetta Arts Center	5/3/2017	3	8/7/2017	Macallan Construction	$ 2,836,935.00	10/5/2017	18000232
	17-111 RFP	Information Technology	Cadastral Conversion Services	6/15/2017	4	8/21/2017	Atlas Geographic Data, Inc.	$ 81,700.00	10/9/2017	18000234
	17-1013	Public Works	Rucker Road Corridor Improvements	5/18/2017	5	N/A	Shortlisted 2 Bidders for PW ITB 17-011			
17-011		Public Works	Rucker Road Corridor Improvements	6/29/2017	2	8/7/2017	C. W. Matthews Contracting Co.	$ 15,030,195.75	9/29/2017	18000225
17-010		Public Works	Windward Sidewalk Improvements	6/15/2017	7	7/17/2017	Construction 57, Inc.	$ 320,982.00	8/9/2017	18000157
	~~18-101~~	~~Public Safety~~	~~Public Safety Uniforms and Duty Gear~~	~~7/27/2017~~	~~8~~	~~cancelled/no award~~				
	18-102	Rec/Parks	Webb Bridge Park Artificial Turf Field Replacement	7/13/2017	7	8/21/2017	Sprinturf, LLC	$ 406,461.00	10/31/2017	18000264
18-001		Public Works	FY 2018 Milling and Resurfacing	8/31/2017	5	10/23/2017	Allied Paving Contractors	$ 2,645,448.30	12/15/2017	18000327
18-002		Public Works	FY 2017 Bond Sidewalk Improvements-Phase 4	9/28/2017	7	10/23/2017	Sol Construction, LLC	$ 379,383.50	12/19/2017	18000332
18-004		Public Works	FY 2018 Bridge Maintenance	10/12/2017	8	11/6/2017	Massana, Inc.	$ 310,984.00		
	18-103	Public Safety	Body Worn Camera System for Public Safety Officers	10/12/2017	5	2/21/2018	Utility Associates Inc.	$ 704,550.00		
	18-104	Public Safety	Fire and Police Personnel Unitorms and Duty Gear	12/14/2017	4	1/22/2018	Galls, LLC and Smyrna Police Distributors			
18-005		Public Works	FY2017 Bond Sidewalk Improvements - Phase 5	12/14/2017	9	1/9/2018	Autaco Development, LLC	$ 229,406.00		
18-006		Public Works	Warsaw Area Sidewalk Improvements	1/18/2018	7					
	18-105	Public Safety	Concealable Body Armor for Public Safety Department	2/1/2018	5					

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OTHER REPORTS

GAAP Financial Statements

City of Alpharetta
Balance Sheet
Governmental Funds
January 31, 2018

	Major Governmental Funds						Non-Major	Total
	General Fund	Capital Project Fund	Capital Grant Fund	Conf Center Bond Fund	Construction Bond Fund	T-SPLOST Capital Fund	Governmental Funds	Governmental Funds
ASSETS								
Cash / Cash Equivalents / Investments	$ 30,900,803	$ 19,500,883	$ -	$ 372,230	$ 42,994,414	$ 6,855,299	$ 14,494,418	$ 115,118,047
Receivables (net of allowance for uncollectibles)			1,970,468					1,970,468
Taxes Receivable								-
Property Taxes	924,313	-		-	-	-	206,955	1,131,268
Other Taxes	-	-		-	-	-	-	-
Interest	-	-		-	-	-	-	-
Accounts	842,949	253,910		-	-	-	5,300	1,102,159
Due from Other Funds	-	-	-	-	-	-	-	-
Prepaid Items	-	-		-	-	-	-	-
Cash - Restricted	-	-		-	-	-	-	-
Intergovernmental Receivable	-	-		-	-	-	-	-
Restricted	-	-		-	-	-	-	-
Total Assets	**32,668,066**	**19,754,793**	**1,970,468**	**372,230**	**42,994,414**	**6,855,299**	**14,706,672**	**119,321,942**
LIABILITIES AND FUND BALANCES								
Liabilities								
Current								
Accounts Payable	2,148,595	190,583	-	-	$ 394,627	21,920	56,815	2,812,539
Retainage Payable	-	46,789		-	385,906	-	40,691	473,385
Intergovernmental Payable			-	-	-	-	-	-
Arbitrage Payable	-	-	-	-	-	-	-	-
Accounts payable/AR Suspense acct	-	-		-	-	-	-	-
Claims Payable	-	-		-	-	-	-	-
Payroll Payable	22,271	-		-	-	-	3,019	25,290
Due to Other Funds	-	-	-	-	-	-	-	-
Deferred Revenue	996,858	224,191	$ 1,377,154	-	-	-	214,755	2,812,958
Unearned Revenue	-	-		-	-	-	-	-
Teen Driving/Donation	-	-		-	-	-	-	-
T.A.D Payment to County	-	-		-	-	-	-	-
Compensated Absences	-			-	-	-	-	-
Non-Current		-						
Unclaimed Property	-	-		-	-	-	-	-
Claims Payable	-	-		-	-	-	-	-
Total Liabilities	**3,167,723**	**461,563**	**1,377,154**	**-**	**780,532**	**21,920**	**315,281**	**6,124,173**
Fund Balances:								
Restricted for:								
Capital Projects	-	398,508	593,313	372,230	42,213,881	6,833,379	4,597,051	55,008,363
Law Enforcement	-	-		-	-	-	1,026,648	1,026,648
Emergency Telephone Activities	-	-		-	-	-	1,532,251	1,532,251
Grant Projects	-	-		-	-	-	-	-
Debt Service	-	-		-	-	-	4,749,896	4,749,896
Promotion of Tourism	-	-		-	-	-	1,763,070	1,763,070
Assigned for:								
Grant Projects	-			-	-	-	71,406	71,406
Capital Projects		18,894,722						18,894,722
2019 Fiscal year Expenditures	6,083,689	-		-	-	-	-	6,083,689
Unassigned	23,416,653			-	-	-	651,070	24,067,723
Total Fund Balances	29,500,342	19,293,230	593,313	372,230	42,213,881	6,833,379	14,391,391	113,197,768
Total Liabilities and Fund Balances	**$ 32,668,066**	**$ 19,754,793**	**$ 1,970,468**	**$ 372,230**	**$ 42,994,414**	**$ 6,855,299**	**$ 14,706,672**	**$ 119,321,942**

City of Alpharetta
Statement of Revenues, Expenditures, and Changes in Fund Balances
Governmental Funds
For the Period Ended January 31, 2018

	Major Governmental Funds						Non-Major	Total
	General Fund	Capital Project Fund	Capital Grant Fund	Conf Ctr Fund Fund	S2016 Const Bond Fund	T-SPLOST Capital Fund	Governmental Funds	Governmental Funds
REVENUES								
Taxes:								
Property Tax	$ 20,484,591	-		-	-		3,469,024	$ 23,953,615
Local Option Sales Tax	8,047,496	-		-	-		4,974,002	13,021,497
Transportation Special Purpose Local Option Sales Tax						5,373,920		5,373,920
Other Taxes	7,181,038	-		-	-		2,102,649	9,283,687
Licenses and permits	1,492,844	-		-	-		653,884	2,146,728
Intergovernmental	35,000	303,262	1,460,214	-	-		142,485	1,940,960
Charges for services	2,375,769	-		-	-		539,018	2,914,788
Impact Fees		-		-	-		-	-
Fines/Forfeitures	1,101,382	-		-	-		24,073	1,125,455
Investment earnings	62,447	57,678	(2,901)	19,326	305,242	24,808	2,500	469,100
Contributions and Donations	-	326,115	-	-	-			326,115
Other	103,919	-			3,061		-	106,980
Total revenues	**40,884,486**	**687,054**	**1,457,313**	**19,326**	**308,303**	**5,398,728**	**11,907,634**	**60,662,844**
EXPENDITURES								
Current:		-						
Unallocated	-						1,517,698	1,517,698
General government	5,772,885	678,700		6,477,274	-		1,478,872	14,407,730
Public safety	16,092,564	646,260	-	-	-		3,647,469	20,386,293
Public works	4,459,649	1,258,028	575,443	-	2,344,769	404,416	747,342	9,789,647
Economic and community development	1,649,235	95,988	91,089	-	-		-	1,836,313
Alpharetta Business Community	-	223,975		-	-		-	223,975
Culture and recreation	4,682,417	789,675	-	-	3,183,560		33,047	8,688,699
Debt service:	.							-
Principal	-	-		-	-		-	-
Interest	55,920	-		-	-		389,981	445,901
Other Costs	397,937			-	-		-	397,937
Bond issuance costs		-		-	-		3,000	3,000
Capital outlay				-	-		-	-
Total expenditures	**33,110,607**	**3,692,626**	**666,532**	**6,477,274**	**5,528,329**	**404,416**	**7,817,410**	**57,697,193**
Excess (deficiency) of revenues over (under) expenditures	7,773,880	(3,005,572)	790,781	(6,457,948)	(5,220,026)	4,994,311	4,090,224	2,965,650
OTHER FINANCING SOURCES (USES)								
Transfers in	1,300,884	7,435,962		-	-		-	8,736,846
Transfers out	(8,179,712)	-		-	-		(557,134)	(8,736,846)
Loan Proceeds	-			-	-		-	-
Capital Leases	-	-		-	-		-	-
Sale of capital assets	92,797	-		-	-		-	92,797
Sale of non-capital assets	16,708	-		-	-		-	16,708
Land Sale	1,000							1,000
Insurance Proceeds		-		-	-		-	-
Bond Proceeds		-		-	-	-	-	-
Total other financing sources and (uses)	(6,768,323)	7,435,962	-	-	-	-	(557,134)	110,505
Net change in fund balances	1,005,557	4,430,390	790,781	(6,457,948)	(5,220,026)	4,994,311	3,533,090	3,076,155
Fund balances - beginning	**28,494,785**	**14,862,840**	**(197,468)**	**6,830,178**	**47,433,908**	**1,839,069**	10,858,303	**110,121,615**
Fund balances - ending	**$ 29,500,342**	**$ 19,293,230**	**$ 593,313**	**$ 372,230**	**$ 42,213,881**	**$ 6,833,379**	**$ 14,391,391**	**$ 113,197,768**

City of Alpharetta
General Fund
Statement of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget- Positive (Negative)
REVENUES			
Taxes:			
Property Tax	$ 21,399,000	$ 20,484,591	$ (914,409)
Local Option Sales Tax	15,200,000	8,047,496	(7,152,504)
Other Taxes	15,654,500	7,181,038	(8,473,462)
Licenses and Permits	2,070,550	1,492,844	(577,706)
Intergovernmental	435,000	35,000	(400,000)
Charges for Service	4,039,750	2,375,769	(1,663,981)
Fines/Forfeitures	2,209,250	1,101,382	(1,107,868)
Investment Earnings	75,000	62,447	(12,553)
Contributions and Donations			-
Other	195,345	103,919	(91,426)
Total revenues	61,278,395	40,884,486	(20,393,909)
EXPENDITURES			
Current:			
General government			
City Administration	2,212,696	1,405,197	807,499
Finance	3,347,009	2,230,834	1,116,175
Human Resources	415,782	232,979	182,803
Legal	665,000	289,647	375,353
Mayor and Council	364,488	186,950	177,538
Municipal Court	1,126,546	696,910	429,636
Information Technology	1,681,857	997,602	684,255
Non-Departmental	710,000	397,917	312,083
Contingency	650,000	21	649,979
Total general government	11,173,378	6,438,054	4,735,324
Public Safety	27,240,508	16,574,041	10,666,467
Public works	8,377,022	4,914,266	3,462,756
Economic and community development	2,857,116	1,675,304	1,181,812
Culture and recreation	9,000,204	5,489,459	3,510,745
Debt Service			
Principal	175,000	-	175,000
Interest	111,840	55,920	55,920
Total expenditures	58,935,068	35,147,044	23,788,024
Excess (Deficiency) of revenues over expenditures	2,343,327	5,737,442	3,394,115
OTHER FINANCING SOURCES (USES)			
Transfers in	2,718,750	1,300,884	(1,417,866)
Transfers out	(14,022,363)	(8,179,712)	5,842,651
Capital leases	-		-
Land Sale	-	1,000	1,000
Sale of capital assets	60,000	92,797	32,797
Sale of non-capital assets	40,000	16,708	(23,292)
Total other financing sources and uses	(11,203,613)	(6,768,323)	4,435,290
Net change in fund balances	(8,860,286)	(1,030,880)	7,829,406
Fund balances - beginning		**28,494,785**	
Fund balances - ending		**$ 27,463,905**	
Adjustments to GAAP basis:			
Encumbrances		2,036,438	
Misc adj			
Fund balances-ending		**$ 29,500,342**	

City of Alpharetta
Capital Project Fund
Statement of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget- Positive (Negative)
REVENUES			
Intergovernmental	$ 2,166,779	$ 303,262	$ (1,863,517)
Contributions & Donations	1,885,626	326,115	(1,559,511)
Investment earnings	-	57,678	57,678
Misc Revenue	-	-	-
Other	250,000	-	(250,000)
Total revenues	4,302,405	687,054	(3,615,351)
EXPENDITURES			
Capital Outlay			
General Government:			
City Administration	767,154	615,767	151,387
Finance	59,885	8,656	51,229
Information Technology	1,164,679	467,673	697,006
Non-departmental	2,977,214	-	2,977,214
Total general government	4,968,932	1,092,096	3,876,836
Public Safety	3,645,367	3,212,134	433,233
Engineering & Public Works	18,705,732	12,601,336	6,104,396
Alpharetta Business Community	543,443	484,484	58,959
Economic and community development	260,057	162,199	97,858
Culture and recreation	3,789,076	2,954,359	834,717
Total Capital Outlay	31,912,607	20,506,609	11,405,998
Excess (Deficiency) revenue over expenditures	(27,610,202)	(19,819,554)	7,790,648
OTHER FINANCING SOURCES (USES)			
Transfers in	12,747,363	7,435,962	(5,311,401)
Capital leases	-	-	-
Budgeted Fund Balance	-	-	-
Total other financing sources and uses	12,747,363	7,435,962	(5,311,401)
Net change in fund balances	(14,862,839)	(12,383,593)	2,479,246
Fund balances - beginning		**14,862,840**	
Fund balances - ending		**$ 2,479,247**	
Adjustments to GAAP basis:			
Encumbrances		16,813,983	
Misc adj-			
Fund balances-ending		**$ 19,293,230**	

City of Alpharetta
Capital Grant Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget - Positive (Negative)
Revenues:			
Intergovernmental	$ 2,439,873	1,460,214	$ (979,659)
Contributions & Donations	-	-	-
Interest Earnings	-	(2,901)	(2,901)
Total	2,439,873	1,457,313	(982,560)
Expenditures:			
Public Safety	-	-	-
General Government	176,088	-	176,088
Community Development	120,534	120,534	-
Public Works	1,945,783	1,887,559	58,224
Recreation & Parks	-		-
Non-Departmental	-	-	-
Total	2,242,405	2,008,093	234,312
Excess (Deficiency) revenue over expenditures	197,468	(550,780)	(748,248)
Other Financing Sources & Uses:			
Transfers in		-	-
Budgeted Fund Balance	-	-	-
Subtotal:	-	-	-
Net change in fund balance	197,468	(550,780)	(748,248)
Fund balance - beginning		**(197,468)**	
Fund balance - ending		**$ (748,248)**	
Adjustments to GAAP basis:			
Misc adj			
Encumbrances		1,341,561	
Fund balances - ending		**$ 593,313**	

City of Alpharetta
Conference Center Fund
Statement of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget- Positive (Negative)
REVENUES	$ -	$ -	$ -
Bond Proceeds	-	-	-
Premium on Bond Proceeds	-	-	-
Misc Rev	-	-	-
Investment Earnings	-	19,326	19,326
Total revenues	-	19,326	19,326
EXPENDITURES			
General Government:			
Cost of Bond Issuance		-	-
Non-Departmental	133,163	-	133,163
Total general government	133,163	-	133,163
City Administration	6,697,014	6,493,852	203,162
Public Safety	-	-	-
Excess (Deficiency) of Revenues Over expenditures	(6,830,177)	(6,474,526)	355,651
OTHER FINANCING SOURCES			
General Obligation Bond Proceeds	-	-	-
Operating Transfers Out			-
Total other financing sources (uses)	-	-	-
Net change in fund balances	(6,830,177)	(6,474,526)	355,651

Fund balances - beginning	**6,830,178**
Fund balances - ending	**$ 355,652**
Adjustments to GAAP basis:	
Encumbrances	16,579
Fund balances-ending	**$ 372,230**

City of Alpharetta
Bond Construction Fund
Statement of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget- Positive (Negative)
REVENUES			
Bond Proceeds	$ -	$ -	$ -
Premium on Bond Proceeds	-	-	-
Misc Revenue	-	3,061	3,061
Investment Earnings	-	305,242	305,242
Total revenues	-	308,302	308,302
EXPENDITURES			
General Government:			
Cost of Bond Issuance	-	-	-
Public Works	32,264,476	17,015,767	15,248,709
Recreation & Parks	1,516,431	5,017,236	(3,500,805)
Total general government	33,780,907	22,033,003	11,747,904
City Administration			-
Public Safety	-	-	-
Excess (Deficiency) of Revenues Over expenditures	(33,780,907)	(21,724,701)	12,056,206
OTHER FINANCING SOURCES			
General Obligation Bond Proceeds	-	-	-
Operating Transfers Out			-
Total other financing sources (uses)	-	-	-
Net change in fund balances	(33,780,907)	(21,724,701)	12,056,206

Fund balances - beginning	**47,433,908**
Fund balances - ending	**$ 25,709,207**
Adjustments to GAAP basis:	
Encumbrances	16,504,675
Fund balances-ending	**$ 42,213,881**

City of Alpharetta
TSPLOST Fund
Statement of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget- Positive (Negative)
REVENUES			
Transportation Special Purpose Local Option Sales Tax	$ 13,000,000	$ 5,373,920	$ (7,626,081)
Investment Earnings		24,808	24,808
Total revenues	13,000,000	5,398,727	(7,601,273)
EXPENDITURES			
General Government:			
Cost of Bond Issuance			-
Public Works	14,839,068	1,152,860	13,686,208
Recreation & Parks			-
Total general government	14,839,068	1,152,860	13,686,208
City Administration			-
Public Safety	-	-	-
Excess (Deficiency) of Revenues			-
Over expenditures	(1,839,068)	4,245,867	6,084,935
OTHER FINANCING SOURCES			
General Obligation Bond Proceeds			-
Operating Transfers Out			-
Total other financing sources (uses)	-	-	-
Net change in fund balances	(1,839,068)	4,245,867	6,084,935
Fund balances - beginning		**1,839,069**	
Fund balances - ending		**$ 6,084,935**	
Adjustments to GAAP basis:			
Encumbrances		748,444	
Fund balances-ending		**$ 6,833,379**	

City of Alpharetta
Internal Service Fund - Medical Insurance
Statement of Net Position
January 31, 2018

ASSETS		
Current Assets:		
Cash and Cash Equivalents & Investments	$	2,451,460
Accounts Receivables (net of allowance for uncollectibles)		-
Total Current Assets		2,451,460
Noncurrent Assets:		
Restricted Cash, Cash Equivalents, and Investments		-
Total Restricted Assets		-
Total Noncurrent Assets		-
Total Assets		**2,451,460**
LIABILITIES		
Current Liabilities:		
Accounts Payable		-
Claims Payables		755,702
Accrued Interest Payable		-
Due to Other Funds		-
Total Current Liabilities		755,702
Current Liabilities Payable from Restricted Assets:		
		-
Total Current Liabilities Payable from Restricted Assets		-
Noncurrent Liabilities:		-
Other Non-Current Liabilities		
Total Noncurrent Liabilities		-
Total Liabilities		**755,702**
NET ASSETS		
Invested in Capital Assets, net of related debt		-
Reserved for Debt Service		-
Reserved for Encumbrances		-
Unreserved		1,695,758
Total Net Assets		1,695,758
Total Liabilities & Net Assets	**$**	**2,451,460**

City of Alpharetta
Internal Service Fund - Medical Insurance
Statement of Revenues, Expenses, and Changes in Net position - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget - Positive (Negative)
REVENUES			
Investment Earnings	$ -	$ 61	$ (61)
Employer Medical Contribution	6,289,453	3,645,422	(2,644,031)
Employee Medical Contribution	702,209	460,001	(242,208)
Insurance Proceeds	-	-	
Total revenues	6,991,662	4,105,483	(2,886,179)
EXPENDITURES			
Medical Premiums	1,501,694	878,884	622,810
Medical Claims	5,408,414	2,553,408	2,855,006
Contingency	1,104,121	0	1,104,121
Total expenditures	8,014,229	3,432,292	4,581,937
Excess (Deficiency) of Revenues Over expenditures	(1,022,567)	673,191	1,695,758
OTHER FINANCING SOURCES			
Asset Disposition		-	
Operating Transfers In	-	-	-
Operating Transfers Out	-	-	-
Total other financing sources (uses)	-	-	-
Net change in fund balances	(1,022,567)	673,191	1,695,758

Fund balances - beginning	**1,022,567**
Fund balances - ending	**$ 1,695,758**
Adjustments to GAAP basis:	
Encumbrances	-
Misc adj	
Fund balances-ending	**$ 1,695,758**

City of Alpharetta
Enterprise Fund -Solid Waste
Statement of Net Position
January 31, 2018

.	Solid Waste
ASSETS	
Current Assets:	
Cash and Cash Equivalents & Investments	$ 2,492,112
Inventories, at cost	-
Accounts Receivables (net of allowance for uncollectibles)	38,005
Prepaid Insurance Expenses	-
Total Current Assets	2,530,118
Noncurrent Assets:	
Restricted Cash, Cash Equivalents, and Investments	-
Total Restricted Assets	-
Other	-
Capital Assets	
Buildings and System	-
Machinery and Equipment	
Less Accumulated Depreciation	-
Total Capital Assets (net of accumulated depreciation)	-
Total Noncurrent Assets	-
Total Assets	**2,530,118**
LIABILITIES	
Current Liabilities:	
Accounts Payable	272,192
Accounts Payable/ Customer Credit Balances	(56)
Accounts Payable/ Customer Pre-Paid Service	-
Accounts Payable/ A/R Module Suspense Acct	1,726
Payroll Liabilities	852
Accrued Salaries	-
Accrued Interest Payable	-
Compensated Absences Payable	713
Notes Payable - Revenue Bonds	-
Due to Other Funds	-
Total Current Liabilities	275,427
Current Liabilities Payable from Restricted Assets:	
Revenue Bonds Payable	-
Total Current Liabilities Payable from Restricted Assets	-
Noncurrent Liabilities:	
Customer Deposits	-
Compensated Absences less Current Portion	-
Revenue Bonds Payable	-
Total Noncurrent Liabilities	-
Total Liabilities	**275,427**
NET ASSETS	
Invested in Capital Assets, net of related debt	-
Reserved for Debt Service	-
Reserved for Encumbrances	-
Unreserved	2,254,691
Total Net Assets	2,254,691
Total Liabilities & Net Assets	**$ 2,530,118**

City of Alpharetta
Enterprise Fund - Solid Waste
Statement of Revenues, Expenses, and Changes in Net Position
For the Period Ended January 31, 2018

Operating revenues:		
Charges for sales and services:		
Refuse Collection charges	$	2,845,458
Misc Revenue		7,490
Total operating revenues		2,852,948
Operating expenses:		
Administration		3,251,323
Non-departmental		-
Total operating expenses		3,251,323
Operating Gain (loss)		(398,374)
Non-operating revenues (expenses):		
Investment earnings		-
Total non-operating revenue (expenses)		-
Income (loss) before transfers		(398,374)
Transfers In		-
Transfers Out		-
Change In Net Assets		(398,374)
Total net assets-beginning		**1,133,246**
Total net assets-ending (net of encumbrances)		**734,873**
Adjustments to GAAP basis:		
Encumbrances		1,519,819
Misc adj-Encumbrances Resv/Prior Year		
Total net assets-ending	**$**	**2,254,691**

City of Alpharetta
Internal Service Fund - Risk Management
Statement of Net Position
January 31, 2018

ASSETS		
Current Assets:		
Cash and Cash Equivalents & Investments	$	1,039,519
Accounts Receivables (net of allowance for uncollectibles)		-
Total Current Assets		1,039,519
Noncurrent Assets:		
Restricted Cash, Cash Equivalents, and Investments		-
Total Restricted Assets		-
Total Noncurrent Assets		-
Total Assets		**1,039,519**
LIABILITIES		
Current Liabilities:		
Accounts Payable		1,646
Claims Payables		473,206
Accrued Interest Payable		-
Due to Other Funds		-
Total Current Liabilities		474,852
Current Liabilities Payable from Restricted Assets:		
		-
Total Current Liabilities Payable from Restricted Assets		-
Noncurrent Liabilities:		-
Other Non-Current Liabilities		553,962
Total Noncurrent Liabilities		553,962
Total Liabilities		**1,028,814**
NET ASSETS		
Invested in Capital Assets, net of related debt		-
Reserved for Debt Service		-
Reserved for Encumbrances		-
Unreserved		10,704
Total Net Assets		10,704
Total Liabilities & Net Assets	**$**	**1,039,519**

City of Alpharetta
Internal Service Fund - Risk Management
Statement of Revenues, Expenses, and Changes in Net position - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget - Positive (Negative)
REVENUES			
Investment Earnings	$ 3,000	$ 2,738	$ (262)
Charges for Service	1,335,000	778,750	(556,250)
Discounts	-	-	-
Insurance Proceeds	-	40,695	40,695
Total revenues	1,338,000	822,182	(515,818)
EXPENDITURES			
Workers Compensation Admin	-	-	-
Professional Fees	125,000	119,616	5,384
Auto Liability	150,000	159,588	(9,588)
Property & Equipment Liability	90,000	92,197	(2,197)
General Liability	60,000	56,626	3,374
Law Enforcement Liability	100,000	85,194	14,806
Public Entity Liability	60,000	58,077	1,923
Workers Comp Excess Liabilty	105,000	103,609	1,391
Employee Benefits Liability	-	-	-
Criminal Liability	5,000	3,386	1,614
Cyber Liability	8,000	6,394	1,606
Umbrella Liability	60,000	52,782	7,218
Medical Services	30,000	36,751	(6,751)
Claims/Judgements	550,000	408,514	141,486
Contingency	274,335	-	274,335
Total expenditures	1,617,335	1,182,734	434,601
Excess (Deficiency) of Revenues Over expenditures	(279,335)	(360,552)	(81,217)
OTHER FINANCING SOURCES			
Asset Disposition		-	
Operating Transfers In	-	-	-
Operating Transfers Out	-	-	-
Total other financing sources (uses)	-	-	-
Net change in fund balances	(279,335)	(360,552)	(81,217)
Fund balances - beginning		**279,335**	
Fund balances - ending		**$ (81,217)**	
Adjustments to GAAP basis:			
Encumbrances		91,921	
Misc adj			
Fund balances-ending		**$ 10,704**	

City of Alpharetta
Statement of Net Position
OPEB Trust Fund
January 31, 2018

		OPEB Plan
ASSETS		
Current Assets:		
Cash and Cash Equivalents	$	1,164,156
Investments		
		-
Accounts Receivables (net of allowance for uncollectibles)		-
Total Assets		1,164,156
LIABILITIES		
Current Liabilities:		
Accounts Payable	$	-
		-
Due to Other Funds		-
Total Current Liabilities		-
Current Liabilities Payable from Restricted Assets:		
		-
Total Current Liabilities Payable from Restricted Assets		-
Noncurrent Liabilities:		
		-
Total Noncurrent Liabilities		-
Total Liabilities		-
NET ASSETS		
Net Assets held in trust for pension benefits		1,164,156
Total Net Assets		1,164,156
Total Liabilities & Net Assets	**$**	**1,164,156**

City of Alpharetta
Statement of Changes in Fiduciary Net Position
OPEB Trust Fund
For the Period Ended January 31, 2018

		Actual Amounts
Additions:		
Employer Contribution	$	49,700
Employee Contribution		
Total Contribution		49,700
Investment Income		-
Net appreciation in FMV		-
Interest and Dividends		7,993
Total Investment Income		7,993
Total Additions (Deductions)		**57,693**
Deductions:		
Benefits payments		-
Professional Fees		-
Total deductions		-
Net Increase (Decrease)		57,693
Net Assets held in trust for pension benefits		
Beginning of year		1,106,462
Total net assets	**$**	**1,164,156**

City of Alpharetta
Statement of Net Position
Pension Trust Fund
January 31,2018

	Pension Trust Fund
ASSETS	
Current Assets:	
Cash and Cash Equivalents	(555,659)
Investments	74,171,148
	-
Accounts Receivables (net of allowance for uncollectibles)	342,048
Total Assets	73,957,536
LIABILITIES	
Current Liabilities:	
Accounts Payable	311,855
	-
Due to Other Funds	-
Total Current Liabilities	311,855
Current Liabilities Payable from Restricted Assets:	
	-
Total Current Liabilities Payable from Restricted Assets	-
Noncurrent Liabilities:	
	-
Total Noncurrent Liabilities	-
Total Liabilities	311,855
NET ASSETS	
Net Assets held in trust for pension benefits	73,645,681
Total Net Assets	73,645,681
Total Liabilities & Net Assets	**$ 73,957,536**

City of Alpharetta
Statement of Changes in Fiduciary Net Position
Pension Trust Fund
For the Period Ended January 31, 2018

	Actual Amounts
Additions:	
Employer Contribution	$ 2,625,003
Employee Contribution	209,398
Total Contribution	2,834,401
Investment Income	(61,655)
Net appreciation in FMV	6,870,394
Interest and Dividends	823,816
Accrued Interest & Dividends	12,749
Other Receipts	1,612
Total Investment Income	7,646,916
Total Additions (Deductions)	**10,481,317**
Deductions:	
Benefits payments	1,137,092
Professional Fees	359,657
Other Disbursements	-
Total deductions	1,496,749
Net Increase (Decrease)	8,984,568
Net Assets held in trust for pension benefits	
Beginning of year	64,661,113
Total net assets	**$ 73,645,681**

City of Alpharetta
Combining Statement of Revenues, Expenditures, and Changes in Fund Balances
Non-major Governmental Funds
For the Period Ending January 31, 2018

	Special Revenue							Total Non-major Governmental Funds
	Hotel Motel	Impact Fee	Confiscated Assets	Grant Operations	E911 Fund	Debt Service Fund	Stormwater Service Fund	
REVENUES:								
Hotel Motel Tax	$ 3,469,024	-	-	-				$ 3,469,024
Property tax						4,974,002	-	4,974,002
Charges for Service	-	-	-	-	2,102,649			2,102,649
Impact Fees	-	653,884		-				653,884
Forfeiture Income	-	-	142,485	-				142,485
Intergovernmental	-	-	-	34,994	504,024			539,018
Contributions & Donations	-	-	-	-				-
Investment Earnings	347	14,532	494	210	4,129	4,361		24,073
Other	-		2,500				-	2,500
Total revenues	**3,469,371**	**668,416**	**145,479**	**35,204**	**2,610,802**	**4,978,362**	**-**	**11,907,634**
EXPENDITURES:								
Tourism	1,517,698	-	-	-	-			1,517,698
Community Development	-	-	-	-	-			-
Culture/Recreation	-	20,118	-	-	-		12,929	33,047
Public Safety	-	146,702	569,904	24,009	2,906,855			3,647,469
Public Works		-					747,342	747,342
General Government	-	-	-	-	-	1,478,872	-	1,478,872
Debt Service:						-	-	-
Principal						-	-	-
Interest	389,981					-	-	389,981
Bond Issuance Costs	3,000					-	-	3,000
Total expenditures	**1,910,679**	**166,820**	**569,904**	**24,009**	**2,906,855**	**1,478,872**	**760,271**	**7,817,410**
Excess (deficiency) of revenues over expenditures	1,558,692	501,596	(424,425)	11,195	(296,053)	3,499,490	(760,271)	4,090,224
OTHER FINANCING SOURCES (USES):								
Transfers in / out:								-
Debt service fund	-	-	-	-				-
Capital Projects								-
Operating grants fund	-	-	-	-				-
Capital grants fund	-	-	-	-				-
General fund	(1,300,884)	-	-	11,667	-		732,083	(557,134)
Budgeted Fund Balance:	-	-	-	-				-
Total other financing sources	-	-	-	-				-
and (uses)	(1,300,884)	-	-	11,667	-		732,083	(557,134)
Net change in fund balances	257,808	501,596	(424,425)	22,862	(296,053)	3,499,490	(28,188)	3,533,090
Fund balances - beginning	**1,505,262**	**4,095,456**	**1,451,073**	**48,544**	**1,828,304**	**1,250,406**	**679,258**	**10,858,303**
Fund balances - ending	**1,763,070**	**$ 4,597,051**	**$ 1,026,648**	**$ 71,406**	**$ 1,532,251**	**$ 4,749,896**	**$ 651,070**	**$ 14,391,391**

City of Alpharetta
Combining Balance Sheet
Non-Major Governmental Funds
January 31, 2018

	Special Revenue							Total Non-major Governmental Funds
	Hotel Motel	Impact Fee	Confiscated Assets	Grant Operating	E911	Debt Service Fund	Stormwater Capital Fund	
ASSETS								
Cash / Cash Equivalents / Investments	$ 1,763,070	$ 4,597,051	$ 1,058,882	$ 71,406	$ 1,558,972	$ 4,752,396	$ 692,640	$ 14,494,418
Taxes Receivable	-	-	-	-	-			-
Pre-Paid Expenditures	-	-	-	-	-			-
Accounts Receivable	-	-	-	5,300	$ -			5,300
Property Taxes						206,955	-	206,955
Intergovernmental Receivable								-
Due From Other Funds								-
Restricted					-			-
Total Assets	**1,763,070**	**4,597,051**	**1,058,882**	**76,706**	**1,558,972**	**4,959,351**	**692,640**	**14,706,672**
LIABILITIES								
Accounts Payable	-	-	-	-	24,020		32,795	56,815
Retainage Payable	-	-	31,915	-	-		8,776	40,691
Intergovernmental Payable					-			-
Arbitrage Payable	-	-	-	-				-
Accounts payable/AR Suspense acct	-	-	-	-				-
Compensated Absences	-	-	-	-				-
Payroll Liabilities	-	-	318	-	2,701			3,019
Due to Other Fund	-	-	-	-				-
Deferred Revenue	-	-	-	5,300	-	209,455	-	214,755
Unearned Revenue	-	-	-	-				-
Total Liabilities	**-**	**-**	**32,233**	**5,300**	**26,721**	**209,455**	**41,571**	**315,281**
FUND BALANCES								
Restricted:								
Capital Projects		4,597,051	-	-				4,597,051
Law Enforcement	-	-	1,026,648	-				1,026,648
Promotion of Tourism	1,763,070	-	-	-				1,763,070
Emergency Telephone Activities	-	-	-	-	1,532,251			1,532,251
Debt Service						4,749,896	-	4,749,896
Assigned for: Grant Projects	-	-	-		-			-
Grant Projects				71,406				71,406
Unassigned:	-	-	-		-		651,070	651,070
Total Fund Balances	1,763,070	4,597,051	1,026,648	71,406	1,532,251	4,749,896	651,070	14,391,391
Total Liabilities and Fund Balances	**$ 1,763,070**	**$ 4,597,051**	**$ 1,058,882**	**$ 76,706**	**$ 1,558,972**	**$ 4,959,351**	**$ 692,640**	**$ 14,706,672**

City of Alpharetta
Hotel Motel Special Revenue Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget - Positive (Negative)
REVENUES:			
Hotel Motel Tax	$ 7,250,000	$ 3,469,024	$ (3,780,976)
Misc Revenue	-	-	-
Investment Earnings	-	347	347
Total revenues	7,250,000	3,469,371	(3,780,629)
EXPENDITURES:			
Professional Services	-	3,000	(3,000)
Recreation Improvements	550,000	550,000	-
Alpharetta Convention & Visitor's Bureau	3,171,875	1,517,698	1,654,177
Alpharetta Business Community	-	-	-
Debt Service Reserve	1,529,412		1,529,412
Bond Interest	779,963	389,981	389,982
Contingency	5,262	-	5,262
Total Expenditures	6,036,512	2,460,679	3,575,833
Excess of revenues over expenditures	1,213,488	1,008,692	(204,796)
OTHER FINANCING SOURCES (USES):			
Transfers Out	(2,718,750)	(1,300,884)	1,417,866
Total other financing sources and uses	(2,718,750)	(1,300,884)	1,417,866
Net change in fund balances	(1,505,262)	(292,192)	1,213,070
Fund balances - beginning		**$ 1,505,262**	
Fund balances - ending		**$ 1,213,070**	
Enbumbrances		$ 550,000	
Fund balances - ending		**$ 1,763,070**	

City of Alpharetta
Impact Fee Special Revenue Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget - Positive (Negative)
REVENUES:			
Impact Fees	$ 550,000	$ 653,884	$ 103,884
Investment Earnings	-	14,532	14,532
Total Revenues	550,000	668,416	118,416
EXPENDITURES:			
Public Safety	520,465	520,464	1
Public Works	1,232,671	-	1,232,671
Recreation & Parks	2,677,043	2,221,330	455,713
Community Development	215,277	-	215,277
General Government	-	-	-
Total expenditures	4,645,456	2,741,794	1,903,662
Excess (deficiency) of revenues over expenditures	(4,095,456)	(2,073,378)	(2,022,078)
OTHER FINANCING SOURCES (USES):			
Transfers Out	-		-
Total other financing sources and uses	-	-	-
Net change in fund balances	(4,095,456)	(2,073,378)	(2,022,078)
Fund balances - beginning		**4,095,456**	
Fund balances - ending		**$ 2,022,078**	
Encumbrances		2,574,973	
Fund balances - ending		$ 4,597,051	

City of Alpharetta
Confiscated Assets Special Revenue Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget - Positive (Negative)
REVENUES:			
Forfeiture Income	$ -	$ 142,485	$ 142,485
Investment Earnings	-	494	494
Intergovernmental	240,360	-	$ (240,360)
Misc Revenue		2,500	2,500
Total Revenues	240,360	145,479	(94,881)
EXPENDITURES:			
Public Safety	1,691,433	1,218,436	472,997
Non-Departmental	-		-
Total expenditures	1,691,433	1,218,436	472,997
Excess (deficiency) of revenues over expenditures	(1,451,073)	(1,072,957)	378,116
OTHER FINANCING SOURCES (USES):	-	-	-
Net change in fund balances	(1,451,073)	(1,072,957)	378,116
Fund balances - beginning		**1,451,073**	
Fund balances - ending		**$ 378,116**	
Adjustments to GAAP basis:			
Encumbrances		648,532	
Fund balances - ending		**$ 1,026,648**	

City of Alpharetta
Grant Fund - Operating
Schedule of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget - Positive (Negative)
REVENUES:			
Intergovernmental	$ 58,947	$ 34,994	(23,953)
Contributions & Donations	-	-	-
Discounts Taken		-	-
Interest Earnings	-	210	210
Transfers in	20,000	11,667	(8,333)
Contingencies	-	-	-
Total	78,947	46,871	(32,076)
EXPENDITURES:			
General Government	19,977	-	19,977
Community Development	-	-	-
Engineering/Public Works	-	-	-
Public Safety	62,035	24,009	38,026
Recreation & Parks	45,479	-	45,479
Contingencies	-	-	-
Operating Transfers Out	-	-	-
Non-Allocated	-	-	-
Total	127,491	24,009	103,482
Excess (deficiency) of revenues over expenditures	(48,544)	22,862	71,406
OTHER FINANCING SOURCES (USES):	-	-	-
Net change in fund balance	(48,544)	22,862	71,406
Fund balance - beginning		**48,544**	
Fund balance - ending		**$ 71,406**	
Adjustments to GAAP basis:			
Encumbrances		-	
Fund balances - ending		**$ 71,406**	

City of Alpharetta
Emergency 911 Special Revenue Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget - Positive (Negative)
REVENUES:			
Charges for Service	$ 3,940,000	$ 2,102,649	$ (1,837,351)
Capital Lease	504,025	504,024	(1)
Investment Earnings	5,478	4,129	(1,349)
Total Revenues	4,449,503	2,610,802	(1,838,701)
EXPENDITURES:			
Public Safety	5,447,806	4,055,958	1,391,848
Total expenditures	5,447,806	4,055,958	1,391,848
Excess (deficiency) of revenues over expenditures	(998,303)	(1,445,156)	(446,853)
OTHER FINANCING SOURCES (USES):			
Transfers In	-	-	-
Transfers Out - Capital Project Fund	-	-	-
Total other financing sources and uses	-	-	-
Net change in fund balances	(998,303)	(1,445,156)	(446,853)
Fund balances - beginning		**1,828,304**	
Fund balances - ending		**$ 383,148**	
Adjustments to GAAP basis:			
Encumbrances		1,149,104	
Fund balances - ending		**$ 1,532,251**	

City of Alpharetta
Debt Service Fund
Statement of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget - Positive (Negative)
REVENUES:			
Property tax	$ 5,164,000	$ 4,974,002	$ (189,998)
Misc Revenue		-	-
Investment earnings	12,000	4,361	(7,639)
Total revenues	5,176,000	4,978,362	(197,638)
EXPENDITURES:			
Current:			
General government			
Finance			-
Non-departmental		-	-
Total general government	-	-	-
Debt Service:			
Principal	2,755,500	115,500	2,640,000
Interest	2,719,158	1,361,022	1,358,136
Contingency	946,748	-	946,748
Bond issuance costs	5,000	2,350	2,650
Total debt service	6,426,406	1,478,872	4,947,534
Total expenditures	6,426,406	1,478,872	4,947,534
Excess (Deficiency) of revenues over expenditures	(1,250,406)	3,499,490	4,749,896
OTHER FINANCING SOURCES (USES):			
Transfers in			-
Transfers out			-
Total other financing sources and uses	-	-	-
	(1,250,406)	3,499,490	4,749,896
Fund balances - beginning		**1,250,406**	
Fund balances - ending		**$ 4,749,896**	

City of Alpharetta
Stormwater Capital Fund
Schedule of Revenues, Expenditures, and Changes in Fund Balances - Budget and Actual
For the Period Ended January 31, 2018

	Budget	Actual Amounts	Variance with Budget - Positive (Negative)
REVENUES:			
Misc Revenue	-	-	-
Investment Earnings	-	-	-
Total Revenues	-	-	-
EXPENDITURES:			
Public Works	1,921,230	1,318,227	603,003
Recreation & Parks	13,027	13,027	0
Total expenditures	1,934,257	1,331,254	603,003
Excess (deficiency) of revenues over expenditures	(1,934,257)	(1,331,254)	603,003
OTHER FINANCING SOURCES (USES):			
Transfers In	1,255,000	732,083	(522,917)
Transfers Out	-	-	-
Total other financing sources and uses	1,255,000	732,083	(522,917)
Net change in fund balances	(679,257)	(599,170)	80,087
Fund balances - beginning		**679,258**	
Fund balances - ending		**$ 80,087**	
Adjustments to GAAP basis:			
Encumbrances		570,983	
Fund balances - ending		**$ 651,070**	

DEVELOPMENT AUTHORITY

Revenue & Expenditure Report
GAAP Financial Statements

ALPHARETTA DEVELOPMENT AUTHORITY

Financial Management Report - As of January 31, 2018

Account #	Project	Total Budget	Actuals (Collections/ Expenditures)	Forecasted Receivables/ Encumbrances	Remaining
Revenues					
99575100-346900	Bond Application Fee	$ 162,500	$ 162,500		$ -
99575100-361000	Investment Earnings	-	65		(65)
99575100-334310-C1528	FISERV REBA Grant	125,000	-		125,000
99575100-371000-C1625	Alpharetta Virtual Reality Video (ACVB Contribution)	18,500	-		18,500
99575100-371000-C1821	Newsweek Ad (ACVB Contribution)	8,000	-		8,000
99575100-371000-C1532	ATC Operational Funding (COA)	95,000	95,000		-
99575100-381000-C1535	Innovation Center Operations (ATC)	6,835	5,538	16,477	17,774
	subtotal	*$ 415,835*	*$ 263,103*	*$ 16,477*	*$ 169,209*
(1) 99575100-395000	Carryforward Fund Balance	$ 163,458	$ -		$ 163,458
	subtotal	*$ 163,458*	*$ -*		*$ 163,458*
	Total	$ 579,293	$ 263,103		$ 332,667
Expenditures					
99575100-531100	General Supplies	$ 4,500	$ -	$ -	$ 4,500
99575100-571000-C1403	Local Job Creation Grant Program	46,000	-	-	46,000
99575100-544100-C1532	ATC Operational Funds	115,001	72,917	-	42,084
99575100-544100-C1601	High Impact Permitting Grant Program (IGA with COA)	20,948	-	-	20,948
99575100-544100-C1528	FISERV REBA Grant	125,000	-	-	125,000
99575100-544100-C1625	Alpharetta Virtual Reality Video (Economic Development)	47,000	47,000	-	-
99575100-571000-C1808	City Center Contribution	45,312	45,312	-	-
99575100-544100-C1819	Site Selector Guild Sponsorship	25,000	-	-	25,000
99575100-544100-C1821	Newsweek Ad	20,000	20,000	-	-
99575100-544100-C1822	Ag Tech Sponsorship	25,000	25,000	-	-
	subtotal	*$ 473,761*	*$ 210,229*	*$ -*	*$ 263,532*

ALPHARETTA DEVELOPMENT AUTHORITY

Financial Management Report - As of January 31, 2018

	Account #	Project	Total Budget	Actuals (Collections/ Expenditures)	Forecasted Receivables/ Encumbrances	Remaining
(2)	99575100-523860-C1535	Innovation Center Operations (Maintenance Contracts)	$ 2,442	$ 4,263	$ 9,249	$ (11,071)
	99575100-531100-C1535	Innovation Center Operations (General Supplies)	-	3,395	-	(3,395)
	99575100-531200-C1535	Innovation Center Operations (Miscellaneous Utilities)	522	523	-	(1)
	99575100-531210-C1535	Innovation Center Operations (Water/Sewer)	120	114	-	6
	99575100-531220-C1535	Innovation Center Operations (Natural Gas)	1,872	1,872	-	(0)
	99575100-531230-C1535	Innovation Center Operations (Electricity)	1,878	2,598	-	(720)
		subtotal	*$ 6,834*	*$ 12,765*	*$ 9,249*	*$ (15,181)*
	99575100-579000	Reserve	$ 98,698	$ -	$ -	$ 98,698
		subtotal	*$ 98,698*	*$ -*	*$ -*	*$ 98,698*
		Total	**$ 579,293**	**$ 222,994**	**$ 9,249**	**$ 347,050**

(1) Carryforward Fund Balance represents cash available at the end of the prior fiscal year that is programmed into the current fiscal year budget. As this account represents cash already received, there will not be actual collections.

(2) Innovation Center utilities are being funded by the Alpharetta Technology commission (ATC) on a reimbursement basis. As such, expenses will outpace budget at month end due to the billing/reimbursement delay.

Fund Balance Reconciliation

Fund Balance (beginning of Fiscal Year)	**$**	**163,459**
Revenues collected to date		263,103
Expenditures incurred to date		(222,994)
Fund Balance (current)	**$**	**203,567**
Forecasted revenue collections		167,977
Fund Balance (forecasted)	**$**	**371,544**
Allocation of Forecasted Fund Balance:		
Spendable (available for investment by the Board)	$	98,763
Non-Spendable (unspent/remaining project allocations)		272,782
	$	371,544

THE CITY OF
ALPHARETTA
GEORGIA

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GAAP

Financial Statements

City of Alpharetta
Balance Sheet
COMPONENT UNIT-DEVELOPMENT AUTHORITY
January 31, 2018

ASSETS		
Current Assets:		
Cash and Cash Equivalents	$	262,550
Investments		828
Restricted Cash for Bond Issuance Costs		-
Total Assets		263,378
LIABILITIES		
Current Liabilities:		
Accounts Payable		59,810
Due to Other Funds		-
Total Current Liabilities		59,810
Current Liabilities Payable from Restricted Assets:		
		-
Total Current Liabilities Payable from Restricted Assets		-
Noncurrent Liabilities:		
		-
Total Noncurrent Liabilities		-
Total Liabilities		59,810
Fund Balance		
Restricted		104,804
Unassigned		98,763
Total Fund Balance		203,567
Total Liabilities & Fund Balance	**$**	**263,378**

City of Alpharetta
Statement of Revenues, Expenditures, and Changes in Fund Balance
COMPONENT UNIT-DEVELOPMENT AUTHORITY
For the Period Ended January 31, 2018

	Actual Amounts
Revenues	
Rent/Royalties	$ 5,538
State Grant	-
Fees	162,500
Contributions & Donations	95,000
Miscellaneous Income-Interest	65
Total Revenues	**263,103**
Expenditures	
Economic Development	210,229
Utilities - Miscellaneous	12,765
Debt Service:	
Principal	-
Interest	-
Total Expenditures	**222,994**
Excess (deficiency) of revenues over (under) expenditures	40,109
Other Financing Sources (Uses)	
Sale of capital assets	-
Net Change in Fund Balances	40,109
Fund Balance, Beginning of Year	**163,459**
Fund Balance, End of Year	**$ 203,567**

THE CITY OF

ALPHARETTA

GEORGIA

City Council Meeting
STAFF REPORT

Submitting Department: Community Development
Submitted By:
Meeting Date: March 5, 2018

I. AGENDA ITEM TITLE: CLUP-17-06/Z-17-18/V-17-39 1245 RUCKER ROAD

CONSIDERATION OF A REQUEST TO REZONE 1.85 ACRES FROM AG (AGRICULTURE) TO R-8A/D (DWELLING 'FOR-SALE', ATTACHED/DETACHED RESIDENTIAL) TO ALLOW FOR THE SUBDIVISION OF THE PROPERTY INTO EIGHT (8) SINGLE-FAMILY DETACHED LOTS. A COMPREHENSIVE LAND USE PLAN AMENDMENT IS REQUESTED FROM LOW DENSITY RESIDENTIAL TO HIGH DENSITY RESIDENTIAL AND A VARIANCE IS REQUESTED TO ALLOW A HAMMERHEAD TURNAROUND IN LIEU OF A CUL-DE-SAC. THE PROPERTY IS LOCATED AT 1245 RUCKER ROAD ON THE SOUTH SIDE OF RUCKER ROAD AND EAST OF HARRIS ROAD AND IS LEGALLY DESCRIBED AS BEING LOCATED IN LAND LOT 1275, 2ND DISTRICT, 2ND SECTION, FULTON COUNTY, GEORGIA.

II. RECOMMENDATION:

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: NO

FISCAL IMPACT: NO

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST:

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

IV. REPORT IN BRIEF:

V. ALTERNATIVES:

VI. ATTACHMENTS:

Council Agenda Report 3.5.18, Future Land Use Map, -Aerial Map-, Zoning Map, -Location Map-, 2017-12-01 Rucker Rd Rezoning Site Plan, Exhibit A - Home Elevations 1245 Rucker Rd, Exhibit B - Temp Const. Easement, 12.14.17 - 1245 Rucker Road Arborist Report, 1245 Rucker Road Specimen Tree Plan & Arborist Report 12.14.17, Combined Application2.18.18LATEST

CITY COUNCIL MEETING
STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT
SUBMITTED BY: KATHI COOK
DRAFTED BY: MICHAEL WOODMAN

I. **AGENDA ITEM TITLE:** CLUP-17-06/Z-17-18/V-17-39 1245 RUCKER ROAD

CITY COUNCIL: MARCH 5, 2018

This item was heard at the February 1, 2018 Planning Commission meeting. Staff recommended denial of the applicant's request. A couple of residents spoke against the request with concerns over changing the comprehensive land use plan designation of the property, higher densities, tree removal and landscape buffers. After discussion, the Planning Commission recommended to deny the item. Vote (7-0)

II. **RECOMMENDATION:**

Deny CLUP-17-06/Z-17-18/V-17-39 1245 Rucker Road request for comprehensive land use plan amendment, rezoning and variance.

If approval is considered, the following conditions are recommended:

1. The site, consisting of approximately 1.85 acres, shall be zoned R-12.
2. The comprehensive land use plan designation of the property shall remain Low Density Residential.
3. Home elevations shall be substantially similar to photographs submitted by the applicant (Exhibit A), with final approval by Staff.
4. Homes shall have a front covered entry and shall be a minimum 6' in depth.
5. Unfinished wood decks, fences or porches shall not be visible from Rucker Road.
6. Trees shall be saved as depicted on plan prepared by Kimley-Horn & Associates, dated 12/1/2017. The following specimen trees shall be saved: Tree #1 (26" Pecan), #8 (27" Water Oak) and #9 (34" Water Oak). Home sites shall be laid out to minimize impact to the existing tree canopy, as approved by Staff.
7. 20' decorative landscape strip shall be provided along Rucker Road and shall include a minimum 3' high planted berm or decorative low wall, as approved by Staff.
8. Minimum 10' landscape buffer shall be provided along the east, west and south property lines, consisting of 80% evergreen material. Existing trees shall be saved, where possible, within the perimeter landscape buffers.
9. Decorative pervious paver apron shall be required at the project entrance, as approved by Staff.
10. Minimum 5' sidewalk shall be provided on at least 1 side of the new street.
11. Fire turnaround shall be constructed of grasscrete, or similar product, as approved by Staff.
12. Property owner shall provide a temporary construction easement for the construction of the Rucker Road project, as shown in Exhibit B.
13. Developer and/or HOA shall be responsible for the planting and maintenance of the streetscape across the development's frontage.

III. REPORT IN BRIEF:

The applicant, Twelve Forty-Five Rucker Road, LLC, is requesting a change in zoning for 1.85 acres from AG (Agriculture) to R-8A/D (Dwelling 'For-Sale', Attached/Detached Residential) for the purpose of subdividing the property into eight (8) single-family detached lots. A comprehensive land use plan amendment is proposed from Low Density Residential to High Density Residential and a variance is requested to allow a hammerhead turnaround in lieu of a cul-de-sac. The subject property is located at 1245 Rucker Road, on the south side of Rucker Road and east of Harris Road.

DISCUSSION

The submitted request, if approved, would allow for the development of eight (8) 'For-Sale' single-family detached lots on 1.85 acres with a proposed residential density of 4.33 dwelling units per acre. The subject property is located at 1245 Rucker Road, on the south side of Rucker Road and east of Harris Road.

The property is currently zoned AG and is developed with one (1) single-family detached home. Surrounding properties are zoned R-15 (Dwelling, 'For-Sale' Residential) to the north, R-8A/D to the west, R-4D to the south and AG (Agriculture) to the east. Harris Walk subdivision, located to the west, and Sweetwater subdivision, located to the south, were approved in Fulton County and later annexed into the City of Alpharetta. Whispering Oaks subdivision is located to the north and consists of minimum 15,000 square foot lots with a maximum density of 1.98 dwelling units per acre. The AG property to the east is the Islamic Center, which is a place of worship on a 4.23-acre property. Surrounding subdivisions are developed as shown in the table below.

Subdivision	Location	Zoning	Min. Lot Size	Density	Setbacks	Min. Home Size
Whispering Oaks	North	R-15	15,000 SF	1.98 du/ac	F – 35′, S – 10′, R – 35′	1,500 SF
Harris Walk	West	R-8A/D	4,000 SF (adj. Rucker 15,000 SF)	4.27 du/ac	F – 18′, S – 7′, R – 20′	1,600 SF
Sweetwater	South	R-4A	2,000 SF	5.26 du/ac	F – 20′, S – 7′, R – 30′	1,100 SF

The Comprehensive Land Use Plan reflects a 'Low Density Residential' future land use designation for the subject property. The R-15 (minimum 15,000 square feet) and R-12 (minimum 12,000 square feet) zoning districts are shown as appropriate zoning districts within the 'Low Density Residential' land use designation. Adjacent residential lots in the Harris Walk subdivision have lot sizes that range from 5,318 – 11,810 square feet, with an average lot size of 7,604 square feet.

The applicant requests a variance to allow a hammerhead turnaround instead of a cul-de-sac. Unified Development Code (UDC) Section 3.5.2 (E) requires that "Dead end streets designed to have one end permanently closed shall provide a cul-de-sac turnaround with a 50-foot minimum pavement radius and 60-foot right-of-way street be no more than 1,000 feet in length." The proposed hammerhead turnaround would require less impervious area and allow for more tree saves.

SITE PLAN

The submitted site plan depicts eight (8) single-family detached lots with lots ranging in size from 5,138 to 6,597 square feet, with an average lot size of 5,335 square feet. Each lot has a minimum lot width of 50′. Lots are oriented to and have access from a new street along the east side of the property. A hammerhead turnaround is proposed with a turnaround between Lots 7 and 8. Minimum building setbacks are depicted to be: 35′ – front, 5′ – side, 20′ – rear.

The property is wooded and consists of a mix of hardwoods and Pines. The tree survey and assessment identify several specimen quality trees on the property. If approved, staff recommends certain tree saves, tree saves in perimeter landscape buffers and that home sites be laid out in such a way to minimize impacts on the tree canopy. Two (2) stormwater management areas are depicted on the site plan; one along Rucker Road and one on the south end of the property. If approved, staff recommends a condition requiring heavy landscape screening of the stormwater facility from Rucker Road.

TRAFFIC

The proposed subdivision, consisting of eight (8) single-family detached homes, would generate eleven (11) PM Peak Hour trips.

SCHOOLS

Residential development is known to increase school enrollment. Fulton County calculated the potential maximum number of children who may live on the property by using the Fulton County Schools standard calculation to identify the number of children that a residential development will generate. The following chart outlines these figures:

FULTON COUNTY SCHOOLS – 8 Single-Family Detached Homes

School	Single Family Average #
Hembree Springs Elementary School	1 to 4 students
Northwestern Middle School	0 to 2 students
Milton High School	1 to 3 students
TOTAL	2 to 9 students

Based on the total figure for all three school levels, it can be assumed that the proposed development could house approximately 2 – 9 school age children. Numbers provided by Fulton County Schools show that Hembree Springs Elementary School has capacity; however, Northwestern Middle School and Milton High School are currently over capacity.

STANDARDS FOR ZONING CHANGES

The Planning Commission and the City Council shall consider the following standards in considering a rezoning application, giving due weight or priority to those factors particularly appropriate to the circumstances of each application:

a. Whether the zoning proposal will permit a use that is suitable in view of the zoning use and development of adjacent and nearby property.

Response: The zoning proposal would allow 'For-Sale' single-family detached homes, with an average lot size of 5,335 square feet and density of 4.33 dwelling units per acre. The average lot size in the adjacent subdivision, Harris Walk, is over 7,600 square feet. Therefore, if approval is considered, it is recommended that the property be rezoned to R-12, which is consistent with the Low Density Residential comprehensive land use plan designation of the subject property and nearby properties.

b. Whether the zoning proposal will adversely affect the existing use or usability of adjacent or nearby property.

Response: The zoning proposal could adversely affect the existing use or usability of adjacent and nearby properties. If approval is considered, it is recommended that the property be rezoned to R-12, which is consistent with the Low Density Residential comprehensive land use plan designation of the subject property and nearby properties.

c. Whether the zoning proposal will adversely affect the natural environment.

Response: The applicant's proposal could impact the natural environment, if conditions are not approved requiring protection of the tree canopy.

d. Whether there are substantial reasons why the property cannot or should not be used as currently zoned.

Response: The subject property could be used as currently zoned and developed with one (1) single-family detached home under the existing AG zoning. If approval is considered, it is recommended that the

property be rezoned to R-12, which is consistent with the Low Density Residential comprehensive land use plan designation of the subject property and nearby properties.

e. Whether the zoning proposal will result in a use that will or could cause an excessive or burdensome use of public facilities or services, including but not limited to existing streets and transportation facilities, schools, water or sewer utilities, and police or fire protection.

Response: The zoning proposal would have impacts on public facilities or services as it would result in a net gain of seven (7) homes on the subject property. Also, the proposed 8-lot subdivision would generate two (2) to nine (9) school-aged children.

f. Whether the zoning proposal is supported by new or changing conditions not anticipated or reflected in the existing zoning on the property.

Response: Not applicable.

g. Whether the zoning proposal reflects a reasonable balance between the promotion of the public health, safety, morality or general welfare against the right to unrestricted use of property.

Response: The zoning proposal would adversely affect the existing use or usability of adjacent and nearby properties. If approval is considered, it is recommended that the property be rezoned to R-12, which is consistent with the Low Density Residential comprehensive land use plan designation of the subject property and nearby properties.

h. Whether there are substantial reasons why the property cannot be used in accordance with existing zoning.

Response: The subject property could be used as currently zoned and developed with one (1) single-family detached home under the existing AG zoning. If approval is considered, it is recommended that the property be rezoned to R-12, which is consistent with the Low Density Residential comprehensive land use plan designation of the subject property and nearby properties.

i. The extent to which the zoning proposal is consistent with the Comprehensive Plan.

Response: The R-8A/D zoning district is not consistent with the Comprehensive Land Use Plan designation of the property, which is 'Low Density Residential'. The applicant requests to change the comprehensive land use plan designation to 'High Density Residential'. If approved, the property should be rezoned to R-12 and the comprehensive land use plan designation should remain 'Low Density Residential', which is consistent with the use of adjacent and nearby properties.

COMPREHENSIVE LAND USE PLAN

Unified Development Code Section 4.1.3 Standards for CLUP amendment approval, provides the following criteria for consideration when evaluating a request for a change in land use:

A. The extent to which a change in the economy, land use or development opportunities of the area has occurred.

Response: Not applicable.

B. The extent to which the proposed designation is in compliance with the goals and policies of the Plan.

Response: The City's Comprehensive Plan calls for higher densities in mixed-use areas along the Georgia 400 corridor and in the Downtown. The applicant's proposal is neither a mixed-use development, nor located within either of the aforementioned areas. The proposed future land use change does not comply with the goals and policies of the Comprehensive Plan. If approved, it is recommended that the property remain Low Density Residential, which is consistent with the land use designation of neighborhoods on the west side of the City.

C. The extent to which the proposed designation would require changes in the provision of public facilities and services.

Response: The proposal would have impacts on public facilities and services as it would result in a net gain of seven (7) homes on the subject property. Also, the proposed 8-lot subdivision would generate two (2) to nine (9) school-aged children.

D. The extent to which the proposed designation would impact the public health, safety, and welfare.

Response: The proposal could adversely affect the usability of adjacent and nearby properties. If approved, it is recommended that the property remain Low Density Residential, which is consistent with the land use designation of neighborhoods on the west side of the City.

E. The extent to which additional land area is needed to be developed for a specific type of use.

Response: Not applicable.

F. The extent to which area demographics or projections are not occurring as projected.

Response: Not applicable.

VARIANCE REVIEW CRITERIA

The City of Alpharetta Unified Development Code Article IV, Section 4.5.3 outlines the criteria set forth for granting a variance. The ordinance specifically states..."a variance may be granted in whole or in part, or with conditions, in such individual case of unnecessary hardship upon a finding that":

(1) There are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape or topography; or

Response: The subject property has a narrow shape. The proposed hammerhead turnaround would result in less impervious area and provide more opportunities for tree saves.

(2) The application of the Ordinance to this particular piece of property would create an unnecessary hardship; or

Response: A cul-de-sac could be accommodated on the subject property. However, the proposed hammerhead turnaround would result in less impervious area and more opportunities for tree saves.

(3) There are conditions that are peculiar to the property which adversely affect its reasonable use or usability as currently zoned; or

Response: The subject property has a narrow shape. The proposed hammerhead turnaround would result in less impervious area and provide more opportunities for tree saves.

(4) Relief, if granted, would not cause substantial detriment to the public good or impair the purpose and intent of the City of Alpharetta ordinances.

Response: A cul-de-sac could be accommodated on the subject property. However, the proposed hammerhead turnaround would result in less impervious area and more opportunities for tree saves.

CONCURRENCES

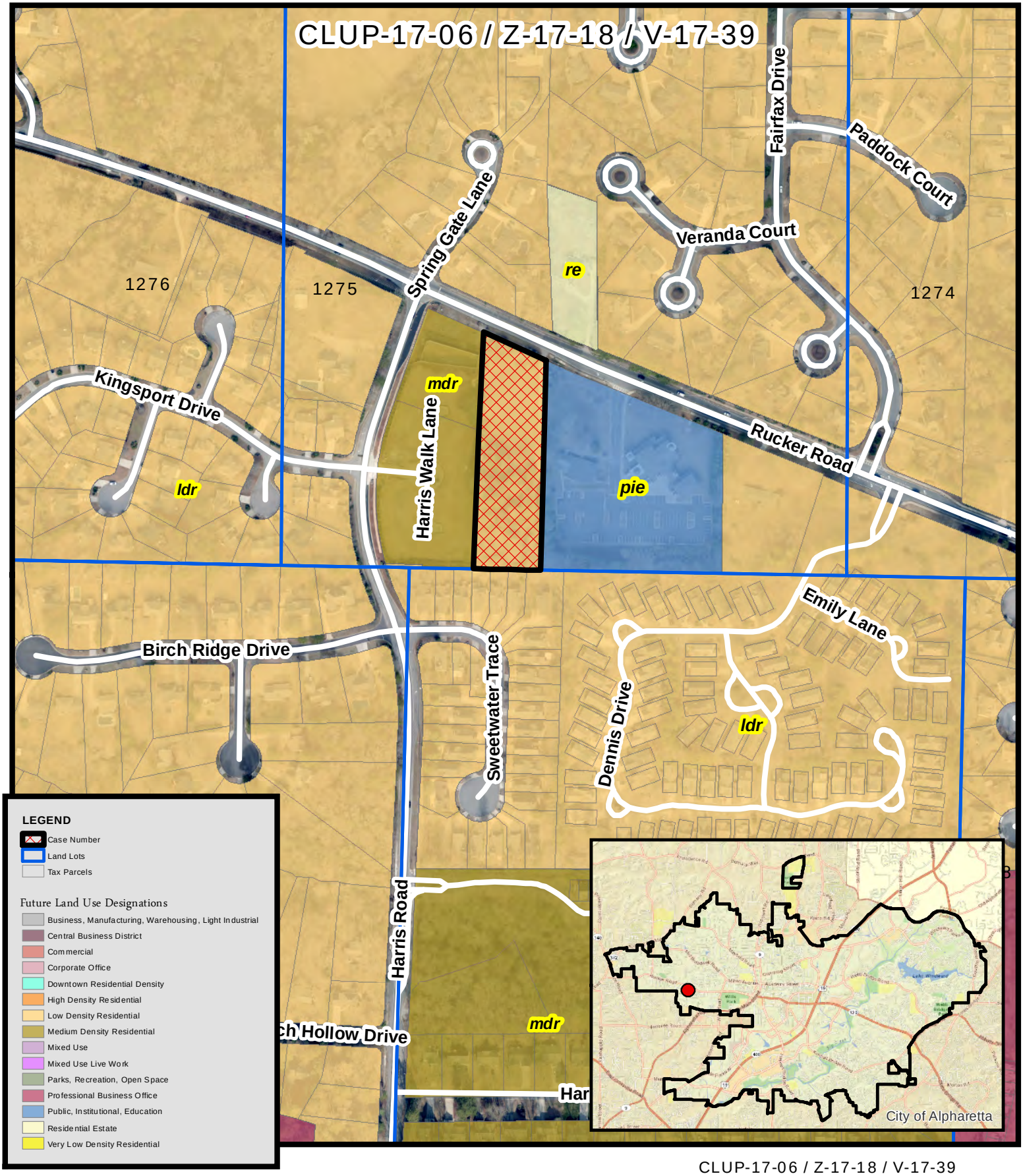
Staff has reviewed the applicant's proposal and finds that it cannot support the applicant's request for comprehensive land use plan amendment and rezoning. The proposed rezoning is not consistent with the Comprehensive Land Use Plan designation of the property and surrounding residential development, which is predominately Low Density Residential. Harris Walk and Sweetwater subdivisions were approved in Fulton County and annexed into the City and represent an exception to the City's vision for low density residential development along the Rucker Road corridor. If approved, it is recommended that the property be rezoned to R-12 and the comprehensive land use plan designation remain Low Density Residential. The variance request to allow a hammerhead turnaround instead of a cul-de-sac can be supported given the size and shape of the property. The hammerhead design would result in less impervious area and allow for more tree saves on the property.

CITIZEN PARTICIPATION PLAN

The report submitted by the applicant states that property owners were contacted regarding the applicant's intent. The report states that two (2) interested citizens contacted the applicant to get more information about the zoning proposal. According to the applicant, neither expressed any concerns.

IV. ATTACHMENTS:

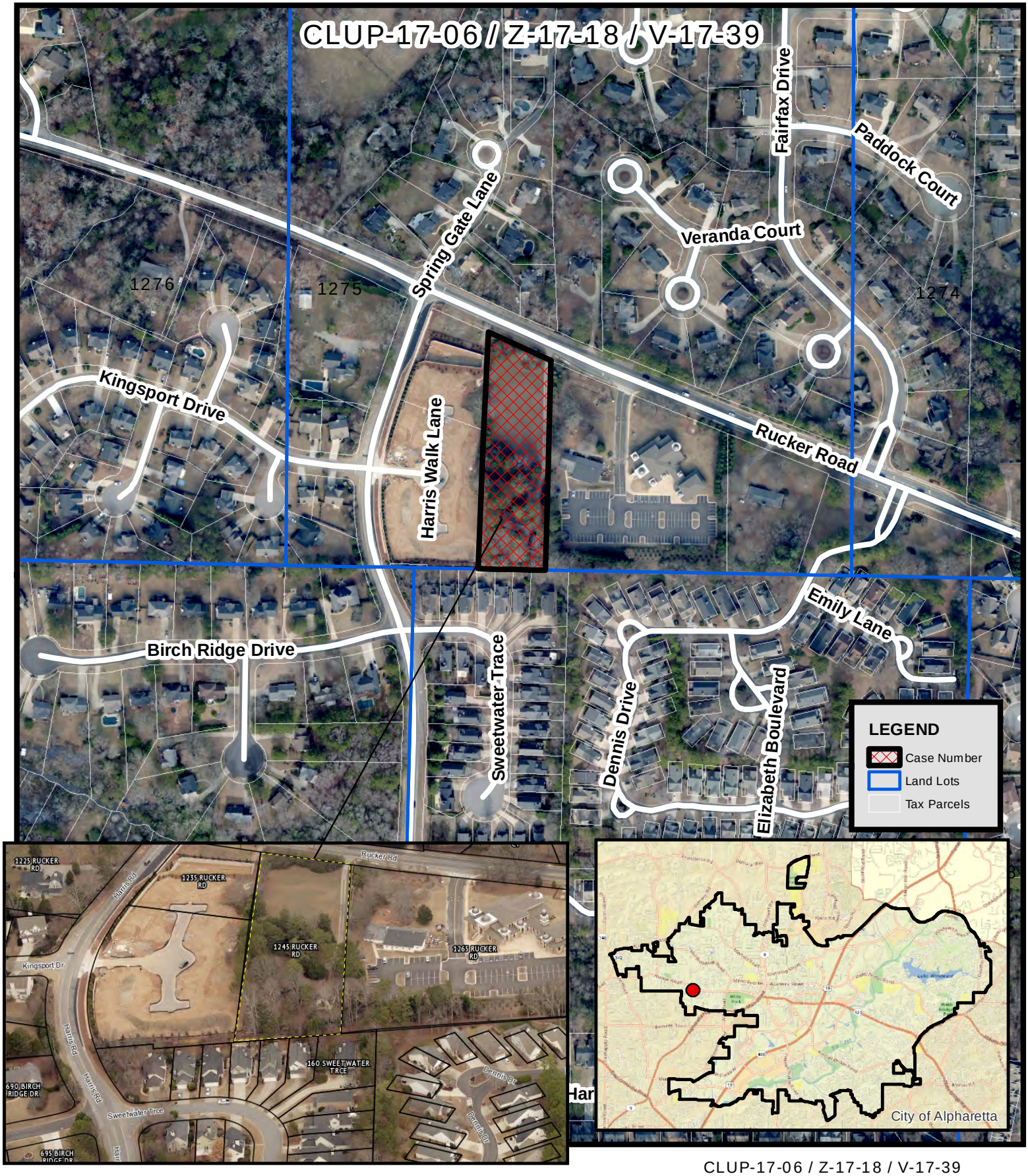
- Site Plan
- Home Photographs



Future Land Use
1245 Rucker Road

CLUP-17-06 / Z-17-18 / V-17-39
D/LL: 2/2/1275
PC Date: 2/01/18
CC Date: 2/26/18

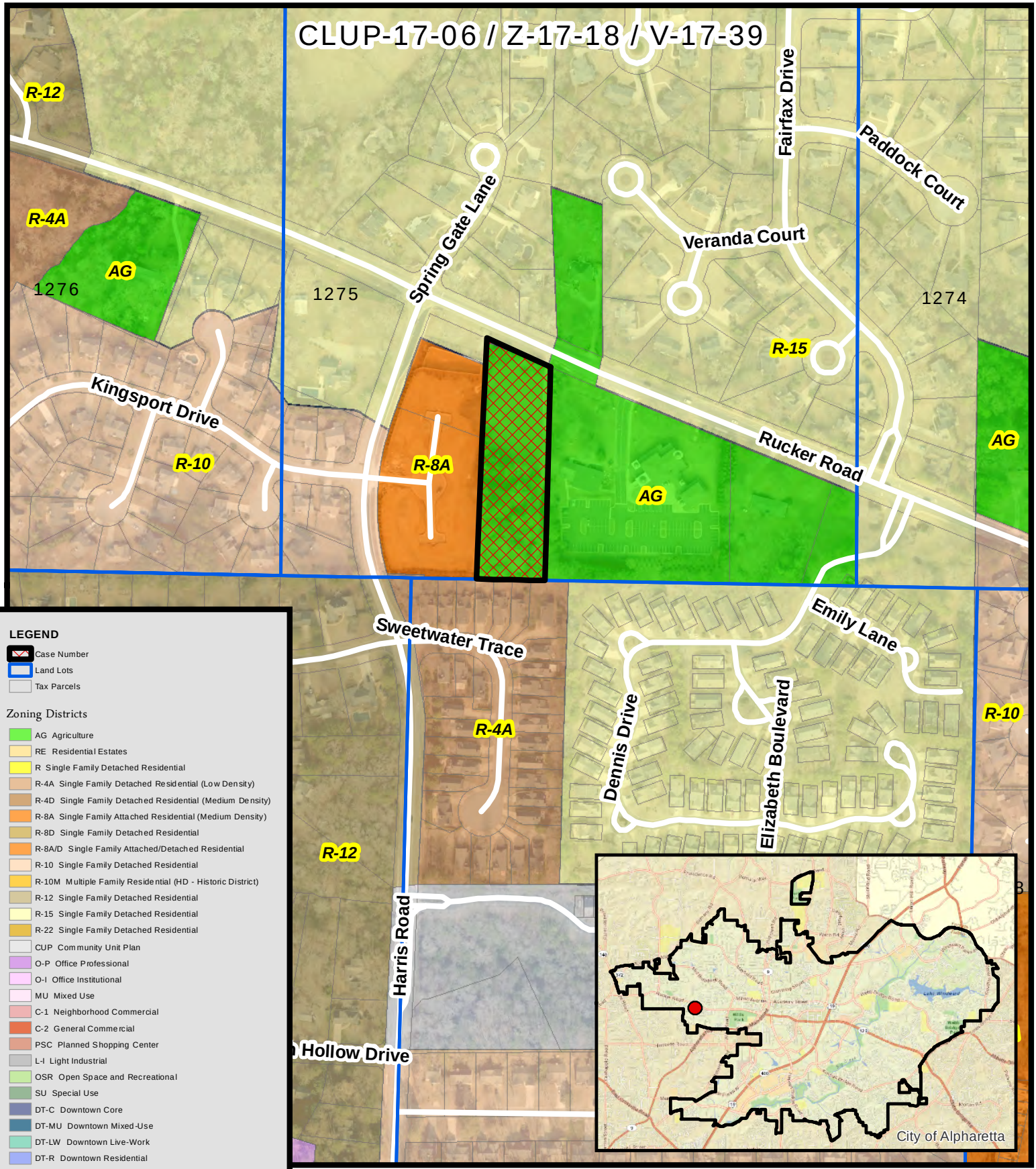
Location Map Provided by:
Community Development - GIS



Aerial Map
1245 Rucker Road

CLUP-17-06 / Z-17-18 / V-17-39
D/LL: 2/2/1275
PC Date: 2/01/18
CC Date: 2/26/18

Location Map Provided by:
Community Development - GIS



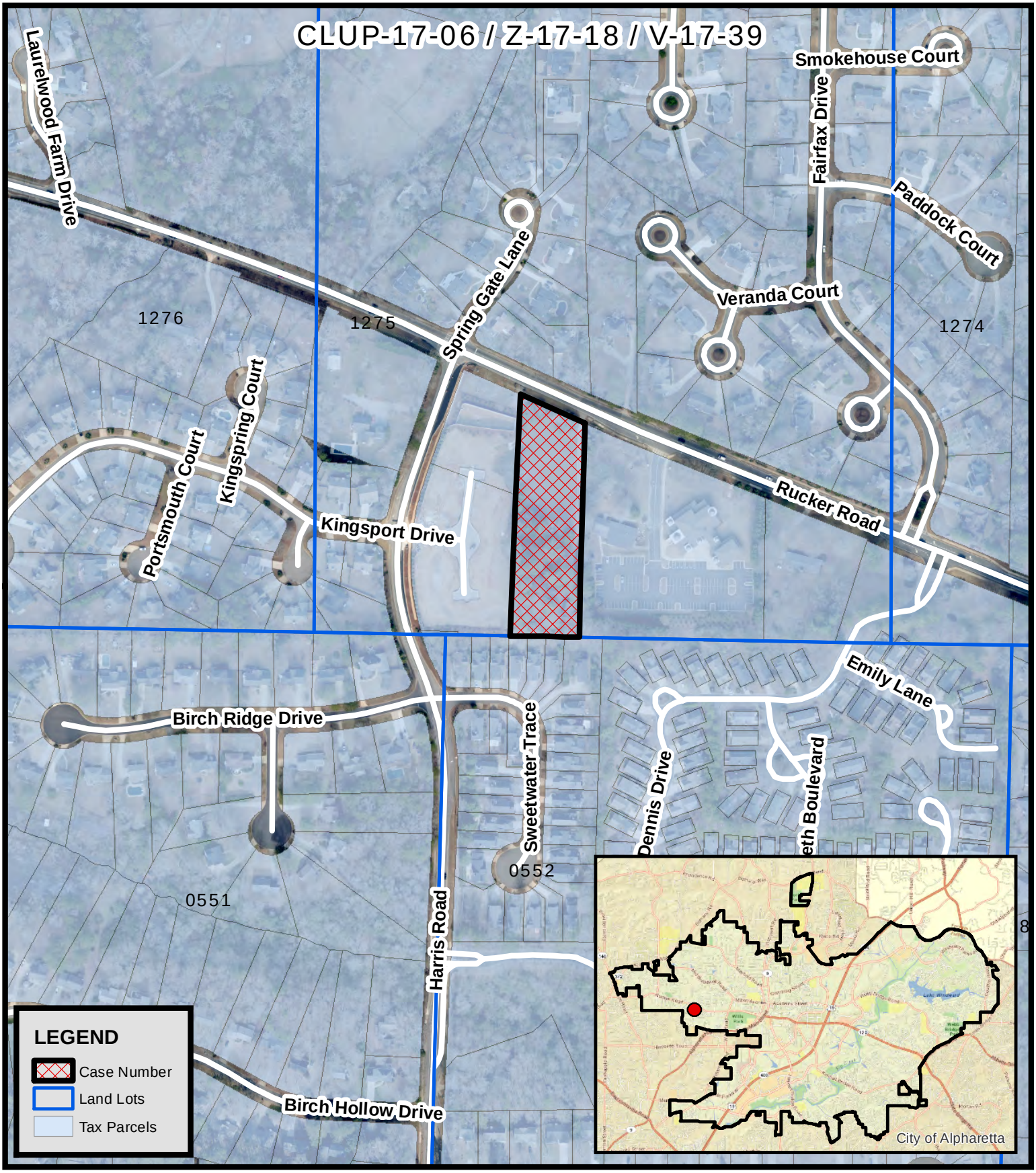
Zoning Map

1245 Rucker Road

CLUP-17-06 / Z-17-18 / V-17-39
D/LL: 2/2/1275
PC Date: 2/01/18
CC Date: 2/26/18

THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS

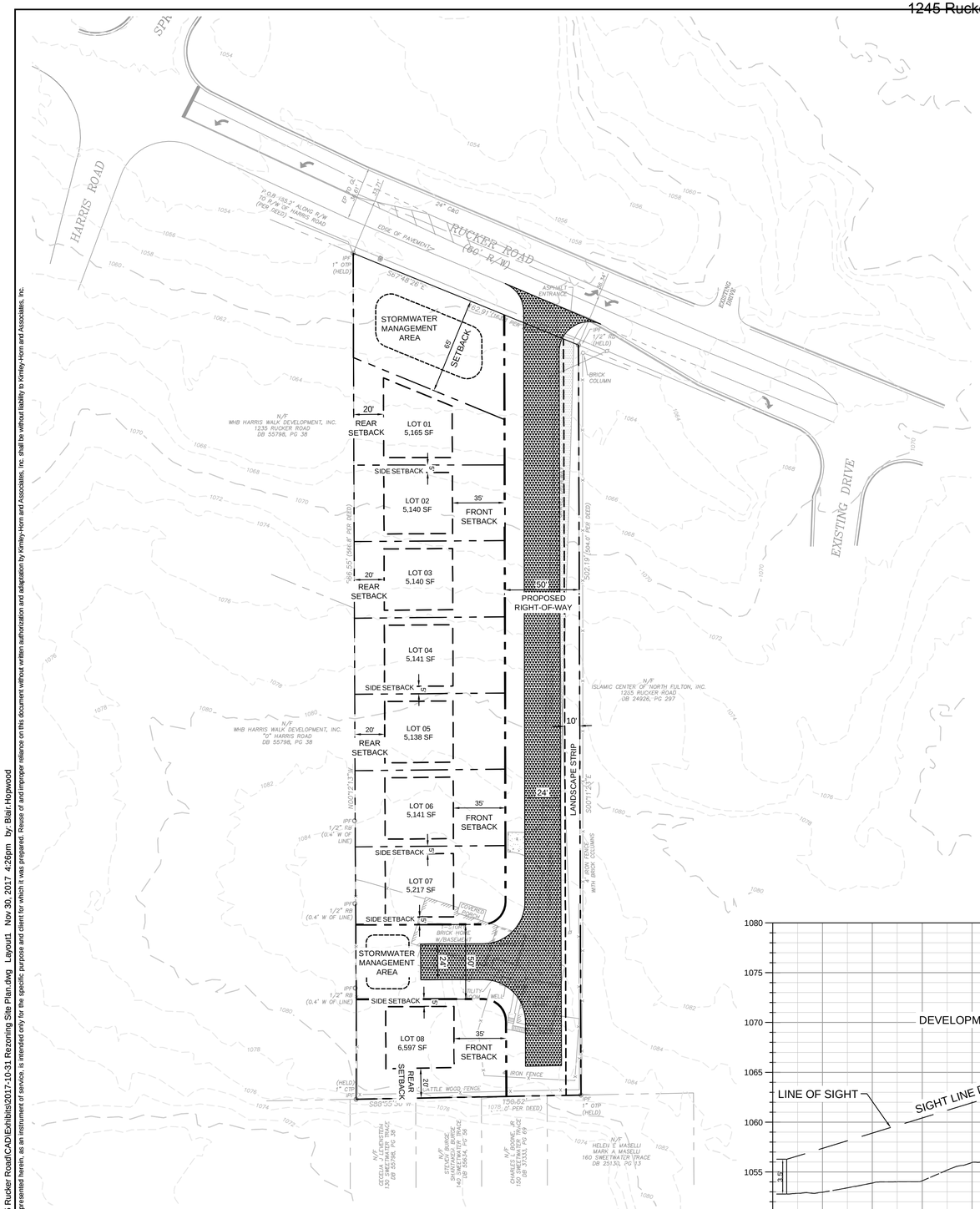


Location Map
1245 Rucker Road

CLUP-17-06 / Z-17-18 / V-17-39
D/LL: 2/2/1275
PC Date: 2/01/18
CC Date: 2/26/18

Location Map Provided by:
Community Development - GIS

1245 Rucker Rd Site Plan



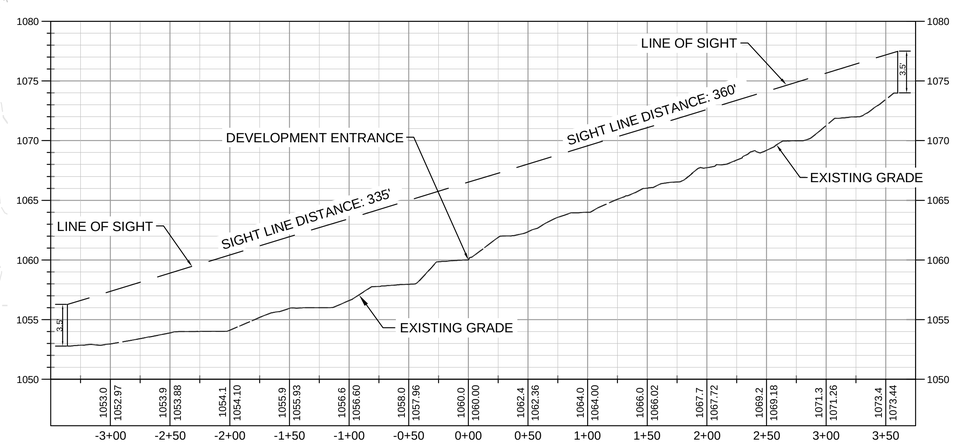
Site Data Summary
Owner/Applicant: Twelve-Forty-Five Rucker Road, LLC.
1245 Rucker Road, Alpharetta, Fulton Co., GA
Land Lot 1275, 2nd District, 2nd Section
1-Dec-17

Property Size:	80,457 Sq. Ft. 1.847 Ac.
Existing Zoning:	AG
Proposed Zoning:	R8D
Min. Lot Size Required:	4,500 Sq. Ft.
Min. Lot Size Provided:	5,138 Sq. Ft.
Max. Allowed Density:	8 Units/ Gross Acre = 8 Units
Proposed Density:	4.34 Units/ Gross Acre = 8 Units
Min. Lot Width:	50'
Front Yard:	from right-of-way of Rucker Road = 65' from right-of-way of Local Street= 35'
Side Yard:	5'
Rear Yard:	20'
Maximum Building Height:	35'
Minimum Floor Area of Dwelling Unit:	1,200 Sq. Ft.

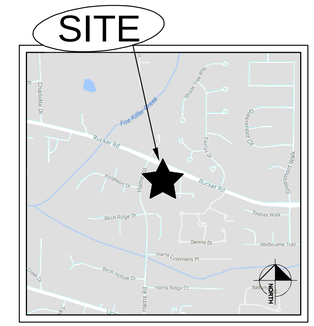
Notes:
1. No lakes, streams, or other water bodies on site.
2. No floodplain per FEMA Firm panel 13121C0054F Dated 09/18/13.
3. Variance required for proposed offset hammerhead.
4. Hammerhead design per 2012 International Fire Code Appendix D - Fire Apparatus Access roads.
5. Topography shown is provided by Fulton County GIS.
6. Existing conditions shown hereon are from a survey provided by Meridian Geomatics, LLC dated 10/18/2017.

Trip Generation Analysis (9th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)
1245 Rucker Road
Alpharetta, GA

Land Use (ITE Code)	Intensity	Daily	AM Peak Hour			PM Peak Hour		
		Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic								
Single-Family Detached Housing (210)	8 d.u.	104	15	4	11	11	7	4
TOTAL		**104**	**15**	**4**	**11**	**11**	**7**	**4**



PROFILE VIEW
Sight Distance Profile
1" = 60' HORZ.
1" = 6' VERT.



SITE PLAN LEGEND:

- PROPERTY LINE
- BUILDING SETBACK LINE
- 10 FT LANDSCAPE BUFFER LINE
- 50 FT RIGHT OF WAY
- STORMWATER MANAGEMENT AREA
- PROPOSED STREET

GEORGIA811. Utilities Protection Center, Inc. Know what's below. Call before you dig.

NORTH
GRAPHIC SCALE IN FEET
0 20 40 80

No.	REVISIONS	DATE	BY
7			
6			
5			
4			
3			
2			
1			

Kimley»Horn
© 2017 KIMLEY-HORN AND ASSOCIATES, INC.
817 W. PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GEORGIA 30308
PHONE (404) 419-8700
WWW.KIMLEY-HORN.COM

SCALE: 1"= 40'
DRAWN BY:
DESIGNED BY:
CHECKED BY:

CLIENT: TWELVE-FORTY-FIVE RUCKER ROAD, LLC.
1245 RUCKER ROAD
ALPHARETTA, GA 30009

PROJECT: RUCKER ROAD RESIDENTIAL
TITLE: REZONING SITE PLAN

DATE 12/01/2017
PROJECT NO. 013033000
SHEET NUMBER C2-00

Drawing name: K:\ALP_PRJ\013\33000_1245 Rucker Road\CAD\Exhibits\2017-10-31 Rezoning Site Plan.dwg Layout1 Nov 30, 2017 4:26pm by: Blair.Hopwood
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

EXHIBIT A
Home Elevations

1245 Rucker Rd.

Figure 1- Sample Elevation A

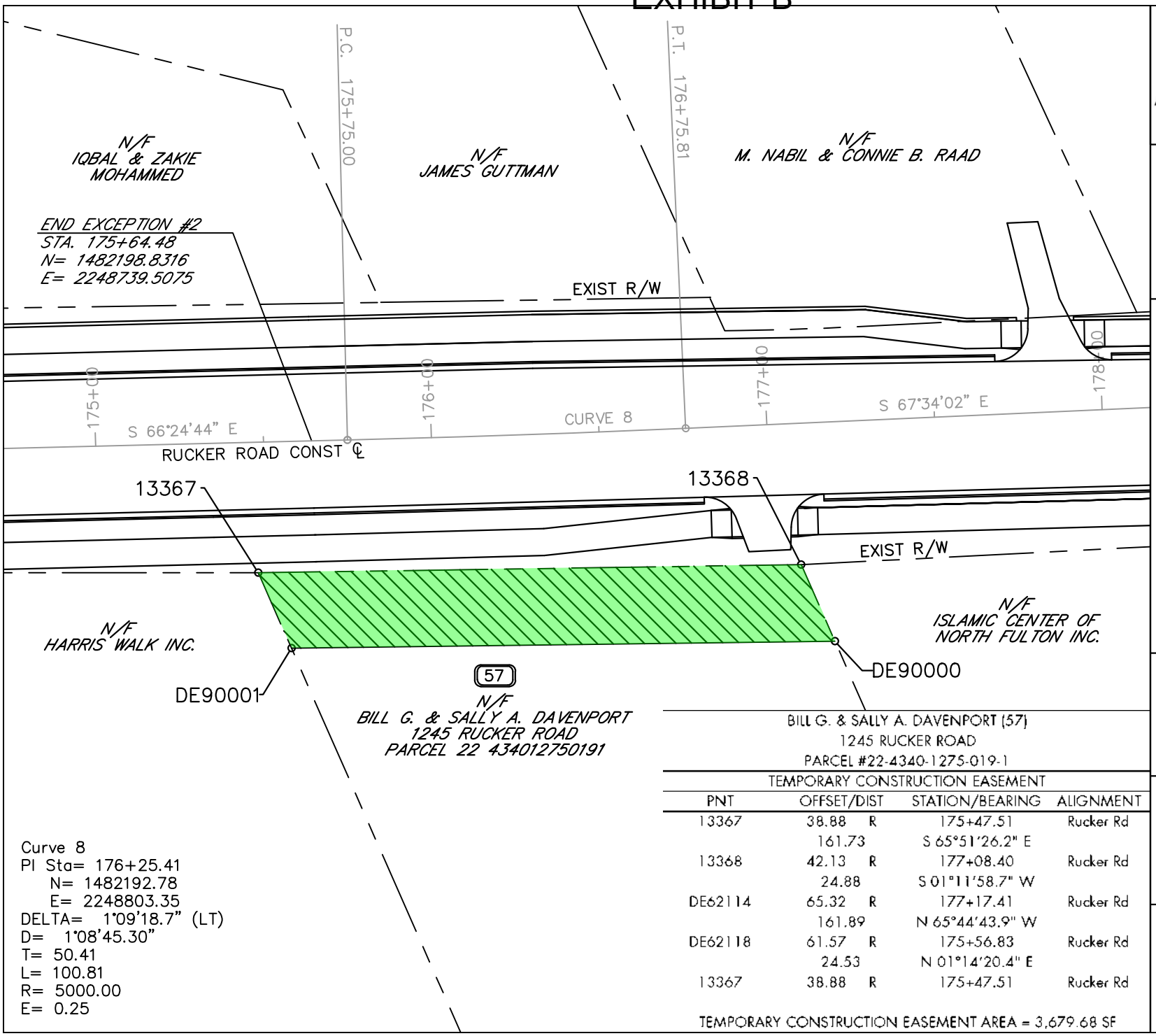
Figure 2 - Sample Elevation B

EXHIBIT A
Home Elevations

1245 Rucker Rd.

Figure 3 - Sample Elevation C

EXHIBIT B



Curve 8
PI Sta= 176+25.41
N= 1482192.78
E= 2248803.35
DELTA= 1°09'18.7" (LT)
D= 1°08'45.30"
T= 50.41
L= 100.81
R= 5000.00
E= 0.25

BILL G. & SALLY A. DAVENPORT (57)
1245 RUCKER ROAD
PARCEL #22-4340-1275-019-1

TEMPORARY CONSTRUCTION EASEMENT

PNT	OFFSET/DIST	STATION/BEARING	ALIGNMENT
13367	38.88 R	175+47.51	Rucker Rd
	161.73	S 65°51'26.2" E	
13368	42.13 R	177+08.40	Rucker Rd
	24.88	S 01°11'58.7" W	
DE62114	65.32 R	177+17.41	Rucker Rd
	161.89	N 65°44'43.9" W	
DE62118	61.57 R	175+56.83	Rucker Rd
	24.53	N 01°14'20.4" E	
13367	38.88 R	175+47.51	Rucker Rd

TEMPORARY CONSTRUCTION EASEMENT AREA = 3,679.68 SF

THE CITY OF ALPHARETTA
PUBLIC WORKS

1790 Hembree Road
Alpharetta, Georgia 30009

Phone: 678-297-6200
Fax: 678-297-6201

RIGHT OF WAY & EASEMENT
EXHIBIT FOR
1245 RUCKER ROAD

LAND LOT 1275
2ND DISTRICT, 2ND SECTION
CITY OF ALPHARETTA,
FULTON COUNTY,
GEORGIA

DATE: DECEMBER 11, 2017

REQUIRED RIGHT OF WAY
PERMANENT EASEMENT
TEMPORARY CONSTRUCTION EASEMENT

NORTH
0' 20' 40'

EXHIBIT "A"
SHEET 1 OF 1

MODIFIED ARBORIST REPORT FOR:

1245 Rucker Road

Alpharetta, Georgia

Prepared for:

Maher Budeir Development

Visual Inspection only

Prepared by:
T.J. Schell, LLC
Landscape Architects
And Certified Arborists
2985 Gordy Parkway, Suite 422
Marietta, GA 30066
teresa@tjschell.com
Cell 770-361-2319

Teresa H. Eldredge, RLA, ISA
Certified Arborist
ISA SO-5442A

December 13, 2017

City of Alpharetta:

8" dbh Understory Trees
10" dbh Sourwood
20" dbh Southern Magnolia, Deodar Cedar, Arborvitae, Beech, Blackgum, Persimmon, Sassafras, or similar
24" dbh Overstory- all others not mentioned;
30" dbh Genus pine, sweetgum, and poplar

Boundary Tree – Per City of Alpharetta Tree Ordinance:

Any tree located on adjacent property with a critical root zone that will be impacted by proposed land disturbance activity.

Condition Criteria – Per City of Alpharetta Tree Ordinance:

Per Arborist Report submitted with the approval of Director

1. **Pecan (Tag #99) – 26" DBH** – Good condition.

2. **Magnolia (Tag #100) – 26" at narrowest point below split** – Minimal included bark, Fair to Good Condition

3. **Box Elder (Tag #306) – 24" at narrowest point below split** – One main leader dead/dying with obvious decay, hollow when sounded with mallet, adventitious branching – Request Not Specimen

Leader that has obvious decay/dying - hollow when sounded with mallet

Die back on several large branches on remaining leaders

4. **Black Cherry (Tag #307) – 24" at narrowest point below split** – Girdled roots, 3 large dead branches with active decay & approximately 20% overall dieback and seems structurally unsound due to 3 trunks split below 2 feet – Request Not Specimen

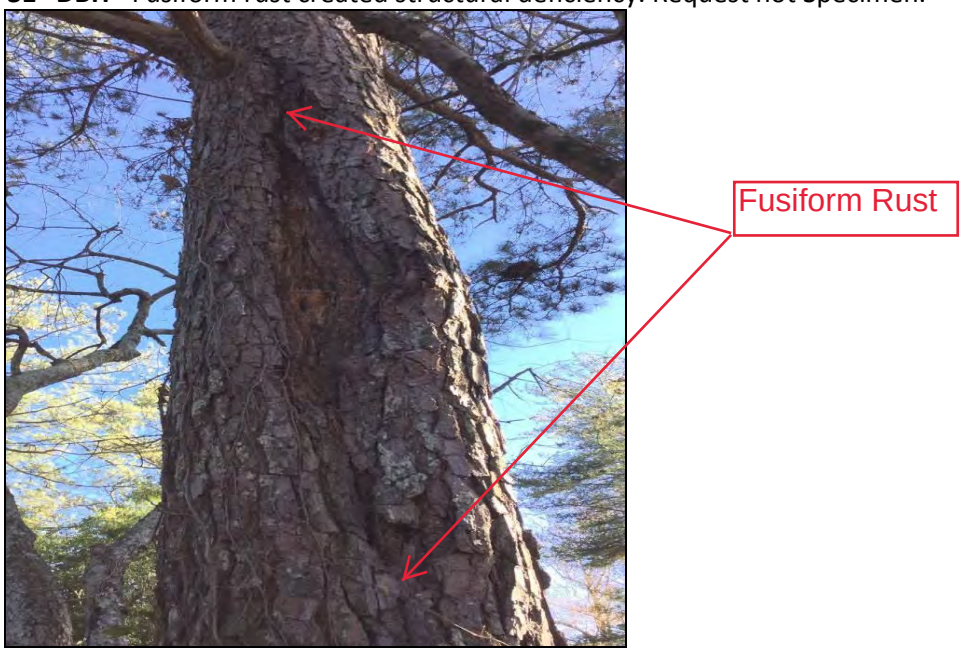
Active decay on large dead branches

Girdled roots

5. **Magnolia (Tag #305) – 15 + 18 + 9 + 10" DBH** – not possible to measure below split (see photo). Several structural deficiencies. Request that individual leaders be considered single trees and that none of the 4 trunks be considered of specimen size. Request Not Specimen.

Request that trunks be considered individual trees since the splits are at grade.

6. **Pine (Tag #304) – 31” DBH** - Fusiform rust created structural deficiency. Request not Specimen.

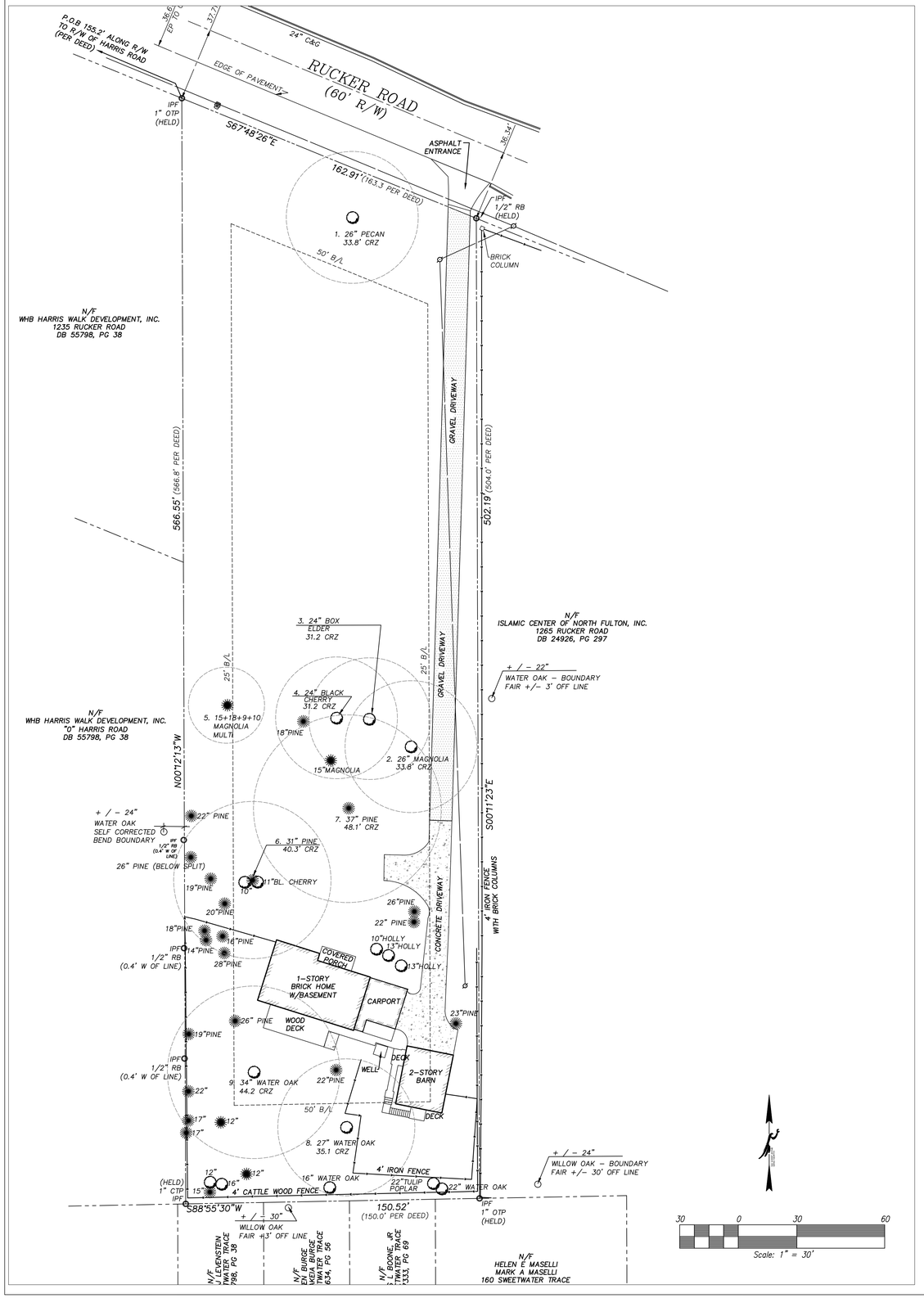


7. **Pine (Tag #303) - 37” DBH** – Fruiting bodies all around base and one side of tree indicates internal decay – hollow when sounded with mallet. 2 major limbs failed recently. Tree appears to be potentially hazardous if a total failure occurs – Request not Specimen.

Possible root rot - many fruiting bodies all around base of pine

2 Major limbs/trunk recently failed

8. **Water Oak (Tag #302) – 27" DBH** 2 dead branches, Fair to Good Condition
9. **Water Oak (Tag #301) – 34" DBH** large fused branch on one side, Fair to Good Condition



MODIFIED ARBORIST REPORT FOR:

1245 Rucker Road

Alpharetta, Georgia

Prepared for:

Maher Budeir Development

Visual Inspection only

Prepared by:
T.J. Schell, LLC
Landscape Architects
And Certified Arborists
2985 Gordy Parkway, Suite 422
Marietta, GA 30066
teresa@tjschell.com
Cell 770-361-2319

Teresa H. Eldredge, RLA, ISA
Certified Arborist
ISA SO-5442A

December 13, 2017

City of Alpharetta:

8" dbh Understory Trees
10" dbh Sourwood
20" dbh Southern Magnolia, Deodar Cedar, Arborvitae, Beech, Blackgum, Persimmon, Sassafras, or similar
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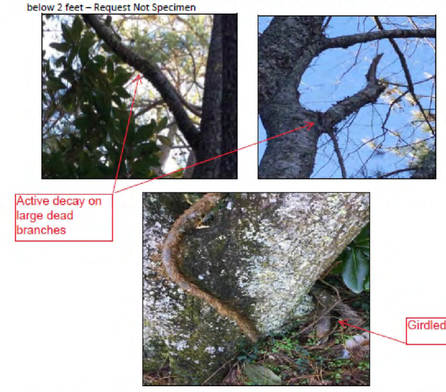

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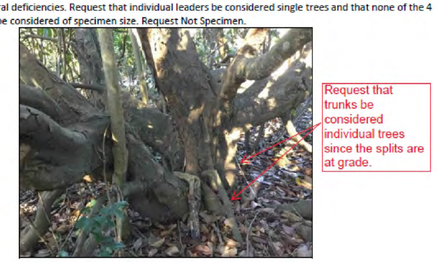

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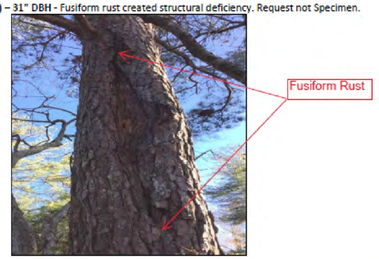

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TJ Schell
2985 Gordy Parkway
Suite 422
Marietta, Georgia 30066
Phone: (770) 361-2319
LANDSCAPE ARCHITECTS
CERTIFIED ARBORISTS

1245 RUCKER ROAD
SPECIMEN TREE LOCATIONS
CITY OF ALPHARETTA, GEORGIA

		BY
1	10.18.17	THE

JOB NO:
SCALE: AS SHOWN
DATE: 12.14.17
DRAWN BY: THE
SHEET No.

T-1

ROLADER & ROLADER, P.C.
ATTORNEYS AND COUNSELORS AT LAW
1865 LOCKEWAY DRIVE, SUITE 601
ALPHARETTA, GEORGIA 30004
Telephone (770) 442-0330
Fax (770) 442-0641
www.roladerandrolader.com

DONALD A. ROLADER
don@roladerandrolader.com

D.W. "Pete" ROLADER
1924 - 2011

December 5, 2017

Mr. Michael Woodman
Zoning Director
City of Alpharetta
2 Park Plaza
Alpharetta, GA 30009

RE: Public Hearing Application of Twelve-Forty Five Rucker Road, LLC
Amendment to Application to Include Comprehensive Plan Amendment to High Density Residential

Dear Michael:

Pursuant to Staff's request, Applicant hereby amends its application to include a request for a Comprehensive Land Use Plan Amendment to High Density residential. By this correspondence, the Letter of Intent dated December 1, 2017 is hereby amended to include this request. The Applicant is hand delivering the required fee.

Additionally, Applicant hereby amends the first page of the application to mark the box for "Comprehensive Plan Amendment." Applicant amends the Property Owner Authorization to mark the box "Other" and to fill in the blank with the words "Comprehensive Plan Amendment."

If anything further is required, please advise.

Sincerely,

Donald A. Rolader, Attorney for applicant

cc: Maher Budeir
Jim Hamilton

CLUP-17-06/Z-17-18/V-17-39
TWELVE FORTY-FIVE RUCKER RD/BUDEIR

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: _____

☐ Fee Paid Initial: _____

COMMUNITY DEVELOPMENT DEPARTMENT • 2 PARK PLAZA • ALPHARETTA, GA 30009

1. This page should be the first page in each of your completed application packets.
2. It is preferred that all responses be typed. Illegible applications will not be accepted.
3. Prior to signing and submitting your application, please check all information supplied on the following pages to ensure that all responses are complete and accurate. Incomplete applications will not be accepted.
4. Payment of all applicable fees must be made at the time of application. Payment may be made via cash, credit card (American Express, Master Card or Visa), or check made payable to "City of Alpharetta."
5. Applications will be accepted only on the designated submittal dates between the hours of 8:30 AM and 3:30 PM.
6. If you have any questions regarding this form, please contact the Community Development Department by calling 678-297-6070.

Contact Information:

Contact Name: Twelve-Forty-Five Rucker Road, LLC / Maher Budeir Telephone: 404-944-0058

Address: 2389 Kingsland Drive Suite: _____

City Dunwoody State: GA Zip: 30360 Fax: _____

Mobile Tel: _____ Email: maher@budeirdevelopment.com

Subject Property Information:

Address: 1245 Rucker Road Current Zoning: AG

District: 2 Section: 2 Land Lot: 1275 Parcel ID: 22-4340-1275-019-1

Proposed Zoning: R-8D Current Use: Single Family Home

This Application For *(Check All That Apply)*:

- ☐ Conditional Use
- ☒ Rezoning
- ☒ Variance
- ☐ Comprehensive Plan Amendment
- ☐ Master Plan Amendment
- ☐ Master Plan Review
- ☐ Public Hearing
- ☐ Other *(Specify)*: _____

Applicant Request And Intent

What is the proposed use(s) of the property?

A subdivision of eight single family detached homes.

Applicant's Request (Please itemize the proposal):

To rezone the property from AG to R-8D and to obtain a variance to do a "hammerhead" street in lieu of a cul-de-sac.

Applicant's Intent *(Please describe what the proposal would facilitate)*:

Applicant intends to redevelop the property as a subdivision of eight single family detached homes with lot sizes and zoning category similar to existing subdivisions to the east and north.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Twelve-Forty-Five Rucker Road, LLC / Maher Budeir Telephone: 404-944-0058

Address: 2389 Kingsland Drive Suite:

City Dunwoody State: GA Zip: 30360 -

Authorization:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that I am the legal owner, as reflected in the records of Fulton County, Georgia, of the property identified below, which is the subject of the attached Application for Public Hearing before the City of Alpharetta, Georgia.

As the legal owner of record of the subject property, I hereby authorize the individual named below to act as the applicant in the pursuit of the Application for Public Hearing in request of the items indicated below.

- ☐ Annexation
- ☐ Special Use
- ☒ Rezoning
- ☐ Conditional Use
- ☒ Variance
- ☐ Master Plan
- ☐ Land Use Application
- ☐ Other

Identify Authorized Applicant:

Name of Authorized Applicant: Twelve-Forty-Five Rucker Road, LLC Telephone: 404-944-0058

Address: 2389 Kingsland Drive Suite:

City Dunwoody State: GA Zip: 30360 -

So Sworn and Attested:

Owner Signature: Maher Budeir Date: 11-30-17

Maher Budeir

Notary:

Notary Signature: Toria Allen Date: 11/30/2017

TORIA ALLEN
MY COMMISSION EXPIRES
NOTARY
PUBLIC
MARCH 9, 2021
CLAYTON COUNTY, GEORGIA

DISCLOSURE FORM

The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).

Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.

Name of Applicant or Opponent: Twelve-Forty-Five Rucker Road, LLC

Subject Public Heoring Case: 1245 Rucker Road

Campaign Contribution Information:

Please provide the requested information for each contribution with a dollar amount or value of $250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Officiol within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: n/a Position:

Description of Contribution: n/a Value:

Description of Contribution: Value:

Description of Contribution: Value:

Description of Contribution: Value:

Description of Contribution: Value:

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.

Signature: Date: 11-30-2017

Maher Budeir

ALPHARETTA PLANNING COMMISSION REVIEW CRITERIA

How will this proposal be compatible with surrounding properties?

Properties to the south and west are single family subdivisions with similar lot sizes. There is a mosque to the east. The development is compatible.

How will this proposal affect the use and value of the surrounding properties?

Developing a single family subdivision of similar size to abutting subdivisions will have no negative effect on the use or value of surrounding properties.

Can the property be developed for a reasonable economic use as currently zoned? Please explain why or why not.

The property cannot be developed economically as AG, when abutting properties are zoned R-4A and R-8D. AG is not a reasonable zoning for the subject property.

What would be the increase to population and traffic if the proposal were approved?

Population may increase by approximately 35 people. See trip generation chart for traffic numbers.

What would be the impact to schools and utilities if the proposal were approved?

There may be a slight increase in school attendees. Sufficient utilities are in place to accommodate the proposed development.

How is the proposal consistent with the Alpharetta Comprehensive Plan; particularly the Future Land Use Map?

It is inconsistent. FLUP shows low density residential development such as R-12 or R-18. As to this property, the comprehensive Plan needs amending to reflect current development.

Are there existing or changing conditions which affect the development of the property and support the proposed request?

The abutting properties to the south and west have been developed as single family subdivisions zoned R-4A and R-8D with similar sized lots. The development of those subdivisions are changing conditions which support this application

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

Board Of Zoning Appeals Review Criteria

VARIANCE TO PERMIT hammerhead street instead of cul-de-sac

Please respond to the following ONLY if you are applying for a zoning variance.

Are there extraordinary and exceptional conditions pertaining to the subject property because of its size, shape, or topography? Please describe them.

The property is small in area (1.847 ac) and narrow on a north/south axis.

Would the application of the Zoning Code standards as they relate to the subject property create an unnecessary hardship? Please explain.

Applying Zoning Code regulations would create additional impervious surface, limited lot development and create less practical traffic flow with no corresponding benefit to the public.

Are there conditions that are peculiar to the subject property? Please describe them in detail.

The property is small, narrow and slopes to Rucker Road.

Would relief, if granted, cause substantial detriment to the public good or impair the purpose and intent of the Zoning Code? Please defend your response.

Relief would have no impact on the public good and would not impair the purpose and intent of the Zoning Code. Granting this variance has no impact on abutting properties.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

CITIZEN PARTICIPATION FORM - PART A

This form must be completed and submitted with the applicant's completed Public Hearing Application. Applications submitted to the City of Alpharetta without a completed Citizen Participation Form - Part A will not be accepted.

Public Hearing or Project Name: 1245 Rucker Road

Contact Name: Don Rolader Telephone: 770-442-0330

The following people will be notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified. Use additional pages as needed.

All those persons listed on Exhibit A attached hereto and

incorporated herein by reference.

Method by which these individuals will be contacted. Please mark all that apply. *If you select "Other," please provide a description of the method of contact that will be used.*

- [x] Letter
- [ ] Personal Visits
- [ ] Telephone
- [ ] Group Meeting
- [ ] Email
- [ ] Other *(Please Specify)*

Please describe the method(s) by which these individuals will have the opportunity to respond or contact the applicant with questions or concerns about the proposal.

They may respond by letter, phone call, email, fax or personal meeting.

PIARULLE CLARK DIANE & CLARK RICHA RD A
120 SWEETWATER TRCE
ROSWELL GA 30076-4609

LEVENSTEIN CECELIA J
130 SWEETWATER TRCE
ROSWELL GA 30076-4609

BURGE STEVEN & SHANTAKEIA
140 SWEETWATER TRCE
ROSWELL GA 30076

BOONE CHARLES L JR
150 SWEETWATER TRCE
ROSWELL GA 30076-4609

SISSEL STEVEN A & GREENE LORI E
170 SWEETWATER TRCE
ROSWELL GA 30076-4609

TAYLOR SHARREE T
180 SWEETWATER TRC
ROSWELL GA 30076-4609

LEBOVITZ RICHARD & KATHRYN
190 SWEETWATER TRCE
ROSWELL GA 30076-4609

KUSMISZ JOSEPH F & SMITH DEANNA M
200 SWEETWATER TRCE
ROSWELL GA 30076

FENIMORE JAYNE L
210 SWEETWATER TRCE
ROSWELL GA 30076-4613

RICH LAURIE L
220 SWEETWATER TRC
ALPHARETTA GA 30022

WALLER BARBARA H
230 SWEETWATER TRCE
ROSWELL GA 30076-4613

STIVERS JEFFREY D
240 SWEETWATER TRCE
ROSWELL GA 30076-4613

HALL HELLEN JOANNE & HELLEN DONALD
250 SWEETWATER TRCE
ROSWELL GA 30076-4613

KUENZEL DONNA A
175 SWEETWATER TRCE
ROSWELL GA 30076-4612

SALENIUS HOWARD & RITA
165 SWEETWATER TRCE
ROSWELL GA 30076-4612

SHERIDAN GERARD E & SHARIFI HOSSEI NI DORDANEH
155 SWEETWATER TRCE
ROSWELL GA 30076-4612

MC LAUGHLIN LACEY A & CREASER LOGA N J
145 SWEETWATER TRCE
ROSWELL GA 30076-4612

ASBURY MARY R
135 SWEETWATER TRCE
ROSWELL GA 30076

MALONE MARY JO
125 SWEETWATER TRCE
ROSWELL GA 30076-4612

MUNOZ CARLOS
6285 BARFIELD RD NE #100
ATLANTA GA 30328-4339

WEST TAMMY L
105 SWEETWATER TRCE
ROSWELL GA 30076-4612

RAAD M NABIL & CONNIE B
1250 RUCKER RD
ALPHARETTA GA 30004

DAVENPORT BILL G & SALLY A
1245 RUCKER RD
ALPHARETTA GA 30004-1427

JORDAN WILLIAM A
1295 RUCKER RD
ALPHARETTA GA 30004-1427

ISLAMIC CENTER OF NORTH FULTON INC
1265 RUCKER RD
ALPHARETTA GA 30004

HARRIS WALK INC
1010 HUNTCLIFF SUITE 2315
ATLANTA GA 30350

WEITZ JOHN J JR
1225 RUCKER RD
ALPHARETTA GA 30004

BURTON TRAVIS R
505 KINGSPORT DR
ROSWELL GA 30076

SUMMERVILLE CATHERINE E
515 KINGSPORT DR
ROSWELL GA 30076

GUTERMUTH JOAN M
110 KINGSWORTH WAY
ROSWELL GA 30076

SHAAMER REALTY LLC
615 SOUTHFIELD PL
ALPHARETTA GA 30004

TATE STEVEN N
705 BIRCH RIDGE DR
ROSWELL GA 30076

BROADWELL LESLEY
229 DENNIS DR # 75
ALPHARETTA GA 30004-6503

KAMINER PROPERTIES INC
510 GARDEN WILDE PL
ROSWELL GA 30075

THREATT VICTOR L & HILARY H
715 BIRCH RIDGE DR
ROSWELL GA 30076

WOOD MARGARET F
227 DENNIS DR
ALPHARETTA GA 30009

MC CORMICK KATHLEEEN W & ROBERT E
710 BIRCH RIDGE DR
ROSWELL GA 30076

GAY ROGER S & GINA R
515 BIRCH RIDGE CT
ROSWELL GA 30076

DAHUNSI KATE A
307 ELIZABETH BLVD
ALPHARETTA GA 30004

PRICE VALERIE N
700 BIRCH RIDGE DR
ROSWELL GA 30076

LARSON THOMAS MATTHEW & HIGH TARA E
110 SWEETWATER TRCE
ROSWELL GA 30076

MENGEL PAULA ANN
228 DENNIS DR
ALPHARETTA GA 30009-6505

SEGAL FRED H & TERRY GALE
725 BIRCH RIDGE DR
ROSWELL GA 30076

MASELLI HELEN E & MARK A
160 SWEETWATER TRCE
ROSWELL GA 30076-4609

WEBSTER DANIEL & WEBSTER SUSAN
225 DENNIS DR
ALPHARETTA GA 30009

SCOTT RASHELL WEBER
525 KINGSPORT DR
ROSWELL GA 30076

HARRIS WALK LLC
1010 HUNTCLIFF SUITE 2315
ATLANTA GA 30350

WOJENSKI JULIA A
305 ELIZABETH BLVD
ALPHARETTA GA 30009

SHI HANG & CUI MIN
120 KINGSWORTH WAY
ROSWELL GA 30076

JANOWICK PEGGY THRASHER
233 DENNIS DR
ALPHARETTA GA 30009

GIANSIRACUSA BEATRICE M ET AL
226 DENNIS DR
ALPHARETTA GA 30004-6505

HAWTHORNE HERBERT RICKERT HAWTHORN
E JANICE MARIE
100 SWEETWATER TRCE
ROSWELL GA 30076-4609

FERRI CLAUDE P & FRANCOISE K
232 DENNIS DR
ALPHARETTA GA 30009

EBBETS BRODERICK DEBBIE
223 DENNIS DR
ALPHARETTA GA 30004-6503

MC ENTIRE JERRY B
1220 RUCKER RD
ALPHARETTA GA 30004

NWAOKOLO PIUS & ANN I
231 DENNIS DR
ALPHARETTA GA 30009

LARKIN CATHERINE E
303 ELIZABETH BLVD
ALPHARETTA GA 30004

TORRES JUAN CARLOS
695 BIRCH RIDGE DR
ROSWELL GA 30076

COBB MARK
230 DENNIS DR
ALPHARETTA GA 30004

DERNOVISH LISA
224 DENNIS DR
ALPHARETTA GA 30009

POOLE TIMOTHY
221 DENNIS DR
ALPHARETTA GA 30004

LAUGHTON NORA B
213 DENNIS DR
ALPHARETTA GA 30009

FISHER KEVIN D & MEGAN
310 JULEP CT
ALPHARETTA GA 30009

BERG BARBARA J
301 ELIZABETH BLVD
ALPHARETTA GA 30009-6502

VON KANEL JOSEPH C. VON KANEL LIND
A J.
105 GORDON AVE
TARRYTOWN NY 10591

OSMAN MOHAMMAD S ET AL
300 JULEP CT
ALPHARETTA GA 30004

WAMBEKE DORIS L
1444 ASHWOODY CT NE
ATLANTA GA 30319-1404

NORTHFIELD HOMEOWNERS ASSN INC
P.O. BOX 2458
ALPHARETTA GA 30023-2458

ZIMMERMANN JOHN
2160 FAIRFAX DR
ALPHARETTA GA 30004-1475

STEPHENSON DYLAN OTTIS
219 DENNIS DR
ALPHARETTA GA 30009

BRADY FERGAL & AUDREY MELISSA
511 VERANDA CT
ALPHARETTA GA 30004

BOYD ALICE COPELAND & FRDANIEL BRI
TT
415 GATEHOUSE CT
ALPHARETTA GA 30009

DENNIS DAVID A
217 DENNIS DR
ALPHARETTA GA 30004

DODD W AUSTIN & LINDSAY F
521 VERANDA CT
ALPHARETTA GA 30009

MUNANO JOHN C & CHRISTINE
410 GATEHOUSE CT
ALPHARETTA GA 30009

DINGESS BETTY S
203 DENNIS DR
ALPHARETTA GA 30004-6503

ACCURSO CAROL A
540 VERANDA CT
ALPHARETTA GA 30009

MERTEL RAYMOND F & MERTEL ANNA
500 SPRING GATE LANE
ALPHARETTA GA 30009

BRAMBLETT EDITH W & RONALD A
207 DENNIS DR
ALPHARETTA GA 30004

SCOTT JEREMY S & SCOTT JANE L
530 VERANDA CT
ALPHARETTA GA 30009

MOHAMMED IQBAL & ZAKIA
505 SPRING GATE LN
ALPHARETTA GA 30009

WHITTINGSLOW JOHN D & WHITTINGSLOW
JESSICA J
211 DENNIS DR
ALPHARETTA GA 30009

BLOCK D SCOTT & MARY D
520 VERANDA CT
ALPHARETTA GA 30009

PEREZ JOSE
16160 HOPEWELL RD
ALPHARETTA GA 30004

MALONE CAROLE L
205 DENNIS DR
ALPHARETTA GA 30004-6503

WATSON ROBERT EMERSON & WATSON KAT
HRYN C
311 JULEP CT
ALPHARETTA GA 30009

GUTTMAN JAMES
5225 HUNTERS OAKS DR
ALPHARETTA GA 30009

MYERS JERRY K
209 DENNIS DR
ALPHARETTA GA 30004-6503

O CONNELL THOMAS F & ELLEN
320 JULEP CT
ALPHARETTA GA 30009-3489

STURGESS ROBERT W JR STURGESS SUSA
N M
520 SPRING GATE LN
ALPHARETTA GA 30009

DANIELS KEITH E & LINDA
525 SPRING GATE LN
ALPHARETTA GA 30004

DIAZ DOROTHY J
530 SPRING GATE LANE
ALPHARETTA GA 30009

HO J WEN YU & TRINH C
535 SPRING GATE LN
ALPHARETTA GA 30004-1498

CARROLL MICHAEL E & MICHELE
540 SPRING GATE LN
ALPHARETTA GA 30004

AHMAD RASHEED & BEGUM SHAISTA
545 SPRING GATE LN
ALPHARETTA GA 30004

DAVIS GAYLE E
550 SPRING GATE LN
ALPHARETTA GA 30009-3498

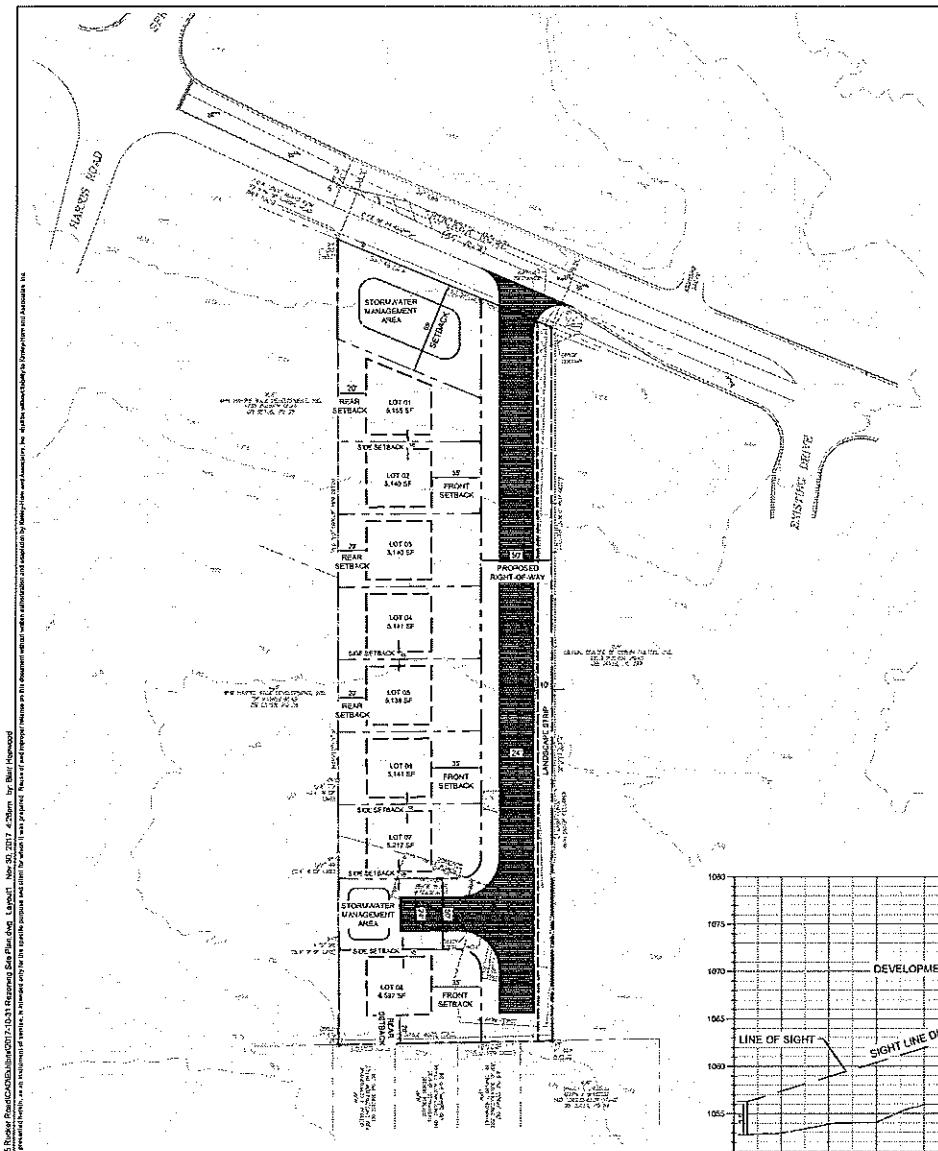
LULU NAIM
555 SPRING GATE LN
ALPHARETTA GA 30009-3498

TARSCHES FAYE & RUSSELL BURTON
560 SPRING GATE LN
ALPHARETTA GA 30009

TARGET DEVELOPMENT CORP
2123 CASTLEWYCKE CT
MARIETTA GA 30068-1584

Property Description
1245 Rucker Road

That tract or parcel of land lying and being in Land Lot 1275 of the 2nd District and 2nd Section of Fulton County, Georgia, and being 1.85 acres as per survey for David L. Price by Bates-Long & Associates, R.L.S., dated July 8, 1981, and being more particularly described as follows: Beginning at an iron pin on the southwest side of Rucker Road (60 ft right of way) 155.2 ft, southeasterly from the southeastern corner of Rucker Road and Harris Road (60 ft right of way) as measured along the southwest side of Rucker Road; thence running south 67 degrees 33 minutes east along the southwest side of Rucker Road, 163.3 ft to an iron pin; thence running south 00 degrees 10 minutes east, 504.0 ft to an axle found on the line dividing the 2nd District, 2nd Section from the 1st District and 1st Section of Fulton County, Georgia; thence running south 89 degrees 50 minutes west along said district line, a distance of 150 ft to an iron pin; thence running north 00 degrees 15 minutes west, 566.8 ft to the ion pin on the southwest side of Rucker Road at the point of beginning.



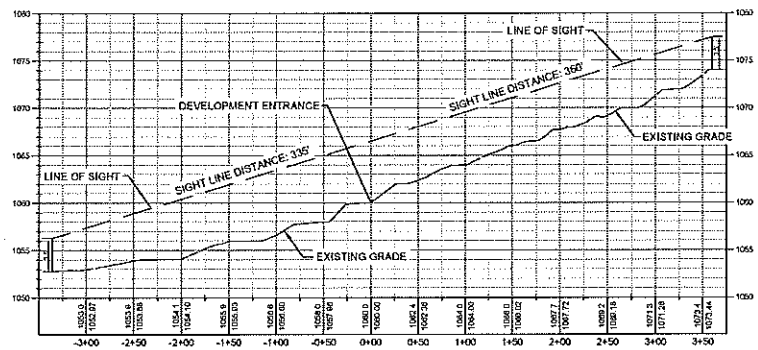
Site Data Summary
Owner/Applicant: Twelve-Forty-Five Rucker Road, LLC.
1245 Rucker Road, Alpharetta, Fulton Co., GA
Land Lot 1275, 2nd District, 2nd Section
1-Dec-17

Property Size:	80,457 Sq. Ft. 1.847 Ac.
Existing Zoning:	AG
Proposed Zoning:	RSD
Min. Lot Size Required:	4,500 Sq. Ft.
Min. Lot Size Provided:	5,138 Sq. Ft.
Max. Allowed Density:	8 Units/ Gross Acre = 8 Units
Proposed Density:	4.34 Units/ Gross Acre = 8 Units
Min. Lot Width:	50'
Front Yard:	from right-of-way of Rucker Road = 65' from right-of-way of Local Street = 35'
Side Yard:	5'
Rear Yard:	20'
Maximum Building Height:	35'
Minimum Floor Area of Dwelling Unit:	1,200 Sq. Ft.

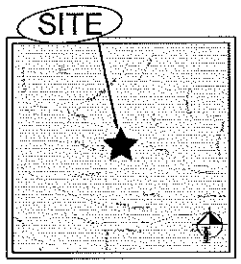
Notes:
1. No lakes, streams, or other water bodies on site.
2. No floodplain per FEMA Firmpanel 13121C0115F Dated 09/18/13.
3. Variance required for proposed offset hammerhead.
4. Hammerhead design per 2012 International Fire Code Appendix D - Fire Apparatus Access roads.
5. Topography shown is provided by Fulton County GIS.
6. Existing conditions shown hereon are from a survey provided by Meridian Geomatics, LLC dated 10/18/2017.

Trip Generation Analysis (9th Ed. with *2nd Edition Handbook* Trip Gen & *3rd Edition* ITE/ITE)
1245 Rucker Road
Alpharetta, GA

Land Use (ITE Code)	Intensity	Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
Proposed Site Traffic								
Single-Family Detached Housing (210)	8 d.u.	104	15	4	11	11	7	4
TOTAL		104	15	4	11	11	7	4



PROFILE VIEW
Sight Distance Profile
1" = 60' HORZ.
1" = 6' VERT.



SITE PLAN LEGEND:
- PROPERTY LINE
- BUILDING SETBACK LINE
- 10 FT LANDSCAPE BUFFER LINE
- 50 FT RIGHT OF WAY
- STORMWATER MANAGEMENT AREA
- PROPOSED STREET

GEORGIA811. Utilities Protection Center, Inc. Know what's below. Call before you dig.

NORTH
GRAPHIC SCALE IN FEET
0 20 40 80

Kimley»Horn
© 2011 KIMLEY-HORN AND ASSOCIATES, INC.
817 W. PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GEORGIA 30308
PHONE (404) 419-8700
WWW.KIMLEY-HORN.COM

No	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			

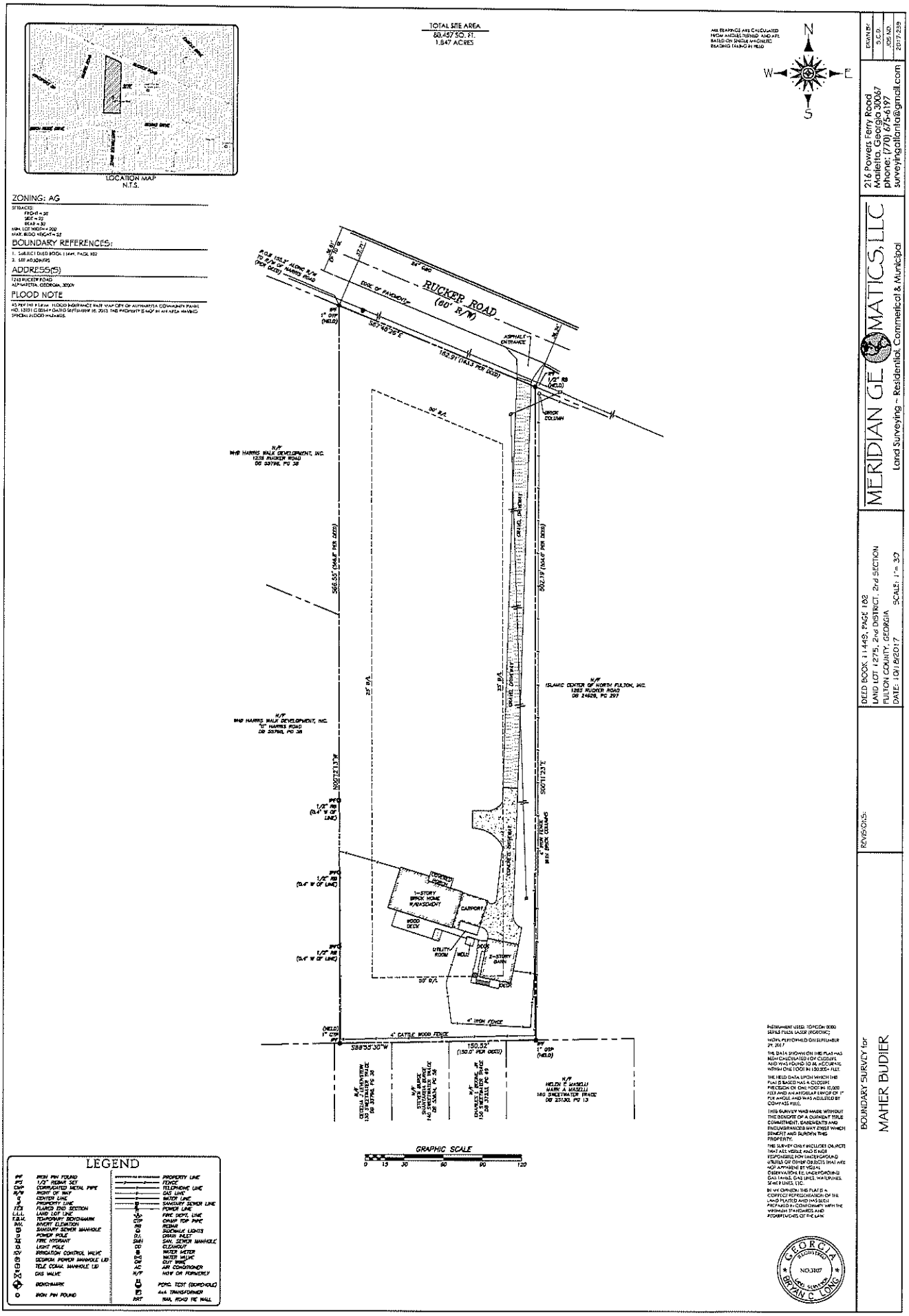
SCALE: 1"= 40'
DRAWN BY:
DESIGNED BY:
CHECKED BY:

CLIENT: TWELVE-FORTY-FIVE RUCKER ROAD, LLC.
1245 RUCKER ROAD
ALPHARETTA, GA 30009

PROJECT: RUCKER ROAD RESIDENTIAL
TITLE: REZONING SITE PLAN

DATE 12/01/2017
PROJECT NO. 013033000
SHEET NUMBER C2-00

Drawing name: K:\ALP_PRJ\013033000_1245 Rucker Road\CADD\Utility\C01-10-31 Rezoning Site Plan.dwg Layout: Nov 30, 2017 4:20pm by: Blair Hopwood
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.


LOCATION MAP
N.T.S.
ZONING: AG
BOUNDARY REFERENCES:
ADDRESS(S)
FLOOD NOTE
TOTAL SITE AREA
80,457 SQ. FT.
1.847 ACRES
RUCKER ROAD
(60' R/W)
EDGE OF PAVEMENT
ASPHALT ENTRANCE
BRICK COLUMN
N/F
WHP HARRIS WALK DEVELOPMENT, INC.
1238 RUCKER ROAD
DB 33796, PG 38
N/F
ISLAMIC CENTER OF NORTH FULTON, INC.
1260 RUCKER ROAD
DB 24828, PG 207
1-STORY BRICK HOME W/BASEMENT
CARPORT
WOOD DECK
UTILITY ROOM
2-STORY BARN
4' IRON FENCE
4' CATTLE WOOD FENCE
S88°53'30"W
150.52'
(150.0' PER DEED)
N/F
HELEN Y. MASELLI
MARK A. MASELLI
180 SHERWATER TRACE
DB 23130, PG 13
GRAPHIC SCALE
0 15 30 60 90 120
LEGEND
PROPERTY LINE
FENCE
TELEPHONE LINE
GAS LINE
WATER LINE
SANITARY SEWER LINE
POWER LINE
FIRE HYDRANT
SAN. SEWER MANHOLE
CLEANOUT
WATER METER
WATER VALVE
GUY WIRE
AIR CONDITIONER
NOW OR FORMERLY
POTO. TEST (BORE-HOLE)
4x4 TRANSFORMER
RAIL ROAD TIE WALL
IRON PIN FOUND
1/2" REBAR SET
CORRUGATED METAL PIPE
RIGHT OF WAY
CENTER LINE
PROPERTY LINE
FLARED END SECTION
LAND LOT LINE
TEMPORARY BENCHMARK
INVERT ELEVATION
SANITARY SEWER MANHOLE
POWER POLE
FIRE HYDRANT
LIGHT POLE
IRRIGATION CONTROL VALVE
DESIGN. POWER MANHOLE LID
TELE COMM. MANHOLE LID
GAS VALVE
BENCHMARK
IRON PIN FOUND
MEASURED BEARINGS
N
W
E
S
MERIDIAN GEOMATICS, LLC
Land Surveying ~ Residential, Commerical & Municipal
216 Powers Ferry Road
Marietta, Georgia 30067
phone: (770) 675-6197
surveyingatlanta@gmail.com
DRAWN BY: S.C.D.
JOB NO. 2017-2338
DEED BOOK: 11448, PAGE 182
LAND LOT 1275, 2nd DISTRICT, 2nd SECTION
FULTON COUNTY, GEORGIA
DATE: 10/18/2017
SCALE: 1" = 30'
REVISIONS:
BOUNDARY SURVEY for
MAHER BUDIER
GEORGIA REGISTERED NO.3107 LAND SURVEYOR BRIAN C. LONG

ROLADER & ROLADER, P.C.
ATTORNEYS AND COUNSELORS AT LAW
1865 LOCKEWAY DRIVE, SUITE 601
ALPHARETTA, GEORGIA 30004
Telephone (770) 442-0330
Fax (770) 442-0641
www.roladerandrolader.com

DONALD A. ROLADER
don@roladerandrolader.com

D.W. "Pete" ROLADER
1924 - 2011

December 1, 2017

Mayor and City Council
City of Alpharetta, Georgia
2 Park Plaza
Alpharetta, Georgia 30009

RE: Application of Twelve-Forty-Five Rucker Road, LLC for, Rezoning from AG to R-8D and Variance on 1.847 acres on Rucker Road, City of Alpharetta, Fulton County, Georgia; Letter of Intent

Dear Mayor and Councilpersons:

This firm represents Twelve-Forty-Five Rucker Road, LLC, the Applicant, seeking approval of this Rezoning from AG to R-8D and a Variance. This letter shall be construed as the Letter of Intent for this Application.

The subject property contains approximately 1.847 acres and is located on Rucker Road. Property to the south is zoned R-4A/D is a single family home subdivision. Property to the east is zoned R-8 A/D and is developed as a single family home subdivision. The north boundary is Rucker Road with single family residential development. Property to the west is zoned SU and is the North Fulton Islamic Center.

Applicant proposes to rezone the property to R-8D and develop an eight lot single family subdivision. The impact on the surrounding area would be minimal. The abutting subdivisions are zoned for high density residential use with similar lot sizes. The proposed lots are a minimum of 5,138 square feet. The density is 4.34 units per acre.The proposed use is a compatible use in the area.

A Variance is requested to permit a "hammerhead" turnaround for the public street in lieu of a cul-de-sac. The road design for the variance is acceptable to the Fire Department. The variance allows for the creation of less impervious surface and functions better with the narrow shape of the property. It would be a hardship to have to construct a cul-de-sac with no corresponding benefit to the City.

The granting of this Zoning Application and Variance will have no negative impact on adjoining or nearby properties, but will provide a compatible, attractive use. This development will not unduly tax any City of Alpharetta services, including, but not limited to, fire and police protection, water service and garbage collection. Presently sewer is available through Fulton County. The use change will have minimal impact on the Fulton County School System. To fail to approve this Application will be of no benefit to the citizens of Alpharetta, Georgia while causing a financial burden upon the property owner/developer. There is a current demand for high quality small lot homes in the immediate area. The property is abutted on two sides by high density residential subdivisions. Rucker Road makes a good boundary between higher density to the south and lower density residential development to the north. The Comprehensive Plan does not reflect actual development in the immediate area.

The property as zoned AG is not a reasonable zoning of the property. Constitutional Objections are attached hereto as Exhibit A, and made a part hereof by reference.

Property owner respectfully requests that the Mayor and City Council approve this Application for Rezoning and the Variances requested to allow the use of the property as indicated on the site plan.

Very truly yours,
ROLADER & ROLADER, P.C.

Donald A. Rolader

DAR/ddf

CONSTITUTIONAL OBJECTIONS

Georgia Law and the procedures of the City of Alpharetta require us to raise Federal and State Constitutional objections during the rezoning application process. While the Owner anticipates a smooth application process, failure to raise constitutional objections at this stage may mean that the owner will be barred from raising important legal claims later in the process. Accordingly, we are required to raise the following constitutional objections at this time:

A denial of the Application would be unconstitutional in that it would destroy the Owner's property rights without first paying fair, adequate and just compensation for such rights, in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

Any application of the Code of the City of Alpharetta, or the Unified Development Code of the City of Alpharetta, to the Subject Property that prohibits the Owner from developing the Subject Property as proposed is unconstitutional, illegal, null and void because such an application constitutes a taking of the Owner's property in violation of the Just Compensation Clause of the Fifth Amendment to the Constitution of the United States, Article I, Section I, Paragraph I, and Article I, Section III, Paragraph I, of the Constitution of the State of Georgia of 1983 and a violation of the Equal Protection and Due Process Clauses of the Fourteenth Amendment to the Constitution of the United States because such an application denies the Owner an economically viable use of its land while not substantially advancing legitimate state interests.

A denial of this Application would also constitute an arbitrary and capricious act by the City of Alpharetta without any rational basis therefore, thereby constituting an abuse of discretion in violation of Article I, Section I, Paragraph I of the Constitution of the State of Georgia of 1983, Article I, Section III, Paragraph I of the Constitution of the State of Georgia of 1983 and the Due Process Clause of the Fourteenth Amendment to the Constitution of the United States.

A refusal by the City of Alpharetta to grant the Application would be unconstitutional and discriminate in an arbitrary, capricious and unreasonable manner between the Owner and Owners of similarly situated property in violation of Article I,

Section I, Paragraph II of the Constitution of the State of Georgia of 1983 and the Equal Protection Clause of the Fourteenth Amendment to the Constitution of the United States. Any approval of the Application that subjects the Subject Property to conditions that are different from the conditions requested by the Owner, to the extent such different conditions would have the effect of further restricting the Owner's utilization of the Subject Property, would also constitute an arbitrary, capricious and discriminatory act in zoning the Subject Property to an unconstitutional category and would likewise violate each of the provisions of the State and Federal Constitutions set forth hereinabove.

In addition, this constitutes formal written notice to City of Alpharetta, pursuant to O.C.G.A. § 36-33-5, that the Owner plans to seek to recover all damages that it sustains or suffers as a result of the denial of this Application and/or the unconstitutional zoning of the Subject Property by the City of Alpharetta. Such damages may include, but are not necessarily limited to, damages related to the diminution in the value of the Subject Property, attorneys' fees and expenses of litigation.

Accordingly, the Owner respectfully requests that the City of Alpharetta grant the Application as requested.

ROLADER & ROLADER, P.C.

By: Donald A. Rolader
Donald A. Rolader
Attorney for Owner

1865 Lockeway Drive
Suite 601
Alpharetta, GA 30004
770-442-0330

CLUP-17-06/Z-17-18/V-17-39
TWELVE FORTY-FIVE RUCKER RD/BUDEIR

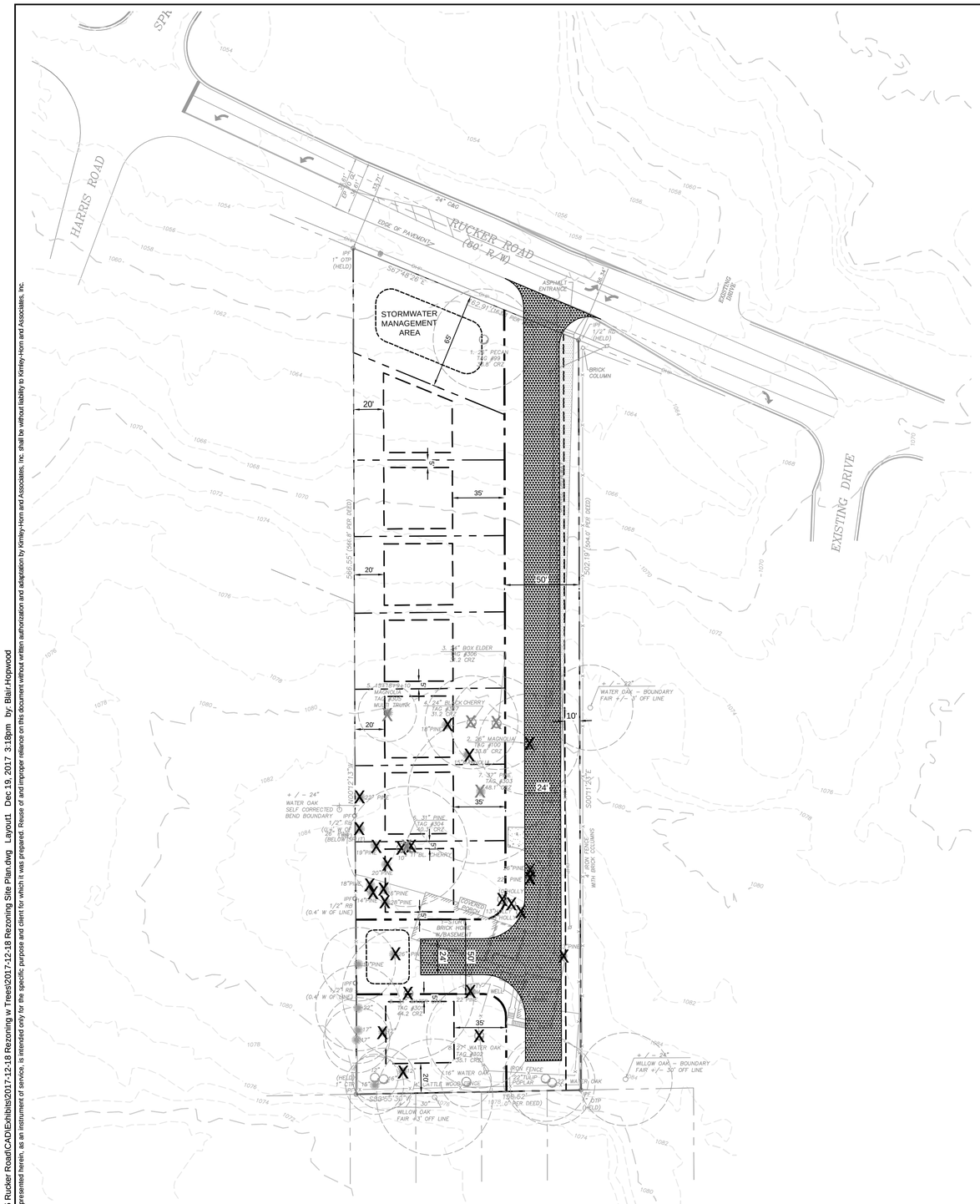


TABLE OF TREES TO BE REMOVED			
TREE #	TYPE	SIZE	COMMENT
2	MAGNOLIA	26"	SPECIMEN
3	BOX ELDER	24"	REQUEST NON-SPECIMEN BASED ON ARBORIST ASSESSMENT
4	BLACK CHERRY	24"	REQUEST NON-SPECIMEN BASED ON ARBORIST ASSESSMENT
5	MAGNOLIA	MULTI	REQUEST NON-SPECIMEN BASED ON ARBORIST ASSESSMENT
6	PINE	31"	REQUEST NON-SPECIMEN BASED ON ARBORIST ASSESSMENT
7	PINE	37"	REQUEST NON-SPECIMEN BASED ON ARBORIST ASSESSMENT
8	WATER OAK	27"	SPECIMEN
9	WATER OAK	34"	SPECIMEN
--	PINE	18"	--
--	MAGNOLIA	15"	--
--	PINE	22"	--
--	PINE	26"	--
--	PINE	19"	--
--	BLACK CHERRY	10"	--
--	BLACK CHERRY	11"	--
--	PINE	20"	--
--	PINE	18"	--
--	PINE	14"	--
--	PINE	16"	--
--	PINE	28"	--
--	PINE	26"	--
--	PINE	22"	--
--	HOLLY	10"	--
--	HOLLY	13"	--
--	HOLLY	13"	--
--	PINE	26"	--
--	PINE	19"	--
--	PINE	22"	--
--	PINE	17"	--
--	PINE	17"	--
--	PINE	12"	--
--	PINE	22"	--
--	PINE	12"	--
--	PINE	23"	--

GEORGIA811.
Utilities Protection Center, Inc.
Know what's below.
Call before you dig.

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

No.	REVISIONS	DATE	BY
7			
6			
5			
4			
3			
2			
1			

Kimley»Horn
© 2017 KIMLEY-HORN AND ASSOCIATES, INC.
817 W. PEACHTREE STREET, NW
THE BILTMORE, SUITE 601
ATLANTA, GEORGIA 30308
PHONE (404) 419-8700
WWW.KIMLEY-HORN.COM

SCALE: 1"= 40'
DRAWN BY:
DESIGNED BY:
CHECKED BY:

CLIENT: TWELVE-FORTY-FIVE RUCKER ROAD, LLC.
1245 RUCKER ROAD
ALPHARETTA, GA 30009

PROJECT: RUCKER ROAD RESIDENTIAL

TITLE: TREE REMOVAL PLAN

DATE 12/01/2017

PROJECT NO. 013033000

SHEET NUMBER C2-01

Drawing name: K:\ALP_PRJ\013033000_1245 Rucker Road\CAD\Exhibits\2017-12-18 Rezoning w Trees\2017-12-18 Rezoning Site Plan.dwg Layout1 Dec 19, 2017 3:18pm by: Blair.Hopwood
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

CITIZEN PARTICIPATION FORM - PART B

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: 1245 Rucker Road

Contact Name: Don Rolader Telephone: 770-442-0330

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

Neighbors, Valerie Price and Julie Wojenski called to inquire about the nature of the project. They were told 8 single family homes were planned. Neither expressed any concerns. (Copy of letter to property owners is attached)

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*

- [x] Letter
- [ ] Personal Visits
- [ ] Telephone
- [ ] Group Meeting
- [ ] Email
- [ ] Other *(Please Specify)*

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

See Exhibit attached.

I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.

Signature of Authorized Agent: Donald A. Rolader Date: 1/8/2018

Donald A. Rolader

Print Form

Twelve Forty-Five Rucker Road, LLC
2389 Kingsland Drive
Dunwoody, Georgia 30360

December 15, 2017

Property Owner

RE: 1245 Rucker Road, Alpharetta, Georgia
Rezoning Application from AG to R-8D/Variance/ Comprehensive Plan Amendment

Dear Property Owner:

Twelve Forty-Five Rucker Road, LLC has filed an application for rezoning of this property from AG to R-8D, variance and Comprehensive Plan Amendment.

The Planning Commission meeting is scheduled for February 1, 2018 at 6:30 p.m. at City Hall. The City Council meeting is scheduled for February 26, 2018 at 6:30 p.m. at City Hall. If you have questions or would like additional information, please contact Don Rolader at 770-442-0330. His fax number is 770-442-0641, and his email is don@roladerandrolader.com. The office address is 1865 Lockeway Drive, Suite 601, Alpharetta, GA 30004.

Sincerely,

Twelve Forty-Five Rucker Road, LLC

Maher Budeir, Manager

PIARULLE CLARK DIANE & CLARK RICHA RD A
120 SWEETWATER TRCE
ROSWELL GA 30076-4609

LEVENSTEIN CECELIA J
130 SWEETWATER TRCE
ROSWELL GA 30076-4609

BURGE STEVEN & SHANTAKEIA
140 SWEETWATER TRCE
ROSWELL GA 30076

BOONE CHARLES L JR
150 SWEETWATER TRCE
ROSWELL GA 30076-4609

SISSEL STEVEN A & GREENE LORI E
170 SWEETWATER TRCE
ROSWELL GA 30076-4609

TAYLOR SHARREE T
180 SWEETWATER TRC
ROSWELL GA 30076-4609

LEBOVITZ RICHARD & KATHRYN
190 SWEETWATER TRCE
ROSWELL GA 30076-4609

KUSMISZ JOSEPH F & SMITH DEANNA M
200 SWEETWATER TRCE
ROSWELL GA 30076

FENIMORE JAYNE L
210 SWEETWATER TRCE
ROSWELL GA 30076-4613

RICH LAURIE L
220 SWEETWATER TRC
ALPHARETTA GA 30022

WALLER BARBARA H
230 SWEETWATER TRCE
ROSWELL GA 30076-4613

STIVERS JEFFREY D
240 SWEETWATER TRCE
ROSWELL GA 30076-4613

HALL HELLEN JOANNE & HELLEN DONALD
250 SWEETWATER TRCE
ROSWELL GA 30076-4613

KUENZEL DONNA A
175 SWEETWATER TRCE
ROSWELL GA 30076-4612

SALENIUS HOWARD & RITA
165 SWEETWATER TRCE
ROSWELL GA 30076-4612

SHERIDAN GERARD E & SHARIFI HOSSEI NI DORDANEH
155 SWEETWATER TRCE
ROSWELL GA 30076-4612

MC LAUGHLIN LACEY A & CREASER LOGA N J
145 SWEETWATER TRCE
ROSWELL GA 30076-4612

ASBURY MARY R
135 SWEETWATER TRCE
ROSWELL GA 30076

MALONE MARY JO
125 SWEETWATER TRCE
ROSWELL GA 30076-4612

MUNOZ CARLOS
6285 BARFIELD RD NE #100
ATLANTA GA 30328-4339

WEST TAMMY L
105 SWEETWATER TRCE
ROSWELL GA 30076-4612

RAAD M NABIL & CONNIE B
1250 RUCKER RD
ALPHARETTA GA 30004

DAVENPORT BILL G & SALLY A
1245 RUCKER RD
ALPHARETTA GA 30004-1427

JORDAN WILLIAM A
1295 RUCKER RD
ALPHARETTA GA 30004-1427

ISLAMIC CENTER OF NORTH FULTON INC
1265 RUCKER RD
ALPHARETTA GA 30004

HARRIS WALK INC
1010 HUNTCLIFF SUITE 2315
ATLANTA GA 30350

WEITZ JOHN J JR
1225 RUCKER RD
ALPHARETTA GA 30004

BURTON TRAVIS R
505 KINGSPORT DR
ROSWELL GA 30076

SUMMERVILLE CATHERINE E
515 KINGSPORT DR
ROSWELL GA 30076

GUTERMUTH JOAN M
110 KINGSWORTH WAY
ROSWELL GA 30076

SHAAMER REALTY LLC
615 SOUTHFIELD PL
ALPHARETTA GA 30004

TATE STEVEN N
705 BIRCH RIDGE DR
ROSWELL GA 30076

BROADWELL LESLEY
229 DENNIS DR # 75
ALPHARETTA GA 30004-6503

KAMINER PROPERTIES INC
510 GARDEN WILDE PL
ROSWELL GA 30075

THREATT VICTOR L & HILARY H
715 BIRCH RIDGE DR
ROSWELL GA 30076

WOOD MARGARET F
227 DENNIS DR
ALPHARETTA GA 30009

MC CORMICK KATHLEEEN W & ROBERT E
710 BIRCH RIDGE DR
ROSWELL GA 30076

GAY ROGER S & GINA R
515 BIRCH RIDGE CT
ROSWELL GA 30076

DAHUNSI KATE A
307 ELIZABETH BLVD
ALPHARETTA GA 30004

PRICE VALERIE N
700 BIRCH RIDGE DR
ROSWELL GA 30076

LARSON THOMAS MATTHEW & HIGH TARA E
110 SWEETWATER TRCE
ROSWELL GA 30076

MENGEL PAULA ANN
228 DENNIS DR
ALPHARETTA GA 30009-6505

SEGAL FRED H & TERRY GALE
725 BIRCH RIDGE DR
ROSWELL GA 30076

MASELLI HELEN E & MARK A
160 SWEETWATER TRCE
ROSWELL GA 30076-4609

WEBSTER DANIEL & WEBSTER SUSAN
225 DENNIS DR
ALPHARETTA GA 30009

SCOTT RASHELL WEBER
525 KINGSPORT DR
ROSWELL GA 30076

HARRIS WALK LLC
1010 HUNTCLIFF SUITE 2315
ATLANTA GA 30350

WOJENSKI JULIA A
305 ELIZABETH BLVD
ALPHARETTA GA 30009

SHI HANG & CUI MIN
120 KINGSWORTH WAY
ROSWELL GA 30076

JANOWICK PEGGY THRASHER
233 DENNIS DR
ALPHARETTA GA 30009

GIANSIRACUSA BEATRICE M ET AL
226 DENNIS DR
ALPHARETTA GA 30004-6505

HAWTHORNE HERBERT RICKERT HAWTHORN
E JANICE MARIE
100 SWEETWATER TRCE
ROSWELL GA 30076-4609

FERRI CLAUDE P & FRANCOISE K
232 DENNIS DR
ALPHARETTA GA 30009

EBBETS BRODERICK DEBBIE
223 DENNIS DR
ALPHARETTA GA 30004-6503

MC ENTIRE JERRY B
1220 RUCKER RD
ALPHARETTA GA 30004

NWAOKOLO PIUS & ANN I
231 DENNIS DR
ALPHARETTA GA 30009

LARKIN CATHERINE E
303 ELIZABETH BLVD
ALPHARETTA GA 30004

TORRES JUAN CARLOS
695 BIRCH RIDGE DR
ROSWELL GA 30076

COBB MARK
230 DENNIS DR
ALPHARETTA GA 30004

DERNOVISH LISA
224 DENNIS DR
ALPHARETTA GA 30009

POOLE TIMOTHY
221 DENNIS DR
ALPHARETTA GA 30004

LAUGHTON NORA B
213 DENNIS DR
ALPHARETTA GA 30009

FISHER KEVIN D & MEGAN
310 JULEP CT
ALPHARETTA GA 30009

BERG BARBARA J
301 ELIZABETH BLVD
ALPHARETTA GA 30009-6502

VON KANEL JOSEPH C. VON KANEL LIND A J.
105 GORDON AVE
TARRYTOWN NY 10591

OSMAN MOHAMMAD S ET AL
300 JULEP CT
ALPHARETTA GA 30004

WAMBEKE DORIS L
1444 ASHWOODY CT NE
ATLANTA GA 30319-1404

NORTHFIELD HOMEOWNERS ASSN INC
P.O. BOX 2458
ALPHARETTA GA 30023-2458

ZIMMERMANN JOHN
2160 FAIRFAX DR
ALPHARETTA GA 30004-1475

STEPHENSON DYLAN OTTIS
219 DENNIS DR
ALPHARETTA GA 30009

BRADY FERGAL & AUDREY MELISSA
511 VERANDA CT
ALPHARETTA GA 30004

BOYD ALICE COPELAND & FRDANIEL BRITT
415 GATEHOUSE CT
ALPHARETTA GA 30009

DENNIS DAVID A
217 DENNIS DR
ALPHARETTA GA 30004

DODD W AUSTIN & LINDSAY F
521 VERANDA CT
ALPHARETTA GA 30009

MUNANO JOHN C & CHRISTINE
410 GATEHOUSE CT
ALPHARETTA GA 30009

DINGESS BETTY S
203 DENNIS DR
ALPHARETTA GA 30004-6503

ACCURSO CAROL A
540 VERANDA CT
ALPHARETTA GA 30009

MERTEL RAYMOND F & MERTEL ANNA
500 SPRING GATE LANE
ALPHARETTA GA 30009

BRAMBLETT EDITH W & RONALD A
207 DENNIS DR
ALPHARETTA GA 30004

SCOTT JEREMY S & SCOTT JANE L
530 VERANDA CT
ALPHARETTA GA 30009

MOHAMMED IQBAL & ZAKIA
505 SPRING GATE LN
ALPHARETTA GA 30009

WHITTINGSLOW JOHN D & WHITTINGSLOW JESSICA J
211 DENNIS DR
ALPHARETTA GA 30009

BLOCK D SCOTT & MARY D
520 VERANDA CT
ALPHARETTA GA 30009

PEREZ JOSE
16160 HOPEWELL RD
ALPHARETTA GA 30004

MALONE CAROLE L
205 DENNIS DR
ALPHARETTA GA 30004-6503

WATSON ROBERT EMERSON & WATSON KATHRYN C
311 JULEP CT
ALPHARETTA GA 30009

GUTTMAN JAMES
5225 HUNTERS OAKS DR
ALPHARETTA GA 30009

MYERS JERRY K
209 DENNIS DR
ALPHARETTA GA 30004-6503

O CONNELL THOMAS F & ELLEN
320 JULEP CT
ALPHARETTA GA 30009-3489

STURGESS ROBERT W JR STURGESS SUSAN M
520 SPRING GATE LN
ALPHARETTA GA 30009

DANIELS KEITH E & LINDA
525 SPRING GATE LN
ALPHARETTA GA 30004

DIAZ DOROTHY J
530 SPRING GATE LANE
ALPHARETTA GA 30009

HO J WEN YU & TRINH C
535 SPRING GATE LN
ALPHARETTA GA 30004-1498

CARROLL MICHAEL E & MICHELE
540 SPRING GATE LN
ALPHARETTA GA 30004

AHMAD RASHEED & BEGUM SHAISTA
545 SPRING GATE LN
ALPHARETTA GA 30004

DAVIS GAYLE E
550 SPRING GATE LN
ALPHARETTA GA 30009-3498

LULU NAIM
555 SPRING GATE LN
ALPHARETTA GA 30009-3498

TARSCHES FAYE & RUSSELL BURTON
560 SPRING GATE LN
ALPHARETTA GA 30009

TARGET DEVELOPMENT CORP
2123 CASTLEWYCKE CT
MARIETTA GA 30068-1584

City Council Meeting
STAFF REPORT

Submitting Department: Community Development
Submitted By:
Meeting Date: March 5, 2018

I. AGENDA ITEM TITLE: PH-17-38 SAE HAN CHURCH/3385 KIMBALL BRIDGE ROAD (COUNCIL ONLY)
CONSIDERATION OF A CHANGE TO PREVIOUS CONDITIONS OF ZONING TO ALLOW FOR A DETENTION POND TO BE PLACED UNDERGROUND FOR THE PURPOSE OF PROVIDING MORE PARKING FOR THE EXPANSION OF THE CHURCH. THE PROPERTY IS LOCATED AT 3385 KIMBALL BRIDGE ROAD ON THE SOUTH SIDE OF KIMBALL BRIDGE ROAD AND WEST OF WATERS ROAD AND IS LEGALLY DESCRIBED AS BEING LOCATED IN LAND LOT 916, 1ST DISTRICT, 2ND SECTION, FULTON COUNTY, GEORGIA.

II. RECOMMENDATION:

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: NO
FISCAL IMPACT: NO
INCLUDED IN CURRENT FY CPTL BUDGET: NO
INCLUDED IN CURRENT FY OPRT. BUDGET: NO
TOTAL PROJECT COST:
APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

IV. REPORT IN BRIEF:

V. ALTERNATIVES:

VI. ATTACHMENTS:

Sae Han Church CC Staff Report 030518, Future Land Use Map, Aerial Map, Zoning Map, Location Map, Site Plan 2.6.18, Part B Citizen Participation Form, Downstream Improvements, Application

CITY COUNCIL MEETING
STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT
SUBMITTED BY: KATHI COOK
DRAFTED BY: MICHAEL WOODMAN

I. **AGENDA ITEM TITLE:** PH-17-38 SAE HAN PRESBYTERIAN CHURCH

CITY COUNCIL: MARCH 5, 2018

II. **RECOMMENDATION:**

Approve PH-17-38 Sae Han Presbyterian Church, subject to the following conditions:

1. The property shall be developed substantially similar to plans by Kimley-Horn & Associates, dated 2/6/2018, except for modifications required to comply with the conditions below. However, lot yield depicted is not guaranteed and subject to meeting all City code requirements and conditions of zoning.
2. The applicant shall maintain the 100' undisturbed buffer, except the 2 side yard buffers shall be 50' with no building/habitable space to be located in the former 100' side yard buffers.
3. Parking may consist of up to 300 parking spaces. Parking areas shall be limited to the site plan prepared by Kimley-Horn & Associates, dated 2/6/2018, except that parking area depicted closest to Kimball Bridge Road shall remain undeveloped and there shall be no grading or tree removal within that area.
4. Pond shall be permitted to be removed with the installation of an approved stormwater detention vault and maintenance schedule by the property owner that is permanent and binding, as approved by Staff. Design shall comply with the City of Alpharetta stormwater ordinance. In order to mitigate impacts to stream and buffer, developer shall comply with the following:
    a. Address erosive conditions at two existing outfalls on either side of remaining stream.
    b. Provide 25% additional runoff reduction or water quality volume above the standard city requirements.
    c. Provide buffer enhancement on the remaining stream buffer downstream of the church entrance driveway. These can include, removing fallen trees from inside the stream bed that are impeding flow, plant eroded or sparsely vegetated areas of stream banks with live stakes, add enhanced buffer plantings where sparsely vegetated, and remove invasive vines.
    d. Obtain all necessary state and federal approvals for the stream and buffer impacts.
    e. Or alternative mitigation measures, as approved by Staff.
5. Previous conditions of zoning shall remain in effect, except as modified by these conditions.
6. The maximum seats for services shall not exceed 600 for all proposed phases as represented in the application.
7. An officer shall be utilized for services in order to manage and direct traffic.
8. As required by current City ordinance, applicant shall provide evidence of a professional landscape maintenance contract..
9. Site impervious area shall not exceed 40%.
10. The maximum building height shall be 35 feet.
11. Buildings shall be primarily brick on all sides and compatible with the residential character of the area as determined by the Design Review Board.

REPORT IN BRIEF:

The applicant, Sae Han Presbyterian Church, requests changes to previous conditions of zoning and site plan approval. The requested changes would allow for a 45,000 square foot future expansion of the church. The applicant proposes a reduction to the side yard (east and west) undisturbed buffers from 100' to 50', placing

the undisturbed pond underground and adding surface parking. The subject property is located at 3385 Kimball Bridge Road on the south side of Kimball Bridge Road, just west of Waters Road.

DISCUSSION

The submitted request, if approved, will allow for changes to previous conditions of zoning and site plan approval related to Sae Han Presbyterian Church. The proposed changes would allow for a 45,000 square foot future expansion of the church. The applicant proposes a reduction to the side yard (east and west) undisturbed buffers from 100' to 50', removal of the pond and installation of a vault with surface parking above. The subject property is located at 3385 Kimball Bridge Road on the south side of Kimball Bridge Road, just west of Waters Road.

The 10-acre property is zoned SU (Special Use). Surrounding properties are zoned CUP to the south and east, AG to the west and R-10M and CUP to the north. Hampton Hall subdivision is located to the south, a future City Park to the east, 5-acre single-family parcel to the west and Collingwood and Laurel Pond subdivisions to the north.

The subject property was rezoned in 1997 and received site plan approval from Council later that same year. In 2002, the property received site plan approval to add 100 parking spaces. The applicant proposes the following changes to previous conditions of zoning related to file PH-01-11 Sae Han Presbyterian Church (~~Strike through~~ = Delete, Underline = Add):

1. The applicant shall maintain the 100' undisturbed buffer, except the 2 side yard buffers shall be 50' with no building/habitable space to be located in the former 100' side yard buffers.
2. Parking may consist of up to ~~100~~ 375 parking spaces. (Refer to approved site plan dated ~~2-18-02~~ 2-6-18 which limits areas for allowed parking)
6. ~~Pond shall remain undisturbed per existing zoning condition.~~ Pond shall be permitted to be removed with the installation of an approved stormwater detention vault and maintenance schedule by the property owner that is permanent and binding. ~~Existing flumes in violation of the condition shall be removed as instructed by the Engineering Department.~~ Design shall comply with the City of Alpharetta stormwater ordinance.

SITE PLAN ANALYSIS

The submitted site plan depicts the existing 29,200 square foot Sae Han Presbyterian Church and a new 3-story, 45,000 square foot addition proposed within an existing surface parking area in front of the existing buildings. There are three (3), 1-story buildings on the property, including a sanctuary, education building and gymnasium. According to the applicant, the primary assembly space of the church at final build-out would accommodate a congregation of up to 600 people.

The site plan depicts three (3) new surface parking areas, including surface parking over a stormwater vault. Additional parking is proposed adjacent to Kimball Bridge Road and on the west side of the property. Currently, the site has 190 surface parking spaces. If the site plan is approved, the applicant intends to increase the number of surface parking spaces to 300 spaces at final build-out. A total of 375 parking spaces are proposed in the phased development; however, the final phase removes 75 parking spaces for the 45,000 square foot future addition. The Unified Development Code (UDC) requires one (1)

parking space for every two (2) seats in the principal assembly room. Based on a maximum seating capacity of 600 people, the site plan complies with the City's parking requirements.

The applicant proposes removal of the existing stormwater pond and replacement with a concrete stormwater vault with surface parking above. The City has determined that the existing pond and associated stream are Waters of the State. In an effort to mitigate impacts from vaulting the existing pond, the applicant proposes to 1) remove fallen trees from streambed to allow for unimpeded flow, 2) plant eroded or unvegetated areas of the stream banks with shade tolerant landscape material, 3) plant unvegetated areas of the buffer with shade tolerant mid-story trees, and 4) remove invasive vines from canopy trees. If approved, Staff recommends alternative mitigation measures.

The property is heavily wooded, predominately hardwood forest with a canopy of Loblolly Pines, Sweet Gum and Red Maple. The applicant provided a tree survey and assessment for specimen trees within areas of the site proposed to be disturbed. Two (2) specimen trees are proposed to be removed, just south of the existing stormwater pond.

Staff prepared Table 1 below in order to compare this proposal to the existing, similarly situated religious facilities in the City.

Table 1: Sample of Religious Facilities Located in Residential Areas

Religious Facility	Size of Property	Zoning	Building Square Footage .	# of Parking Spaces
Islamic Center of North Fulton	**4.23 acres**	**AG**	**240 seat capacity/Worship building total square footage = 7,900 SF**	**120 spaces**
Sae Han Presbyterian Church/Kimball Bridge Road	**9.96 acres (7.2 acres buildable)**	**SU**	**345 seats/Building total square footage = 20,000SF (current)**	**204 spaces**
Church of God/Mid Broadwell Road	**3.52 acres**	**SU**	**276 seats/Building total square footage = 10,000 SF(2nd story floor of 10,000 SF not currently built)**	**63 parking spaces**
St. Thomas Aquinas Rucker Road	**17 acres**	**AG**	**750 seats/Building 49,609 SF**	**620 parking spaces**

North Fulton Jewish Center/Kimball Bridge Road	**1.87 acres**	**R-12**	**250 seat sanctuary(2850 square foot) Building 26,500 SF**	**112 parking spaces required(reduction for shared spaces given)/61spaces on site**
St. James United Methodist Webb Bridge Road	**14.9 acres including stream buffers/3.6 acres developed.**	**O-I**	**720 seat sanctuary/ 27,673 SF building**	**369 spaces**

TRAFFIC

The applicant's trip generation report indicates that individual church services average 80 cars with a peak of 150 cars. The church currently holds six (6) services on Sundays between the hours of 9:00 AM and 2:30 PM. The church averages 470 persons per Sunday with a peak of 800. Sae Han has an informal agreement with Philadelphia Church on Spruell Circle for overflow parking, when needed. The church operates a shuttle between the 2 sites. The report states that the church does not have a noticeable impact during the AM and PM Peak Hour times for traffic along Kimball Bridge Road.

CONCURRENCES

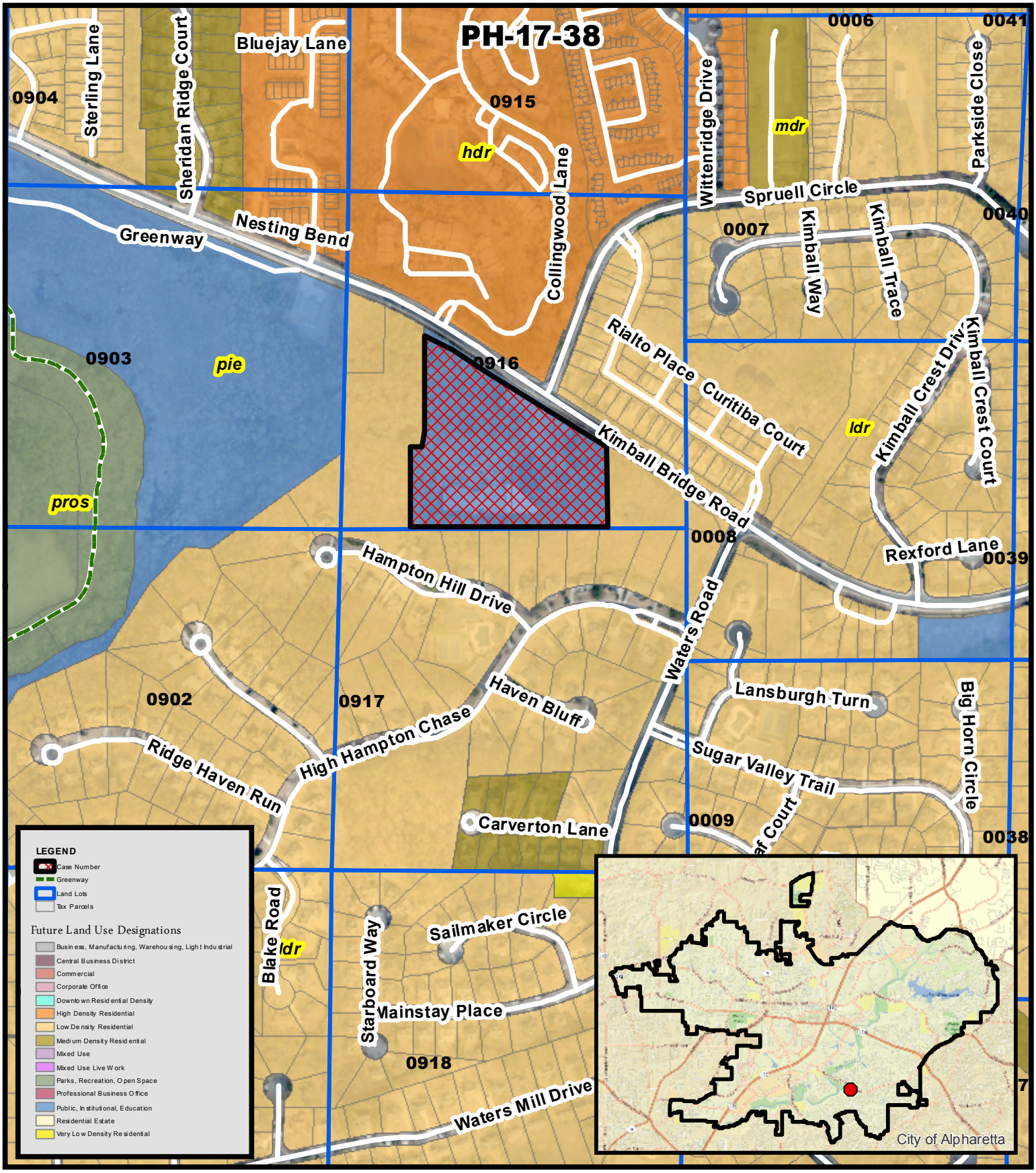
City Staff has reviewed the applicant's proposal and finds that it can generally support the applicant's request for changes to previous conditions of zoning. The proposed expansion of the church would have little impact during peak hours for traffic on Kimball Bridge Road and impacts to the undisturbed buffers have been minimized. If approved, the applicant would be subject to the necessary federal and state approvals for impacts to State Waters. Staff also recommends conditions restricting the amount and location of surface parking, as well as mitigation measures to address impacts to the on-site stream.

CITIZEN PARTICIPATION PLAN

The report submitted by the applicant states that property owners within 1,000' were contacted regarding the applicant's intent and to notifying them of a Community Meeting on February 5, 2018. The applicant also met with board members of the Hampton Hall HOA on January 15, 2018. The report indicates that Hampton Hall had no objections to the applicant's proposal, if the 100' buffer to the south remained in its current state.

III. ATTACHMENTS:

- Site Plan



PH-17-38
D/LL: 1/2/916
CC Date: 2/26/18

Future Land Use
Sae Han Church
3385 Kimball Bridge Road

THE CITY OF ALPHARETTA GEORGIA

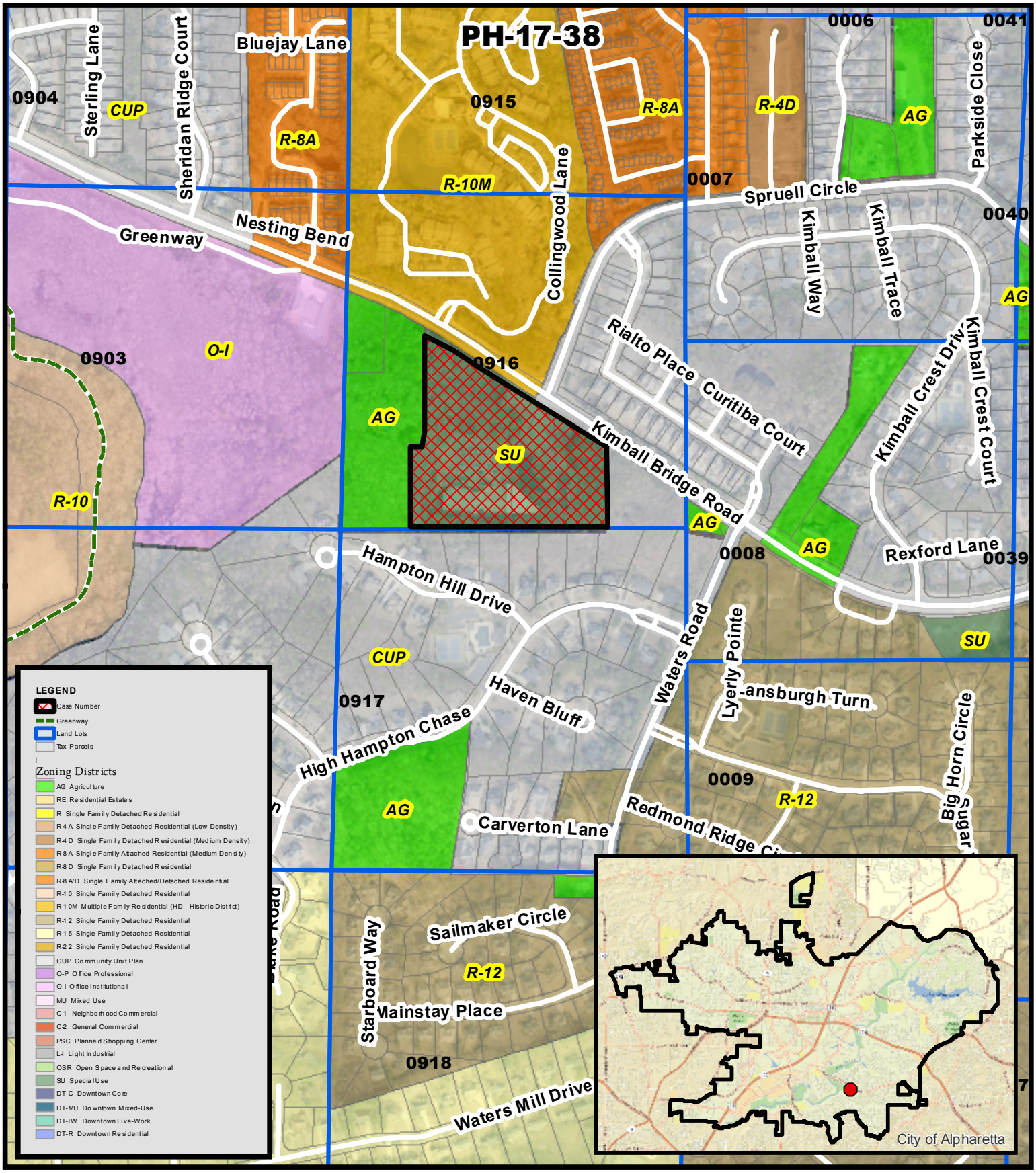
Location Map Provided by:
Community Development - GIS

PH-17-38
D/LL: 1/2/916
CC Date: 2/26/18

Aerial Map
Sae Han Church
3385 Kimball Bridge Road

THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS

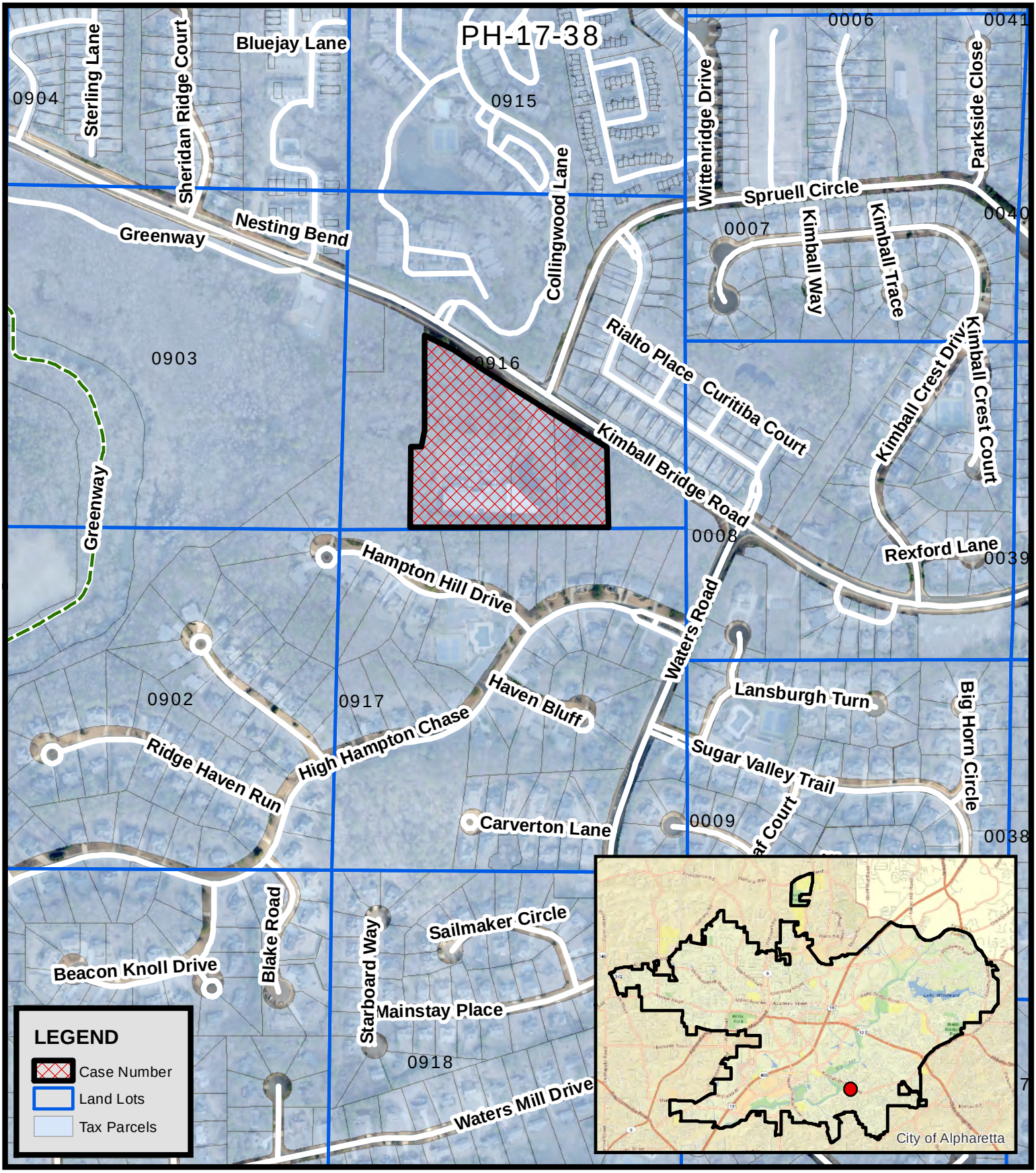


PH-17-38
D/LL: 1/2/916
CC Date: 2/26/18

Zoning Map
Sae Han Church
3385 Kimball Bridge Road

THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS



PH-17-38
D/LL: 1/2/916 CC
Date: **3/05**/18

Location Map
Sae Han Church
3385 Kimball Bridge Road

THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS

Received 2.13.18

Sae Han Presbyterian
SITE MASTER PLAN

Feburary 06, 2018

Kimley»Horn

SITE PROGRAM

Parking:

190 Spaces (Existing)
375 Spaces (Phase 2A)
300 Spaces (Phase 2B)

Pond placed in vault

Square Footage Retained:

Existing Sanctuary Building	11,500 SF
Existing Gym	9,000 SF
Existing Eductation Building	8,700 SF
Total Retained SF	29,200 SF

Square Footage Added:

1st Floor:	25,000 SF
2nd Floor:	10,000 SF
3rd Floor:	10,000 SF
Total Added SF	45,000 SF

Total Square Footage: 74,200 SF

N SCALE= 1"=40'
0' 40' 80' 160'

PLAN IS INTENDED AS AN ILLUSTRATIVE CONCEPT MASTER PLAN, CONSTRUCTION DRAWINGS WILL ADDRESS APPLICABLE PARKING LOTS AND LANDSCAPING STANDARDS PER THE CITY OF ALPHARETTA.

12/1/17

CITIZEN PARTICIPATION FORM - PART B

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: Sae Han Presbyterian Church

Contact Name: Eric Bosman- Kimley Horn Telephone: 404-201-6135

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

The extent of comments we have heard from the community rests on the undisturbed buffer between the church and the Hampton Hall subdivision. The HOA leaders at Hampton Hall had no objections to the plan if the buffer continued to remain at 100' as it is today.

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*

- ☑ Letter
- ☐ Personal Visits
- ☐ Telephone
- ☑ Group Meeting
- ☐ Email
- ☑ Other *(Please Specify)* 2/05/18 Hosted Community Meeting

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.

Signature of Authorized Agent: Date: 2/6/18

Print Form

Sae Han Presbyterian Church

Citizen Participation Form- Part “B”

Sae Han Presbyterian Church reached out to the Hampton Hall Homeowner’s Association including board members Jimmy Cotty, Tom Lewis, and Sean Richards about scheduling a meeting to discuss the zoning application. The church and Kimley-Horn staff met with Mr. Cotty and Mr. Lewis on January 15, 2018 at 3:00pm to discuss the project. This meeting covered the churches zoning modification requests and the overall site master plan. The feedback from the meeting was positive and the HOA supported the project noting that the rear buffer between the neighborhood and church is expected to stay in place at 100’ The HOA leaders agreed to discuss their findings and opinions at the HOA meeting later that month.

The church also hosted a community open house on Feburary 5th, 2018 at 6:00pm. Letters were sent out to properties within 1000’ from the church’s property boundaries two weeks in advance. Each letter included a short description (Attachment A), a map of the zoning changes (Attachment B), and the proposed site plan (Attachment C). No community members attended the meeting or provided any feedback through the means of communication provided in the letter. The names and addresses are included with this packet (Attachment D).

ATTACHMENT A

Dear Neighbors,

Sae Han Presbyterian Church (3385 Kimball Bridge Rd) has made application to the City of Alpharetta to modify several of the 2002 zoning conditions applied to the site and is hosting an informational meeting on Monday, February 5th at 6 PM at the church.

Due to current and projected parking demands the church would like to expand its onsite parking in areas of low impact to the community.

This church's application requests the following changes to its zoning conditions (see included plan graphic):

1. Reduce the undisturbed buffer on the east and west sides of the site to 50' - while retaining the 100' buffer along the south property line adjacent to the Hampton Hall neighborhood.

2. Replace the onsite pond with an underground stormwater storage vault to build parking over the stormwater facility.

If either of these issues concern you or you would like additional information please join Sae Han Presbyterian Church Leadership and its consultants (Kimley Horn) on ***Monday, February 05 at 6:00pm at Sae Han Presbyterian Church, 3385 Kimball Bridge Road*.**

You may also contact the project coordinator, Ben Miskelly of Kimley-Horn with any questions at ben.miskelly@kimley-horn.com.

Thank You,

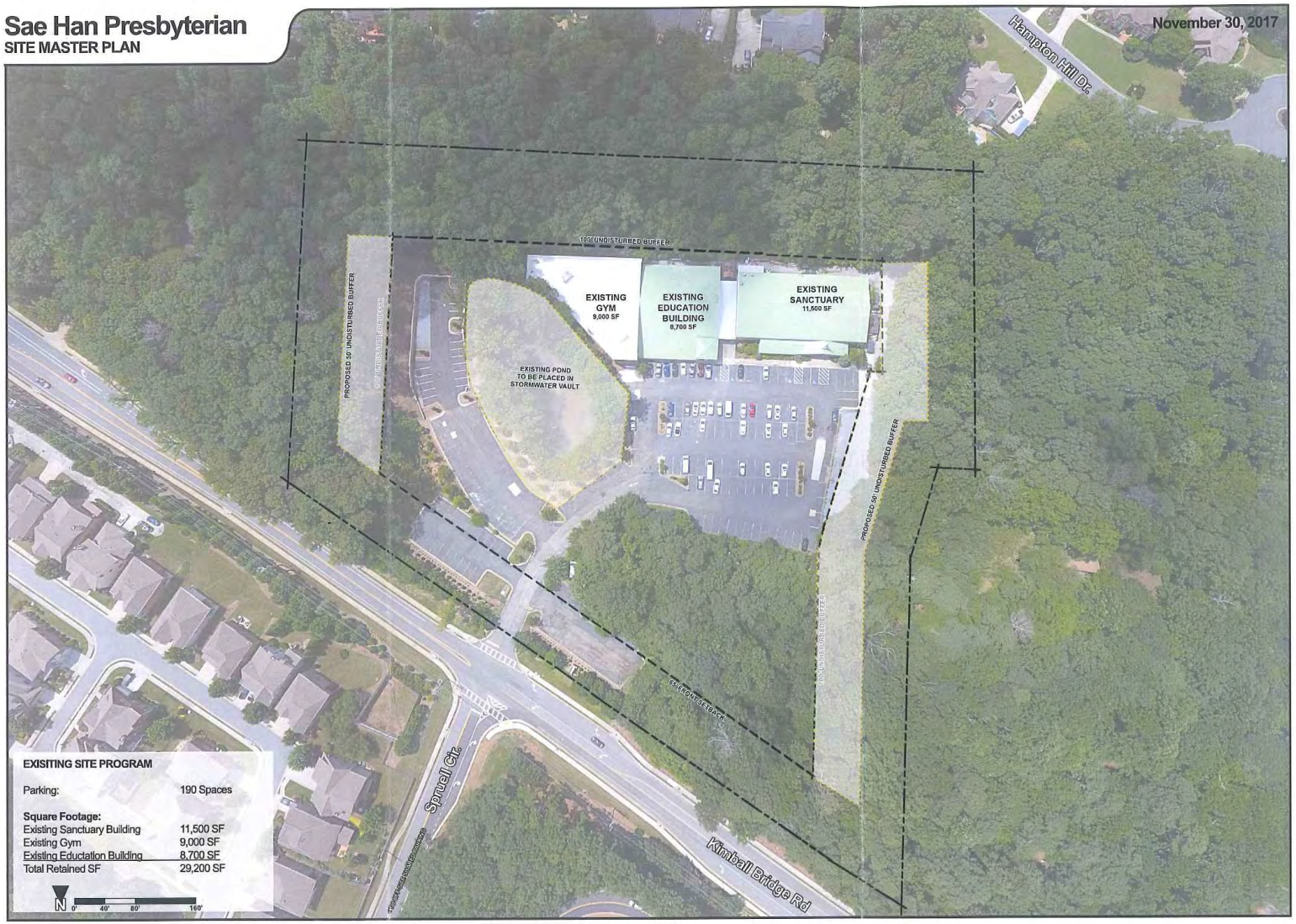
Sae Han Presbyterian Church

Kimley-Horn

ATTACHMENT B:

Sae Han Presbyterian
SITE MASTER PLAN

November 30, 2017



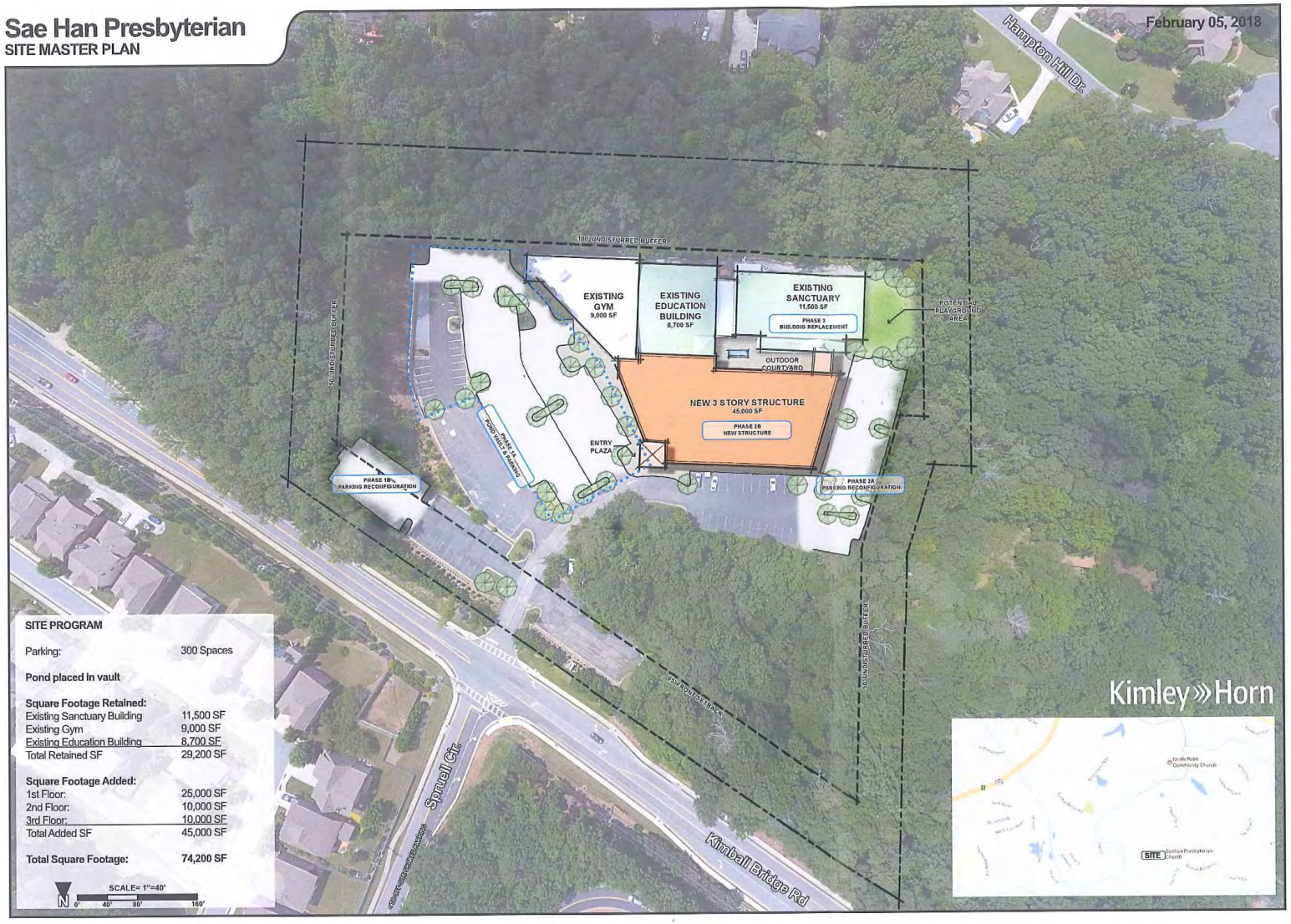
EXISITING SITE PROGRAM

Parking:	190 Spaces
Square Footage:	
Existing Sanctuary Building	11,500 SF
Existing Gym	9,000 SF
Existing Eductation Building	8,700 SF
Total Retained SF	29,200 SF

ATTACHMENT C:

Sae Han Presbyterian
SITE MASTER PLAN

February 05, 2018



SITE PROGRAM

Parking:	300 Spaces
Pond placed in vault	
Square Footage Retained:	
Existing Sanctuary Building	11,500 SF
Existing Gym	9,000 SF
Existing Education Building	8,700 SF
Total Retained SF	29,200 SF
Square Footage Added:	
1st Floor:	25,000 SF
2nd Floor:	10,000 SF
3rd Floor:	10,000 SF
Total Added SF	45,000 SF
Total Square Footage:	**74,200 SF**

N SCALE= 1"=40' 0' 40' 80' 160'

ATTACHMENT D:

Deborah and David Gates
11049 Grey Owl Rd
Alpharetta,GA 30022

Mary Beth Wegener
11053 Grey Owl Rd
Alpharetta,GA 30022

Neal and Tara Horstmeyer
11057 Gray Owl Rd
Alpharetta,GA 30022

Eric Muller
11061 Grey Owl Rd
Alpharetta,GA 30022

John Stroud
11065 Gray Owl Rd
Alpharetta,GA 30022

Anjeanette Taylor
11069 Gray Owl Rd
Alpharetta,GA 30022

Adam Maurer
11073 Gray Owl Rd
Alpharetta,GA 30022

Roger and Carol Davis
3298 Nesting Bend
Alpharetta,GA 30022

Hortense Chin
3294 Nesting Bend
Alpharetta,GA 30022

Alison and Thurlian Burden
3290 Nesting Bend
Alpharetta,GA 30022

Marlene and Eldred Sinkoe
3286 Nesting Bend
Alpharetta,GA 30022

Craig Jarrow
3282 Nesting Bend
Alpharetta,GA 30022

Glenmoor Property Owners Assoc
0 Grey Owl Rd
Alpharetta,GA 30022

Chang Ho Lee
11077 Grey Owl Rd
Alpharetta,GA 30022

Kofi Sarpong
11081 Gray Owl Rd
Alpharetta,GA 30022

Justin McDonald
11085 Gray Owl Rd
Alpharetta,GA 30022

Patricia Bork
11112 Gray Owl Rd
Alpharetta,GA 30022

Randolph and Janet Johnson
11108 Gray Owl Rd
Alpharetta,GA 30022

Naveen Chandrababu
11104 Gray Owl Rd
Alpharetta,GA 30022

Elvyn Leonard
11100 Gray Owl Rd
Alpharetta,GA 30022

Sunil Ithappiri
11096 Gray Owl Rd
Alpharetta,GA 30022

ATTACHMENT D:

Collingwood Property LLC

3400 Kimball Bridge Rd

Alpharetta,GA 30022

Preserve at Northpointe HOA

0 Wittenridge Dr

Alpharetta,GA 30022

Hollie Mejia and Beverly Manring

10900 Wittenridge Drive #C6

Alpharetta,GA 30022

Nicholas Domingo

10900 Wittenridge Drive #C7

Alpharetta,GA 30022

Laurie Cloud

10900 Wittenridge Drive #C1

Alpharetta,GA 30022

Natalie Cross

10900 Wittenridge Drive #C2

Alpharetta,GA 30022

Pavlina Petrova and Nikolay Popov

10900 Wittenridge Drive #C3

Alpharetta,GA 30022

Monica and Mario Lizaso

10900 Wittenridge Drive #C4

Alpharetta,GA 30022

Barbara Gunning

10900 Wittenridge Drive #C5

Alpharetta,GA 30022

Jonathan and Julie Rachel

3395 Kimball Bridge Rd

Alpharetta,GA 30022

Minjane Jan and Li Fen Hsieh

3325 Kimball Bridge Rd

Alpharetta,GA 30022

Vijay Shinde

10936 Waters Rd

Alpharetta,GA 30022

Radha Krishna Nimmalapudi

10940 Waters Rd

Alpharetta,GA 30022

Donna Persigehl

10948 Waters Rd

Alpharetta,GA 30022

Zhuobei Zhou and James Lee

10956 Waters Rd

Alpharetta,GA 30022

Patricia Martin

10960 Waters Rd

Alpharetta,GA 30022

Sreedhar Pedakanti

10964 Waters Rd

Alpharetta,GA 30022

Moovala Parthasarathy

10968 Waters Rd

Alpharetta,GA 30022

Lauren and Marc Bober

10976 Waters Rd

Alpharetta,GA 30022

Kai Yatming

10980 Waters Rd

Alpharetta,GA 30022

Nair Anish Balachandran

10988 Waters Rd

Alpharetta,GA 30022

ATTACHMENT D:

Timothy and Suzanne Halloran

10981 Waters Rd

Alpharetta,GA 30022

Karroll Payne

10969 Waters Rd

Alpharetta,GA 30022

Richard and Victoria Brand

10957 Waters Rd

Alpharetta,GA 30022

Kathleen and Reed Acrey

3440 Rialto Pl

Alpharetta,GA 30022

Laurel Pond HOA

0 Waters Rd

Alpharetta,GA 30022

Barbara and Jack Polish

11155 Kimball Crest Dr

Alpharetta,GA 30022

Richard and Patrice Wilson

11165 Kimball Crest Dr

Alpharetta,GA 30022

William Silva

11175 Kimball Crest Dr

Alpharetta,GA 30022

Allan and Tabitha Moss

11185 Kimball Crest Dr

Alpharetta,GA 30022

Christopher and Catherine Brehm

11100 Kimball Crest Dr

Alpharetta,GA 30022

Saranga Dhanwa Kumar

11090 Kimball Crest Dr

Alpharetta,GA 30022

Anurita Ahlawat

10900 Waters Rd

Alpharetta,GA 30022

Rajesh Shivakumar

10904 Waters Rd

Alpharetta,GA 30022

Jin and Meehwa Rhee

10908 Waters Rd

Alpharetta,GA 30022

Susan Holleman

10912 Waters Rd

Alpharetta,GA 30022

Mamta Basnet and Pujan Roka

10916 Waters Rd

Alpharetta,GA 30022

Tammye Caldwell

10920 Waters Rd

Alpharetta,GA 30022

Lewis C Chappelle III and Lucinda Bollinger

10924 Waters Rd

Alpharetta,GA 30022

Craig and Amber Mahek

10928 Waters Rd

Alpharetta,GA 30022

10932 Waters Rd

Alpharetta,GA 30022

Andres Rubio and Gabriela Urdaneta

10997 Waters Rd

Alpharetta,GA 30022

ATTACHMENT D:

Ken Chen

10993 Waters Rd

Alpharetta,GA 30022

Joseph and Janice Cox

10989 Waters Rd

Alpharetta,GA 30022

Lawrence and Cristina Clifford

10985 Waters Rd

Alpharetta,GA 30022

Heather and Wesley Terry

3430 Rialto Pl

Alpharetta,GA 30022

Valerie Wolff

3425 Rialto Pl

Alpharetta,GA 30022

Jitendra and Deepali Raghuwanshi

3435 Rialto Pl

Alpharetta,GA 30022

Ramakrishna Vajrala and Sirisha Venkata

3445 Rialto Pl

Alpharetta,GA 30022

Punyapriya and Anisha Patel

3450 Curitiba Ct

Alpharetta,GA 30022

Gregory and Dana Heath

3460 Curitiba Ct

Alpharetta,GA 30022

Alyssa and Matthew Siegel

3470 Curitiba Ct

Alpharetta,GA 30022

Hemalatha Manickavinayaham

3465 Curitiba Ct

Alpharetta,GA 30022

Rishab and Lavina Punjabi

3455 Curitiba Ct

Alpharetta,GA 30022

Phillip and Tammy Hanson

3525 Curitiba Ct

Alpharetta,GA 30022

Melinda Laake

3515 Curitiba Ct

Alpharetta,GA 30022

Daniel and Nicole Moskowitz

11070 Kimball Crest Dr

Alpharetta,GA 30022

Every and Andrienne Ware

3500 Curitiba Ct

Alpharetta,GA 30022

Hongsheng Zhang

3510 Curitiba Ct

Alpharetta,GA 30022

Hal and Dawn Peterson

3460 Kimball Bridge Rd

Alpharetta,GA 30022

Darren and Lea Flowers

3500 Kimball Bridge Rd

Alpharetta,GA 30022

The Moore Revocable Trust

100 Lansburgh Turn

Alpharetta,GA 30022

Mubashair Khan

415 Lyerly Pointe

Alpharetta,GA 30022

ATTACHMENT D:

Shelley and Matthew Hogarth

110 Lansburgh Turn

Alpharetta,GA 30022

Karen and Michael Gottschalk

8150 High Hampton Chase

Alpharetta, GA 30022

Jacqueline and John Green

8180 High Hampton Chase

Alpharetta, GA 30022

Benjamin and Jill Sams

8170 High Hampton Chase

Alpharetta, GA 30022

Lisa and Timothy Davey

115 Haven Bluff

Alpharetta, GA 30022

Shabina and Aditya Uppal

125 Haven Bluff

Alpharetta, GA 30022

Susan and Malcom McCollum

130 Haven Bluff

Alpharetta, GA 30022

Shu Dong and Pan Ling

120 Haven Bluff

Alpharetta, GA 30022

Terri and Jonathan Evans

110 Haven Bluff

Alpharetta, GA 30022

Jacqueline Jenna and Daniel Ruane

1445 Hampton Hill Dr

Alpharetta, GA 30022

Elizabeth and Bryan Jacob

1455 Hampton Hill Dr

Alpharetta, GA 30022

Xiaoji Tang and Yidong Liu

1450 Hampton Hill Dr

Alpharetta, GA 30022

Kathy and Jody Hall

1440 Hampton Hill Dr

Alpharetta, GA 30022

Leanne and Steven Wood

1430 Hampton Hill Dr

Alpharetta, GA 30022

Tracy and James Eick

1515 Highview Pines Pass

Alpharetta, GA 30022

Kathryn and Matthew Curry

1525 Highview Pines Pass

Alpharetta, GA 30022

Lenard and Robin Silverman

1535 Highview Pines Pass

Alpharetta, GA 30022

Tracy Krebs

8105 High Hampton Chase

Alpharetta, GA 30022

Kellie Murphy

8115 High Hampton Chase

Alpharetta, GA 30022

Vishali and Bhushan Karnik

8125 High Hampton Chase

Alpharetta, GA 30022

Qin Lin

8135 High Hampton Chase

Alpharetta, GA 30022

ATTACHMENT D:

David Merbaum and Michele Merbaum Weiner

8145 High Hampton Chase

Alpharetta, GA 30022

Victor and Jill Williams

8175 High Hampton Chase

Alpharetta, GA 30022

Lisa and Eric Drake

8185 High Hampton Chase

Alpharetta, GA 30022

Natascha and David Mariner

8195 High Hampton Chase

Alpharetta, GA 30022

Kara and Danny Hall

8205 High Hampton Chase

Alpharetta, GA 30022

Melinda and Robert Ellis

8140 High Hampton Chase

Alpharetta, GA 30022

Christopher Caffrey

8130 High Hampton Chase

Alpharetta, GA 30022

John Bullock and Martha Stallworth

8120 High Hampton Chase

Alpharetta, GA 30022

Wenting Sun and Yinghan Zhang

8110 High Hampton Chase

Alpharetta, GA 30022

Janet Akigbogun

8100 High Hampton Chase

Alpharetta, GA 30022

Hampton Hall Community Association INC

1400 High Hampton Chase

Alpharetta, GA 30022

Joshua and Robyn Salkin

1405 Hampton Hill Dr

Alpharetta, GA 30022

Cynthia and Paul Kenward

1415 Hampton Hill Dr

Alpharetta, GA 30022

Roben and Joel Turry

1425 Hampton Hill Dr

Alpharetta, GA 30022

Steven Daryl Katz

1435 Hampton Hill Dr

Alpharetta, GA 30022

Pamela and Richard Carson

1420 Hampton Hill Dr

Alpharetta, GA 30022

Roger and Karin Lee

1410 Hampton Hill Dr

Alpharetta, GA 30022

Cristin and Dennis Kallaher

1545 Highview Pines Pass

Alpharetta, GA 30022

Kathleen and Michael Deighton

1555 Highview Pines Pass

Alpharetta, GA 30022

Michael Sykes

1565 Highview Pines Pass

Alpharetta, GA 30022

Debra and Andrew Deerfield

1575 Highview Pines Pass

Alpharetta, GA 30022

ATTACHMENT D:

Laurel and Robert Monusky

1560 Highview Pines Pass

Alpharetta, GA 30022

Robert and Leslie Capps

1550 Highview Pines Pass

Alpharetta, GA 30022

Leslie and Walter Jones

1540 Highview Pines Pass

Alpharetta, GA 30022

Svetlana and Michael Braiman

1530 Highview Pines Pass

Alpharetta, GA 30022

Michael and Leslie Ann Fletcher

1520 Highview Pines Pass

Alpharetta, GA 30022

Sonja and Tyrone Mayo

1510 Highview Pines Pass

Alpharetta, GA 30022

2/13/18 Downstream Improvements

The stream and riparian corridor to the west/downstream of the church driveway entrance is a predominately hardwood forest with a canopy of loblolly pine, sweet gum, and red maple. The understory of the riparian forest is very sparsely vegetated with some birch species on steep banks and very little vegetation on flatter floodplain benches. There are points of banking erosion along the stream, specifically in areas where trees have fallen and debris is impeding the ability of the stream to flow.

There are also two outfalls, one on either side of the stream, that are discharging stormwater into the buffer as concentrated flow. The lack of energy dissipation at these outfalls allows for concentrated flows to create erosive conditions in the buffer.

In an effort to enhance the condition and health of this riparian forest, we propose to:

1. Cut up and move the fallen trees from inside the streambed so that the stream can flow unimpeded. The cut up pieces of timber can be strategically placed throughout the buffer to promote stability and wildlife habitat.
2. Plant eroded or unvegetated areas of the stream banks with shade tolerant live stakes such as silky dogwood and elderberry.
3. Plant the unvegetated and flatter areas of the buffer with shade tolerant mid story trees including (not limited to) eastern redbud, flowering dogwood, hophornbeam, and fringe tree. Also shade tolerant shrubs, including cherry laurel, Cleyera, Aralia, spicebush and viburnum
4. Remove invasive vines that may be a threat to canopy trees.

PH-17-38

12/1/17

SAE HAN CHURCH

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: _____

☐ Fee Paid Initial: _____

COMMUNITY DEVELOPMENT DEPARTMENT • 2 PARK PLAZA • ALPHARETTA, GA 30009

1. This page should be the first page in each of your completed application packets.
2. It is preferred that all responses be typed. Illegible applications will not be accepted.
3. Prior to signing and submitting your application, please check all information supplied on the following pages to ensure that all responses are complete and accurate. Incomplete applications will not be accepted.
4. Payment of all applicable fees must be made at the time of application. Payment may be made via cash, credit card (American Express, Master Card or Visa), or check made payable to "City of Alpharetta."
5. Applications will be accepted only on the designated submittal dates between the hours of 8:30 AM and 3:30 PM.
6. If you have any questions regarding this form, please contact the Community Development Department by calling 678-297-6070.

Contact Information:

Contact Name: Brent Yang Telephone: 770-680-2097

Address: 3495 Buford Highway Suite:

City Duluth State: GA Zip: 30096 Fax:

Mobile Tel: Email: info@bccdllc.com

Subject Property Information:

Address: 3385 Kimball Bridge Rd Current Zoning: SU

District: 1 Section: 2 Land Lot: 916 Parcel ID: 12 314009160441

Proposed Zoning: SU Current Use: Church/Religious

This Application For *(Check All That Apply)*:

☐ Conditional Use

☐ Rezoning

☐ Variance

☐ Comprehensive Plan Amendment

☐ Master Plan Amendment

☐ Master Plan Review

☒ Public Hearing

☐ Other *(Specify)*: _____

Applicant Request And Intent

What is the proposed use(s) of the property?

No change in use- Property will continue to be used as a church.

Applicant's Request (Please itemize the proposal):

Request for changes to conditions from the 2002 zoning request by Sae Han Presbyterian Church. The applicant would like to:

A. Update the site's approved master plan

B. Amend condition #2 by removing the restriction on the total number of parking spaces and amend the location of parking according to the updated site plan.

C. Amend condition #6 to read: "Pond shall be permitted to be removed with the installation of an approved stormwater detention vault and maintenance schedule by the property owner that is permanent and binding."

D. Amend condition #1 to: Reduce the side yard buffers from 100' to 50' with no building/habitable space to be located in the former 100' buffer area.

Applicant's Intent *(Please describe what the proposal would facilitate)*:

A. With the growth of the church since 2002 more space is needed to provide additional parking and allow room for church activities. The church is currently sharing parking off site on Spruell Circle but would like to reduce the amount of parking off site by accommodating more parking on-site an allow room for future additions. This site plan illustrates the church's goal to provide additional parking on-site and allow potential to expand in the future with minimal impact to the site's topography and tree canopy.

B. The church would like to remove the parking count restriction to accommodate more parking on-site. This will take a burden off traffic on Kimball Bridge and Spruell Circle during peak-use times. More surface area for parking will be available with the installation of a stormwater vault in place of the existing pond.

C. A large portion of the site is covered by the existing stormwater pond. The church would like to remove this pond and replace it with a concrete stormwater vault that will provide more surface area for parking and an altogether safer and cleaner site for children and visitors. This change would be accompanied with a maintenance schedule that will be followed by the property owner for the life of the vault. OR The owner will maintain the vault according to an agreed upon maintenance schedule.

D. The large 100' bufferyard on the rear property line serves a community benefit by maintaining a natural transition from the rear of the site to the adjacent residential community. The other bufferyards could be reduced to 50' with little to no impact on adjacent sites due to the preserved tree canopy and the topographic changes across the site and surrounding area.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: Sae Han Presbyterian Church Telephone: 404-509-3250

Address: 3385 Kimball Bridge Rd Suite:

City Alpharetta State: GA Zip: 30096 -

Authorization:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that I am the legal owner, as reflected in the records of Fulton County, Georgia, of the property identified below, which is the subject of the attached Application for Public Hearing before the City of Alpharetta, Georgia.

As the legal owner of record of the subject property, I hereby authorize the individual named below to act as the applicant in the pursuit of the Application for Public Hearing in request of the items indicated below.

- ☐ Annexation
- ☐ Special Use
- ☐ Rezoning
- ☐ Conditional Use
- ☐ Variance
- ☐ Master Plan
- ☐ Land Use Application
- ☒ Other Public Hearing Application and related filings

Identify Authorized Applicant:

Name of Authorized Applicant: Brett Yang or Kimley-Horn Telephone: 770-680-2097

Address: 3495 Buford Highway Suite:

City Duluth State: GA Zip: 30308 -

So Sworn and Attested:

Owner Signature: Date:

Notary:

Notary Signature: Date:

12/1/17

DISCLOSURE FORM

SAE HAN CHURCH

The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).

Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.

Name of Applicant or Opponent: Sae Han Presbyterian Church

Subject Public Hearing Case: Sae Han Presbyterian Church Public Hearing

Campaign Contribution Information:

Please provide the requested information for each contribution with a dollar amount or value of $250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: _____ Position: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.

Signature: _____ Date: _____

Alpharetta Planning Commission Review Criteria

How will this proposal be compatible with surrounding properties?

The use does not change and will remain compatible with the surrounding properties. Vaulting the pond will accommodate runoff from adjacent properties that flow into the church site and make the site safer for this and adjacent properties.

How will this proposal affect the use and value of the surrounding properties?

This proposal will allieviate some traffic demand along Kimball Bridge and Spruell Circle during peak hours (Wednesday evenings and Sundays) by reducing some of the need for users to access off-site parking lot. This project will have no adverse affect on values of surrounding properties.

Can the property be developed for a reasonable economic use as currently zoned? Please explain why or why not.

Conditions on the current plan do not allow for sufficient parking to accommodate the growing needs of the church. The need and desire to maintain the site's tree canopy and minimize changes to the site's topographic features makes vaulting the pond the only reasonable approach to providing more parking. By providing a parking area above the vault, the updated master plan provides potential for a future addition to be placed on the existing parking lot, reducing the amount of disturbance on site.

What would be the increase to population and traffic if the proposal were approved?

This proposal would have no significant effect on daily traffic or population.

What would be the impact to schools and utilities if the proposal were approved?

This zoning amendment would have no effect on utilities or schools.

How is the proposal consistent with the Alpharetta Comprehensive Plan; particularly the Future Land Use Map?

There is no change in use from the existing conditions on site.

Are there existing or changing conditions which affect the development of the property and support the proposed request?

The site has a large amount of topography and tree canopy coverage which limit the developable area.

On a separate sheet or sheets, please provide any information or evidence that supports your request and the statements that you have provided in this application.

CITIZEN PARTICIPATION FORM - PART A

This form must be completed and submitted with the applicant's completed Public Hearing Application. Applications submitted to the City of Alpharetta without a completed Citizen Participation Form - Part A will not be accepted.

Public Hearing or Project Name: Sae Han Presbyterian Church Master Plan Amendment

Contact Name: Brent Yang Telephone: 770-680-2097

The following people will be notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified. Use additional pages as needed.

Jan Minjane & Hsieh Li Fen	Vishali and Bhushan Karnik
Steven Katz	Sreeleela Kandra and Krishna Nimmalapudi
Roben and Joel Turry	Donna Persigehl
Cynthia and Paul Kenward	Sumathi and Rajan Harihar
Robyn and Joshua Salkin	Collingwood Property LLC
Michele and David Merbaum	Laurel Pond Homeowners Association
Qin Lin	Hampton Hall Homeowners Association

Method by which these individuals will be contacted. Please mark all that apply. *If you select "Other," please provide a description of the method of contact that will be used.*

- ☒ Letter
- ☐ Personal Visits
- ☐ Telephone
- ☒ Group Meeting
- ☐ Email
- ☐ Other *(Please Specify)* _____

Please describe the method(s) by which these individuals will have the opportunity to respond or contact the applicant with questions or concerns about the proposal.

They can respond via email, phone call, or comment at group meeting.

12/1/17

CITIZEN PARTICIPATION FORM - PART B

SAE HAN CHURCH

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: _____

Contact Name: _____ Telephone: _____

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

_____

_____

_____

_____

_____

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*

- ☐ Letter
- ☐ Personal Visits
- ☐ Telephone
- ☐ Group Meeting
- ☐ Email
- ☐ Other *(Please Specify)* _____

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.

Signature of Authorized Agent: _____ Date: _____

Print Form

NOTES:

1. NO PORTION OF THIS PROPERTY LIES WITHIN FLOOD ZONE "A", AREAS OF 100 YEAR FLOOD, PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP FOR FULTON COUNTY, GEORGIA, COMMUNITY PANEL NUMBER 13121C0067F, WITH AN EFFECTIVE DATE OF SEPTEMBER 18,2013.

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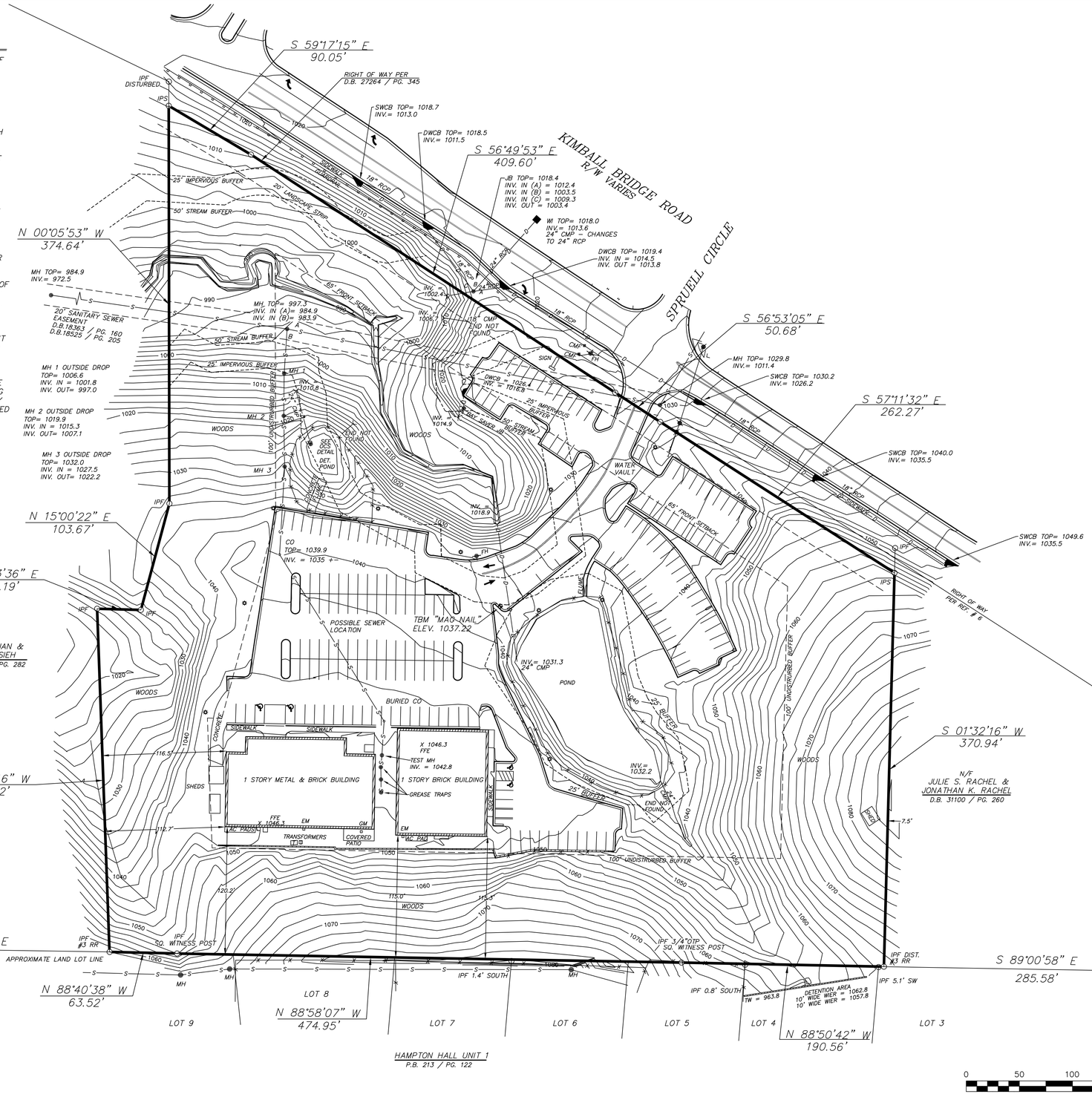

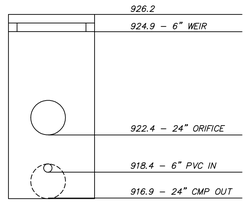

EXITING DETENTION POND OCS DETAIL

LEGEND

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GRID NORTH - GEORGIA WEST ZONE

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6. DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, PROJECT HPP-0003(769), DATED 9/20/2006, SHEET 2 OF 10.

TOTAL AREA
9.627 ACRES

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IF YOU DIG GEORGIA... CALL US FIRST! 1800227411 UTILITIES PROTECTION CENTER IT'S THE LAW

GEORGIA REGISTERED LAND SURVEYOR NO. 2489 WILLIAM H. KELLY JR.

SIGNATURE IS VALID ONLY IF ORIGINAL AND IN A CONTRASTING COLOR OF INK.

THIS SURVEY WAS PREPARED IN CONFORMITY WITH THE TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN CHAPTER 180-7 OF THE RULES OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH ON THE GEORGIA PLAT ACT O.C.G.A. 15-6-67.

REVISION

2	10/13/15	ADDED 2 LIGHT POLES NEAR POND & TBM
1	7/22/15	ADDED OCS DETAIL

CORNERSTONE SURVEYING SERVICES, LLC
269 SOMERSET ROSE LANE
SUGAR HILL, GEORGIA 30518
678-644-7705 C.O.A. # LSF001166

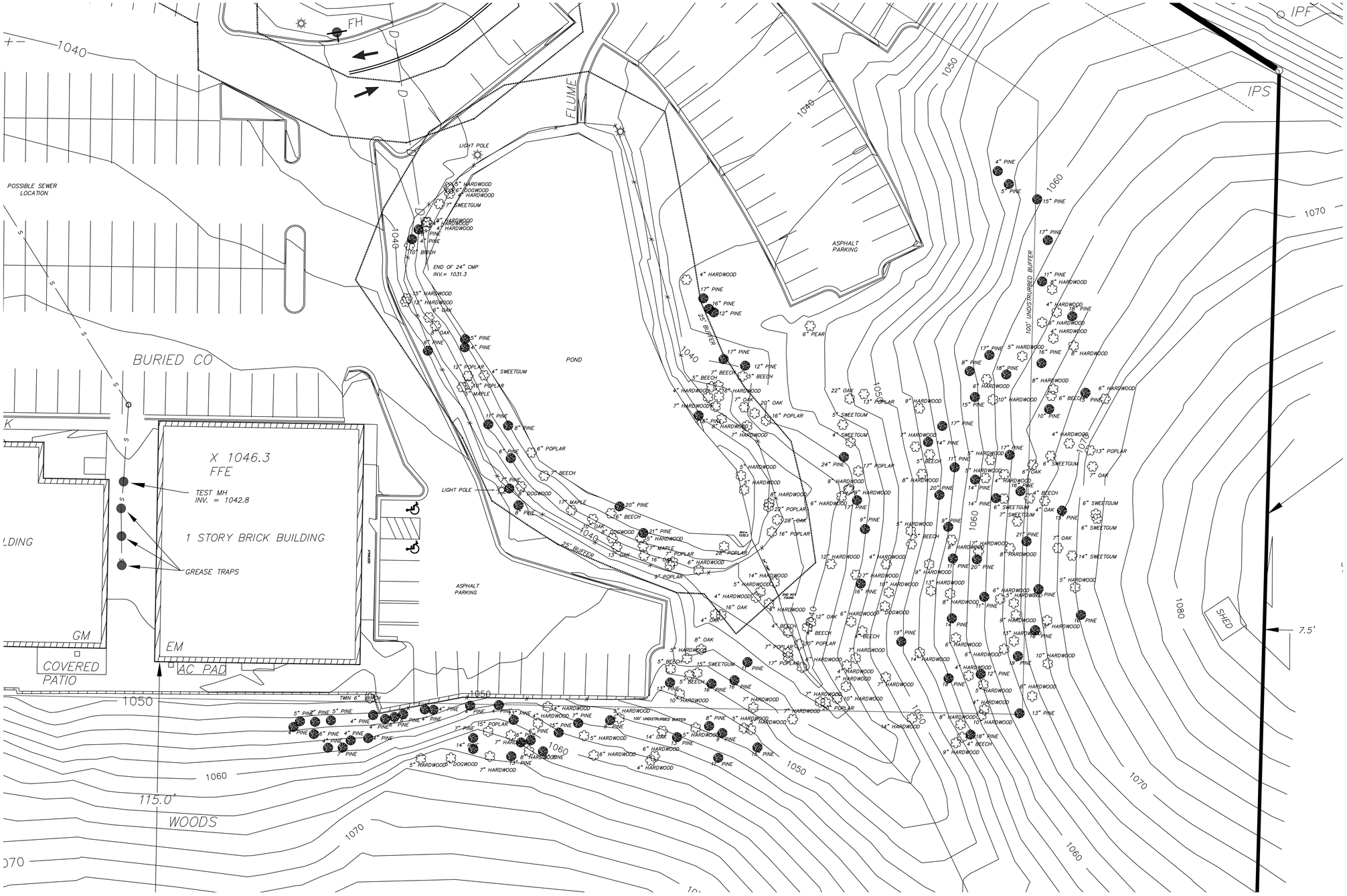
FOR

SAE HAN PRESBYTERIAN CHURCH, INC.

LAND LOT: 916 1ST DISTRICT 2ND SECTION CITY OF ALPHARETTA FULTON COUNTY GEORGIA

BOUNDARY & TOPOGRAPHIC SURVEY

DRAWN BY: WHK
DATE: 7/15/15
SCALE: 1"= 50'
JOB NUMBER: 15049.00



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GRID NORTH – GEORGIA WEST ZONE

GEORGIA REGISTERED NO. 2489 LAND SURVEYOR WILLIAM H. KELLY JR.

IF YOU DIG GEORGIA... CALL US FIRST! 1800282-7411 UTILITIES PROTECTION CENTER IT'S THE LAW

0 20 40 60

REVISION

2	12/21/15	REMOVED DUPLICATE LANDSCAPE TREES
1	10/12/15	EXPANDED TREE LOCATION AREA, ADDED LIGHT POLE

CORNERSTONE SURVEYING SERVICES, LLC
269 SOMERSET ROSE LANE
SUGAR HILL, GEORGIA 30518
678-644-7705 C.O.A. # LSF001166

FOR

SAE HAN PRESBYTERIAN CHURCH, INC.

LAND LOT: 916 1ST DISTRICT 2ND SECTION CITY OF ALPHARETTA FULTON COUNTY GEORGIA

LIMITED TREE SURVEY

DRAWN BY: WHK
DATE: 9/11/15
SCALE: 1"= 20'
JOB NUMBER: 15049.00

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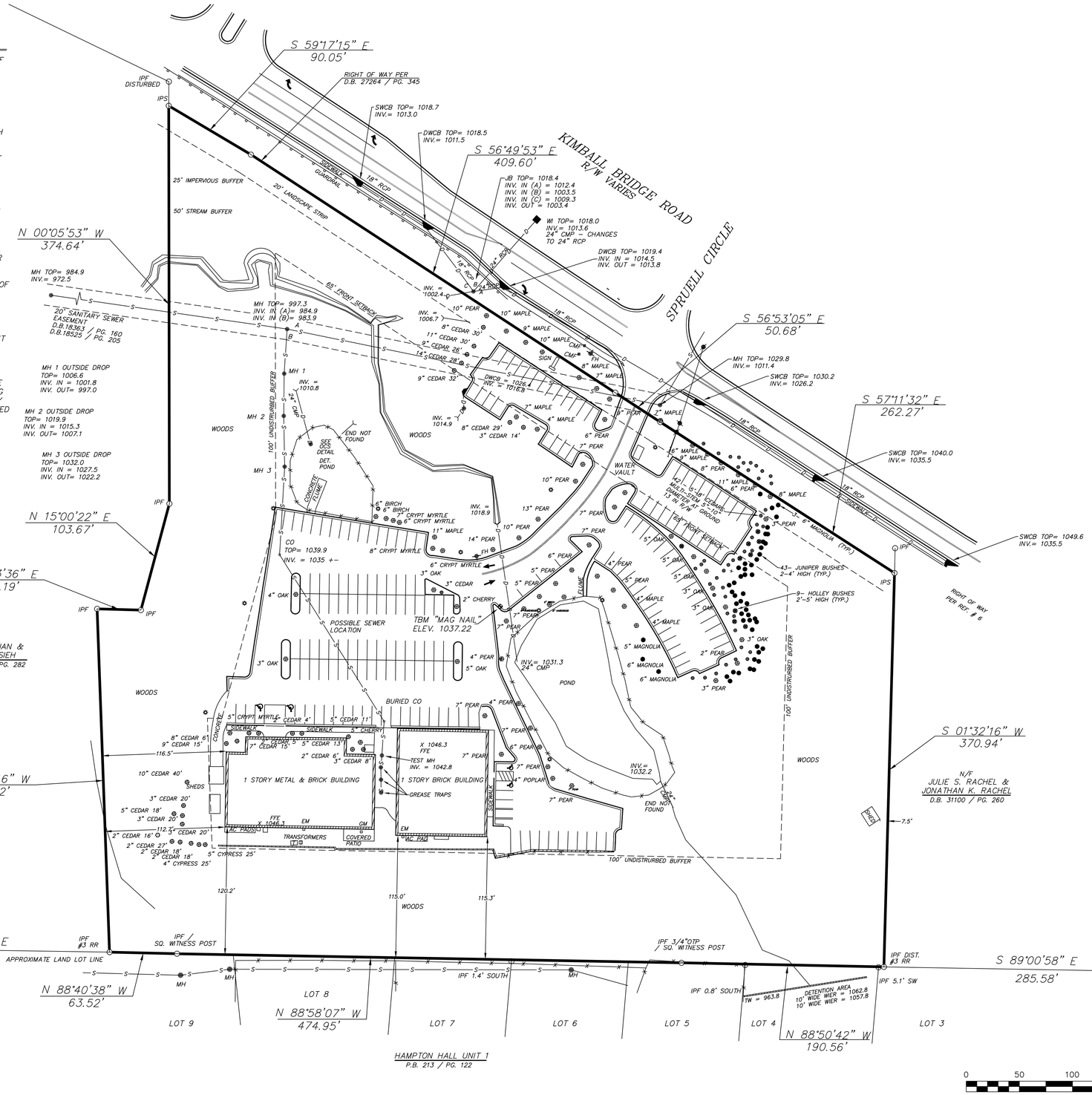
8. THE HEIGHT OF THE TREES SHOWN ARE APPROXIMATE.



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REVISION

CORNERSTONE SURVEYING SERVICES, LLC
269 SOMERSET ROSE LANE
SUGAR HILL, GEORGIA 30518
678-644-7705 C.O.A. # LSF001166

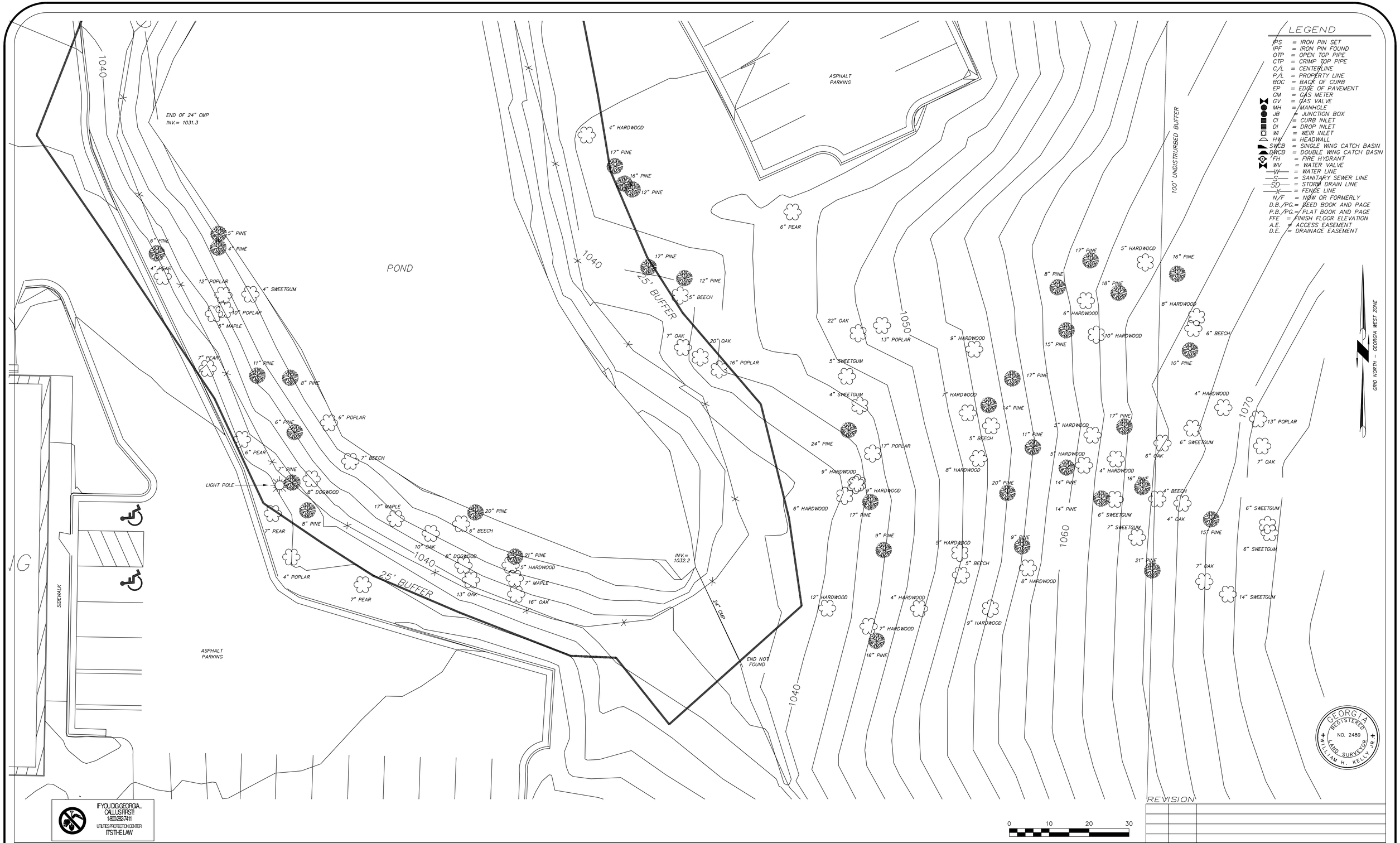
FOR

SAE HAN PRESBYTERIAN CHURCH, INC.

LAND LOT: 916 1ST DISTRICT 2ND SECTION CITY OF ALPHARETTA FULTON COUNTY GEORGIA

EXISTING LANDSCAPE TREE SURVEY

DRAWN BY: WHK
DATE: 12/03/15
SCALE: 1"= 50'
JOB NUMBER: 15049.00



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SAE HAN PRESBYTERIAN CHURCH, INC.

LAND LOT: 916 1ST DISTRICT 2ND SECTION CITY OF ALPHARETTA FULTON COUNTY GEORGIA

LIMITED TREE SURVEY

DRAWN BY: WHK
DATE: 9/11/15
SCALE: 1"= 10'
JOB NUMBER: 15049.00

Sae Han Presbyterian
SITE MASTER PLAN

November 30, 2017

Kimley»Horn

SITE PROGRAM

Parking:	275 Spaces

Pond placed in vault

Square Footage Retained:	
Existing Sanctuary Building	11,500 SF
Existing Gym	9,000 SF
Existing Eductation Building	8,700 SF
Total Retained SF	29,200 SF

Square Footage Added:	
1st Floor:	25,000 SF
2nd Floor:	10,000 SF
3rd Floor:	10,000 SF
Total Added SF	45,000 SF

Total Square Footage:	**74,200 SF**

N

SCALE= 1"=40'

0' 40' 80' 160'

Sae Han Presbyterian Church

Trip Generation Report

Today the church typically runs 6 services on Sunday morning. These services start at 9:00 am and run until 2:30 pm. Currently the church averages 350 adults and 120 youth/kids per Sunday with a peak of 800 guest total on Sundays. At peak the church averages 133 per service time. Induvial services averages 80 cars with a peak of 150 cars per service. Due to parking demands, with some services overlapping, Sae Han has an informal agreement with Philadelphia Church on Spruell Circle. When overflow parking is needed the Sae Han runs shuttles between the two campuses for the six services. (See Below)

The proposed plan increases the church's parking count in Phase 1 to ease the burden on Spurell Circle and Kimball Bridge from attendees and shuttles having to travel between the two lots. The increased parking will not impact service times or travel into the site, but it will alleviate most of the travel to and from Spruell Circle to Sae Han.

Phase 2 will include additional square footage for the church and will increase the demand of the site slightly on Sunday Mornings, however the Church's plan is to consolidate some services to reduce the need for cars continuously entering the site form 9:00 am to 2:30 pm.

The church does not have a noticeable impact during rush hour peak times for traffic along Kimball Bridge as most of the site's programing falls out of that timeframe.

12/1/17

THE CITY OF
ALPHARETTA
GEORGIA

2 PARK PLAZA
ALPHARETTA, GA 30009
PHONE: 678.297.6000
WWW.ALPHARETTA.GA.US

May 25, 2015

Mr. Brent (Byung Lim) Yang
BC Construction for Saehan Church
3385 Kimball Bridge Road
Alpharetta, GA 30022
Via email: info@bccdllc.com

Dear Brent:

This letter is to codify the findings of the stream determination done at your request on May 18, 2015 at the site of the Saehan Church at 3385 Kimball Bridge Road, Alpharetta, GA 30022.

The City finds that the onsite pond and associate downstream drainage feature (stream) are Waters of the State. The pond has a 25-foot undisturbed State Waters buffer. This stream (delineated at the discharge point of the outfall pipe under the parking lot drive aisle carries a 25-foot State Waters Undisturbed Buffer measured from the edge of wrested vegetation. Additionally, this stream carries City imposed buffers. The City of Alpharetta ordinance defines a 50-foot undisturbed buffer measured from the edge of wrested vegetation. There is also a 25-foot non-impervious setback measured from the edge of the City's Undisturbed Buffer. No other buffered drainage features were apparent on this site visit.

If you or your clients have any follow up questions regarding this stream determination, please feel free to contact me.

Respectfully,

Robert Stachler, PE
Development Services Engineer – Stormwater

MAYOR
DAVID BELLE ISLE

COUNCIL MEMBERS
D.C. AIKEN
MICHAEL CROSS
JIM GILVIN
MIKE KENNEDY
DONALD F. MITCHELL
CHRIS OWENS

CITY ADMINISTRATOR
ROBERT J. REGUS

Kimley»Horn

MEMORANDUM

To: Mr. Eric Graves, P.E.
City of Alpharetta

From: Mr. Rob Ross, P.E.
Kimley-Horn and Associates Inc.

Date: February 2, 2018

RE: ***Sae Han Presbyterian Church***

Kimley-Horn has performed an assessment of the site access for the existing Sae Han Presbyterian Church and its potential expansion. Sae Han Presbyterian Church is located south of Kimball Bridge Road at its intersection with Spruill Circle in the City of Alpharetta.

PROJECT OVERVIEW

Sae Han Presbyterian Church is located at 3385 Kimball Bridge Road on an approximately 9.6 acre site. The Church currently includes an 11,500 square foot sanctuary, an 8,700 square foot education building, and a 9,000 square foot gymnasium. The Church desires to add parking spaces to the current site and allow for future expansion of the Church with a new facility up to 45,000 square feet in size.

The intent of this traffic memorandum is to determine the need for a left turn lane entering the site.

EXISTING TRAFFIC CONDITIONS

The roadway within the study network have the following characteristics:

Kimball Bridge Road is a two lane roadway with designated turn lanes at significant intersections. The February 2016 Kimball Bridge Road Improvements Corridor Study prepared by AECOM for the City of Alpharetta indicates a 2015 Average Daily Traffic (ADT) of approximately 21,000 vehicles per day west of Waters Road. Approximately 11,000 of these daily trips occur in the eastbound direction, while 10,000 travel westbound.

Spruill Circle is a two lane roadway providing access to residential neighborhoods north of Kimball Bridge Road. The intersection of Kimball Bridge Road and Spruill Circle consists of a single approach lane in the westbound and northbound directions (northbound is the Church exit), a designated right-turn lane and shared through/left-turn lane for the southbound approach, and designated left, through, and right-turn lanes in the eastbound directions.

SITE ACCESS REVIEW

Site access will be provided at the existing driveway that ties into the intersection of Kimball Bridge Road and Spruill Court. Turning movement counts were collected at the intersection between 10:45 and 1:45 on Sunday, January 28, 2018. This timeframe includes the peak exiting traffic from the service running from 10:30 AM to 12:00 PM and the entering traffic for the service from 12:30 PM to 2:30 PM.

The observed peak inbound traffic included 23 eastbound right-turns, 82 westbound left-turns and 2 southbound throughs for a total of 107 inbound trips. The observed peak outbound traffic included 17 northbound left-turns and 51 northbound right-turns for a total of 68 outbound trips. With the expansion of the Church, these volumes could be expected to as much as triple. These volumes will meet the warrant for a designated westbound left-turn lane on Kimball Bridge Road for traffic entering the site.

PLANNED OFF-SITE IMPROVEMENTS

The City of Alpharetta's Kimball Bridge Road Congestion Mitigation project (Project ID C1702) involves roadway improvements along Kimball Bridge Road between North Point Parkway and Waters Road. Existing eastbound right-turn lanes along Kimball Bridge Road will be expanded and repurposed to provide a second through lane in the eastbound direction. At the Sae Han Presbyterian Church driveway, a westbound left-turn lane will also be constructed. This construction will fulfill the need for a designated left-turn lane to serve the expansion of the Church.

I hope this information is helpful. Please contact me at (404) 201-6146 should you have any questions.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Rob Ross, P.E.
Vice President

Attachments:

- Turning Movement Count

Project ID: 18-9052-001
Location: Chruch Dwy/Spruill Cir & Kimball Bridge Rd
City: Alpharetta

Day: Sunday
Date: 01/28/2018

Groups Printed - Cars, PU, Vans - Heavy Trucks

	Church Dwy/Spruill Cir Northbound						Church Dwy/Spruill Cir Southbound						Kimball Bridge Rd Eastbound						Kimball Bridge Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
10:45 AM	1	0	7	0	1	8	3	0	7	0	0	10	8	79	3	0	0	90	10	159	2	0	0	171	279
Total	1	0	7	0	1	8	3	0	7	0	0	10	8	79	3	0	0	90	10	159	2	0	0	171	279
11:00 AM	5	0	8	0	0	13	5	1	8	0	0	14	9	68	1	0	0	78	19	116	6	0	0	141	246
11:15 AM	0	0	10	0	1	10	6	1	5	0	0	12	3	69	8	0	0	80	35	107	5	0	0	147	249
11:30 AM	3	0	5	0	1	8	5	0	11	0	0	16	4	76	11	0	0	91	18	133	4	0	0	155	270
11:45 AM	5	0	10	0	0	15	3	1	13	0	1	17	8	96	2	0	0	106	4	127	4	0	0	135	273
Total	13	0	33	0	2	46	19	3	37	0	1	59	24	309	22	0	0	355	76	483	19	0	0	578	1038
12:00 PM	2	0	7	0	0	9	4	0	9	0	0	13	2	100	0	0	0	102	0	161	6	0	0	167	291
12:15 PM	2	0	7	0	0	9	4	0	12	0	0	16	6	215	1	0	0	222	0	138	7	0	0	145	392
12:30 PM	0	0	5	0	0	5	8	0	13	0	1	21	5	159	3	0	0	167	4	160	6	0	0	170	363
12:45 PM	3	0	8	0	0	11	4	0	9	0	0	13	7	197	2	0	0	206	11	170	4	0	0	185	415
Total	7	0	27	0	0	34	20	0	43	0	1	63	20	671	6	0	0	697	15	629	23	0	0	667	1461
1:00 PM	5	0	18	0	0	23	5	0	10	0	0	15	5	174	2	0	0	181	4	141	3	0	0	148	367
1:15 PM	1	0	11	0	0	12	2	0	11	0	0	13	10	182	2	0	0	194	3	155	7	0	0	165	384
1:30 PM	8	0	14	0	0	22	2	0	7	0	0	9	8	149	8	0	0	165	16	129	5	0	0	150	346
Total	14	0	43	0	0	57	9	0	28	0	0	37	23	505	12	0	0	540	23	425	15	0	0	463	1097
Grand Total	35	0	110	0	3	145	51	3	115	0	2	169	75	1564	43	0	0	1682	124	1696	59	0	0	1879	3875
Apprch %	24.1	0.0	75.9	0.0	2.1		30.2	1.8	68.0	0.0	1.2		4.5	93.0	2.6	0.0	0.0		6.6	90.3	3.1	0.0	0.0		
Total %	0.9	0.0	2.8	0.0	0.1	3.7	1.3	0.1	3.0	0.0	0.1	4.4	1.9	40.4	1.1	0.0	0.0	43.4	3.2	43.8	1.5	0.0	0.0	48.5	
Cars, PU, Vans	35	0	110	0	3	145	51	3	115		2	169	75	1563	43	0		1681	124	1696	59		0	1879	3874
% Cars, PU, Vans	100.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	99.9	100.0	0.0	0.0	99.9	100.0	100.0	100.0	0.0	0.0	100.0	100.0
Heavy Trucks	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	0	0	0	0		0	1
%Heavy Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

The stream and riparian corridor to the west/downstream of the church driveway entrance is a predominately hardwood forest with a canopy of loblolly pine, sweet gum, and red maple. The understory of the riparian forest is very sparsely vegetated with some birch species on steep banks and very little vegetation on flatter floodplain benches. There are points of banking erosion along the stream, specifically in areas where trees have fallen and debris is impeding the ability of the stream to flow.

There are also two outfalls, one on either side of the stream, that are discharging stormwater into the buffer as concentrated flow. The lack of energy dissipation at these outfalls allows for concentrated flows to create erosive conditions in the buffer.

In an effort to enhance the condition and health of this riparian forest, we propose to:

1. Cut up and move the fallen trees from inside the streambed so that the stream can flow unimpeded. The cut up pieces of timber can be strategically placed throughout the buffer to promote stability and wildlife habitat.
2. Plant eroded or unvegetated areas of the stream banks with shade tolerant live stakes such as silky dogwood and elderberry.
3. Plant the unvegetated and flatter areas of the buffer with shade tolerant mid story trees including (not limited to) eastern redbud, flowering dogwood, hophornbeam, and fringe tree. Also shade tolerant shrubs, including cherry laurel, Cleyera, Aralia, spicebush and viburnum
4. Remove invasive vines that may be a threat to canopy trees.

12/1/17

CITIZEN PARTICIPATION FORM - PART B

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: Sae Han Presbyterian Church

Contact Name: Eric Bosman- Kimley Horn Telephone: 404-201-6135

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

The extent of comments we have heard from the community rests on the undisturbed buffer between the church and the Hampton Hall subdivision. The HOA leaders at Hampton Hall had no objections to the plan if the buffer continued to remain at 100' as it is today.

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*

- ☑ Letter
- ☐ Personal Visits
- ☐ Telephone
- ☑ Group Meeting
- ☐ Email
- ☑ Other *(Please Specify)* 2/05/18 Hosted Community Meeting

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.

Signature of Authorized Agent: Date: 2/6/18

Print Form

Sae Han Presbyterian Church

Citizen Participation Form- Part “B”

Sae Han Presbyterian Church reached out to the Hampton Hall Homeowner’s Association including board members Jimmy Cotty, Tom Lewis, and Sean Richards about scheduling a meeting to discuss the zoning application. The church and Kimley-Horn staff met with Mr. Cotty and Mr. Lewis on January 15, 2018 at 3:00pm to discuss the project. This meeting covered the churches zoning modification requests and the overall site master plan. The feedback from the meeting was positive and the HOA supported the project noting that the rear buffer between the neighborhood and church is expected to stay in place at 100’ The HOA leaders agreed to discuss their findings and opinions at the HOA meeting later that month.

The church also hosted a community open house on Feburary 5th, 2018 at 6:00pm. Letters were sent out to properties within 1000’ from the church’s property boundaries two weeks in advance. Each letter included a short description (Attachment A), a map of the zoning changes (Attachment B), and the proposed site plan (Attachment C). No community members attended the meeting or provided any feedback through the means of communication provided in the letter. The names and addresses are included with this packet (Attachment D).

ATTACHMENT A

Dear Neighbors,

Sae Han Presbyterian Church (3385 Kimball Bridge Rd) has made application to the City of Alpharetta to modify several of the 2002 zoning conditions applied to the site and is hosting an informational meeting on Monday, February 5th at 6 PM at the church.

Due to current and projected parking demands the church would like to expand its onsite parking in areas of low impact to the community.

This church's application requests the following changes to its zoning conditions (see included plan graphic):

1. Reduce the undisturbed buffer on the east and west sides of the site to 50' - while retaining the 100' buffer along the south property line adjacent to the Hampton Hall neighborhood.

2. Replace the onsite pond with an underground stormwater storage vault to build parking over the stormwater facility.

If either of these issues concern you or you would like additional information please join Sae Han Presbyterian Church Leadership and its consultants (Kimley Horn) on ***Monday, February 05 at 6:00pm at Sae Han Presbyterian Church, 3385 Kimball Bridge Road*.**

You may also contact the project coordinator, Ben Miskelly of Kimley-Horn with any questions at ben.miskelly@kimley-horn.com.

Thank You,

Sae Han Presbyterian Church

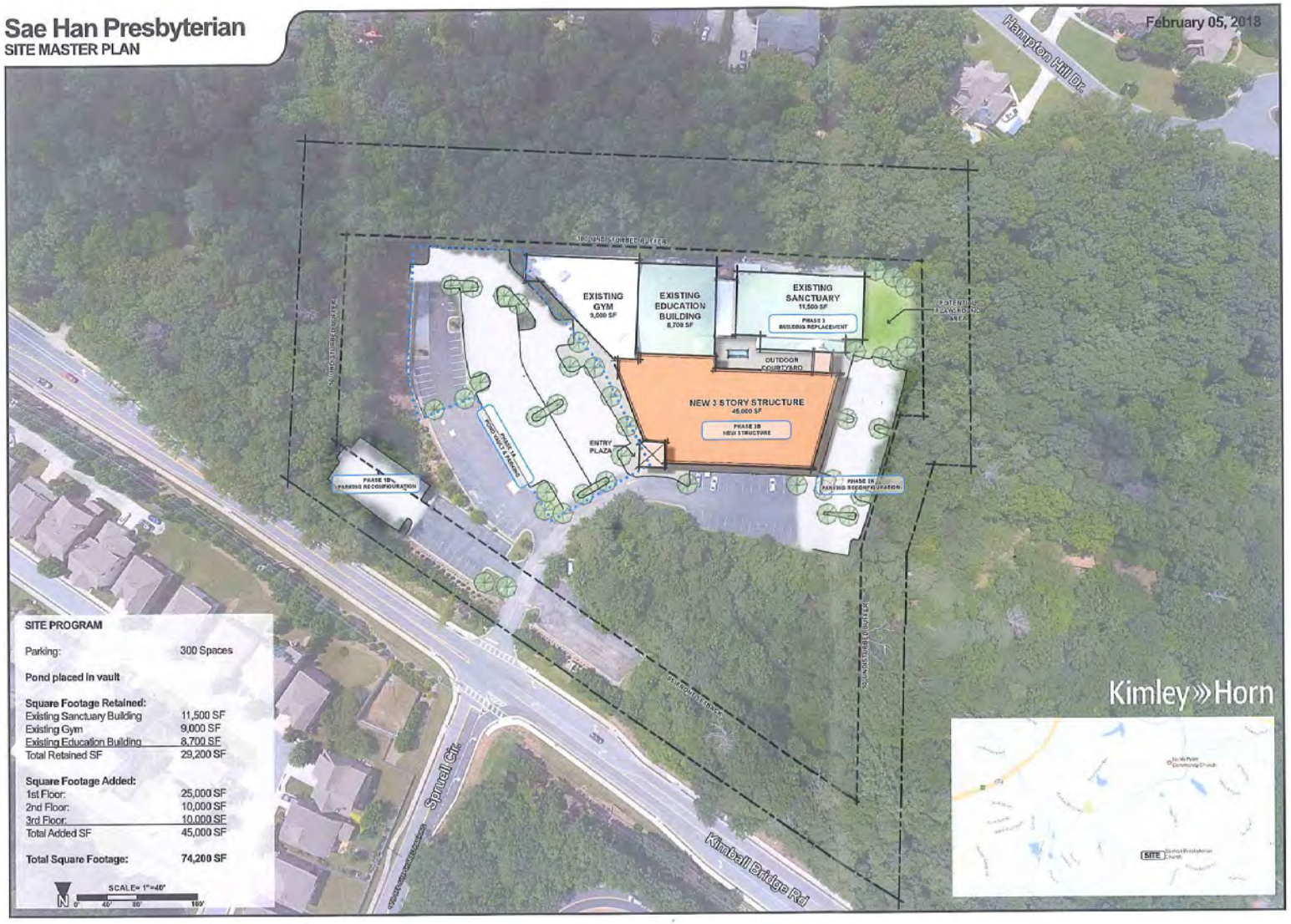
Kimley-Horn

ATTACHMENT B:

ATTACHMENT C:

Sae Han Presbyterian
SITE MASTER PLAN

February 05, 2018



SITE PROGRAM

Parking:	300 Spaces
Pond placed in vault	
Square Footage Retained:	
Existing Sanctuary Building	11,500 SF
Existing Gym	9,000 SF
Existing Education Building	8,700 SF
Total Retained SF	29,200 SF
Square Footage Added:	
1st Floor:	25,000 SF
2nd Floor:	10,000 SF
3rd Floor:	10,000 SF
Total Added SF	45,000 SF
Total Square Footage:	**74,200 SF**

N SCALE= 1"=40' 0' 40' 80' 160'

ATTACHMENT D:

Deborah and David Gates
11049 Grey Owl Rd
Alpharetta,GA 30022

Mary Beth Wegener
11053 Grey Owl Rd
Alpharetta,GA 30022

Neal and Tara Horstmeyer
11057 Gray Owl Rd
Alpharetta,GA 30022

Eric Muller
11061 Grey Owl Rd
Alpharetta,GA 30022

John Stroud
11065 Gray Owl Rd
Alpharetta,GA 30022

Anjeanette Taylor
11069 Gray Owl Rd
Alpharetta,GA 30022

Adam Maurer
11073 Gray Owl Rd
Alpharetta,GA 30022

Roger and Carol Davis
3298 Nesting Bend
Alpharetta,GA 30022

Hortense Chin
3294 Nesting Bend
Alpharetta,GA 30022

Alison and Thurlian Burden
3290 Nesting Bend
Alpharetta,GA 30022

Marlene and Eldred Sinkoe
3286 Nesting Bend
Alpharetta,GA 30022

Craig Jarrow
3282 Nesting Bend
Alpharetta,GA 30022

Glenmoor Property Owners Assoc
0 Grey Owl Rd
Alpharetta,GA 30022

Chang Ho Lee
11077 Grey Owl Rd
Alpharetta,GA 30022

Kofi Sarpong
11081 Gray Owl Rd
Alpharetta,GA 30022

Justin McDonald
11085 Gray Owl Rd
Alpharetta,GA 30022

Patricia Bork
11112 Gray Owl Rd
Alpharetta,GA 30022

Randolph and Janet Johnson
11108 Gray Owl Rd
Alpharetta,GA 30022

Naveen Chandrababu
11104 Gray Owl Rd
Alpharetta,GA 30022

Elvyn Leonard
11100 Gray Owl Rd
Alpharetta,GA 30022

Sunil Ithappiri
11096 Gray Owl Rd
Alpharetta,GA 30022

ATTACHMENT D:

Collingwood Property LLC

3400 Kimball Bridge Rd

Alpharetta,GA 30022

Preserve at Northpointe HOA

0 Wittenridge Dr

Alpharetta,GA 30022

Hollie Mejia and Beverly Manring

10900 Wittenridge Drive #C6

Alpharetta,GA 30022

Nicholas Domingo

10900 Wittenridge Drive #C7

Alpharetta,GA 30022

Laurie Cloud

10900 Wittenridge Drive #C1

Alpharetta,GA 30022

Natalie Cross

10900 Wittenridge Drive #C2

Alpharetta,GA 30022

Pavlina Petrova and Nikolay Popov

10900 Wittenridge Drive #C3

Alpharetta,GA 30022

Monica and Mario Lizaso

10900 Wittenridge Drive #C4

Alpharetta,GA 30022

Barbara Gunning

10900 Wittenridge Drive #C5

Alpharetta,GA 30022

Jonathan and Julie Rachel

3395 Kimball Bridge Rd

Alpharetta,GA 30022

Minjane Jan and Li Fen Hsieh

3325 Kimball Bridge Rd

Alpharetta,GA 30022

Vijay Shinde

10936 Waters Rd

Alpharetta,GA 30022

Radha Krishna Nimmalapudi

10940 Waters Rd

Alpharetta,GA 30022

Donna Persigehl

10948 Waters Rd

Alpharetta,GA 30022

Zhuobei Zhou and James Lee

10956 Waters Rd

Alpharetta,GA 30022

Patricia Martin

10960 Waters Rd

Alpharetta,GA 30022

Sreedhar Pedakanti

10964 Waters Rd

Alpharetta,GA 30022

Moovala Parthasarathy

10968 Waters Rd

Alpharetta,GA 30022

Lauren and Marc Bober

10976 Waters Rd

Alpharetta,GA 30022

Kai Yatming

10980 Waters Rd

Alpharetta,GA 30022

Nair Anish Balachandran

10988 Waters Rd

Alpharetta,GA 30022

ATTACHMENT D:

Timothy and Suzanne Halloran

10981 Waters Rd

Alpharetta,GA 30022

Karroll Payne

10969 Waters Rd

Alpharetta,GA 30022

Richard and Victoria Brand

10957 Waters Rd

Alpharetta,GA 30022

Kathleen and Reed Acrey

3440 Rialto Pl

Alpharetta,GA 30022

Laurel Pond HOA

0 Waters Rd

Alpharetta,GA 30022

Barbara and Jack Polish

11155 Kimball Crest Dr

Alpharetta,GA 30022

Richard and Patrice Wilson

11165 Kimball Crest Dr

Alpharetta,GA 30022

William Silva

11175 Kimball Crest Dr

Alpharetta,GA 30022

Allan and Tabitha Moss

11185 Kimball Crest Dr

Alpharetta,GA 30022

Christopher and Catherine Brehm

11100 Kimball Crest Dr

Alpharetta,GA 30022

Saranga Dhanwa Kumar

11090 Kimball Crest Dr

Alpharetta,GA 30022

Anurita Ahlawat

10900 Waters Rd

Alpharetta,GA 30022

Rajesh Shivakumar

10904 Waters Rd

Alpharetta,GA 30022

Jin and Meehwa Rhee

10908 Waters Rd

Alpharetta,GA 30022

Susan Holleman

10912 Waters Rd

Alpharetta,GA 30022

Mamta Basnet and Pujan Roka

10916 Waters Rd

Alpharetta,GA 30022

Tammye Caldwell

10920 Waters Rd

Alpharetta,GA 30022

Lewis C Chappelle III and Lucinda Bollinger

10924 Waters Rd

Alpharetta,GA 30022

Craig and Amber Mahek

10928 Waters Rd

Alpharetta,GA 30022

10932 Waters Rd

Alpharetta,GA 30022

Andres Rubio and Gabriela Urdaneta

10997 Waters Rd

Alpharetta,GA 30022

ATTACHMENT D:

Ken Chen

10993 Waters Rd

Alpharetta,GA 30022

Joseph and Janice Cox

10989 Waters Rd

Alpharetta,GA 30022

Lawrence and Cristina Clifford

10985 Waters Rd

Alpharetta,GA 30022

Heather and Wesley Terry

3430 Rialto Pl

Alpharetta,GA 30022

Valerie Wolff

3425 Rialto Pl

Alpharetta,GA 30022

Jitendra and Deepali Raghuwanshi

3435 Rialto Pl

Alpharetta,GA 30022

Ramakrishna Vajrala and Sirisha Venkata

3445 Rialto Pl

Alpharetta,GA 30022

Punyapriya and Anisha Patel

3450 Curitiba Ct

Alpharetta,GA 30022

Gregory and Dana Heath

3460 Curitiba Ct

Alpharetta,GA 30022

Alyssa and Matthew Siegel

3470 Curitiba Ct

Alpharetta,GA 30022

Hemalatha Manickavinayaham

3465 Curitiba Ct

Alpharetta,GA 30022

Rishab and Lavina Punjabi

3455 Curitiba Ct

Alpharetta,GA 30022

Phillip and Tammy Hanson

3525 Curitiba Ct

Alpharetta,GA 30022

Melinda Laake

3515 Curitiba Ct

Alpharetta,GA 30022

Daniel and Nicole Moskowitz

11070 Kimball Crest Dr

Alpharetta,GA 30022

Every and Andrienne Ware

3500 Curitiba Ct

Alpharetta,GA 30022

Hongsheng Zhang

3510 Curitiba Ct

Alpharetta,GA 30022

Hal and Dawn Peterson

3460 Kimball Bridge Rd

Alpharetta,GA 30022

Darren and Lea Flowers

3500 Kimball Bridge Rd

Alpharetta,GA 30022

The Moore Revocable Trust

100 Lansburgh Turn

Alpharetta,GA 30022

Mubashair Khan

415 Lyerly Pointe

Alpharetta,GA 30022

ATTACHMENT D:

Shelley and Matthew Hogarth

110 Lansburgh Turn

Alpharetta,GA 30022

Karen and Michael Gottschalk

8150 High Hampton Chase

Alpharetta, GA 30022

Jacqueline and John Green

8180 High Hampton Chase

Alpharetta, GA 30022

Benjamin and Jill Sams

8170 High Hampton Chase

Alpharetta, GA 30022

Lisa and Timothy Davey

115 Haven Bluff

Alpharetta, GA 30022

Shabina and Aditya Uppal

125 Haven Bluff

Alpharetta, GA 30022

Susan and Malcom McCollum

130 Haven Bluff

Alpharetta, GA 30022

Shu Dong and Pan Ling

120 Haven Bluff

Alpharetta, GA 30022

Terri and Jonathan Evans

110 Haven Bluff

Alpharetta, GA 30022

Jacqueline Jenna and Daniel Ruane

1445 Hampton Hill Dr

Alpharetta, GA 30022

Elizabeth and Bryan Jacob

1455 Hampton Hill Dr

Alpharetta, GA 30022

Xiaoji Tang and Yidong Liu

1450 Hampton Hill Dr

Alpharetta, GA 30022

Kathy and Jody Hall

1440 Hampton Hill Dr

Alpharetta, GA 30022

Leanne and Steven Wood

1430 Hampton Hill Dr

Alpharetta, GA 30022

Tracy and James Eick

1515 Highview Pines Pass

Alpharetta, GA 30022

Kathryn and Matthew Curry

1525 Highview Pines Pass

Alpharetta, GA 30022

Lenard and Robin Silverman

1535 Highview Pines Pass

Alpharetta, GA 30022

Tracy Krebs

8105 High Hampton Chase

Alpharetta, GA 30022

Kellie Murphy

8115 High Hampton Chase

Alpharetta, GA 30022

Vishali and Bhushan Karnik

8125 High Hampton Chase

Alpharetta, GA 30022

Qin Lin

8135 High Hampton Chase

Alpharetta, GA 30022

ATTACHMENT D:

David Merbaum and Michele Merbaum Weiner

8145 High Hampton Chase

Alpharetta, GA 30022

Victor and Jill Williams

8175 High Hampton Chase

Alpharetta, GA 30022

Lisa and Eric Drake

8185 High Hampton Chase

Alpharetta, GA 30022

Natascha and David Mariner

8195 High Hampton Chase

Alpharetta, GA 30022

Kara and Danny Hall

8205 High Hampton Chase

Alpharetta, GA 30022

Melinda and Robert Ellis

8140 High Hampton Chase

Alpharetta, GA 30022

Christopher Caffrey

8130 High Hampton Chase

Alpharetta, GA 30022

John Bullock and Martha Stallworth

8120 High Hampton Chase

Alpharetta, GA 30022

Wenting Sun and Yinghan Zhang

8110 High Hampton Chase

Alpharetta, GA 30022

Janet Akigbogun

8100 High Hampton Chase

Alpharetta, GA 30022

Hampton Hall Community Association INC

1400 High Hampton Chase

Alpharetta, GA 30022

Joshua and Robyn Salkin

1405 Hampton Hill Dr

Alpharetta, GA 30022

Cynthia and Paul Kenward

1415 Hampton Hill Dr

Alpharetta, GA 30022

Roben and Joel Turry

1425 Hampton Hill Dr

Alpharetta, GA 30022

Steven Daryl Katz

1435 Hampton Hill Dr

Alpharetta, GA 30022

Pamela and Richard Carson

1420 Hampton Hill Dr

Alpharetta, GA 30022

Roger and Karin Lee

1410 Hampton Hill Dr

Alpharetta, GA 30022

Cristin and Dennis Kallaher

1545 Highview Pines Pass

Alpharetta, GA 30022

Kathleen and Michael Deighton

1555 Highview Pines Pass

Alpharetta, GA 30022

Michael Sykes

1565 Highview Pines Pass

Alpharetta, GA 30022

Debra and Andrew Deerfield

1575 Highview Pines Pass

Alpharetta, GA 30022

ATTACHMENT D:

Laurel and Robert Monusky

1560 Highview Pines Pass

Alpharetta, GA 30022

Robert and Leslie Capps

1550 Highview Pines Pass

Alpharetta, GA 30022

Leslie and Walter Jones

1540 Highview Pines Pass

Alpharetta, GA 30022

Svetlana and Michael Braiman

1530 Highview Pines Pass

Alpharetta, GA 30022

Michael and Leslie Ann Fletcher

1520 Highview Pines Pass

Alpharetta, GA 30022

Sonja and Tyrone Mayo

1510 Highview Pines Pass

Alpharetta, GA 30022

Sae Han Presbyterian
SITE MASTER PLAN

Feburary 06, 2018

Kimley»Horn

SITE PROGRAM

Parking:

190 Spaces (Existing)
375 Spaces (Phase 2A)
300 Spaces (Phase 2B)

Pond placed in vault

Square Footage Retained:

Existing Sanctuary Building	11,500 SF
Existing Gym	9,000 SF
Existing Eductation Building	8,700 SF
Total Retained SF	29,200 SF

Square Footage Added:

1st Floor:	25,000 SF
2nd Floor:	10,000 SF
3rd Floor:	10,000 SF
Total Added SF	45,000 SF

Total Square Footage: 74,200 SF

N

SCALE= 1"=40'

0' 40' 80' 160'

PLAN IS INTENDED AS AN ILLUSTRATIVE CONCEPT MASTER PLAN, CONSTRUCTION DRAWINGS WILL ADDRESS APPLICABLE PARKING LOTS AND LANDSCAPING STANDARDS PER THE CITY OF ALPHARETTA.

Specimen Tree Removal

Sae Han Presbyterian Church's tree removal plan includes three tree removal areas.

Area 1: Front Parking Lot Expansion

Predominantly intermediately sized pines and smaller understory trees/shrubs.

Area 2: Rear Parking Lot Expansion

Predominantly edge understory trees, some intermediately sized hardwoods- bordered by compacted gravel used for overflow parking

Area 3: Pond Removal and Vault Installation

Mixture of intermediately sized hardwoods, pines under 30", understory trees/shrubs, and loose brush

Upon completing our research of the three areas only Area 3 contains specimen trees seen as being removed at this point.

Tree 1: 28" Oak

Located along the upstream upper bank of the pond

Tree 2: 30" Popular

Located in the upstream channel of the pond

Consistent with City of Alpharetta regulations, Sae Han Presbyterian Church will provide a limited tree survey and assessment report for Areas 1 and 2 with the application for disturbance permits.

City Council Meeting
STAFF REPORT

Submitting Department: Community Development
Submitted By:
Meeting Date: March 5, 2018

I. AGENDA ITEM TITLE: PH-17-42 MILTON PARK PROMENADE (COUNCIL ONLY)
CONSIDERATION OF CHANGES TO PREVIOUS CONDITIONS OF ZONING TO ALLOW ADDITIONAL RETAIL/RESTAURANT USES IN AN EXISTING STRIP CENTER. THE PROPERTY IS LOCATED AT 5950 NORTH POINT PARKWAY AT THE SOUTHWEST CORNER OF NORTH POINT PARKWAY AND MILL CREEK AVENUE AND IS LEGALLY DESCRIBED AS BEING LOCATED IN LAND LOTS 796 & 809, 1ST DISTRICT, 2ND SECTION, FULTON COUNTY, GEORGIA.

II. RECOMMENDATION:

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: NO
FISCAL IMPACT: NO
INCLUDED IN CURRENT FY CPTL BUDGET: NO
INCLUDED IN CURRENT FY OPRT. BUDGET: NO
TOTAL PROJECT COST:
APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

IV. REPORT IN BRIEF:

V. ALTERNATIVES:

VI. ATTACHMENTS:

Milton Park Promenade II CC Staff Report, Future Land Use Map, Aerial-Map, Zoning-Map, Location Map, Application, CitizenPartBReport, Citizen Part B Letter

CITY COUNCIL MEETING
STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT
SUBMITTED BY: KATHI COOK
DRAFTED BY: MICHAEL WOODMAN

I. **AGENDA ITEM TITLE:** PH-17-42 MILTON PARK PROMENADE II

CITY COUNCIL: MARCH 5, 2018

II. **RECOMMENDATION:**

Approve PH-17-42 Milton Park Promenade II, subject to the following conditions:

1. Development shall be limited to office, restaurant, and bank use only with up to 13,900 square feet of retail. No freestanding retail or restaurants shall be permitted. Applicant agrees to transfer 19,000 square feet of retail density from Town Square in exchange for the 13,900 square feet of retail in this application. No additional retail will be allowed within the Milton Park Master Plan.
2. Density shall be limited to 15,000 square feet per acre (previously approved). Densities are as follows: Up to 13,900 square feet of retail for Steinway Piano and uses as listed below in Condition 4; up to 13,679 square feet restaurant, provided the developer meets all zoning conditions.
3. Previous conditions of zoning shall remain in effect, except as modified by these conditions.

III. **REPORT IN BRIEF:**

The applicant, Hale Retail Group, is requesting changes to previous conditions of zoning related to the Milton Park Master Plan to allow the Milton Park Promenade II center to be used for retail and restaurant uses and to remove conditions requiring a particular amount of office use. Previous conditions of zoning limit the amount of retail and restaurant use and require a reversion of the Steinway Piano suite to office use upon termination of the business. The subject property is located at 5950 North Point Parkway, at the southwest corner of North Point Parkway and Mill Creek Avenue.

DISCUSSION

The submitted request, if approved, will allow the Milton Park Promenade II center to be used solely for retail and restaurant uses. The proposed change to previous conditions of zoning includes a change of use for 2,895 square foot of space from office to restaurant/retail use and removal of a condition requiring reversion of the Steinway Piano suite to office use upon termination of the business. Steinway Piano will remain at the Milton Park Promenade II center. The property is located at 5950 North Point Parkway, at the southwest corner of North Point Parkway and Mill Creek Avenue.

The Milton Park Master Plan was approved on November 22, 1999. The original master plan was approved for 300,000 square feet of office, 490 'For-Rent' apartments, 150 'For-Sale' single-family units, 50,000 square feet of retail and 25,000 square feet of free-standing commercial use. The subject property was not part of the original master plan approval; however, it was later incorporated through a master

plan amendment approved on May 27, 2008 for the Milton Park Promenade II center. The Milton Park Promenade II center was amended again in 2016, which limited the development to 13,900 square feet of retail, 10,784 square feet of restaurant, and the remaining density limited to office use. The applicant proposes the following changes to the previous master plan conditions related to MP-17-02/CU-17-04 Milton Park Promenade II:

1. Development shall be limited to office, restaurant, and bank use only with up to 13,900 square feet of retail. ~~Of the 13,900 square feet of retail, 5,386 square feet shall be limited to the sole use of Steinway Piano. Upon the cessation or termination of that use by Steinway Piano, said 5,386 square feet shall revert to office use. All other uses shall require City Council approval, remaining 8,514 shall be permitted use from Condition 4 in file MP-08-07/CLUP-08-02/Z-08-02/V-08-05 Milton Park Promenade II.~~ No freestanding retail or restaurants shall be permitted. Applicant agrees to transfer 19,000 square feet of retail density from Town Square in exchange for the 13,900 square feet of retail in this application. No additional retail will be allowed within the Milton Park Master Plan.

2. Density shall be limited to 15,000 square feet per acre (previously approved). Densities are as follows: Up to 13,900 square feet of retail for Steinway Piano and uses as listed below in Condition 4; up to ~~10,784~~ 13,679 square feet restaurant, ~~with the remaining density O-I~~, provided the developer meets all zoning conditions.

The Milton Park Promenade II center is 27,579 square feet and the Steinway Piano suite is 5,386 square feet. Based on previous master plan condition #1 above, the 5,386 square foot space shall revert to office use upon termination/cessation of the business. At this time, Steinway Piano intends to remain at the current location. Previous conditions of zoning also restricted the overall restaurant square footage to no more than 10,784 square feet. As shown in the table below, the proposed change would result in an increase to the total allowable restaurant space at Milton Park Promenade II to 13,679 square feet.

Milton Park Promenade II – Existing and Proposed Uses

Suite #	Tenant	Restaurant (SF)	Retail (SF)
100	Montezuma Mexican Restaurant	3,270 SF	
105	Summer Nails		1,324 SF
110	Mama's Pizza	2,894 SF	
115	Vacant (PROPOSED)	910 SF	
120	Gym		7,190 SF
125	Poke Factory (PROPOSED)	1,985	
127	House of Hummus	1,520 SF	
129	Scream'N Nuts Donuts & Ice Cream	3,100 SF	
130	Steinway Piano Gallery		5,386 SF
PROPOSED TOTAL		13,679 SF	13,900 SF
MAXIMUM – BASED ON 2017 APPROVAL		10,784 SF	13,900 SF

The Milton Park Master Plan includes established parking regulations, as provided in the table below. There are 145 parking spaces at the Milton Park Promenade II center. As shown in the table below, the applicant's request to change 2,895 square feet of space from office to restaurant use would require 137 parking spaces for the Milton Park Promenade II center. The Steinway Piano suite is calculated as retail space, as proposed by the applicant.

Milton Park Promenade II – Parking Requirements (Proposed)

USE	AREA	PARKING RATE	MIN. REQUIRED PARKING
Restaurant	13,679 SF	1/150 SF	91 spaces
Retail	13,900 SF	1/300 SF	46 spaces
Total	27,579 SF		137 spaces

CONCURRENCES

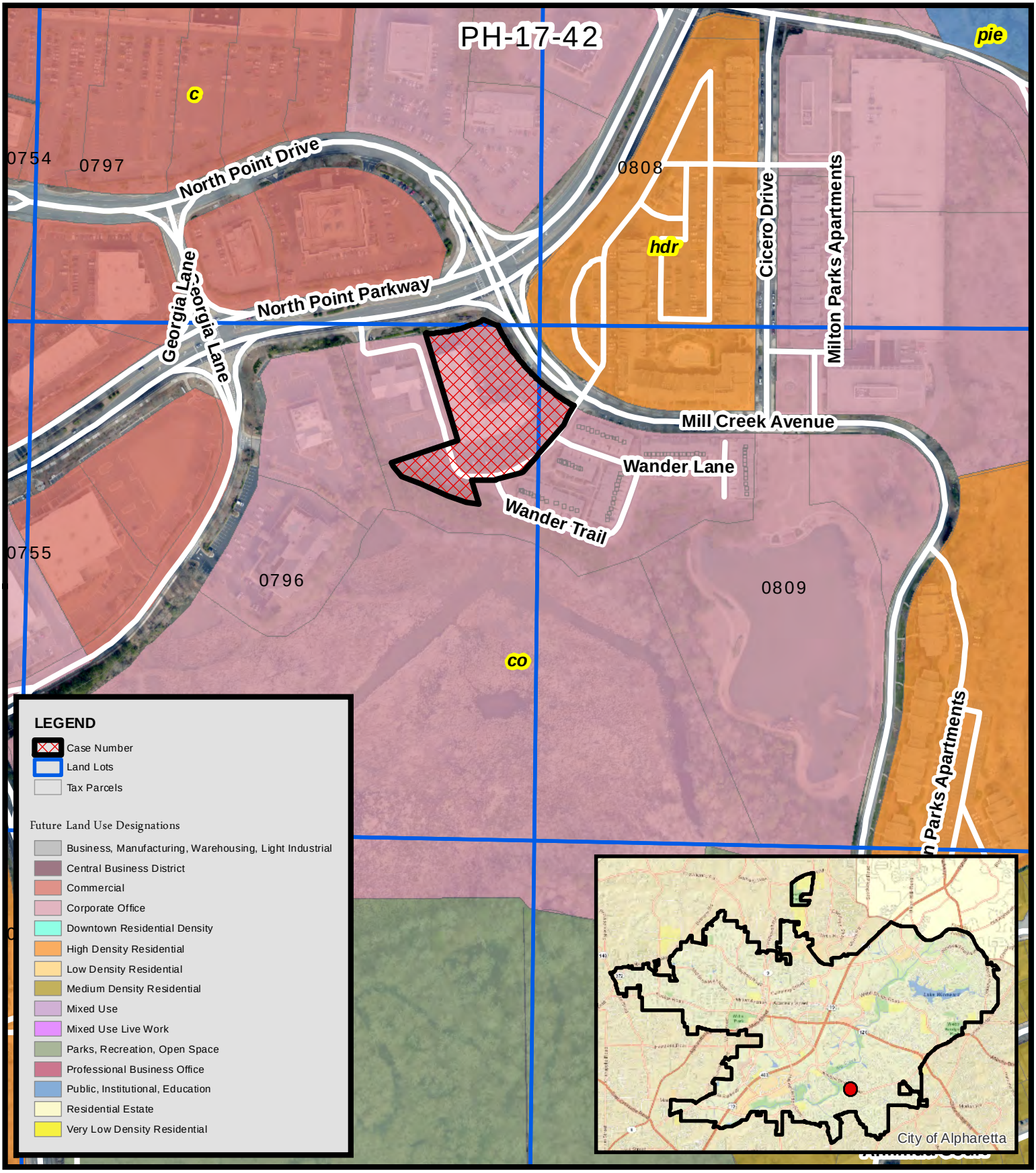
City Staff has reviewed the applicant's proposal and finds that it can generally support the applicant's request for changes to previous conditions of zoning. In the past staff has had concerns with additional retail along North Point Parkway; however, the applicant's proposal is part of a mixed use, walkable development. The original Milton Park Master Plan permitted up to 50,000 square feet of retail use and 25,000 square feet of free-standing commercial use. However, with the exception of the Milton Park Promenade II center, the only retail developed within the Milton Park Master Plan is the small amount of ground floor retail at the corner of Mill Creek Avenue and Cicero Drive. The proposed changes would result in uses that complement existing uses in the center and is supported by sufficient parking. The change should also generate fewer vehicular trips, since the use would likely benefit from patrons of the surrounding businesses and adjacent residential uses.

CITIZEN PARTICIPATION PLAN

The report submitted by the applicant states that property owners within 500' were contacted regarding the applicant's intent. The report states that no objections were received.

IV. ATTACHMENTS:

- Site Plan



PH-17-42
D/LL: 1/2/796, 809
CC Date: 2/26/18

Future Land Use
Poke Bowl
Milton Park Promenade

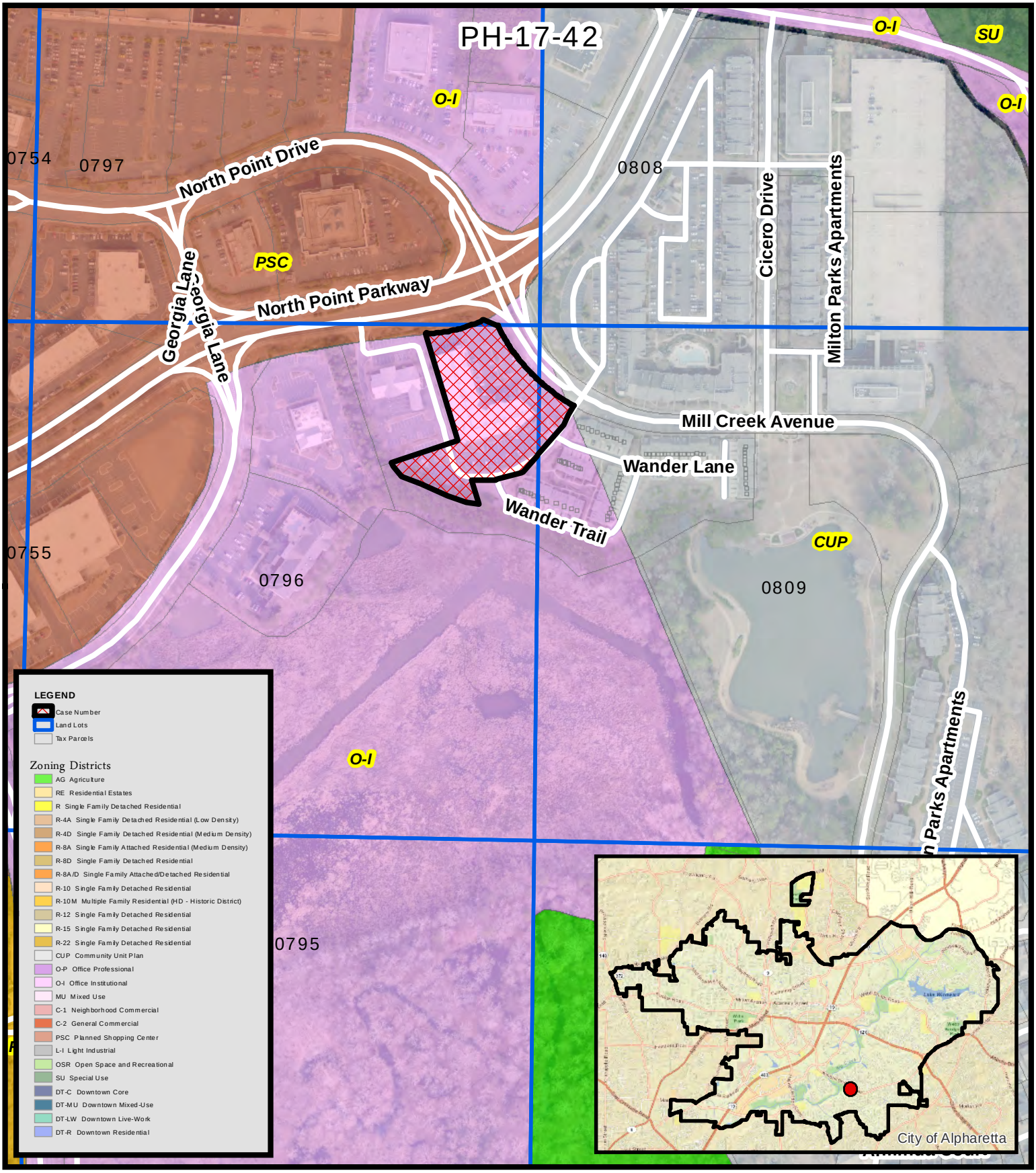
Location Map Provided by:
Community Development - GIS

PH-17-42
D/LL: 1/2/796, 809
CC Date: 2/26/18

Aerial Map
Poke Bowl
Milton Park Promenade

THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS

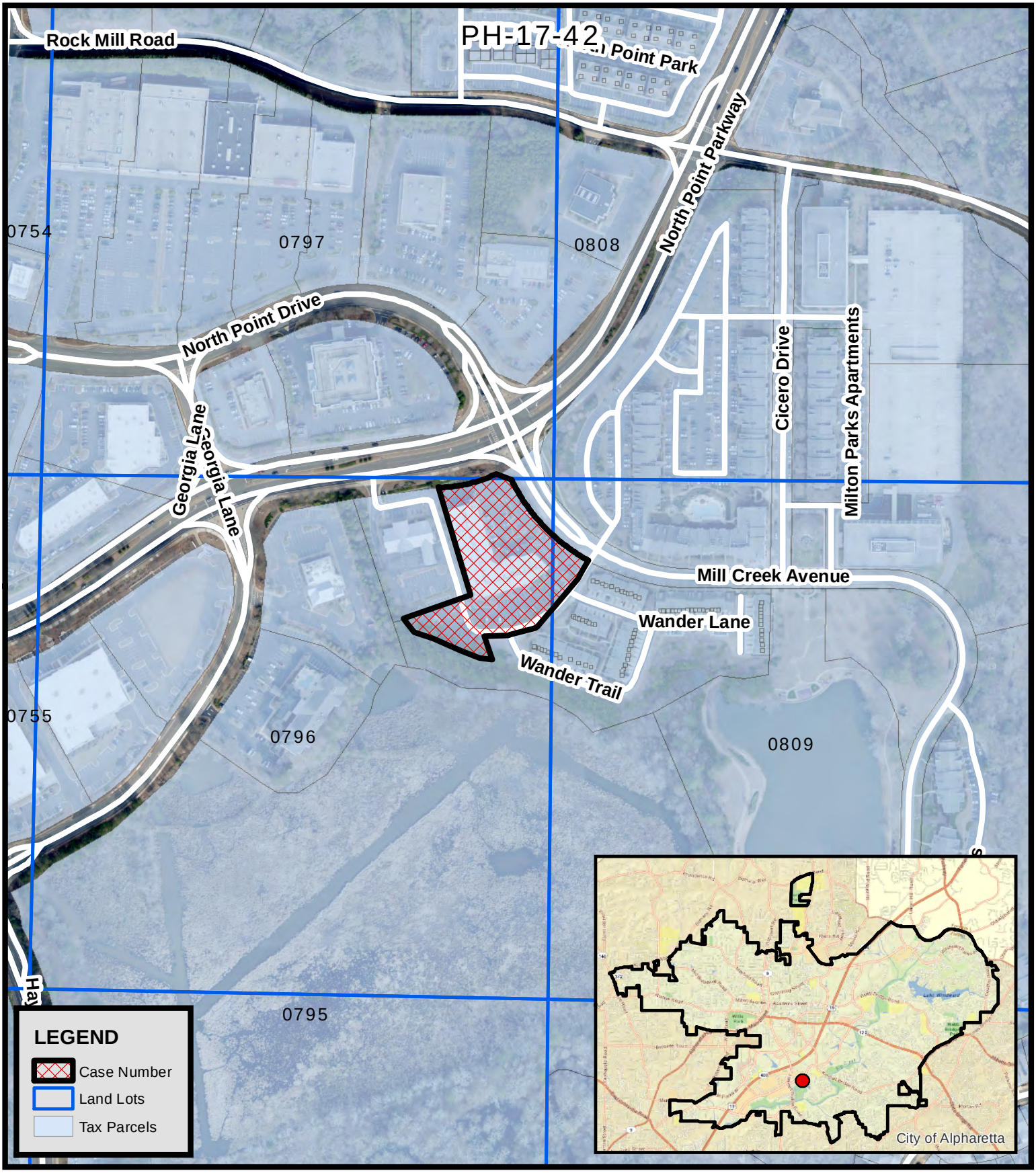


PH-17-42
D/LL: 1/2/796, 809
CC Date: 2/26/18

Zoning Districts
Poke Bowl
Milton Park Promenade

THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS



PH-17-42
D/LL: 1/2/796, 809
CC Date: 2/26/18

Location Map
Poke Bowl
Milton Park Promenade

THE CITY OF ALPHARETTA GEORGIA

Location Map Provided by:
Community Development - GIS

PH-17-42

POKE BOWL MILTON PARK PROMENADE

CITY OF ALPHARETTA

PUBLIC HEARING APPLICATION

FOR OFFICE USE ONLY

Case #: _____

☐ Fee Paid Initial: _____

COMMUNITY DEVELOPMENT DEPARTMENT • 2 PARK PLAZA • ALPHARETTA, GA 30009

1. This page should be the first page in each of your completed application packets.
2. It is preferred that all responses be typed. Illegible applications will not be accepted.
3. Prior to signing and submitting your application, please check all information supplied on the following pages to ensure that all responses are complete and accurate. Incomplete applications will not be accepted.
4. Payment of all applicable fees must be made at the time of application. Payment may be made via cash, credit card (American Express, Master Card or Visa), or check made payable to "City of Alpharetta."
5. Applications will be accepted only on the designated submittal dates between the hours of 8:30 AM and 3:30 PM.
6. If you have any questions regarding this form, please contact the Community Development Department by calling 678-297-6070.

Contact Information:

Contact Name: ADAM HALE Telephone: 770-594-1309

Address: 1303 HIGHTOWER TRAIL Suite: 201

City ATLANTA State: GA Zip: 30350 Fax: _____

Mobile Tel: 404-281-2788 Email: ahale@haleretailgroup.com

Subject Property Information:

Address: 5950 N. POINT PKWY. ALPHARETTA, GA 30022 Current Zoning: _____

District: 1ST Section: 2ND Land Lot: 796 & 809 Parcel ID: _____

Proposed Zoning: N/A Current Use: VACANT, SUITE 115 & 125 ★ 1ST GENERATION SPACE

This Application For *(Check All That Apply)*:

- ☐ Conditional Use
- ☐ Rezoning
- ☐ Variance
- ☐ Comprehensive Plan Amendment
- ☐ Master Plan Amendment
- ☐ Master Plan Review
- ☒ Public Hearing
- ☐ Other *(Specify)*: _____

POKE BOWL MILTON PARK PROMENADE

APPLICANT REQUEST AND INTENT

What is the proposed use(s) of the property?

- RETAIL/ STRIP SHOPPING CENTER
RESTAURANT

Applicant's Request (Please itemize the proposal):

APPLICANT IS REQUESTING TO CHANGE PREVIOUS CONDITIONS OF ZONING TO ALLOW SUITES 115 & 12! TO BE USED FOR RETAIL/RESTAURANT USES.

Applicant's Intent *(Please describe what the proposal would facilitate)*:

APPLICANT'S INTENT IS TO CHANGE THE USE OF THE PROPERTY TO SOLELY RETAIL/RESTAURANT.

PROPERTY OWNER AUTHORIZATION

Property Owner Information:

Contact Name: HT MILTON PARK LLC C/o CHARLES E. TAYLOR, MANAGER Telephone: 404-873-5411

Address: 197 14th STREET NW Suite: 250

City ATLANTA State: GA Zip: 30318

Authorization:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that I am the legal owner, as reflected in the records of Fulton County, Georgia, of the property identified below, which is the subject of the attached Application for Public Hearing before the City of Alpharetta, Georgia.

As the legal owner of record of the subject property, I hereby authorize the individual named below to act as the applicant in the pursuit of the Application for Public Hearing in request of the items indicated below.

- ☐ Annexation
- ☐ Special Use
- ☐ Rezoning
- ☐ Conditional Use
- ☐ Variance
- ☐ Master Plan
- ☐ Land Use Application
- ☒ Other PUBLIC HEARING

Identify Authorized Applicant:

Name of Authorized Applicant: ADAM HALE Telephone: 404-281-2788

Address: 1303 HIGHTOWER TRAIL Suite: 201

City ATLANTA State: GA Zip: 30350

So Sworn and Attested:

Owner Signature: MANAGER Date: 12/15/17

Notary:

Notary Signature: Date: 12/15/17

Jenna Hale
My Commission Expires
Notary
Public
March 15, 2021
Fulton County, Georgia

DISCLOSURE FORM

The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).

Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.

Name of Applicant or Opponent: HT MILTON PARK, LLC 5950 N. POINT PKWY. ALPHARETTA, GA 3002

Subject Public Hearing Case: _____

Campaign Contribution Information:

Please provide the requested information for each contribution with a dollar amount or value of $250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: _____ Position: N/A

Description of Contribution: _____ Value: $0.00

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.

Signature: _____ Date: 12/10/17

Mgr.

DISCLOSURE FORM

The Official Code of Georgia Annotated requires disclosure of campaign contributions to government officials by an applicant or opponent of a rezoning or public hearing petition (O.C.G.A. 36-67 A-1).

Applicants must file this form with the City of Alpharetta Community Development Department within ten (10) days after filing for rezoning or public hearing. Opponents to a rezoning or public hearing petition must file this form five (5) days prior to the Planning Commission meeting at which the subject rezoning or public hearing petition is scheduled to be heard.

Name of Applicant or Opponent: HT MILTON PARK, LLC 5950 N. POINT PKWY ALPHARETTA, GA 3002:

Subject Public Hearing Case: _____

Campaign Contribution Information:

Please provide the requested information for each contribution with a dollar amount or value of $250 or more made within the past two (2) years to an Alpharetta Official by the individual identified above. Please use a separate form for each Alpharetta Official to whom such a contribution as been made.

If the individual identified above has made no such contributions to an Alpharetta Official within the past two (2) years, please indicate this by entering "N/A" on the appropriate lines below.

Name of Official: _____ Position: N/A

Description of Contribution: _____ Value: $0.00

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Description of Contribution: _____ Value: _____

Campaign Contribution Information:

I do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Disclosure Form is true and accurate and that I have disclosed herein any and all campaign contributions made to an Official of the City of Alpharetta, Georgia in accordance with O.C.G.A. 36-67 A-1.

Signature: _____ Date: 12-15-2017

CITIZEN PARTICIPATION FORM - PART A

This form must be completed and submitted with the applicant's completed Public Hearing Application. Applications submitted to the City of Alpharetta without a completed Citizen Participation Form - Part A will not be accepted.

Public Hearing or Project Name: 5950. N. POINT PKWY. ALPHARETTA, GA 3002:

Contact Name: ADAM HALE Telephone: 404-281-2788

The following people will be notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified. Use additional pages as needed.

"SEE ADDITIONAL PAGES"

Method by which these individuals will be contacted. Please mark all that apply. *If you select "Other," please provide a description of the method of contact that will be used.*

- [x] Letter
- [ ] Personal Visits
- [ ] Telephone
- [ ] Group Meeting
- [ ] Email
- [ ] Other *(Please Specify)*

Please describe the method(s) by which these individuals will have the opportunity to respond or contact the applicant with questions or concerns about the proposal.

CITIZEN PARTICIPATION FORM - PART B

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: _____

Contact Name: _____ Telephone: _____

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

_____

_____

_____

_____

_____

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*

- ☐ Letter
- ☐ Telephone
- ☐ Email
- ☐ Personal Visits
- ☐ Group Meeting
- ☐ Other *(Please Specify)* _____

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.

Signature of Authorized Agent: _____ Date: _____

Print Form

POKE BOWL MILTON PARK PROMENADE

12 286007970213	950 NORTH POINT DR	TWELVE THOUSAND EIGHTY FIVE BRANDFORD STREET PROJECT	Link
12 286007970221	5955 NORTH POINT DR	ALPHARETTA HOTEL VENTURES LP	Link
12 286007970338	925 NORTH POINT DR	NATIONAL RETAIL PROPERTIES LP	Link
12 286007970346	915 NORTH POINT PKY	MILKATHY CORP	Link
12 287007950130	0 HAYNES BRIDGE RD	CITY OF ALPHARETTA	Link
12 287007960147	10975 GEORGIA LN	GARDEN HOSPITALITY V L P	Link
12 287007960154	5966 NORTH POINT PKY	FIVE NINE SIX SIX NORTHPOINT PARKWAY LLC	Link
12 287007960170	2600 MILL CREEK AVE	AMLI AT MILTON PARK LLC	Link
12 287007960279	0 CICERO RD	PLA MILTON PARK LLC	Link
12 287007961061	3960 NORTH POINT PKWY	BRANCH BANKING & TRUST CO	Link
12 287007961921	0 MILL CREEK AVE	MILTON PARK PROMENADE, LLC	Link
12 287008091900	0 MILL CREEK AVE	MILTON PARK TOWN SQUARE OWNERS ASSOC INC	Link
12 287008091934	2700 WANDER LN LOT 1	WELBORN ALLISON F	Link
12 287008091942	2702 WANDER LN	FEDOROVA NELLI	Link
12 287008091959	2704 WANDER LN	WALKER ROSALIND	Link
12 287008091967	2706 WANDER LN	LEVCHENKO VLADIMIR	Link
12 287008091975	2708 WANDER LN	INTERNATIONAL REALTY LLC &	Link
12 287008091983	2710 WANDER LN	BUSCH PATRICK A & KATHLEEN L REVOCABLE TR	Link
12 287008091991	2712 WANDER LN	ST JOHN CYNTHIA A	Link
12 287008092007	2714 WANDER LN	LAIRD MARCIA	Link
12 287008092015	2716 WANDER LN	WRIGHT STEVEN A.	Link
12 287008092023	2718 WANDER LN	SALAZAR OSCAR ALEJANDRO	Link
12 287008092031	2720 WANDER LN	SEGLER STEPHEN O	Link
12 287008092049	2722 WANDER LN	CARNEY COURTNEY ELIZABETH	Link
12 287008092056	2724 WANDER LN	MCLEOD BRYN	Link
12 287008092064	2726 WANDER LN	WHITE MICHAEL	Link

12 287008092072	2728 WANDER LN	KIM CHRIS	Link
12 287008092080	2730 WANDER LN	DENNIS JUDITH R	Link
12 287008092098	2732 WANDER LN	ARTHUR LYNN	Link
12 287008092106	2734 WANDER LN	POWELL JEFF	Link
12 287008092114	2736 WANDER LN	AITCHISON JULIE E	Link
12 287008092122	2738 WANDER LN	CASEY MARTIN JOSEPH CASEY BARBARA ANN	Link
12 287008092130	2740 WANDER LN	STINNETT RUSSELL G STINNETT CATHY S	Link
12 287008092148	2742 WANDER LN	HAWKINS ANTHONY V G	Link
12 287008092155	2744 WANDER LN	COX JON H	Link
12 287008092163	2746 WANDER LN	HAWKINS GARY & HAWKINS MARILYN L	Link
12 287008092171	2748 WANDER LN	REYNOLDS DUANE	Link
12 287008092189	2750 WANDER LN	SMITH RICHARD A	Link
12 287008092197	2752 WANDER LN	JOHNSTON TERRY	Link
12 287008092205	2754 WANDER LN	ARDILLO LUANN M	Link
12 287008092338	2676 WANDER TRL	DAVIS RYAN M	Link
12 287008092346	2670 WANDER TRL	ALVAREZ YUBRANO C	Link
12 287008092353	2666 WANDER TRL	LEE SANG PYO	Link
12 287008092361	2660 WANDER TRL	LEWIS JOSHUA R	Link
12 287008092379	2656 WANDER TRL	BARDIS JOHN A & BARDIS JUDITH T	Link
12 287008092387	2650 WANDER TRL	ALOFF OSCAR	Link
12 287008092395	2646 WANDER TRL	GUO ZHISONG & QI YANQIAO	Link
12 287008092403	2640 WANDER TRL	ISZARD ROXANNE D	Link
12 287008092411	2636 WANDER TRL	HERD LANCE	Link
12 287008092429	2630 WANDER TRL	RAVAL MAYUR I & PINECCA J	Link
12 287008092437	2626 WANDER TRL	SCOTT HELENA SQUILLACE	Link
12 287008092445	2620 WANDER TRL	FRENCH ANN E	Link

12 287008092452	2616 WANDER TRL	GRAHAM GAIL	Link
12 287008092460	2610 WANDER TRL LOT 54	ROSS DARRELL	Link
12 287008092478	2606 WANDER TRL LOT 55	MICKENS RODERICK	Link
12 287008092486	2600 WANDER TRL	WOODALL LESLI P & LEE T	Link
12 287008092494	2596 WANDER TRL	MOORE MARY LYNNE	Link
12 287008092502	2590 WANDER TRL	SARKAR SATINATH	Link
12 287008092510	2586 WANDER TRL	RAMACHANDRAN VIJAYVENKAT & SANKARANARAYANAN RANJANI	Link
12 287008092528	2580 WANDER TRL	HILL BRENDA K & JEFFERY A	Link
12 287008092536	2576 WANDER TRL	JIANG YOUREN & FEL XUN	Link
12 287008092544	2570 WANDER TRL	KHERA RANJIT KHERA TINA M	Link
12 287008092551	2566 WANDER TRL	GIBBS CHARLES S ET AL	Link
12 287008092569	2560 WANDER TRL	KLINDT KAREN C	Link
12 287008092577	2556 WANDER TRL	BARDIS MICHAEL A ET AL	Link
12 287008092585	2550 WANDER TRL	BUJJI 2550 LLC	Link
12 287008092593	2701 WANDER LN	KEHM KEVIN	Link
12 287008092692	2709 WANDER LN UNIT 71	REED KELLY M	Link
12 287008092700	2713 WANDER LN	SMITH MICHELLE D	Link
12 287008092791	2711 WANDER LN	PRIDGEN JAMES M	Link
12 287008092809	2703 WANDER LN	BULLARD DARCI LEIGH	Link
12 287008092817	2705 WANDER LN	TRUESDELL LAUREN	Link
12 287008092825	2707 WANDER LN	COERS SONIA L	Link
12 287008092833	2715 WANDER LN	HOLDER JOHN FORREST	Link
12 287008092858	2701 WANDER LN UNIT 67	PROVIDENCE GROUP AT ENCLAVE LLC	Link

EXHIBIT "A"

DESCRIPTION OF THE LAND

All that tract or parcel of land lying and being in Land Lots 796 and 809 of the 1st District, 2nd Section, City of Alpharetta, Fulton County, Georgia and being more particularly described as follows:

Beginning at a point located at the intersection of the southerly right-of-way of North Point Parkway (variable right-of-way) with the southwesterly right-of-way of Mill Creek Avenue (variable right-of-way); Thence continuing along the southwesterly right-of-way of Mill Creek Avenue,

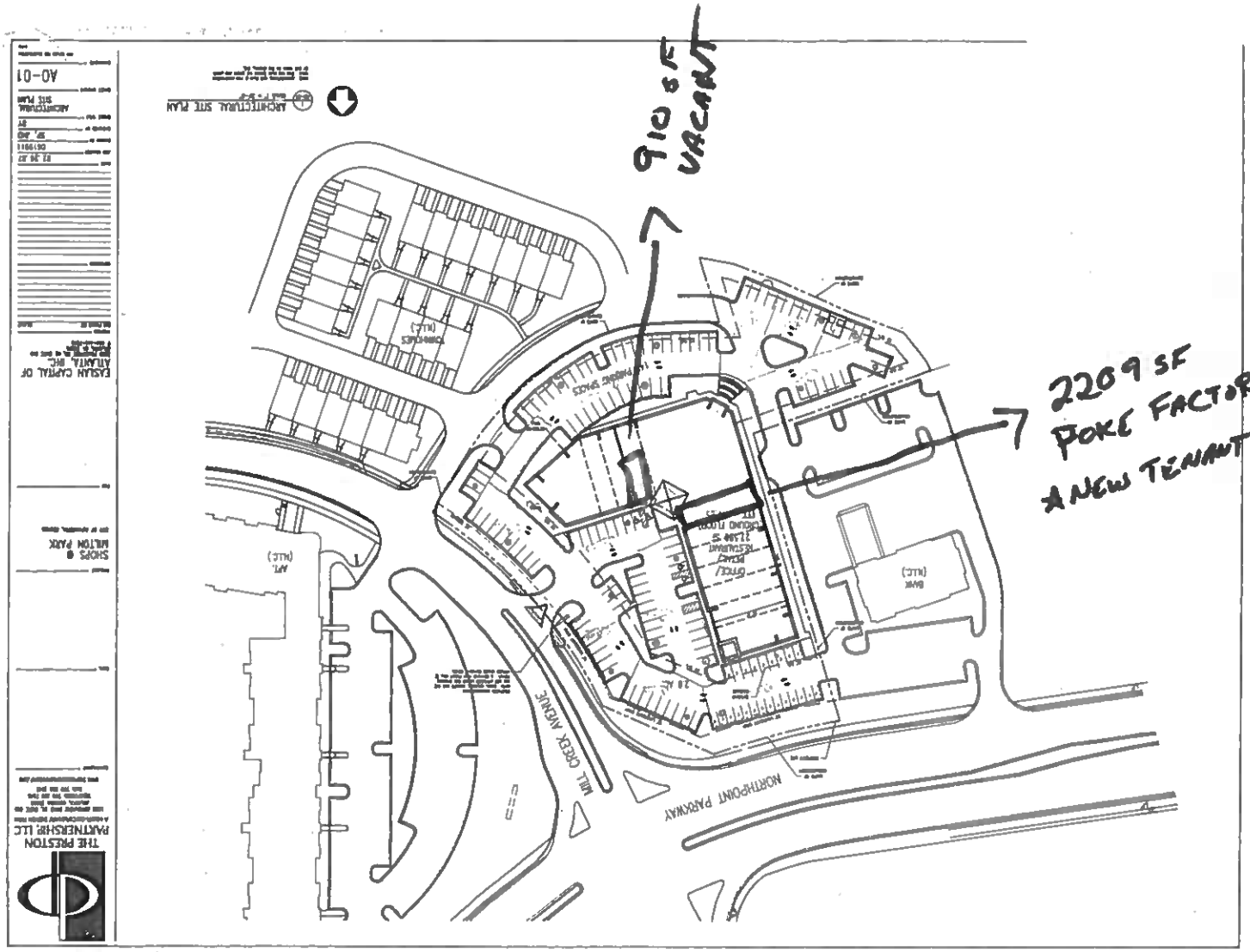
1. South 66°46'39" East, 118.07 feet to a point; thence,
2. Along a curve to the left having a radius of 475.25 feet and an arc length of 252.77 feet and a chord bearing and distance of South 41°57'19" East, 249.80 feet to a point; thence, leaving aforesaid Mill Creek Avenue and running with the property of Cicero Partners II, LLC
3. South 30°34'50" West, 55.44 feet to a point; thence,
4. Along a curve to the right having a radius of 300.00 feet and an arc length of 162.67 feet and a chord bearing and distance of South 46°06'31" West, 160.68 feet to a point; thence,
5. South 61°38'32" West, 6.85 feet to a point; thence,
6. Along a curve to the right having a radius of 150.00 feet and an arc length of 69.88 feet and a chord bearing and distance of South 74°59'20" West, 69.25 feet to a point; thence,
7. South 88°20'08" West, 61.81 feet to a point; thence,
8. South 17°24'52" East, 64.78 feet to a point; thence,
9. North 79°47'35" West, 33.87 feet to a point; thence,
10. North 69°44'56" West, 49.88 feet to a point; thence,
11. North 66°29'40" West, 76.57 feet to a point; thence,
12. North 69°48'04" West, 51.64 feet to a point; thence,
13. North 39°20'11" West, 36.17 feet to a point; thence,
14. North 24°49'31" West, 9.59 feet to a point; thence running with the property of Branch Banking and Trust Company
15. North 70°46'10" East, 183.22 feet to a point; thence,
16. North 17°25'02" West, 288.27 feet to 1/2" rebar found on the southerly right-of-way of North Point Parkway; thence continuing along said right-of-way,
17. Along a curve to the left having a radius of 781.20 feet and an arc length of 127.24 feet and a chord bearing and distance of North 75°10'02" East, 127.10 feet to the Point of Beginning.

Shown as containing 117,788 square feet or 2.704 acres of land, more or less, on that certain plat of survey entitled "ALTA/ACSM Land Title Survey for Milton Park Promenade, LLC, Regions Bank & Chicago Title Insurance company", prepared by TerraMark Land Surveying, Inc., bearing the seal and certification of William C. Wohlford, Jr., Georgia Registered land Surveyor No. 2577, dated February 5, 2007, last revised November 20, 2008.

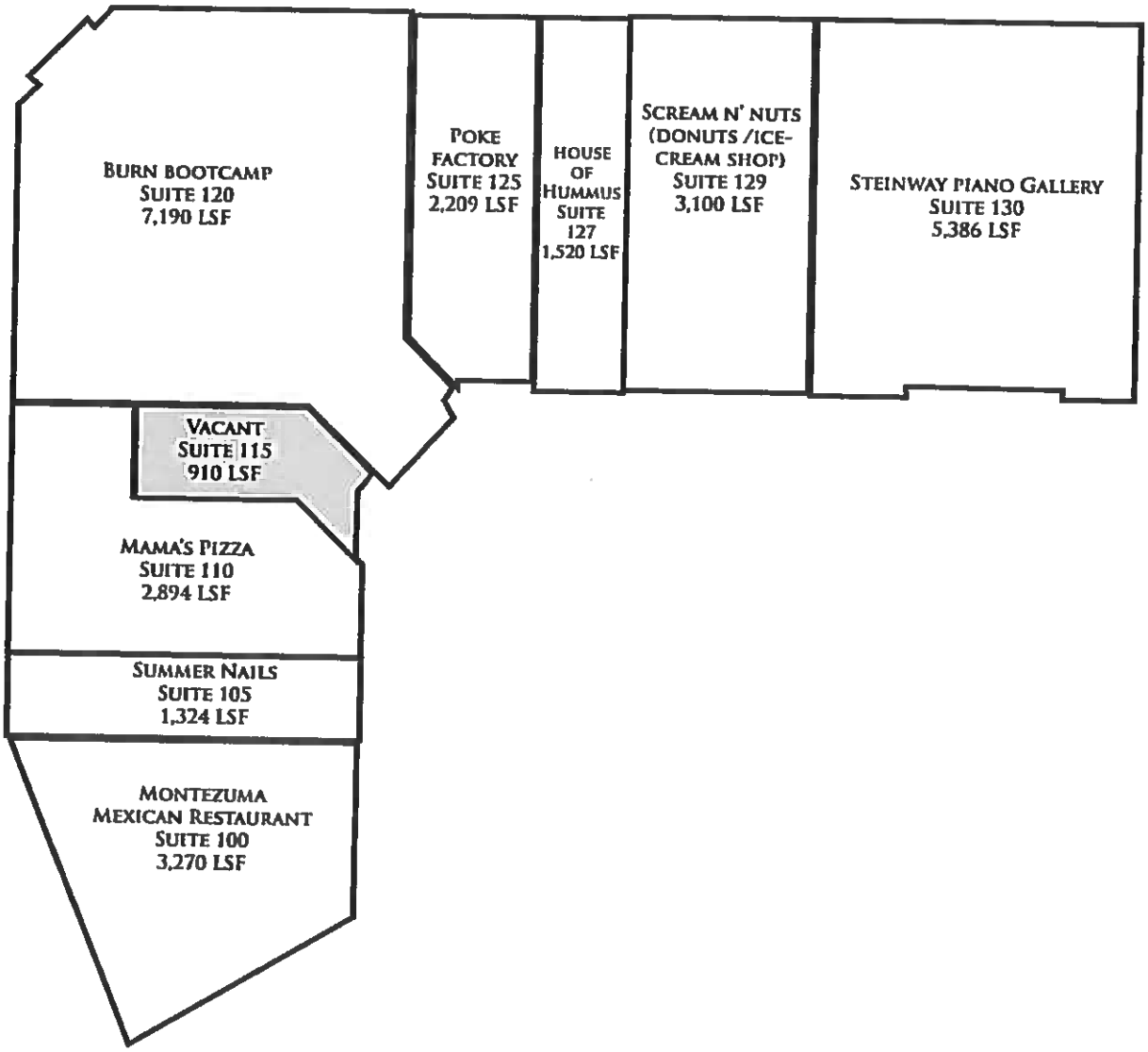
1

PH-17-42

POKE BOWL MILTON PARK PROMENADE



MILTON PARK PROMENADE
SITE PLAN
27,579 SF



HALE
RETAIL GROUP

POKE BOWL MILTON PARK PROMENADE

POKE FACTORY RESTAURANT MENU

(/)

Menu and Pricing

Build your own bowl

Small (2 scoops)
$7.00

Medium (3 scoops)
$9.00

Large (5 scoops)
$11.00

Step 1 - Base

- White Rice
- ~~Brown Rice~~
- Mixed Salad
- Chips

Step 2 - Protein

- Tuna
- Salmon
- Yellowtail
- Albacore
- Shrimp
- Scallop
- Octopus
- Tofu
- Spicy Tuna
- Spicy Albacore

Step 3 - Side

- Seaweed Salad
- Edamame
- Avocado
- Crab Meat

Step 4 - Mix-in

(/)

- White Onion
- ~~Green Onion~~
- Cilantro
- Jalapeno
- Masago
- Tomato
- Cucumber
- Pineapple
- Corn

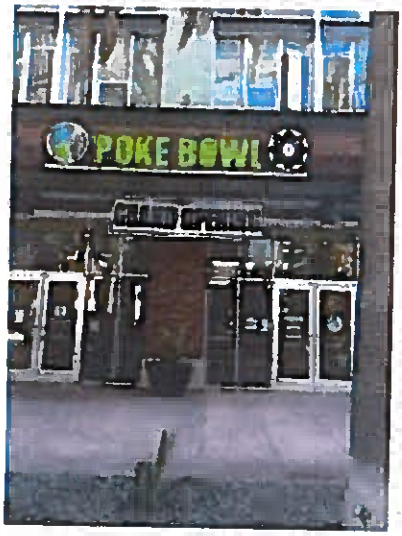
Step 5 - Side (choose 2)

- Spicy Mayo
- Sesame Shoyu (mild or spicy)
- Ponzu (mild or spicy)
- Yuzu Ponzu
- Yuzu Kosho Ponzu
- Garlic Ponzu
- Sweet Mustard
- Korean Chili Sauce (Gochujang)
- Wasabi Sauce

Step 6 - Topping

- Ginger
- Wasabi
- Roasted Garlic
- Roasted Onion
- Furikake
- Shredded Seaweed

POKE BOWL MILTON PARK PROMENADE



POKE BOWL MILTON PARK PROMENADE

CITIZEN PARTICIPATION FORM - PART B

This form must be completed and submitted to the City of Alpharetta Community Development Department a minimum of twenty (20) working days prior to the scheduled Public Hearing. Failure to do so will result in cancellation of the scheduled hearing.

Public Hearing or Project Name: 5950 N. POINT PKWY. ALPHARETTA, GA 30022

Contact Name: ADAM HALE Telephone: 404-281-2788

Please describe comments and concerns provided by any and all individuals contacted as part of the the Citizen Participation Program. If any individuals provided written correspondence, please attach copies of same to this report.

1.) ONE PROPERTY OWNER CALLED ME REGARDING NOISE FROM THE MEXICAN RESTAURANT. PROPERTY OWNER WAS EXCITED TO HEAR A POKE RESTAURANT IS COMING SOON, AND SHE IS GOING TO TELL ALL HER FRIENDS.

Method by which these individuals were contacted. Please mark all that apply. *Please provide samples of any and all written communications used to provide notification.*

- [x] Letter
- [ ] Personal Visits
- [ ] Telephone
- [ ] Group Meeting
- [ ] Email
- [ ] Other *(Please Specify)*

Attach a list of people who have been notified of this application and provided information describing the subject proposal. Please note that ALL adjoining property owners MUST be notified.

I, the undersigned, as an authorized representative of the applicant and Public Hearing item identified above, do solemnly swear and attest, subject to criminal penalties for false swearing, that the information provided in this Citizen Participation Form - Part B and in any and all documents provided in support of this report are true and accurate. I further understand that any false statements provided by representatives of the applicant as part of this report may result in penalties up to and including denial of the subject application.

Signature of Authorized Agent: Date: 2-19-18

Print Form

POKE BOWL MILTON PARK PROMENADE

12 286007970213	950 NORTH POINT DR	TWELVE THOUSAND EIGHTY FIVE BRANDFORD STREET PROJECT	Link
12 286007970221	5955 NORTH POINT DR	ALPHARETTA HOTEL VENTURES LP	Link
12 286007970338	925 NORTH POINT DR	NATIONAL RETAIL PROPERTIES LP	Link
12 286007970346	915 NORTH POINT PKY	MILKATHY CORP	Link
12 287007950130	0 HAYNES BRIDGE RD	CITY OF ALPHARETTA	Link
12 287007960147	10975 GEORGIA LN	GARDEN HOSPITALITY V L P	Link
12 287007960154	5966 NORTH POINT PKY	FIVE NINE SIX SIX NORTHPOINT PARKWAY LLC	Link
12 287007960170	2600 MILL CREEK AVE	AMLI AT MILTON PARK LLC	Link
12 287007960279	0 CICERO RD	PLA MILTON PARK LLC	Link
12 287007961061	3960 NORTH POINT PKWY	BRANCH BANKING & TRUST CO	Link
12 287007961921	0 MILL CREEK AVE	MILTON PARK PROMENADE, LLC	Link
12 287008091900	0 MILL CREEK AVE	MILTON PARK TOWN SQUARE OWNERS ASSOC INC	Link
12 287008091934	2700 WANDER LN LOT 1	WELBORN ALLISON F	Link
12 287008091942	2702 WANDER LN	FEDOROVA NELLI	Link
12 287008091959	2704 WANDER LN	WALKER ROSALIND	Link
12 287008091967	2706 WANDER LN	LEVCHENKO VLADIMIR	Link
12 287008091975	2708 WANDER LN	INTERNATIONAL REALTY LLC &	Link
12 287008091983	2710 WANDER LN	BUSCH PATRICK A & KATHLEEN L REVOCABLE TR	Link
12 287008091991	2712 WANDER LN	ST JOHN CYNTHIA A	Link
12 287008092007	2714 WANDER LN	LAIRD MARCIA	Link
12 287008092015	2716 WANDER LN	WRIGHT STEVEN A.	Link
12 287008092023	2718 WANDER LN	SALAZAR OSCAR ALEJANDRO	Link
12 287008092031	2720 WANDER LN	SEGLER STEPHEN O	Link
12 287008092049	2722 WANDER LN	CARNEY COURTNEY ELIZABETH	Link
12 287008092056	2724 WANDER LN	MCLEOD BRYN	Link
12 287008092064	2726 WANDER LN	WHITE MICHAEL	Link

POKE BOWL MILTON PARK PROMENADE

12 287008092072	2728 WANDER LN	KIM CHRIS	Link
12 287008092080	2730 WANDER LN	DENNIS JUDITH R	Link
12 287008092098	2732 WANDER LN	ARTHUR LYNN	Link
12 287008092106	2734 WANDER LN	POWELL JEFF	Link
12 287008092114	2736 WANDER LN	AITCHISON JULIE E	Link
12 287008092122	2738 WANDER LN	CASEY MARTIN JOSEPH CASEY BARBARA ANN	Link
12 287008092130	2740 WANDER LN	STINNETT RUSSELL G STINNETT CATHY S	Link
12 287008092148	2742 WANDER LN	HAWKINS ANTHONY V G	Link
12 287008092155	2744 WANDER LN	COX JON H	Link
12 287008092163	2746 WANDER LN	HAWKINS GARY & HAWKINS MARILYN L	Link
12 287008092171	2748 WANDER LN	REYNOLDS DUANE	Link
12 287008092189	2750 WANDER LN	SMITH RICHARD A	Link
12 287008092197	2752 WANDER LN	JOHNSTON TERRY	Link
12 287008092205	2754 WANDER LN	ARDILLO LUANN M	Link
12 287008092338	2676 WANDER TRL	DAVIS RYAN M	Link
12 287008092346	2670 WANDER TRL	ALVAREZ YUBRANO C	Link
12 287008092353	2666 WANDER TRL	LEE SANG PYO	Link
12 287008092361	2660 WANDER TRL	LEWIS JOSHUA R	Link
12 287008092379	2656 WANDER TRL	BARDIS JOHN A & BARDIS JUDITH T	Link
12 287008092387	2650 WANDER TRL	ALOFF OSCAR	Link
12 287008092395	2646 WANDER TRL	GUO ZHISONG & QI YANQIAO	Link
12 287008092403	2640 WANDER TRL	ISZARD ROXANNE D	Link
12 287008092411	2636 WANDER TRL	HERD LANCE	Link
12 287008092429	2630 WANDER TRL	RAVAL MAYUR I & PINECCA J	Link
12 287008092437	2626 WANDER TRL	SCOTT HELENA SQUILLACE	Link
12 287008092445	2620 WANDER TRL	FRENCH ANN E	Link

POKE BOWL MILTON PARK PROMENADE

12 287008092452	2616 WANDER TRL	GRAHAM GAIL	Link
12 287008092460	2610 WANDER TRL LOT 54	ROSS DARRELL	Link
12 287008092478	2606 WANDER TRL LOT 55	MICKENS RODERICK	Link
12 287008092486	2600 WANDER TRL	WOODALL LESLI P & LEE T	Link
12 287008092494	2596 WANDER TRL	MOORE MARY LYNNE	Link
12 287008092502	2590 WANDER TRL	SARKAR SATINATH	Link
12 287008092510	2586 WANDER TRL	RAMACHANDRAN VIJAYVENKAT & SANKARANARAYANAN RANJANI	Link
12 287008092528	2580 WANDER TRL	HILL BRENDA K & JEFFERY A	Link
12 287008092536	2576 WANDER TRL	JIANG YOUREN & FEL XUN	Link
12 287008092544	2570 WANDER TRL	KHERA RANJIT KHERA TINA M	Link
12 287008092551	2566 WANDER TRL	GIBBS CHARLES S ET AL	Link
12 287008092569	2560 WANDER TRL	KLINDT KAREN C	Link
12 287008092577	2556 WANDER TRL	BARDIS MICHAEL A ET AL	Link
12 287008092585	2550 WANDER TRL	BUJJI 2550 LLC	Link
12 287008092593	2701 WANDER LN	KEHM KEVIN	Link
12 287008092692	2709 WANDER LN UNIT 71	REED KELLY M	Link
12 287008092700	2713 WANDER LN	SMITH MICHELLE D	Link
12 287008092791	2711 WANDER LN	PRIDGEN JAMES M	Link
12 287008092809	2703 WANDER LN	BULLARD DARCI LEIGH	Link
12 287008092817	2705 WANDER LN	TRUESDELL LAUREN	Link
12 287008092825	2707 WANDER LN	COERS SONIA L	Link
12 287008092833	2715 WANDER LN	HOLDER JOHN FORREST	Link
12 287008092858	2701 WANDER LN UNIT 67	PROVIDENCE GROUP AT ENCLAVE LLC	Link

HALE
RETAIL GROUP

Dear Property Owner,

Hope you are doing well. The reason for this letter is to inform you that the property owner of 5950 North Point Pkwy, Alpharetta, GA 30022 is seeking to change a condition to the existing zoning to allow suites 115 & 125 to be used for retail/restaurant uses at Milton Park Promenade shopping center. The current approved uses of these spaces are office, and we are seeking to change them to retail/restaurant. The City Council Hearing will be held on Monday February 26, 2018 at 6:30 PM in the Council Chambers at City Hall (2 Park Plaza, Alpharetta, Georgia 30009). Please feel free to contact me at the phone number or email below, if you have any questions. Thanks

Sincerely,

Adam Hale
Applicant
Ahale@haleretailgroup.com

1303 Hightower Trail
Suite 205
Atlanta, GA 30350

Office: 770.594.1309
Fax: 770.594.7065
www.HaleRetailGroup.com

CITY COUNCIL MEETING
STAFF REPORT

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT
SUBMITTED BY: KATHI COOK
DRAFTED BY: MICHAEL WOODMAN

I. AGENDA ITEM TITLE: PH-17-37 UNIFIED DEVELOPMENT CODE TEXT AMENDMENTS – DOWNTOWN PARKING

CITY COUNCIL: FEBRUARY 19, 2018

This item was presented to the City Council as a workshop item at the January 16, 2018 Council meeting. Council asked that the proposed Downtown Parking regulations be discussed further at the upcoming Council Retreat.

This item was heard at the February 1, 2018 Planning Commission meeting. No one from the public spoke for or against the request. Planning Commissioners recommended changes to the proposed Downtown Parking regulations, including defining criteria for on-site parking special exceptions and changing the parking in lieu fee schedule to create a category for spaces 1-5 at a rate of $4,500/space and parking spaces 6-10 at a rate of $7,000/space. After discussion, the Planning Commission voted to recommend approval of the item, but the motion failed 3-4. Therefore, the item moves forward to City Council without a recommendation.

II. RECOMMENDATION:

Staff recommended approval of PH-17-37 Unified Development Code, Appendix A: Alpharetta Downtown Code as it relates to regulations for Downtown Parking.

III. REPORT IN BRIEF:

Consideration of amendments to Unified Development Code (UDC) Appendix A: Alpharetta Downtown Code, Section 2.4 Parking and Loading.

Staff and the City's Parking Consultants propose the following regulations to consider addressing parking in the Downtown Overlay:

- Minimum parking requirements for 'Schools, Senior High'.
- Allowance for parking requirements to be satisfied through payment of parking in-lieu fees.
    - Approval process requires consideration of a public hearing application by City Council
    - Parking In-Lieu Fee Schedule
    - Fees due at issuance of building permit or business license
- On-site parking special exceptions
    - Requests heard by Planning Commission and decided by City Council
    - May be utilized when the full provisions of on-site parking are unnecessary or when a site is unable to accommodate required parking due to the size, shape, topography, existing buildings, existing trees, other natural features or required buffers.

IV. ATTACHMENTS:

- UDC Strike Through and Underline Edits

Sec. 2.4. Parking and Loading

2.4.1. Vehicle Parking

A. Every use must provide and maintain vehicular parking in accordance with the Vehicular Parking Requirements Table.

B. Vehicular Parking Requirements Table

Use	Parking Space Ratio
Residential Activities	
Dwelling, 'For-Sale,' Attached	Min. 1 per bedroom (up to 2 bedrooms), plus 0.15 visitor space per unit
Dwelling, 'For-Sale,' Detached	Min. 1 per bedroom (up to 2 bedrooms), plus 0.15 visitor space per unit
Dwelling, 'For-Rent"	Min. 1 per bedroom (up to 2 bedrooms), plus 0.15 visitor space per unit
Bed & Breakfast	Min. 1 per guest bedroom
Hotel	Min. 1 space per guest room, plus 1 employee space per 20 guest rooms, plus 1 per 500 sf of convention rooms, conference rooms, ballrooms, restaurant and retail shops
Congregate Housing, Assisted Living Facility	Min. 1 per 2 sleeping rooms
Home-Elderly, Children, Nursing	Min. 1 per 2 sleeping rooms
Business Uses	
Bank, Savings & Loan, Mortgage Company	Min. 3 per 1,000 sf
Day Care Center	Min. 1 per 400 sf, plus stacking for 6 cars on the lot
Funeral Home (with no cemetery or mausoleum)	Min. 1 per 4 seats in chapel or parlor, plus sufficient space to park or store all company vehicles
Medical, dental and optical offices	Min. 3 per 1,000 sf
Professional and business offices not otherwise specifically enumerated	Min. 3 per 1,000 sf
Auto, truck and mobile home sales, outdoor equipment and machinery sales, commercial nurseries	Min. 3 per 1,000 sf of showroom, sales office or other conditioned space
Restaurant	Min. 1 per 500 sf
Retail businesses, not otherwise specifically enumerated	Min. 1 per 500 sf
Theaters, night clubs and other such places of public assembly	Min. 1 per 4 seats, plus 1 (employee space) per 10 seats
Service and repair establishments not otherwise specifically enumerated	Min. 3 per 1,000 sf, excluding storage
Service Station, Automotive	Min. 2 per fueling station, pus 1 per 250 sf of retail
Technology Centers/Data Processing Centers	Min. 1 per 500 sf of unmanned areas and min. 1 per 300 sf of manned areas
Wholesale/Industrial Uses	
Wholesaling and industrial uses including lumber, brick, coal, junk and supply yards	Min. 1 per 1,000 sf
Public and Semipublic Uses	
Hospital	Min. 1 per bed, plus 1 per 200 sf for outpatient treatment areas
Church, Synagogue, Other Place of Worship	Min. 1 per 2 seats in the principal assembly room

Use	Parking Space Ratio
Places of assembly or indoor recreation without fixed seats	Min. 1 per 500 sf playing court, rink, playing field and spectator area, plus 1 per 200 sf of patron use areas
Schools, elementary and middle schools	Min. 1 per classroom and administrative office, plus 5 visitor spaces
Schools, senior high	Applicants must submit a parking study (prepared by an independent third party) to determine minimum parking requirements. The study must estimate parking demand based on reliable data collected from comparable uses or on external data from credible research organizations (e.g. Institute of Transportation Engineers or American Planning Association). It must also consider the number of students, staff, classrooms, visitors, and the availability of busing. In no case may the minimum requirement be less than 1 per classroom and administrative office, plus 1 per 4 students (based on the design capacity of the school)
Other public building	Min. 1 per 300 sf

C. Parking in the following locations may be used to satisfy the minimum requirements of the Vehicular Parking Requirements Table:

1. Off-street parking located on the same site or lot as the use it serves;
2. On-street parking located adjacent to and on the same side of the street as the site or lot contain the use it serves.

D. When a use provides more than 120% of the minimum number of spaces required by the Vehicular Parking Requirements Table, any additional spaces in a surface parking lot must be constructed of pervious paving materials. For the purpose of conforming to this requirement, any on-street spaces or off-street spaces in parking structures must be counted towards satisfying the minimum requirement.

E. Parking In-Lieu Fees

1. The city council may authorize vehicular parking requirements to be satisfied through payment of parking in-lieu fees according to the following fee schedule:

Parking In-Lieu Fee Schedule

If the Number of Required Spaces Satisfied through In-Lieu Program is Between:	The Fee Due is:
1 – 10 spaces	$7,000 per space
11-20 spaces	$70,000 + $10,000 per space over 10
21-40 spaces	$170,000 + $15,000 per space over 20
41-60 spaces	$470,000 + $20,000 per space over 40
61-100 spaces	$870,000 + $25,000 per space over 60
101 spaces and greater	$1,870,000 + $30,000 per space over 100

2. Applications to use parking in-lieu fees must be made to the city council, which will then hold a public hearing to approve or deny the application. The city council must consider the following in reviewing an application for parking in-lieu:

   a. The availability of parking in the Downtown Overlay;

   b. The availability of alternative transportation in the Downtown Overlay;

   c. The impact on the public health, safety, and general welfare; and

   d. Other considerations deemed material to the application by city council.

3. Following approval of a parking in-lieu fee application, the fee must be paid in a lump sum either:

   a. Prior to the issuance of a building permit; or

   b. Prior to the issuance of a business license for the use for which the parking is required, if no building permit is required.

4. When parking in-lieu fees are utilized, the following apply if the use is changed or discontinued:

   a. If a use is enlarged or replaced by a use that requires more parking, the additional parking requirement may be met by paying additional parking in-lieu fees.

   b. If a use is reduced in area, or wholly or partially becomes vacant, or is replaced by a use that requires less parking, no additional parking in-lieu fees are required.

   c. If a use is destroyed, the property owner may count its parking in-lieu fee spaces towards meeting the requirement of new uses built on-site, subject to "a" and "b" above.

   d. A change of ownership or the dividing or merging of lots will not affect parking in-lieu fees or any determination that parking requirements have been met according to fees paid for a particular use, except when the change of ownership results in one of the conditions identified in "a" through "c" above.

F. On-Site Parking Special Exceptions

1. The following applies in place of Sec. 4.5.4 of the Unified Development Code when some or all of the required on-site parking is not provided and said requirement is not otherwise fully or partially satisfied through the payment of parking in-lieu fees.

2. Parking special exceptions shall be heard by the Planning Commission and decided by the City Council utilizing the same process required for conditional use applications under Sec. 4.2. of the Unified Development Code, except the conditional use standards of Sec. 4.2.3.C. shall not apply.

3. Parking special exceptions may be granted when the character of the use is such that the full provisions of on-site parking facilities is unnecessary, or when a site is unable to accommodate the required number of parking spaces due to the site's size, shape, topography, existing buildings, existing trees, other natural features, or required buffers.

4. The City Council may impose conditions of approval on the special exception in order to protect the public health, safety, and general welfare.

5. In no case shall a special exception be granted from the conditions of approval imposed on a property through a zoning change granted by the City Council.

   ~~a. A parking study may be submitted to support a request for a proposed parking reduction.~~

~~This study shall be reviewed by Community Development and must be approved prior to permitting.~~

2.4.2. Bicycle Parking

A. Facilities that provide or required 25 or more vehicle parking spaces must provide a minimum of 1 bicycle parking space, plus 1 space for each additional 25 provided vehicle parking spaces, provided that no site may have fewer than 3 spaces nor be required to exceed bicycle 30 spaces.

B. Bicycle parking facilities must comply with the following provisions.

1. Each required bicycle parking space must be at least 2 feet by 6 feet. Where a bike can be locked on both sides of a bicycle rack without conflict, each side can be counted as a required space.
2. Bicycle racks must be securely anchored, be easily usable with both U-locks and cable locks, and support a bicycle at 2 points of contact to prevent damage to the bicycle wheels and frame.
3. Bicycle parking must be provided in a well-lit area.
4. Spacing of the bicycle racks must provide clear and maneuverable access.
5. Bicycle parking may be placed within the public right-of-way, provided the encroachment is approved by the City Transportation Engineer.
6. Bicycle parking spaces must be as close as or closer than the nearest vehicle parking space (as measured along a pedestrian walkway from the door of the use the parking serves).

2.4.3. Driveways

A. Applicability. This following applies to driveways, including those serving alleys, but not to new streets in conformance with Section 2.3.3.

B. Width. Unless approved by the City Transportation Engineer or required by the Georgia Department of Transportation along a State highway, the maximum width of curb cuts, not including flares or returns at the throat of the facility, for entrances, exits, service drives and similar facilities shall be 24 feet for two-way entrances and 12 feet for one-way entrances.

C. Number. The maximum number of driveways allowed on a site shall not exceed an amount equal to one driveway for every 300 feet of total street frontage or fraction thereof. All parcels are permitted at least one driveway.

D. Location. Driveways may not be located on an arterial street when access is available from a collector or local street.

2.4.4. Design of Parking Structures

A. When a parking structure fronts an arterial or collector street its ground story must have active uses (such as, but not limited to, residential, commercial, office or civic space) located between the parking structure and the closest adjacent street (not including an alley). Such active use shall have a minimum depth of 20 feet.

B. Where upper stories of structured parking are adjacent to or visible from any street, they must be screened so that cars and ramps are not clearly visible from ground level view from the adjacent parcel or the adjacent street (not including an alley).

C. Structured parking facades adjacent to or visible from any street must have the appearance of a horizontal storied building.

AN ORDINANCE TO AMEND APPENDIX A: ALPHARETTA DOWNTOWN CODE OF THE UNIFIED DEVELOPMENT CODE OF THE CITY OF ALPHARETTA, GEORGIA; TO ADD A PARKING RATIO FOR 'SCHOOLS, SENIOR HIGH'; TO ADD REGULATIONS ALLOWING PARKING REQUIREMENTS TO BE SATISFIED THROUGH PAYMENT OF PARKING IN-LIEU FEES; TO ADD REGULATIONS ALLOWING FOR ON-SITE PARKING SPECIAL EXCEPTIONS; TO REPEAL CONFLICTING ORDINANCES; AND FOR OTHER PURPOSES.

WHEREAS, on or about May 21, 2001, the City of Alpharetta (the "City") adopted a comprehensive zoning ordinance known and cited as the Unified Development Code of the City of Alpharetta, Georgia, which has subsequently been amended from time to time (the "Unified Development Code"); and

WHEREAS, the Mayor and Council of the City of Alpharetta (the "City Council" or "Council") are charged with the protection of the public health, safety, and welfare of the citizens of the City of Alpharetta; and

WHEREAS, the Unified Development Code was designed to be amended from time to time when circumstances warrant that modifications be made in order to make the Unified Development Code more responsive to community needs; and

WHEREAS, the City Council finds that ordinances and regulations governing the uses of land and development of land within the City, as well as the City's operations, should be continually improved from time to time and modified as necessary to better protect and promote the public health, safety and welfare of the residents and businesses of the City of Alpharetta; and

WHEREAS, the City Council desires to amend Appendix A: Alpharetta Downtown Code of the Unified Development Code for the foregoing purposes; and

WHEREAS, the City Council finds that the following amendment to the Unified Development Code promotes the health, safety, morals, convenience, order, prosperity and general welfare of the present and future inhabitants of the City of Alpharetta;

NOW THEREFORE, The Council of the City of Alpharetta hereby ordains, as follows:

Section 1: **Alpharetta Downtown Code** of Appendix A of the Unified Development Code is hereby amended to read as set forth in Exhibit "A" attached hereto as if fully set forth herein.

Section 2: If any section, subsection, provisions, or clause of any part of this Ordinance shall be declared invalid or unconstitutional or, if the provisions of any part of this Ordinance as applied to any particular situation or set of circumstances shall be declared invalid or unconstitutional, such invalidity shall not be construed to affect the portions of this Ordinance not so held to be invalid, or the application of this Ordinance to other circumstances not so held to be invalid. It is hereby declared as the intent of the City Council that this Ordinance would have been adopted in its current form without the invalid or unconstitutional provision contained therein.

Section 3: This Ordinance shall be effective immediately upon its adoption by the City Council and incorporated into The Unified Development Code of the City of Alpharetta, Georgia. This Ordinance hereby repeals any and all conflicting ordinances and amendments.

SO ORDAINED this the _____day of _____, 2017.

Approved:

_____
David Belle Isle, Mayor

Attest:

_____
Coty Thigpen, City Clerk
(Seal)

Approved as to Form:

_____
C. Sam Thomas, City Attorney

COUNCILMEMBERS

_____

_____

_____

_____

_____

Exhibit A:

City Council Meeting
STAFF REPORT

Submitting Department: Finance
Submitted By:
Meeting Date: March 5, 2018

I. AGENDA ITEM TITLE: APPROVAL OF FISCAL YEAR 2018 MID-YEAR BUDGET AMENDMENT (SECOND READING)

II. RECOMMENDATION:

The purpose of this meeting is to provide an overview of the Fiscal Year 2018 Mid-Year Budget and adopt the Budget Ordinance (2nd reading).

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: NO

FISCAL IMPACT: YES

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST: VARIES BY FUND. SEE MID-YEAR BUDGET REQUESTS (ATTACHED).

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

IV. REPORT IN BRIEF:

The purpose of the Fiscal Year (FY) 2018 Mid-Year Budget Amendment is to amend the base budget as adopted by City Council for targeted initiatives that have already occurred (e.g. during the first seven months of the fiscal year) or are planned to occur before fiscal year-end.

Initiatives are discussed in detail within the attached Fiscal Year 2018 Mid-Year Budget Requests and include a reallocation of project funding within the Series 2016 Parks and Transportation Bond Fund. In accordance with State Law, the City is following statutory guidelines relating to the expenditure of bond funds for purposes other than stated in the public bond notice including the approval and advertisement of the reallocation resolution (approved on February 21, 2018).

The only change from the 1st reading was a reduction in the cost of the May 22, 2018 election to equal the estimate provided by Fulton County (reduction from $13,000 to $8,320).

V. ALTERNATIVES:

VI. ATTACHMENTS:

Mid-Year Budget Ordinance, Exhibit A to Budget Ordinance

AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF ALPHARETTA, GEORGIA, TO ADOPT THE MID-YEAR FISCAL 2018 BUDGET FOR CERTAIN FUNDS OF THE CITY OF ALPHARETTA, GEORGIA APPROPRIATING THE AMOUNTS SHOWN IN EACH BUDGET AS EXPENDITURES, ADOPTING THE ITEM OF REVENUE ANTICIPATION, PROHIBITING EXPENDITURES TO EXCEED APPROPRIATIONS, AND PROHIBITING EXPENDITURES TO EXCEED ACTUAL FUNDING AVAILABLE.

WHEREAS, the Director of Finance has presented a proposed fiscal year 2018 mid-year budget to the City Council on certain funds of the City; and

WHEREAS, each of these proposed amendments will adjust expenditures and revenues originally appropriated in the fiscal year 2018 budget; and

WHEREAS, each of these mid-year amendments represent a balanced budget, so that anticipated revenues for each fund equal or exceed proposed expenditures;

NOW, THEREFORE BE IT ORDAINED that this mid-year budget, "Exhibit A" attached hereto and by this reference made a part hereof this ordinance shall be the City of Alpharetta's fiscal year 2018 mid-year budget for these certain funds for the fiscal year 2018; and

BE IT FURTHER ORDAINED that this mid-year budget be and is hereby approved and the revenue items shown in the budget for each fund in the amount anticipated are adopted and that the several amounts shown in the budget for each fund as proposed expenditures are hereby appropriated to the departments named in each fund; and

BE IT FURTHER ORDAINED that the expenditures shall not exceed the appropriations authorized by this mid-year budget or amendments thereto provided; and that expenditures shall not exceed actual funding available.

ADOPTED this _____ day of _____, 2018.

CITY OF ALPHARETTA, GEORGIA

By: _____
David Belle Isle, Mayor

COUNCILMEMBERS

_____

_____

_____

_____

_____

_____

(SEAL)

Attest:

_____
City Clerk

First Reading: _____

Second Reading: _____

City of Alpharetta, Georgia
Fiscal Year 2018
Mid-Year Budget Request

The purpose of the Fiscal Year (FY) 2018 Mid-Year Budget Amendment is to amend the base budget as adopted by City Council for targeted initiatives that have already occurred (e.g. during the first seven months of the fiscal year) or are planned to occur before fiscal year-end.

General Fund

This Fund is the principal operating fund of the City and includes governmental activities such as police, fire, recreation, transportation, and other general government functions that are primarily funded with property taxes, utility taxes, franchise fees, state shared revenues, and charges for services such as recreation program fees. State law requires that the city's budget be balanced: revenues = expenditures.

The budgetary legal level of control resides at the department level (e.g. City Administration, Recreation and Parks, etc.). That is to say, a given department has the operational flexibility to reallocate appropriations within specific line-items to achieve its mission, but cannot exceed its overall appropriation level as approved by City Council. Furthermore, the Adopted Budget approves the staffing level (i.e. authorized full-time equivalent staffing level) for each department. The FY 2018 Mid-Year Budget Amendment adjusts three departmental budgets to fund/authorize the targeted initiatives discussed in detail over the following pages.

Fiscal Year 2018 Mid-Year Budget Requests

GENERAL FUND
LEGAL LEVEL OF CONTROL

General Fund	Fiscal Year 2018		
	Current Budget Jan. 2018	Mid-Year Budget Amendment	Revised Budget Jan. 2018
Revenues by Source:			
Property Taxes	$ 22,354,000	$ -	$ 22,354,000
Local Option Sales Taxes	15,200,000	-	15,200,000
Other Taxes	11,079,500	-	11,079,500
Insurance Premium Taxes	3,620,000	73,320	3,693,320
Licenses and Permits	2,722,050	-	2,722,050
Intergovernmental Revenue	435,000	-	435,000
Charges for Services	849,850	-	849,850
Recreation Program Fees	2,542,558	100,000	2,642,558
Fines and Forfeitures	2,209,250	-	2,209,250
Investment Earnings	75,000	-	75,000
Other/Miscellaneous	291,187	-	291,187
Other Financing Sources			
Transfer(s) in from Hotel/Motel Fund	2,718,750	-	2,718,750
Budgeted Fund Balance	8,860,286	-	8,860,286
Total Revenues	**$ 72,957,431**	**$ 173,320**	**$ 73,130,751**
Expenditures by Department:			
Mayor & Council	$ 364,488	$ -	$ 364,488
City Administration	2,212,696	53,320	2,266,016
Finance	3,347,009	-	3,347,009
City Attorney	665,000	-	665,000
Information Technology	1,681,857	-	1,681,857
Human Resources	415,782	-	415,782
Municipal Court	1,126,546	-	1,126,546
Public Safety	27,240,508	20,000	27,260,508
Public Works	8,377,022	-	8,377,022
Recreation & Parks	9,000,204	100,000	9,100,204
Community Development	2,857,116	-	2,857,116
subtotal	***$ 57,288,228***	***$ 173,320***	***$ 57,461,548***
General Government:			
Non-Departmental	$ 45,000	$ -	$ 45,000
Insurance Premiums	665,000	-	665,000
Gwinnett Tech Bond (P&I)	286,840	-	286,840
Transfer(s) to other Funds	14,022,363	-	14,022,363
Contingency	650,000	-	650,000
subtotal	***$ 15,669,203***	***$ -***	***$ 15,669,203***
Total Expenditures	**$ 72,957,431**	**$ 173,320**	**$ 73,130,751**

The following section provides, by department, the associated detail/justification for each targeted initiative requested through the FY 2018 Mid-Year Budget Amendment.

City Administration Department

Initiative: November 2017 Election (additional funding request)

Funding Request: $45,000

In accordance with policies adopted by the Fulton County Board of Registration and Elections ("County"), in odd-numbered years when municipalities hold regularly scheduled general elections, and there is no countywide special election, the municipalities will pay the full election cost including a 10% administrative fee. The cost of the November 2017 election totals approximately $125,000.

The FY 2018 adopted budget included funding of $80,000 for the November 2017 election. This funding was based on historical expenditure trends for the last two election cycles (FY 2016 = $63,000; FY 2014 = $72,000). As noted above, actual costs for the November 2017 election totaled approximately $125,000 resulting in a shortfall of $45,000. One identified factor for the cost increase was extending early voting from 1-week (historical practice) to 3-weeks. Funding is coming through an increase in insurance premium tax collections.

Initiative: May 2018 Election

Funding Request: $8,320

In accordance with policies adopted by the County, in even-numbered years when the County is holding a regularly scheduled Primary, Primary Runoff, General Election, and/or General Election Runoff, the County will pay the costs of conducting the election with the city's only obligation equal to an administrative fee of 10% of costs which is estimated at $8,320 for the May 2018 election. Funding is coming through an increase in insurance premium tax collections.

Public Safety Department

Initiative: Medical Reporting Software Upgrade (implementation/licensing fees)

Funding Request: $20,000

This request is for the purchase and implementation of ESO Medical Reporting software. Currently, the city uses the Emergency Medical Services (EMS) module of Firehouse reporting systems to document medical responses and patient care records (PCR). The company ESO has recently purchased Firehouse and offers a significantly improved version of the PCR module, called EHR (Electronic Health Record). The product is superior to our current PCR in many ways. Just to name a few, our firefighters currently have to complete reports on desktop computers at the fire station following a call. Depending on the work volume that day, it may be hours before that data is entered. This often results in mistakes or omissions due to long periods of time before reports are written. With the ESO software, the program is meant for use with a tablet and would allow our personnel to complete reports on the scene. Additionally, the ESO software is compatible with our cardiac monitors and CAD systems.

ESO also has a module which enables us to send data to the hospital so staff can see what was done for the patient prior to transport. We currently upload all of our data to the state-managed GEMSIS (Georgia Emergency Medical Information System) as per state mandate. Recently, the state has moved to the GEMSIS Elite system and mandated that all agencies had until March 31, 2018 to be operating on a system that allows patient data to be uploaded to the GEMSIS Elite website. Currently, our Firehouse EMS reporting module cannot be configured to upload patient data to GEMSIS Elite and we have been advised that it will not be. The new ESO software is

compatible with the GEMSIS Elite program and would allow us to stay compliant with the state mandate.

Year-one costs for this software upgrade total $60,000 and include the following components: (a) $20,000 for software licensing fees as well as implementation which will be programmed into the General Fund Public Safety Department budget; and (b) $40,000 for ruggedized tablets (est. quantity of 10) and associated mounts (for the fire apparatus) which is being requested through the Capital Project Fund. Funding is coming through an increase in insurance premium tax collections (General Fund) and Non-Allocated (Capital Project Fund).

Recreation and Parks Department

Initiative: **Gymnastics and Instructional Sports Instructor Fees**

Funding Request: $100,000

Funding Source: $100,000 (recreation program fees)

This request is for additional instructor fee funding for multiple recreation programs/camps including gymnastics and instructional sports (e.g. SporTykes) and is fully funded through estimated user fees. On average, the City retains 25% of program fees and passes the remaining 75% to the instructor.

Capital Project Fund

This Fund accounts for the acquisition and construction of major items such as buildings, infrastructure, parks, streets, and other major capital facilities. The budgetary legal level of control resides at the project level.

The FY 2018 Mid-Year Budget Amendment includes the following project reductions/additions.

CAPITAL PROJECT FUND LEGAL LEVEL OF CONTROL	Fiscal Year 2018		
	Current Budget Jan. 2018	Mid-Year Budget Amendment	Revised Budget Jan. 2018
Expenditures by Project:			
Public Works			
McGinnis Ferry Road Capacity Improvements	$ 400,000	$ (300,000)	$ 100,000
Public Safety			
Medical Reporting Software Upgrade (equipment)	-	40,000	40,000
Community Development			
Office Buildout (City Hall)	-	80,000	80,000
Recreation and Parks			
Office Redesign (City Hall)	-	25,000	25,000
Wills Park Master Plan (including Equestrian Center)	-	130,000	130,000
subtotal	***$ 400,000***	***$ (25,000)***	***$ 375,000***
Non-Departmental			
Non-Allocated	$ 2,977,214	$ 25,000	$ 3,002,214
subtotal	***$ 2,977,214***	***$ 25,000***	***$ 3,002,214***
Net Budget Adjustments	**$ 3,377,214**	**$ -**	**$ 3,377,214**

Public Works
Initiative: McGinnis Ferry Road Capacity Improvements

Funding Reallocation: ($300,000)

Target funding for McGinnis Ferry Road Capacity Improvements totals $4 million and includes the following sources: T-SPLOST ($2.4 million estimated for FY 2019); Series 2016 Parks and Transportation Bond ($1.5 million; please refer to the Bond Fund write-up on the following pages); and the remaining $100,000 within the Capital Project Fund.

Public Safety Department
Initiative: Medical Reporting Software Upgrade (ruggedized tablets/mounts)

Funding Request: $40,000

This request is for the purchase and implementation of ESO Medical Reporting software. Currently, the city uses the Emergency Medical Services (EMS) module of Firehouse reporting systems to document medical responses and patient care records (PCR). The company ESO has recently purchased Firehouse and offers a significantly improved version of the PCR module, called EHR (Electronic Health Record). The product is superior to our current PCR in many ways. Just to name a few, our firefighters currently have to complete reports on desktop computers at the fire station following a call. Depending on the work volume that day, it may be hours before that data is entered. This often results in mistakes or omissions due to long periods of time before reports are written. With the ESO software, the program is meant for use with a tablet and would allow our personnel to complete reports on the scene. Additionally, the ESO software is compatible with our cardiac monitors and CAD systems.

ESO also has a module which enables us to send data to the hospital so staff can see what was done for the patient prior to transport. We currently upload all of our data to the state-managed GEMSIS (Georgia Emergency Medical Information System) as per state mandate. Recently, the state has moved to the GEMSIS Elite system and mandated that all agencies had until March 31, 2018 to be operating on a system that allows patient data to be uploaded to the GEMSIS Elite website. Currently, our Firehouse EMS reporting module cannot be configured to upload patient data to GEMSIS Elite and we have been advised that it will not be. The new ESO software is compatible with the GEMSIS Elite program and would allow us to stay compliant with the state mandate.

Year-one costs for this software upgrade total $60,000 and include the following components: (a) $20,000 for software licensing fees as well as implementation which will be programmed into the General Fund Public Safety Department budget; and (b) $40,000 for ruggedized tablets (est. quantity of 10) and associated mounts (for the fire apparatus) which is being requested through the Capital Project Fund. Funding is coming through an increase in insurance premium tax collections (General Fund) and Non-Allocated (Capital Project Fund).

Community Development
Initiative: Office Buildout (City Hall)

Funding Request: $80,000

This request is for appropriations to buildout a portion of the shell space in City Hall to accommodate three (3) Land Disturbance Inspectors currently housed at Public Works Headquarters. Having the Department's Land Disturbance Inspectors onsite will strengthen communication and service delivery capabilities. Project components include architectural design, buildout construction, furniture, and equipment.

Recreation and Parks

Initiative: Office Redesign (City Hall)

Funding Request: $25,000

This request is for appropriations to redesign the current Special Events' office space in City Hall to accommodate the targeted consolidation of Department management staff as part of a recent reorganization. This staff consolidation will strengthen communication and service delivery capabilities. Positions currently planned to be housed within the redesigned space include the following: Recreation and Parks Director; Cultural Services Manager; Recreation Services Manager; Community Services Manager; Communication Coordinator; Cultural Services Coordinator; and Special Events staff. Project components include furniture, installation, and equipment.

Initiative: Wills Park Master Plan (including Equestrian Center)

Funding Request: $130,000

This request is for appropriations for a Wills Park Master Plan (including the Equestrian Center) as outlined within the Alpharetta Recreation and Parks Master Plan update.

Series 2016 Parks and Transportation Bond Fund

This Fund accounts for the proceeds and associated expenditures resulting from the issuance of Series 2016 voter approved general obligation bonds which funded projects focused on alleviating traffic congestion, expanding sidewalk connectivity, improving park amenities, extending the Big Creek Greenway north to connect with Forsyth County's Greenway, and securing parkland for future passive and active park systems. The budgetary legal level of control resides at the project level. The FY 2018 Mid-Year Budget Amendment includes the following project additions/deletions.

SERIES 2016 PARKS AND TRANSPORTATION BOND FUND LEGAL LEVEL OF CONTROL			
	Fiscal Year 2018		
	Current Budget Jan. 2018	Mid-Year Budget Amendment	Revised Budget Jan. 2018
Expenditures by Project:			
Public Works			
Lilly Garden Terrace Extension	$ 1,500,000	$ (1,500,000)	$ -
McGinnis Ferry Road Capacity Improvements	-	1,500,000	1,500,000
Net Budget Adjustments	**$ 1,500,000**	**$ -**	**$ 1,500,000**

Public Works

Initiative: Lilly Garden Terrace Extension

Funding Reallocation: ($1,500,000)

This request is to remove funding for the Lilly Garden Terrace Extension project as it is no longer practical or feasible. The original cost estimate for the Lilly Garden Terrace Extension project was based on a concept design. Upon issuance of the Series 2016 Parks and Transportation Bonds, a full-design was completed that, in addition to title issues, rendered the Lilly Garden Terrace Extension project unfeasible.

Initiative: **McGinnis Ferry Road Capacity Improvements**

Funding: $1,500,000

Target funding for McGinnis Ferry Road Capacity Improvements totals $4 million and includes the following sources: T-SPLOST ($2.4 million estimated for FY 2019); Series 2016 Parks and Transportation Bond ($1.5 million); and the remaining $100,000 within the Capital Project Fund.

In accordance with State Law, the City is following statutory guidelines relating to the expenditure of bond funds for purposes other than stated in the public bond notice including the approval and advertisement of a reallocation resolution.

E911 Fund

This Fund accounts for fees received from users/potential users of the City's Emergency 911 System. The fees are paid directly from wired, wireless (including prepaid cards), and voice-over-internet-protocol telecommunications providers, with expenditures occurring to maintain and run the system.

E911 FUND LEGAL LEVEL OF CONTROL	Fiscal Year 2018		
	Current Budget Jan. 2018	Mid-Year Budget Amendment	Revised Budget Jan. 2018
Expenditures by Department:			
Public Safety	$ 4,089,845	$ -	$ 4,089,845
Non-Allocated	186,252	(85,000)	101,252
subtotal	***$ 4,276,097***	***$ (85,000)***	***$ 4,191,097***
Targeted Initiatives:			
E911 Expansion	$ 667,684	$ 85,000	$ 752,684
Mobile Radios Upgrade/Replacement	504,025	-	504,025
subtotal	***$ 1,171,709***	***$ 85,000***	***$ 1,256,709***
Total	**$ 5,447,806**	**$ -**	**$ 5,447,806**

<u>Public Safety Department</u>

Initiative: **E-911 Expansion (incidentals outside the construction scope)**

Funding Request: $85,000

E-911 has occurred some unexpected costs that are incidentally associated with the remodel of the E-911 Center. The costs outlined below were not figured into the original scope of work presented to Winter Construction and fall under the responsibility of the E-911 Center. Items include:

- Atlanta Communication Company ($25,000). This cost is required by Motorola to disconnect, relocate, and reinstall the voice-processing radio equipment associated with E-911 Center.
- AT&T ($18,500). This covers the cost to install phone activated door locking systems for 9 consoles. This will allow the lobby door and the E-911 breakroom area to be a "safe place

of refuge" for the public during closed hours. It allows doors to be unlocked without leaving the E-911 center.

- Comcast ($13,000). This is the cost associated with an additional fiber optic communications path to the North Fulton Regional Radio system.
- Salsbury Manufacturing ($8,300). This is the cost associated with lockers that are being installed in the E-911 break area.
- City Electric Supply ($1,100). This cost is to cover the purchase of the electrical pole that will house the wiring from the drop cord in the ceiling to the consoles. This is being special ordered to match the E-911 consoles.
- Residual funding is being requested to cover unanticipated needs through project completion.

The costs associated with these items is high because the buildout for E-911 will be completed in two phases causing the need to schedule two different trips. There is a four-week work schedule between each phase.

Solid Waste Fund

This Fund accounts for fees received from users of the City's solid waste program (e.g. trash, yard waste, bulky waste, and recycling programs). Services are provided on a user-fee basis and managed through a contract with a private sanitation hauler (BFI Waste Services). The budgetary legal level of control resides at the department level.

SOLID WASTE FUND LEGAL LEVEL OF CONTROL	Fiscal Year 2018		
	Current Budget Jan. 2018	Mid-Year Budget Amendment	Revised Budget Jan. 2018
Revenue by Source:			
Charges for Services	$ 3,296,300	$ 313,000	$ 3,609,300
Investment Earnings	7,706	-	7,706
Carryforward Fund Balance	433,246	-	433,246
Total	**$ 3,737,252**	**$ 313,000**	**$ 4,050,252**
Expenditures by Department:			
Finance	$ 3,304,006	$ 361,000	$ 3,665,006
Non-Allocated	433,246	(48,000)	385,246
Total	**$ 3,737,252**	**$ 313,000**	**$ 4,050,252**

Finance

Initiative: **Glass Recycling Program Fees**

Funding Request: $336,000

Funding Source: $288,000 (user fees); $48,000 (non-allocated)

This request is to appropriate revenues and expenditures associated with the Glass Recycling program approved in September 2017. Forecasted costs for FY 2018 (December 2017 to June

2018) total $336,000 and are funded through a combination of user fees ($288,000 for January through June) and non-allocated ($48,000 for December).

Initiative: **Sanitation-Hauler Fee Adjustment**

Funding Request: $25,000

Funding Source: $25,000 (user fees)

This request is to appropriate revenues and expenditures associated with the FY 2018 fee adjustment as set forth in the contract between the City and BFI Waste Services (private sanitation hauler). Specifically, the contract calls for a rate adjustment on April 1st 2018 of the lesser of 4% or CPI (rate adjustment is on base services only and does not affect glass recycling rates). Forecasted costs for FY 2018 total $25,000 (April to June).

A RESOLUTION AND ORDINANCE TO REGULATE AND PROVIDE FOR THE CALLING OF A CITY OF ALPHARETTA SPECIAL ELECTION TO BE HELD IN CONJUNCTION WITH THE STATE-WIDE GENERAL PRIMARY ON MAY 22, 2018; TO PROVIDE FOR AND RATIFY THE PUBLICATION AND NOTICE OF THE ELECTION; TO ESTABLISH A CANDIDATE QUALIFICATION PERIOD; TO ESTABLISH CANDIDATE QUALIFICATION FEES; TO ESTABLISH A VOTER REGISTRATION CUT-OFF DATE; AND FOR OTHER PURPOSES

WHEREAS, pursuant to the Charter of the City of Alpharetta and the laws of the State of Georgia, the City of Alpharetta is authorized to hold a non-partisan special election in conjunction with the state-wide general primary on the 22nd day of May 2018, to fill the unexpired term of Mayor and the unexpired terms of City Council Post 3 and Post 4; and

WHEREAS, the unexpired terms of the Mayor and City Council Post 4 expire December 31, 2019, and the unexpired term of City Council Post 3 expires December 31, 2021; and

WHEREAS, by this Resolution and Ordinance the Council of the City of Alpharetta desires to call said special election and to provide for a period of candidate qualification and voter registration;

NOW, THEREFORE, BE IT RESOLVED AND ORDAINED BY THE COUNCIL OF THE CITY OF ALPHARETTA, AND IT IS HEREBY RESOLVED AND ORDAINED that a non-partisan special election is hereby called to be held in the City of Alpharetta, Georgia, on the 22nd day of May, 2018, to fill the unexpired term of Mayor and the unexpired terms of City Council Post 3 and Post 4;

BE IT FURTHER RESOLVED AND ORDAINED that those residents who have not previously registered shall make application for registration no later than the close of business on April 24, 2018; and

BE IT FURTHER RESOLVED AND ORDAINED that those residents who wish to qualify as a candidate in the election shall file a notice of candidacy in the Office of the City Clerk no earlier than 8:30 A.M. on March 5, 2018 and no later than noon on March 9, 2018, and that all candidates for election shall designate, at the time of qualifying, the post for which they are seeking election; and

BE IT FURTHER RESOLVED AND ORDAINED, as required by law, the qualification fee for Mayor shall be $900.00, and the

qualification fee for City Council Post 3 and Post 4 shall each be $450.00; and

BE IT FURTHER RESOLVED AND ORDAINED that the City Clerk is hereby authorized and directed to prepare and publish a notice to call said special election and provide the qualifying fees for the offices to be filled in said special election in the Alpharetta-Roswell Herald, The Atlanta Journal-Constitution and such other newspapers of general circulation within the City as the City Clerk or City Attorney deem appropriate, which notice shall contain the information required by applicable law; and

BE IT FURTHER RESOLVED AND ORDAINED that any and all prior actions by the City Clerk to prepare and publish any notices and advertisements required by law to call and conduct said special election are hereby ratified, affirmed, and made effective as official actions of the Council as of February 21, 2018; and

BE IT FURTHER RESOLVED AND ORDAINED that the City Clerk is hereby authorized and directed to execute all necessary documents and perform such other acts to call and conduct said special election; and

BE IT FURTHER RESOLVED AND ORDAINED that any and all ordinances or resolutions in conflict with this Resolution and Ordinance are hereby repealed.

BE IT FURTHER RESOLVED AND ORDAINED that this Resolution and Ordinance shall be, and hereby is deemed to be, effective for all purposes as of February 21, 2018.

ADOPTED AND APPROVED this _____ day of _____, 2018.

CITY OF ALPHARETTA, GEORGIA

By:_____

Mayor Pro Tem

COUNCIL MEMBERS

_____

_____

_____

_____

_____

_____

(SEAL)

Attest:

_____
Clerk

1342044

CITY OF ALPHARETTA

NOTICE OF SPECIAL CITY ELECTION AND VOTER REGISTRATION

TO THE QUALIFIED VOTERS OF THE CITY OF ALPHARETTA, GEORGIA:

YOU ARE HEREBY NOTIFIED that on the twenty-second (22nd) day of May, 2018, in conjunction with the state-wide general primary, a non-partisan special election will be held in the City of Alpharetta, Georgia to fill the unexpired term of Mayor (term expires December 31, 2019) and the unexpired terms of City Council Post 3 (term expires December 31, 2021) and City Council Post 4 (term expires December 31, 2019). All posts are at-large positions. Those candidates receiving a plurality of the votes cast for any position shall be elected.

The election shall be held at the regular polling places of the City of Alpharetta and the polls will be open from 7:00 A.M. to 7:00 P.M. on the date fixed for the election. Advanced voting will begin on Monday April 30, 2018, and end on Friday, May 18, 2018, with specific hours to be provided by Fulton County at a later date.

Those residents who wish to qualify as a candidate in the election shall file a notice of candidacy in the Office of the City Clerk no earlier than 8:30 A.M. on March 5, 2018, and no later than noon on March 9, 2018, and all candidates for election shall designate, at the time of qualifying, the post for which they are seeking election. All candidates for election to Mayor shall pay a qualifying fee of $900.00, and all candidates for election to City Council Post 3 or Post 4 shall pay a qualifying fee of $450.00.

Those residents qualified to vote at the election shall be determined in all respects in accordance with the election laws of the State of Georgia, and the Charter and Ordinances of the City of Alpharetta. Those residents who have not previously registered shall make application for registration no later than the close of business on April 24, 2018. Residents may make application for registration in person at City Hall or any other Fulton County, Georgia registration location, or in any other manner, and at any other location authorized by the laws of the State of Georgia.

Coty Thigpen, City Clerk

City of Alpharetta, Georgia

City Council Meeting
STAFF REPORT

Submitting Department: Public Works
Submitted By: Pam Bush, Geoffrey Sarra
Meeting Date: March 5, 2018

I. AGENDA ITEM TITLE: WARSAW AREA SIDEWALK IMPROVEMENTS, ITB #18-006

II. RECOMMENDATION:

Please award Bid No. 18-006 to Vertical Earth Incorporated in the amount of $289,401.57 for the Warsaw Area Sidewalk Improvements; allocate funds in the amount of $20,000.00 for utility relocations by AT&T, Comcast, and Georgia Power; and authorize the Mayor to execute all necessary documents.

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: YES

FISCAL IMPACT: YES

INCLUDED IN CURRENT FY CPTL BUDGET: YES

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST: $289,401.57

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
Warsaw Area Sidewalk Improvements (31741100-541420-C1818)	$309,401.57

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
NA	$0.00

IV. REPORT IN BRIEF:

The award of this bid is for the construction of three sidewalk segments along Old Roswell Road, Warsaw Road, and Mansell Court. All three projects were identified as part of the 2016 Bond.

The scope of work at each location is as follows:

Old Roswell Road - Construction of approximately 1,075 linear feet of sidewalk along the north side of Old Roswell Road from Mansell Court East to the Warsaw Road. Completion of this gap will provide contiguous sidewalk along the north side of Old Roswell Road from Henbree Road to Warsaw Road.

Warsaw Road - Construction of approximately 1,120 linear feet of sidewalk along the east side of Warsaw Road, south of Mansell Road. Completion of this gap will provide contiguous sidewalk along east side of Warsaw Road from Mansell Road to Old Roswell Road.

Mansell Court - Construction of approximately 250 linear feet of sidewalk along the south side of Mansell Court. Completion of this gap will provide contiguous sidewalk along south side of Mansell Court from Warsaw Road to the cul-de-sac.

The Department of Public Works prepared plans and specifications (ITB 18-006) for the sidewalk projects and advertised for competitive bids during December 2017 and January 2018. Bids for the project were received on January 18, 2018 and the City received a total of seven bids from the following:

Vertical Earth Inc.	$289,401.57
Sol Construction, LLC	$302,602.61
CMEC, LLC	$311,215.79
Yashvi Construction, LLC	$314,980.00
Solidscapes, LLC	$380,567.93

A1 Contracting, LLC	$410,950.00
TriScapes Inc.	$619,393.06

The apparent low bidder, Vertical Earth Inc. is an experienced contractor which has worked on several projects with similar elements in Georgia for multiple governmental agencies including Cobb County, City of Roswell, and City of Powder Springs. The contacted references stated that Vertical Earth Inc. provided reliable work on time and within budget and would utilize their services again.

Staff met with representatives of Vertical Earth Inc. on January 26, 2018 to review the scope of work and the City's expectations. Vertical Earth Inc. assured Staff that they could complete the project for the bid amount and within the allocated time frame. Thus, staff determined Vertical Earth Inc. to be the lowest responsive and responsible bidder.

The construction of these sidewalk segments will necessitate the relocation of three telecommunications pedestals, two light poles, and one power transformer. Costs for these relocations will be paid by the City directly to the utility owner. The costs of these relocations are anticipated to be no more than $20,000.00.

On December 4, 2017, Mayor and Council approved an Intergovernmental Agreement (IGA) with the City of Roswell for the construction of the Warsaw Road sidewalk segment. In the bond project list this segment was called out to receive a six-foot wide sidewalk. In coordinating the design of this sidewalk with the City of Roswell's plans for improvements to the intersection of Warsaw Road and Old Roswell Road, Alpharetta staff was approached by Roswell staff concerning the possibility of widening the Warsaw Road sidewalk to an eight-foot width. The reason for this request was the identification of this stretch by the City of Roswell as part of the Roswell Loop, a comprehensive Roswell-wide plan to connect parks and schools with bicycle and pedestrian accommodations. Under the terms of the IGA, the City of Alpharetta will manage the design, easement acquisition, and construction of the project. Utility relocations required by widening the Warsaw Road sidewalk from a six-foot width to an eight-foot width and the modifications to the traffic signal at the intersection of Warsaw Road and Old Roswell Road will be covered completely by the City of Roswell. The remainder of the construction costs and utility relocations for the sidewalk along Warsaw Road will be split 50/50 between the City of Alpharetta and the City of Roswell. Based upon the submitted bid cost, it is projected that Roswell's reimbursement to the City will total approximately $87,490.19. Additionally, it is anticipated that the majority of the utility relocation costs will similarly be reimbursable to the City of Alpharetta by the City of Roswell under the terms of the IGA.

Once a contract with Vertical Earth Inc. has been finalized and executed, construction may begin immediately. The anticipated completion date for work at all locations is no more than 60 days from notice to proceed.

V. ALTERNATIVES:

None.

VI. ATTACHMENTS:

Location map

LOCATION MAP - WARSAW ROAD AREA SIDEWALK IMPROVEMENTS

City Council Meeting
STAFF REPORT

Submitting Department: Public Works
Submitted By: Geoffrey Sarra
Meeting Date: March 5, 2018

I. AGENDA ITEM TITLE: OLD MILTON PARKWAY TSPLOST - COSTING PLANS

II. RECOMMENDATION:

Please approve AECOM's proposal in the amount of $640,115.00 for the preparation of Costing Plans for the Old Milton Parkway TSPLOST project and authorize the Mayor Pro Tem to execute all necessary documents.

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: YES

FISCAL IMPACT: YES

INCLUDED IN CURRENT FY CPTL BUDGET: YES

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST: $640,155.00

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
Old Milton Parkway Capacity Improvments (33541100-541410-C1717)	$640,155.00

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
N/A	$0.00

IV. REPORT IN BRIEF:

On May 22, 2017, staff from the Department of Public Works presented a workshop item to Mayor and Council on the conceptual design of the Old Milton Parkway Capacity Improvements TSPLOST project. This request is for design services necessary to prepare a plan set based on the previously presented concept. This plan set is intended to determine the project footprint and to develop accurate construction and right of way cost estimates. The developed plan set will consist of a number of components but will be more "basic" than a typical plan set issued for construction. Details, labels, and plan sections that do not affect cost are not included in the scope. A detailed opinion of probable costs will be developed along with the plans and AECOM will also provide proposed right of way and easement areas for use in developing a valid opinion of probable right of way cost.

AECOM's design services associated with the Costing Plans shall include:

- Topographic and property survey
- Pavement evaluation
- Roadway design
- Traffic design
- Urban design/landscape architecture
- Lighting design
- Bridge design and hydraulic study
- Environmental permitting

AECOM was awarded one of three contracts for on-call engineering services on August 1, 2016 through RFQ 16-1009. On December 12, 2016, AECOM was awarded the conceptual design of the Old Milton Parkway Capacity Improvements TSPLOST project through said on-call engineering services contract. The development of these costing plans is a progression upon their conceptual design work.

Staff reviewed AECOMs proposal and found their rates and allocated hours for the various design tasks to be reasonable and in line with industry standards. City staff will review AECOM's invoices to verify that the hours being billed to each

task accurately represent the progress made for each billing period.

Once a notice to proceed is issued, the work is anticipated to be complete within nine months.

V. ALTERNATIVES:

None.

VI. ATTACHMENTS:

Alpharetta Letter Proposal - OMP Design_Costing Plans_2018-01-24

AECOM
Built to deliver a better world

January 24, 2017

Mr. Peter Sewczwicz, PE
Director of Public Works
City of Alpharetta
1790 Hembree Road
Alpharetta, GA 30009

Re: Request for Proposal
Design of SR 120 / Old Milton Parkway Widening – 50% Costing Plans
GA-400 to Kimball Bridge Road

Dear Peter,

The following technical proposal and fee estimate is based on emails and phone conversations with Nikki Reutlinger that occurred between January 10th and 16th. The Concept for this project was completed back in May 2017. The City elected to proceed with the pure widening option over the grade separation at North Point Pkwy. AECOM previously submitted two proposals – one assuming local funding and one assuming GDOT funding with full PDP – for the remaining design and database work to take the project through letting. It is our understanding that the City would like to pursue a hybrid of these options, 50% Costing Plans. The 50% Costing Plans would be a "light" version of Preliminary Plans and should be adequate to accurately cost the construction and right of way costs. The City intends to pursue GDOT funding for the later phases which will involve revisiting previous phases to complete required GDOT submittals. The plans will be developed in a modular fashion as much as possible such that rework will be minimized and the design can be built off of as the project progresses through Final Plans. The 50% Costing Plan activities are further described below in this document.

AECOM will proceed as directed with design of the widening option. This option consists of achieving a consistent six-lane typical section from GA-400 east to the Alpharetta City Limit at Kimball Bridge Road, a total distance of 2.5 miles. The widening will be achieved by connecting up the existing right turn lanes. New right turn lanes will be provided only at signalized intersections. The section of Old Milton Parkway between GA-400 and North Point Parkway is already six lanes. Improvements to this section will consist of shoulder improvements and modifications to the median west of Morris Road to allow more vehicle storage both for the eastbound left turn lanes onto Morris Road and for the westbound left turn lanes onto GA-400 southbound. The concept improvements that AECOM will advance through the 50% Costing Plans Phase are shown in the attachments at the end of this document. Other notable improvements include providing a consistent shoulder, designing hardscape/sidewalk section, new pedestrian lighting, new ADA upgrades at intersections, landscape design of the existing grass median and shoulders, selecting and locating appropriate site elements such as benches, trash receptacles and bike racks, and widening of the existing bridge over Big Creek.

PHASE 1 – CONCEPT

The scope for the urban design concept was eliminated from the previous proposal in lieu of additional work to evaluate the grade separation at North Point Parkway. AECOM would prefer to revisit the urban design concept scope in order to ensure a smooth delivery of the 50% Costing Plans. The Concept Phase could occur concurrently with the field survey so as not to extend the project schedule.

Task 1.1 – Urban Design/Landscape Architecture

AECOM's urban design team will coordinate with the City on their preferred aesthetic as well as conceptual elements for landscape and hardscape design such as bio-retention options for the median (or elsewhere), streetscaping elements, color and material palettes, and any planting preferences the City has, etc. AECOM will prepare one hand-colored rendering at 1"= 40' scale along with a typical section to depict the proposed concept along the corridor study limits. AECOM will provide one roll plot of the colored rendering as well as a pdf file. Our fee includes attendance at two meetings (initial and review) as well as addressing one round of comments as needed.

PHASE 2 – DATABASE PREPARATION

The Database Preparation Phase will consist of two tasks – topographic survey and pavement evaluation – as described in the following.

Task 2.1 - Topographic & Property Survey

Southeastern Engineering Inc. (SEI) will perform topographic and property survey for the corridor based on current GDOT standards. A GDOT-style control package will also be provided. The survey area will consist of a 300-foot corridor along mainline Old Milton Parkway throughout the project limits from GA-400 to Kimball Bridge Road. For sidestreets, a 150-foot corridor will be utilized, except at North Point Parkway where a 200-foot corridor will be used. The survey will extend 500-feet down North Point Parkway in each direction and 300-feet down all other sidestreets. LIDAR scanning techniques will be employed on the Big Creek Bridge to produce a detailed three-dimensional model of the bridge opening for the hydraulic analysis. The survey will extend along Big Creek 500-feet upstream and downstream and will have other expanded limits in the area of the bridge crossing per Georgia Department of Transportation (GDOT) policy. See detail in the attachments section. This detail must be followed to produce an acceptable GDOT hydraulic study. Properties will be resolved based on most recent deeds and tax maps. There are approximately 75-80 individual parcels fronting Old Milton Parkway within the project limits. A limited tree survey will be provided in the impacted but undeveloped areas, such as big creek, and any historical trees observed along the corridor will be located for preservation. A blanket survey of planted street trees will not be conducted as many of these trees will be replaced with the project. Time estimated to complete the above survey activities is twenty (20) weeks from notice-to-proceed. GDOT approval of the Database will be required to advance the project through PDP; this submittal and approval will occur after the 50% Costing Plans phase.

Task 2.2 - Pavement Evaluation

Willmer will perform a pavement evaluation per GDOT standards to determine the pavement type and thickness for both the mainline and the right turn lanes; this will be critical to developing a valid opinion of probable cost. Up to forty-two (42) pavement cores will be conducted – 32 on the right turn lanes and 10 on the mainline. Based upon previous experience with similar projects, Willmer expects the pavement to be a around ten (10) inches thick. Base thickness will also be measured. Pavement condition will be evaluated based on PACES method. Six (6) days of traffic control are included. No lab testing will be performed. A report will be prepared for GDOT approval summarizing findings, core data, and PACES evaluation. The report will not be submitted to GDOT for review/approval until after the 50% Costing Plans phase is complete, but the findings will be utilized during this phase to validate pavement cost which is a major driver of the project. The estimated time to complete the pavement evaluation scope is eight (8) weeks.

PHASE 3 – COSTING PLANS DEVELOPMENT (50% Plans)

The Costing Plans Development Phase consists of design tasks necessary to determine the project footprint and to develop accurate construction and right of way cost estimates. The plan set will consist of the components below but will be more "basic" than a typical City of Alpharetta or GDOT plan set. Details, labels, and plan sections that do not affect cost are not included in the scope, except for a couple of items needed for basic management of the plans such as cover and index. A detailed opinion of probable costs will be developed along with the Costing Plans. AECOM will attend a review meeting with the City at the end of this phase to discuss the plans and comments. AECOM will also provide proposed right of way and easement areas to the City for use in developing a valid opinion of probable cost. Determination of land values is outside of the scope and AECOM will rely on the City for this information.

The 50% Costing Plans will follow the structure laid out in GDOT's Plan Presentation Guide (PPG) and will include the following components:

- Section 1 – Cover | will be basic and just show project limits and title
- Section 2 – Index | will only show drawing numbers and plan sections
- Section 4 - General Notes | will only show notes that are relevant to cost such as driveway paving details
- Section 5 - Typical Sections
- Sections 13 & 14 - Roadway Construction Plans
- Sections 15 & 16 - Roadway Profiles
- Section 17 - Driveway Profiles
- Section 19 – Construction Staging Plans | with only enough detail to confirm constructability of the bridges
- Section 22 - Drainage Profiles
- Section 23 - Earthwork Cross-Sections
- Section 24 - Utility Plans (existing locations only) | needed to ensure no major utilities are impacted
- Section 25 - Lighting Plans (proposed light locations only – no design details)
- Section 26 - Signing & Marking Plans
- Section 27 – Traffic Signal Plans
- Section 29 - Landscaping & Hardscaping Plans
- Section 31 – Retaining Wall Envelopes
- Section 35 - Preliminary Bridge Plans (Plan & Elevation Sheet and Typical Section only)
- Section 54 – Erosion Control Plans (BMP's only)

The individual tasks/disciplines needed to complete this phase include (1) Roadway, (2) Traffic, (3) Urban Design/Landscape Architecture, (4) Lighting, (5) Bridge Design, (6) Environmental, and (7) Hydraulic Analysis, and are further described below.

Task 3.1 Roadway Design

The roadway task will include design of the components needed to construct the roadway proper and establish the footprint for all the elements needed to support a functioning roadway system as further described herein. These items include:

- Establishing roadway geometry and grading limits
- Design of drainage infrastructure including MS4 elements
- Coordination with utility owners to determine existing utility locations
- Layout of proposed traffic markings and required signs

- Determination of wall types, heights, and length
- Layout of preliminary right of way and easements
- Development of an opinion of probable cost
- Compilation of the 50% Costing Plans

The Roadway Design will follow the current industry standards and will be conducted in accordance with the policies set forth in the AASHTO Green Book, the Manual on Uniform Traffic Control Devices (MUTCD), the Georgia Stormwater Manual, and the GSWCC Manual for Erosion and Sediment Control in Georgia.

Task 3.2 Traffic Design

The traffic design task will consist of evaluating the existing traffic signals to determine the extent of signal reconstruction. For these 50% Costing Plans, only enough design will be performed to determine major cost drivers on the signals such as strain poles, signal cabinets, etc.

While there are ten (10) existing signals within overall project limits from GA-400 to Kimball Bridge Rd., only the six (6) signals between North Point Parkway and Kimball Bridge Road are anticipated to be impacted by the project improvements. These six (6) signals are at (1) North Point Parkway, (2) Brookside Parkway/Cotton Creek, (3) Brookside Parkway/Vista Forest Drive, (4) Alexander Drive/Park Bridge Parkway, (5) Southbridge Parkway/Parkview Lane, and (6) Publix Shopping Center Driveway.

The traffic signal modification design plans will follow the current industry standards and will be prepared in accordance with 2009 Manual on Uniform Traffic Control Devices (MUTCD) and GDOT Traffic Signal Design Guidelines.

Task 3.3 Urban Design/Landscape Architecture

City of Alpharetta takes pride in the design of their streets, parks and architecture by the high quality of what has been planned, designed and constructed over the years. AECOM recognizes the attention to detail the City requires on their projects. AECOM has engaged our Landscape Architecture team to lead the aesthetics of the Old Milton Parkway Project.

AECOM will provide landscape architecture services addressing hardscape and landscape design for Old Milton Parkway for the approximately 2.5 miles of roadway. We will address the large median as well as the urban shoulders. Within the medians, we will work with our roadway engineers to create a bio-filtration swale to address water quality through infiltration. GDOT coordination is excluded from the scope for this phase.

The 50% Costing Plans for Hardscaping will include at a minimum:

- Design and coordination of sidewalks
- Design and coordination of ADA ramps
- Coordination with our lighting designer on light locations in relationship to proposed hardscape and landscape items.
- Locations of benches, trash receptacles and bike racks
- Evaluate opportunities for specialty paving as feasible

The 50% Costing Plans for Landscaping will include at a minimum:

- Locations for trees, shrubs, groundcovers and sod as needed within the median and shoulders as feasible.

- Coordination with the City to determine a streamlined approach to estimate tree costs. Formal tree recompense calculations will not be performed during this phase.

Task 3.4 Lighting Design

Atlanta Consulting Engineers (ACE) will perform the lighting design for this project. Street and sidewalk pedestrian lighting will be provided along Old Milton Parkway from North Point Parkway to Kimball Bridge Road. For the 50% Costing Plans effort, ACE will produce layout sheets with representative light spacing. Photometric analysis will not be performed. Assumptions will be made for service points and estimates of probable cost will be built off of these assumed service points. The pedestrian lighting standards will be the same used on the Kimball Bridge Road East Project, which were type Granville Warm 2700 LED lights. The City will have to provide their desired street lighting standards.

ACE will perform the activities below as part of the 50% Costing Plans with the goal of establishing the project footprint and cost.

- Develop layout sheets showing representative light spacing.
- Assume service points.
- Provide estimate of probable cost based on the elements above.

Task 3.5 Bridge Design

The overall bridge design scope will consist of widening each of the two existing bridges over Big Creek. The westbound bridge was constructed in 1979 and the newer eastbound bridge was constructed in 1995. The sufficiency rating is 86, although the bridge inventory sheet does not some minor issues with the bridge condition. AECOM will utilize the LFD design process to match the approach that the bridges were originally designed under.

The preliminary bridge design task will involve developing a horizontal layout of the bridge by establishing bridge length and width, bent locations, span lengths. The bridge typical section will also be established depicting each stage of construction. The deliverables for this task would include a Preliminary Plan and Elevation (P & E) sheet also referred to as the bridge layout, as well as a staging typical section sheet. These sheets will be incorporated into the 50% Costing Plan set.

Task 3.6 Environmental Permitting

This environmental task is minimal and will consist of coordination with the roadway discipline to ensure resources and buffers are shown correctly and to guide the avoidance and minimization efforts.

Task 3.7 Bridge Hydraulic Study

A bridge hydro study will be performed to confirm the sizing of the opening for the bridge over Big Creek and to determine if the bridge needs to be raised or not. Preliminary research shows that there will very likely be adequate freeboard so raising of the bridge structure is not anticipated. Big Creek is a FEMA-studied stream.

AECOM Certified Flood Plain Manager staff will prepare a Hydraulic & Hydrologic (H&H) report that will comply with GDOT requirements. AECOM's scope and fee anticipates that a "no-rise" condition can be achieved for the project and that a Conditional Letter Map of Revision (CLOMR) with "no-rise" condition can be signed off on at the City level. In the unlikely event that a "no-rise" condition cannot be achieved, the scope and fee for this item will need to be renegotiated.

Project Fees

AECOM will provide the services outlined above for the fixed fee shown below and itemized by phase & task.

Phase 1:	Concept		
Task 1.1:	Urban Design/Landscape Architecture	$	12,310.00
	Phase 1 Subtotal	$	12,310.00
Phase 2:	Database Preparation		
Task 2.1:	Topographic & Property Survey	$	289,609.00
Task 2.2:	Pavement Evaluation	$	32,366.00
	Phase 2 Subtotal	$	321,975.00
Phase 3:	Costing Plans Development		
Task 3.1:	Roadway Design	$	159,210.00
Task 3.2:	Traffic Design	$	23,160.00
Task 3.3:	Landscape Architecture/Urban Design	$	45,080.00
Task 3.4:	Lighting Design	$	10,000.00
Task 3.5:	Bridge Design	$	29,940.00
Task 3.6:	Environmental Permitting	$	680.00
Task 3.7:	Bridge Hydraulic Study	$	37,800.00
	Phase 3 Subtotal	$	305,870.00
	TOTAL FIXED FEE	$	640,155.00

Excluded from the scope of services

The following items are excluded from the scope and fee.

- No GDOT coordination or submittals are included.
- The design fee does not include hours for design of drainage and curb & gutter and closed drainage system along the existing median.
- The design fee does not include hours for significant modifications to the vertical alignment of the existing road.
- Right of way staking
- Public meetings or other public outreach. It is assumed that the City will handle the public meetings
- Environmental permitting
- Additional traffic counts
- Construction oversight or administration
- Irrigation design
- NEPA services
- Subsurface Utility Exploration (SUE) services
- Permitting for traffic signal modifications
- Lighting design will not include photometric analysis or power company coordination for service points.
- Shop drawing review is excluded.
- Summary of Quantities sheets will not be provided.
- Land disturbance permitting (other than NPDES/NOI)
- No Phase I or II ESA scope or fee has been included.

Schedule

A Gantt chart schedule is included at the end of this proposal. AECOM anticipates a total duration of just over nine (9) months to complete the scope as outlined in this proposal. Efficiencies were gained in the schedule by phasing the survey activities to allow design activities to begin before the survey is entirely finished.

Project Management

Will Sheehan, P.E. will be the project manager and point of contact for this project. Project invoices will be submitted to the City on a monthly basis. Monthly coordination meetings have been accounted for in the proposed scope and fee.

We look forward to continuing quality work with the City of Alpharetta. Please feel free to contact Will Sheehan at 678.808.8962 or by email to william.sheehan@aecom.com should you have any questions.

Thank you.

Garrick Edwards, P.E.
Structural Engineer

Will Sheehan, P.E.
Roadway Engineer

Project:

SR 120 / Old Milton Parkway Widening - fm GA-400 to Kimball Bridge Road

50% Costing Plans

City of Alpharetta Dep't of Public Works

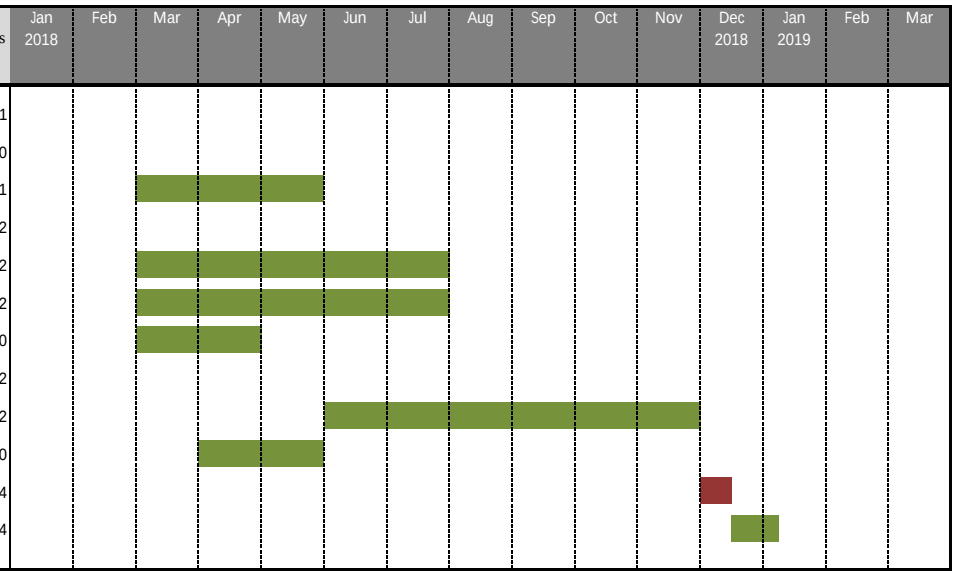
January 24, 2018

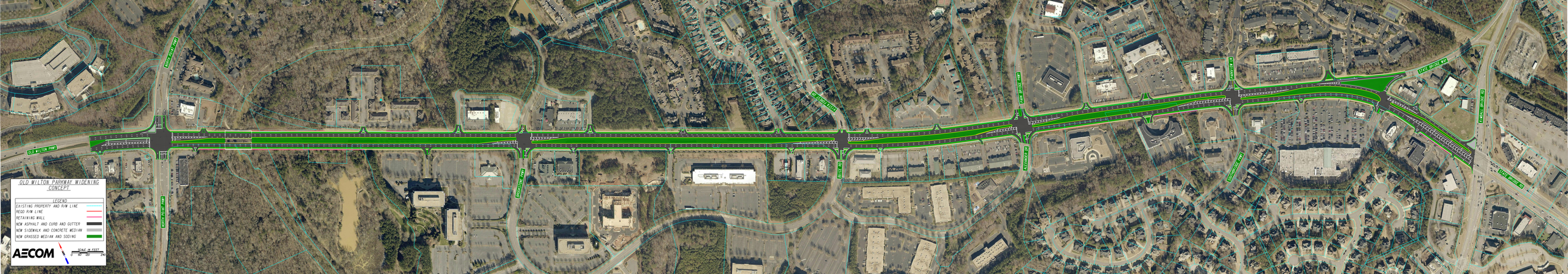
Baseline Schedule:

Denotes AECOM Tasks

Denotes City Tasks

Activity No.	Task	Start	Stop	Duration calendar days
-	Notice to Proceed	2/14/18	2/15/18	1
1	Concept	3/1/18	4/30/18	60
	Urban Design Concept Activities	3/1/18	5/31/18	91
2	Database	3/1/18	7/31/18	152
	Field Survey	3/1/18	7/31/18	152
	Property Research and Reconciliation	3/1/18	7/31/18	152
	Pavement Evaluation	3/1/18	4/30/18	60
2	Costing Plans Development	4/1/18	1/8/19	282
	Design Activities	6/1/18	11/30/18	182
	Utility Coordination (1st Submittal)	4/1/18	5/31/18	60
	City Review & Comments	12/1/18	12/15/18	14
	AECOM Addresses Comments	12/15/18	1/8/19	24




OLD MILTON PARKWAY WIDENING
CONCEPT
LEGEND
EXISTING PROPERTY AND R/W LINE
NEW R/W LINE
RETAINING WALL
NEW ASPHALT AND CURB AND GUTTER
NEW SIDEWALK AND CONCRETE MEDIAN
NEW GRASSED MEDIAN AND SODING
SCALE IN FEET
AECOM
OLD MILTON PKWY
COLD FALLS WAY
DOUGLAS WAY
DRIVE B
DRIVE A
PLEASANT DR
CONCORDIA WAY
STATE BRIDGE WAY
VILLAGE BRIDGE DR
BATE BRIDGE DR

City Council Meeting
STAFF REPORT

Submitting Department: Public Works
Submitted By: Geoffrey Sarra
Meeting Date: March 5, 2018

I. AGENDA ITEM TITLE: WEBB BRIDGE ROAD BRIDGE OVER GEORGIA 400 - CONCEPT DESIGN

II. RECOMMENDATION:

Please approve Pond & Company's proposal in the amount of $79,520.00 for the conceptual design of the Webb Bridge Road Bridge over SR 400 and authorize the Mayor Pro Tem to execute all necessary documents.

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: YES

FISCAL IMPACT: YES

INCLUDED IN CURRENT FY CPTL BUDGET: YES

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST: $79,520.00

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
Academy Street / Webb Bridge Road Operational Improvements	$79,520.00

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
N/A	$0.00

IV. REPORT IN BRIEF:

Between August 30, 2016 and July 25, 2017 the City held a number of open houses to solicit input and feedback from citizens concerning improvements to the Academy Street / Webb Bridge Road Corridor. On August 28, 2017, City staff presented the preferred typical section for the corridor to City Council and received permission to move forward with a more detailed conceptual plan. This request is for the conceptual design of a bridge conveying Webb Bridge Road over Georgia 400 utilizing the preferred typical section with an additional two travel lanes.

Pond & Company's design services will include:

- Preparation of a pre-design survey database
- Evaluation of the existing bridge structure over Georgia 400
- Preparation of a conceptual layout identifying property impacts, environmental impacts and necessary right of way
- Evaluation of three bridge structure alternatives and preparation of conceptual cost estimates for each.
- Preparation of conceptual bridge plan and elevation for preferred bridge alternative.
- Preparation of illustrative perspective renderings of preferred bridge alternative
- Preparation of an opinion of probable cost.

Pond & Company was awarded one of three contracts for on-call engineering services on August 1, 2016 through RFQ 16-1009. On November 27, 2017, Pond & Company was awarded the design of a detailed conceptual plan for bicycle, pedestrian, and operational improvements to the Academy Street / Webb Bridge Road corridor through said on-call engineering services contract.

Staff reviewed Pond & Company’s proposal and found their rates and allocated hours for the various design tasks to be reasonable and in line with industry standards. City staff will review Pond & Company’s invoices to verify that the hours being billed to each task accurately represent the progress made for each billing period.

This work will parallel and integrate with Pond's current conceptual design efforts approved by Mayor and Council on November 27, 2017 and is anticipated to be completed in May 2018.

V. ALTERNATIVES:

None.

VI. ATTACHMENTS:

Pond Webb Bridge Over SR 400 Concept Fee Estimate 020118

POND

Responsive People. Real Partners.

Architects
Engineers
Planners
Constructors

3500 Parkway Lane
Suite 500
Peachtree Corners, GA 30092

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February 01, 2018

Mr. Peter Sewczwicz, PE
Director of Public Works
City of Alpharetta
1790 Hembree Road
Alpharetta, GA 30009

Re: **Webb Bridge Road Bridge over SR 400 Conceptual Design Services Fee Proposal**

Pond & Company (Pond) is pleased to submit this proposal for survey, traffic engineering and engineering design services for the above project. The paragraphs below describe the professional services and fees to accomplish this work.

PROJECT UNDERSTANDING:

Webb Bridge Road from Westside Pkwy to North Point Pkwy is the segment of road excluded from Pond's current project along Webb Bridge Road with the City of Alpharetta. This project is will parallel and integrate with the current efforts performed along Webb Bridge Road.

This project will perform a cursory traffic analysis at the intersections of Westside Pkwy, Morris Road, and North Point Pkwy with Webb Bridge Road. Traffic analysis of the intersection of Westside Pkwy will evaluate the need for a second left-turn lane for the southbound approach of Westside Pkwy. A full traffic study is not included and will be completed as part of the Preliminary Design. Conceptual Bridge plans will be prepared which will consider the planned multimodal improvements of GDOT's SR 400 Managed Lane Project (HOV or HOT) and MARTA's (BRT or HRT).

The preferred typical section of Webb Bridge Road will be implemented along this segment with the addition of two travel lanes (see figure 1).

Survey will be obtained along SR 400 at its crossing with Webb Bridge Road to facilitate the future design of the bridge installation including maintenance of traffic on SR 400.

POND will coordinate the concept efforts through the conceptual design process with the City of Alpharetta as appropriate.

PROFESSIONAL SERVICES:

The work will consist of analyzing roadway improvement options and developing conceptual plans. Pond will provide all labor, materials and equipment necessary to assist the City of Alpharetta Public Works in completing the tasks as described herein.

Scope of Work

Phase 1: Data Gathering

Task 1A. Topographic and Utility Database – The Our survey consultant has proposed the use of a Mobile Lidar Scanning vehicle for the collection of pre-design survey database. Mobile scanning offers considerable benefits. Because the data will be collected from a moving vehicle, mobile scanning will not impede traffic flow of SR 400. This proven technology is widely accepted by most Departments of Transportation including Georgia DOT.

Task 1B. Bridge - Obtain existing bridge plans, inspection reports, and survey data to develop understanding of existing conditions. Review previous concepts and reports. Perform site visit and coordinate geotechnical data collection.

Deliverables of Phase 1

- Survey Database
- Property Parcels
- Courthouse Research

Phase 2: Concept Design

Task 2A. Traffic Review of Alternatives - This task includes a cursory operational analysis at the intersection of Webb Bridge Road at Westside Parkway to evaluate whether a second left-turn lane may be justified for the southbound approach of Westside Parkway.

Task 2B. Concept Layout – Pond will develop a working alignment to evaluate the layout of the preferred typical section. We will determine conceptual level property impacts, environmental resource impacts, locations of walls, and necessary right-of-way.

Pond staff will meet with the City to present findings of this phase and plan for 2 iterations of revisions to the conceptual layout.

Task 2C. Bridge Concepts -- Pond bridge designers will develop working sketches to layout bridge footprint, evaluate feasibility of 3 structure type alternatives and develop typical sections, evaluate staged construction requirements. Prepare conceptual cost estimate for structure alternatives and coordinate with the City to select preferred alternative. Coordinate with the City to select preferred alternative to include in Bridge Concept Report. Prepare bridge plan and elevation sheet for preferred alternative.

Task 2D. Renderings – Once a preferred bridge alternative is selected Pond will create 2 illustrative perspective renderings of the bridge, which will depict the overall bridge size and style and the tie in to the surrounding roadways and topography.

- One rendering will be from the GA 400 corridor in the North-South direction
- One rendering will be from the Webb Bridge Road corridor in the East-West direction

We will provide revisions to these graphics based upon review and comment.

Task 2E. Cost Estimate – POND will prepare an opinion of probable of cost.

<u>Deliverables of Phase 2</u>

- Layout of Concept identifying ROW impacts & Environmental Impacts
- 3 Bridge Concepts
- Illustrative Renderings
- Cost Estimate

Schedule

As mentioned above, this project is meant to be integrated into Pond's current project for the Webb Bridge Road corridor and therefore its schedule. (**see attached schedule)**.

ASSUMPTIONS

Services or tasks not specifically outlined above are excluded. Preliminary plans, final plans, Right-of-way acquisition, right-of-way staking, MS4 design, environmental services, and construction administration are not included in the scope of services. This conceptual design and supporting analysis will be prepared in accordance with GDOT requirements; however, no coordination with GDOT is assumed. Our understanding is the City of Alpharetta will locally fund the design and construction of the roadway improvement through City's T-SPLOST program.

PROFESSIONAL FEES:

Pond proposes to accomplish Tasks 1 through 2 for a proposed total fee of $79,520. If this fee and scope is acceptable, Pond & Company is available to begin work immediately in issuance of a work order under our current On-call Engineering Services agreement (Contract 16-1009A). If you would like us to discuss or modify the scope please contact us. If you need any additional information, please feel free to contact me at (678)336-7740.

Sincerely,

POND & COMPANY

Peter Hortman
Transportation Program Manager

Cc: Arwin Lopez, P.E.

Attachments:

Schedule of Fees
Figure 1: Preferred Typical Section
Figure 2: Schedule

City of Alpharetta

Webb Bridge Road Bridge over SR400
Approximately 0.75 Miles

SUMMARY BY Segment

COST AMOUNT OF CONTRACT PROPOSAL
2/1/2018

	PHASE AMOUNTS
Phase 1 - Data Gathering	$27,560
Phase 2 - Concept Design	$51,960
TOTAL DESIGN COST FOR All PHASES	**$79,520**

POND

City of Alpharetta
Phase 1 summary

PROJECT:
Webb Bridge Road Bridge over SR400

Phase 1 - Data Gathering

PERSONNEL	EST. HOURS	RATE/HR.	COST $	TOTALS
PRINCIPAL	12	$200	$2,400	
PROJECT MANAGER	24	$160	$3,840	
SENIOR ENGINEER	24	$130	$3,120	
ENGINEER	22	$100	$2,200	
SENIOR GIS ANALYST	0	$100	$0	
GIS ANALYST	0	$85	$0	
SENIOR REGULATORY SPECIALIST	0	$155	$0	
PROJECT SCIENTIST 1	0	$110	$0	
SCIENTIST 2	0	$95	$0	
SCIENTIST 1	0	$75	$0	
SENIOR LANDSCAPE ARCHITECT	0	$110	$0	
LANDSCAPE ARCHITECT	0	$90	$0	
CLERICAL	0	$60	$0	
				$11,560
TOTAL DIRECT LABOR	82 Manhours			$11,560
DIRECT COSTS (SPECIFY):				
	Mileage			$0
	REPRODUCTION			$0
	SUPPLIES			$0
	TRAVEL			$100
	MAIL & DELIVERY			$0
SUBCONSULTANTS (LIST):	Traffic Counts			$0
	Survey			$15,900
	Geotech			$0
	Terra Xplorations (Cultural Resources)			$0
OTHER DIRECT COSTS (LIST):				
TOTAL DIRECT COSTS				$16,000
COST AMOUNT FOR PHASE				$27,560

City of Alpharetta
Phase 1 Detail

PROJECT:
Webb Bridge Road Bridge over SR400

Phase 1 - Data Gathering

TASKS	No. of SHT	PRINC.	PROJ. MAN.	SEN. ENG.	ENG.	SEN. LAND. ARCH.	LAND. ARCH.	CLER.	TOTAL	% OF TOTAL
Non-Drawing Tasks										
Project Management		4	14	4					24	28.6%
Roadway										
QA/QC		2	2						4	4.8%
Review of Survey				4	4				8	9.5%
Traffic										
Bridge										
Site Visit		4	4	4	4				16	19.0%
Review Exist Bridge Plans		2	4		4				10	11.9%
Evaluate Survey and Exist Geometry				6	6				12	14.3%
Review Roadway Concepts				6	4				10	11.9%
TOTALS		12	24	24	22	0	0	0	84	100.0%

City of Alpharetta
Phase 2 summary

PROJECT:
Webb Bridge Road Bridge over SR400

Phase 2 - Concept Design

PERSONNEL	EST. HOURS	RATE/HR.	COST $	TOTALS
PRINCIPAL	16	$200	$3,200	
PROJECT MANAGER	74	$160	$11,840	
SENIOR ENGINEER	94	$130	$12,220	
ENGINEER	116	$100	$11,600	
SENIOR GIS ANALYST	68	$100	$6,800	
GIS ANALYST	0	$85	$0	
SENIOR REGULATORY SPECIALIST	0	$155	$0	
PROJECT SCIENTIST 1	0	$110	$0	
SCIENTIST 2	0	$95	$0	
SCIENTIST 1	0	$75	$0	
SENIOR LANDSCAPE ARCHITECT	20	$110	$2,200	
LANDSCAPE ARCHITECT	40	$90	$3,600	
CLERICAL	0	$60	$0	
				$51,460
TOTAL DIRECT LABOR	428	Manhours		$51,460
DIRECT COSTS (SPECIFY):				
	Mileage			$0
	REPRODUCTION			$0
	SUPPLIES			$0
	TRAVEL			$500
	MAIL & DELIVERY			$0
SUBCONSULTANTS (LIST):	Traffic Counts			$0
	Survey			$0
	Geotech			$0
	Terra Xplorations (Cultural Resources)			$0
OTHER DIRECT COSTS (LIST):				
TOTAL DIRECT COSTS				$500
COST AMOUNT FOR PHASE				$51,960

City of Alpharetta
Phase 2 Detail

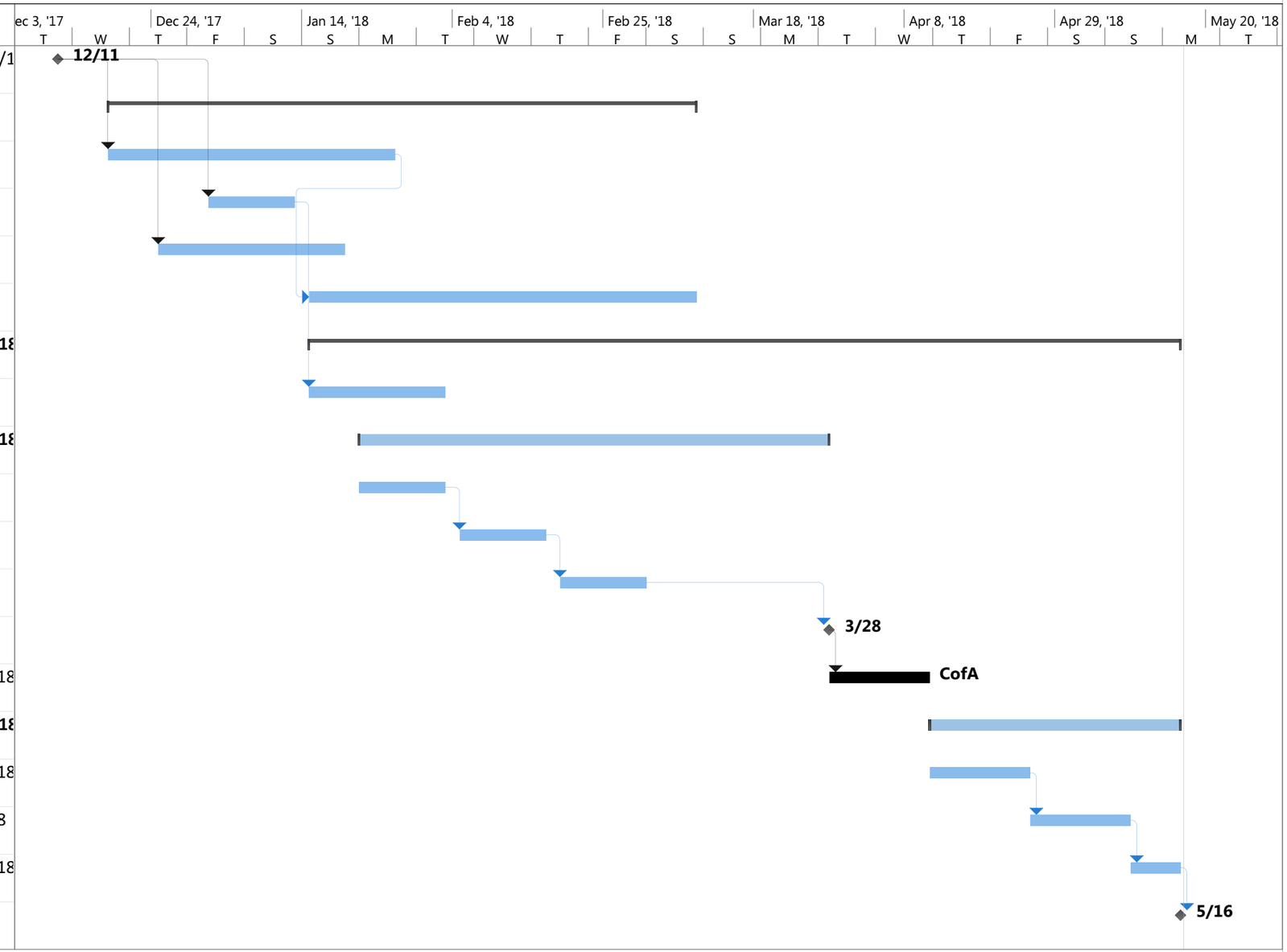
PROJECT:
Webb Bridge Road Bridge over SR400

Phase 2 - Concept Design

TASKS	No. of SHT	PRINC.	PROJ. MAN.	SEN. ENG.	ENG.	SEN. LAND. ARCH.	LAND. ARCH.	CLER.	TOTAL	% OF TOTAL
Drawings										
Project Management		8	20						28	6.5%
Site Visits (4hrs per visit)				4	8				12	2.8%
Prepare and attend Coordination Meetings (2 meetings)			8	8	4				20	4.7%
QA/QC		2	8						10	2.3%
Roadway										
Concept Typical Sections				2	8				10	2.3%
Concept Layouts				8	20				28	6.5%
Right-of-Way				8	12				20	4.7%
Cost Estimate			4	8					12	2.8%
Traffic										
Conceptual Level Analytics			4	4	8				16	3.7%
Prepare and attend Meetings (2 meetings at city)				4	4				8	1.9%
Assist/review concept development				8	4				12	2.8%
Architectural Renderings										
Conceptual Renderings						8	40		48	11.2%
Quality Control Reviews						4			4	0.9%
Prepare and attend Meetings (1 external meetings)						8			8	1.9%
Bridge										
Develop working sketches to layout bridge footprint	3		2	12	4				34	7.9%
Develop typical sections of 3 struct type alternatives	3		6	12	12				42	9.8%
Develop plan and elevation sheet for preferred alternative	1			8	8				32	7.5%
Concept Feasibility Evaluation / Analysis, Cost Estimate		2	8	4	16				46	10.7%
QA/QC and Coordination, 2 Mtgs @ 2 attendees @ 2 hrs		2	10	4					16	3.7%
Evaluate TCP / Staged Construction Requirements		2	4		8				22	5.1%
TOTALS		16	74	94	116	20	40	0	428	100.0%

Webb Bridge Road

ID	Task Name	Duration	Start	Finish
1	NTP	0 days	Mon 12/11/1	Mon 12/11/1
2	**Data Gathering**	**60 days**	**Mon 12/18/1**	**Fri 3/9/18**
3	Send Survey Letters	30 days	Mon 12/18/1	Fri 1/26/18
4	Traffic Counts	2 wks	Mon 1/1/18	Fri 1/12/18
5	Environmental	4 wks	Mon 12/25/1	Fri 1/19/18
6	Survey	8 wks	Mon 1/15/18	Fri 3/9/18
7	**Concept Design**	**87.5 days**	**Mon 1/15/18**	**Wed 5/16/18**
8	Preparation of traffic recommendations	3 wks	Mon 1/15/18	Fri 2/2/18
9	**Roadway Design**	**47.5 days**	**Mon 1/22/18**	**Wed 3/28/18**
16	Hydrology Study	2 wks	Mon 1/22/18	Fri 2/2/18
17	Preliminary Bridge Layout	2 wks	Mon 2/5/18	Fri 2/16/18
18	Draft Traffic Report	2 wks	Mon 2/19/18	Fri 3/2/18
19	Present Initial Findings to City of Alpharetta	0 days	Wed 3/28/18	Wed 3/28/18
20	City of Alpharetta Review	2 wks	Wed 3/28/18	Wed 4/11/18
21	**Roadway Design Updates**	**25 days**	**Wed 4/11/18**	**Wed 5/16/18**
28	Hydrology Study Updates	2 wks	Wed 4/11/18	Wed 4/25/18
29	Preliminary Bridge Layout Updates	2 wks	Wed 4/25/18	Wed 5/9/18
30	Final Traffic Report	1 wk	Wed 5/9/18	Wed 5/16/18
31	Present Final Findings to City of Alpharetta	0 days	Wed 5/16/18	Wed 5/16/18



Project: Webb Bridge Road
Date: Fri 11/17/17

Task	Project Summary	Manual Task	Start-only	Deadline
Split	Inactive Task	Duration-only	Finish-only	Progress
Milestone	Inactive Milestone	Manual Summary Rollup	External Tasks	Manual Progress
Summary	Inactive Summary	Manual Summary	External Milestone	

Figure 1
Webb Bridge Road from Westside Pkwy to
North Point Pkwy

City Council Meeting
STAFF REPORT

Submitting Department: City Clerk
Submitted By:
Meeting Date: March 5, 2018

I. AGENDA ITEM TITLE: INTERGOVERNMENTAL AGREEMENT FOR THE PROVISION OF ELECTION SERVICES BETWEEN FULTON COUNTY AND THE CITY OF ALPHARETTA

II. RECOMMENDATION:

Please approve an Intergovernmental Agreement between Fulton County and the City of Alpharetta for the Provision of Election Services for the May 22, 2018 Special Election at a cost not to exceed $8319.18 and authorize the Mayor Pro Tem to execute all necessary documents.

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: NO

FISCAL IMPACT: NO

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: NO

TOTAL PROJECT COST:

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT

IV. REPORT IN BRIEF:

Due to the recent vacancies of Mayor and City Council Posts 3 and 4, the City has called for a Special Election to be held in conjunction with the State General Primary on May 22, 2018. Fulton County will be conducting our Election contemporaneously with their own and the City will be responsible for a 10% administrative fee based on what the County deems to be the total cost of conducting our election.

V. ALTERNATIVES:

VI. ATTACHMENTS:

ELECTION CONTRACT2018.ALPH 2, IGA exhibit B

INTERGOVERNMENTAL AGREEMENT
FOR THE PROVISION OF ELECTION SERVICES
BETWEEN
FULTON COUNTY, GEORGIA and
CITY OF ALPHARETTA, GEORGIA

THIS INTERGOVERNMENTAL AGREEMENT is entered into this ____ day of _____, 2018, between Fulton County, Georgia ("County"), a political subdivision of the State of Georgia, and the City of Alpharetta, Georgia ("City"), a municipal corporation lying wholly or partially within the County.

WHEREAS, the parties to this Agreement are both governmental units; and

WHEREAS, the County and the City desire to maintain a mutually beneficial, efficient and cooperative relationship that will promote the interests of the citizens of both jurisdictions; and

WHEREAS, the City desires to contract with the County to conduct this election for the citizens of the City pursuant to the applicable laws of the State of Georgia; and

WHEREAS, the City and the County are authorized by Art. IX, Sec. III, Par. I of the Constitution of the State of Georgia to contract for any period not exceeding fifty (50) years for the provision of facilities or services which they are authorized by law to provide, including an agreement for the conduct of the City elections; and

WHEREAS, O.C.G.A. § 21-2-45(c) authorizes the governing authority of any municipality to contract with the county within which that municipality wholly or partially lies to conduct any or all elections; and

WHEREAS, pursuant to O.C.G.A. § 21-2-45(c), a municipality may by ordinance authorize a county to conduct such election(s), and the City has adopted such an ordinance; and

WHEREAS, the Fulton County Board of Registration and Elections ("BRE") has jurisdiction over the conduct of primaries and elections and the registration of electors in the County; and

WHEREAS, the BRE, among other things, is responsible for the selection and appointment of the elections Superintendent, who selects, appoints, and trains poll workers for elections;

NOW THEREFORE, in consideration of the following mutual obligations, the County and City agree as follows:

ARTICLE 1
CONDUCT OF ELECTIONS

1.1 This Agreement will govern the conduct of any and all elections which the City requests the County to conduct, including any and all runoffs which may be necessary. It is the intent of the parties that City elections be conducted in compliance with all applicable federal, state and local legal requirements.

1.2 For each City election, City, at its sole option, shall submit to County a request in the form attached hereto as Exhibit A. Requests must be made in conformance with O.C.G.A § 21-2-540, now and as it may be amended hereafter, to the address specified in the Notice Section below. If a timely request is not made, the County shall have no obligation to conduct the City election which was the subject of the request.

1.3 In the event any special City election becomes necessary, the City and the County shall confer and determine a mutually convenient date as allowed by law to conduct any such election.

ARTICLE 2
TERM OF AGREEMENT

This Agreement shall commence on the date that it is executed by or on behalf of the governing authority of Fulton County, Georgia and will terminate on December 31, 2018, unless otherwise terminated as set forth herein.

ARTICLE 3
DUTIES AND RESPONSIBILITIES

Pursuant to this Agreement, each party shall provide the following enumerated services for the special election to be held May 22, 2018:

3.1 Upon receipt of request to perform a City election, and the agreement to conduct a City election, the County through the Superintendent or their designee(s) shall be responsible for:

a) Designating early and advance voting sites and hours;

b) Placing the City's candidate(s) on the electronic and printed ballots for City elections after qualifying;

c) Placing the City's referendum question(s) on the ballot for a City election after timely written notice from the City is received by the County (which such notice shall include all necessary details and information);

d) Hiring, training, supervising and paying poll officers and absentee ballot clerks;

e) Preparing and submitting to the City Clerk, as required by state law O.C.G.A. § 21-2-224(e), now and as it may be amended hereafter, a list of electors.

f) Performing duties of elections Superintendent, and absentee ballot clerk for the May 22, 2018 City special election;

g) Performing logic and accuracy testing as required by Sections 183-1-12-.02 and .07 of the Official Compilation of Rules and Regulations of the State of Georgia, now and as they may be hereafter amended;

h) Providing staff, equipment and supplies for conducting the May 22, 2018 City election at City polling places on City election days and for conducting recounts as may be required;

i) Certifying City election returns as required by state law O.C.G.A. § 21-2-493, now and as it may be amended hereafter, and submitting certified City election returns to the Georgia Secretary of State and City Clerk or as otherwise directed;

j) Upon a change in City precincts or voter districts, notifying City residents of any change in voting districts and/or municipal precincts; and

3.2 The City shall be responsible for:

a) Recommending early voting sites and hours of operation to the County.

b) Adopting Election resolutions pursuant to O.C.G.A. § 21-2-45(c), now and as it may be amended hereafter, and calls for special City elections as required by O.C.G.A. § 21-2-540, now and as it may be amended hereafter;

c) Preparing qualifying materials for potential candidates and performing qualifying of candidates, including any write-in candidates, for City elections as required by state law, specifically O.C.G.A. § 21-2-130 *et seq.*, now and as it may be amended hereafter;

d) Placing advertisements in the City's legal organ regarding calls for City elections, as required by state law O.C.G.A. § 21-2-540, now and as it may be amended hereafter;

e) Fixing and publishing the qualifying fee as required by state law under O.C.G.A. § 21-2-131, now and as it may be amended hereafter;

f) Collecting and retaining the qualifying fee as required by state law O.C.G.A. § 21-2-131, now and as it may be amended hereafter;

g) Performing filing officer duties as required by the Georgia Government Transparency and Campaign Finance Commission for any and all state reports filed by the candidates or committees in conjunction with City elections to ensure compliance with Title 21, Chapter 5 of the Official Code of Georgia;

h) If the City desires to review and verify the accuracy of the voter list(s) for City residents, it must do so not less than 30 days prior to Election Day;

i) Providing the County with an electronic copy of referendums that must be placed on a ballot;

j) Reviewing ballot proofs and notifying County of corrections or approval within twenty-four (24) hours of receiving proofs for candidate listings; and

k) Otherwise cooperating with the County in the performance of this Agreement and providing the County such documentation and information as it may reasonably request to facilitate the performance of its duties under this Agreement.

ARTICLE 4
COMPENSATION AND CONSIDERATION

4.1 For City elections that are to be conducted contemporaneously with a countywide General election, pursuant to this Agreement and to action of the Board of Commissioners on August 2, 2017, the City will not be charged for the cost of said election, but will be responsible for a 10% administrative fee only.

4.2 The 10% administrative fee attached hereto as Exhibit B.

i) An estimate of the City's pro-rata share of the administrative fee based on the number of electors will be provided to the City and that amount is due to the County ninety (90) days prior to Election Day.

ii) Following the election, the actual costs of the election will be determined, as well as the City's pro-rata share of the administrative fee based on actual costs.

iii) If based on the estimated election, a refund is due to the City, said administrative fee refund will be issued within ninety (90) days after the election.

iv) If based on the estimated election costs the City owes the County an additional amount for the administrative fee, the County will issue an invoice for that amount which is due and payable within thirty (30) days of receipt.

4.3 For City elections that are not conducted contemporaneously with any countywide election, the City will pay the actual cost of such election based on a budget prepared in accordance with the form attached hereto as Exhibit B.

i) The City will pay the County the sum determined in Exhibit B for the election to be maintained in a separate election account. Said amount is due ninety (90) days prior to Election Day.

ii) Following the election, the actual costs of the election will be determined.

iii) If based on the payment made in compliance with Exhibit B a refund is due to the City said refund will issue within ninety (90) days after the election.

4.4 Failure to timely remit the funds owed will result in a 10% per month penalty.

ARTICLE 5
LEGAL RESPONSIBILITIES

5.1 The City shall be solely responsible for any liability resulting from any claims or litigation arising from or pertaining to any City election, except claims or litigation regarding the acts of agents or employees of the County, the County Board of Registration and Elections, and the County Election Superintendent in connection with any City Election held pursuant to this Agreement. The City agrees to reimburse the County for all costs, including, but not limited to, court costs and attorney fees for the County Attorney or outside counsel, incurred by the County as a result of any such claim or litigation. The City shall make payment of such reimbursements to the County within thirty (30) days of receipt of any invoice for reimbursement from the County.

5.2 In the event that a City election is contested, the City shall be solely responsible for any liability resulting from any claims or litigation arising from or pertaining to any contested City election, except claims or litigation regarding the acts of agents or employees of the County, the County Board of Registrations and Elections, and the County Election Superintendent in connection with any City Election held pursuant to this Agreement. The City agrees to reimburse the County for all costs incurred in responding to the election challenge, including, but not limited to, attorney's fees for the County Attorney or outside counsel and all expenses associated with the election challenge and any appeals thereafter. The City shall make payment of such reimbursements to the County within thirty (30) days of receipt of any invoice for reimbursement from the County. If a second election is required, such election will constitute a City Election under this Agreement and shall be conducted in accordance with the terms of this Agreement.

5.3 To the extent allowed by law, the City agrees to defend and hold harmless the County with respect to any claim, demand, action, damages, judgment, cost and/or expenses (including, without limitation, reasonable attorney's fees and legal expenses) to which the County may be subjected as a consequence of or as a result of any error, omission, tort, intentional tort, willful misconduct, or any other negligence on the part of the City and/or its employees.

5.4 To the extent allowed by law, the County agrees to defend and hold harmless the City with respect to any claim, demand, action, damages, judgment, cost and/or expenses (including, without limitation, reasonable attorney's fees and legal expenses) to which the City may be subjected as a consequence of or as a result of any error, omission, tort, intentional tort, willful misconduct, or any other negligence on the part of the County and/or its employees.

5.5 It is the intent of the parties to be covered under the auspices of any applicable immunity granted by law.

5.6 Should it be necessary to comply with legal requirements that any of the County's personnel shall be sworn in as a temporary officer or employee of the City, such formality shall be observed without limitation.

ARTICLE 6
EMPLOYMENT STATUS

6.1 All County personnel assigned under this Agreement are and will continue to be employees of the County for all purposes, including, but not limited to: duties and responsibilities, employee benefits, grievance, payroll, pension, promotion, annual or sick leave, standards of performance, training, workers compensation and disciplinary functions.

6.2 All County personnel assigned under this Agreement are and will continue to be part of the Fulton County Department of Registration and Elections and under the supervision of the Superintendent.

6.3 All City personnel assigned under this Agreement are and will continue to be employees of the City.

ARTICLE 7
RECORDKEEPING AND REPORTING

7.1 The County Registration and Elections Department is the central repository for all departmental records and makes available public records as defined and required by the Georgia Open Records Act, O.C.G.A. § 50-18-70, *et seq.*, O.C.G.A. § 21-2-51 and O.C.G.A. § 21-2-72, now and as they may be amended hereafter. During the term of this Agreement, the County will continue to comply with the applicable provisions of the Georgia Open Records Act and the Georgia Election Code.

7.2 Except as limited by any provision of state or federal law, the City may request, review and access data and County records at a mutually agreed upon time to ensure compliance with this Agreement.

ARTICLE 8
E-VERIFY AND TITLE VI

Each party agrees that it will comply with all E-Verify and Title VI requirements and execute any documents reasonably required related to such compliance. Further, each party agrees that any contracts let for work completed pursuant to this Agreement shall contain all required E-verify and Title VI requirements under applicable law.

ARTICLE 9
AUTHORIZATION

Each of the individuals executing this Agreement on behalf of his or her respective party agrees and represents to the other party that he or she is authorized to do so and further agrees and represents that this Agreement has been duly passed upon by the required governmental agency or council in accordance with all applicable laws and spread upon the minutes thereof. The parties hereto agree that this Agreement is an intergovernmental contract and is entered into pursuant to Article IX, Section III, Paragraph I of the Constitution of the State of Georgia 1983.

Further, the Fulton County Board of Registration and Elections has reviewed and approved this Agreement and has authorized its Chairman and its Chief Administrative Officer to execute any ancillary documents required to complete the May 22, 2018 Special Election, including but not limited to the Notice of the Call of the Special Election and the Notice of the Special Election.

ARTICLE 10
TERMINATION AND REMEDIES

Either party may unilaterally terminate this Agreement, in whole or in part, for any reason whatsoever or no reason at all, by notice in writing to the other party delivered at least thirty (30) days prior to the effective date of the termination.

ARTICLE 11
NOTICES

All required notices shall be given by certified first class U.S. Mail, return receipt requested. The parties agree to give each other non binding duplicate facsimile notice. Future changes in address shall be effective upon written notice being given by the City to the County Elections Superintendent or by the County to the City Administrator via certified first class U.S. mail, return receipt requested. Notices shall be addressed to the parties at the following addresses:

If to the County: Fulton County Board of Registration and Elections
Attn: Director
130 Peachtree St SW, Suite 2186
Atlanta, Georgia 30303
Facsimile: 404.612.2545

With a copy to: Fulton County Office of the County Attorney
Attn: County Attorney
141 Pryor Street SW, Suite 4038
Atlanta, Georgia 30303
Facsimile: 404.730.6540

If to the City: City Administrator
_____
_____

With a copy to: City Attorney
_____
_____

ARTICLE 12
NON-ASSIGNABILITY

Neither party shall assign any of the obligations or benefits of this Agreement.

ARTICLE 13

ENTIRE AGREEMENT

The parties acknowledge, one to the other, that the terms of this Agreement constitute the entire understanding and Agreement of the parties regarding the subject matter of the Agreement. This Agreement constitutes the entire understanding and agreement between the Parties concerning the subject matter of this Agreement, and supersedes all prior oral or written agreements or understandings. No representation oral or written not incorporated in this Agreement shall be binding upon the City or the County. All parties must sign any subsequent changes in the Agreement.

ARTICLE 14
SEVERABILITY, VENUE AND ENFORCEABILITY

If a court of competent jurisdiction renders any provision of this Agreement (or portion of a provision) to be invalid or otherwise unenforceable, that provision or portion of the provision will be severed and the remainder of this Agreement will continue in full force and effect as if the invalid provision or portion of the provision were not part of this Agreement. No action taken pursuant to this Agreement should be deemed to constitute a waiver of compliance with any representation, warranty, covenant or agreement contained in this Agreement and will not operate or be construed as a waiver of any subsequent breach, whether of a similar or dissimilar nature. This Agreement is governed by the laws of the state of Georgia without regard to conflicts of law principles thereof. Should any party institute suit concerning this Agreement, venue shall be in the Superior Court of Fulton County, Georgia. Should any provision of this Agreement require judicial interpretation, it is agreed that the court interpreting or construing the same shall not apply a presumption that the terms hereof shall be more strictly construed against one party by reason of the rule of construction that a document is to be construed more strictly against the party who itself or through its agent prepared the same, it being agreed that the agents of all parties have participated in the preparation hereof.

ARTICLE 15
BINDING EFFECT

This Agreement shall inure to the benefit of, and be binding upon, the respective parties' successors.

ARTICLE 16
COUNTERPARTS

This Agreement may be executed in several counterparts, each of which shall be an original, and all of which shall constitute but one and the same instrument.

IN WITNESS WHEREOF, the City and County have executed this Agreement through their duly authorized officers on the day and year first above written.

FULTON COUNTY, GEORGIA

APPROVED AS TO SUBSTANCE:

(Seal)

_____
Chair, Board of Commissioners

ATTEST:

_____
Interim Clerk to Commission

Date:_____

ATTEST:

_____

APPROVED AS TO FORM:

_____
Fulton County Attorney's Office

APPROVED AS TO SUBSTANCE:

_____
Richard Barron
Director / Elections Supervisor
Registrations and Elections

SIGNATURES APPEAR ON THE FOLLOWING PAGE

CITY OF ALPHARETTA, GEORGIA

_____(SEAL) **_____**

Mayor City Clerk (SEAL)

Date:_____

APPROVED AS TO FORM: **APPROVED AS TO SUBSTANCE:**

_____ _____

City Attorney City Administrator

EXHIBIT A

As per the Agreement executed on _____, the City of Alpharetta, hereby requests that Fulton County conduct its Special Election on May 22, 2018, within the boundary of Fulton County.

The last day to register to vote in this election is April 24, 2018.

The list of early voting locations will be forthcoming.
.

This _____ day of _____, 2018.

_____ (SEAL)
City Clerk

The Fulton County Board of Registrations and Elections agrees to conduct the City of Alpharetta Special Election on May 22, 2018, within the boundary of Fulton County.

This _____ day of _____, 2018.

_____ (SEAL)
Elections Superintendent
Fulton County Board of Registrations and Elections

EXHIBIT B

Invoice

Exhibit B

Fulton County Department of Registration and Elections
130 Peachtree Street, SW
Suite 2186
Atlanta, Georgia 30303
Phone: (404) 612-7020
Fax: (404) 730-7024

Date: 2/21/2018
INVOICE # ALP52218

TO
City of Alpharetta
City Clerk's Office
Two South Main Street
Alpharetta, GA 30009
678-297-6003
Attn: Ms. Coty S. Thigpen

Qty	Description	Total
1	10% Administrative Cost to Conduct City of Alpharetta Special Municipal Election May 22, 2018	$8,319.18
Make Check Payable To: "FULTON COUNTY DEPARTMENT OF FINANCE"		$8,319.18

City Council Meeting
STAFF REPORT

Submitting Department: Community Development
Submitted By: Kathi Cook
Meeting Date: March 5, 2018

I. AGENDA ITEM TITLE: DOWNTOWN PARKING MANAGEMENT

II. RECOMMENDATION:

Staff recommends approval of the expansion of the time limited parking management program.

III. REPORT IN BRIEF:

The Downtown Parking Study had several recommendations concerning the management of downtown parking. One of these recommendations is to expand the time limited parking zones as utilization surpasses 75% for the majority of the day. The current time limited parking map is attached. Based on the data collected for the study, the entire Old Roswell Lot (66 spaces) meets the justification to be included in the time limited program. Between the Made lot, the Liberty Hall lot, and the City deck, full day employees should have sufficient options. In addition, a continuation of existing time limited corridors to include parking added by the Teasley Place development has been requested by the developer and is recommended.

The discussion of expanding the City's parking management efforts has been included in several of the parking study workshops. At this time, we are asking to move forward with implementation.

IV. ALTERNATIVES:

V. ATTACHMENTS:

Alpharetta Parking Study - Dec 2017 Recommendations Summary, TimeLimitedParkingAreaRevised

Downtown Alpharetta Parking Study

STUDY UPDATE: DRAFT SUMMARY OF FINDINGS AND RECOMMENDATIONS

DECEMBER 2017

GOALS OF THE STUDY

- Provide a knowledge base for decision-making: how much parking there is, whether it's public or private supply, and how it is being used
- Guide the City toward parking decisions that use and build new parking smartly, focused on managing what already exists before continuing to build new parking

CODE-BASED APPROACHES

When an application comes to the City for any kind of development, whether it is new, adaptive reuse, or an expansion of a current facility, the following would be used to manage any changes to parking requirements based on the development code.

C-1: In-lieu fee payment system to allow variances from parking

- The purpose of this is to offer a tool that allows a way to meet zoning requirements for parking OTHER than building parking on-site or requesting variances.
- Developers proceed along the following steps:
  1. Compute requirements from zoning ordinance based on amount of proposed development intensity
  2. If using the in-lieu fee program, select a number of spaces that would be used through that program, and if available, this number of spaces will be removed from the required number of spaces in step 1. As part of a pre-application process, staff should consult with applicant on availability of parking supply in the in-lieu fee program.
  3. Select an option from the system table below based on the number of spaces being requested and the type of reservation
  4. As part of its recommendation to Council, staff assesses feasibility of this use of the program.

Table C-1: Proposed In-Lieu Fee Schedule

	Applicants Request Reserved Access		Applicants Not Requesting Reserved Access (only provides relief from the code requirements for parking)
Number of Spaces Required	24/7 access: payment amount per space	8am – 4pm access or 5pm – 7am access: payment amount per space	
1 – 20	$30,000	$15,000	$10,000
21 - 40	$35,000	$17,500	$15,000
41 - 60	$40,000	$20,000	$20,000
61 - 100	$45,000	$22,500	$25,000
101 and above	$50,000	$25,000	$30,000

C-2: Changes to shared parking allowances

In addition, the City code should be amended as needed to provide for the following:

- No maximum distance requirement for parking being provided through in-lieu fee program. If it is used, parking may be assigned in any City facility.
- Increase shared-parking agreement when valet service is provided. Currently, City code allows parking sharing to meet on-site parking requirements within 500 feet of a principal use. Council should maintain this as a basic requirement but allow an extension of the distance to 1,000 feet when the applicant uses a valet service to serve visitors to that use.

MANAGEMENT-BASED APPROACHES

These are general management approaches the City should take to ensure an efficient and user-friendly parking system. They also provide tools to existing businesses or organizations who wish to reserve their own parking from City-owned facilities, though we do not recommend extensive use of this.

M-1: Regular monitoring and reporting

The table to the right outlines the recommended schedule for taking new parking utilization counts and potentially revising parking regulations based on changing use. This keeps the initial utilization counts presented in the study relevant and up-to-date and helps to inform the City's decision-making.

Facility Type	Collect Utilization	Revisit Regulations
On-Street Parking	Every 3 months	Every 6 months
Off-Street Parking Lots	Every 3 months	Every 6 months
Off-Street Parking Garages	Every 6 months	Every 12 months

M-2: Adjusting regulations to make parking more available in high-demand areas

The table to the right outlines the recommended thresholds for when to increase the kind of management being used for an area. The study does recommend that pricing will be considered as part of this.

- When there are no time limits, implement them when parking reaches a recommended utilization threshold
- When time limited parking reaches its recommended threshold, move to meters and pricing

Facility Type	Proposed Pricing Threshold	Proposed Time Limit Threshold
On-Street Parking	Utilization on an entire block surpasses 85% for at least 6 hours per day	Utilization on an entire block surpasses 75% for at least 6 hours per day
Off-Street Parking Lots	Utilization surpasses 85% for at least 8 hours per day	Utilization surpasses 75% for at least 8 hours per day
Off-Street Parking Garages	Utilization in public spaces surpasses 85% for at least 8 hours per day	No threshold: time limits not used

M-3: Pricing the Milton Avenue Garage

To control for potential use of the Milton Avenue garage for long periods of the day by students or faculty of the new STEM school, the study recommends that the Milton Avenue garage be equipped with access control equipment and a pricing schedule that requires payment by default. However, this payment will be reimbursed for the intended users of the garage through methods described in steps below.

M-4: Setting pricing based on demand levels

On-street parking in the core of downtown has a higher level of demand than parking in surrounding locations. Pricing should reflect this, and this means that on-street pricing on Milton Avenue should be higher than pricing rates in the Milton Avenue garage once it opens.

This also involves providing staff the administrative authority to set parking prices up to $1.00 per hour, which allows staff to make rate changes based on observed demand. They will receive Council approval to do this, but it will not require a full change to City ordinance.

M-5: Permit/Pass Access to Priced Facilities

The City should offer access to the Milton Avenue garage and other facilities that have pricing applied into the future. With a controlled entry (a gate arm or other similar control), pass holders would receive access cards allowing entry and exit from the garage and not require these users to pay for the garage. These passes will be made available to all participants in the in-lieu fee program as described in C-1 when those participants are assigned to a garage with access control. The City will also allow businesses to purchase monthly passes to the garage, intended for employees, that do not provide a dedicated, reserved space but that do not require their employees to pay.

M-6: Parking Validations

In addition to the permit access option, the City should offer a broad program of validation for its facilities. This is intended for existing businesses to allow customers to park in any priced off-street facilities free of charge. Validation will not be provided for on-street parking.

The study recommends an initial validation period of four hours, and any customers parking in the Milton Avenue garage or other priced facilities would be exempt from payment within that period.

Pricing Summary

The table below outlines the overall pricing system for the City's parking facilities and refers to specific recommendations in the previous sections.

Facility Type	Hourly Price	Daily Maximum Rate	Customer Validation Period	Monthly Access Pass Price
On-Street Parking	$1.00	None: no time limit recommended	None: no validation for on-street parking	N/A
Off-Street Parking Lots - High Demand (pricing has been set, based on utilization levels recommended in M-2)	$1.00	$10.00	4 hours	$100.00
Off-Street Parking Lots - Medium Demand (time limits have been set, based on utilization levels recommended in M-2)	None: time limits only in effect	None: time limits only in effect	None	$50.00
Off-Street Parking Lots - Low Demand (no regulations have been set)	None	None	None	None
Milton Avenue Garage	$0.50	$5.00	4 hours	$50.00
In-Lieu Fee Participants	N/A	N/A	N/A	Free pass provided to any facilities with pricing or time limits

NO TIME AND LIMITED TIME PARKING AREA MAP

A RESOLUTION OF THE MAYOR AND COUNCIL OF THE CITY OF ALPHARETTA IN OPPOSITION TO SENATE BILL 426 (BROADBAND INFRASTRUCTURE LEADS TO DEVELOPMENT ACT), HOUSE BILL 533 (5G BROADBAND INFRASTRUCTURE LEADS TO DEVELOPMENT ACT), AND SIMILAR LEGISLATION

WHEREAS, there is currently pending before the General Assembly, Senate Bill 426 (Broadband Infrastructure Leads to Development Act) and House Bill 533 (5G Broadband Infrastructure Leads to Development Act);

WHEREAS, this proposed legislation will allow the installation of utility poles and small wireless facilities within City-owned right-of-way as a matter of right;

WHEREAS, this proposed legislation preempts the ability of local governments to adopt ordinances in conflict with this legislation or to fashion different legislation to address this subject matter at the local level;

WHEREAS, this legislation exempts power utility companies from the collocation requirements;

WHEREAS, the Georgia Department of Transportation is exempted from this legislation;

WHEREAS, the legislation imposes exacting and unrealistic application review, processing, and permit issuance standards on local governments;

WHEREAS, the legislation prohibits local governments from charging in excess of $20 per pole, per year, for the placement of infrastructure poles from for-profit wireless providers in taxpayer funded right-of-way;

WHEREAS, this legislation allows utility poles in the right-of-way to be as high as 50 feet from grade or 10 feet taller than any existing pole within 500 feet;

WHEREAS, this legislation will result in an explosion of aesthetically objectionable utility poles in Alpharetta-owned right-of-way;

WHEREAS, this legislation – while touted as a State-wide solution to efficiently rolling out broadband infrastructure – will not accomplish that objective by exempting GDOT and the power companies from its requirements;

WHEREAS, this legislation goes too far in favoring the telecommunications industry at the expense of the citizens and taxpayers that will be adversely impacted by the significant increase in congestion, clutter, and aesthetically distasteful poles that will inevitably be installed in City right-of-way;

WHEREAS, the City of Alpharetta is generally supportive of 5G advances but not at the expense of eviscerating local control.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL FOR THE CITY OF ALPHARETTA THAT

The City Council does hereby voice its formal objection to this legislation;

This legislation does not strike an appropriate balance between the need for deployment of wireless broadband infrastructure and the need for local governments to manage its own right-of-way;

That this legislation unduly benefits the private for-profit wireless industry at the expense of the rural viewsheds and aesthetic and public safety considerations of the citizens of the City of Alpharetta;

By exempting the power utility companies from participation in this legislation, it has guaranteed an explosion of new poles in local government right-of-way – while the largest owner of utility poles on or near the right-of-way are unencumbered, thereby undermining the stated purpose of this legislation;

That this legislation needs to be restructured from the ground up with greater deference given to local governments; and

That a copy of this Resolution be provided to the City of Alpharetta local delegation as promptly as possible.

SO RESOLVED, this 5th day of March 2018, by the Council of the City of Alpharetta, Georgia.

CITY OF ALPHARETTA, GEORGIA

By:_____
Donald R. Mitchell,
Mayor Pro Tem

COUNCIL MEMBERS

_____
Ben Burnett

_____
Jason Binder

_____
Dan Merkel

Attest:

_____
Coty Thigpen, City Clerk

2735339

City Council Meeting
STAFF REPORT

Submitting Department: Community Development
Submitted By: Eric Graves
Meeting Date: March 5, 2018

I. AGENDA ITEM TITLE: PRESENTATION OF THE NORTH FULTON COMPREHENSIVE TRANSPORTATION PLAN

II. RECOMMENDATION:

This item is being presented for information and discussion purposes in preparation for it being placed as a business item for consideration on an upcoming City Council Agenda.

III. REPORT IN BRIEF:

In October of 2015, Council authorized a Memorandum of Agreement between the five major North Fulton Cities to work in conjunction with the Atlanta Regional Commission to update the North Fulton Comprehensive Transportation Plan. Agreements were signed, consultants selected, and the Scope of Work agreed to by August of 2016.

The goal of this project is to develop an implementation strategy for the highest priority projects in the North Fulton Region. To that end, it is essential that the North Fulton Comprehensive Transportation Plan be adopted by all North Fulton jurisdictions. By partnering together for the highest need projects, the North Fulton Cities can help maximize their share of regional funding.

In November of 2017, the Kimley-Horn Consultant Team updated the City Councils on the project's progress and draft recommendations. Input from the project stakeholders, the public participation effort, and jurisdiction officials have now been incorporated into the final summary report, The North Fulton County Transportation Comprehensive Plan: 2017 Recommendations Report.

IV. ALTERNATIVES:

V. ATTACHMENTS:

NFCTP Executive Summary_180205, NFCTP Recommendations Report - 180205

2018

EXECUTIVE SUMMARY

NORTH FULTON

COMPREHENSIVE TRANSPORTATION PLAN

THE CITY OF ALPHARETTA GEORGIA · Johns Creek GEORGIA be the exception · MILTON EST 2006 · CITY OF MOUNTAIN PARK · Roswell georgia · SANDY SPRINGS GEORGIA · ARC ATLANTA REGIONAL COMMISSION · Kimley»Horn

The NFCTP seeks to address economic prosperity, quality of life, and cross-jurisdictional collaboration through a variety of transportation solutions, including roadway, bicycle, pedestrian, and transit. It provides an opportunity for the municipalities to plan together while informing the regional transportation planning process and ultimately establishes a vision for North Fulton's transportation future.

INTRODUCTION

The North Fulton area is experiencing a period of growth and change—in population, jobs, and traffic. Meanwhile, the forces that influence transportation funding have continued to evolve at the regional, statewide, and federal levels. The growth among other factors has led to added pressure on the transportation network and the people who use the system daily. The North Fulton Comprehensive Transportation Plan (NFCTP), an update to the 2010 plan, explores these changes and the strategies needed to address them.

- **Shifting Demographics |** Between 2010 and 2015, the North Fulton population grew by more than 35,000, an increase of over 10%.
- **Growing Economy |** Between 2010 and 2015, North Fulton grew to represent a total of 34% of Fulton County's employment, an increase of 17% in about the same timeframe.
- **Changing Funding Levels |** At a local level, North Fulton residents voted in November 2016 to approve a 0.75-cent Special Purpose Local Options Sales Tax for Transportation Purposes (TSPLOST) that is projected to result in approximately $380 million (2017-2022). Additionally, the Fixing America's Surface Transportation Act (FAST Act) and state legislation, like the Transportation Funding Act of 2015 (TFA), there is a more refined understanding of future levels of federal and state funding.

CTP PROGRAM

Atlanta Regional Commission's (ARC) Atlanta Region's Plan is informed largely by Comprehensive Transportation Plans (CTPs). CTPs help the region to fulfill federally required plan elements indicated in the Code of Federal Regulations. Participation is not required but it is an accepted practice across metro Atlanta (18 CTPs currently inform the Regional Transportation Plan) that helps to create a platform to better articulate investment priorities when funding is available.

- **Prioritized list of transportation investments that reflect the local community's vision**
- **Five to ten year fiscally constrained action plan which reflects currently available funding sources and relevant city- or county-level policy actions**
- **Vetted recommendations that have gone through public engagement processes and formally adopted by local officials**
- **Recommendations that leverage the region to address local needs and priorities**
- **Recommendations that leverage previous planning efforts**

Transportation remains the main focus of the NFCTP, but it is just one of the elements contributing to a community's well-being. The plan acknowledges that the identification of policies and projects is not a silver bullet to solve the growing demand for travel, but is just one portion of a multi-pronged approach to improving North Fulton's transportation system. Maximizing the mobility of a community can only be achieved when transportation investments align with the land use, economic, and social goals of the community.

PRIORITIES

The transportation priorities for the NFCTP reflect the community's vision for a future transportation system. Combined, the statements outline strategies that aim to guide the NFCTP planning process.

OUTREACH

The NFCTP embraced a planning process that prioritized community-level input to the regional role and strategy of the plan.

Social Media
Project Website
Email Blasts
Phone Survey
Online Surveys
Focus Groups
Public Meetings
Community Events
Stakeholder Engagement

5 community events to "meet the people where they are"

5 rounds of focus groups to talk about their vision for transportation

Two rounds of public workshops

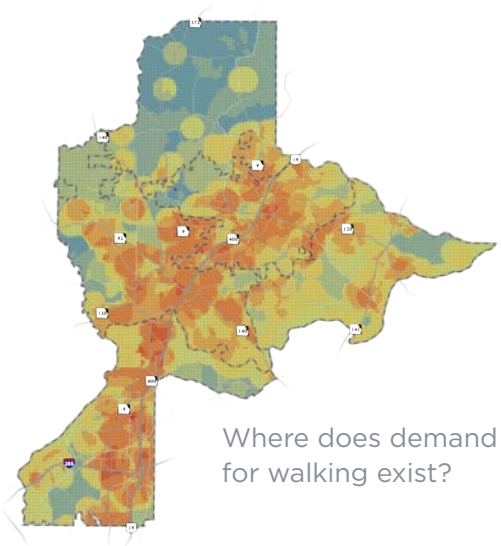
1,000 surveys completed for a statistically valid phone survey

11,365 data points for two rounds of online surveys

PROJECT UNIVERSE

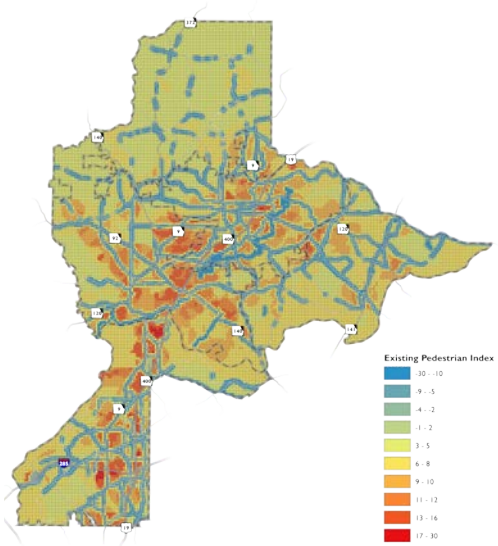
The NFCTP's recommendations were created in a variety of ways including a robust community engagement process, an identification of needs and deficiencies across the transportation system, and a thorough review of previous planning efforts. One of these tools was the Needs Assessment, which used innovative techniques to answer questions about multimodal mobility in North Fulton.

TRANSPORTATION INDEX



Where does demand for walking exist?

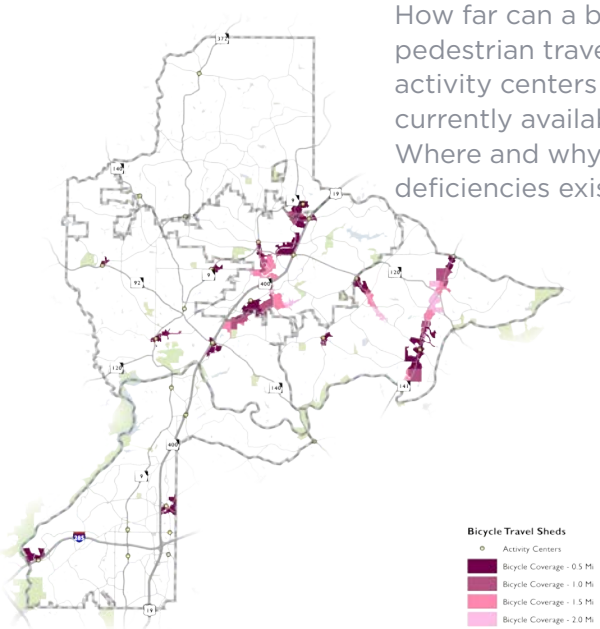
Where does supply for walkable facilities exist?

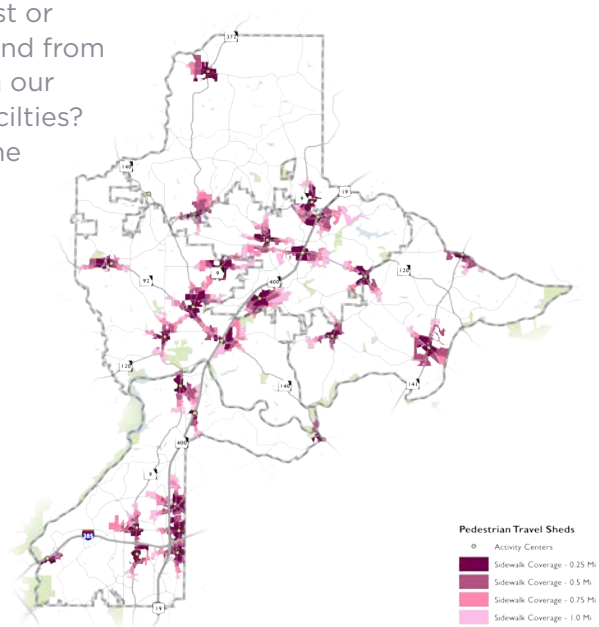


Where is the gap between demand and supply greatest? What types of improvements can help to close the gap?

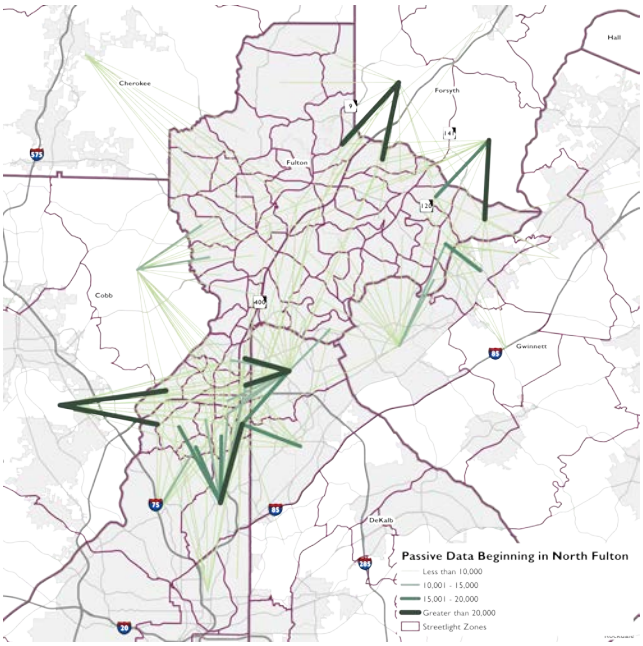
TRAVEL
SHEDS

How far can a bicyclist or pedestrian travel to and from activity centers given our currently available facilties? Where and why do the deficiencies exist?





PASSIVE
DATA



What are the existing travel patterns in North Fulton? Where are people coming from? Where are people going? (*Streetlight data)

*Streetlight data is passive location data with timestamps that are collected from in-vehicle and mobile phone devices. The data is reported to a third-party company that aggregates and anonymizes the data.

POLICIES

While a significant portion of the NFCTP is supported by technical analysis documenting transportation performance, there is understanding that transportation affects a broad range of community objectives. The NFCTP highlights policy recommendations in various topic areas that could prove pivotal for successful collaboration among all stakeholders.

- **Land Use and Transportation**
- **Bicycle and Pedestrian**
- **Transit**
- **Human Services Transportation/Paratransit**
- **Asset Management**
- **Streetscape and Beautification**
- **Resiliency**
- **Connected and Autonomous Vehicles**
- **Intelligent Transportation System (ITS)/ Advanced Traffic Management System (ATMS)**
- **Transportation Safety**
- **Freight**
- **Transportation Demand Management**

Transit remains an integral part of the CTP process. The recommendations included in this plan are complementary to the transit scenarios presented as a part of the Fulton County Transit Master Plan (TMP) effort.

The TMP will ultimately determine short-, mid-, and long-term projects not limited to: transit expansion, existing service, and last mile connectivity improvements. For more information, visit http://www.fultoncountyga.gov/tmp-home

PRIORITY PROJECTS

The projects included in the NFCTP went through a vigorous, technical and community-based vetting process. They represent a flexible, but prioritized group of projects that indicate the first, second, and third levels of importance.

LEVEL 1

(First Level of Priority: 2017-2022; Local funds = $378.4 million)

Level 1 includes all projects that have committed funding in the first five years of the plan, which is consistent with the timeline of the current TSPLOST program (2017-2022). These projects come from different sources including TSPLOST, state- and federally-sponsored projects, multimodal cityspecific bond projects, capital improvement plans, and other city initiatives.

LEVEL 2

(Second Level of Priority; Local funds = $378.4 million)

Level 2 projects for the NFCTP are the next level of priority after Level 1 is implemented. Flexibility is built into the second tier of projects so that as funding becomes available, the North Fulton Cities have a list of projects that have been vetted by staff, the public, and elected leadership from which to choose.

LEVEL 3

(Third Level of Priority; Local funds = $378.4 million)

The assumptions for Level 3 are similar to Level 2. Projects in this level are also priority projects but follow Level 2 for funding allocation.

REGIONAL CONNECTIONS

When looking at the cumulative impacts of these projects throughout North Fulton, the effects on multimodal mobility for residents, employees, and visitors of the County become clearer. The projects work together in combination with larger regional ones to begin to create a more cohesive, balanced network that accommodates for all modes.

*Note: a consistent legend is used for the maps on the following pages. Not all project types in the legend are reflected in each map.

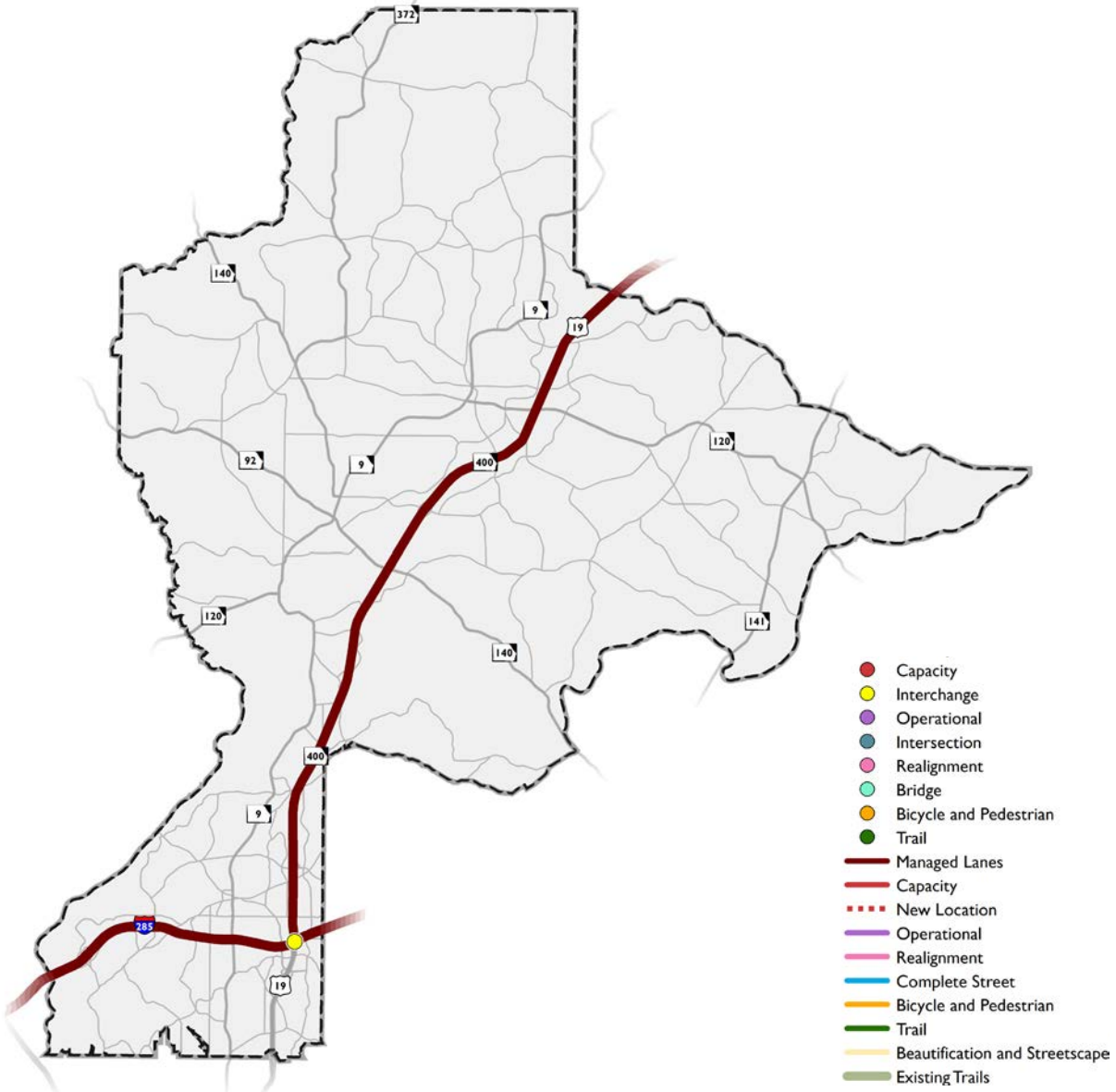
REGIONALLY SIGNIFICANT PROJECTS

SR 400 EXPRESS LANES

TRANSFORM 285/400

REVIVE 285 EXPRESS LANES

Regional investments include the Transform 285/400 project, a complete reconstruction of one of the most critical interchanges in North Fulton, as well as projects in the Major Mobility Investment Program (MMIP) such as the SR 400 and Revive 285 Express Lanes projects. The managed toll-lanes provide two additional lanes in each direction managed to operate at a minimum of 45 mph. The projects provide a more reliable trip for those who need it and create a transit advantage for buses moving in express lanes.

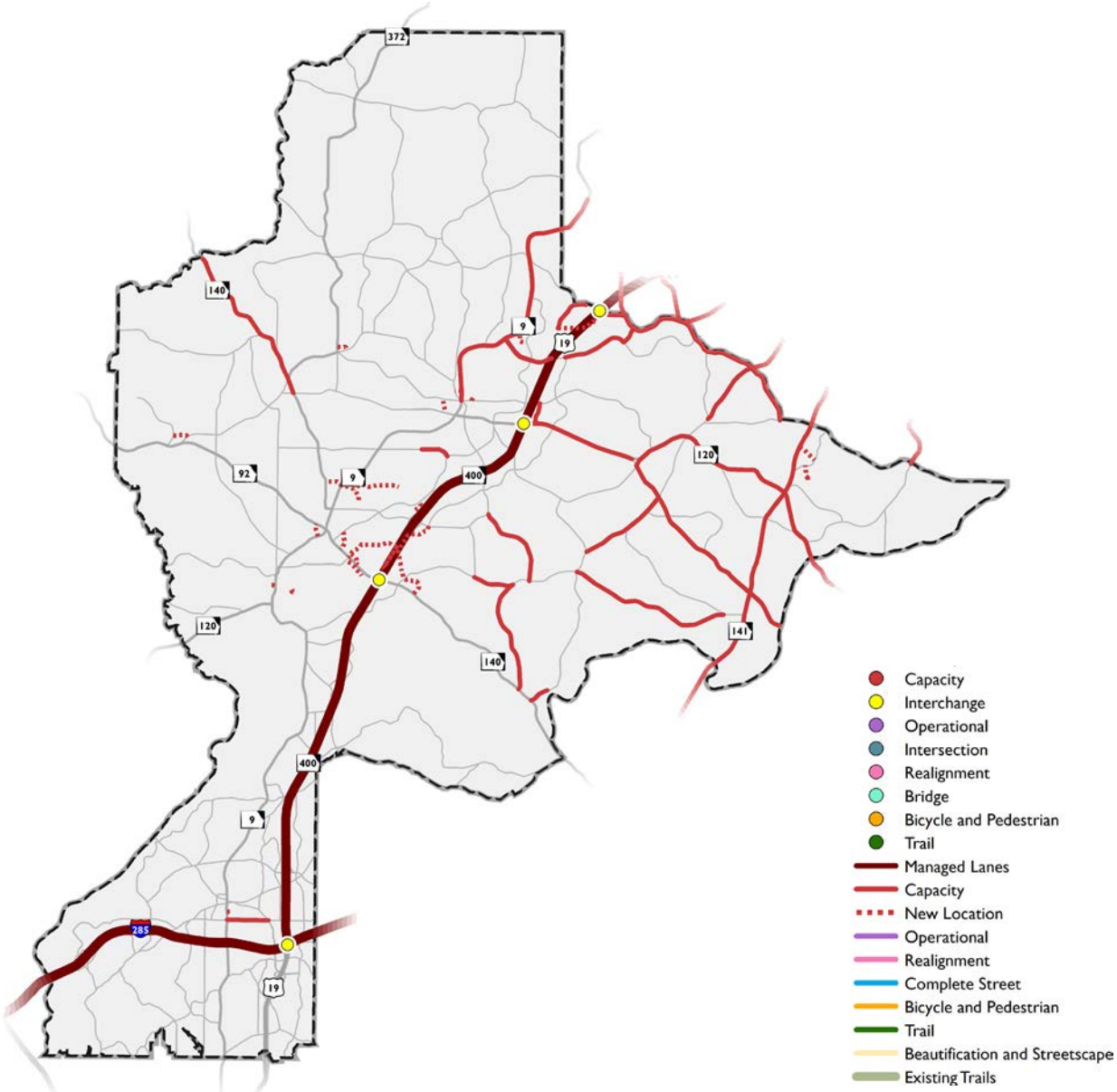


CAPACITY
PROJECTS

62 PROJECTS
in Levels 1, 2 & 3

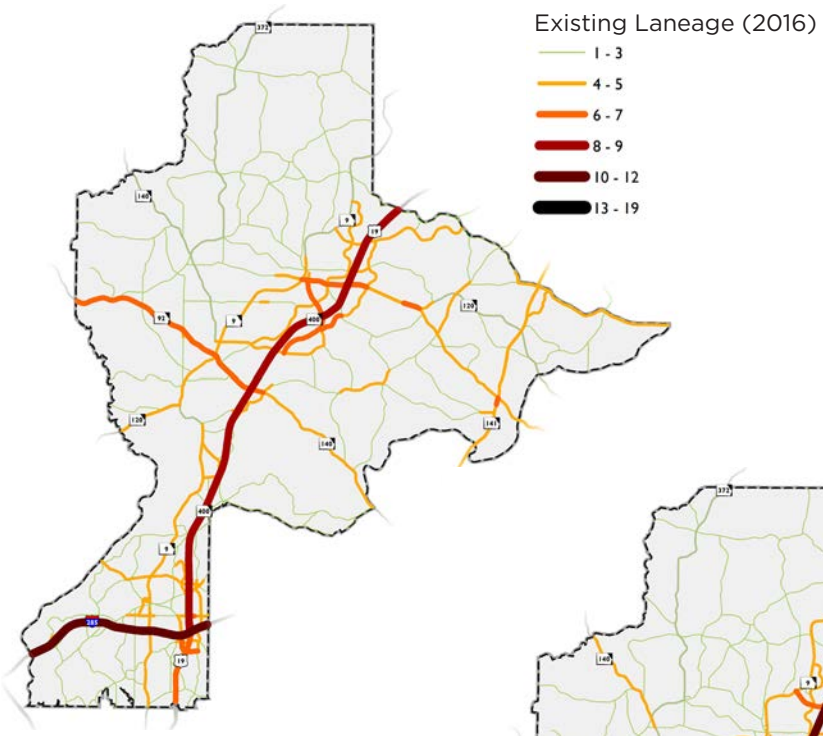
$336M
in Levels 1, 2 & 3

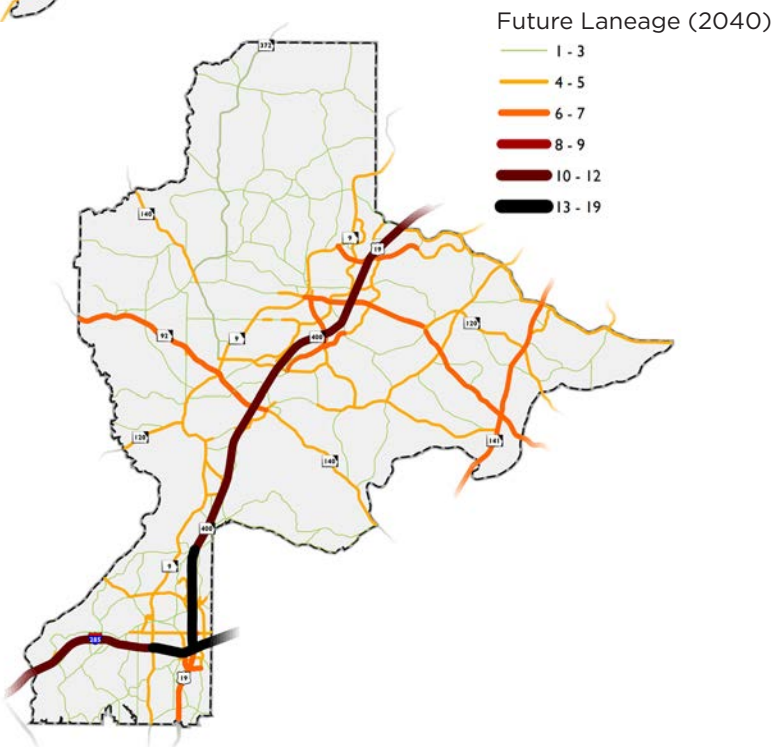
Capacity projects widen existing roads while New Location projects extend existing roads or construct new roads altogether. These projects support regionally significant projects, while alleviating potential bottlenecks and allowing for local traffic to be diverted onto alternative roadways. Capacity projects will ultimately make laneage consistent along North Fulton roadways (and in some cases, to surrounding counties) to facilitate vehicular movement.



LANEAGE
CHANGES

The projects in NFCTP streamline the laneage of many of the major corridors in North Fulton including SR 9 having consistent 4 to 5 lanes throughout North Fulton, SR 141 widening from Gwinnett County through Forsyth County, Arnold Mill Road improvements from Cherokee County to Rucker Road, and SR 120 widening from State Bridge Road through Gwinnett County. State Bridge Road is also improving lane consistency from SR 9 in Alpharetta to Gwinnett County.



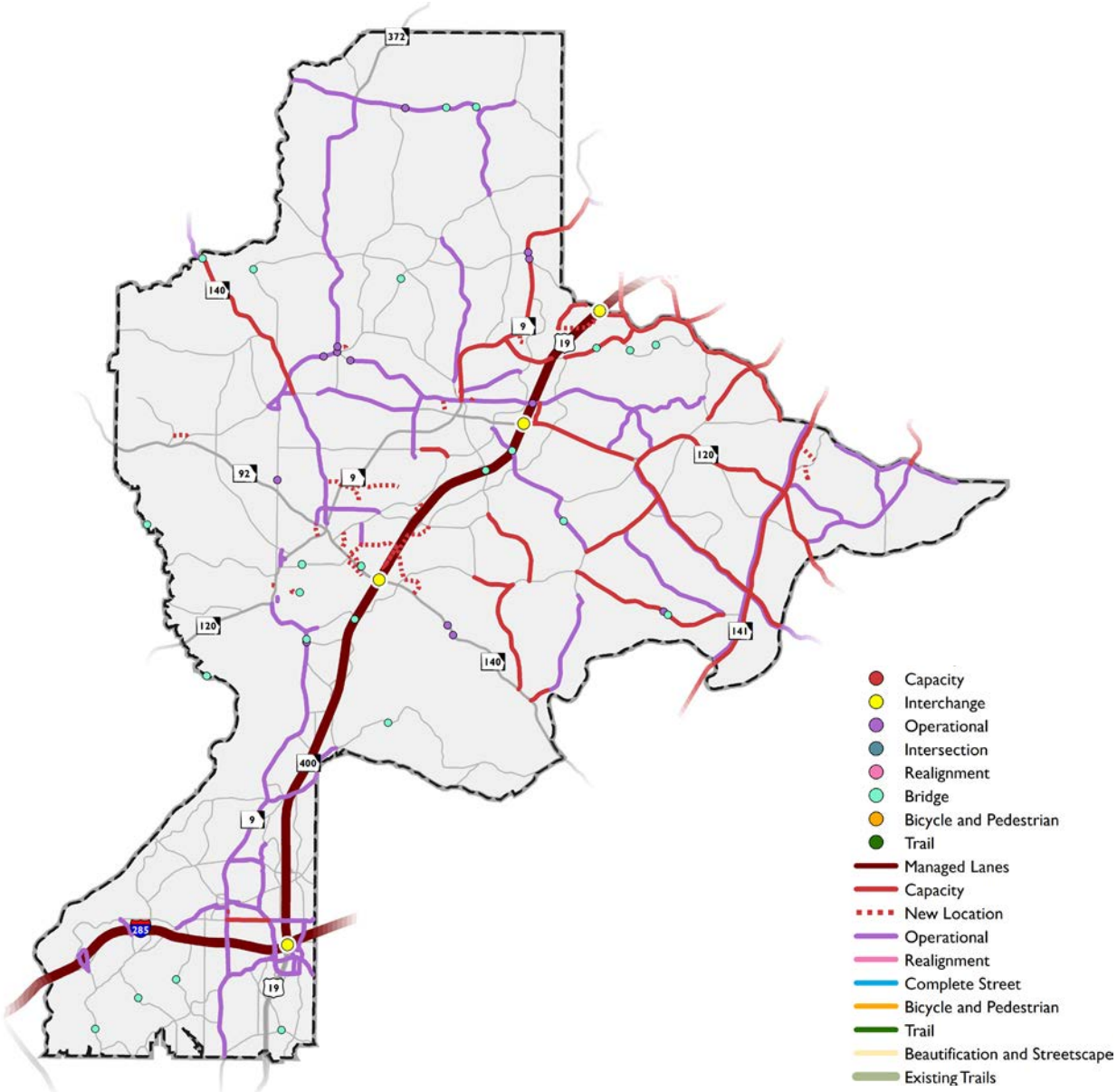


OPERATIONAL
PROJECTS

89 **PROJECTS**
in Levels 1, 2 & 3

$182M
in Levels 1, 2 & 3

Operational projects are those that largely work within the existing right-of-way to optimize the performance of the roadway. These projects include improvements such as signal timing, roadway restriping, addition of turn lanes, and geometric realignments. These types of projects help to better the performance of a given roadway to show how the operational projects work in tandem with capacity projects to increase system efficiency.

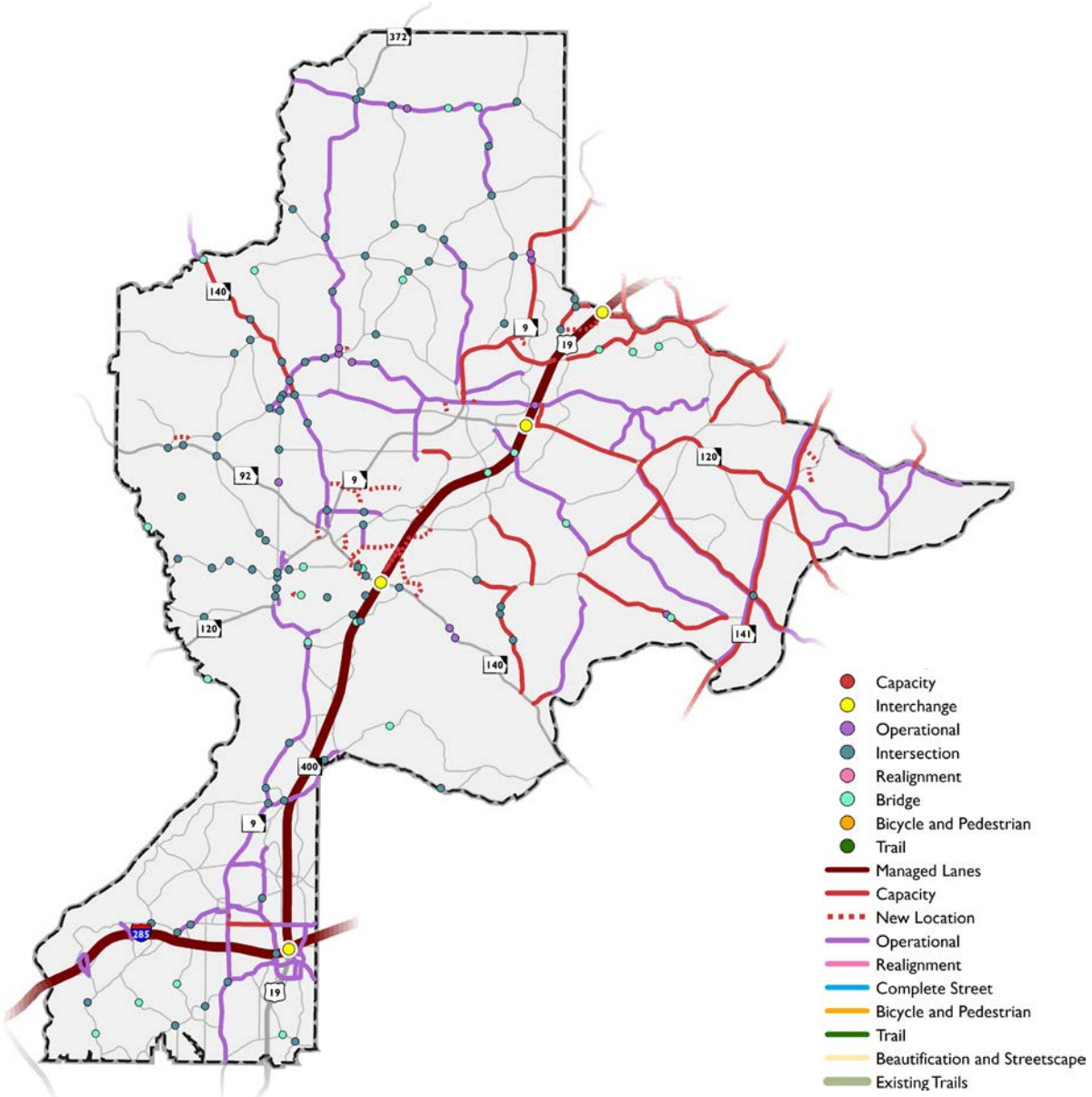


INTERSECTION PROJECTS

90 **PROJECTS**
in Levels 1, 2 & 3

$95M
in Levels 1, 2 & 3

Intersection projects address a variety of modes including roadway, bicycle, and pedestrian. These true intersection projects work to increase safety and improve operational issues of specific locations instead of along an entire roadway.

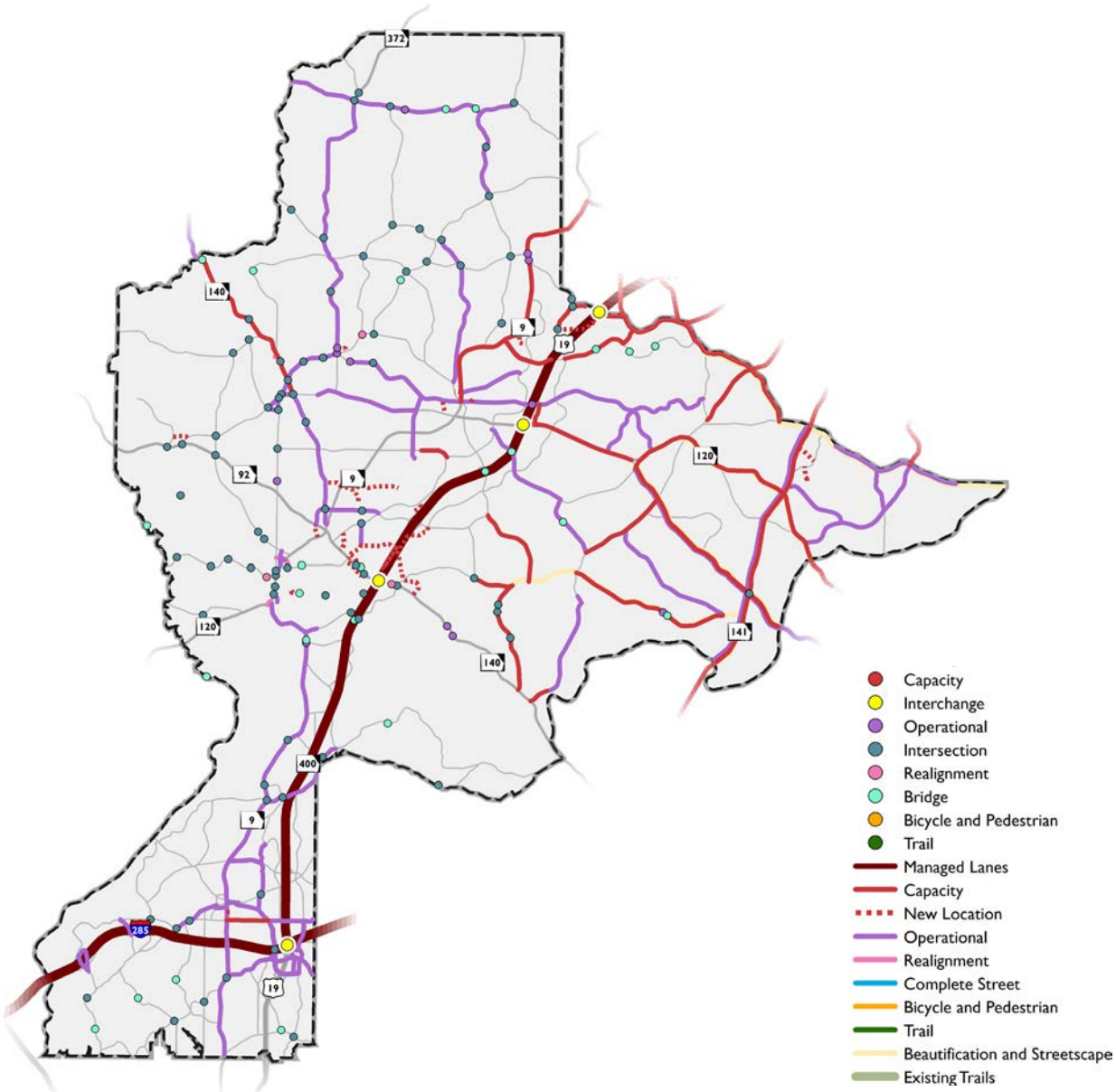


OTHER ROADWAY PROJECTS

13 PROJECTS
in Levels 1, 2 & 3

$15M
in Levels 1, 2 & 3

The map below layers the remaining roadway projects such as beautification and streetscape projects. These projects may not directly contribute to the avoidance of bottlenecks or travel flow but are crucial in placemaking and creating vibrant communities.

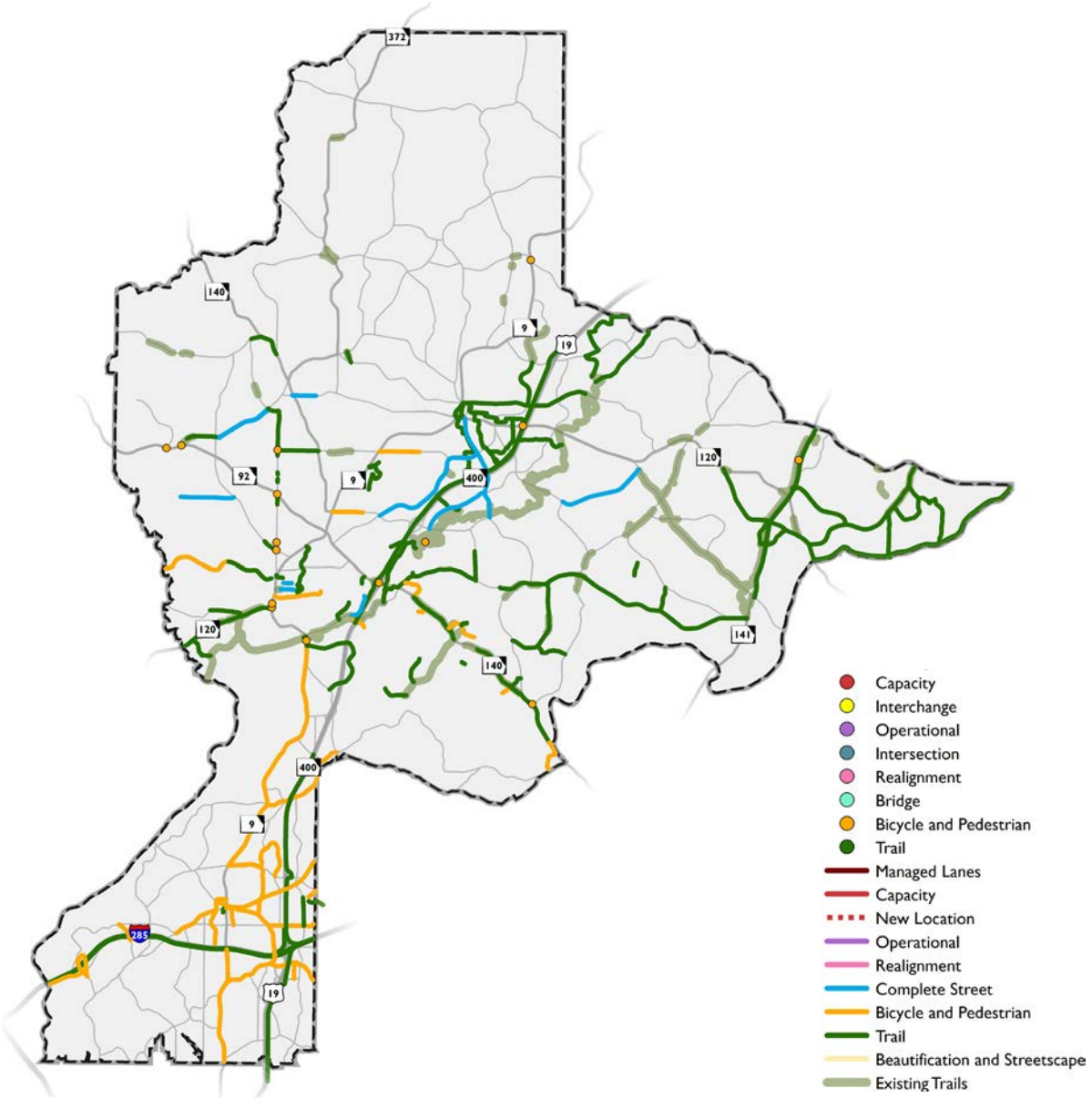


BIKE, PED, TRAIL
PROJECTS

138 **PROJECTS**
in Levels 1, 2 & 3

$303M
in Levels 1, 2 & 3

Bicycle, Pedestrian, and Trail projects are active transportation improvements that enhance access for those who choose to walk or bike. These projects are critical to creating a balanced transportation system. These strive to improve connectivity of these facilities and at times, include coordinated roadway improvements.



ACTION PLAN

The NFCTP includes projects and programs through the 2040 horizon year. To jumpstart these efforts, the NFCTP includes a Five-Year Action Plan that details the steps necessary to move implementation forward for projects across the levels.

1. **COORDINATION** — Continue coordination with ARC and GDOT to leverage state and federal funding for projects
2. **PARTNERSHIP IDENTIFICATION** — Identify partnership opportunities and engage project leads to work towards setting a timeline for completion based on funding
3. **PROJECT PHASING** — Identify potential funding schedules and initiate project phasing to create “shovel-ready” projects

Call to Action: A coordinated transportation plan for the six North Fulton cities requires a regional approach to implementation. Ensuring success requires active participation of all the North Fulton Cities and stakeholders to mobilize and begin aligning proper resources. Effective partnerships on the local, regional, and statewide level will ensure that North Fulton's challenges become its opportunities.

ACKNOWLEDGMENTS

PROJECT MANAGEMENT TEAM
ALPHARETTA | Eric Graves
JOHNS CREEK | Chris Haggard and Nick Stahl
MILTON | Sara Leaders
ROSWELL | Dave Cox, Mark Dana, and Meagan Winchester
SANDY SPRINGS | Kristen Wescott and Ruben Hovanesian
ATLANTA REGIONAL COMMISSION (ARC) | David Haynes and Patrick Bradshaw

STAKEHOLDER COMMITTEE
CITY-APPOINTED REPRESENTATIVES
ALPHARETTA | Joe McGorrey; John McIlwanes; Frank Wingate
JOHNS CREEK | Joe Englert; Daryl Fleming; Chip Floyd; Maureen Giannone; Sameer Patharkar
MILTON | Peyton Jamison; Rich Johnson
ROSWELL | Don Conaughty; Chris Foley; Tom LaDow; Jason Sabatino; Steve Stroud
SANDY SPRINGS | Sherwin Clemons; Dr. Sandra Jewell; Graham McDonald; Al Pond; Van Westmoreland

AT-LARGE REPRESENTATIVE AGENCIES
Atlanta-Fulton County Emergency Management Agency (AFCEMA) | Bicycle Alpharetta | Bicycle Roswell | Chattahoochee River National Recreational Area| Fulton County Division of Aging Services | Fulton County Schools | Georgia Commute Options | Georgia Department of Transportation (GDOT) – District 7 | GDOT – Office of Planning | Georgia State University, Perimeter College | Georgia Regional Transportation Authority (GRTA) | Gwinnett Technical College, Alpharetta-North Fulton Campus | Metropolitan Atlanta Rapid Transit Authority (MARTA) Office of Planning | North Fulton Community Improvement District (CID) | Perimeter CIDs | Roswell, Inc. | Sandy Springs/Perimeter Chamber of Commerce | North Fulton Chamber of Commerce

CONSULTANT TEAM
Kimley-Horn
Jacobs Engineering
Cambridge Systematics
Perez Planning + Design
Transport Foundry
Debra Semans

2018

RECOMMENDATIONS REPORT

NORTH FULTON

COMPREHENSIVE TRANSPORTATION PLAN

THE CITY OF ALPHARETTA GEORGIA · Johns Creek GEORGIA *be the exception* · MILTON EST 2006 · CITY OF MOUNTAIN PARK Incorporated 1997 · Roswell georgia · SANDY SPRINGS GEORGIA · ARC ATLANTA REGIONAL COMMISSION · Kimley»Horn

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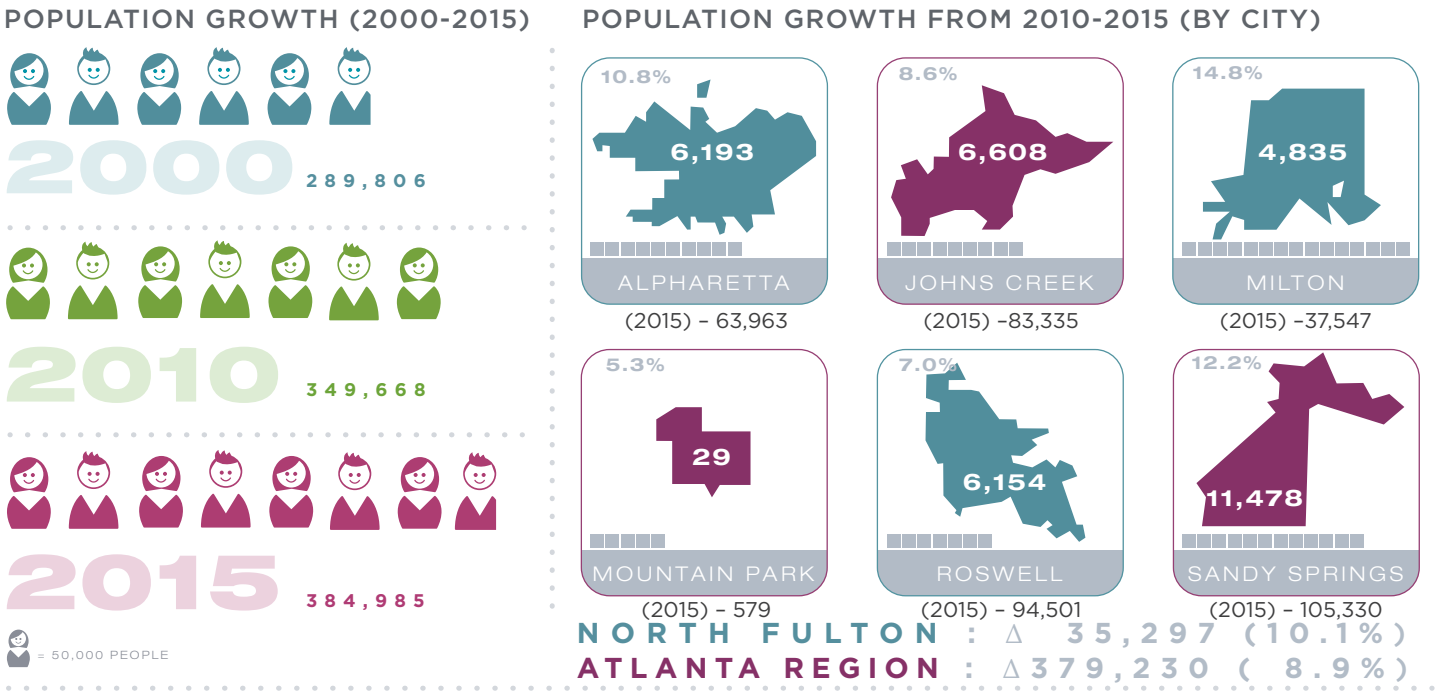
INTRODUCTION

The North Fulton Comprehensive Transportation Plan (NFCTP) seeks to address economic prosperity, quality of life, and cross-jurisdictional collaboration through a variety of transportation solutions, including roadway, bicycle, pedestrian, and transit. An update to the initial CTP completed in 2010, this plan is a joint effort between the Atlanta Regional Commission (ARC) and the six North Fulton cities: Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, and Sandy Springs. The NFCTP provides an opportunity for the municipalities to plan together while informing the regional transportation planning process. The NFCTP ultimately establishes a vision for North Fulton's transportation future.

The North Fulton area is experiencing a period of growth and change. Between 2010 and 2015, the population in the area grew by more than 35,000, an increase of over 10%. During the same time period, the 10-county Atlanta Region grew at a rate of just under 9%. Similarly, between 2009 and 2014, the North Fulton area grew to represent a total of 34% of Fulton County's employment, an increase of 17%. This growth, coupled with growth in other areas of the metropolitan region, has led to added pressure on the transportation network. The NFCTP explores these changes and the strategies needed to address them.



Source: U.S. Census

The NFCTP represents a collaborative effort to establish a transportation vision for North Fulton County that leverages a combination of technical analyses, public engagement, and committee involvement. The plan responds to existing needs and anticipated concerns for quality of life, mobility, congestion, safety, access, and connectivity. Designed to begin an open dialogue among the larger community, the NFCTP aims to create an adaptable plan for the future.

The update to the NFCTP is well-positioned to take advantage of recent regional, state, and federal legislative changes. Through federal legislation, such as the Fixing America's Surface Transportation Act (FAST Act), and state legislation, such as the Transportation Funding Act of 2015 (TFA), there is a more refined understanding of future levels of federal and state funding. Local funding gathered through the Fulton County Special Purpose Local Option Sales Tax for transportation purposes (TSPLOST) will provide a reliable and significant funding source for the next five years. The NFCTP explores the types of projects that can be advanced with these funding sources, as well as how best to prioritize and implement those projects.

PLAN ORGANIZATION

Transportation has long been a driving force behind economic and population growth in North Fulton. Today more than ever, citizens, elected officials, staff, and community stakeholders must work together to plan a transportation system that guides growth in a way that empowers the local economy and enhances quality of life. The NFCTP blends the area's vision for transportation, a review of existing conditions, and future needs with a realistic set of priorities, recommendations, and supporting policies. The following describes the chapters and the content included in each.

Chapter 2 – Project Vision and Goals

Chapter 2 introduces the planning process, outlines the vision and goals for the plan, and documents public engagement efforts.

Chapter 3 – Project Development and Evaluation

Chapter 3 outlines the full universe of projects identified through the NFCTP and introduces a mode neutral project evaluation process based on project scale.

Chapter 4 – Transportation Funding and Level Structure

Chapter 4 explains transportation funding in North Fulton and how it can be leveraged through the establishment of project priority levels.

Chapter 5 – Policy Guidance

Chapter 5 explores the supporting policies that can help to advance the recommendations of the NFCTP.

Chapter 6 – Regional Connections

Chapter 6 highlights how the NFCTP recommendations focus on multimodal mobility and improve overall regional connectivity.

Chapter 7 – Priority Projects for North Fulton

Chapter 7 provides an inventory of the committed Level 1 projects and the prioritized Level 2 and Level 3 recommended projects.

Chapter 8 – Action Plan

Chapter 8 provides an action plan for leveraging the NFCTP to move high priority recommendations forward during the next five years and beyond.

Chapter 9 – Acknowledgments

Chapter 9 acknowledges the Cities, stakeholders, and partner agencies that played a critical role in the planning process.

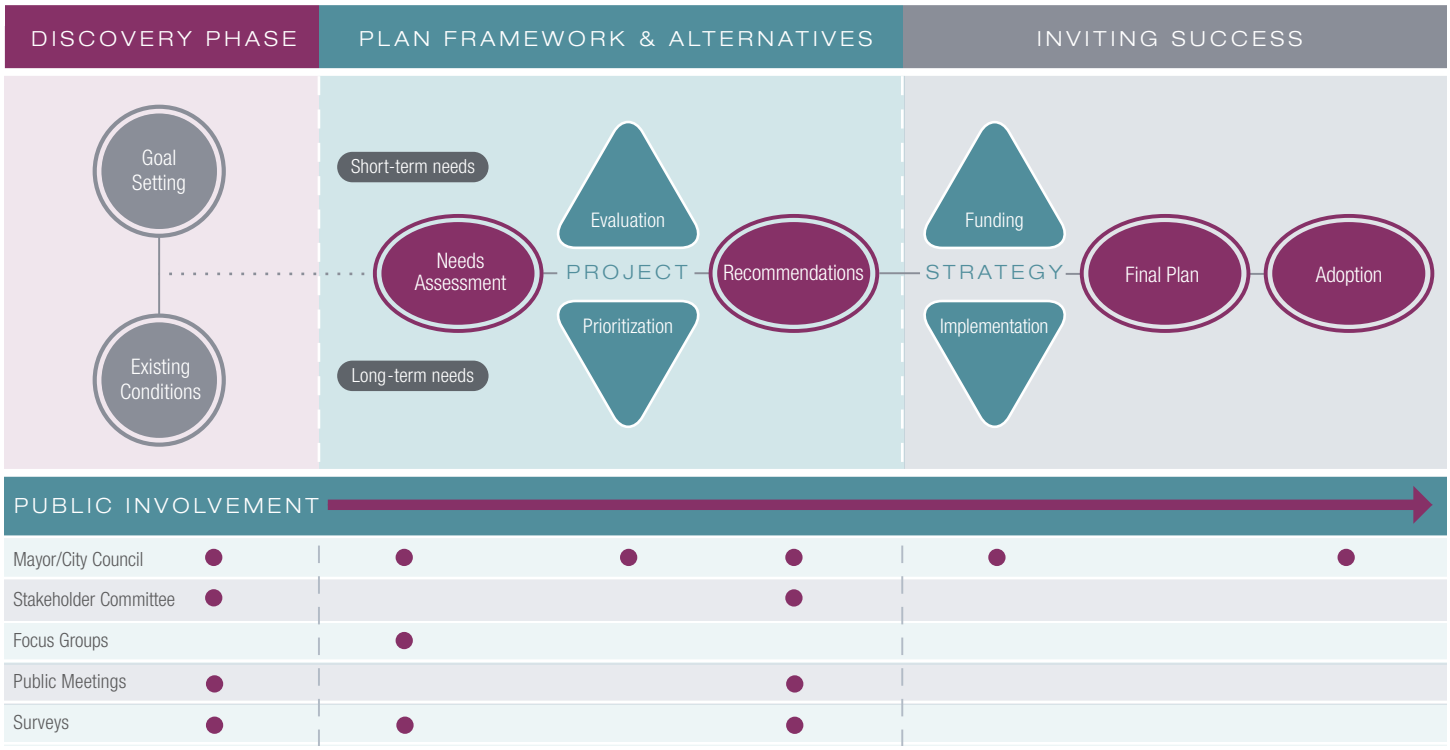
Chapter 10 – Appendix

Chapter 10 includes two appendix items, one that addresses Connected and Autonomous Vehicles and another that addresses Bicycle Facilities.

2 VISION AND GOALS

SCHEDULE

The NFCTP embraces a planning process that prioritizes community-level input to the regional role and strategy of the plan. The plan responds to existing needs and anticipated concerns to address community values. The chart below describes how the plan's elements (Existing Conditions, Needs Assessment, Project Recommendations, and Final Plan) were integrated with public outreach efforts. The NFCTP outreach approach offers a variety of methods for the community to engage and provide input throughout the duration of the plan.



VISION AND GOALS

The transportation priorities for the NFCTP reflect the community's vision for a future transportation system as well as the planning factors from the Federal FAST Act, ARC's Regional Plan, and the Georgia Department of Transportation's (GDOT) Statewide Transportation Plan. The guiding principles below help identify ways to prioritize potential recommendations. The NFCTP's priorities were further vetted to include supporting statements to clarify the vision for the plan. Combined, the statements outline strategies that guide the NFCTP planning process.

PUBLIC ENGAGEMENT

Public outreach—whether through direct engagement or by the input of community proxies—is an important part of a successful transportation plan. The objective of engagement for the NFCTP was to offer a flexible, community-focused process and a variety of methods for public input. The menu of participatory opportunities ensured that the plan could truly reflect the values and priorities of North Fulton County.

PROJECT COMMITTEES

Stakeholder Committee

- FIRST MEETING – FALL 2016
- 50 STAKEHOLDERS INVITED
- 30 ATTENDED

PUBLIC WORKSHOPS

2 ROUNDS OF 5 PUBLIC WORKSHOPS HELD AT EACH OF THE MAJOR CITIES

*MOUNTAIN PARK INCLUDED IN SECOND ROUND OF WORKSHOPS

FOCUS GROUPS

5 ROUNDS OF MEETINGS HELD WITH LOCAL GROUPS & STAKEHOLDERS ACROSS THE 6 CITIES TO TALK ABOUT THEIR **VISION FOR TRANSPORTATION IN NORTH FULTON** AND DISCUSS MUCH NEEDED MULTIMODAL IMPROVEMENTS

PHONE SURVEY

CONDUCTED STATISTICALLY VALID SURVEY ACROSS NORTH FULTON

- 1000 COMPLETED SURVEYS
- 50/50 CELL PHONE AND LANDLINE SPLIT

ONLINE SURVEYS (2)

Responses

HELLO

1,807

Places Needing Improvement

3,130

- 1,484 roadway
- 801 transit
- 845 active transportation

Written Comments

2,116

Individual Data Points

11,365

PROJECT WEBSITE

MAINTAINED FOR THE **PLAN** WITH A PROJECT SUMMARY, RESOURCES, FAQS, AND SEVERAL HELPFUL LINKS

COMMUNITY EVENTS

5 COMMUNITY EVENTS TO "MEET THE PEOPLE WHERE THEY ARE"

- ALIVE IN ROSWELL
- ALPHARETTA SCARECROW FESTIVAL
- CRABAPPLE FESTIVAL
- JOHNS CREEK ARTS FESTIVAL
- SANDY SPRINGS FARMERS MARKET

Outreach tools for the NFCTP included the following:

- **Public meetings**
- **Focus group meetings**
- **Online survey**
- **Phone survey**
- **Email blasts**
- **Project website**
- **Social media (by Cities)**

Public Meetings

Five of the major cities that make up North Fulton underwent two rounds of public meetings. The first round occurred at the end of September 2016, and the second round occurred at the end of August 2017. Mountain Park, the sixth city that makes up North Fulton, had one public meeting on October 23, 2017*. These public meetings provided the North Fulton residents with the opportunity to meet the project team and offer feedback throughout the process. The input gathered helped to guide the project team's prioritization of the plan's vision and goals as well as the multimodal transportation recommendations.

Focus Group Meetings

To conduct a more thorough discussion of the public input, focus groups were held to obtain feedback from various groups representing different interests in the North Fulton community. Below are the dates and times of each focus group:

- **Business and Medical Focus Group**
  February 28, 2017
- **Multimodal Summit**
  (Bicycle, Pedestrian, Transit)
  March 1, 2017
- **Cultural and Diversity**
  March 14, 2017
- **Youth and Educators**
  (conducted as a concurrent meeting)
  April 29, 2017

MetroQuest Online Survey

Two MetroQuest online surveys were conducted concurrently with both rounds of public meetings. The first round of the online questionnaire and interactive map allowed participants to provide responses on the guiding principles and comment on location-specific areas of transportation need with a map marker. The second round of the online questionnaire and interactive maps allowed participants to provide input on the funding exercises and various recommended projects. The survey generated responses, written comments, and individual data points.

Phone Survey

A statistically valid telephone survey (50% landlines, 50% cell phones) was completed in February 2017 with residents of Alpharetta, Johns Creek, Milton, Roswell, and Sandy Springs. Two hundred interviews were completed in each city, for a total of 1,000 completed surveys. City results were weighted by age to ensure the respondents accurately represent each city's population. Total results are weighted by age and city population to ensure respondents were representative of North Fulton.

Project Website

The NFCTP project website (http://northfultonctp.com) was maintained for the duration of the study. The site provided relevant maps, documents, and meeting materials as well as an update of events for members of the public to stay informed on the project's process. The website also provided a link to subscribe to the NFCTP mailing list, through which the project team disseminated reminders about major project milestones and events.

Social Media (By Cities)

Each of the cities also maintained their individual social media platforms to advertise whenever the plan had a major event. These updates included posts to all major social media platforms, including Twitter, Facebook, and Instagram using the #NFCTP2017 hashtag.

STAKEHOLDER ENGAGEMENT

A group of key stakeholders were selected to aid in the public outreach process. Many of these individuals brought a wide variety of local knowledge and technical expertise to the project team, especially regarding concerns and opportunities unique to certain areas of North Fulton. There were two rounds of public meetings where the stakeholders attended committee meetings to understand the outreach material before it was presented to the general public. The 40 stakeholders shaped the public activities and provided valuable input. There were 20 city-appointed representatives proportional by population. The remaining 20 stakeholders were considered at-large and represented the following agencies:

- Atlanta-Fulton County Emergency Management Agency (AFCEMA)
- Bicycle Alpharetta
- Bicycle Roswell
- Chattahoochee River National Recreational Area
- Fulton County Division of Aging Services
- Fulton County Schools
- Georgia Commute Options
- Georgia Department of Transportation (GDOT) – District 7
- GDOT – Office of Planning
- Georgia State University, Perimeter College
- Georgia Regional Transportation Authority (GRTA)
- Gwinnett Technical College, Alpharetta-North Fulton Campus
- Metropolitan Atlanta Rapid Transit Authority (MARTA) Office of Planning
- North Fulton Community Improvement District (CID)
- Perimeter CIDs
- Roswell, Inc.
- Sandy Springs/Perimeter Chamber of Commerce
- North Fulton Chamber of Commerce

3 PROJECT DEVELOPMENT AND EVALUATION

INTRODUCTION

It is no surprise that there is a gap between projected funding and the cost to plan, design, and construct all of the projects that were identified as needs in the NFCTP. Only a portion of the needs identified in this plan can be addressed with the remainder to be considered and reevaluated in future plans. Determining project priority required the identification of several criteria, based on significant input from stakeholders and a thorough evaluation of available data. Each of the evaluation criteria addresses one or more of GDOT, ARC, and FAST Act's planning factors as well as one or more of the NFCTP goals described in Chapter 2. This chapter describes the development of the evaluation criteria and the subsequent evaluation of the full universe of projects.

The Universe of Projects

The full universe of projects considered for inclusion in the NFCTP covers a variety of project types and was compiled through various review of local, regional, and statewide initiatives. Beyond projects created through the Needs Assessment, the remainder of the projects were identified through a variety of sources including stakeholder and community input and previous planning efforts.

Evaluation Criteria

To most accurately account for the benefits and challenges of projects of varying scales, unique prioritization processes were developed for community-level and regional-level projects. Community-level projects generally describe those that were city-specific and have a small-to-medium impact on local transportation infrastructure. Regional-level projects describe cross-jurisdictional projects or those that significantly impact the network in North Fulton. Mega-regional projects, or projects with statewide or regional agency sponsorship, also were included in the project universe, but were not evaluated in this process. Their exclusion is not a reflection of a lack of interest or level of importance. Rather, the exclusion of these projects recognized that they are likely to be funded through mechanisms outside of the control of the North Fulton cities. Each of the evaluation criteria are displayed on the table below.

	Evaluation Criterion*	Definition	NFCTP 2017 Goals
A	Connects to Existing/ Planned Facilities	The project connects to or fills in gaps within a multimodal network.	Multimodal, Quality of Life, Economic Vitality
B	Serves Community Activity Centers	The project provides connections to civic uses, including but not limited to, schools, parks, trails, etc.	Mobility, Quality of Life, Economic Vitality
C	Safety Improvement	The project includes a location or locations that have been identified as having safety concerns.	Safety
D	Natural Environment	The project has limited impacts to sensitive natural environmental features	Environment
E	Growth Center	The project is located in or in proximity to a development node.	Quality of Life, Economic Vitality, Land Use and Transportation Integration
F (Option 1)	Complete Streets (used for non-roadway, non-capacity, non-new roadway projects)	The project offers multimodal options.	Mobility, Multimodal Options, Quality of Life, Economic Vitality
F (Option 2)	Efficiency (used for roadway projects related to capacity and new roadway locations)	The project leads to a network reduction of Vehicle Hours Traveled divided by Vehicles Miles Traveled.	Safety, Mobility, System Preservation
G	Supportive of Alternate Modal Priorities	The project increases alternative mode travel sheds in underserved areas.	Multimodal, Mobility, Quality of Life, Land Use and Transportation Integration
H	Maximize Existing Infrastructure	The project maximizes use of existing infrastructure by optimizing system reliability and balancing supportive enhancements.	Safety, Mobility, System Preservation

*The order of the evaluation criterion do not indicate level of priority.

4 TRANSPORTATION FUNDING AND LEVEL STRUCTURE

INTRODUCTION

The ARC offers financial assistance to counties and associated municipalities to conduct long-range transportation planning through its Comprehensive Transportation Plan program. This is the primary way in which the recommendations of The Atlanta Region's Plan (RTP) are shaped to address transportation issues at a local level; the CTPs help the RTP to fulfill the federally required elements of the Code of Federal Regulations (CFR; Title 23 CFR 450.306; CFR 450.322). Participation in the CTP program is not a requirement to be eligible for federal funding through regional and state agencies but it is an accepted practice that helps to identify and develop multijurisdictional solutions that support local community visions and create a platform to better articulate priorities when funding becomes available. Currently, the RTP is informed by 18 CTPs.

The NFCTP's recommendations were created in a variety of ways including a robust community engagement process, an identification of needs and deficiencies across the transportation system, and a thorough review of previous planning efforts. These projects and programs were then prioritized and financially constrained. Ensuring that these steps are taken to move proposed projects into implementation is a crucial step in long-range transportation planning because of the limited availability of funding for projects. The core of the financially-constrained plan is the ability to pair a reasonable expectation of future funding levels with a series of estimated project costs and to maintain consistent assumptions across all travel modes. This chapter discusses the process used to determine the financial constraints including estimated revenues.

FUNDING SOURCES

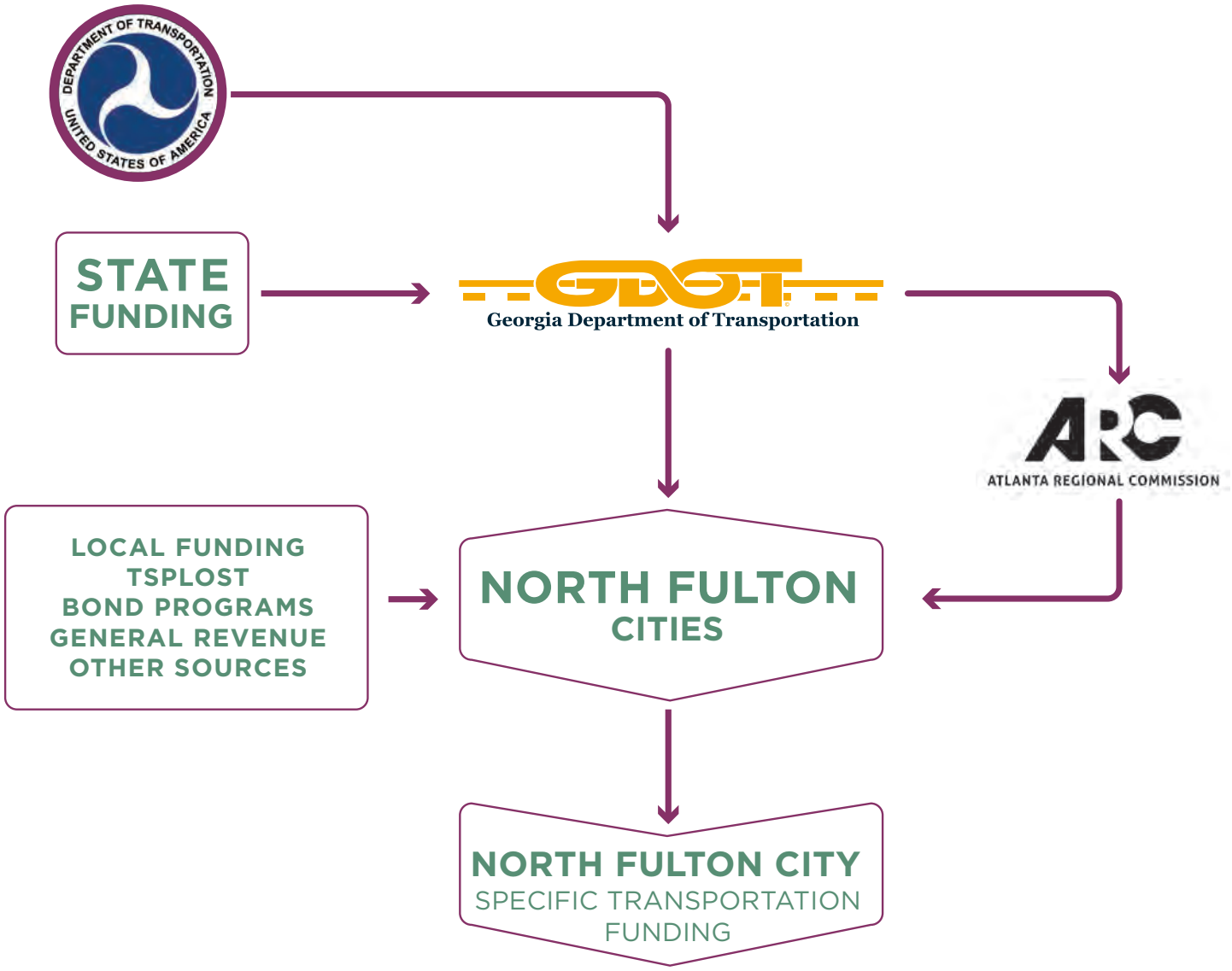
Transportation funding in North Fulton comes from a variety of sources including federal, state, and local programs. At the federal level, funding that begins with the Highway Trust Fund is allocated by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to all states across the country. Both GDOT and ARC have the authority to make initial funding recommendations over specific pots of federal money for Metro Atlanta, but they coordinate on programming those projects in their federally required documents (the State Transportation Improvement Program (STIP) and the Regional Transportation Plan (RTP)/Transportation Improvement Program (TIP), respectively).

Beyond the formula funding from FHWA/FTA, additional grant opportunities may exist such as INFRA grants for highways and bridges and New Starts/Small Starts funding for major transit capital. Improving access to federal lands (such as National Parks) can qualify for special grant programs like the Federal Lands Access Program (FLAP) as well. Also included is state transportation funding that depends largely on the state motor fuel tax but also includes other sources such as hotel lodging, alternative fuel and heavy vehicle taxes, and the general fund. GDOT allocates state funds and coordinates with ARC for project inclusion in the RTP/TIP. Separate state funding opportunities exist through the grant and loan programs of the Georgia Infrastructure Bank (GTIB) operated by the State Road and Tollway Authority (SRTA). Finally, various local opportunities exist including city and county funds (taxes, bond programs, general fund, etc.) and partnerships with Community Improvement Districts (CIDs) or other quasi-private or private organizations.

On November 8, 2016, Fulton County residents voted to approve on a 0.75-cent TSPLOST that is projected to result in approximately $380 million for North Fulton cities from 2017 through 2022. This is a new source of local transportation funding that did not exist at the time of the 2010 North Fulton CTP and will provide tremendously valuable local dollars to advance smaller projects and to use as leverage for state and federal funds towards larger capital projects.

FUNDING NFCTP 2017

Funding constraint within a CTP process can be done either by local funding or by overall funding (local, state, and federal combined). Because control of local dollars and availability of local match are such important parts of project implementation, the team focused primarily on local funding as the constraining component with a check of historic state and federal matches as a supplement to the analysis. The local funding assumed in this plan can be used to fund local projects or programs in their entirety or it could be used as leverage for state and federal funding matches on much larger projects.


DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA
STATE FUNDING
GDOT
Georgia Department of Transportation
ARC
ATLANTA REGIONAL COMMISSION
LOCAL FUNDING
TSPLOST
BOND PROGRAMS
GENERAL REVENUE
OTHER SOURCES
NORTH FULTON CITIES
NORTH FULTON CITY
SPECIFIC TRANSPORTATION FUNDING

CONSTRAINING PROJECT LEVELS

Project funding for the CTP was broken out into three levels. The first level represents funding for the short-term program of projects expected to be implemented over the next five years. The core of the assumption for Level 1 is the TSPLOST within North Fulton County that will generate revenues between 2017 and 2022. Committed funding for other projects already underway are included in this level as well.

The following two levels of projects are not constrained to specific time frames but instead represent the next two levels of project priorities identified for implementation by the plan horizon of 2040. A conservative estimate was made to assume an amount equivalent to two additional iterations of the TSPLOST program through the year 2040. This conservative approach only assumes funding for two-thirds of the timeframe through 2040, recognizing that future TSPLOST referenda are not certain and opportunities for future transit funding are being discussed.

The total available local funding anticipated for the plan horizon is $1.135 billion.

LEVEL 1

(First Level of Priority: 2017-2022; Local funds = $378.4 million, previous commitments)

Level 1 includes all projects that have committed funding in the first five years of the plan, which is consistent with the TSPLOST program timeline (2017-2022). Current estimates for the TSPLOST in North Fulton show total revenues at approximately $380 million. All projects identified in the cities' TSPLOST programs were included in Level 1 as well as other projects that already had local, state, or federal funding set aside. Funding sources assumed include TSPLOST, state- and federally-sponsored projects, multimodal city-specific bond projects, capital improvement plans, and other city initiatives.

LEVEL 2

(Second Level of Priority; Local funds = $378.4 million)

Level 2 projects for the NFCTP are the next level of priority after Level 1 is implemented. Flexibility is built into the second tier of projects so that as funding becomes available, the North Fulton Cities have a list of projects that have been vetted by staff, the public, and elected leadership from which to choose.

LEVEL 3

(Third Level of Priority; Local funds = $378.4 million)

The assumptions for Level 3 are similar to Level 2. Projects in this level are also priority projects but follow Level 2 for funding allocation.

Total Projected Funding per Level (in millions)			
City	**Level 1***	**Level 2**	**Level 3**
Alpharetta	$62.7	$62.7	$62.7
Johns Creek	$82.0	$82.0	$82.0
Milton	$37.0	$37.0	$37.0
Roswell	$93.0	$93.0	$93.0
Sandy Springs	$103.7	$103.7	$103.7
Total	**$378.4**	**$378.4**	**$378.4**

*The City of Mountain Park is not included in the table but has an estimated $550,000 per level for local transportation projects.

*Not shown in the table are the previous committed projects that are funded from non-TSPLOST sources.

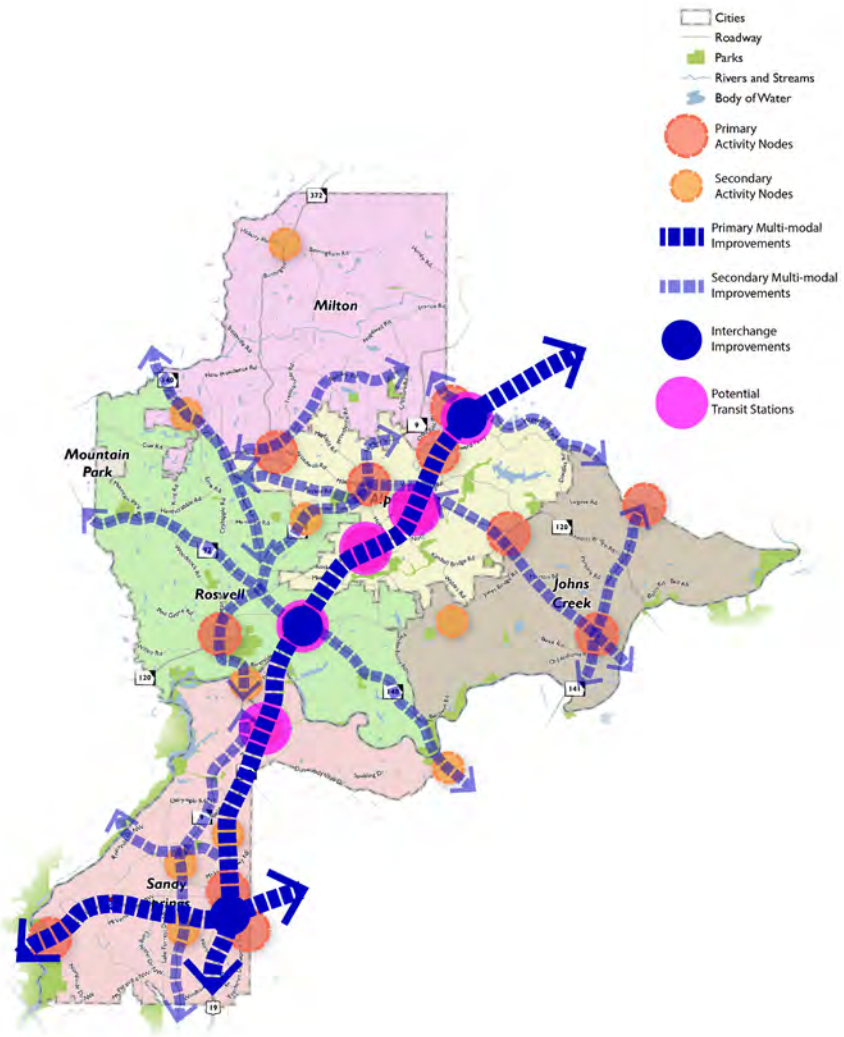
5 POLICY GUIDANCE

INTRODUCTION

Policy coordination amongst government agencies and stakeholder groups (e.g., advocacy, nonprofits, etc.) remains an important charge of the NFCTP. The NFCTP is a living document and will be updated every five-to-seven years as the opportunities for information and resource sharing continue. As collaboration increasingly becomes a shared responsibility for all jurisdictions, this chapter highlights policy recommendations that could prove pivotal for success.

LAND USE AND TRANSPORTATION

To create a transportation network that effectively and efficiently moves people and goods throughout the North Fulton community and beyond, it is important to consider the impact and influence of surrounding land uses. Strategic policies aimed at reconciling various land use patterns that make up North Fulton County with planned transportation infrastructure can help guide and influence demand of these public investments. As identified in the Existing Conditions Assessment, several key corridors will drive mobility and future success in North Fulton. Thus, these corridors and the region's activity centers are the focus of the NFCTP land use recommendations.



Implement A Balanced Approach To Transportation Investments

Investment in transportation infrastructure should hierarchically correspond to the places and destinations the infrastructure serves. As defined in the Existing Conditions Assessment, activity nodes in North Fulton have been classified as primary and secondary, and this designation should be used when determining the level of investment that should be made in the transportation network within and surrounding the area. Additionally, key corridors were identified by the planning team to serve these nodes. These key corridors should be the focus of future transportation investments to ensure that existing and future activity centers can adequately connect to, from, and between one another. Generally, corridors should focus on connecting activity centers, with a focus on limiting access and supporting efficient movement of people and goods, while improvements in activity centers should focus on slowing traffic and providing a multimodal environment. These types of improvements include urban design features and enhancements, such as identity-building landscaping, sidewalks, bicycle amenities, and other streetscaping facilities.

For successful implementation, primary nodes should not only be served by key corridors, but also should be defined by utilizing placemaking practices to create a greater sense of connectivity, walkability, and a valued place. Connectivity and enhancements within activity centers should not be sacrificed at the expense of creating thoroughfares to and through the places people want to be and spend time. Secondary nodes should prioritize connectivity within their activity centers and then focus on connectivity to nearby arterials.

Align Development/Area's Character With Functional Street Classification

The appropriate scale and density of development relative to the available infrastructure. This balance will ensure that the transportation network in North Fulton County and planned investments meet the demands of the activity centers they serve. If not already in place, all North Fulton cities should develop design standards within priority activity centers that encourage and reinforce the symbiotic relationship between the public right-of-way and the places we live, work, and play.

Create Grid Networks Where Appropriate To Enhance Connectivity And Provide For Network Resiliency

A robust network of grid or grid-like streets should be fostered as much as possible, particularly around concentrations of activity and density. This network of connections is not only good for efficient mobility to, through, and around an area, but also enables network resiliency if a corridor or thoroughfare becomes inoperable. Where a grid-like network does not currently exist, new connections should be considered and prioritized as areas redevelop or as new development comes into an area.

Strengthen Bike/Pedestrian Amenities Through Appropriate Land Uses To Provide Multimodal Options and Last Mile Connections

Accessing places and areas through non-vehicular means should become an increased focus of the North Fulton cities. By providing supportive amenities such as bicycle lanes, sidewalks, bicycle racks, bicycle sharing programs, multi-use trails, and other similar facilities, the North Fulton area can provide greater options and serve non-automobile-oriented trips and travel. Aside from amenities, bicycle/pedestrian connections in North Fulton also can be strengthened by encouraging compact mixed-use developments at strategic nodes, which lend themselves to non-vehicular transportation means. These alternative modes not only offer the opportunity to reduce vehicular traffic in the region, but also provide health benefits and recreational opportunities.

Direct Future Growth Through Coordinated Policies And Decision-Making

By actively coordinating land use and transportation policies and decisions, the North Fulton cities can work toward future development patterns that are better served by their transportation networks. This coordination also may help to direct future growth in the North Fulton communities to strategic areas that not only are able to better leverage limited transportation dollars but also serve to help preserve and protect established neighborhoods and vital greenspaces or environmentally-sensitive areas. Each of the cities' comprehensive plans and other guiding documents lay a foundation for building a sustainable and integrated transportation and land use future.

Support A Transit-Oriented Future At Locations Identified In The Fulton County Transit Master Plan

Described later in greater detail, the North Fulton cities should use the Fulton County Transit Master Plan to identify the locations that will be served by transit in the future and to strategically develop those areas to take advantage of likely transit opportunities. It will also be necessary to pair transit recommendations with roadway strategies such as utilizing corridors more efficiently to maximize person throughput on constrained corridors. A sustainable transit system is built from an appropriate mix of uses and densities and can result in more vibrant places and reduced demand as well as congestion along major corridors.

Prioritize Regional Connections

As a major economic hub of the metropolitan Atlanta area, North Fulton cities are a critical component in regional transportation connectivity and vitality. To continue to prosper and support the region, both economically and via transportation-based decisions, North Fulton County should consider overall regional connectivity and travel when investing in major transportation infrastructure. Partnering with ARC, GDOT, and surrounding counties, municipalities, and other jurisdictions will be critical to supporting regional connectivity that is beneficial to all parties.

BICYCLE AND PEDESTRIAN

Introduction

Planning, designing, and implementing high-quality bicycle infrastructure requires the consideration of a variety of different elements – establishing a high-quality bicycle network, considering that target bicycle rider, and identifying the appropriate bicycle facility for the target user. The following bicycle facility implementation guidelines provides considerations for these three elements within the context of one of the transportation priorities identified by residents during the NFCTP was providing Multimodal Options. This transportation priority suggests creating streets that can safely and conveniently accommodate multiple modes of travel and promote an environment where alternative transportation can thrive. Achieving this may require that cities reconsider traditional roadway standards (e.g., traditional travel lane widths, posted speeds for major corridors, etc.) to current best practices that facilitate the implementation of truly quality multimodal corridors. Some of the cities already have a policy in place that promotes multimodal enhancements; this toolkit can aid in the decision-making process when deciding what types of facilities are most appropriate.

Establish a High-Quality Bicycle Network

Developing a high-quality bicycle network consider five fundamental elements (1). Considering these five elements through the design and implementation process will be critical to developing a high-quality bicycle network throughout North Fulton.

COHESION

Cohesion is the most elemental of the five requirements yet also the most challenging. A cohesive network has to consider a user's origin and destination points as well as connections to other bicycle networks. The more points the network connects, the more reliable and usable the network can be and the higher the chance people will use the network.

DIRECTNESS

Directness can be viewed in two ways-directness in terms of distance and directness in terms of time. Distance directness is providing users with the most direct route as possible from their origin to their destination point. Time directness describes routes that allow users to get to their destination in the least amount of time. This considers the directness of the routes as well as the number of interruptions and detours. The more direct a route can be and the quicker users can get from their origin to their destination, which means the network is both more reliable and usable.

SAFETY

Safety can be viewed in five different ways: avoiding conflicts with crossing traffic; separating cyclists from vehicles; reducing speeds at points of conflict; ensuring recognizable bicycle facility types that bicycle users understand and can use with confidence; and ensuring the consistent application of appropriate bicycle and vehicular traffic conflict solutions that are appropriate per roadway type.

COMFORT

Comfort can be viewed in three ways: preventing traffic nuisance by minimizing encounters between vehicles and bicycles; finding destinations; and developing a comprehensive network that is intuitive and allows users to create a clear mental map of the network.

ATTRACTIVENESS

Attractiveness deals with creating an environment that feels welcoming to users through the use of hardscapes, landscapes, signage and wayfinding, lighting, and amenities.

1 H. Talens, et al., "Design manual for bicycle traffic" CROW (2007), The Netherlands.

Consider the User

In addition to understanding the elements of implementing a high-quality bicycle network, it is also important to understand the preferences of existing and potential cyclist. Understanding their preferences associated with safety, comfort, and attractiveness facilitates that development of bicycle infrastructure that may influence their desire to ride. According to a study completed by Portland State University (2), the general population can be organized into four bicycle user groups:

STRONG AND FEARLESS

This group represents 1% of the population and describes cyclists who are comfortable sharing the road with vehicles and do not need bicycle lanes.

CONFIDENT AND ENTHUSED

This group represents 7% of the population and describes bicyclists who are comfortable riding alongside vehicles but need bicycle lanes.

INTERESTED BUT CONCERNED

This group represents 60% of the population and describes users who are interested in biking more but are not very comfortable riding on bicycle lanes, have greater concerns about safety, traffic, and ease, and require protected bicycle infrastructure.

NO WAY, NO HOW

This group represents 33% of the population and describes users who are not interested in riding bicycles.

Based on this study, many agencies and municipalities have focused on developing bicycle infrastructure for the "Interested, But Concerned" group. This group offers the highest potential for increasing the number of people riding bicycles. The criteria mimics Dutch standards for bicycle traffic facilities acceptable to the mainstream population, which attracts male and female shares equally and have high levels of bicycle use for all age groups (3).

Select the Appropriate Bicycle Facility Type

Selecting the appropriate bicycle facility type begins by considering the various types of bicycle facilities used by bicyclist. There are four primary types of bicycle facilities: neighborhood greenways/shared-use streets; bicycle lanes; cycle tracks; and multi-purpose trails. Variations exist within these four primary types of facilities. The following section provides an overview of these facilities. Additional information can be found in engineer and design reference books such as the Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide. Additional detail on the third element (Selecting the Appropriate Bicycle Facility Type) can be found in the Technical Appendix.

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2 Dill, Jennifer, and Nathan McNeil. "Four Types of Cyclists?." Transportation Research Record: Journal of the Transportation Research Board 2387.1 (2013): 129-138.
3 John Pucher and Lewis Dijkstra, "Making Walking and Cycling Safer: Lessons from Europe," Transportation Quarterly 54, vol. 3 (2000): 25-50.

TRANSIT

Following the approval of the 2017 0.75-cent TSPLOST effort in Fulton County, the Mayors of the 14 cities outside of Atlanta and the Fulton County Commission affirmed that a plan was needed to determine potential expansion of transit services in Fulton County. The Mayors and County approached ARC to help fund and manage the study—the Fulton County Transit Master Plan—a collaboration of Fulton County, ARC, MARTA, and the 14 participating cities.

This effort first included a robust public engagement process to understand each community's and the County's transit priorities. For North Fulton County, the following order of priorities was determined through discussions with community leaders and public input:

North Fulton Transit Priorities

Provide faster, more reliable mobility and mitigate congestion

- Identify transit enhancements and extensions that provide fast, efficient, and reliable service
- Prioritize transit services along heavily traveled corridors to reduce highway demand
- Focus investments on frequency of service and improved travel times

Provide greater access to employment centers and destinations

- Identify transit improvements and extensions that better connect Fulton County citizens to jobs and economic opportunity
- Prioritize transit services that interconnect existing and emerging Fulton County job centers
- Enhance last-mile connectivity within employment areas and regional destinations

Enhance transportation options and access

- Identify improvements that enhance transit access and quality of life for seniors, mobility-challenged populations, and by-choice transit users
- Prioritize transit routes and services that provide mobility options for populations with a greater need and likelihood to utilize transit

Catalyze economic development, investment, and placemaking

- Consider enhancements and extensions that advance economic development, investment, and job growth
- Prioritize transit services in areas that have significant growth and investment potential
- Focus investments in activity centers that mix transit access, jobs, entertainment, and residential uses

Establish a framework for greater regional connectivity

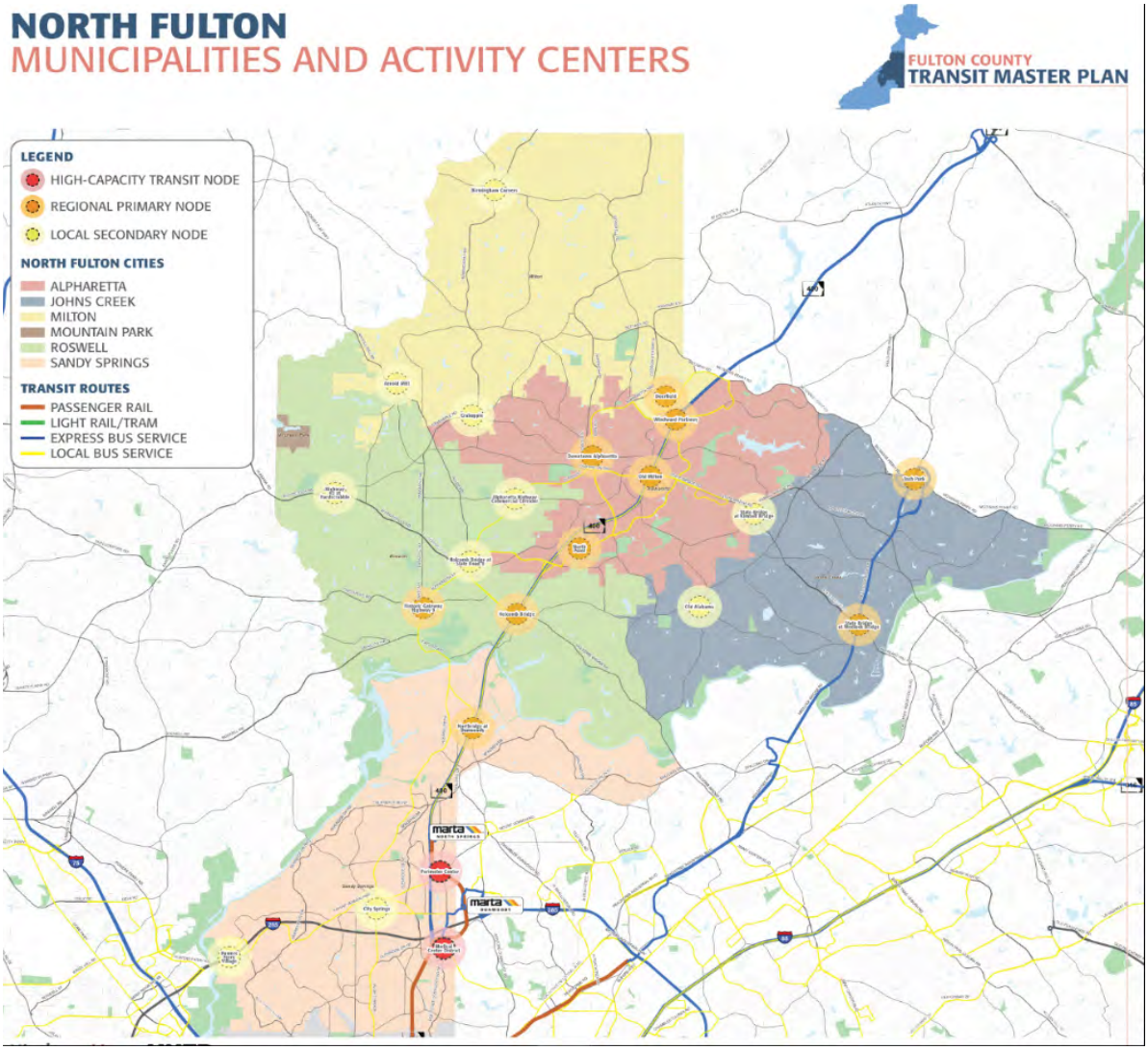
- Identify transit enhancements and extensions that not only meet the needs of Fulton County, but also enhance potential regional connections
- Prioritize transit routes that address critical regional linkages

Maximize the return on investment

- Focus on transit improvements that provide the greatest ridership and alternatives along congested corridors for the dollars invested
- Prioritize transit services that will provide the greatest return on investment within the County

Transit Connections

The transit planning team identified and confirmed the major activity centers to connect via future transit investments. The map below illustrates North Fulton's current and planned activity centers, which largely mirror the activity centers defined by the NFCTP. To connect these activity centers, priority corridors were identified and the feasibility of corresponding transit mode types were determined and presented as a first-cut into potential transit recommendations.



To connect these activity centers, priority corridors were identified:

- Georgia 400/SR 19
- I-285
- Holcomb Bridge Road/SR 92
- Old Milton Parkway
- SR 141
- Windward Parkway
- Segments of SR 9
- Johnson Ferry Road/Abernathy Road

The Fulton County Transit Master Plan will ultimately determine short-term, mid-term, and long-term projects not limited to: transit expansion; existing service and last mile connectivity improvements; and safety improvements.

As of January 2018, the Transit Master Plan has defined a market-based vision for the future of transit in Fulton County and four potential implementation scenarios that align to various levels of funding. The market-based scenario is a vision and projection that identifies the appropriate mode of transit along major corridors that connect Fulton County's employment and activity centers, determined through extensive data analysis, needs assessment, and community input. The corridors were identified through public input and analyzed regarding their level of congestion and need, transit feasibility, and guiding principles established by community leaders and residents.

The four scenarios illustrate the degree to which the market-based plan could be implemented at various funding levels, if Fulton County and its cities chose to self-fund the improvements primarily by a 40-year transit sales tax. While a transit sales tax was used to establish potential funding levels, it is not assured that future transit improvements will be funded or under what timeframe. Any progress toward implementation of the transit plan will require modifications to state law to allow for a funding mechanism of at least 20 to 40 years, a likely referendum of Fulton County voters, identification of the implementation agency and operator for transit services, and additional design and engineering. The list below outlines the modes of transit along priority North Fulton corridors the scenarios considered if expanded and enhanced transit services are funded in the future:

- **GA 400/SR-19: Heavy Rail and/or Bus Rapid Transit in managed express lanes**
- **I-285: Light Rail**
- **Holcomb Bridge Road: Bus Rapid Transit**
- **Old Milton Parkway: Arterial Rapid Transit**
- **Highway 141: Bus Rapid Transit or Arterial Rapid Transit**
- **Roswell Road/Highway 9: Arterial Rapid Transit**

Non-Connection-Based Transit Considerations

In addition to increasing transit connections through fixed route services, North Fulton cities should continue to partner with regional service providers, including MARTA, to improve and enhance local service. This partnership may include enhancing last-mile connectivity through transit means that are city-led as opposed to provider-operated, including shuttle or transit-lite options, as well as providing transit-supportive amenities, such as sidewalks, multi-use paths, or other bicycle-related infrastructure. Additionally, the cities should collaborate with service providers to identify essential short-term improvements to local transit connectivity and operations. For example, as an early result of the Fulton Transit Master Plan, MARTA is establishing a new local service bus route from the Mansell Park-and-Ride to East Holcomb Bridge Road to Spalding Drive. Other modifications to existing service could enhance ridership, create synergy with new development, and improve quality of life for North Fulton residents and workers.

HUMAN SERVICES TRANSPORTATION/PARATRANSIT

Human services transportation provides non-emergency transportation options to typically underserved populations. These populations usually include older adults, persons with disabilities, persons with Limited English Proficiency (LEP), and persons with lower incomes.

Metro Atlanta, as it exists today, has five public transportation operators: MARTA, GRTA Xpress, Cobb County Transit, Gwinnett County Transit, and Cherokee County Transit. In terms of fixed route service, MARTA serves North Fulton County largely on and along the SR 9 and GA 400 corridors. For those who are unable to ride or disembark the fixed route services, MARTA Mobility provides ADA Complementary, shared-rides in an ADA-designated service area within Fulton, DeKalb, and Clayton Counties along a ¾ mile corridor on each side of all fixed bus routes and each station.

In addition to MARTA Mobility, Fulton County Department of Senior Services offers a program through Mobility Options for Senior Transport (MOST), that provides shared-ride transportation to seniors and to individuals with disabilities through a Coordinated Transportation System. Separately, the County also offers a Dial-a-Ride Transportation System (DARTS) for those 55 years and older who meet certain criteria.

The counties surrounding Fulton County typically either have a demand response system (serving all residents who need assistance through the existing transit system) or operate services under the Human Services department serving older persons within each individual county. There are also nonprofits, like the Center for Pan Asian Community Services, that operate express bus services to certain communities in DeKalb County.

With the multitude of services being provided within and around North Fulton, it becomes crucial to begin assessing potential overlaps and discuss coordination opportunities for serving trips when possible.

Although much of the coordination must happen at the transit operators level, the Cities can aid in better serving those who need human services transportation by:

- **Promoting Livable Center Initiatives studies and the projects that come out of the studies**
- **Coordinating land use and transportation decisions to focus on infill development along existing and planned transit infrastructure**
- **Installing transit-promoting infrastructure such as sidewalks, ADA accessible curb ramps, safe crossings, and bus shelters/concrete pads where needed**
- **Continue ongoing maintenance of transit-promoting infrastructure, such as repairing and replacing broken and uneven sidewalks and non-compliant curb ramps**
- **Consider adding ADA accessible curb ramps and making sure that ongoing maintenance is prioritized (repairing and replacing broken and uneven sidewalks and non-compliant curb ramps)**

ASSET MANAGEMENT

The North Fulton cities and Fulton County have an extensive amount of infrastructure that requires regular maintenance. It includes elements like roadways, bridges, and signal systems. Proper and timely maintenance of such assets allows for a longer lifecycle of use. An important part of asset management includes ensuring that adequate funding is set aside for proper maintenance. This can be accommodated by something as simple as accounting for an operations and maintenance budget for each planned and programmed project.

Pavement Conditions

On roadways that are owned and maintained by the individual North Fulton cities, the cities handle repaving schedules on their own based on available funding. North Fulton maintains a high number of regionally significant roadways. Maintaining and operating the existing roadway system at its highest possible efficiency will be critical to the success and growth of North Fulton. It is recommended that the North Fulton cities work with each other and with GDOT to continue maintaining a database of pavement conditions and ratings, particularly on roadways where funding partnerships (e.g., local maintenance and improvement grant (LMIG) funds) are applicable.

Signals

Currently, North Fulton cities manage signals from separate traffic control centers (TCC). Because of this separation in operation, the NFCTP recommends that the cities properly allocate funding to signal system maintenance and upgrades. Where cross-jurisdictional roadways are concerned, the cities should work together to coordinate and maintain control. During this process, ideas for creating a unified, coordinated TCC for the entire North Fulton County area were discussed. It is recommended that discussions regarding this topic continue particularly as North Fulton continues to grow.

Automated Traffic Signal Performance Measures (ATSPM) help gather high-resolution data from advanced signal controllers and detection devices in the field. ATSPM is a relatively new effort through GDOT to collect data on a regular basis to better regulate, manage, and evaluate the system. Through consistent data collection, the performance metrics alert users when operational changes are necessary. North Fulton cities should coordinate efforts with GDOT to use similar, if not the same, performance metrics to regulate infrastructure.

Bridge Network

According to Transportation For America, about 70,000 bridges across the United States (11% of total highway bridges in the United States) are classified as structurally deficient. These bridges have been noted as needing significant maintenance, rehabilitation, or replacement. There also are bridges that have exceeded an expected 50-year lifecycle. This backlog in maintenance has pushed the mindset of promoting a state of good repair of transportation infrastructure nationwide.

GDOT is responsible for the following bridge maintenance activities:

- **Inspection of all bridges and bridge culverts within a two-year cycle**
- **Underwater bridge inspection every five years**
- **Determination of a bridge's ability to carry a load (load rating)**
- **Routing of permit loads (including superloads)**
- **Assisting counties with solutions to bridge and bridge culvert problems**
- **Design and detail bridge repairs**

During inspection, GDOT measures the rate sufficiency of bridges for structural deficiencies and whether the bridge structure is functionally obsolete. It should be noted that a bridge can be structurally deficient and functionally obsolete and still operate safely for travel if loads and posted vehicle types and weight limits are observed. Bridges with a low sufficiency rating and/or a structural classification should be considered for rehabilitation or replacement and may be eligible for federal funding.

GDOT uses Transportation Asset Management (TAM) principles to guide decision-making for the monitoring and rehabilitation of transportation infrastructure. A good majority of bridge funding comes from the FHWA National Highway Performance Program (NHPP), which consolidates

funding for bridges that lie on the National Highway System. The NHPP mandates specific spending amounts if USDOT-set standards for bridge structures are not met. For bridges that lie in local jurisdictions, LMIG funds can be leveraged to improve bridges among other project types. The North Fulton cities should coordinate with GDOT to leverage state and federal dollars to replace the bridges that are ready for rehabilitation and/or replacement.

STREETSCAPE AND BEAUTIFICATION

Streetscape and beautification investments play a strategic role in creating and maintaining placemaking in our local communities. Streetscaping can also improve walking conditions, including increased shade for pedestrians. These projects are typically funded by a local jurisdiction's general revenue fund. In the case of North Fulton, a Special Purpose Local Option Sales Tax (SPLOST) can serve as a funding mechanism for this purpose. SPLOST monies, in some cases, can be set aside as a separate funding program—which can be leveraged to address needs that may arise separately from projects that are being implemented. In general, good practice in coordination allows for these types of projects to move forward. Working with planning and zoning departments to leverage both public and private funds to create a transportation-supportive streetscape can promote placemaking in communities. Lastly, remaining intentional with coordination of scheduled maintenance improvements, such as a paving schedule, can be cost-efficient and beneficial.

RESILIENCY

As extreme weather, sea level change, and changes in environmental conditions threaten transportation investments, the FHWA is working to do the following to better overall system resiliency:

- **Assess network vulnerabilities**
- **Consider resilience in the transportation planning process**
- **Incorporate resilience in asset management plans**
- **Address resilience in project development and design**
- **Optimize operations and maintenance practices**

As an effort to include resiliency in the plan, critical bridge crossings in North Fulton were studied. The plan looked at four strategic Chattahoochee River crossings: I-285, SR 400, SR 140, and SR 141. As part of this analysis, the project team modeled the effects on infrastructure across the metro Atlanta area if each bridge crossing was compromised (details can be found in the technical appendix of the NFCTP Needs Assessment).

At the regional level, the ARC, through a Strategic Highway Research Program 2 (SHRP2) Implementation Assistance Program (IAP) provided through the FHWA, looked at possible futures for Atlanta (e.g., Green Growth, Full Steam Ahead, Technology Reigns, Fierce Headwinds). Although the actual future of Atlanta will include elements from all the possible futures, looking at each one's relation to transportation infrastructure needs can provide valuable insight in creating a well-prepared, adaptable, resilient system. It is important that the North Fulton cities remain active participants in regional initiatives, particularly those that study different transportation alternatives. Staying at the forefront of transportation technologies will allow the cities to better assess network vulnerabilities and incorporate resilience into managing the North Fulton transportation system.

CONNECTED AND AUTONOMOUS VEHICLES

While the impacts of some technological developments are limited to their field, there are others—like the printing press, the telephone, and the computer—that have the capacity to introduce a much more significant impact and transform the lifestyle of a generation. The introduction and advancements of connected and automated vehicles (CAV) is one such development.

CAV
CONNECTED AND AUTONOMOUS VEHICLES

AUTONOMOUS VEHICLES
Vehicles that can perform driving functions without a driver at any time

CONNECTED VEHICLES
Vehicles equipped with advanced technology for communication with other vehicles and roadside infrastructure

LEVELS OF AUTOMATION
A scale defining vehicle functionality ranging from full driver control (Level 0) to fully automated driving by the vehicle (Level 5)

V2V
Vehicle-to-Vehicle communications

V2I
Vehicle-to-Infrastructure communications

V2X
Vehicle-to-Everything communications

As CAV advancements expand daily and are introduced into existing transportation systems, it becomes more challenging for agencies to prepare and plan for these advancements. CAV will introduce changes in the way states and local agencies implement transportation projects and future developments. With the development and introduction of CAV technologies, the infrastructure, investments, and planning to support CAV's increasing presence will need to be thoroughly strategized for the future. Within each travel mode, there are potential strategies and challenges that can be considered now to help facilitate the eventual incorporation of CAV technologies. In many instances, these planning issues will need to be assessed at a regional level to make their implementation feasible. The North Fulton cities can serve as advocates to encourage consideration of these issues. Future updates to the Comprehensive Transportation Plan should continue and address, where appropriate, CAV and other emerging transportation technologies. A toolkit was created to consider CAV in the CTP process. Please see the report's technical appendix for more information.

ATMS/ITS

Congestion is one of the most pressing concerns for residents of North Fulton. Optimizing the existing multimodal transportation network is critical to providing an environment for an ideal quality of life.

The inclusion of technology to support transportation continues to present opportunities to benefit the traveling public. Transportation Systems Management and Operations (TSMO) consists of multimodal strategies to optimize the efficiency and effectiveness of the transportation system, increasing the safety, mobility, and reliability of the transportation network. TSMO strategies comprise a broad range of deployments and solutions, including, but not limited to: traffic incident management, traffic signal coordination, freeway management, transit signal priority, bus rapid transit, freight management, work zone management, special event management, road weather management, surveillance and monitoring, connected vehicle technology, and collaboration.

Advanced Traffic Management Systems

Active management of vehicular traffic and dissemination of traffic related information in the North Fulton area is essential to the traveling public. Advanced Traffic Management Systems (ATMS) are TSMO strategies that allow government agencies to better manage the traffic and to disseminate traffic information to drivers for their use.

Several cities already have mature ATMS programs in place, and still others have systems that are monitored and managed by GDOT. While they currently work together, there is no formal overarching system in place that ties the individual systems together and optimizes the management of traffic across all of North Fulton. With numerous major routes that cross multiple municipalities, such as SR 92, SR 120, and SR 140, there is a significant need and potential benefit of having a cohesive ATMS network. The adaptive signal control system (i.e. SCOOT) along SR 9 extending from City of Atlanta to Forsyth County is an example of how cities in North Fulton are collaborating to optimize and manage traffic throughout North Fulton.

Traffic Signals

For signals to operate together in an efficient manner, it is preferred that the signals be coordinated and all be operating on the same hardware and software platform. The signals within the North Fulton area are currently running a variety of different hardware and software applications. The state has selected new signal system software and is actively converting signals to a new software platform (not every local maintaining agency will convert its signals to the new software). While the preferred alternative might not always be achievable, communication and collaboration across agency boundaries to establish signal systems that are in sync, regardless of the type of hardware and software, is essential to efficient operations.

Traffic signal timing has long been used to improve mobility and safety throughout the U.S. Varying levels of system sophistication and application have been deployed throughout North Fulton, including signal system timing plans, responsive and adaptive traffic signal systems. Regardless of the advanced systems deployed, coordination and collaboration between neighboring cities is imperative to successful active management and traffic operations. Programs like Regional Traffic Operations Program (RTOP) provide a model for how active management can be successful and traffic operations can be improved along regionally significant corridors in multijurisdictional environments.

Currently, six corridors (SR 9, SR 92, SR 120, SR 140, SR 141, and State Bridge Road) of regional significance are managed through RTOP in coordination with the local maintaining agencies. The success of this program not only allows for the reallocation of resources by local agencies, but it also highlights the opportunities for expansion of the program. Non-state routes present opportunities for additional multijurisdictional corridors of significance within North Fulton.

Closed Circuit Television Cameras (CCTV)

CCTV cameras allow municipalities to observe traffic on the roadways. Images from the CCTV cameras are brought back to a traffic control center where operators monitor traffic conditions, evaluate congestion, verify incidents, and can manage the traffic system to address any issue that is observed.

The images or video clips can also be made available to the public through the municipalities' websites or local television affiliates. The cities of Alpharetta, Johns Creek, Roswell and Sandy Springs all have existing CCTV cameras along several major corridors that they use to assist in actively managing traffic. Expansion of the system will allow these municipalities and others greater access to information and to be able to better manage and provide information to the traveling public.

Dynamic Message Signs (DMSs)

DMSs allow operators to provide information directly to drivers while they travel a route. Information can be given as to downstream congestion, incidents, expected travel times, etc. Typically, DMSs are deployed on interstate systems, but arterial applications are more prevalent in recent years and are proving to be extremely beneficial for successful arterial management. Deploying several DMSs along key routes will allow system operators to provide travel information, detour opportunities, etc. to allow for improved active management of the traffic network.

Communications Infrastructure

A robust, reliable, and redundant communication network is essential for all ITS device applications, including emerging technologies such as connected and automated vehicles (CV and AV). The communications infrastructure allows access to ITS devices from a central location (i.e. Traffic Control Centers (TCC)), which can be used for active management, collection of high resolution data, incident management, etc. Communications to modern ITS devices are provided through either wireless, cellular, or fiber optic cabling. As technology has improved, fiber optic cabling has become the most prevalent form of communications. Fiber optic communications is economical and provides greater bandwidth and reliability for devices such as CCTV cameras. With the introduction of advanced technologies, such as CV and high-definition CCTVs, reliability is critical. Slow or unreliable communications can cause latency in critical information being transmitted from vehicle to infrastructure (V2I), which can cause both safety and mobility concerns. Therefore, municipalities should strive to provide reliable and redundant communications to all ITS devices. Alpharetta, Johns Creek, Roswell, and Sandy Springs all use some form of communications to access their traffic devices along most of their major routes. In many locations, however, communication is either not present or needs to be upgraded to achieve greater coverage and allow for reliability and redundancy. Likewise, a robust network also includes the ability to manage devices that are typically excluded from the overall communications network. Devices such as school beacons and radar speed feedback signs can be monitored and managed through the network instead of manual operations. A comprehensive evaluation of each agency's current communications infrastructure and ITS devices will support the present needs of the system and allow for future expansion.

Traffic Control Center Monitoring Equipment and Software:

TCCs are the heart of an ATMS. All data and video from field devices are integrated through the communication network to the TCC for operators to actively manage traffic. Information from the TCC is sent out to the traffic management devices, web, and media services to provide active traffic management and improved travel information. Alpharetta, Johns Creek, Roswell and Sandy Springs all have operational TCCs. Since traffic does not stay within the physical boundaries of a municipality, but rather travels across those boundaries, it is important to manage traffic between the various municipalities. Therefore, center-to-center communication is essential to managing regional traffic patterns. Currently center-to-center communication does not exist between the municipalities in North Fulton. To accomplish this, an evaluation of hardware, software, and communication equipment would need to be performed to determine how center-to-center communication could be achieved. The municipalities would also have to determine what information they would share among centers. Not only is it important to establish communications between municipal TCCs, but it is equally important to provide statewide access by establishing a center-to-center fiber link directly to the GDOT TMC. As TSMO strategies continue to be implemented through programs such as RTOP, access and sharing of information for active management become even more critical.

Focused Coordination and Collaboration

Communication is key in successful traffic operations, particularly in multijurisdictional environments. It is important to establish and

maintain inter-agency relationships such that opportunities can be leveraged, problems can be efficiently solved, and challenges can be foreseen. Coordination with private entities that have significant influence within the area can also be supportive in effective operations. It is critical for public agencies and private entities to coordinate and collaborate to fully understand the environment such that key events can be prepared for, managed and monitored to most effectively and safely manage traffic operations.

Each local maintaining agency within the North Fulton area coordinates with GDOT and its neighboring agencies on several opportunities ranging from shared infrastructure, CCTV camera viewing from Georgia Navigator, software upgrades, RTOP, ramp metering, and overall funding mechanisms for additional infrastructure. Traffic operations between arterials and interstate ramps within North Fulton are critical operations that require consistent coordination and collaboration for effective management of traffic. Ramp metering is one example of an opportunity for further partnership between local municipalities and GDOT. RTOP is one of many examples where multijurisdictional collaboration produces effective results by sharing information and managing traffic across municipalities. The relationships are strong and should be maintained and further developed for the success of future collaboration efforts.

Third party applications, such as Google and Waze are managed by private entities but coordinated with public agencies for more efficient traffic operations. These applications can be used during periods of peak congestion, special events, or work zone management to provide alternative routes that save time and resources. The applications not only provide user navigation, but also real-time data that is shared with public agencies to proactively manage the traffic network.

Performance Measures and the Importance of Data

Traditionally, signal timing is most often based on citizen complaints or predefined life cycles rather than signal performance at the intersection or along a corridor (e.g. split failure, phase terminations, etc.). Retiming efforts should not be solely based on complaints or a predefined lifecycle, but rather dependent upon collected and measurable data. To improve on traditional retiming, states and local governments are beginning to implement metrics to measure the performance of an intersection or corridor by peak period. As more and more data becomes available from connected devices within a signal system, the ability to evaluate and manage the system based on this data becomes a reality. Automated Traffic Signal Performance Measures (ATSPMs) gather high-resolution data from the advanced signal controllers and from various detection devices in the field to be analyzed as listed below.

- **Phase Terminations**
- **Split Monitoring**
- **Pedestrian Delay**
- **Preemption Details**
- **Turning Movement Counts**
- **Purdue Coordination Diagram**
- **Approach Volume**
- **Approach Delay**
- **Arrivals on Red**
- **Arrivals on Green**
- **Approach Speed**
- **Yellow and Red Actuations**
- **Split Failures**

This data can then be used to both actively manage and evaluate the system to determine where operational changes need to be made.

Recommendations

It is recommended that North Fulton consider their existing TSMO strategies and approach. As funding allows in the short-term,, it is recommended that a comprehensive and coordinated inventory be compiled of all of the existing ITS devices within North Fulton. This inventory would then set the stage to determine future needs of the system. Based on the level of investment sought by each of the cities, preliminary goals for future expansion could include their existing TSMO strategies and approach. This could be the form of a formal plan or a less formal approach such as a coordinated effort through a dedicated County Committee. It is recommended that as funding allows, a comprehensive look at existing, planned, and needed TSMO efforts should be investigated in order to provide an overall direction for coordination and collaboration within North Fulton municipalities and agencies. It is anticipated that this effort may be long-term and may lead to a shift in process. Based on the level of investment sought by each of the cities, preliminary goals for future expansion could include:

- **Expand communication to accommodate existing signal systems**
- **Coordinate signals and sync clocks across jurisdictional boundaries**
- **Expand CCTV coverage**
- **Evaluate the need and potential locations for DMS deployments**
- **Evaluate the need for expanded communications**
- **Provide center-to-center communication between local and state partners**
- **Establish protocols for sharing information and managing traffic across municipalities**
- **Evaluate other potential TSMO strategies (such as transit priority, integrated corridor management (e.g., ICM) that may be applicable within North Fulton**
- **Develop a strategy that is flexible and expandable that allows for future growth as development continues to occur**
- **Develop a system that minimizes recurring costs**
- **Use the CAV toolbox created for the NFCTP to assess which steps can be taken at what timeframe**

TRANSPORTATION SAFETY

With thousands of fatal and serious injury crashes occurring within the state of Georgia each year, and fatal crashes statewide trending upward between 2014 and 2016, it is recommended that the Cities within North Fulton develop policies to support the national movement and the Georgia Department of Transportation (GDOT)'s focus of moving towards zero deaths. The Cities should align their efforts with the emphasis areas defined in the state's most recent Strategic Highway Safety Plan (SHSP), published by the Governor's Office of Highway Safety (GOHS) in 2015. The following emphasis areas have been identified:

- **Aggressive Driving**
- **Impaired Driving**
- **Occupant Protection**
- **Serious Crash Type**
    - **Intersection Safety**
    - **Roadway Departure Safety**
- **Age-Related Issues**
    - **Young Adult Drivers**
    - **Older Drivers**
- **Non-Motorized users**
    - **Pedestrian**
    - **Bicyclists**
- **Vehicle Type**
    - **Heavy Trucks**
    - **Motorcycles**
- **Trauma Systems / Increasing EMS Capabilities**
- **Traffic / Crash Records Data Analysis**
- **Traffic Incident Management Enhancement Task Team**

While engineering improvements can make the roadways safer, engineering improvements alone cannot prevent all motor vehicle crashes. According to the National Highway Traffic Safety Administration (NHTSA), over 90% of all crashes are a result of driver-related factors. Because such a high percentage of crashes are a result of driver-related factors, making roadways safer requires more than just engineering solutions - it requires involvement from the four E's of safety (engineering, education, enforcement, and emergency medical). Therefore, Georgia's SHSP emphasis areas span more than items that can be addressed through engineering alone.

Vision Zero

Vision Zero is a policy-driven strategy to help cities reduce fatal and serious injury crashes through the acknowledgment that roadway deaths and serious injuries are preventable and that no loss of life is acceptable. In addition, the strategy incorporates a multidisciplinary approach that includes the involvement of government bodies in addition to the four E's of safety and roadway users to reduce roadway risk factors. Atlanta Regional Commission's document Walk. Bike. Thrive! Included a recommendation for ARC to lead the region towards implementing "Vision Zero" policies for all roadways and incorporating safety elements into roadway design efforts. Where supported by local officials, the Cities shoulder consider making a

commitment to Vision Zero, which would to help prioritize funding for roadway safety improvement projects.

Distracted Driving

A strategy to address growing distracted-driving safety concerns is to implement city-wide hands-free driving ordinances. The Cities could also consider establishing a hands-free driving policy for its employees to reduce distracted driving. Currently, 15 states, D.C., Puerto Rico, Guam and the U.S. Virgin Islands, as well as and numerous municipalities around the country, have primary-enforcement hands-free laws for all drivers. In response to increasing fatal crashes in Georgia, the Georgia House of Representatives passed Resolution 282 in 2017, creating the House Committee on Distracted Driving. It is expected that the committee will introduce hands-free legislation for consideration in 2018, which would prohibit motorists from touching their cell phone while driving. In December of 2017, the City of Smyrna, Georgia will vote on a hands-free ordinance to be applied within their city limits. The Cities should continue to monitor new legislative efforts at the state and national level, and if needed consider establishing a hands-free driving policy for its employees and constituents to reduce distracted driving.

Designing for Desired Travel Speeds

The Georgia SHSP states that 90 percent of pedestrian facilities occur when people are in the street. Therefore, the design of roadways can contribute significantly to reducing pedestrian fatalities. Where vulnerable users are present, the design of the roadway should encourage vehicles to travel the desired speed. It is known that vehicle speed is a major contributor to fatalities caused by vehicle collisions, the SHSP states that the chance of a pedestrian fatality after a collision with a vehicle traveling at 40 mph is 85 percent. Where reductions in vehicle travel speeds are desired, North Fulton cities should encourage the implementation of Complete Streets roadway design features/principles that support slower travel, such as the installation of curb extensions and medians to reduce the traveled way, providing narrower travel lanes, adding design elements that add friction such as on-street parking, providing raised crosswalks, textured pavement, or raised intersections, and modifying signal timings to provide moderate progression between intersections. In addition, for those Cities without a City-wide speed limit, a default speed limit of 25 mph (unless otherwise posted) could be considered, which is consistent with recent efforts by Vision Zero Cities such as New York, Los Angeles, and Washington, D.C. If a City-wide speed limit is implementation or if a City-wide policy already exists, City roadways should be examined to ensure the roadway design and features are appropriate to facilitate the desired travel speeds.

Hot-Spot Analysis

Engineering countermeasures can be planned, designed, and implemented to help address intersection and roadway departure safety. To help identify and prioritize roadway corridors and/or intersections in need of safety improvements, the traditional “hot spot” analysis methodology could be used. This type of analysis identifies high-risk crash locations through the examination of past crash history. The highest ranking hot-spot locations typically have geometric or operational features that contribute to crashes. Once the high-risk locations are identified, each is evaluated and potential improvements are identified to reduce crashes. Often Road Safety Audits, a formal examination of the roadway or intersection by a team including representatives from the four E’s of safety, are performed for the identified hot-spot locations. Some North Fulton cities currently conduct hot-spot analyses and attempt to accelerate projects planned to improve safety at the identified high-risk locations. In addition, the analysis results are utilized to review short-term solutions, including increased police enforcement, signal improvements, and/or other engineering-based solutions.

Local Road Safety Plan

The Federal Highway Administration (FHWA) recommends a systemic and proactive to look at safety, which could be implemented in the Cities through a Local Road Safety Plan (LRSP). The LRSP concept is designed to build on the foundation established by the SHSP and to provide the basis for proactive implementation of safety countermeasures specific to a jurisdiction. The plans can address both engineering and driver-

related safety concerns. This allows the jurisdiction to leverage the road safety planning process to meet their specific needs. An LRSP is a document that provides a basis for systemic safety improvements along local roads. Rather than reactively addressing hot spots, the LRSP identifies systemic safety improvements along the roadway based on a risk factor analysis of the roadway. LRSPs not only assist local practitioners in understanding the types of crashes occurring on local roadways, but they also define a locally focused plan for practitioners to make informed, prioritized safety decisions. Additional benefits of LRSPs include:

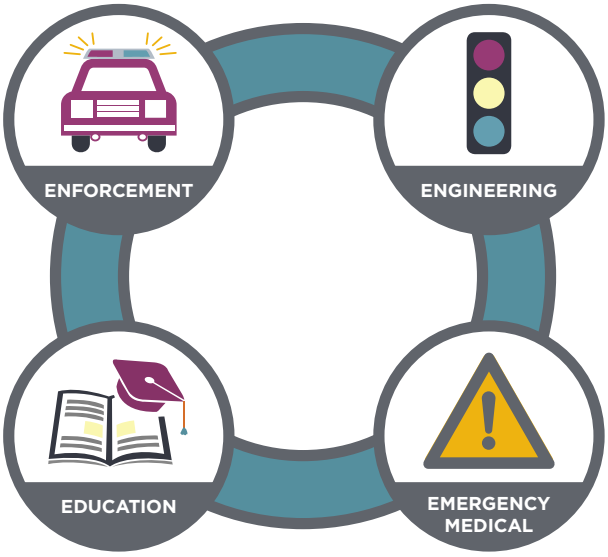
- **Analysis of risk, not just crash history**
- **Coordination between various agencies**
- **Use of the results of the analysis to leverage and apply for funding**
- **Focus on all the four E's of safety (engineering, education, enforcement, and emergency medical)**

The LRSP process has been successfully initiated for counties within several states including Minnesota, North Dakota, and Iowa.

Funding

Each year, the GOHS awards grants to develop and implement innovative programs addressing highway safety related to alcohol/impaired driving, pedestrian and bicycle safety, motorcycle safety, occupant protection, traffic records/data programs and distracted driving. For fiscal year 2018, the grant range was defined as between $10,000 and $300,000 for the general application. The Cities should encourage local organizations to apply for funding from the GOHS to implement educational programs to address safety concerns specific to their drivers.

Once engineering safety improvements are identified, the Cities may be able to access funding for safety-related improvement's through GDOT's Highway Safety Improvement Program (HSIP). The Federal-aid program offers funding to projects that are anticipated to have a positive impact on existing safety concerns. Several pre-approved categories are available for HSIP funding, including most intersection operational improvements, guardrail, traffic signals, railroad crossing warning devices, as well as for improvements on High Risk Rural Roads. In addition, projects that remove hazards, such as a traffic calming project or pedestrian and bicycle facilities may also be eligible for the funding. Though most of the funding is dedicated to rural roadways, because rural areas in Georgia have higher fatality rates than urban areas, funding is also available through GDOT through the Off-System Safety program, which is aimed at enhancing safety on local roadways through low-cost safety improvements. In the future, the Cities could consider including identified safety improvement projects as part of their SPLOST project lists.



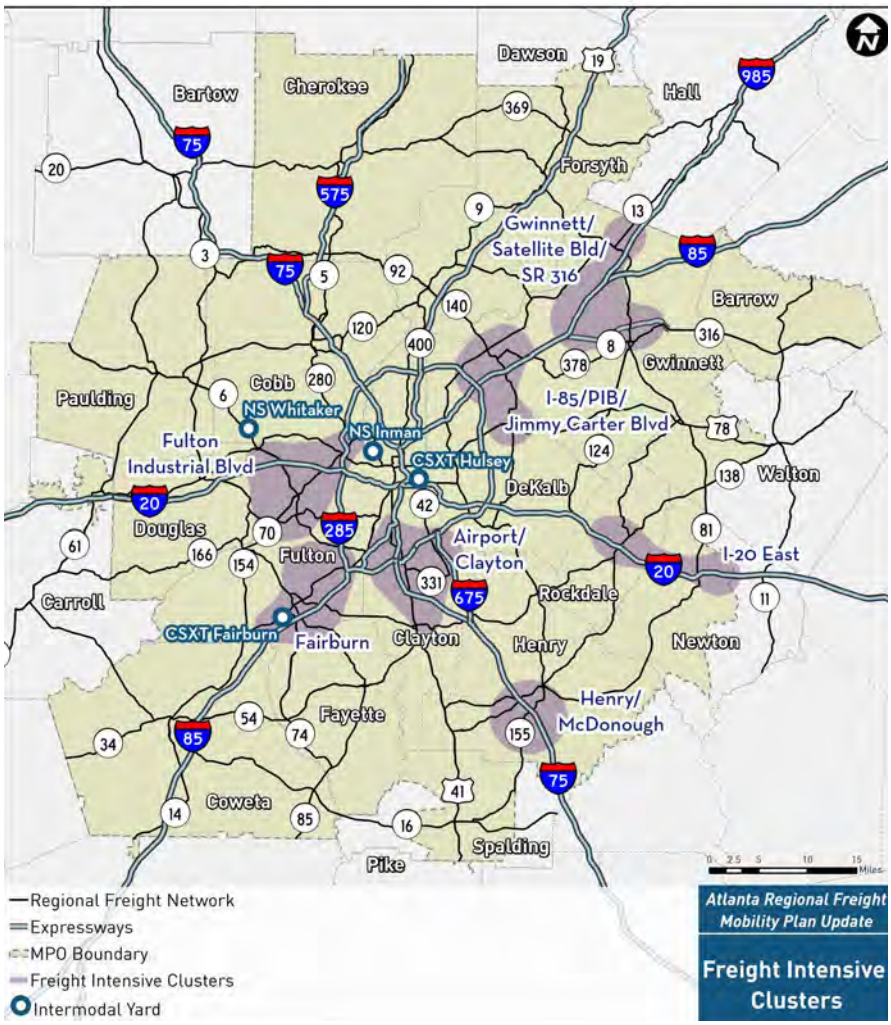
FREIGHT

Throughout the state of Georgia, metro Atlanta, and Fulton County, the freight industry is a driving factor in today's economy and will continue to grow due to the increase of activity at the Port of Savannah. Based on the 2013 Transearch Database, Fulton County is the number one county in the metro Atlanta region to receive the most imports by truck from Savannah. While the Port of Savannah is the primary international gateway for the region, the roadways in North Fulton must sustain the volume of trucks in the area. The primary truck routes in North Fulton are I-285, GA 400, SR 9, SR 140, SR 92, and SR 120. According to the Georgia Department of Transportation Designated Freight Corridor map, GA 400 and I-285 are the main state freight routes in North Fulton. Many major regional projects are accounting for the increase of truck traffic in the future such as the managed lanes projects along GA 400 and I-285. Other roadway projects are catering improvements to fit the need for freight travel throughout the region.

Freight Intensive Clusters and Region Centers

The ARC Freight Mobility Plan Update identifies two freight intensive clusters to the east of North Fulton in Gwinnett County: I-85/Peachtree Industrial Boulevard/Jimmy Carter Boulevard (including parts of DeKalb County) and the Gwinnett/Satellite Boulevard/SR 316 area.

There are two regional centers near/in North Fulton in Buckhead and Alpharetta that contain industrial land uses attracting more intensity of truck traffic. North Fulton and its partners should work to study impacts of nearby freight intensive clusters and regional centers and consider partnership opportunities to facilitate safe and efficient truck mobility where it is most needed.



Truck Parking

Through the ARC Freight Mobility Plan Update, ARC initiated the Atlanta Regional Truck Parking Assessment Study to analyze the regional truck parking conditions. The study inventoried existing public and private truck parking locations and potential areas for additional parking, conducted a parking demand assessment with innovative and cost-effective planning recommendations, and will develop recommendations comprised of infrastructure and policy components in the metro Atlanta. While there is no existing truck parking in North Fulton, a high number of trucks travel along I-285, I-85, and I-75 that need access to parking facilities. As freight movement in the region continues to grow, the Cities in North Fulton should consider where freight activities are highest and consider if a need exists to provide strategic truck parking locations along critical corridors.

TRANSPORTATION DEMAND MANAGEMENT

Introduction

The Atlanta Regional Transportation Demand Management Plan (TDM) completed in 2013 provides a contemporary approach which considers both commute-based and non-commute based travel as well as the mode, time of day, route and location choices available to individual travelers. While many TDM approaches lend themselves to localized implementation, the intent of the Regional TDM Plan is to support and advance a regionally coordinated effort of demand management strategies. It will be increasingly important to promote non-single occupancy vehicle (SOV) travel and coordinate TDM strategies to ensure that the limited future transportation funding can keep up with the travel needs of a growing population. The following are the primary goals of the Regional TDM Plan:

- **Improve customer convenience and user experience**
- **Increase transportation connectivity, mode choice and access**
- **Streamline regional coordination of policies, programs, services, and investments**
- **Leverage and diversify funding sources for program sustainability**
- **Pursue continuous performance and operations improvements**

Although regional TDM programs such as Georgia Commute Options (GCO) help reduce congestion and greatly benefit the region, it can be leveraged further. Success of TDM strategies within North Fulton County are dependent upon the efforts of the individual cities and the Community Improvement District Transportation Management Associations (TMAs). Sandy Spring, Dunwoody, and Brookhaven can greatly benefit from these efforts as they can help to reduce congestion and promote mode shift. All cities in North Fulton County can benefit from similar TDM programs to meet the above regional TDM goals.

Customer Convenience and User Experience

Improved marketing of the existing TDM and commuter incentive program, Georgia Commute Options is a very simple and cost-effective way to reduce SOV travel. North Fulton County cities should consider including links to the Georgia Commute Options website on all city websites (if they have not already) and actively engaging their communities by promoting Georgia Commute Options events and programs through social media.

Multimodal supportive improvements can happen in both the public and private built environment. New developments that provide amenities for people who bike, such as showers, lockers, and convenient, safe bicycle parking are just as important as building protected bike facilities. The Cities should consider implementing incentives for new developments to provide alternative transportation programs and amenities that would improve the user experience of taking transit, walking or biking and increase alternative mode share. These improvements can complement the discounted transit pass program already provided through CIDs/TMAs.

Regional Coordination of Policies, Programs, Services, and Investments

Although each city in North Fulton County has its unique transportation challenges, users of the transportation network do not pay attention to jurisdictional boundaries. Therefore, regional coordination of policies, program, services, and investments are integral. The Cities should continue, at the minimum, quarterly coordination meetings to align their goals and share recent successes and challenges to ensure their projects provide benefits across city lines.

6 REGIONAL CONNECTIONS

INTRODUCTION

The Comprehensive Transportation Plan has been a valuable opportunity for the six Cities of North Fulton to come together to plan for the mobility of the County while closely considering the individual characteristics of each of the respective communities. The projects described in the following chapter are broken down by City and by Level to provide detail and local context. This chapter presents the cumulative impact of those projects throughout North Fulton on multimodal mobility for residents, employees, and visitors of the County. Vehicular projects are layered to tell a story of how regional mobility projects like freeway express lanes connect to arterial capacity projects and operational improvements throughout North Fulton and into neighboring communities. New active transportation projects such as bicycle and pedestrian infrastructure also connect to existing systems to provide people with transportation alternatives that have recreational benefits as well. The projects included in Levels 1, 2, and 3, work together in combination with larger regional projects to begin to create a more cohesive, balanced network that accommodates for all modes.

REGIONALLY SIGNIFICANT INITIATIVES

North Fulton roadways support local travel as well as regional and statewide travel. Specifically, major corridors like I-285, GA 400, and SR 9 are part of the regional system which serves the local, regional, and statewide traffic. These roadway facilities generally require higher levels of investment than the North Fulton cities can provide alone. While North Fulton may contribute some funds to strategic corridors, the interstate and state route systems are largely owned and maintained by GDOT. Regional investments include projects such as the Transform 285/400 project, a complete reconstruction of one of the most critical interchanges in North Fulton as well as projects in the Major Mobility Investment Program (MMIP) such as the SR 400 Express Lanes and the Revive 285 Express Lanes projects. As currently planned, the managed toll-lanes provide two additional lanes in each direction managed to operate at a minimum of 45 mph. The projects provide a more reliable trip for those who need it and create a transit advantage for buses moving in express lanes.

Interchange Reconstruction:

1. **I-16/I-95 Interchange**
2. **I-285/I-20 West Interchange**
3. **I-285/I-20 East Interchange**

Express Lanes:

4. **Revive 285 Express Lanes**
   I-75 to I-85
5. **SR 400 Express Lanes**
   I-285 to McFarland Rd.
6. **I-285 East Wall Express Lanes**
   I-85 to I-20
7. **I-285 West Wall Express Lanes**
   I-20 to I-75

Interstate Widening:

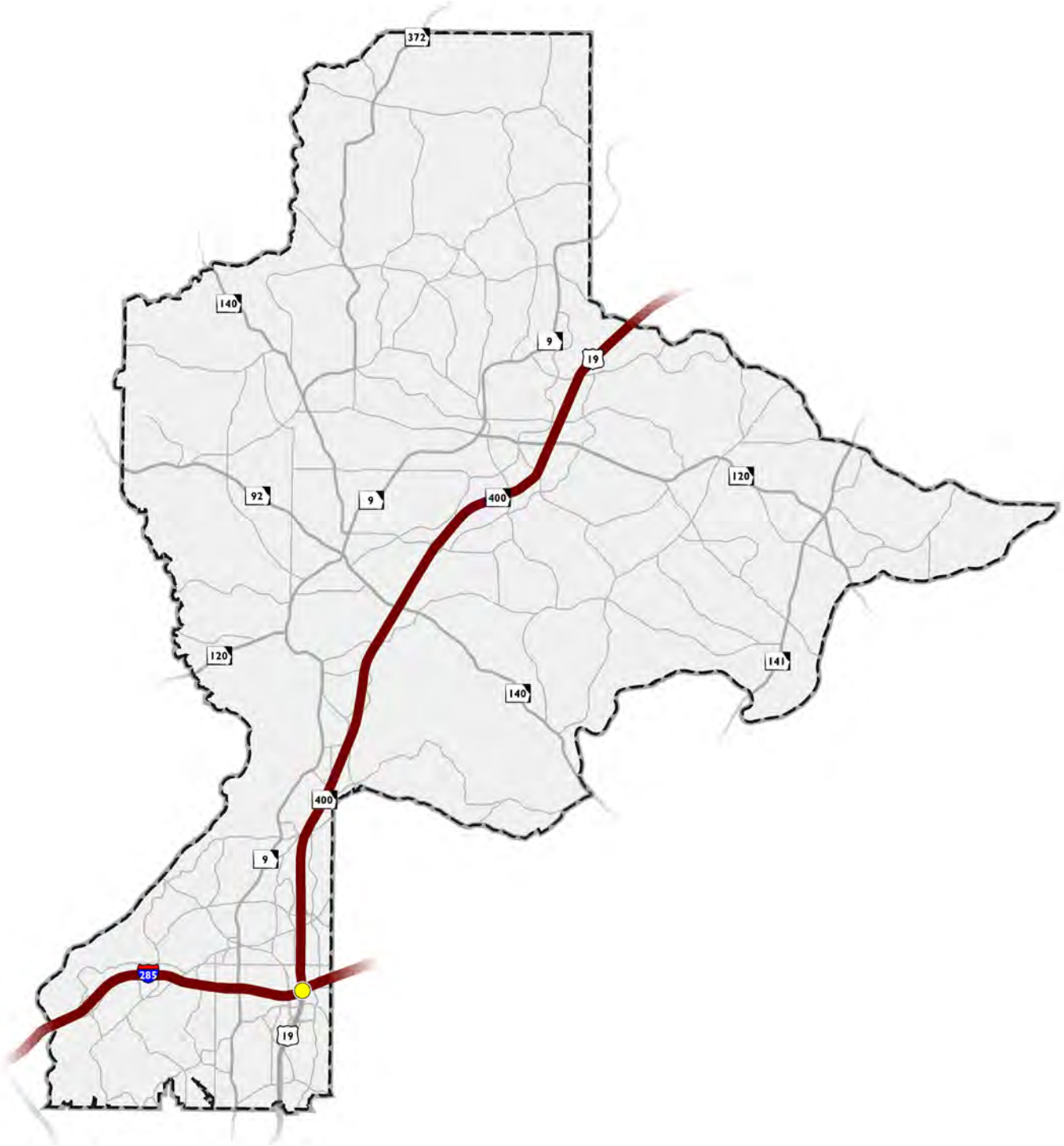
8. **I-85 North Widening**
   Hamilton Mill Rd. to SR 211
9. **I-16 Widening**
   I-95 to I-516
10. **I-85 North Widening**
    SR 211 to US 129

Commercial Vehicle Lanes:

11. **Commercial Vehicle Lanes**
    SR 155 to I-475

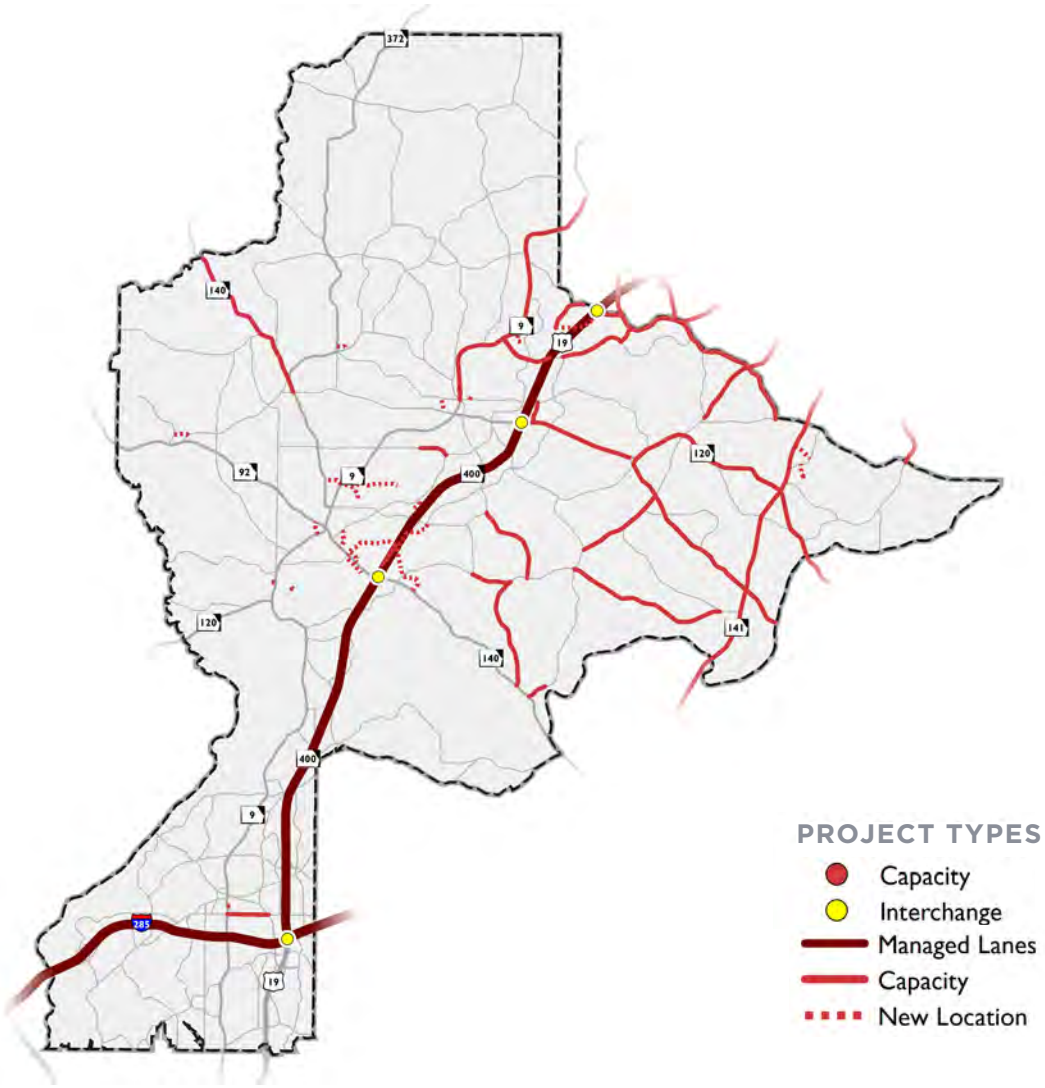
REGIONALLY SIGNIFICANT
PROJECTS

SR 400 MANAGED LANES* $3.2B
TRANSFORM 285/400 $557M
REVIVE 285 MANAGED LANES* $12.8B
*INCLUDE PORTIONS NOT IN NORTH FULTON STUDY AREA



CAPACITY AND NEW LOCATION

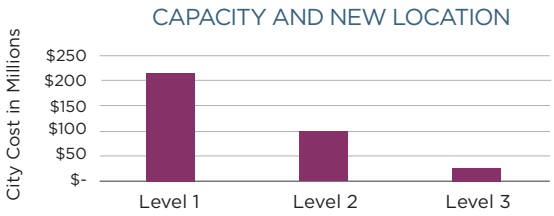
Capacity projects are defined as those that widen existing roads. New Location projects are those that either extend major roads or construct new roadways altogether. Across the three funding levels, North Fulton includes $321M for Capacity and New Location projects. These projects not only help to support regionally significant projects, but they also help to alleviate potential bottlenecks or allow for local traffic to be diverted onto alternative roadways. Many of the Capacity projects will ultimately make laneage consistent along North Fulton roadways (and in some cases, to surrounding counties) to facilitate vehicular movement.



CAPACITY
PROJECTS

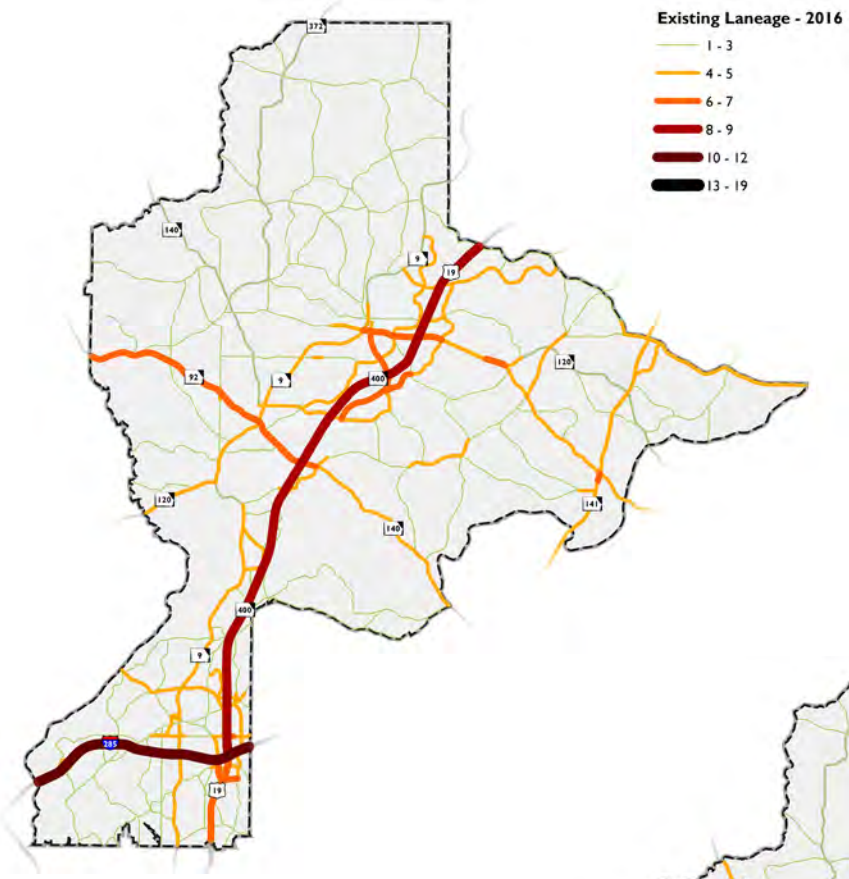
62 PROJECTS
in Levels 1, 2 & 3

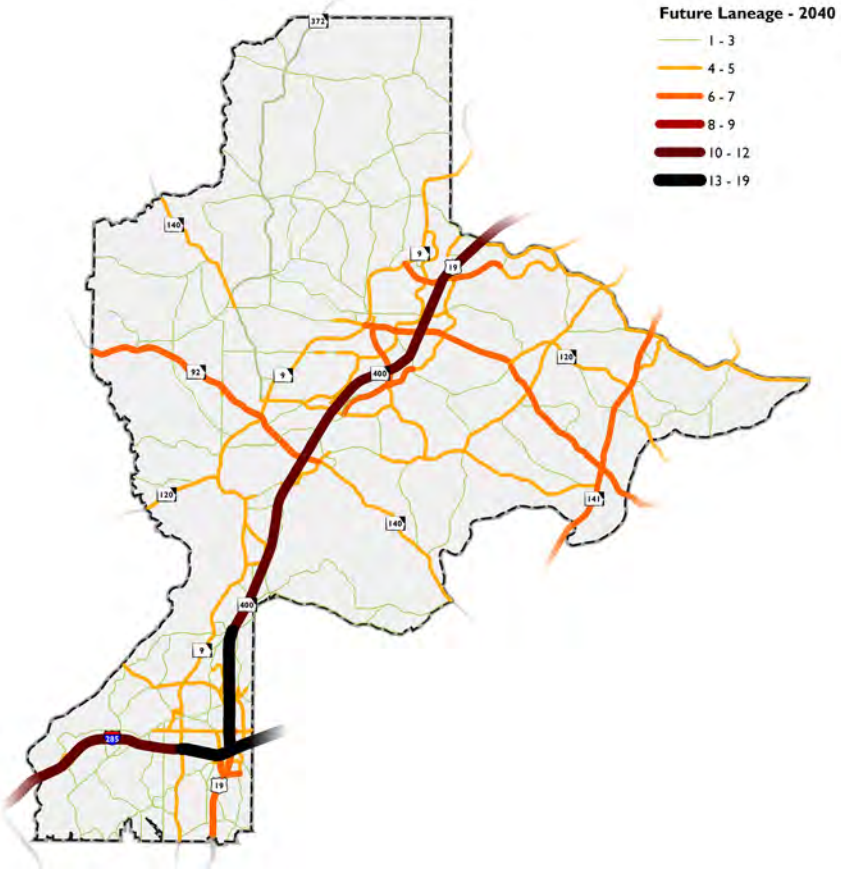
$336M
in Levels 1, 2 & 3



LANEAGE

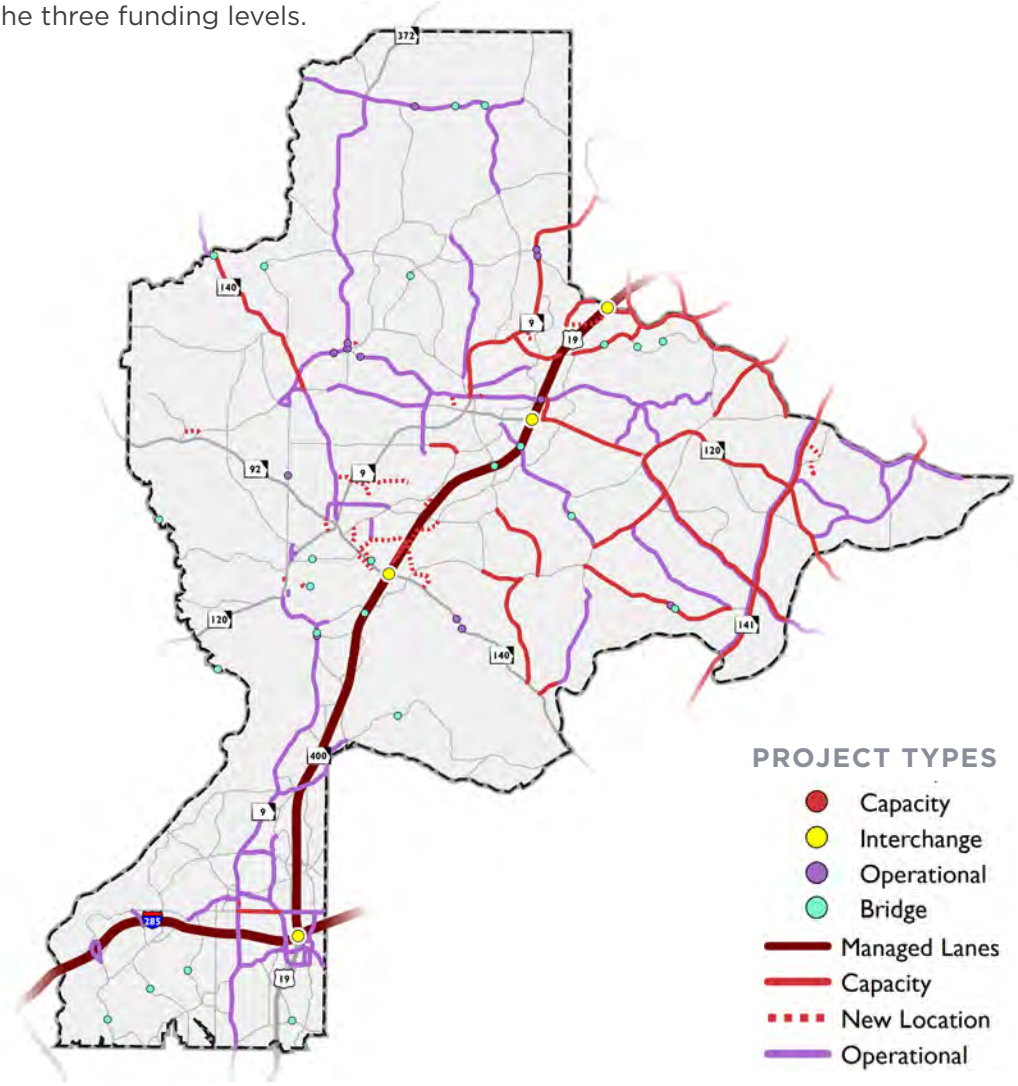
The maps below illustrate changes in laneage of the NFCTP roadway network provided the recommended projects are implemented. The projects in NFCTP streamline the laneage of many of the major corridors in North Fulton including SR 9 having consistent 4 to 5 lanes throughout North Fulton, SR 141 widening from Gwinnett County through Forsyth County, Arnold Mill Road improvements from Cherokee County to Rucker Road, and SR 120 widening from State Bridge Road through Gwinnett County. State Bridge Road is also improving lane consistency from SR 9 in Alpharetta to Gwinnett County. It also takes into account the connections to bordering counties. As noted in the introduction, the adoption of express lanes on SR 400 and I-285 allow for a more reliable trip to better facilitate movement in North Fulton.





OPERATIONAL

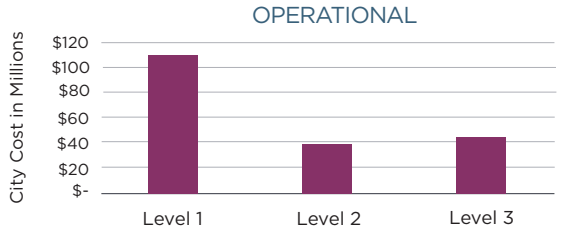
Operational projects are those that largely work within the existing right-of-way to optimize the performance of the roadway. These projects include improvements such as signal timing, roadway restriping, addition of turn lanes, and geometric realignments. A report by FHWA highlights that management and operations strategies address at least 60% of congestion issues seen across the nation (Traffic Congestion and Reliability: Trends and Advanced Strategies for Congestion Mitigation, 2005). Operational projects can also address North Fulton's most critical roadways, such as fixing structural issues of elements, like bridges, and improving where there are functional obsolescences. These types of projects help to better the performance of a given roadway to show how the operational projects work in tandem with capacity projects to increase system efficiency. The map below layers the projects on top of each other and works in coordination with larger-scale capacity improvements to increase system efficiency. The NFCTP includes $192M across the three funding levels.



OPERATIONAL PROJECTS

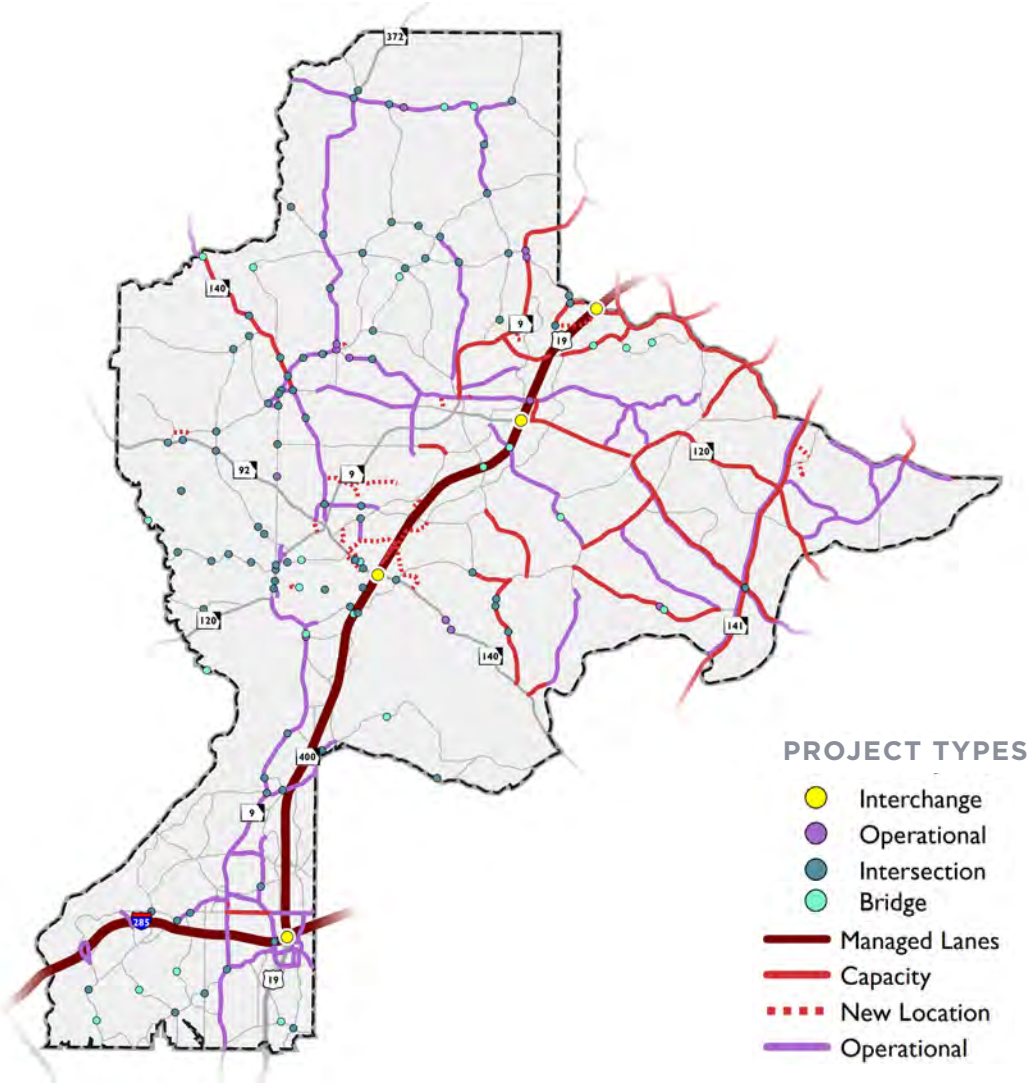
89 PROJECTS in Levels 1, 2 & 3

$182M in Levels 1, 2 & 3



INTERSECTION

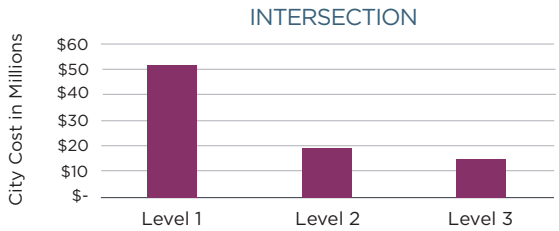
Intersection projects address a variety of modes including roadway, bicycle, and pedestrian. These true intersection projects work to increase safety and operational issues of specific locations instead of along an entire roadway. For the NFCTP, these recommendations improve vehicular, bicycle, and pedestrian access at specific intersections and include $85M across the three funding levels.



INTERSECTION PROJECTS

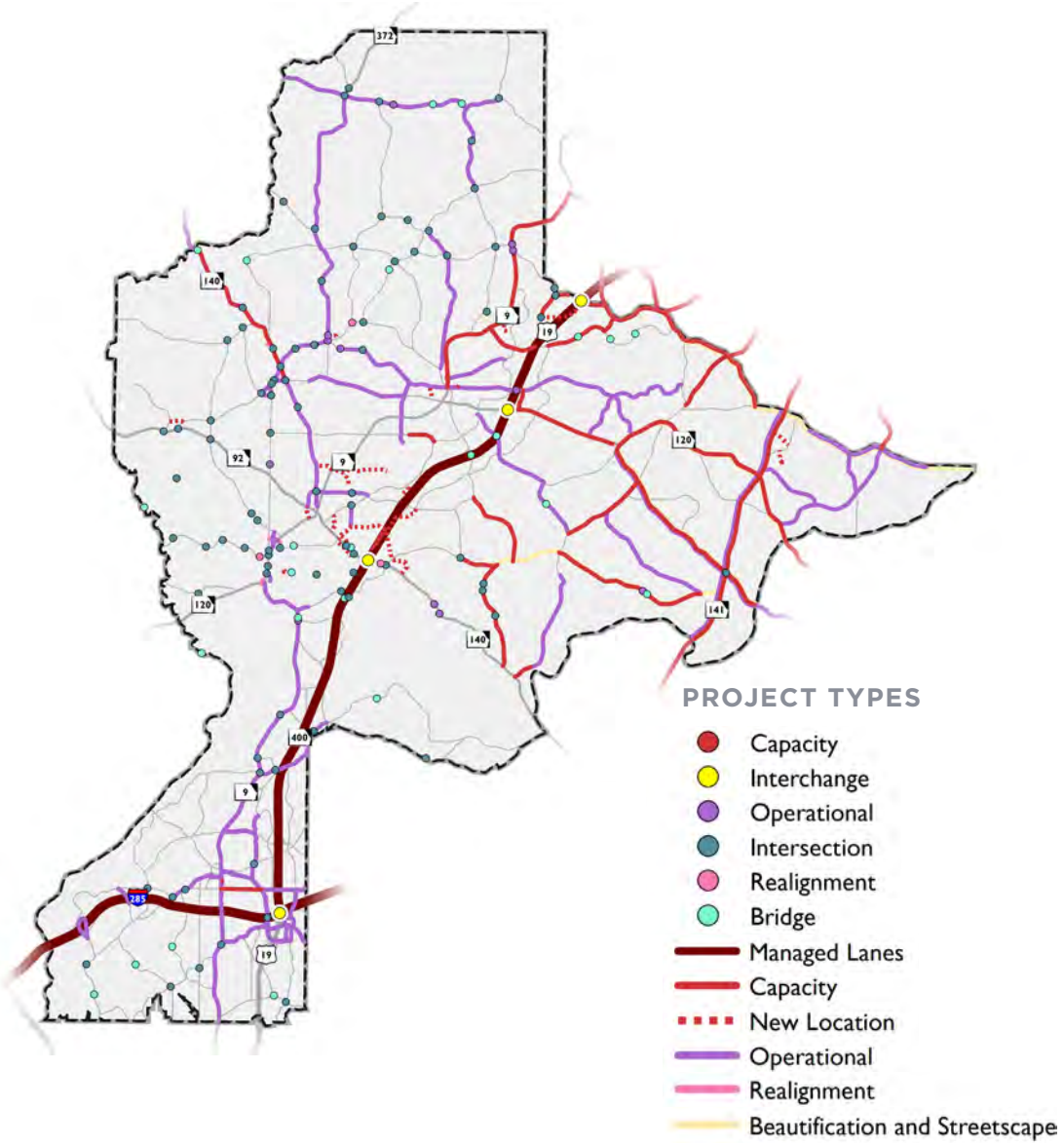
90 PROJECTS in Levels 1, 2 & 3

$95M in Levels 1, 2 & 3



OTHER ROADWAY PROJECTS

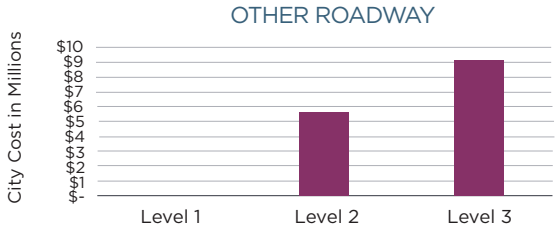
The map below represents the remaining roadway projects such as beautification and streetscape projects. These projects may not directly contribute to the avoidance of bottlenecks or travel flow but are crucial in placemaking and creating vibrant communities. The NFTCP includes $15M across the three funding levels.



OTHER ROADWAY PROJECTS

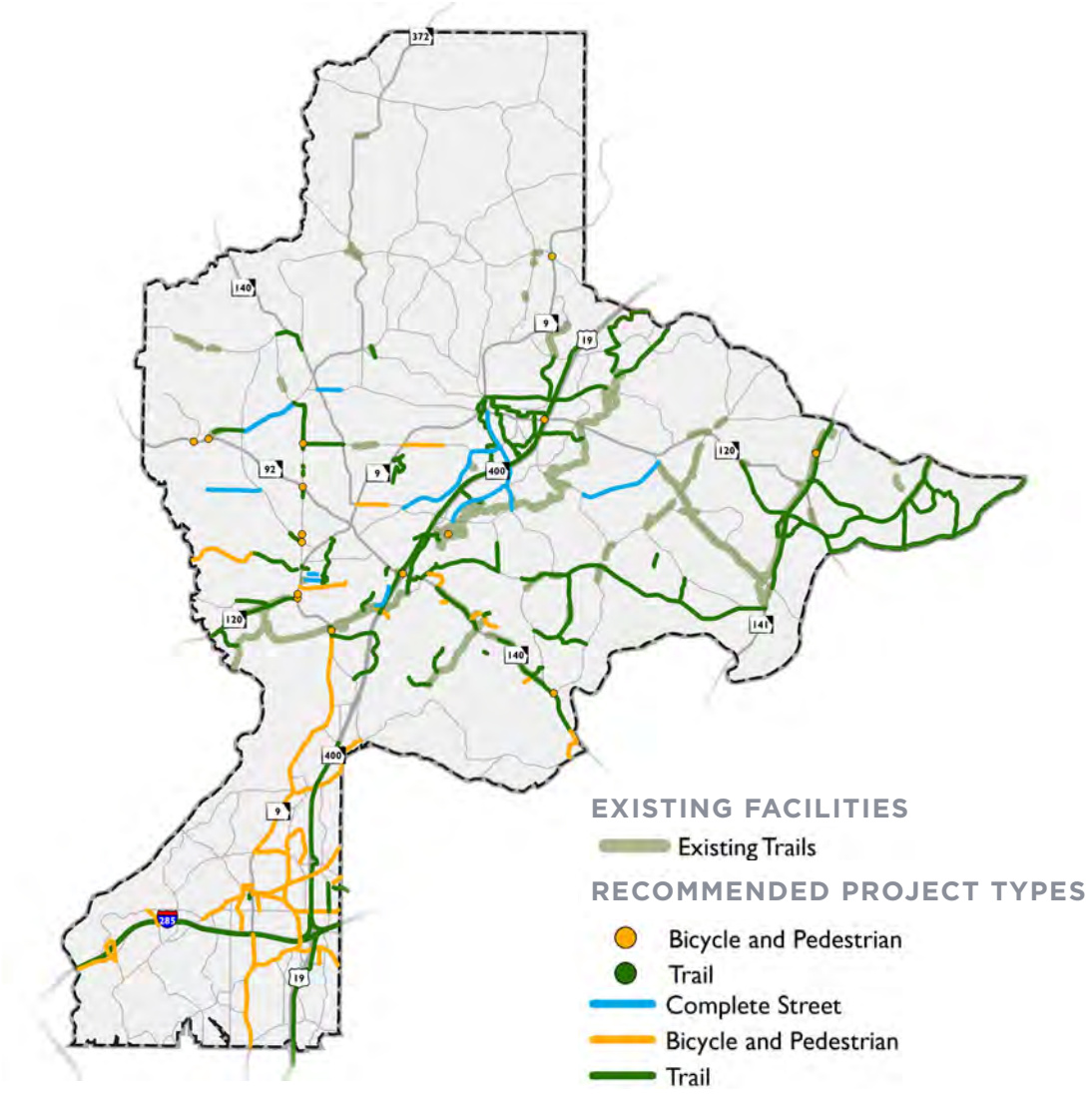
13 PROJECTS in Levels 1, 2 & 3

$15M in Levels 1, 2 & 3



BICYCLE, PEDESTRIAN, AND TRAIL

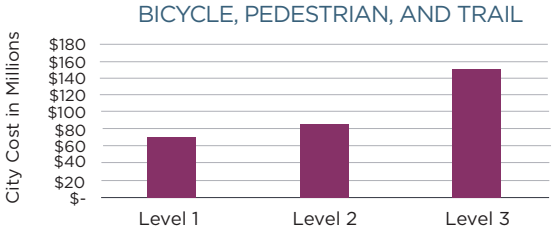
Bicycle, Pedestrian, and Trail projects are active transportation improvements that enhance access for those who choose to walk or bike. These projects are critical to creating a balanced transportation system. The projects included in NFCTP strive to improve connectivity of these facilities and at times, include coordinated roadway improvements. The NFCTP includes $303M across the three funding levels. Complete Streets projects have been shown here to show the entirety of the multimodal network.



BICYCLE, PEDESTRIAN, AND TRAIL PROJECTS

138 PROJECTS in Levels 1, 2 & 3

$303M in Levels 1, 2 & 3

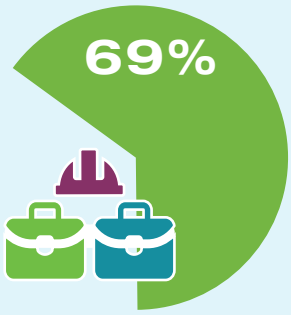


PROJECTS AS A WHOLE

POPULATION AND JOBS NEAR PROJECTS

68% OF NORTH FULTON POPULATION LIVE NEAR A RECOMMENDED PROJECT

69% OF NORTH FULTON JOBS ARE LOCATED NEAR A RECOMMENDED PROJECT



ACTIVITY CENTERS

ALL IDENTIFIED NORTH FULTON ACTIVITY CENTERS HAVE A PROJECT WITHIN A ½ MILE

PROJECT STATS

PROJECTS ADDRESS CORRIDORS WHERE **48% OF CRASHES** OCCURRED IN NORTH FULTON (2013-2015)

81% OF PUBLIC COMMENTS RECEIVED ABOUT SPECIFIC ROADWAYS ARE COVERED BY PROJECTS

ACTIVE TRANSPORTATION

77% ZERO VEHICLE HOUSEHOLDS LIVE NEAR A PROJECT

64% PEOPLE 65+ YEARS LIVE NEAR A PROJECT

16 IMPROVED INTERSECTIONS

143.1 MILES OF NEW FACILITIES

ROADWAY

90 improved intersections

274 MILES of additional lanes

121.5 improved operational projects

13.2 MILES of new roads

TRAVEL DEMAND MODEL

Annual average speed

27.2 MPH in 2015

25.6 MPH in 2040 with no other projects

26.2 MPH in 2040 with NFCTP projects

11,012 FEWER HOURS in traffic with projects in 2040 than without

*TRAVEL DEMAND MODEL: Level 1 projects were included in the 2040 "Existing + Committed" baseline (2040 with no other projects), and therefore their relative impacts are not completely captured in the 2040 "Build" scenario (2040 with NFCTP projects) which includes Levels 1, 2, and 3 projects.

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7 PRIORITY PROJECTS FOR NORTH FULTON

INTRODUCTION

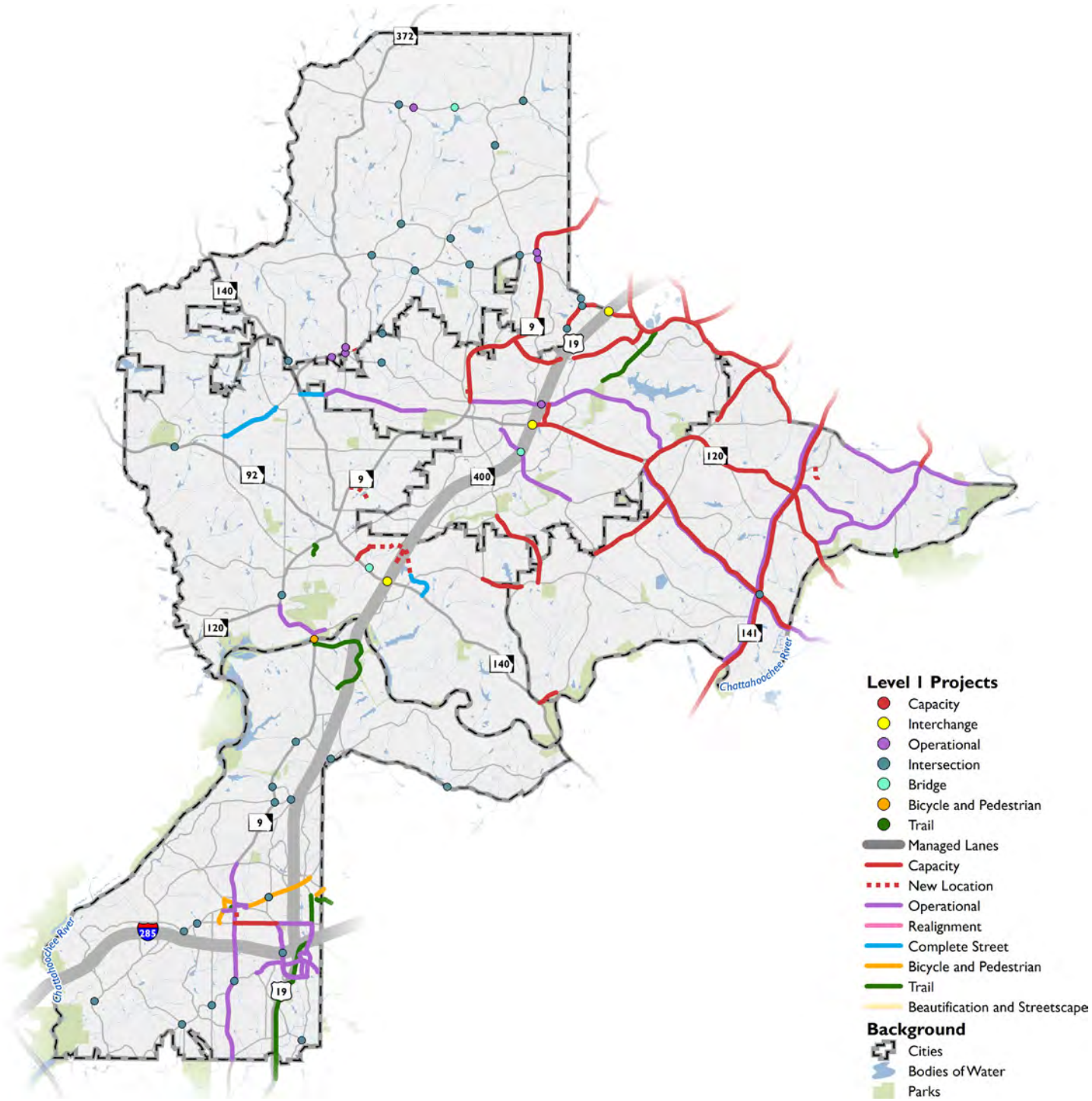
The previous chapters introduced the plan's methodology for project evaluation as well as the NFCTP project funding structure. This chapter includes projects and program recommendations that were evaluated based on community-based metrics and went through a rigorous vetting process, including input from City Councils, North Fulton Mayors, stakeholders, and the public, for inclusion in the financially-constrained list. This chapter presents a flexible but prioritized group of projects that indicate the first, second, and third levels of importance. As indicated in Chapter 4, the level-based structure allows a degree of flexibility for North Fulton cities to implement projects despite funding uncertainties.

PROJECT TYPES

The previous chapter highlighted how project types interact with each other in order to create a more connected, efficient network. This chapter goes through the three levels of projects and offers a city-by-city breakdown of projects.

LEVEL 1 PROJECTS

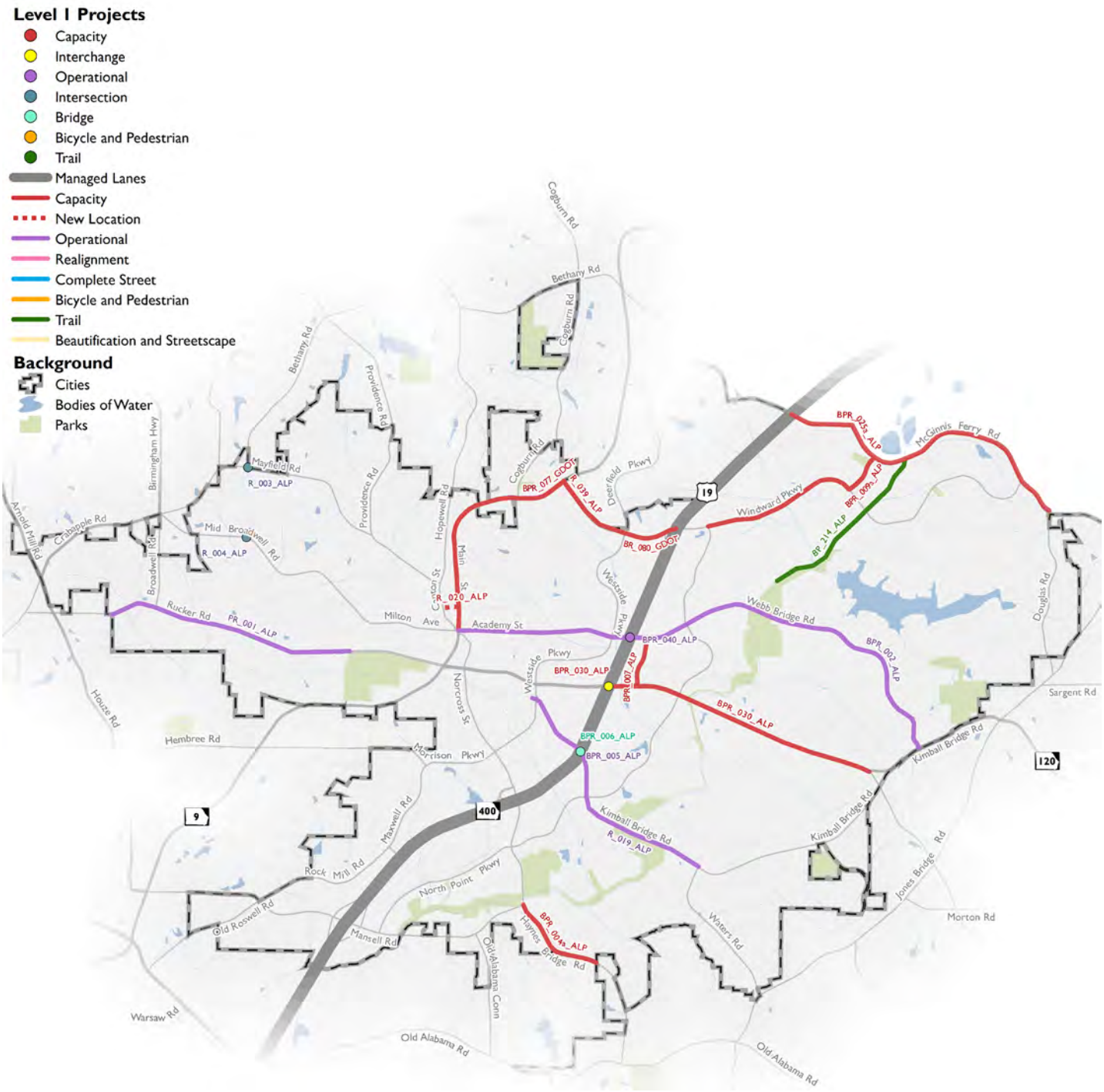
Level 1 projects are those that have committed funding in the first five years of the NFCTP in North Fulton. These projects already have designated funding through the TSPLOST, bond, or city-specific capital improvement programs. The maps on the following pages illustrate all the Level 1 projects with corresponding project identification numbers categorized by project type. More information is provided for each project in the table of Level 1 projects by city.



*The NFCTP did not evaluate mega-regional projects that are sponsored by regional and/or statewide agencies.

For more information about projects sponsored by GDOT, please visit www.garoads.org.

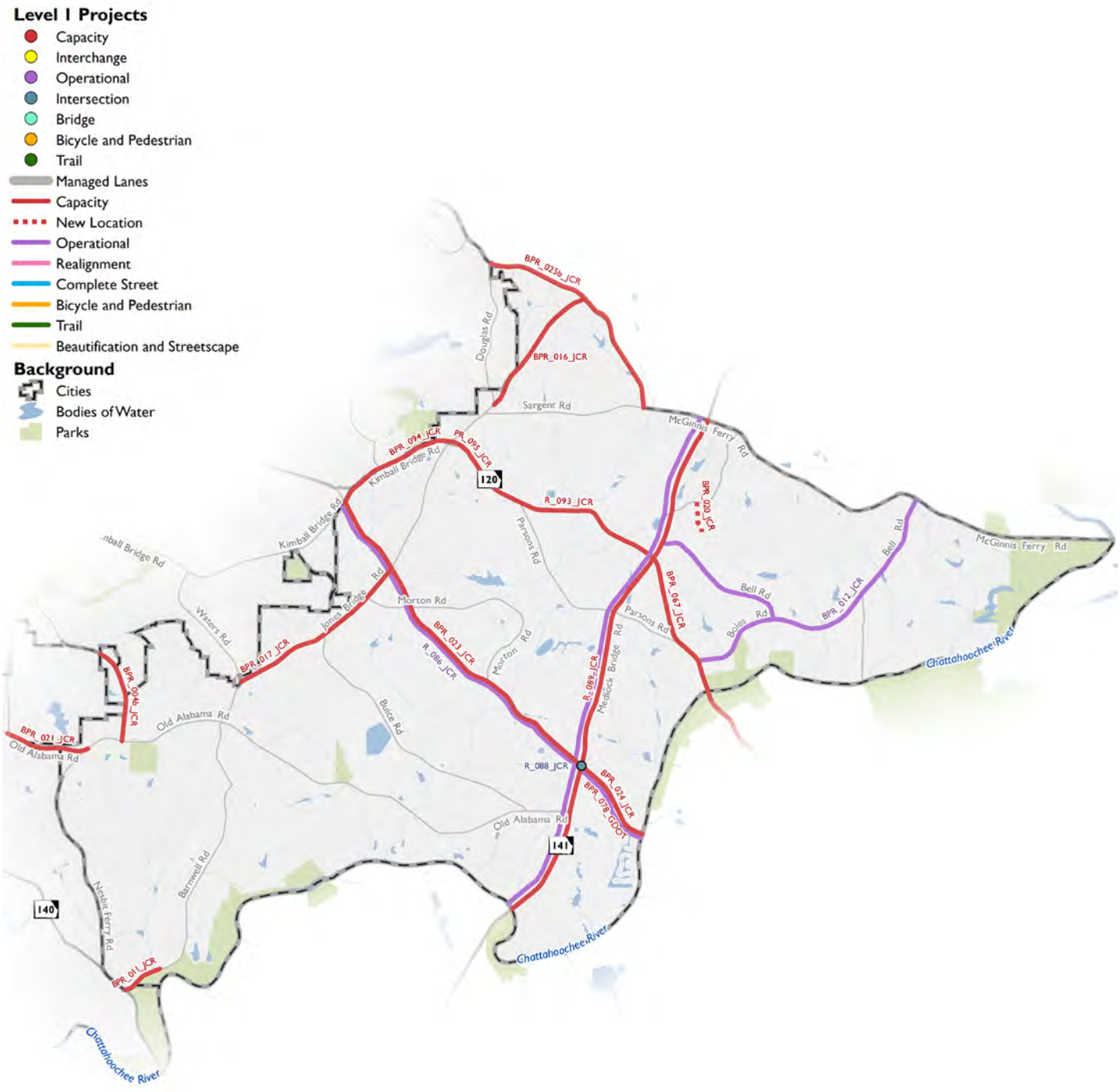
Alpharetta Level 1 Projects



Alpharetta Level 1 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BPR_600_ALP	City of Alpharetta Sidewalks/Greenways (ALP-011)	$1,000,000
CAPACITY		
BPR_004a_ALP	Haynes Bridge Road Capacity Improvements (ALP-002)	$5,000,000
BPR_007_ALP	Morris Road Operational Improvements (ALP-006)	$2,700,000
BPR_009a_ALP	Windward Parkway Business District/Union Hill Road Capacity Improvements (ALP-005)	$19,248,000
BPR_025a_ALP	McGinnis Ferry Road Capacity Improvements (ALP-004)	$18,000,000
BPR_030_ALP	Old Milton Parkway Capacity Improvements (ALP-003)	$28,000,000
BPR_077_GDOT	SR 9 (North Main Street/Cumming Highway) Widening (FN-067A)	$44,685,000
BR_080_GDOT	Windward Parkway Westbound Auxiliary Lane (FN-278)	$5,321,000
R_039_ALP	Windward Parkway Corridor Improvements (Alph-BND-03)	$19,748,000
INTERSECTION		
R_003_ALP	Bethany Road at Mayfield Road Intersection Improvements (ALP-007)	$1,280,000
R_004_ALP	Bethany Road at Midbroadwell Road Intersection Improvements (ALP-008)	$1,280,000
NEW LOCATION		
R_020_ALP	Lily Garden Extension (Alph-BND-04)	$1,572,000
OPERATIONAL		
BPR_002_ALP	Academy Street/Webb Bridge Road Operational Improvements (ALP-001)	$15,396,000
BPR_005_ALP	Kimball Bridge Road Bicycle/Pedestrian/Operational Improvements (ALP-009)	$4,907,000
BPR_006_ALP	Kimball Bridge Road GA 400 Bridge Improvements (ALP-009a)	$6,500,000
BPR_040_ALP	Academy Street/Webb Bridge Road: GA 400 Bridge Bicycle, Pedestrian, Operational Improvements	$6,600,000
BPR_075_ALP	City of Alpharetta Debt Service (ALP-013)	$1,000,000
PR_001_ALP	Rucker Road Operational Improvements (Alph-BND-01)	$16,700,000
R_002_ALP	Adaptive Traffic Signals/ITS (ALP-010)	$1,000,000
R_019_ALP	Kimball Bridge Road Operational Improvements (Alph-BND-02)	$9,000,000
R_027_ALP	Alpharetta Milling/Resurfacing (ALP-012)	$1,000,000
R_032_ALP	Alpharetta Operational Improvements (ALP-015)	$1,000,000
TRAIL		
BP_214_ALP	Big Creek Greenway Forsyth County Connection	$6,000,000

Johns Creek Level 1 Projects



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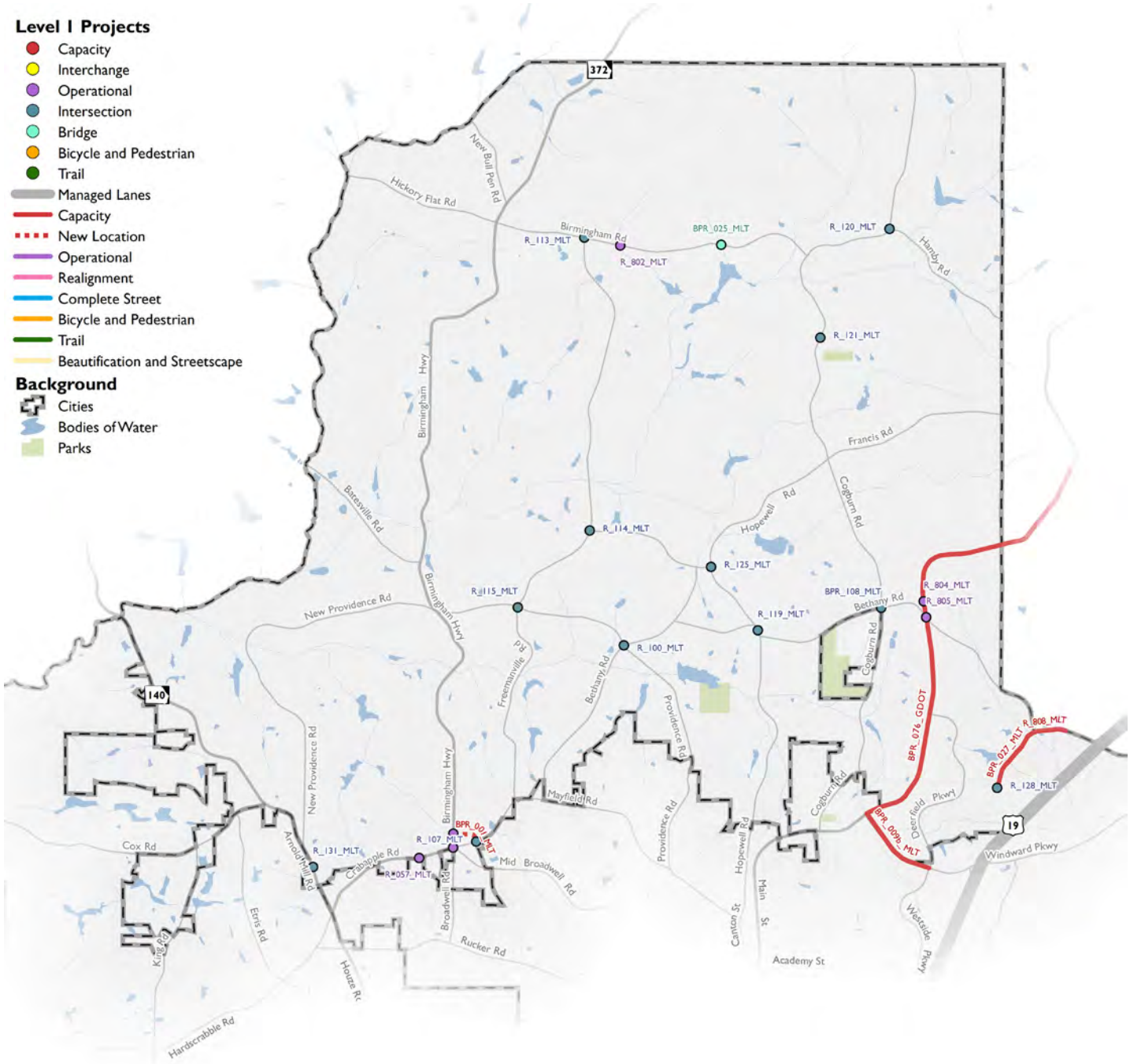
Johns Creek Level 1 Projects

Project ID	Project Name	Cost
CAPACITY		
BPR_004b_JCR	Haynes Bridge Road Capacity Improvements (JCR-005)	$5,000,000
BPR_011_JCR	Barnwell Road at Holcomb Bridge Road Intersection Improvements (JCR-009)	$2,500,000
BPR_016_JCR	Jones Bridge Road Widening, Part 1 (JCR-002)	$7,000,000
BPR_017_JCR	Jones Bridge Road Widening, Part 2 (JCR-003)	$11,000,000
BPR_021_JCR	Old Alabama Road Widening (JCR-006)	$3,000,000
BPR_023_JCR	State Bridge Widening (Medlock to Kimball), Part 1 (JCR-013)	$8,000,000
BPR_024_JCR	State Bridge Widening (Medlock to Chattahoochee River), Part 2 (JCR-014)	$4,000,000
BPR_025b_JCR	McGinnis Ferry Road Capacity Improvements (JCR-004)	$18,000,000
BPR_067_JCR	SR 120 (Abbotts Bridge Road) Widening (FN-264)	$37,983,000
BPR_078_GDOT	State Bridge Road/Pleasant Hill Road Widening (FN-225)	$46,857,000
BPR_094_JCR	SR 120 (Kimball Bridge Road) Widening (FN-263)	$20,446,000
PR_095_JCR	SR 120 (Kimball Bridge/Abbotts Bridge Road) Operational And Safety Improvements Including Pedestrian Connectivity (FN-290)	$4,291,000
R_089_JCR	Medlock Bridge Capacity Project (Chattahoochee River to McGinnis Ferry) (JCR-001)	$10,000,000
R_093_JCR	SR 120 (Abbotts Bridge Road) Operational And Safety Improvements Including Pedestrian Connectivity (FN-287)	$15,000,000
INTERSECTION		
R_088_JCR	Medlock Bridge at State Bridge Improvements (JCR-020)	$8,000,000
NEW LOCATION		
BPR_020_JCR	New Location Road from Bell Road to Johns Creek Parkway in Tech Park (JCR-012)	$2,500,000
OPERATIONAL		
BPR_012_JCR	Bell/Boles Corridor Operational And Safety Improvements (JCR-008)	$7,000,000
BPRT_076_JCR	City of Johns Creek Bridge Improvements (JCR-025)	$2,000,000
R_086_JCR	Johns Creek Citywide ITS System Expansion (FN-297)	$1,414,000

Milton Level 1 Projects



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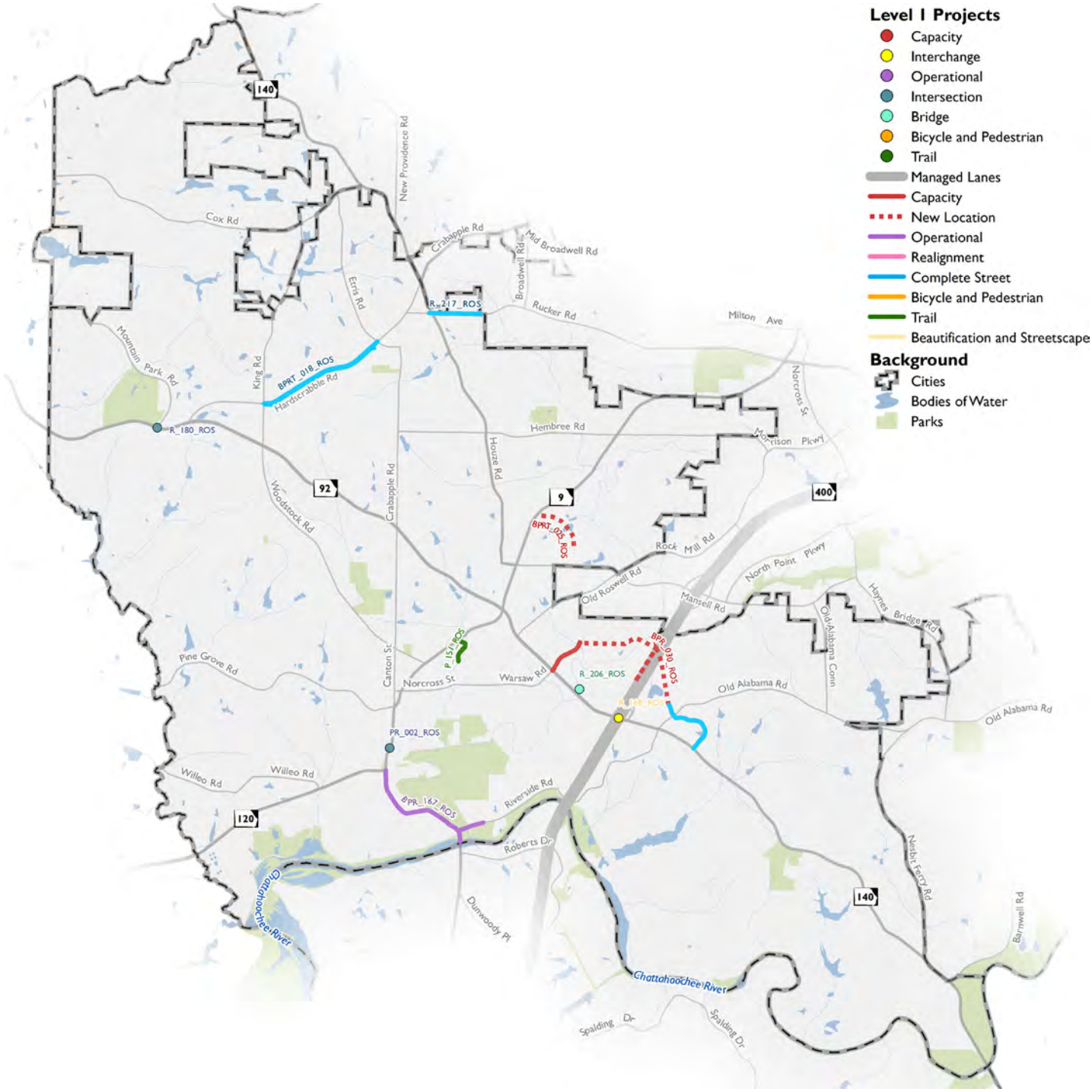
Milton Level 1 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_601_MLT	Pedestrian Improvements (MIL-034)	$3,372,000
BP_603_MLT	Pedestrian Improvements (MIL-037)	$2,100,000
CAPACITY		
BPR_009b_MLT	Windward Parkway Business District/Union Hill Road Capacity Improvements (MIL-038)	$500,000
BPR_027_MLT	Morris Road Widening (MIL-031)	$5,440,000
BPR_076_GDOT	SR 9 (Cumming Highway) Widening (FN-222)	$39,462,000
R_808_MLT	McGinnis Ferry Road Widening (PI 0007526)	$3,641,000
INTERSECTION		
BPR_108_MLT	Cogburn Road/Bethany Bend Intersection Improvement	$275,000
R_100_MLT	Bethany Road at Providence Road Intersection Improvements (MIL-002)	$2,425,000
R_113_MLT	Freemanville Road at Birmingham Road Intersection Improvements (MIL-004)	$1,990,000
R_114_MLT	Freemanville Road at Redd Road Intersection Improvements (MIL-010)	$1,020,000
R_115_MLT	Freemanville Road at Providence Road Intersection Improvements	$884,000
R_119_MLT	Hopewell Road at Bethany Bend/Way Intersection Improvements (MIL-001)	$3,080,000
R_120_MLT	Hopewell Road at Hamby Road Intersection Improvements (MIL-008)	$3,420,000
R_121_MLT	Hopewell Road at Thompson Road/South Thompson Road Intersection Improvements (MIL-006)	$3,800,000
R_125_MLT	Hopewell Road at Redd Road Intersection Improvements	$951,000
R_128_MLT	Morris Road at Webb Road Intersection Improvements	$500,000
R_131_MLT	SR 140/Arnold Mill Road at Green Road Intersection Improvements (MIL-009)	$1,010,000
R_806_MLT	Bethany Bend at McGinnis Ferry Intersection Improvements	$500,000
R_807_MLT	Roundabout at Bethany Bend and Strickland Road	$950,000
NEW LOCATION		
BPR_001_MLT	Crabapple Connector Road New Location (MIL-030)	$7,000,000
OPERATIONAL		
BPR_025_MLT	Birmingham Road Bridge (East) (MIL-012)	$1,610,000
R_057_MLT	SR 372 (Crabapple Road/Birmingham Highway) Intersection Improvements (PI 0007313)	$8,000,000
R_802_MLT	Birmingham Road Bridge (West)	$1,000,000
R_804_MLT (BPR_076_GDOT)	SR 9 at Bethany Bend West Operational Improvements (FN-222)	$10,000
R_805_MLT (BPR_076_GDOT)	SR 9 at Bethany Bend East Operational Improvements (FN-222)	$10,000

Roswell Level 1 Projects



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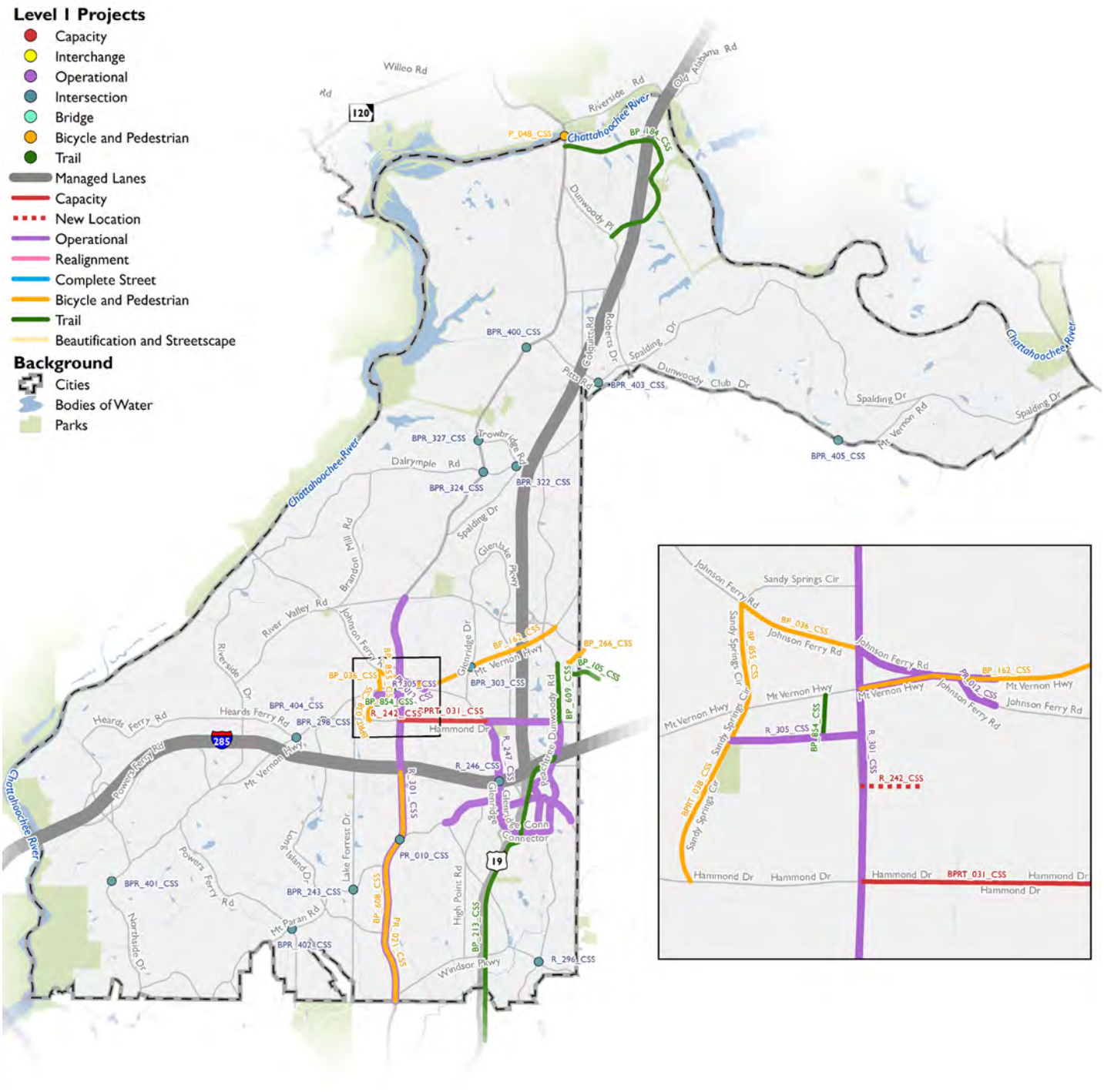
Roswell Level 1 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_606_ROS	Roswell Sidewalk Repair and Complete Streets Program (ROS-012)	$7,000,000
COMPLETE STREETS		
BPRT_018_ROS	Hardscrabble Road Green Loop	$2,789,000
BPRT_025_ROS	Sun Valley Phase 1	$2,673,000
R_217_ROS	Rucker Road Reconstruction (ROS-016)	$15,800,000
INTERSECTION		
PR_002_ROS	Oxbo Road/SR 9 Intersection Improvement (ROS-010)	$7,000,000
R_168_ROS	Holcomb Bridge Interchange (ROS-014)	$6,000,000
R_180_ROS	Woodstock Road (SR 92) at Bowen Road Intersection Improvements	$116,000
R_183_ROS	Intersection and Corridor Improvements (ROS-014)	$6,000,000
NEW LOCATION		
BPR_030_ROS	Big Creek Parkway Phase 1 And 2 (ROS-001)	$58,500,000
OPERATIONAL		
BPR_167_ROS	Historic Gateway (SR 9) Operational Improvements (ROS-002)	$24,000,000
R_206_ROS	Old Holcomb Bridge Road Bridge Replacement (ROS-009)	$3,086,000
R_218_ROS	Roswell Safety Improvements And Maintenance (ROS-015)	$6,956,000
TRAIL		
P_151_ROS	Hog Wallow Creek Trail, Part 1	$170,000

Sandy Springs Level 1 Projects



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Sandy Springs Level 1 Projects

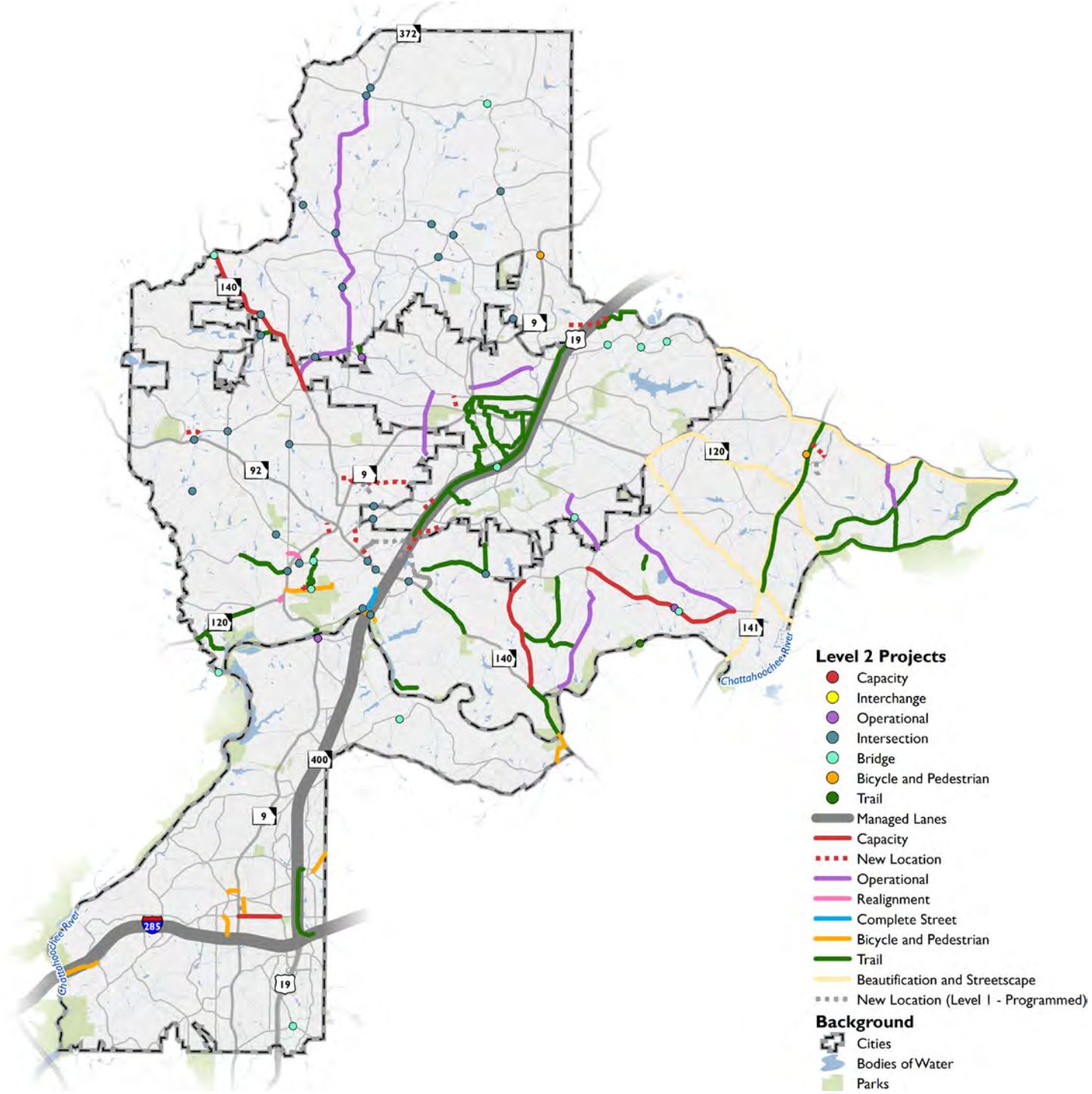
Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_036_CSS	Johnson Ferry Road Sidepath, Part 1 (T-0062-1)	$694,000
BP_162_CSS	Mount Vernon Multimodal Corridor (TS192)	$11,000,000
BP_266_CSS	Central Parkway Sidewalk Gap	$70,000
BP_604_CSS	City of Sandy Springs Sidewalk Program (CSS-003)	$10,500,000
BP_605_CSS	City of Sandy Springs Sidewalk Program (CSS-003a)	$500,000
BP_608_CSS	SR 9/US 19 (Roswell Road) Transit Access Project	$7,805,000
BP_855_CSS	Sandy Springs Circle Streetscape, Phase 1 (T-0062-2)	$760,000
BPRT_038_CSS	Sandy Spring Circle Improvements, Phase 2 (CC-0010)	$6,793,000
BPT_002_CSS	Perimeter Transit Last Mile Connectivity (TS131)	$7,200,000
BPT_003_CSS	Perimeter Transit Last Mile Connectivity (T-0059)	$500,000
P_048_CSS	SR 9 (Roswell Road/Atlanta Street) Pedestrian Improvements (FN-293)	$3,961,000
PR_021_CSS	Roswell Road Transit Access Project	$7,805,000
CAPACITY		
BPRT_031_CSS	Hammond Drive Phase 1 Efficiency Improvements (TS193)	$60,000,000
INTERSECTION		
BPR_243_CSS	Lake Forrest Drive at Mount Paran Road Operational Improvements (TS113)	$540,000
BPR_298_CSS	Mount Vernon Highway at Heards Ferry Road (Phase 2) Intersection Improvements (TS114)	$270,000
BPR_303_CSS	Mount Vernon Highway at Glenridge Drive Intersection Improvements (TS112)	$255,000
BPR_322_CSS	Spalding Drive at Dalrymple Road/Trowbridge Road Operational Improvements (TS103)	$1,350,000
BPR_324_CSS	Roswell Road at Dalrymple Road Operational Improvements (TS108)	$540,000
BPR_327_CSS	Roswell Road at Trowbridge Road Operational Improvements (TS104)	$1,800,000
BPR_400_CSS	Roswell Road at Grogans Ferry Road Intersection Improvements (TS105)	$2,700,000
BPR_401_CSS	Riverview Drive at Northside Drive Intersection Improvements (TS106)	$2,700,000
BPR_402_CSS	Mount Paran Road at Powers Ferry Road Intersection Improvements (TS110)	$1,800,000
BPR_403_CSS	Spalding Drive at Pitts Road Intersection Improvements (TS111)	$450,000
BPR_404_CSS	Mount Vernon Highway at Long Island Drive Intersection Improvements (TS115)	$90,000
BPR_405_CSS	Dunwoody Club Drive at Jett Ferry Road Intersection Improvements (TS116)	$900,000
PR_101_CSS	Roswell Road at Glenridge Drive Intersection Improvements (TS125)	$2,587,000
R_246_CSS	Glenridge Drive and I-285 Intersection Improvements (TS102)	$450,000
R_296_CSS	Peachtree Dunwoody Road at Windsor Parkway Intersection Improvement (TS109)	$100,000
NEW LOCATION		
R_242_CSS	Denmark Drive Connector Street New Location (T-0055)	$5,100,000
OPERATIONAL		
PR_012_CSS	Johnson Ferry/Mt. Vernon Efficiency Improvements (TS191)	$25,649,000
R_247_CSS	Glenridge Drive, Hammond Drive, and Peachtree Dunwoody Road ATMS System Expansion (T-0054)	$1,698,000
R_301_CSS	SR 9 (Roswell Road) - ITS System Expansion/Congestion Reduction and Traffic Flow Improvements (T-0061)	$1,702,000
R_305_CSS	Hilderbrand Drive Streetscape Improvements (TS200)	$250,000

Sandy Springs Level 1 Projects (Continued)

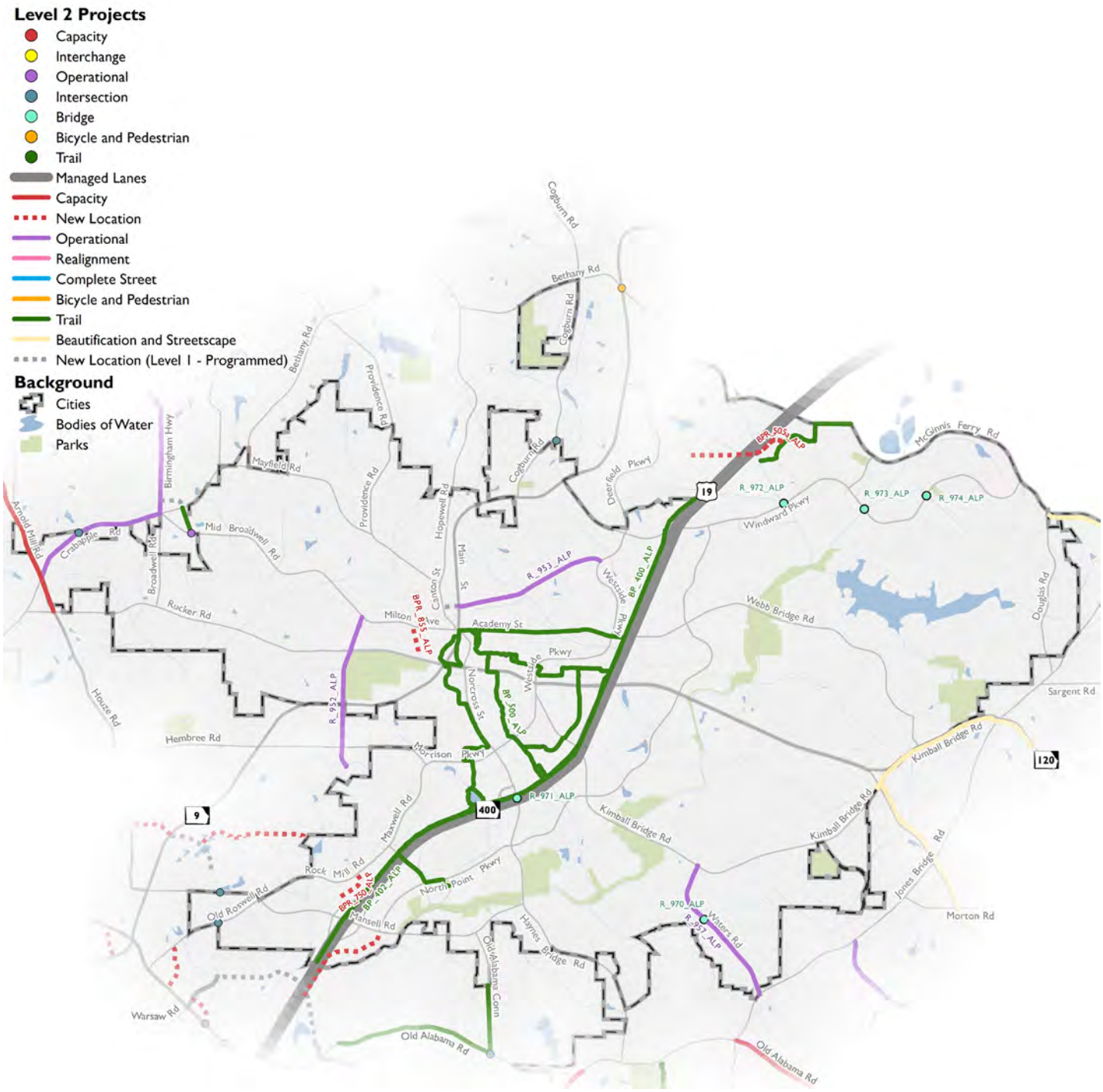
Project ID	Project Name	Cost
TRAIL		
BP_105_CSS	Cox Trail (L157)	$513,000
BP_184_CSS	Roberts Drive Multi-use Path (TS202)	$4,950,000
BP_213_CSS	SR 400 Trail System (PATH 400) (TS201)	$4,950,000
BP_609_CSS	Peachtree Dunwoody Road Multi-use Trail	$120,000
BP_854_CSS	Mt. Vernon Highway Trail (T-0062-2)	$471,000

LEVEL 2 PROJECTS

Level 2 projects are the next highest priority once the Level 1 project list is complete. These projects anticipate the availability of future funding sources which may include local, state, and federal level funding. The map below shows the location of all the Level 2 projects with corresponding project identification numbers categorized by project type. More information is provided regarding each project in the tables of Level 2 projects. The funding sources for the projects in Level 2 have not yet been solidified. The North Fulton cities will continue to work with partner agencies to identify and secure funding for these projects and revisit them during future plan updates as needed. Level 1 projects that include new roadways have been added to this map series to illustrate new connections.



Alpharetta Level 2 Projects



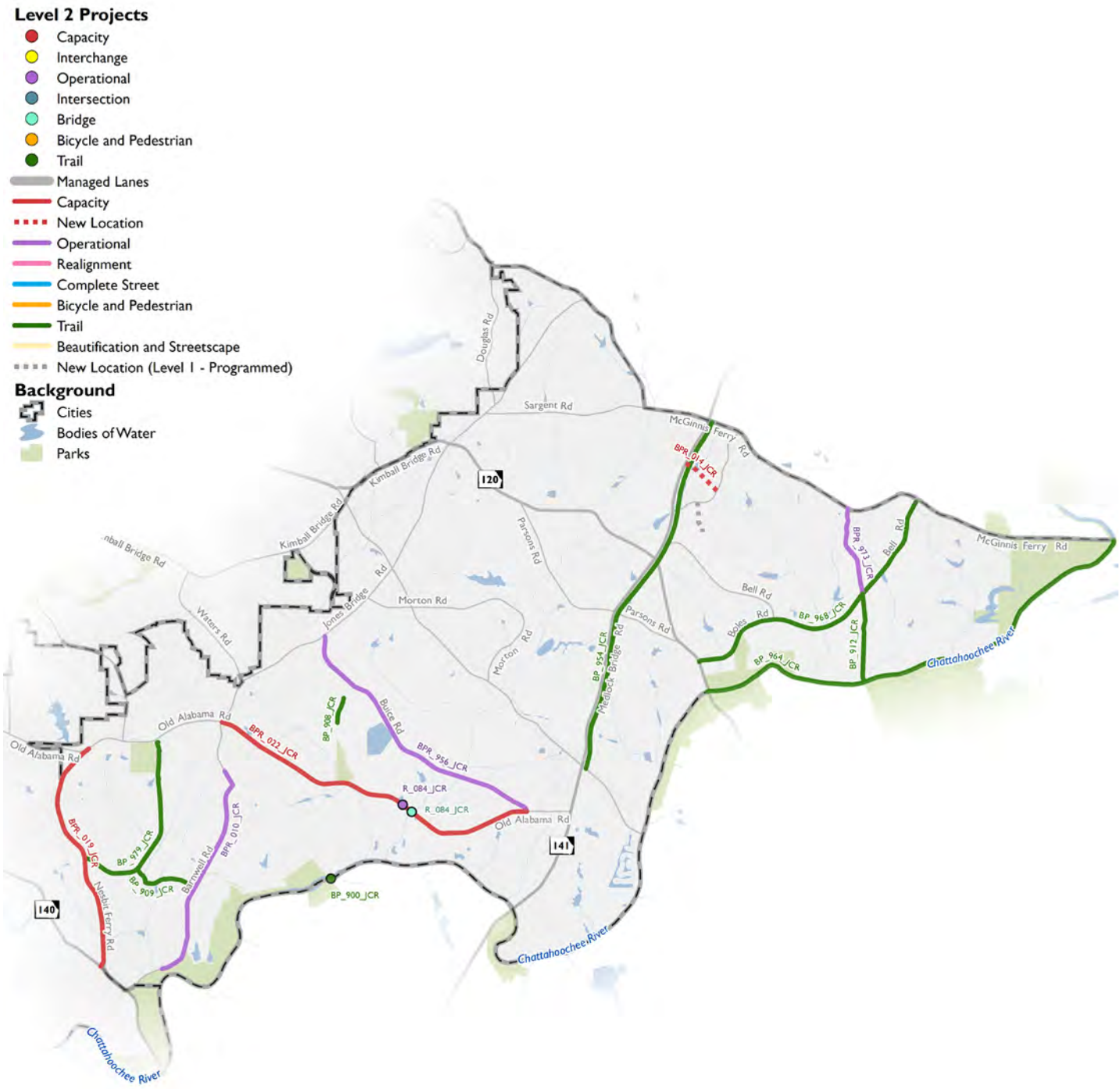
Alpharetta Level 2 Projects

Project ID	Project Name	Cost
NEW LOCATION		
BPR_505a_ALP	Webb Road Overpass	$20,000,000
BPR_750_ALP	Davis Drive Extension	$3,908,000
BPR_855_ALP	New Connection From Marietta Street to Milton Avenue	$3,500,000
OPERATIONAL		
R_952_ALP	Wills Road Operational Improvements	$769,000
R_953_ALP	Cumming Street Operational Improvements	$1,000,000
R_957_ALP	Waters Road Operational Improvements	$741,000
R_970_ALP	Waters Road at Long Indian Creek Bridge Upgrade	$1,500,000
R_971_ALP	Haynes Bridge Road at GA 400 Bridge Upgrade	$4,868,000
R_972_ALP	Windward Parkway at Camp Creek Bridge Upgrade	$412,000
R_973_ALP	Windward Parkway at Big Creek (West) Bridge Upgrade	$904,000
R_974_ALP	Windward Parkway at Big Creek (East) Bridge Upgrade	$885,000
TRAIL		
BP_400_ALP	PATH 400 from Webb Bridge Road to City Limits	$6,900,000
BP_402_ALP	PATH 400 from City Limits to Encore Parkway	$2,150,000
BP_500_ALP	Alpha Loop	$20,000,000

Alpharetta Level 2 Programs

Project Name	Cost
Sidewalks	$2,500,000
Resurfacing	$5,000,000
Operational	$2,500,000
Streetscaping	$2,500,000
Transit	$250,000

Johns Creek Level 2 Projects



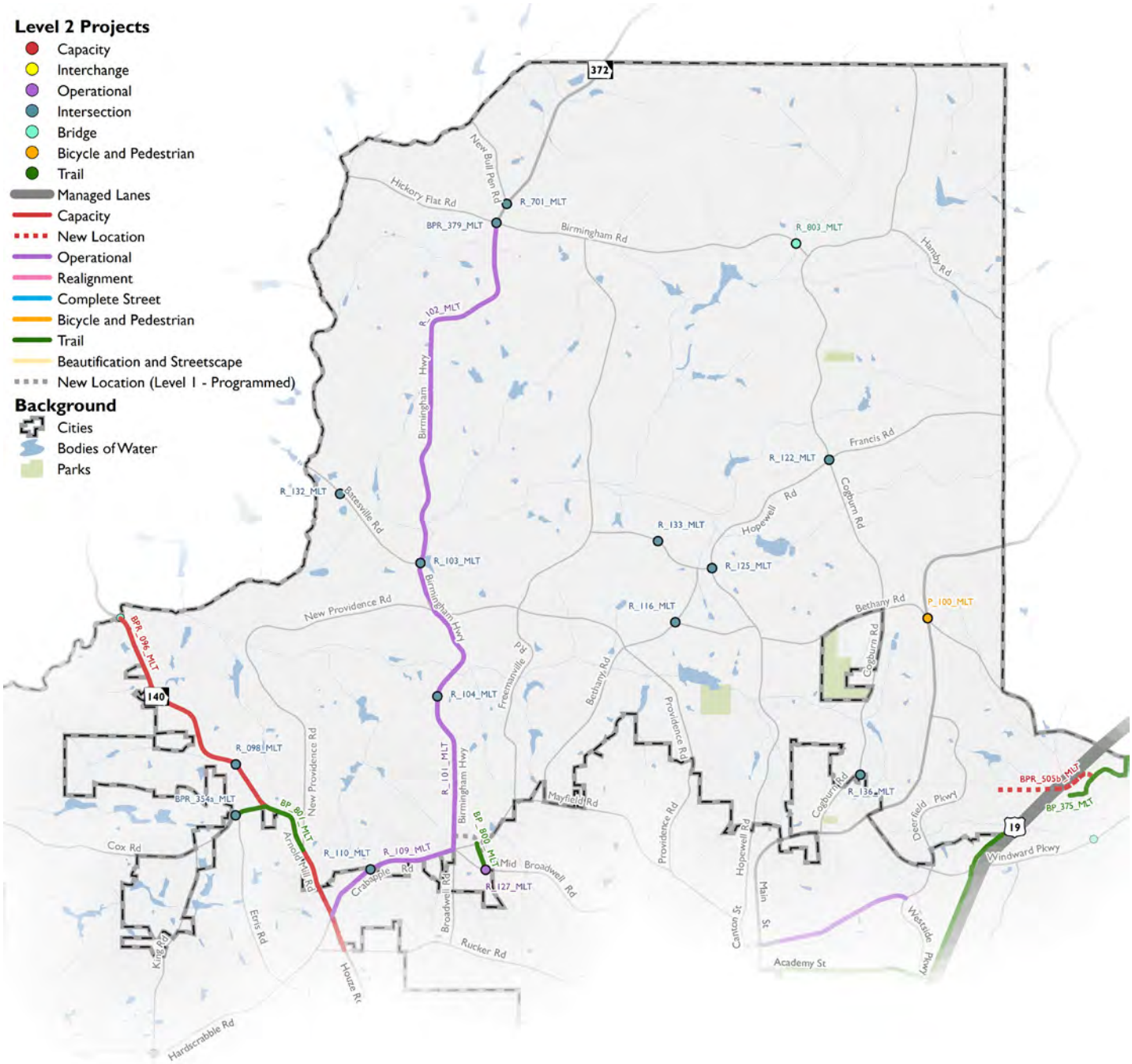
Johns Creek Level 2 Projects

Project ID	Project Name	Cost
BEAUTIFICATION AND STREETSCAPE		
R_960_JCR	Medlock Bridge Road Beautification and Streetscape	$2,000,000
R_962_JCR	SR 120 (Kimball Bridge Rd/Abbotts Bridge Rd) Beautification and Streetscape	$2,000,000
R_963_JCR	McGinnis Ferry Road Beautification and Streetscape	$2,000,000
R_970_JCR	State Bridge Road Beautification and Streetscape	$2,000,000
BICYCLE AND PEDESTRIAN		
BP_912_JCR	Rogers Bridge Road Trail	$500,000
P_912_JCR	Medlock Bridge Pedestrian Tunnel	$5,000,000
CAPACITY		
BPR_019_JCR	Nesbit Ferry Corridor Improvements (JCR-010)	$7,000,000
BPR_022_JCR	Old Alabama Road Widening, Segment 3 (JCR-021)	$7,000,000
COMPLETE STREETS		
BPRT_013_JCR	Johns Creek Transportation Alternatives (JCR-024)	$1,000,000
NEW LOCATION		
BPR_014_JCR	Findley Road Extension (JCR-011)	$7,500,000
OPERATIONAL		
BPR_010_JCR	Barnwell Road Corridor Improvements (JCR-019)	$10,000,000
BPR_956_JCR	Buice Road Operational Improvements	$7,500,000
BPR_973_JCR	Rogers Bridge Road Operational Improvements	$1,392,00
R_084_JCR	Old Alabama Road Bridge Replacement (JCR-018)	$5,000,000
R_085_JCR	Connected Vehicle Infrastructure (JCR-016)	$2,000,000
T_001_JCR	Medlock Bridge Transit Related Signal Enhancements (JCR-022)	$2,000,000
TRAIL		
BP_900_JCR	Jones Bridge Road Bicycle and Pedestrian Bridge	$5,000,000
BP_908_JCR	Autry Mill Road Trail	$260,000
BP_909_JCR	Rivermont Parkway Trail	$680,000
BP_954_JCR	Medlock Bridge Road Trail	$7,540,000
BP_964_JCR	Chattahoochee River Trail	$23,500,000
BP_968_JCR	Boles Road Multi-use Trail	$4,895,000
BP_979_JCR	Brumbelow Road Multi-use Trail	$3,057,000
BP_983_JCR	Cauley Creek Multi-use Trail	$12,960,000

Johns Creek Level 2 Programs

Project Name	Cost
Resurfacing	$10,000,000
Golf Cart Enhancements	$3,000,000
Sidewalks	$5,000,000
Streetscaping	$2,000,000
Traffic Calming	$500,000
Autonomous and Connected Vehicles	$2,500,000
ITS/ATMs	$1,000,000

Milton Level 2 Projects



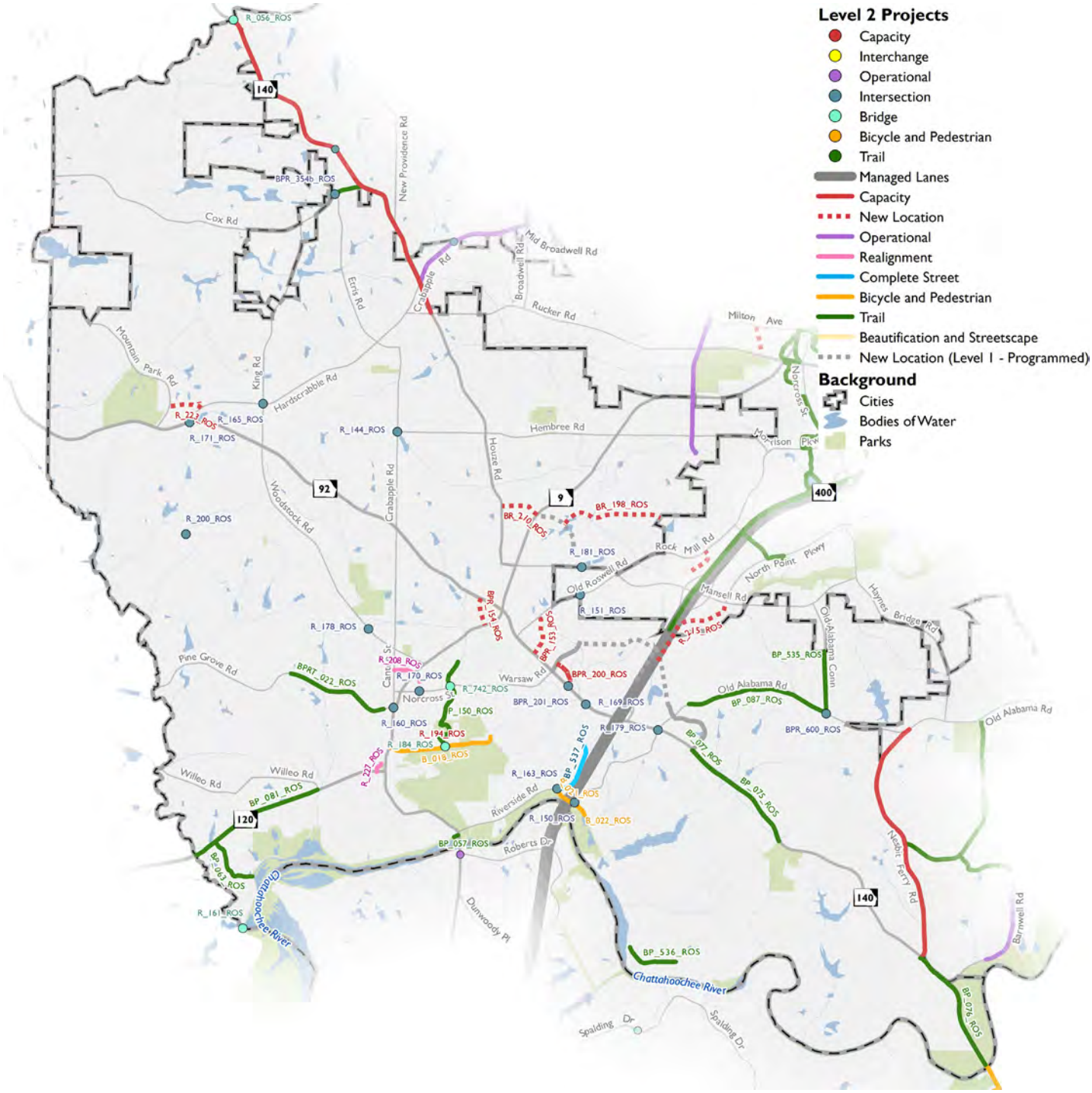
Milton Level 2 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_602_MLT	City of Milton Pedestrian Improvements	$1,000,000
P_100_MLT	Pedestrian Tunnel on Cumming Road crossing Bethany Road	$1,000,000
CAPACITY		
BPR_096_MLT	Arnold Mill Road Widening	$23,750,000
INTERSECTION		
BPR_354a_MLT	Etris Road at Cox Road Intersection Improvements	$582,000
BPR_379_MLT	Birmingham Highway at Hickory Flat Road Operational, Bicycle, and Pedestrian Intersection Improvements	$2,000,000
R_098_MLT	Arnold Mill Road/Ranchette Road Intersection Improvement	$500,000
R_103_MLT	Birmingham Highway at Batesville Road Intersection Improvements	$1,200,000
R_104_MLT	Birmingham Highway at Dorris Road Intersection Improvements	$625,000
R_110_MLT	Crabapple Road at Green Road Intersection Improvements	$300,000
R_116_MLT	Hagood Road at Bethany Way Intersection Improvements	$450,000
R_122_MLT	Hopewell Road/Francis Road at Cogburn Road Intersection Improvements	$51,000
R_125_MLT	Hopewell Road at Redd Road Intersection Improvements	$951,000
R_132_MLT	Taylor Road at Batesville Road Intersection Improvements	$259,000
R_133_MLT	Thompson Road at Redd Road Intersection Improvements	$450,000
R_136_MLT	Windward Parkway at Webb Road Intersection Improvements	$525,000
NEW LOCATION		
BPR_505b_MLT	Webb Road Extension	$20,000,000
OPERATIONAL		
R_101_MLT	Birmingham Highway Operational Improvements, Part 1	$3,155,000
R_102_MLT	Birmingham Highway Operational Improvements, Part 2	$3,676,000
R_109_MLT	Crabapple Road Operational Improvements	$1,000,000
R_127_MLT	Mid Broadwell Road at Charlotte Drive Operational Improvements	$102,000
R_130_MLT	City of Milton Quick Response Projects	$775,000
R_600_MLT	City of Milton Paving	$3,000,000
R_601_MLT	City of Milton Bridge Repair and Replacement	$792,000
R_803_MLT	Birmingham Road Bridge (More East)	$1,250,000
TRAIL		
BP_375_MLT	Big Creek Greenway Connections - Windward Concourse, McGinnis Ferry to Forsyth	$3,316,000
BP_800_MLT	Charlotte Drive Trail	$235,000
BP_801_MLT	Arnold Mill Road/Cox Road Multi-use Path	$750,000

Milton Level 2 Programs

Project Name	Cost
Sidewalks	$5,000,000
Median, Landscaping, Lighting	$2,000,000
Traffic Calming	$500,000
Trail Plan Implementation	$6,000,000

Roswell Level 2 Projects



Roswell Level 2 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
B_018_ROS	Oxbo Road Bicycle Lanes	$1,059,000
B_021_ROS	Riverside Road Bicycle Lanes, Part 1	$274,000
B_022_ROS	Riverside Road Bicycle Lanes, Part 2	$205,000
COMPLETE STREETS		
BP_537_ROS	Dogwood Road Complete Streets	$900,000
INTERSECTION		
BPR_201_ROS	Holcomb Bridge Road at Riverwood Lane Intersection Improvements	$3,000,000
BPR_354b_ROS	Etris Road at Cox Road Intersection Improvements	$582,000
BPR_600_ROS	Old Alabama Road at Old Alabama Road Connector Intersection Improvements	$2,000,000
R_144_ROS	Crabapple Road at Hembree Road Intersection Improvements	$772,000
R_150_ROS	Old Alabama Road at Riverside Road Intersection Improvements	$921,000
R_151_ROS	Old Roswell Road at Warsaw Road Intersection Improvement	$250,000
R_160_ROS	SR 9/SR 120 (Village Center) at Magnolia Street/Canton Street Intersection Improvements	$9,327,000
R_163_ROS	Riverside Road at Dogwood Road Intersection Improvements	$1,000,000
R_165_ROS	Hardscrabble Road at King Road Intersection Improvements	$789,000
R_169_ROS	Holcomb Bridge Road (SR 140) at Dogwood Road Intersection Improvements	$11,200,000
R_170_ROS	Norcross Street at Frazier Street/Forrest Street Intersection Improvements	$1,037,000
R_171_ROS	Woodstock Road (SR 92) at Hardscrabble Road Intersection Improvements	$700,000
R_178_ROS	Woodstock Road at North Coleman Road Intersection Improvements	$753,000
R_179_ROS	Holcomb Bridge Road (SR 140) at Old Alabama Road Intersection Improvements	$9,449,000
R_181_ROS	Mansell Road at Warsaw Road Intersection Improvements	$250,000
R_200_ROS	Jones Road at Bowen Road Intersection Improvements	$1,200,000
NEW LOCATION		
BPR_153_ROS	Commerce Parkway Extension	$5,794,000
BPR_154_ROS	Mansell Road Extension	$5,390,000
BPR_200_ROS	Old Holcomb Bridge Road New Alignment	$550,000
BR_198_ROS	Sun Valley Phase 2 (ROS-004)	$7,750,000
BR_210_ROS	Sun Valley Phase 3	$1,408,000
R_194_ROS	Myrtle Street Extension	$267,000
R_215_ROS	Big Creek Parkway, Phase 3	$12,151,000
R_223_ROS	Mountain Park/Hardscrabble Connector	$964,000
Project ID	**Project Name**	**Cost**
OPERATIONAL		
R_056_ROS	SR 140/Arnold Mill Road Bridge Replacement	$8,953,000
R_161_ROS	Willeo Road Bridge Upgrade	$1,193,000
R_184_ROS	Oxbo Road at Hog Wallow Creek Bridge Upgrade	$557,000
R_742_ROS	Bridge Replacement on Norcross Street at Hog Wallow Creek	$1,000,000
REALIGNMENT		
R_208_ROS	Frazier Street Realignment	$167,000
R_227_ROS	Mimosa Boulevard Realignment	$527,000

Roswell Level 2 Projects (Continued)

Project ID	Project Name	Cost
TRAIL		
BP_057_ROS	Azalea Drive Multi-use Path	$17,000
BP_063_ROS	Coleman to the River Connection	$485,000
BP_075_ROS	Holcomb Bridge Road (SR 140) Multi-use Path, Segment 1	$827,000
BP_076_ROS	Holcomb Bridge Road (SR 140) Multi-use Path, Segment 2	$518,000
BP_077_ROS	Holcomb Bridge Road (SR 140) Multi-use Path, Segment 3	$608,000
BP_081_ROS	Marietta Highway (SR 120) Multi-use Path, Part 1	$739,000
BP_087_ROS	Old Alabama Road Multi-use Path	$887,000
BP_535_ROS	Old Alabama Connector Multi-use Path	$558,000
BP_536_ROS	Riverside Drive Multi-use Path	$705,000
BPRT_022_ROS	Pine Grove Road Multi-use Trail	$1,500,000

Roswell Level 2 Programs

Project Name	Cost
Sidewalks	$5,000,000
Bicycle Enhancements	$3,000,000
Mobility Enhancements	$5,000,000
Traffic Operations	$1,000,000
Transit	$1,000,000
Golf Cart Enhancements	$750,000
Conceptual Studies	$1,000,000
ATMS/ITS	$1,000,000

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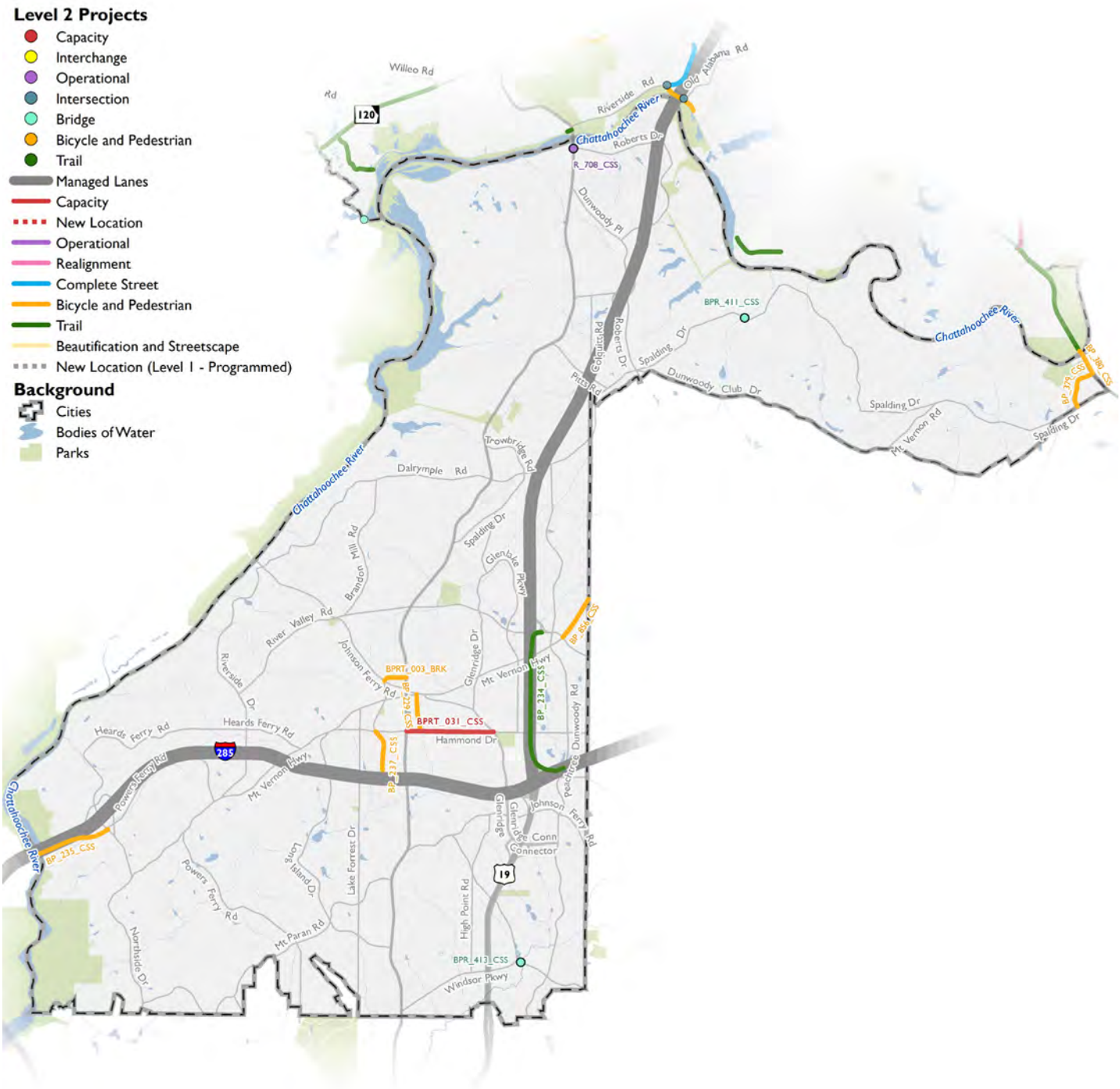
Sandy Springs Level 2 Projects



Sandy Springs Level 2 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_229_CSS	Boylston Drive Sidepath and Intersection Realignment	$2,500,000
BP_235_CSS	Powers Ferry Road Sidepath Conceptual Study	$5,937,000
BP_237_CSS	Sandy Springs Circle Sidepath and Intersection Improvement at Cliftwood Drive	$2,500,000
BP_379_CSS	River Exchange Drive Sidepath Conceptual Study	$2,000,000
BP_380_CSS	Holcomb Bridge Road Sidepath	$1,000,000
BP_856_CSS	Mt. Vernon Highway Multi-use Path	$100,000
BPRT_003_BRK	Sandy Springs Circle Improvements, Phase 3	$622,000
CAPACITY		
BPRT_031_CSS	Hammond Drive Phase 1 Efficiency Improvements (CSS-006)	$60,000,000
OPERATIONAL		
BPR_411_CSS	Spalding Drive near Ball Mill Creek Bridge Replacement	$800,000
BPR_413_CSS	Windsor Parkway at Nancy Creek Bridge Upgrade	$1,500,000
R_299_CSS	Sandy Springs Roadway Maintenance and Paving (7-0044) (CSS-009a)	$14,055,000
TRAIL		
BP_234_CSS	GA 400 Multi-use Trail (PATH 400) Conceptual Study	$7,500,000

Sandy Springs Level 2 Programs

Project Name	Cost
Sidewalks	$10,000,000
Stormwater	$5,000,000
Conceptual Studies	$1,000,000
Transit	$2,500,000
Autonomous and Connected Vehicles	$2,500,000

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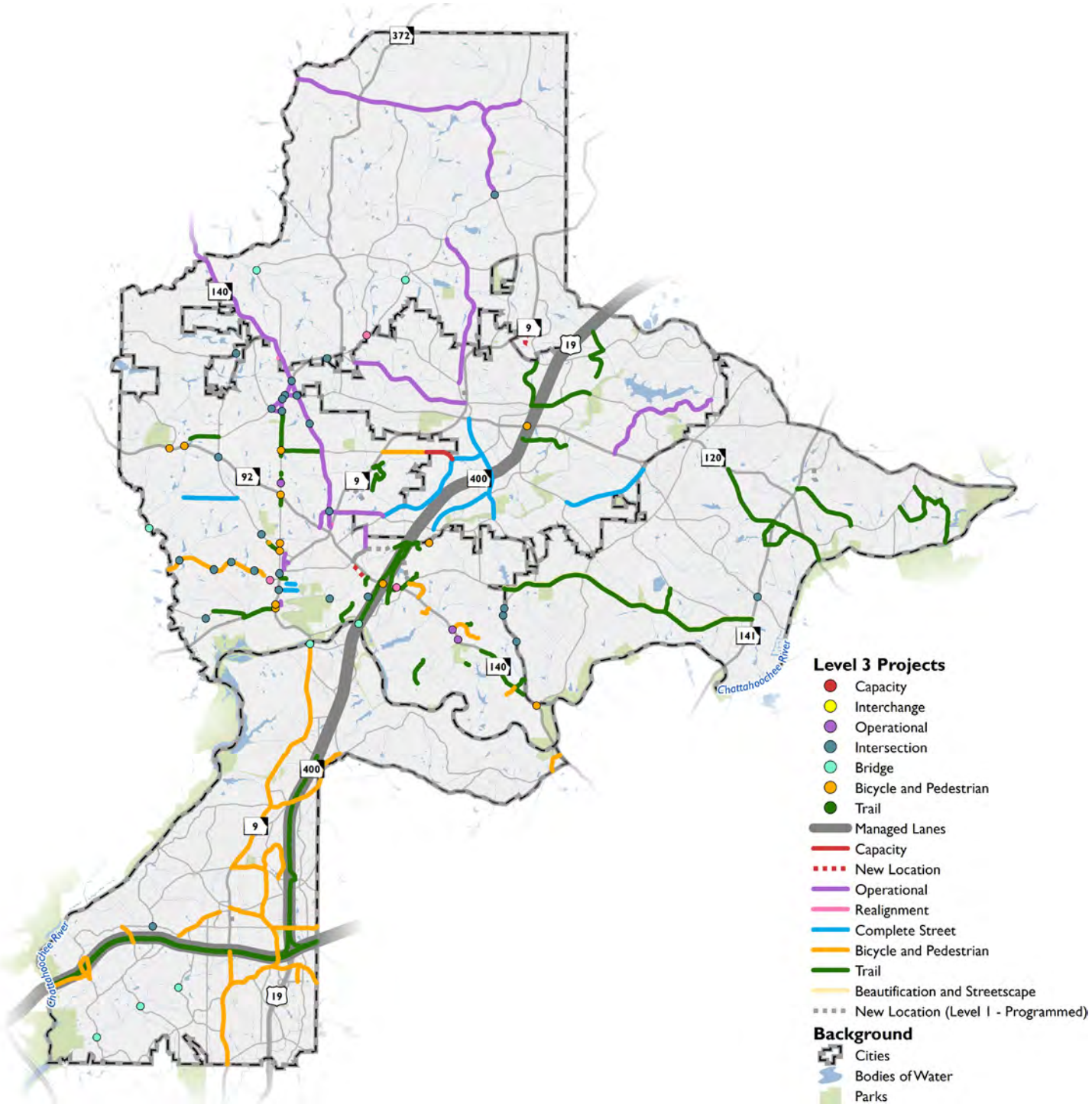
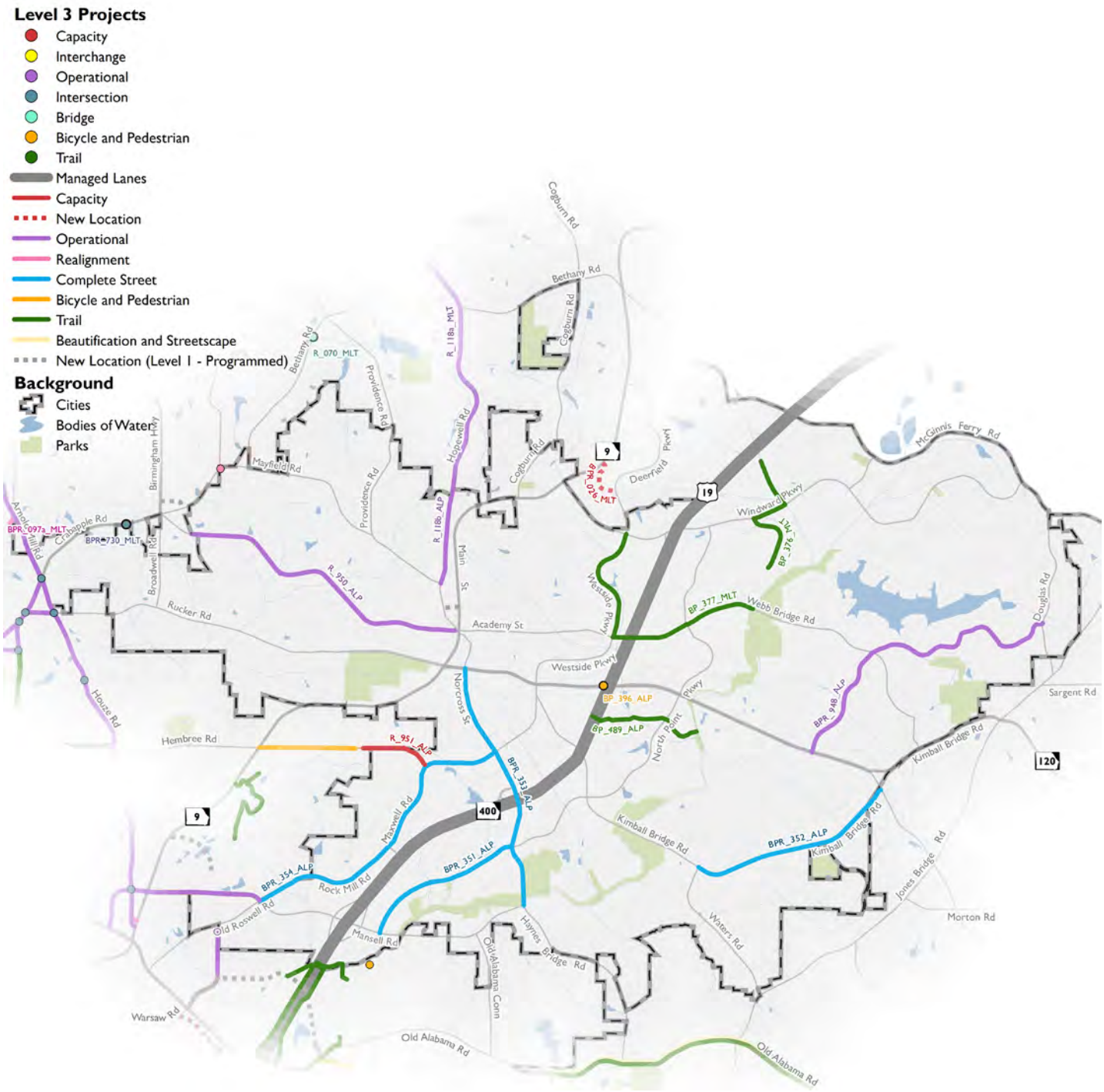
LEVEL 3 PROJECTS

Level 3 projects were identified as the third priority list to take the plan toward its horizon year (2040). Similar to Level 2 projects, possible funding sources for Level 3 projects include future iterations of a North Fulton TSPLOST, state funds, and federal funds. The map below shows the location of all the Level 3 projects with corresponding project identification numbers categorized by project type. More information is provided regarding each project in the tables of Level 3 projects. Level 1 projects that include new roadways have been added to this map series to illustrate new connections. It is important to note here that Level 2 new locationprojects have not been added to this map because the funding for these projects is still uncertain.



Alpharetta Level 3 Projects



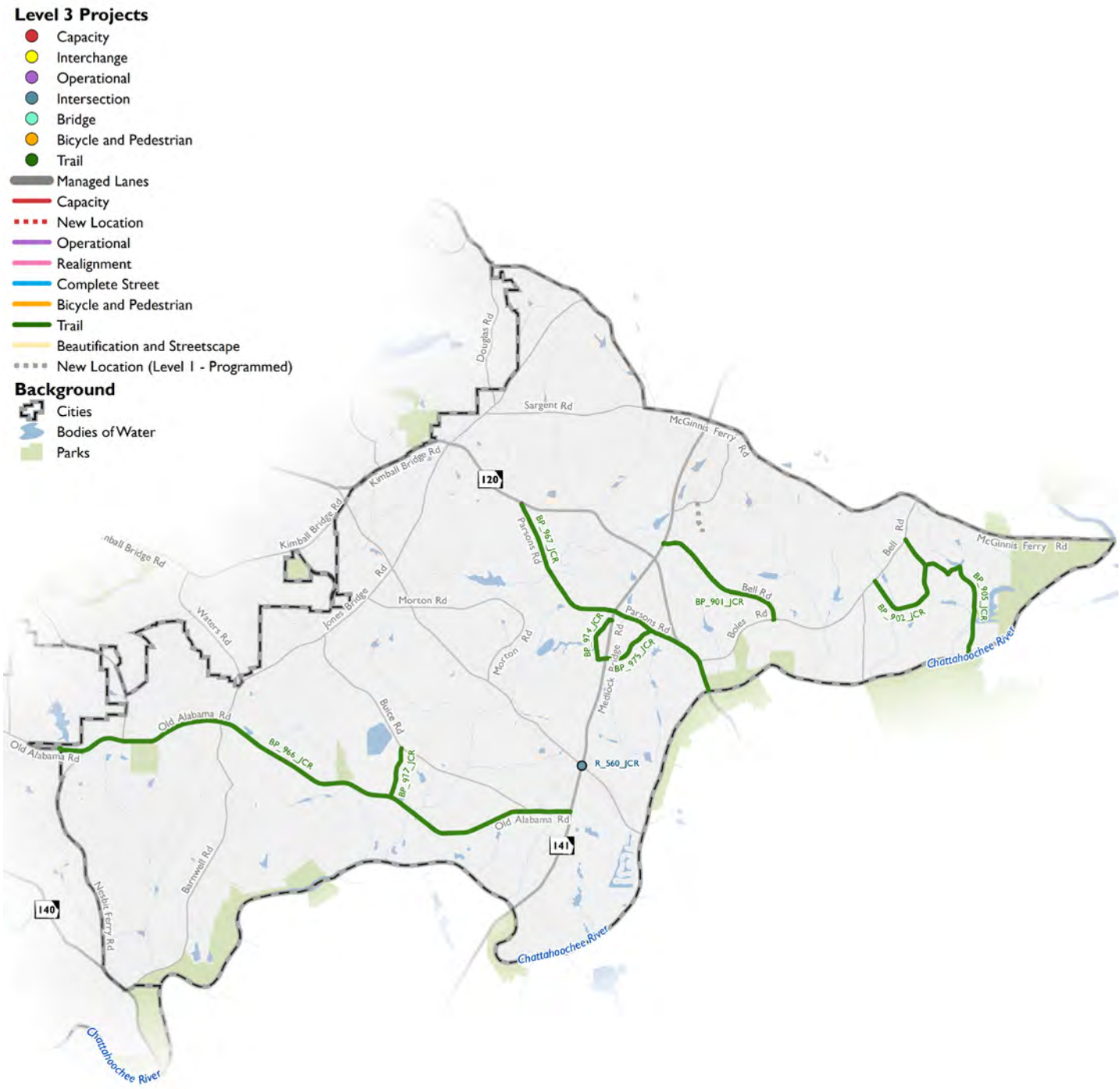
Alpharetta Level 3 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_396_ALP	Old Milton Parkway at Georgia Highway 400 Bicycle and Pedestrian Intersection Improvements	$1,055,000
CAPACITY		
R_951_ALP	Hembree Road Widening	$5,969,000
COMPLETE STREETS		
BPR_351_ALP	North Point Parkway Complete Streets	$5,000,000
BPR_352_ALP	Kimball Bridge Road Complete Streets	$5,000,000
BPR_353_ALP	Haynes Bridge Road Complete Streets	$5,000,000
BPR_354_ALP	Westside Parkway Complete Streets	$7,460,000
OPERATIONAL		
BPR_948_ALP	Southlake Drive and Park Bridge Operational Improvements	$8,069,000
R_118b_ALP	Hopewell Road Operational Improvements, Part 1	$1,000,000
R_950_ALP	Mid Broadwell Road Operational Improvements	$1,707,000
REALIGNMENT		
BPR_734_ALP	Mayfield Road at Freemanville Road Realignment	$1,621,000
TRAIL		
BP_489_ALP	Path 400 Trail-Big Creek Greenway Connector Trail	$3,262,000

Alpharetta Level 3 Programs

Project Name	Cost
Sidewalks	$2,500,000
Resurfacing	$5,000,000
Operational	$2,500,000
Streetscaping	$2,500,000
Transit	$250,000

Johns Creek Level 3 Projects



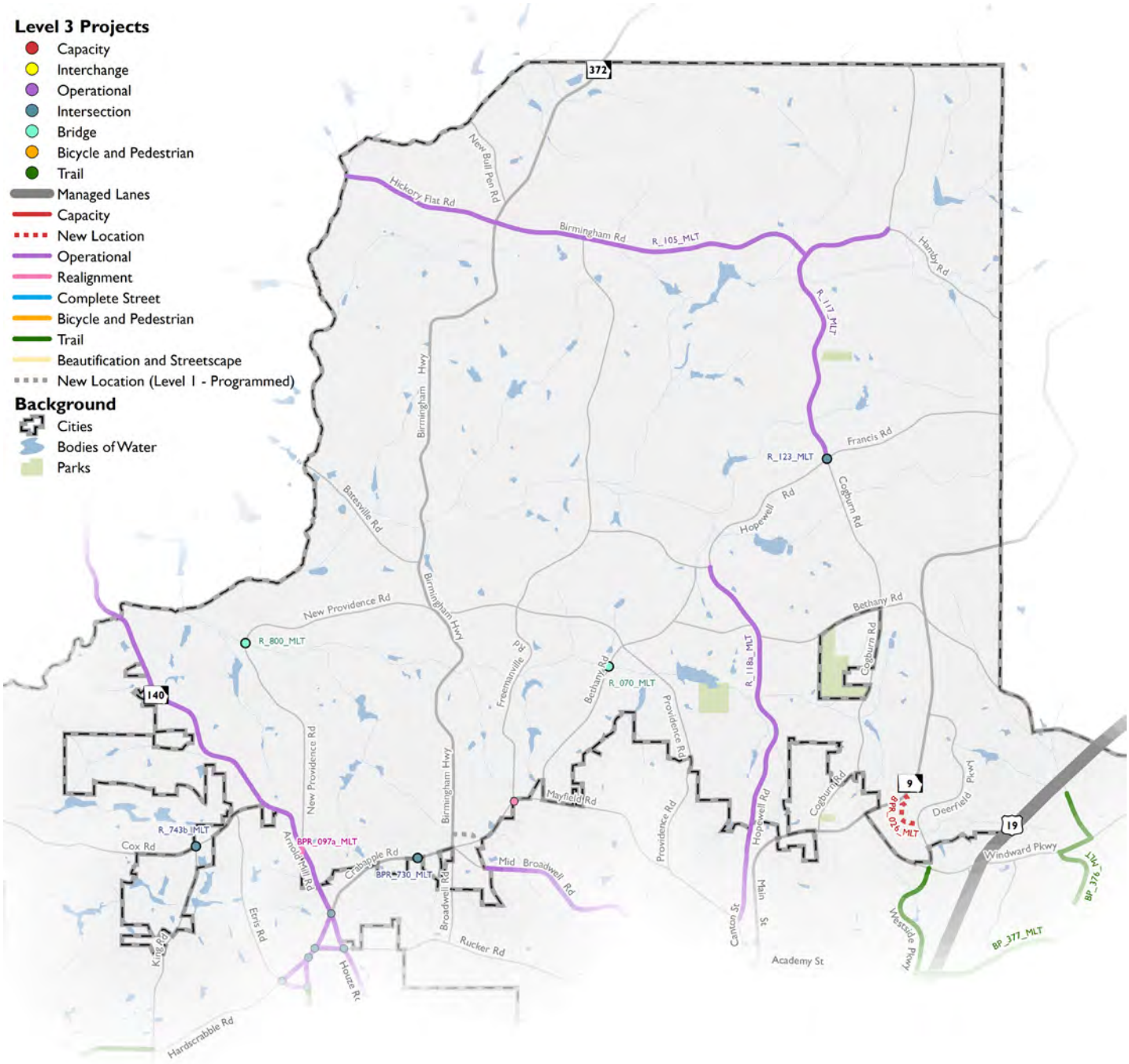
Johns Creek Level 3 Projects

Project ID	Project Name	Cost
BEAUTIFICATION AND STREETSCAPE		
R_961_JCR	Old Alabama Road Beautification and Streetscape	$2,000,000
INTERSECTION		
R_560_JCR	Medlock Bridge and State Bridge Intersection Improvement	$50,000,000
TRAIL		
BP_901_JCR	Bell Road Multi-use Path	$4,611,000
BP_902_JCR	Rogers Circle Multi-use Path	$4,137,000
BP_905_JCR	Rogers Circle Extension Multi-use Path	$4,925,000
BP_911_JCR	Power Line Multi-use Path	$14,400,000
BP_966_JCR	Old Alabama Road Multi-use Trail	$17,677,000
BP_967_JCR	Parsons Road Multi-use Trail	$4,625,000
BP_974_JCR	Old Medlock Bridge Road Multi-use Trail	$697,000
BP_975_JCR	Wilson Road Multi-use Trail	$998,000
BP_977_JCR	Spruill Road Multi-use Trail	$776,000

Johns Creek Level 3 Programs

Project Name	Cost
Resurfacing	$10,000,000
Golf Cart Enhancements	$3,000,000
Sidewalks	$5,000,000
Streetscaping	$2,000,000
Traffic Calming	$500,000
Autonomous and Connected Vehicles	$2,500,000
ATMS/ITS	$1,000,000

Milton Level 3 Projects



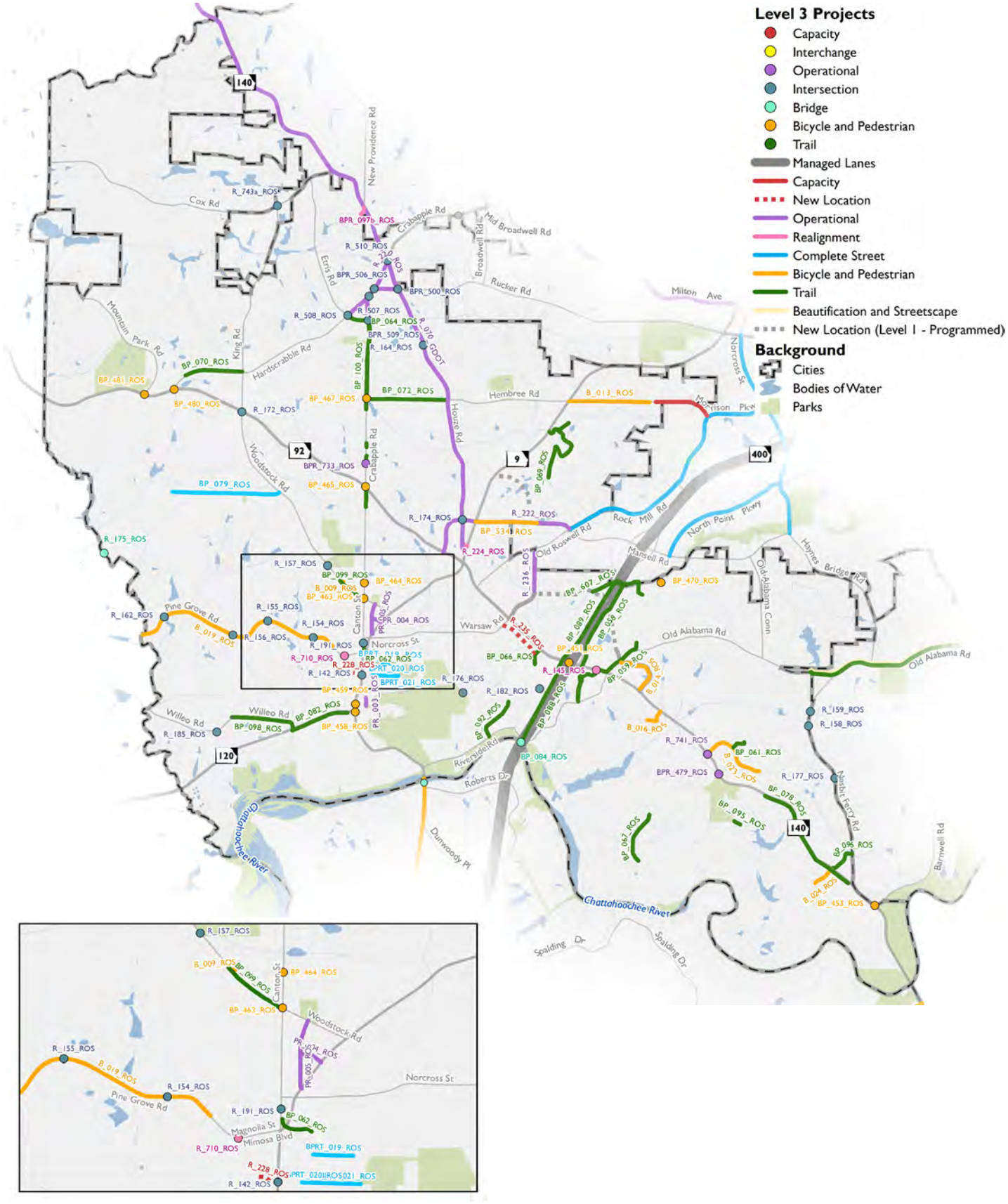
Milton Level 3 Projects

Project ID	Project Name	Cost
INTERSECTION		
BPR_730_MLT	Crabapple Road at Crabapple Chase Intersection Improvements	$100,000
R_123_MLT	Hopewell Road/Francis Road at Cogburn Road Intersection Improvements	$383,000
R_743b_MLT	Roundabout at Cox Road and King Road	$2,000,000
NEW LOCATION		
BPR_026_MLT	Cumming Highway-Deerfield Connector New Location	$5,462,000
OPERATIONAL		
R_070_MLT	Cooper Sandy Creek Bridge Replacement over Bethany Bend	$1,250,000
R_105_MLT	Birmingham Road/Hickory Flat Road Operational Improvements	$3,512,000
R_117_MLT	Hopewell Road Operational Improvements, Part 2	$2,165,000
R_118a_MLT	Hopewell Road Operational Improvements, Part 1	$2,274,000
R_800_MLT	New Providence Road over Cooper Sandy Creek Bridge	$4,000,000
REALIGNMENT		
BPR_097a_MLT	Arnold Mill Road/Cagle Road Intersection Realignment	$2,876,000
TRAIL		
BP_376_MLT	Cogburn, Webb, Bethany, SR 9, Deerfield Loop Trails (Portion)	$6,474,000
BP_377_MLT	Deerfield, Westside, Webb Bridge Trails	$7,390,000

Milton Level 3 Programs

Project Name	Cost
Sidewalks	$5,000,000
Median, Landscaping, Lighting	$2,000,000
Traffic Calming	$500,000

Roswell Level 3 Projects



Roswell Level 3 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
B_009_ROS	Fowler Street Connection	$7,000
B_013_ROS	Hembree Road Bicycle Lanes	$586,000
B_014_ROS	Holcomb Woods Parkway Bicycle Lanes	$409,000
B_016_ROS	Martin Road/Martins Landing Drive Bicycle Shoulders	$177,000
B_019_ROS	Pine Grove Road Bicycle Shoulders	$605,000
B_023_ROS	Scott Road Bicycle Lanes	$668,000
B_024_ROS	Steeplechase Drive Bicycle Lanes	$681,000
BP_451_ROS	GA 400 at Holcomb Bridge Road Bicycle and Pedestrian Intersection Improvements	$53,000
BP_453_ROS	Holcomb Bridge Road at Barnwell Road Bicycle and Pedestrian Intersection Improvements	$35,000
BP_458_ROS	Marietta Highway at South Atlanta Street Bicycle and Pedestrian Intersection Improvements	$35,000
BP_459_ROS	North Atlanta Street at Park Square Bicycle and Pedestrian Intersection Improvements	$35,000
BP_463_ROS	Canton Street at Woodstock Road Bicycle and Pedestrian Intersection Improvements	$35,000
BP_464_ROS	Canton Street at Minhinette Drive Bicycle and Pedestrian Intersection Improvements	$35,000
BP_465_ROS	Crabapple Road at East Crossville Road Bicycle and Pedestrian Intersection Improvements	$70,000
BP_467_ROS	Crabapple Road at Hembree Road Bicycle and Pedestrian Intersection Improvements	$70,000
BP_470_ROS	Future Big Creek Greenway Trailhead at Trail Entrance Bicycle and Pedestrian Intersection Improvements	$35,000
BP_480_ROS	Hardscrabble Road at Woodstock Road Bicycle and Pedestrian Intersection Improvements	$70,000
BP_481_ROS	Bowen Road at Old Mountain Park Road Bicycle and Pedestrian Intersection Improvements	$35,000
BP_534_ROS	Mansell Road Sidepaths	$442,000
COMPLETE STREETS		
BP_079_ROS	Jones Road Complete Streets Improvements	$1,457,000
BPRT_019_ROS	Hill Street Streetscape	$897,000
BPRT_020_ROS	Oak Street Streetscape, Phase 2	$1,565,000
BPRT_021_ROS	Oak Street Streetscape, Phase 3	$1,088,000
INTERSECTION		
BPR_500_ROS	Rucker Road at Houze Road Intersection Improvements	$5,000
BPR_506_ROS	Crabapple Road at Rucker Road Intersection Improvements	$40,000
BPR_509_ROS	Etris Road at Crabapple Road Intersection Improvements	$40,000
R_142_ROS	Atlanta Street (SR 9/120) at Oak Street Intersection Improvements	$500,000
R_154_ROS	Pine Grove Road at North Coleman Road Intersection Improvements	$753,000
R_155_ROS	Pine Grove Road at Lake Charles Road Intersection Improvements	$772,000
R_156_ROS	Pine Grove Road at Hightower Road/Waterford Way Intersection Improvements	$1,750,000
R_157_ROS	Woodstock Road at Roswell Area Park Entrance Intersection Improvements	$733,000
R_158_ROS	Nesbit Ferry Road at Scott Road Intersection Improvements	$1,000,000

Roswell Level 3 Projects (Continued)

Project ID	Project Name	Cost
INTERSECTION		
R_159_ROS	Nesbit Ferry Road at Nesbit Lakes Drive Intersection Improvements	$733,000
R_162_ROS	Pine Grove Road at Shallowford Road Intersection Improvements	$800,000
R_164_ROS	Houze Road (SR 140) at Saddle Creek Drive Intersection Improvements	$753,000
R_172_ROS	Crossville Road (SR 92) at Woodstock Road Intersection Improvements	$250,000
R_174_ROS	Houze Road (SR 140) at Mansell Road Intersection Improvements	$400,000
R_176_ROS	Grimes Bridge Road at Shadowbrook Drive Intersection Improvements	$800,000
R_177_ROS	Nesbit Ferry Road at Brumbelow Road Intersection Improvements	$180,000
R_182_ROS	Grimes Bridge Road at Dogwood Road Intersection Improvements	$733,000
R_185_ROS	Coleman Road at Willeo Road (West) Intersection Improvement	$772,000
R_191_ROS	Canton Street at Webb Street Intersection Improvements	$194,000
R_507_ROS	Hardscrabble Road at Crabapple Road Intersection Improvements	$8,000
R_508_ROS	Hardscrabble Road at Etris Road Intersection Improvements	$5,000
R_510_ROS	Crabapple Road at Houze Road Intersection Improvements	$5,000
R_743a_ROS	Roundabout at Cox Road and King Road	$2,000,000
NEW LOCATION		
R_228_ROS	Oak Street Extension - West Extension	$4,000,000
R_235_ROS	Southern Parallel Connector	$9,000,000
OPERATIONAL		
BP_084_ROS	Multi-use Bridge over Chattahoochee River under GA 400	$913,000
BPR_479_ROS	Holcomb Bridge Road at Eves Road Operational Improvements	$2,000,000
BPR_733_ROS	Crabapple Road at Houze Way Operational Improvements	$164,000
PR_003_ROS	Elm Street Widening	$162,000
PR_004_ROS	Cherry Way Widening	$377,000
PR_005_ROS	Green Street Widening	$764,000
R_070_GDOT	SR 140 Operational and Safety Improvements in Cherokee County and Northern Fulton County	$5,268,000
R_175_ROS	Jones Road at Willeo Creek Bridge Upgrade	$577,000
R_220_ROS	The “Silos” Area	$378,000
R_222_ROS	Mansell Road ATMS	$238,000
R_236_ROS	Warsaw Road Safety Improvements	$789,000
R_741_ROS	Holcomb Bridge Road at Scott Road Traffic Signal	$248,000
REALIGNMENT		
BPR_097b_ROS	Arnold Mill Road at Cagle Road Intersection Realignment	$2,876,000
R_145_ROS	Holcomb Bridge Road (SR 140) Realignment	$12,215,000
R_224_ROS	Houze Road (SR 140) Realignment	$1,383,000
R_710_ROS	Magnolia Street at Thomas Street Realignment	$848,000
TRAIL		
BP_058_ROS	Big Creek Greenway to River Tunnel Connection	$5,716,000
BP_059_ROS	Big Creek to Old Alabama Road Multi-use Path	$1,607,000
BP_061_ROS	Centennial High School Trail	$66,000
BP_062_ROS	City Hall To Canton Street Underpass	$1,844,000
BP_064_ROS	Crabapple Road Multi-use Path	$295,000
BP_066_ROS	Dogwood Road (Purple) Multi-use Path	$114,000

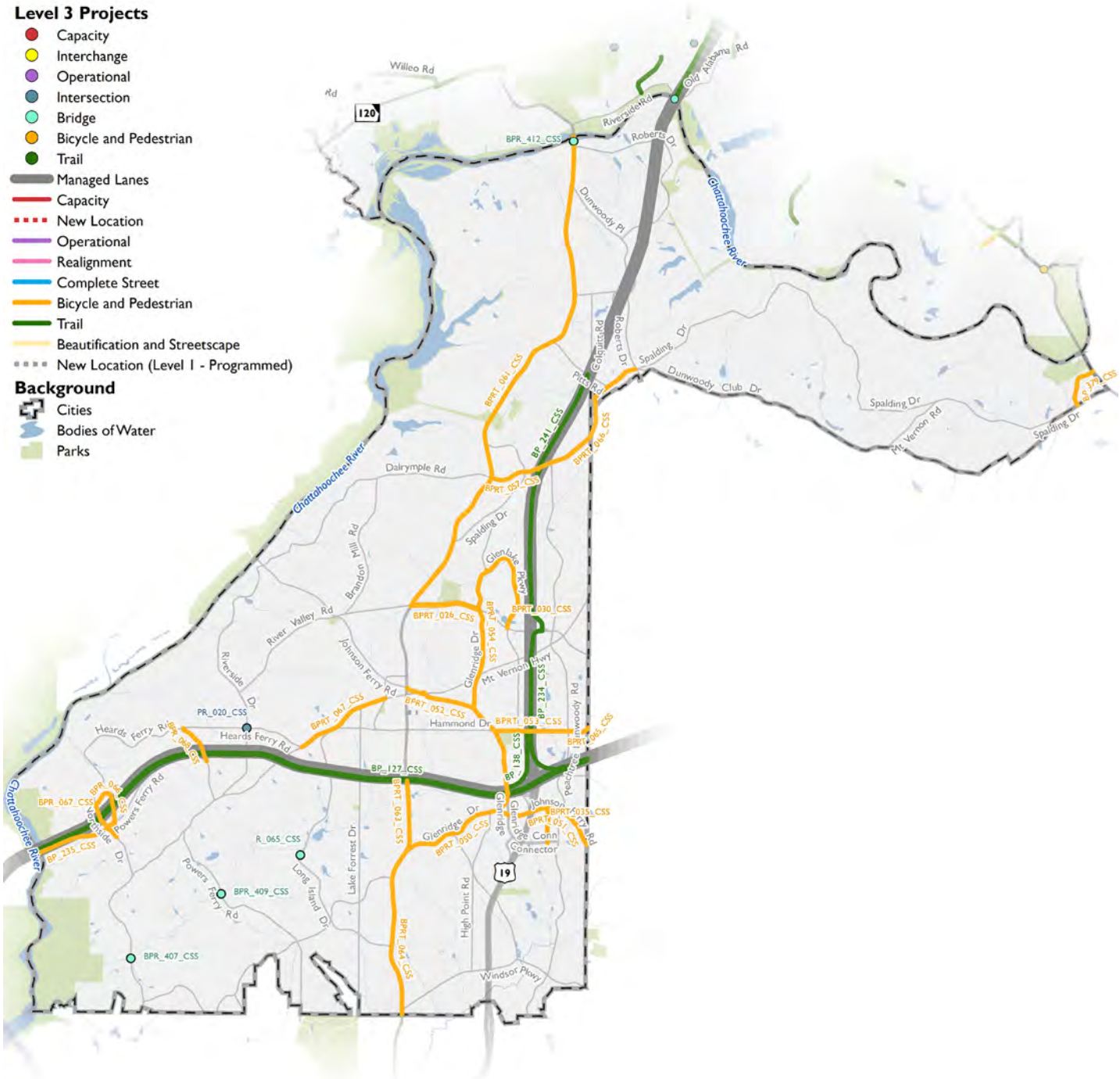
Roswell Level 3 Projects (Continued)

Project ID	Project Name	Cost
TRAIL		
BP_067_ROS	Eves Circle Multi-use Path	$166,000
BP_069_ROS	Foe Killer Creek Multi-use Trail (South)	$1,490,000
BP_070_ROS	Hardscrabble Road Multi-use Path	$368,000
BP_072_ROS	Hembree Road Multi-use Path	$783,000
BP_078_ROS	Holcomb Bridge Road (SR 140) Multi-use Path, Segment 4	$1,500,000
BP_082_ROS	Marietta Highway (SR 120) Multi-use Path, Part 2	$184,000
BP_088_ROS	Old Dogwood Road Multi-use Path	$830,000
BP_089_ROS	Old Holcomb Bridge Road Multi-use Path	$448,000
BP_092_ROS	Riverside Road/Grimes Bridge Road Multi-use Trail	$599,000
BP_095_ROS	Steeplechase to East Roswell Park Connection	$178,000
BP_096_ROS	Steeplechase To Nesbit Ferry Connection	$185,000
BP_098_ROS	Willeo Road (East) (Red) Multi-use Path	$367,000
BP_099_ROS	Woodstock Street (Green) Multi-use Path	$228,000
BP_100_ROS	Etris Road/Crabapple Road Multi-use Trail	$900,000
BP_607_ROS	Big Creek Trail Phase 4	$450,000

Roswell Level 3 Programs

Project Name	Cost
Sidewalks	$5,000,000
Bicycle Enhancements	$3,000,000
Mobility Enhancements	$5,000,000
Traffic Operations	$1,000,000
Transit	$1,000,000
Golf Cart Enhancements	$1,000,000
Conceptual Studies	$1,000,000
ATMS/ITS	$1,000,000

Sandy Springs Level 3 Projects



Sandy Springs Level 3 Projects

Project ID	Project Name	Cost
BICYCLE AND PEDESTRIAN		
BP_235_CSS	Powers Ferry Road Sidepath Design and Construction	$5,937,000
BP_379_CSS	River Exchange Drive Sidepath Design and Construction	$2,000,000
BPR_068_CSS	Raiders Drive/Powers Ferry Improvements Conceptual Study	$7,115,000
BPRT_026_CSS	Abernathy Road Improvements Conceptual Study	$2,099,000
BPRT_030_CSS	Glenlake Parkway Bicycle and Pedestrian Improvements	$71,000
BPRT_035_CSS	Meridian Mark Bicycle and Pedestrian Improvements	$944,000
BPRT_050_CSS	Glenridge Drive Improvements, Part 1	$5,283,000
BPRT_051_CSS	Johnson Ferry Road Improvements, Part 1	$3,890,000
BPRT_052_CSS	Johnson Ferry Road Improvements, Part 2	$3,272,000
BPRT_053_CSS	Hammond Drive Improvements, Phase 1	$3,341,000
BPRT_054_CSS	Glenridge Drive Improvements, Part 2 Conceptual Study	$7,072,000
BPRT_057_CSS	Dalrymple Road/Spalding Drive Improvements	$6,890,000
BPRT_061_CSS	Roswell Road Boulevard Part A (Next 10)	$4,973,000
BPRT_063_CSS	Roswell Road Boulevard Part C (Next 10)	$3,000,000
BPRT_064_CSS	Roswell Road Boulevard Part D (Next 10)	$4,400,000
BPRT_066_CSS	Spalding Drive Improvements	$5,680,000
BPRT_067_CSS	Mount Vernon Highway Improvements, Part 1 Conceptual Study	$4,400,000
INTERSECTION		
PR_020_CSS	Riverside Drive at Heards Ferry Road Intersection Improvements	$2,400,000
OPERATIONAL		
BPR_407_CSS	Northside Drive at Long Island Creek Bridge Replacement	$2,523,000
BPR_409_CSS	Powers Ferry Road at Long Island Creek Bridge Replacement	$7,115,000
BPR_412_CSS	SR 9 at Chattahoochee River Bridge Replacement	$15,00,000
R_065_CSS	Long Island Drive at Long Island Creek Bridge Repair	$2,000,000
R_708_CSS	Roswell Road NE at Roberts Drive Operational Improvements	$5,500,000
TRAIL		
BP_127_CSS	I-285 Multi-use Trail Conceptual Study	$9,411,000
BP_138_CSS	Lakeside-Hammond Commuter Trail (Independent Alignment)	$644,000
BP_234_CSS	GA 400 Multi-use Trail (PATH 400) Design and Construction	$7,500,000
BP_241_CSS	GA 400 Multi-use Trail 1 (PATH 400) Conceptual Study	$13,000,000

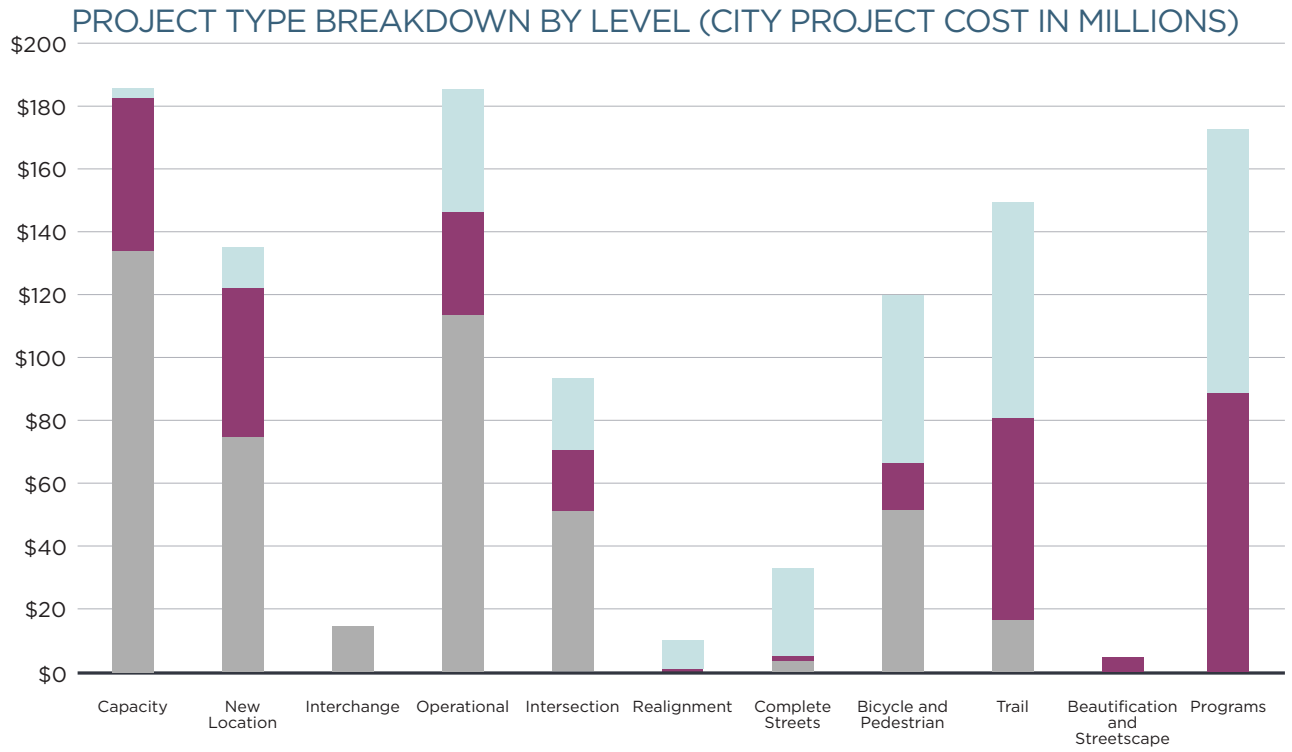
Sandy Springs Level 3 Programs

Project Name	Cost
Sidewalks	$10,000,000
Stormwater	$5,000,000
Conceptual Studies	$1,000,000
Transit	$2,500,000
Autonomous and Connected Vehicles	$2,500,000

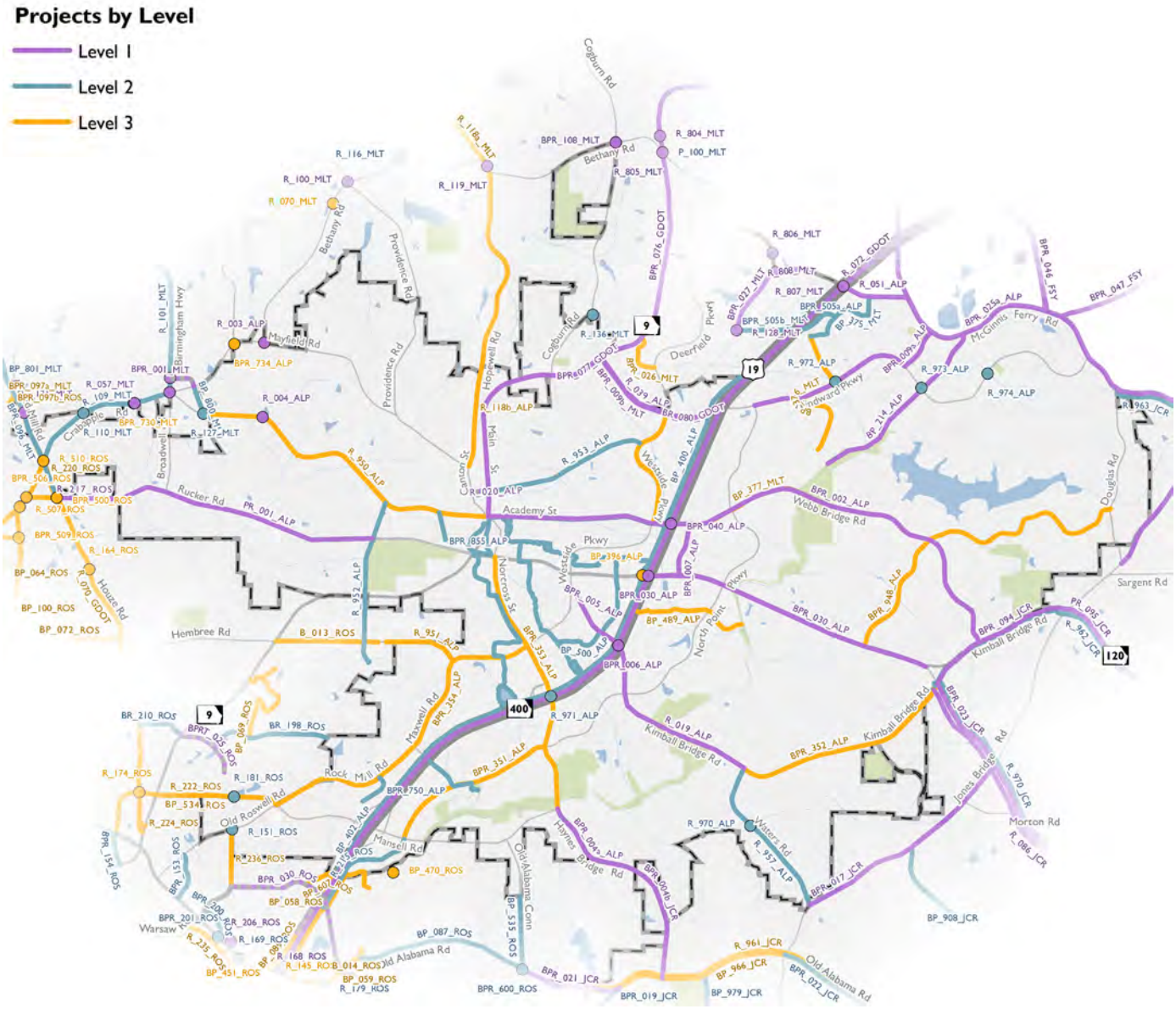
SUMMARY

The priority projects for the NFCTP have been summarized in the table below by project type and by funding level (Level 1, Level 2, Level 3). The table below offers details about the total cost and city share of total cost for projects. Local match for the projects was considered on a case-by-case basis. Note that Level 1 projects does not include those that are fully funded and sponsored at a regional and statewide level (e.g., SR 400 managed lanes, Revive 285/400, I-285 managed lanes etc.).

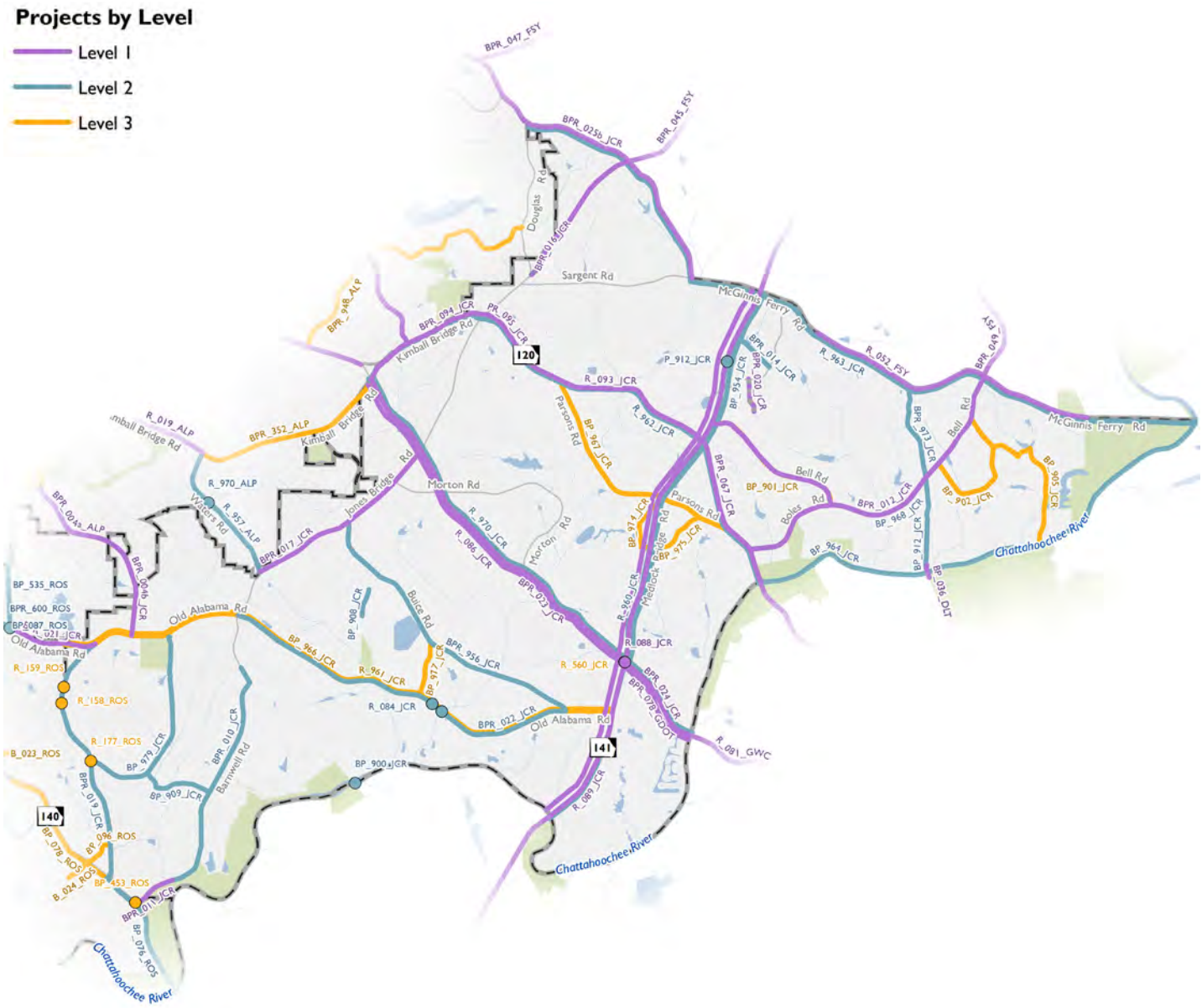
Project Summary						
	Level 1		Level 2		Level 3	
Project Type	City Cost	Total Cost	City Cost	Total Cost	City Cost	Total Cost
Capacity	$134,226,000	$399,221,000	$48,100,000	$83,350,000	$2,984,000	$5,969,000
New Location	$74,672,000	$74,672,000	$47,537,000	$75,952,000	$13,000,000	$18,462,500
Interchange	$15,487,000	$52,172,000	-	-	-	-
Operational	$113,201,000	$152,218,000	$33,237,000	$78,779,000	$35,647,000	$67,992,000
Intersection	$51,358,600	$53,125,000	$19,466,000	$51,124,000	$24,544,000	$68,106,000
Realignment	-	-	$694,000	$694,000	$9,170,000	$21,818,000
Complete Streets	$4,173,000	$21,262,000	$1,900,000	$1,900,000	$27,467,000	$27,467,000
Bicycle and Pedestrian	$51,586,000	$71,060,000	$15,254,000	$16,054,000	$53,081,000	$95,022,000
Trail	$17,269,000	$17,724,000	$63,470,000	$88,706,000	$68,033,000	$103,691,000
Beautification and Streetscape	-	-	$5,000,000	$8,000,000	-	$2,000,000
Programs (all cities)	-	-	$89,000,000	-	$83,250,000	-



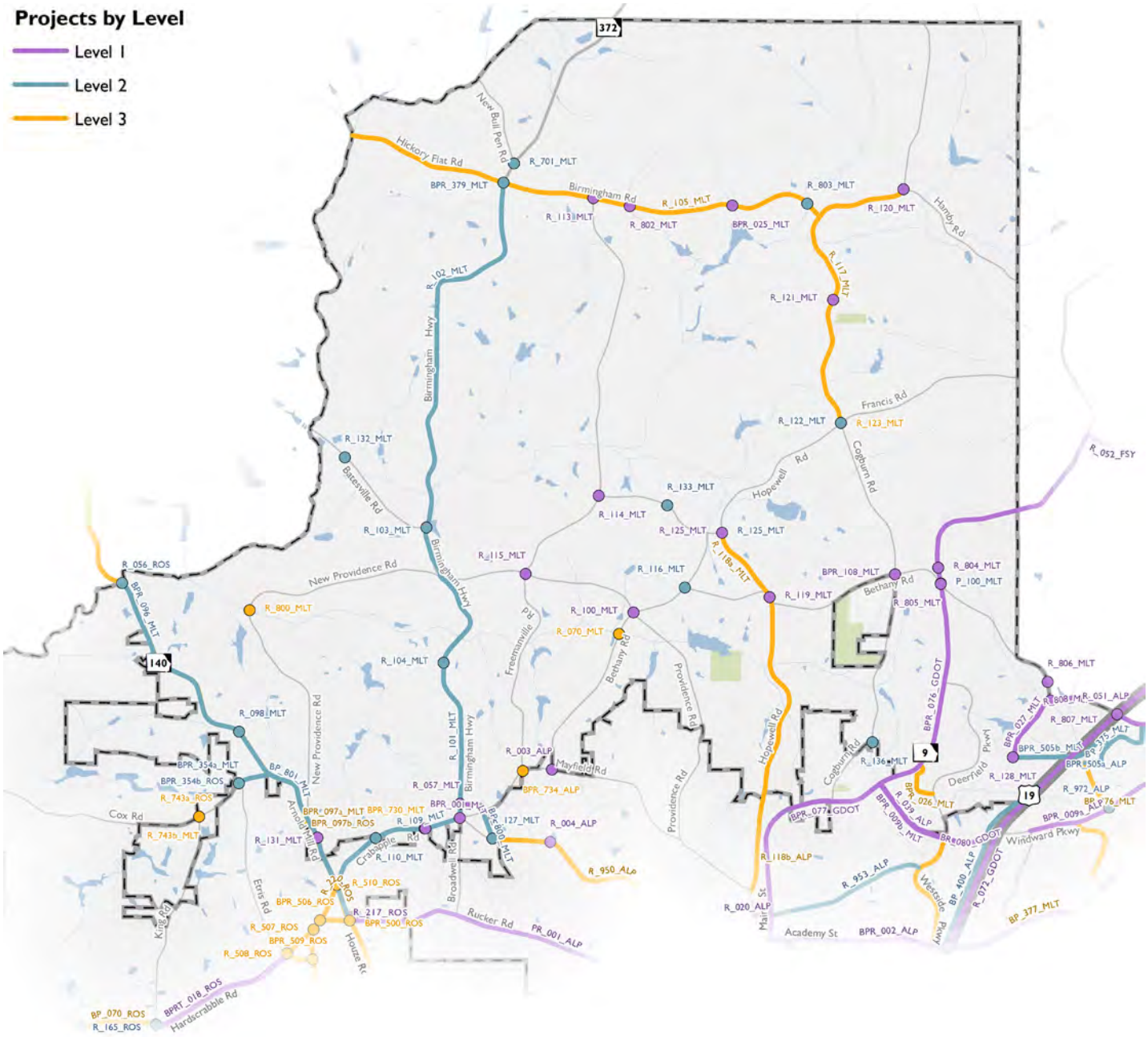
Alpharetta Projects by Funding Level



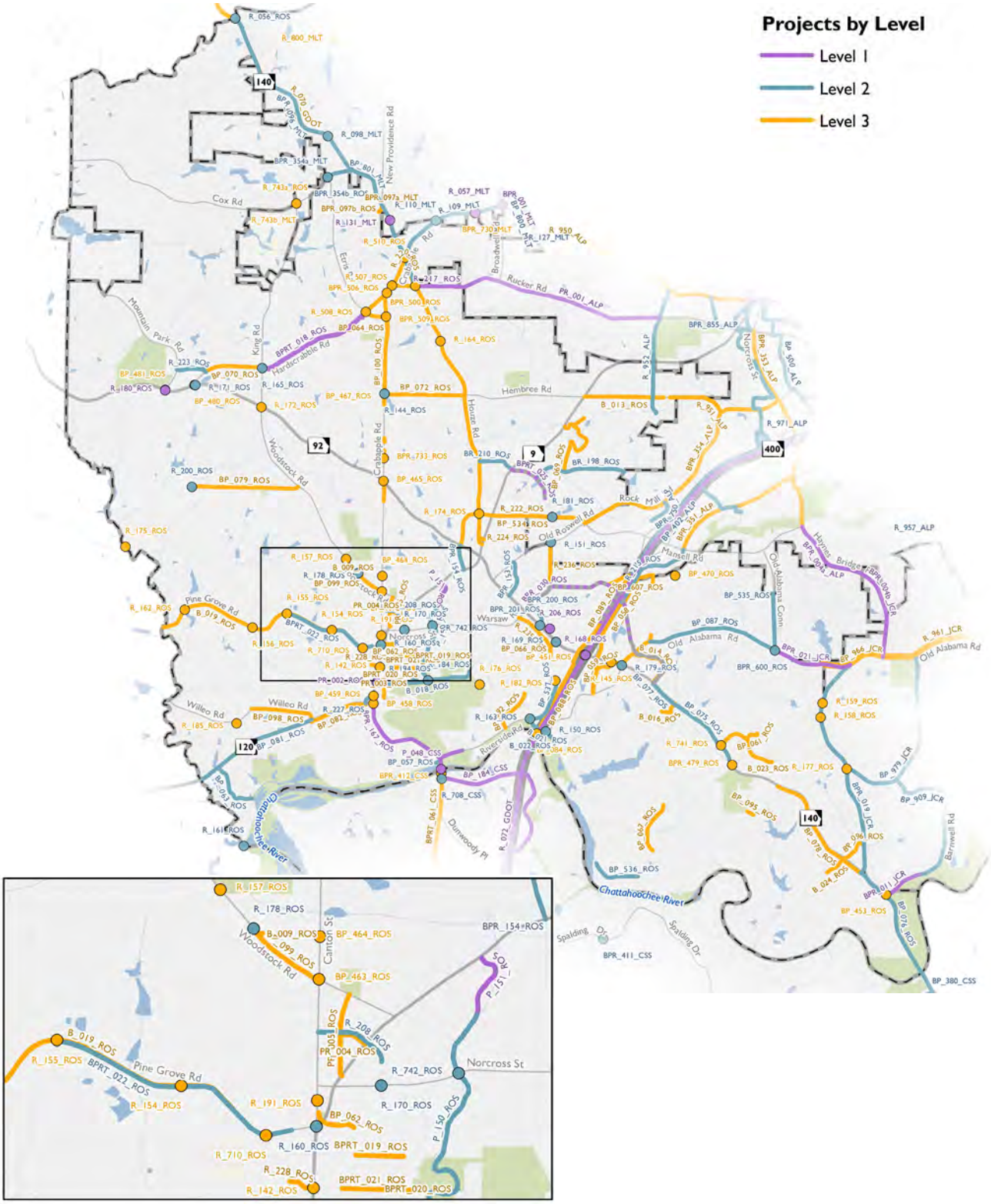
Johns Creek Projects by Funding Level



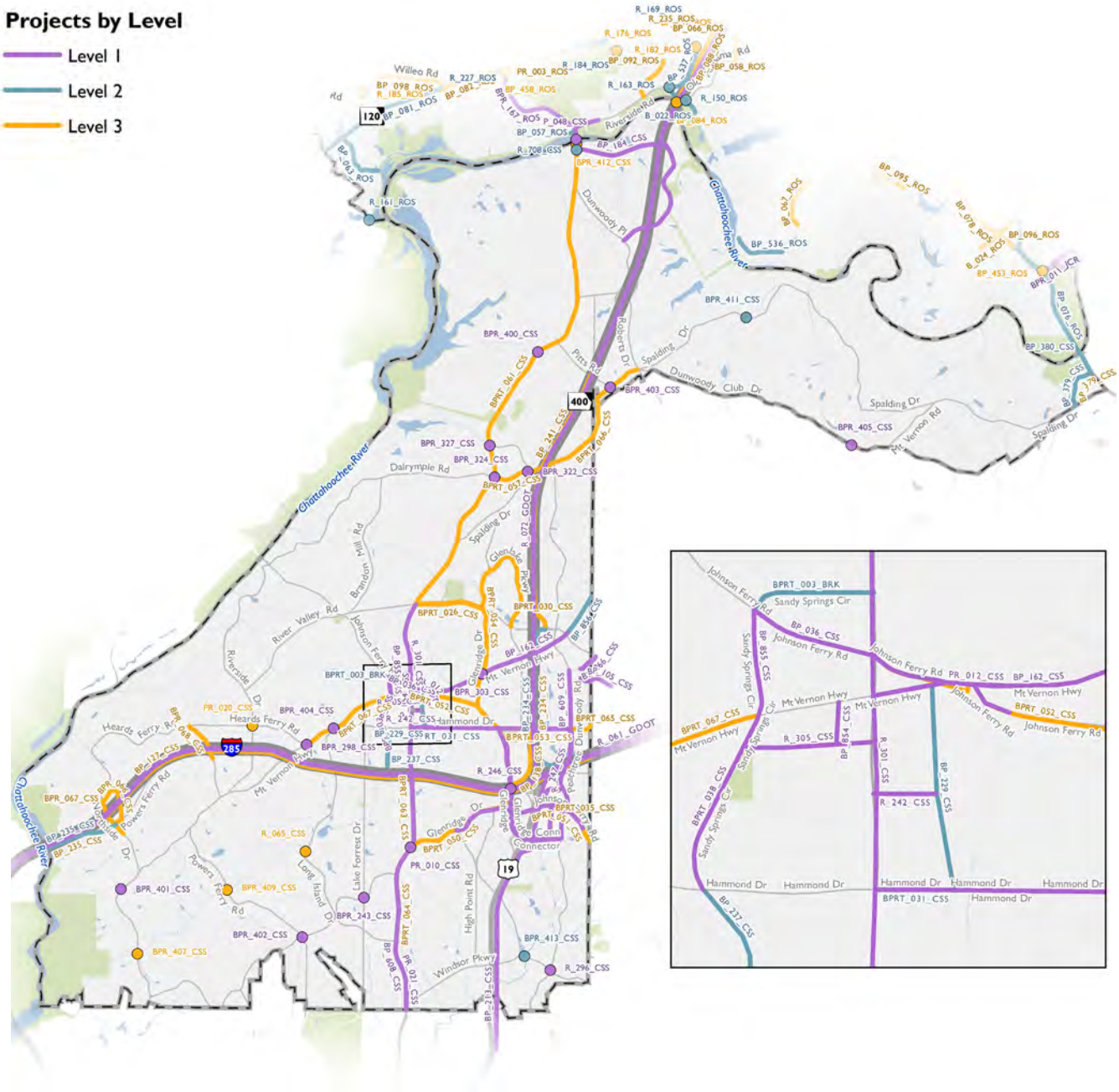
Milton Projects by Funding Level



Roswell Projects by Funding Level



Sandy Springs Projects by Funding Level



8 ACTION PLAN

INTRODUCTION

While a significant portion of the NFCTP is supported by technical analysis, there is an understanding that transportation is a supportive objective that affects a broad range of community and regional initiatives. These strategies are tied to the goals of the plan—environment, economic vitality, and quality of life (Chapter 2). For this reason, continued and improved coordination between member jurisdictions, agencies, non-profits, and advocacy groups becomes a vital component of the plan's path to success. The NFCTP will be regularly updated every five to seven years as the opportunities for coordination of ideas and data continue.
This chapter highlights opportunities for project and policy implementation through continued coordination.

Five-Year Action Plan

The Five-Year Action Plan details projects and policies as well what steps should be taken to move the program implementation forward. The Five-Year Action Plan focuses on Level 1 projects with identified funding sources (i.e., TSPLOST, CIPs, state and regional agency-led projects, bond, etc.). These projects may already be started or in the process of completion within the first five years of the NFCTP.

Next Steps	
Phase	**Action**
Plan Adoption	The NFCTP is adopted by at least five out of the six cities in North Fulton (Alpharetta, Johns Creek, Milton, Mountain Park, Roswell, Sandy Springs).
Inclusion in the Regional and Statewide Transportation Planning Processes	The North Fulton cities work with ARC and GDOT to include projects in the Region's Transportation Plan (RTP) and Transportation Improvement Program (TIP) for inclusion via reference into the State Transportation Improvement Program (STIP).
Performance Monitoring	The North Fulton cities work with ARC and GDOT to jumpstart a performance monitoring plan that aligns with regional, statewide, and federal goals.

Project Recommendations	
Phase	**Action**
Level I Project List	The cities will set aside construction funding and begin coordination with partners to have projects "shovel-ready" as funding is available.
Level 2 and 3 Project Lists	The cities will first undertake concept studies to further define projects and programs identified where applicable. The cities will then identify funding and potential opportunities to begin the preliminary engineering phase during the first five years of the NFCTP.

Policy Recommendations	
Phase	**Action**
Transportation and Land Use	The cities work to identify transportation recommendations that need supportive land use policies. As a part of this process, cities begin to identify partnership opportunities.
Bicycle and Pedestrian	The cities incorporate the bicycle and pedestrian toolkit into their decision-making processes to strategize which alternative transportation elements are appropriate.
Transit	The cities stay involved in the Fulton County Transit Master Plan's process and its recommendations. The implementation of the master plan's recommendations are largely contingent on what happens on the state level and a potential sales tax referendum.
Human Services Transportation/Paratransit	The cities work to coordinate land use and transportation decisions and continue installing transit-promoting infrastructure and maintaining these assets.
Asset Management	The cities develop an asset management database and set aside appropriate amounts of funding for operations and maintenance of existing and new infrastructure.
Bridge Network	The cities work with GDOT to continuously assess bridges throughout the North Fulton area.
Streetscape and Beautification	The cities coordinate improvements with maintenance schedules while working with planning and zoning departments to leverage local investment.

Policy Recommendations	
Resiliency	The cities continue to consider resilience in the transportation planning process by assessing network vulnerabilities and working with ARC to bring lessons learned through the SHRP-2 grant into local initiatives.
Connected and Autonomous Vehicle Policy	The cities prepare for implementation strategies as identified in the Connected and Autonomous Vehicle Toolbox.
ATMS/ITS	The Cities work to expand communication to accommodate existing signal systems and across jurisdictional boundaries.
Transportation Safety	The Cities work to access funding for safety-related improvements from GDOT and at the Federal level.
Freight	The Cities stay engaged in region-wide freight efforts and continue to evaluate the need for strategic planning efforts along critical corridors in North Fulton.
Transportation Demand Management	The Cities focus on improving customer convenience and user experience by taking advantage of their role in communicating with community members and staying engaged at the regional level.

PERFORMANCE MONITORING PLAN

Coordination

Given North Fulton's fully incorporated status, collaboration and cooperation between the member jurisdictions become a valuable step in achieving effective coordination. The NFCTP planning process included coordination with planning staff from each city jurisdiction as well as local, state, and regional agencies responsible for environmental protection, conservation, economic development, transportation, emergency management, and land use. Coordination between these agencies and the North Fulton cities is recommended to continue beyond the CTP process.

State and Regional Level

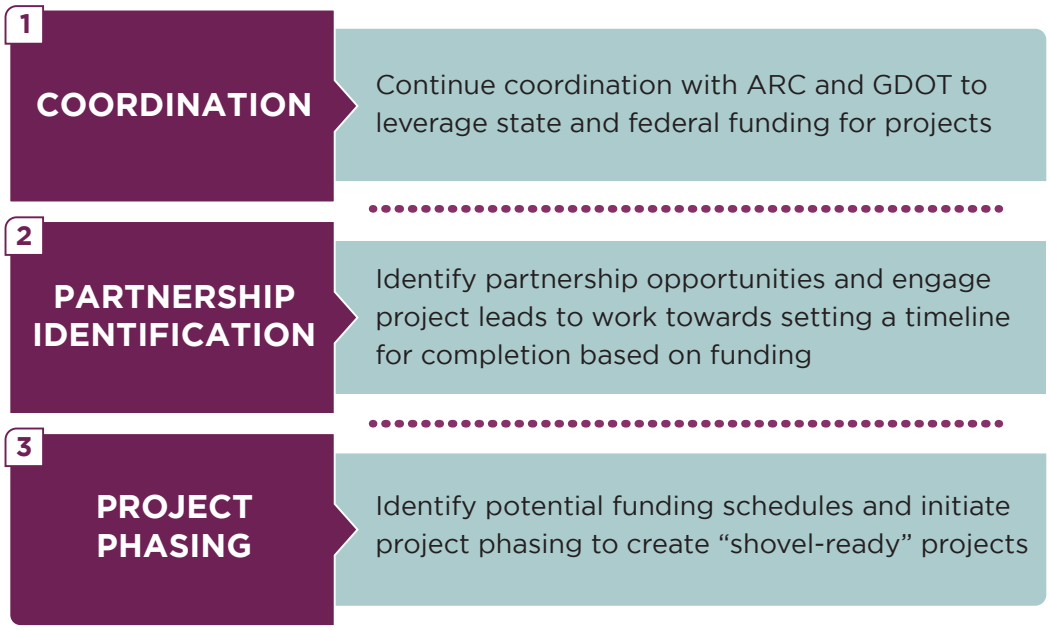
- GDOT - Planning, District 7
- ARC

Local Level

- CIDs
- Chattahoochee Riverkeeper
- Local public and private (K-12) schools
- Secondary education
- Hospital systems
- Local law enforcement agencies
- Local fire departments
- Local emergency management groups
- Trail groups
- Advocacy groups
- Municipal and county administrators
- Local planning department staff
- Local public works staff

Implementation

The NFCTP recommends using the following steps to move projects into implementation.



Monitoring

Through the federal rule-making process, FHWA is now requiring state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to track and monitor highway performance among other modal performance. These performance measures are directly related to the national goal areas that are described in the FAST Act. MPOs can take on additional measures beyond what is outlined, but the following describe the bare minimum:

- **Safety**
- **Infrastructure Condition**
- **System Reliability**
- **Freight Movement and Economic Vitality**
- **Congestion Reduction**

Performance-based planning and programming (PBPP) typically describes the application of performance management as a standard state of practice. The goal is to ensure that transportation investments can meet the established national goal areas. As the state of Georgia sets state targets, ARC will be charged with supporting the state in achieving them. If ARC decides to create supplementary measures and/or targets for the region independent of the federal ones, there may be opportunity to work ARC to aid in measuring and managing performance in their jurisdictions. It is recommended that the North Fulton cities continue coordination with state and regional agencies—like GDOT and ARC—to understand what progress and thus targets are established for performance-based planning and to coordinate on data collection efforts where applicable.

9 ACKNOWLEDGMENTS

PROJECT MANAGEMENT TEAM

Alpharetta – Eric Graves
Johns Creek – Chris Haggard, Nick Stahl
Milton – Sara Leaders
Roswell – Dave Cox, Mark Dana, Meagan Winchester
Sandy Springs – Kristen Wescott, Ruben Hovanesian
Atlanta Regional Commission – David Haynes, Patrick Bradshaw

CITY LEADERSHIP

North Fulton Mayors

Alpharetta City Council

Johns Creek City Council

Milton City Council

Roswell City Council

Sandy Springs City Council

STAKEHOLDER COMMITTEE

City-Appointed Representatives

Alpharetta – McGorrey, Joe

Alpharetta – McIlwanes, John

Alpharetta – Wingate, Frank

Johns Creek – Englert, Joe

Johns Creek – Fleming, Daryl

Johns Creek – Floyd, Chip

Johns Creek – Giannone, Maureen

Johns Creek – Patharkar, Sameer

Milton – Jamison, Peyton

Milton – Johnson, Rich

Roswell – Conaughty, Don

Roswell – Foley, Chris

Roswell – LaDow, Tom

Roswell – Sabatino, Jason

Roswell – Stroud, Steve

Sandy Springs – Clemons, Sherwin

Sandy Springs – Jewell, Sandra, Dr.

Sandy Springs – McDonald, Graham

Sandy Springs – Pond, Al

Sandy Springs – Westmoreland, Van

At-Large Representative Agencies

Atlanta-Fulton County Emergency Management Agency (AFCEMA)

Bicycle Alpharetta

Bicycle Roswell

Chattahoochee River National Recreational Area

Fulton County Division of Aging Services

Fulton County Schools

Georgia Commute Options

Georgia Department of Transportation (GDOT) – District 7

GDOT – Office of Planning

Georgia State University, Perimeter College

Georgia Regional Transportation Authority (GRTA)

Gwinnett Technical College, Alpharetta-North Fulton Campus

Metropolitan Atlanta Rapid Transit Authority (MARTA) Office of Planning

North Fulton Community Improvement District (CID)

Perimeter CIDs

Roswell, Inc.

Sandy Springs/Perimeter Chamber of Commerce

North Fulton Chamber of Commerce

CONSULTANT TEAM

Kimley»Horn

Jacobs

Cambridge Systematics

Perez Planning + Design

Transport Foundry

Debra Semans

10 APPENDIX

CONNECTED AND AUTONOMOUS VEHICLES

The following section include a toolkit of CAV action items that can be taken in the next zero to five years, five to ten years, and beyond 10 years to prepare communities for CAV technology. Each timeframe is presented with a "NOW" and a "FUTURE" list of action items, "NOW" indicates what the North Fulton cities can be doing now to prepare themselves for the given timeframe, where "FUTURE" gives insight to what cities can begin doing to prepare for the next timeframe.

Project Type		0 - 5 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
TRANSIT	Park and Ride Lots		
	Transit Stops		Consider future impacts of potential design requirements to accommodate AV transit vehicles.
	Vehicle Procurement	Assess the opportunities of testing an automated transit vehicle on a specific route.	Consider the current state of the CAV technology and impacts on vehicle requirements.
	Transit Signal Priority		Consider the impacts of connected vehicle technology.
	Route Revisions / Expansions	Assess the potential for a test project to evaluate a specific existing route to determine the benefits of the operation an automated transit vehicle.	Consider the opportunity for dedicated AV routes/lanes on major arterials.
	Transit Crowdsourcing		Consider dynamic routing and agility in transit stops in response to real time ridership needs.

Project Type		5 - 10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
TRANSIT	Park and Ride Lots	Assess capacity needs of new lots based on last mile solutions. Potential to partner with fleet companies to lease excess capacity in existing lots.	
	Transit Stops	Define an enforcement strategy for onboarding of nonpaying passengers. Consider design requirements to accommodate AV transit vehicles. Assess design considerations for docking of AV at stops.	Assess the need for each of the defined stops (is transit migrating to become more demand responsive?) Assess the ability to address ADA requirements for AV.
	Vehicle Procurement	Assess the current state of the CAV technology and revise vehicle requirements accordingly. Assess the vehicle size requirement in response to changing demand. Confirm transit AV will integrate with existing stops.	Consider future technology enhancements to accommodate two-way communications with dispatch. Consider the shift from individual vehicle management by a driver to fleet management from dispatch facility.
	Transit Signal Priority	Assess the current state of the CAV technology and revise vehicle requirements.	Consider the availability of system wide signal information and the agility of the transit fleet to reroute.
	Route Revisions / Expansions	Assess the opportunity for dedicated AV routes/lanes on major arterials.	Consider the elimination of certain fixed routes.
	Transit Crowdsourcing	Plan for dynamic routing and agility in transit stops in response to real time ridership needs.	

Project Type		>10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
TRANSIT	Park and Ride Lots	Assess capacity requirements based on fleet composition and public's current adoption of AV.	Examine lot locations with respect to transit fleet operations and the potential to partner with fleet companies. Examine individual parking space requirements (and the ability to apply a mix of space configurations).
	Transit Stops	Refine enforcement strategies for onboarding of nonpaying passengers. Integrate design requirements for AV transit vehicles. Assess design considerations for docking of AV at stops.	Consider the need for each of the defined stops (is transit migrating to become more demand responsive?) Consider the ability to address ADA requirements for AV at each stop.
	Vehicle Procurement	Assess the vehicle size requirement in response to changing demand. Assess the need for added security equipment for safety (2-way voice communications to dispatch). Confirm transit AV will integrate with existing stops.	Consider the shift from individual vehicle management by a driver to fleet management from a dispatch facility.
	Transit Signal Priority	Assess the current state of CAV technology and revise vehicle requirements accordingly.	Consider the availability of system wide signal information and the agility of the transit fleet to reroute.
	Route Revisions / Expansions	Assess the opportunity for dedicated AV routes/lanes on major arterials.	Consider the elimination of certain fixed routes.
	Transit Crowdsourcing	Plan for dynamic routing and agility in transit stops in response to real time ridership needs.	

Data Dictionary		
	SPaT	Signal Phase and Timing
	DSRC	Dedicated Short Range Communications
	TOC	Traffic Operations Center
	O&M	Operations and Maintenance
	TWLFTL	Two-Way Left Turn Lane
	HOV	High-Occupancy Vehicle

Project Type		0 - 5 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
VEHICLUAR	Traffic Signals, Signal Timing		Consider preliminary findings and lessons learned from the 2020 SPaT challenge. Consider the potential cost implications of DSRC implementation (capital and O&M). Consider design requirements to enhance detection equipment and controller equipment to collect and broadcast speed/safety information.
	Rail Crossings		Consider the potential to include DSRC equipment to broadcast the current state of at grade crossings.
	New roadways / Roadway widening		Consider the accommodation of AV within a mixed fleet and the impacts of roadway design.
	Operational Improvements		Consider the safety and mobility impacts of TWLFTL as opposed to left turn movements.
	Traffic Calming		Consider newer infrastructure strategies that more effectively communicate changing conditions to AV.
	Parking		Consider the design impacts of future conversion of on-street parking to drop-off lanes. Consider changes to parking requirements for new developments. Consider potential impacts to revenue collection technology for parking.
	Freight		Assess lane restrictions for trucks to allow AV freight vehicles based on ability to increase capacity.

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Project Type		5 - 10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
VEHICLUAR	Traffic Signals, Signal Timing	Assess the applicability and relevance of lessons learned from the 2020 SPaT challenge. Assess the potential cost implications of DSRC implementation (capital and O&M). Assess design requirements to enhance detection equipment and controller equipment to collect and broadcast speed/ safety information.	Consider the volume of data available and the ability of the TOC to apply and enhance operations. Consider the use of connected vehicle data to continuously provide performance data and allow for re-timing of signal phasing.
	Rail Crossings	Assess the requirements for including DSRC equipment to broadcast the current state of the crossing.	
	New roadways / Roadway widening	Assess federal or state requirements to support AV within a mixed fleet and the impacts on roadway design.	Consider the opportunity of dedicated AV lanes or corridors. Consider current requirements for traffic control measures, signing, and lane striping.
	Operational Improvements	Assess the safety and mobility impacts of TWLFTL as opposed to protected left turn movements.	Consider the impact of unconventional intersections with a mixed fleet. Consider changes to access management strategies.
	Traffic Calming	Integrate newer infrastructure strategies into designs. Assess the impacts based on a localized percentage of AV.	
	Parking	Assess the design impacts to convert on-street parking to drop-off lanes. Integrate identified changes to parking requirements for new developments. Integrate changes in parking revenue technologies.	Consider the potential to convert off-street parking to other purposes. Consider design elements that allow easier re-purposing for larger parking structures and surface lots.
	Freight		Consider impacts to roadway designs based on change in freight vehicle design.

Project Type		>10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
VEHICLUAR	Traffic Signals, Signal Timing	Assess the impacts on signal design and phasing. Assess the impacts on signal warrants for an individual traffic signal.	
	Rail Crossings	Assess the requirements for including DSRC equipment to broadcast the current state of the crossing.	
	New roadways / Roadway widening	Assess the design requirements to provide dedicated AV lanes or corridors. Assess design requirements necessary to provide standard traffic control measures, signing, and lane striping.	Consider the potential for narrower lanes on AV dedicated facilities.
	Operational Improvements	Assess the impact of unconventional intersections with a mixed fleet. Integrate changes to access management strategies in policies and guidelines.	Consider additional unconventional intersections based on an increase in the percentage of AV within the fleet.
	Traffic Calming	Integrate newer infrastructure strategies into design. Assess the impacts based on a localized percentage of AV.	Consider the need for physical traffic calming infrastructure with an increased percentage of AV within the fleet.
	Parking	Assess the potential to convert off-street parking to other purposes. Revise design requirements for larger parking structures to allow re-purposing in part or as a whole. Integrate identified changes to parking requirements for new developments. Integrate changes in parking revenue technologies.	Consider changes in local policies and procedures that reflect current trends in parking demand.
	Freight	Integrate changes by roadway designs to accommodate AV freight vehicles.	

Project Type		0 - 5 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
ATMS	CCTV Camera		Consider additional coverage at major interchanges to monitor the performance of a mixed fleet.
ATMS	Communications		Consider bandwidth requirements to accommodate data collection and distribution via DSRC. Consider enhanced security requirements for data sharing. Consider methods of distribution of data made available from DSRC.
ATMS	Connected Vehicles		Consider current data available within an agency and strategies to share with CV.
BICYCLE AND PEDESTRIAN	Sidewalks	Assess pedestrian/bicycle accessibility and safety impacts with CAV technology. Assess current initiatives related to ADA requirements with respect to AV.	Consider introducing CV technology with smart sidewalk technology. (i.e. smart canes)
BICYCLE AND PEDESTRIAN	Greenways		Consider impacts of greenway crossings on surface streets.
BICYCLE AND PEDESTRIAN	Bikeways		Consider the design impacts to bike lanes as AV's are introduced into the fleet. Consider additional education and outreach programs designed for both bicyclists and motorists.

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Project Type		5 - 10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
ATMS	CCTV Camera		Consider changes in surveillance strategies based on a mixed fleet.
ATMS	Communications	Assess bandwidth requirements to accommodate data collection and distribution via DSRC. Assess enhanced security requirements for data sharing. Assess methods of distribution of data made available from DSRC.	Consider enhancements to communication infrastructure based on technology changes.
ATMS	Connected Vehicles	Assess current data available within an agency and strategies to share with CV.	Consider an agency's ability to manage (store, analyze, apply) big data. Consider strategies to collect, process, and apply data collected from CV.
BICYCLE AND PEDESTRIAN	Sidewalks	Assess the ability to accommodate future streetscape designs, such as drop-off lanes.	Consider introducing CV technology with smart sidewalk technology. (i.e. complete streets, ped/bicycle detectors)
BICYCLE AND PEDESTRIAN	Greenways	Assess impacts of greenways crossings and interactions with AV on surface streets.	
BICYCLE AND PEDESTRIAN	Bikeways	Assess the design impacts to bike lanes as AV's are introduced into the fleet. Assess additional education and outreach programs designed for both bicyclists and motorists.	Consider the inclusion of exclusive bike lanes with the design of dedicated AV lanes and facilities.

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Project Type		>10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
ATMS	CCTV Camera	Assess changes in SOPs for surveillance of a mixed fleet.	Consider CCTV camera deployment strategies based on enhanced data made available from AVs.
ATMS	Communications	Assess changes in design requirements to reflect technology changes in communication infrastructure.	
ATMS	Connected Vehicles	Assess an agency's ability to manage (store, analyze, apply) big data. Assess strategies to collect, process, and apply data collected from CV.	Consider an agency's ability to support the required big data infrastructure.
BICYCLE AND PEDESTRIAN	Sidewalks		Consider complete street guidelines for "smart" streets with connected pedestrian/bicycle detectors.
BICYCLE AND PEDESTRIAN	Greenways	Assess impacts of greenways crossings and interactions with AV on surface streets.	
BICYCLE AND PEDESTRIAN	Bikeways	Formalize guidelines for the inclusion of exclusive bike lanes with the design of dedicated AV lanes and facilities.	Consider the design of bike lanes and interaction with narrower dedicated AV lanes.

Project Type		0 - 5 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
TRAVEL DEMAND MANAGEMENT	Ridesharing (TNC/private)	Assess existing passenger data and study existing reports of ridesharing demand, and impacts.	
	Carpooling		
LAND USE	Re-purposing of Infrastructure	Assess a potential pilot for new infrastructure or "tactical urbanism" concepts in designated areas.	Consider existing infrastructure features/areas that may be become minimized or obsolete with increasing numbers of AVs. Consider the need to conduct public workshops and outreach.
	Access Management		Consider the potential for a pilot/ test project to evaluate left turn treatments and access in a challenging built environment.
	Environmental		Consider AVs impacts on noise/ emissions and wildlife.
	Zoning		Consider the future impacts of AV on land development and zoning bylaws.

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Project Type		5 - 10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
TRAVEL DEMAND MANAGEMENT	Ridesharing (TNC/private)	Assess future partnerships with developers or transit agencies.	Consider revising the approach toward facilities to allow carpooling for AVs. Consider partnerships with developers and transit agencies
	Carpooling	Assess the trends in AV and carpooling and the associated demands on infrastructure.	Consider revisions to carpooling programs and infrastructure based on trends in the cross-section of AV ridership.
LAND USE	Re-purposing of Infrastructure	Assess the opportunities to reallocate space for new infill/public space. Conduct public workshops and outreach.	Consider the concept of "temporary" spaces that result from the decreasing need on infrastructure that is non-useful for AVs - focus on support to economic or social benefit.
	Access Management		Consider future impacts in land-use and zoning decisions relating to right-of-way access points, especially for emergency vehicles. (EVAC)
	Environmental		Consider the process and the ability to remove vehicle fuel stations. Consider the emission/noise data to capture benefits/impacts to AV. Consider studying local ecosystem/ wildlife corridors by major arterials/ highways.
	Zoning	Assess land-use techniques or ordinances that reflect AV technology. Assess the need to update the process for zoning bylaws for AV technology.	Consider beginning the process of amending new land-use zoning ordinances that reflect AV technology - consider shifts in development trends.

Project Type		>10 years	
		CURRENT DESIGN REQUIREMENTS	FUTURE ACCOMODATIONS
TRAVEL DEMAND MANAGEMENT	Ridesharing (TNC/private)	Integrate revised designs for casual carpool facilities and HOV lanes. Establish partnerships with developers and transit agencies	Consider the impacts of AV on the need for ridesharing facilities.
	Carpooling	Integrate revisions to carpooling programs and infrastructure based on trends in the cross-section of AV ridership.	
LAND USE	Re-purposing of Infrastructure	Assess opportunities to employ more permanent infrastructure in newly designated areas.	
	Access Management	Assess that access points are inclusive toward the needs of AV's and EVAC reflect changes in the zoning ordinance	Integrate accommodative design features that reflect AV technology needs into zoning ordinance and land-use provisions.
	Environmental	Assess remediation techniques for the removal of contaminated fuel station lots. Assess the ability to re-purpose vehicle fuel stations.	Program for a regional study on how pollution, wildlife, and noise levels have changed.
	Zoning	Assess the current trends related to sprawling and denser development. Assess the type of development attributed (i.e. affordable housing, mixed-use)	Develop a master/regional plan to begin mandating previous space will be allotted to (i.e. parking space to Bicycle sharing space). Review zoning changes and land-use.

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BICYCLE TOOLKIT

The following pages include a bicycle decision-making toolkit uses three elements to create a high-quality bicycle network. The section also includes typical cross sections that include existing and proposed conditions for streets that can be found in North Fulton.

BICYCLE FACILITY IMPLEMENTATION GUIDELINES

Planning, designing, and implementing high-quality bicycle infrastructure requires the consideration of a variety of different elements – establishing a high-quality bicycle network, considering that target bicycle rider, and identifying the appropriate bicycle facility for the target user. The following bicycle facility implementation guidelines provides considerations for these three elements within the context of one of the transportation priorities identified by residents during the Needs Assessment phase of the North Fulton County Comprehensive Transportation Plan – providing Multi-modal Options. This transportation priority suggests creating streets that can safely and conveniently accommodate multiple modes of travel and promote an environment where alternative transportation can thrive.. Achieving this may require that cities re-consider traditional roadway standards (e.g. traditional travel lane widths, posted speeds for major corridors, etc.) to current best practices that facilitate the implementation of high quality multi-modal corridors.

1. ESTABLISH A HIGH-QUALITY BICYCLE NETWORK

Developing a high-quality bicycle network consider five fundamental elements[1.] Considering these five elements through the design and implementation process will be critical to developing a high-quality bicycle network throughout North Fulton County.

1. COHESION

Cohesion is the most elemental of the five requirements yet also the most challenging. A cohesive network has to consider a user's origin and destination points as well as connections to other bicycle networks. The more points the network connects, the more reliable and usable the network will be and the higher the chance people will use the network.

2. DIRECTNESS

Directness can be viewed in two ways – directness in terms of distance and directness in terms of time.

1. Distance Directness - Providing users with the most direct route as possible from their origin to their destination point.
2. Time Directness - Routes that allow user to get to their destination in the least amount of time. This considers the directness of the routes as well as the number of interruptions and detours. The more direct a route can be and the quicker users can get from their origin to their destination, the more reliable and usable the bicycle network will be.

3. SAFETY

Safety can be viewed in five different ways:

1. Avoiding conflicts with crossing traffic;
2. Separating cyclist from vehicles;
3. Reducing speeds at points of conflict;
4. Ensuring recognizable bicycle facility types that bicycle users understand and can use with confidence; and
5. Ensuring the consistent application of appropriate bicycle and vehicular traffic conflict solutions that are appropriate per roadway type.

[1] H. Talens, et al., "Design manual for bicycle traffic" CROW (2007), The Netherlands.

4. COMFORT

Comfort can be viewed in three ways:

1. Preventing traffic nuisance by minimizing encounters between vehicles and bicycles;
2. Ease of finding destinations; and
3. Comprehensibility through the development of a network that is intuitive and allows users to create a clear mental map of the network.

5. ATTRACTIVENESS

- Attractiveness deals with creating an environment that feels welcoming to users through the use of hardscapes, landscapes, signage and wayfinding, lighting, and amenities. All these elements impact the attractiveness of a corridor.

2. CONSIDERING THE USER

In addition to understanding the elements of implementing a high-quality bicycle network, it is also important to understand the preferences of existing and potential cyclist. Understanding their preferences associated with safety, comfort, and attractiveness, for example, facilitates that development of bicycle infrastructure that may influence their desire to ride.

According to a study completed by Portland State University[2] , the general population can be organized into four bicycle user groups:

1. STRONG AND FEARLESS

This group represents 1% of the population and describes cyclist that are comfortable sharing the road with vehicles and do not need bicycle lanes.

2. CONFIDENT AND ENTHUSED

This group represents 7% of the population and describes bicyclist that are comfortable riding alongside vehicles but need bicycle lanes.

3. INTERESTED BUT CONCERNED

This group represents 60% of the population and describes users that are interested in biking more but are not very comfortable riding on bicycle lanes, have greater concerns about safety, traffic, and ease, and require higher quality bicycle infrastructure.

4. NO WAY, NO HOW

This group represents 33% of the population and describes users that are not interested in riding bicycles.

Based on this study, many agencies and municipalities have focused on developing bicycle infrastructure for the "Interested, But Concerned" group. This group offers the highest potential for increasing the number of people riding bicycles. Their criteria mimics Dutch standards for bicycle traffic facilities acceptable to the mainstream population, which attracts equal male and female shares and has high levels of bicycle use for all age groups[3].

[2] Dill, Jennifer, and Nathan McNeil. "Four Types of Cyclists?." Transportation Research Record: Journal of the Transportation Research Board 2387.1 (2013): 129-138.

[3] John Pucher and Lewis Dijkstra, "Making Walking and Cycling Safer: Lessons from Europe," Transportation Quarterly 54, vol. 3 (2000): 25-50.

3. SELECTING THE APPROPRIATE BICYCLE FACILITY TYPE

Selecting the appropriate bicycle facility type begins by considering the various types of bicycle facilities used by bicyclist. There are four primary types of bicycle facilities:

There are four primary types of bicycle facilities:

1. Neighborhood Greenway/ Shared-Use Street
2. Bicycle Lanes
3. Cycle Tracks
4. Multi-purpose Trails

Variations exist within these four primary types of facilities. The following section provides an overview of these facilities. Additional information can be found in engineer and design reference books such as the Federal Highway Administration (FHWA) Separated Bike Lane Planning and Design Guide and the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide.

1. NEIGHBORHOOD GREENWAY/ SHARED-USE STREET

A **neighborhood greenway** is the most basic bicycle facility type and simplest to implement. It uses minimal traffic control signals and markings to denote that cars and bicyclist share the road. Typically, this is achieved by placing a sharrow marking on the travel lane and adding signs that notify drivers that they are sharing the road with bicyclist. Sidewalks are typically provided for pedestrians.

Shared-use streets are similar to neighborhood greenways in that they use minimal traffic control signals and markings. However, their implementation is much more complicated and costly. Shared-use streets are designed as plazas with pavers and furnishings such as movable tables and chairs, bicycle racks, and potted plants. These elements indicate that the space prioritizes pedestrians and slows car and bicycle speeds by creating uncertainty for drivers and cyclist. Neighborhood greenways and shared-used street conditions are appropriate in low-volume and low-speed streets.

NEIGHBORHOOD GREENWAY
Adanac Street, Vancouver, British Columbia

SHARED-USE STREET
New River Street, Batavia, IL

2. BICYCLE LANE

Next to a neighborhood greenway, a bike lane is the second simplest bicycle facility. It designates a portion of the roadway exclusively for bicycle use. Bike lanes are separated from traffic by striping and pavement markings. Signage is also placed along the roadway to notify drivers of the bike lane. Bike lanes can also be buffered and provide further separation between drivers and bicyclist. A bicycle lane is appropriate in low-medium volume streets.

BUFFERED BICYCLE LANE
First Street, Davis, CA

3. CYCLE TRACKS

Cycle tracks are a relatively new bicycle facility in the United States that has gained popularity during the last ten years. They are bike-only facilities physically separated from automobiles and sidewalks by striping, curbs, planters, bollards, parked cars, and/or other vertical elements. Cycle tracks can be one-way or two-way, and can be at the same level as the roadway or slightly elevated. A cycle track is appropriate for medium-high volume streets.

PROTECTED/ELEVATED ONE-WAY CYCLE TRACK
7th Avenue, Seattle, WA

PROTECTED TWO-WAY CYCLE TRACK
John Portman Boulevard, Atlanta, GA

4. MULTI-PURPOSE TRAILS/ SIDEPATHS

Multi-purpose trails are arguably the most popular bicycle facility. Commonly referred to as sidepaths when they are located along a street and sidewalk, a multi-purpose trail is fully separated from the street and can be shared by bicyclists, pedestrians, rollerbladers, and other non-motorized modes. Multi-purpose trails are appropriate along high volume or high-speed streets. They are typically marked with some type of center line to define travel direction and should ideally have a landscape buffer between the street and the trail.

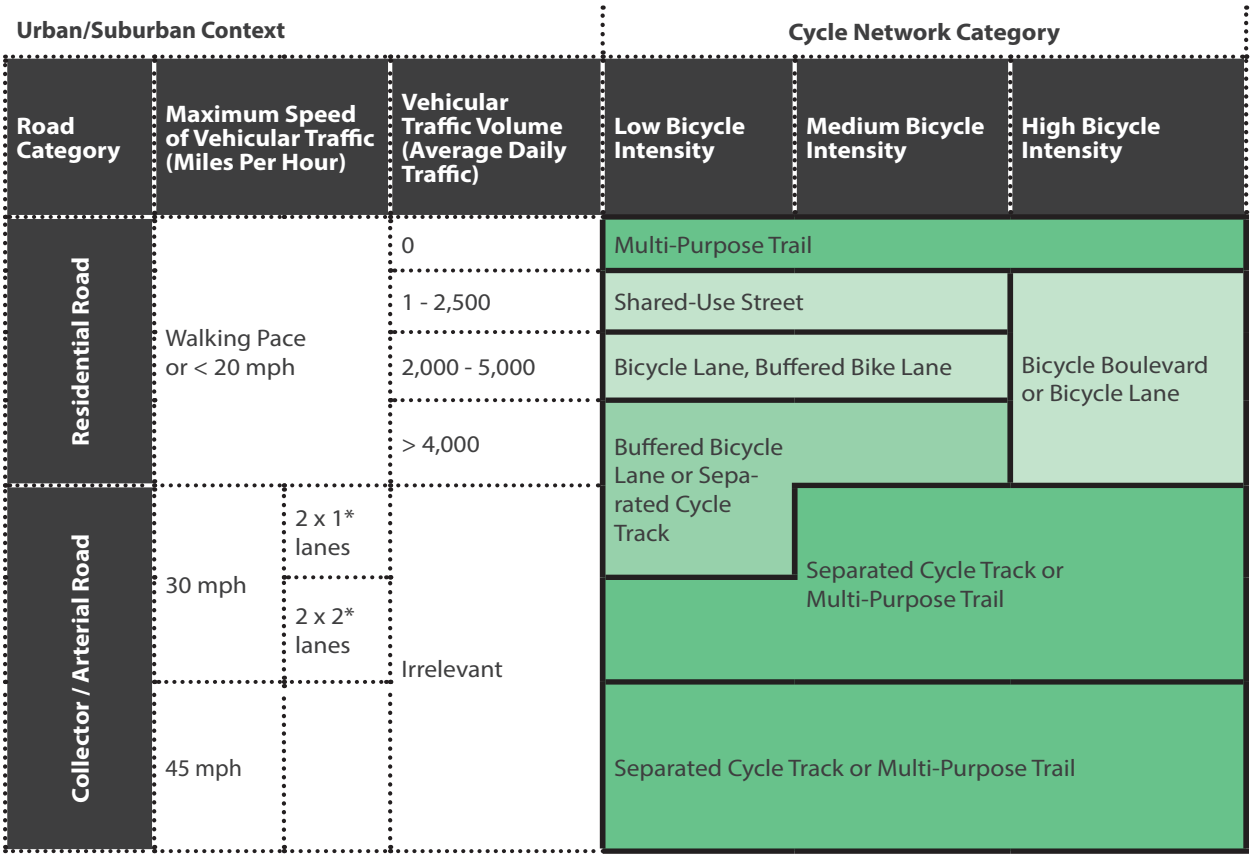
MULTI-PURPOSE TRAIL
PATH 400, Atlanta, GA

Selecting the appropriate bicycle facility for a specific corridor requires a variety of considerations including targeted bicycle users, roadway characteristics, and applicable engineering standards and guidance.

Roadway characteristics that are typically considered when planning a bicycle network includes type of road, posted speeds measured in miles per hour (MPH), traffic volumes measured in Average Daily Traffic (ADT), and bicycle volume measured in bicycles per day. Other factors to consider may include number of travel lanes, presence of truck traffic, length of the corridor, the number of curb cuts, urban form of the corridor, and adjacent land uses.

Consistent with many cities and agencies across the country, the "Interested, but Concerned" user group described on page 3 was suggested as the appropriate target user for the North Fulton County Comprehensive Transportation Plan Bicycle Facility Implementation Guidelines. This user group offers the County the largest opportunity for increasing the number of people riding bicycles. Their criteria mimics Dutch standards for bicycle traffic facilities acceptable to the mainstream population, which attracts equal male and female shares and has high levels of bicycle use for all age groups[4].

Based on this user group, Figure 1.1 can be used as a starting point for planners and designers to identify which bicycle facilities may be the most appropriate for a specific corridor. It considers road types, posted vehicular traffic speeds, vehicular traffic volumes, and bicycle volumes to suggest appropriate bicycle facilities and is based on the Dutch bicycle facility options diagram for road sections inside the built up-area, such as urban/suburban areas.



Source: Based on the Dutch bicycle facility options diagram for road sections inside the built up-area[5]. Built-up area refers to areas that have a minimum of 30% building density on both sides of the road or 50% on one side of the road, comparable to Urban/Suburban areas in the United States.

*First number refers to the direction of travel, second number refers to the number of lanes in the direction of travel noted in the first number.

FIGURE 1.1
Option diagram for bicycle facilities within urban/suburban areas

[4] John Pucher and Lewis Dijkstra, "Making Walking and Cycling Safer: Lessons from Europe," Transportation Quarterly 54, vol. 3 (2000): 25-50.

[5] H. Talens, et al., "Design manual for bicycle traffic" CROW (2007), The Netherlands.

Figure 1.2 can be used as a starting point for planners and designers to identify which bicycle facilities may be the most appropriate for a specific corridor outside the built up-area, such as rural areas.

Rural Context			Cycle Network Category	
Road Category	**Maximum Speed of Vehicular Traffic (Miles Per Hour)**	**Vehicular Traffic Volume (Average Daily Traffic)**	**Low Bicycle Intensity**	**Medium to High Bicycle Intensity**
Residential Road	35 mph	1 - 2,500	Shared-Use Street	Bicycle Boulevard (If ADT < 500/day)
		2,000 - 3,000	Bicycle Lane, Buffered Bicycle Lane, or Separated Cycle Track	Separated Cycle Track, or perhaps Bicycle Lanes
		> 3,000	Separated Cycle Track	
Collector / Arterial Road	50 mph	Irrelevant	Multi-Purpose Trail	

Source: Based on the Dutch bicycle facility options diagram for road sections inside the built up-area[6]. Built-up area refers to areas that have a minimum of 30% building density on both sides of the road or 50% on one side of the road, comparable to Urban/Suburban areas in the United States.

FIGURE 1.2
Option Diagram for Bicycle Facilities within Rural Areas

It's important to emphasize that these diagrams are a starting point for planners and designers to identify which bicycle facilities may be the most appropriate for a specific corridor. These diagrams are based on three basic premises:

1. The most desirable condition for bicyclist is critical. Most desirable typically refers to the safety and comfort of the bicyclist and the recommendations in the diagram may not always be feasible. If the feasible solution creates a less desirable solution for the cyclist, the designer or planner should find a way to make the solution as bicycle-friendly as possible.
2. Creating bicycle-friendly infrastructure requires the comprehensive consideration of the entire traffic condition, not just only the bicycle facility. That is why the diagram includes road categories, bicycle network categories, vehicular traffic speeds, and vehicular traffic volume.
3. The difference between possible bicycle facilities solutions is not always fixed and often, multiple bicycle facilities solutions exist. The diagram is only a tool for the designer and planner to use to adjust the recommendations to a particular situation.

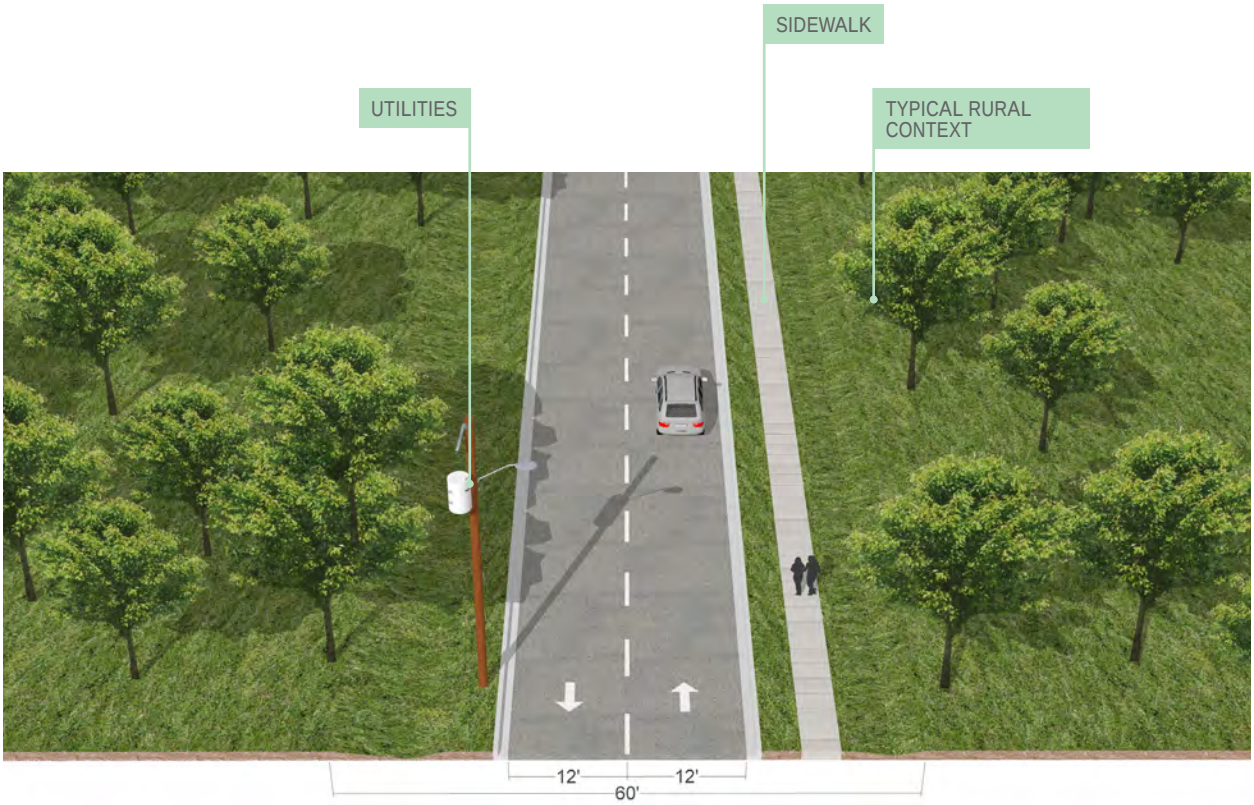
[5] H. Talens, et al., "Design manual for bicycle traffic" CROW (2007), The Netherlands.

Typical cross sections and intersections were developed for the North Fulton County Comprehensive Transportation Plan that consider the predominant roadway types within the study area's diverse development patterns. The purpose of these typical sections and intersections is to:

1. Test what can be built within the typical public ROW in North Fulton County or built when a roadway is expanded
2. Identify the range of street and intersection designs that can be applied in different types of contexts in the County
3. Illustrate how streets and intersections can be modified to integrate high-quality bicycle facilities that cater to the majority of the population.

It is important to note that these typical cross sections and intersections are intended to only serve as examples for planners and designers of how high-quality bicycle facilities could be implemented in the predominantly roadway types found within the study area. Additional analysis, community input, and design and engineering judgment should be used in the design and engineering of specific projects.

TWO LANE STREET



EXISTING
Typical cross section for a two-lane connector street in a rural area

TYPICAL CONDITIONS

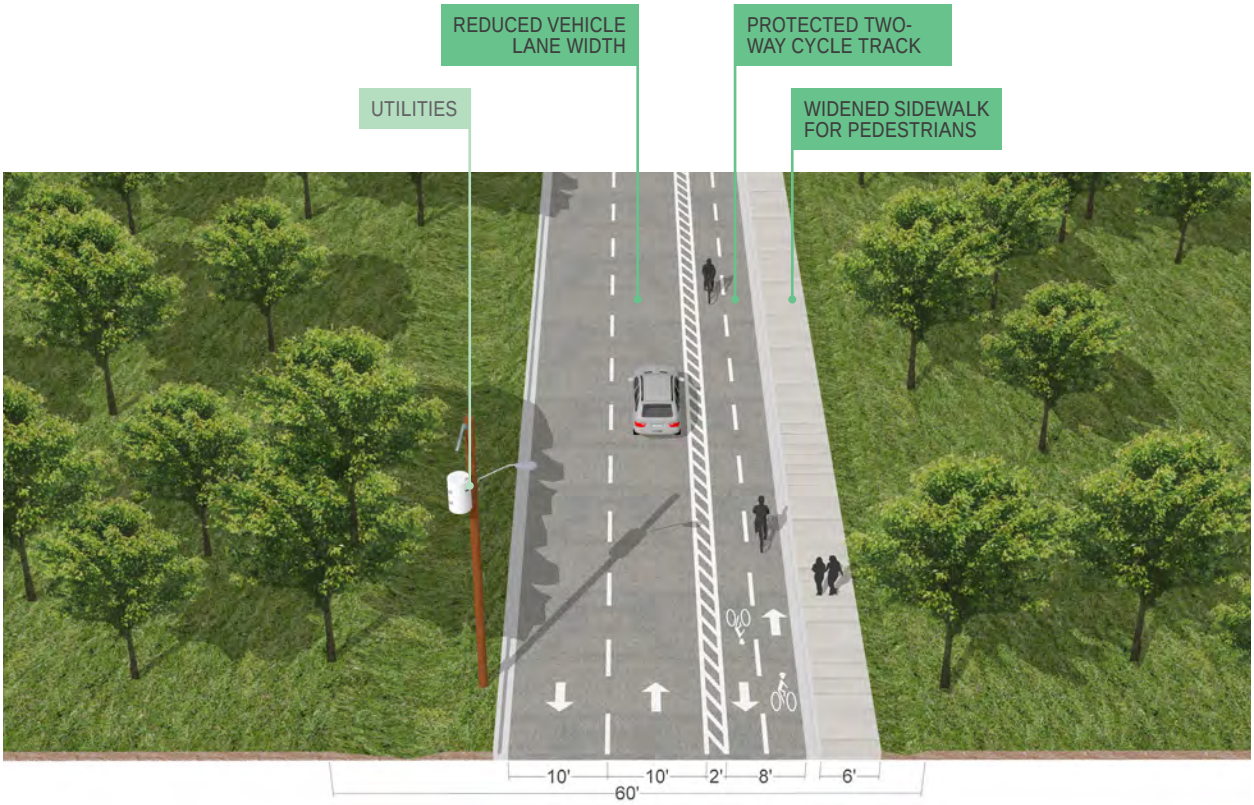
Two-lane connector streets in rural areas typically have a Right-Of-Way (ROW) that varies between 50-60 feet, these roads serve as feeders to the major arterial roads, from low-density neighborhoods.

These streets typically have a narrow sidewalk on one side of the road with a narrow buffer.

EXISTING
Mount Vernon Highway: Typical two-lane connector street

RURAL CONTEXT | PROPOSED OPTION

TWO LANE STREET | SPEED < 30MPH



PROPOSED
Protected two-way cycle track for a two-lane connector street in a rural areas with a speed limit of less than 30mph

PROTECTED TWO-WAY CYCLE TRACK

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.

BIKE FACILITY

- For streets with a speed limit of less than 30 mph, designated two-way cycle track separated from the vehicular lanes by striping with bollards or a curb.

PEDESTRIAN FACILITY

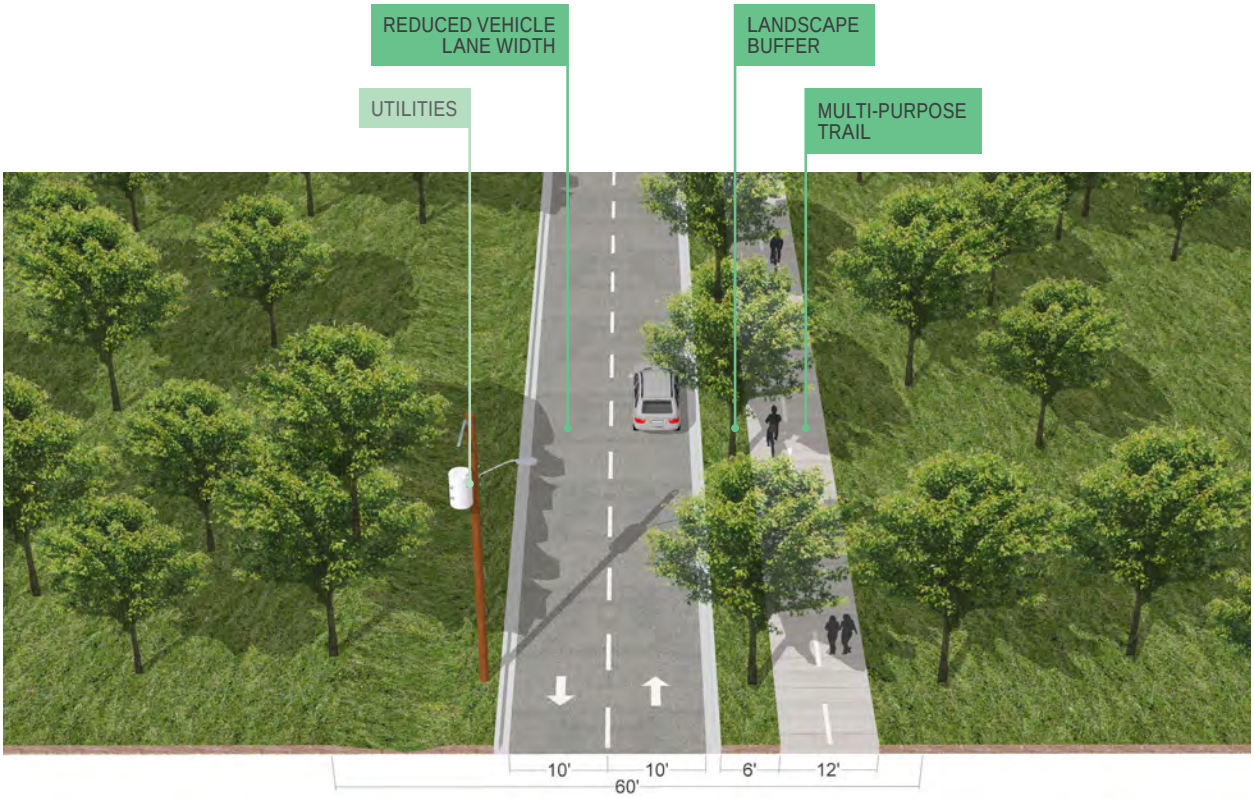
- Paved sidewalk along cycle track.
- Based on edge conditions and availability of space, sidewalk can be built on both sides of road.

RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/ power lines, to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired minimum 18 inch wide buffer between vehicular lane and cycle track.
- Minimum 12 feet (8 feet in constrained conditions) wide two-way cycle track.
- Minimum 6 feet wide sidewalk.

RURAL CONTEXT | PROPOSED CONDITIONS

TWO LANE STREET | SPEED > 30MPH



PROPOSED
Multi-purpose trail on one side of a two-lane connector street in rural area with a speed limit of more than 30mph

MULTI-PURPOSE TRAIL

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.

BIKE FACILITY

- Multi-purpose trail completely separated from the street with a landscape buffer for streets with a speed limit of more than 30mph.

PEDESTRIAN FACILITY

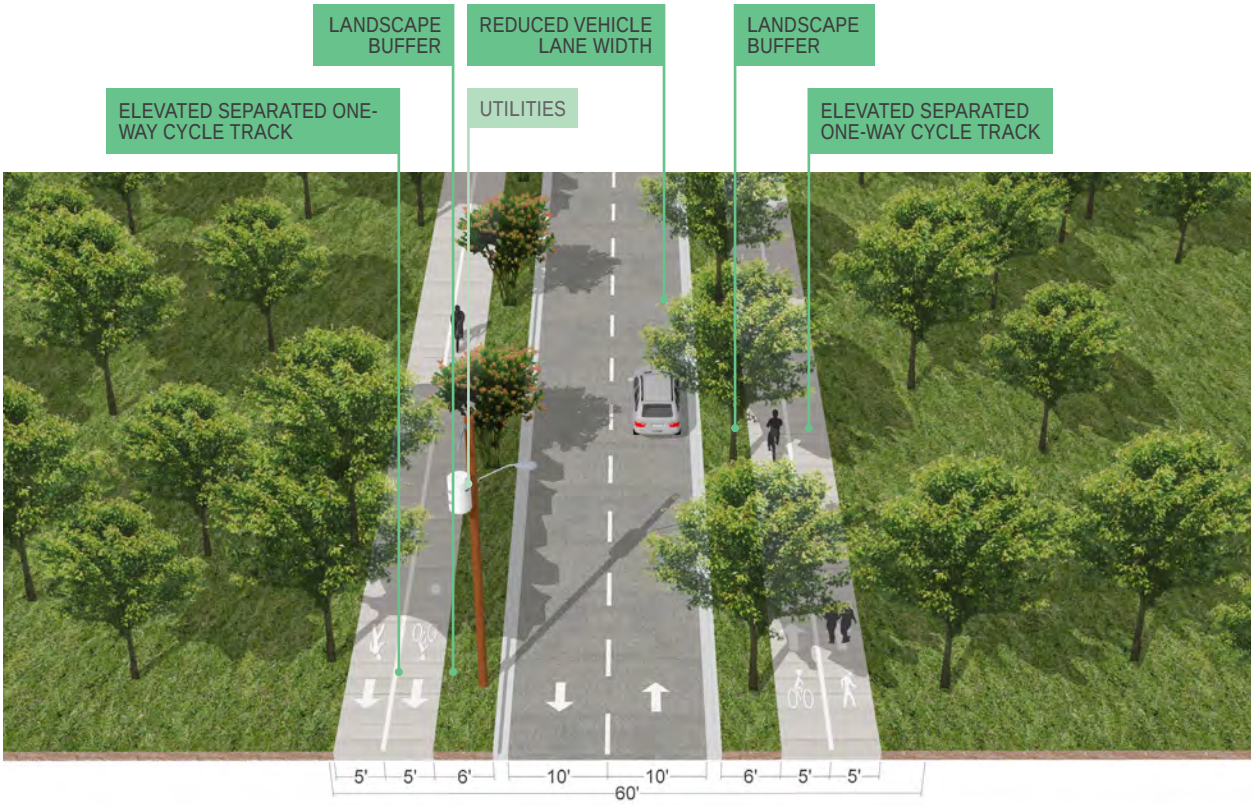
- Multi-purpose trail with center line.

RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/ power lines, to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired 6 feet (minimum 4 feet in constrained conditions) wide landscaped buffer between street and trail.
- Minimum 10 feet wide trail.

RURAL CONTEXT | PROPOSED OPTION

TWO LANE STREET | SPEED > 30MPH



PROPOSED
Elevated separated one-way cycle track on either side of two-lane connector street in rural area with a speed limit of more than 30mph

ELEVATED SEPARATED ONE-WAY CYCLE TRACK

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.

BIKE FACILITY

- Elevated one-way cycle track with designated space for cyclists and pedestrians, for streets with a speed limit of more than 30mph and a wider ROW.

PEDESTRIAN FACILITY

- Paved sidewalk with solid center line and markings designating space for pedestrians and cyclists.

RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/ power lines, to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.

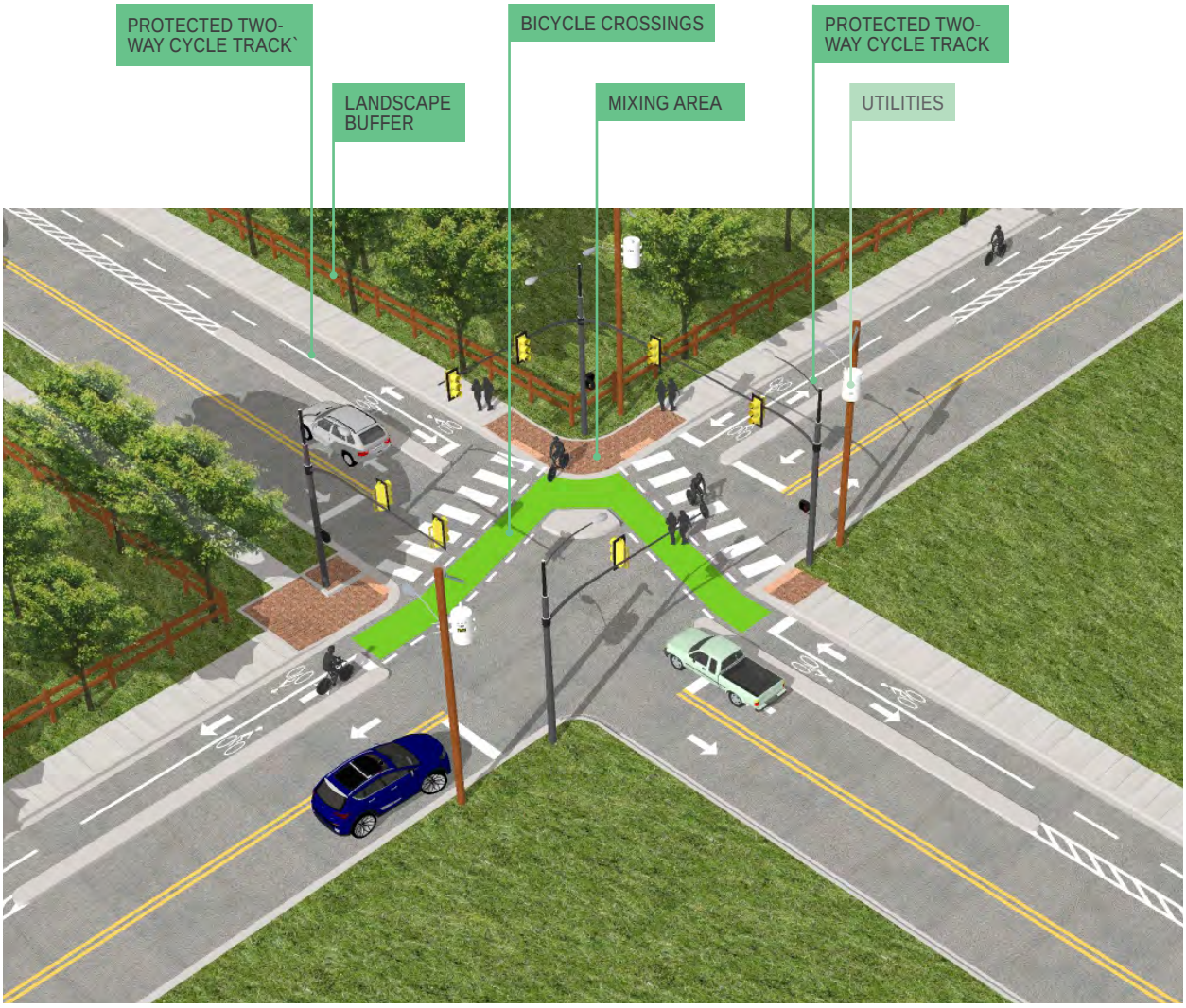
- Desired 6 feet (minimum 4 feet in constrained conditions) wide landscaped buffer between street and trail.
- Minimum 10 feet wide cycle track with 5 feet wide lanes.

- Minimum 5 foot sidewalk with bicycle lane located adjacent to the buffer.

RURAL INTERSECTION | PROPOSED

TWO LANE STREET | TWO LANE STREET

PROTECTED TWO-WAY CYCLE TRACK | PROTECTED TWO-WAY CYCLE TRACK

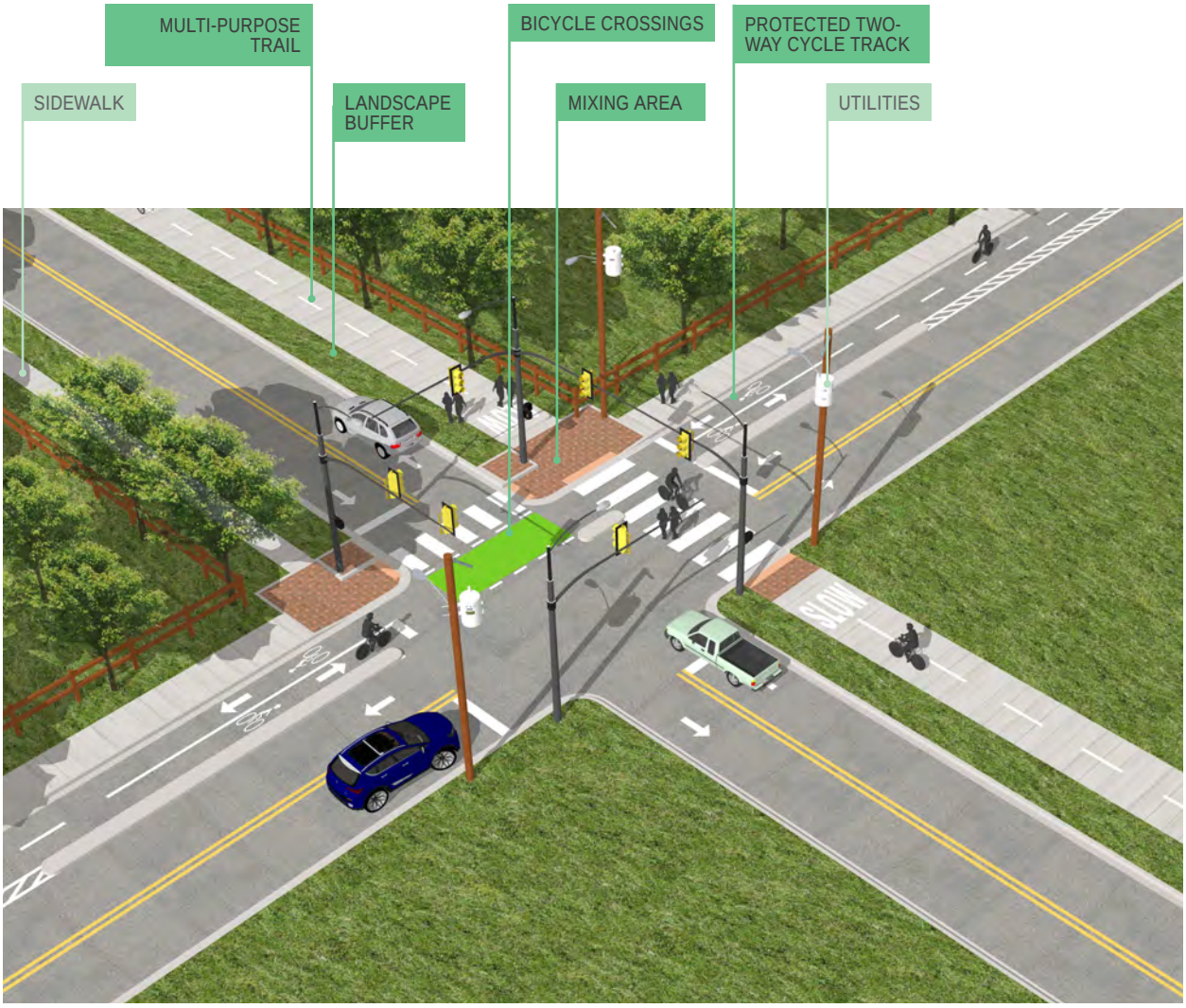


PROPOSED
Protected two-way cycle tracks at a two-lane and two-lane streets intersection

RURAL INTERSECTION | PROPOSED

TWO LANE STREET | TWO LANE STREET

PROTECTED TWO-WAY CYCLE TRACK | MULTI-PURPOSE TRAIL

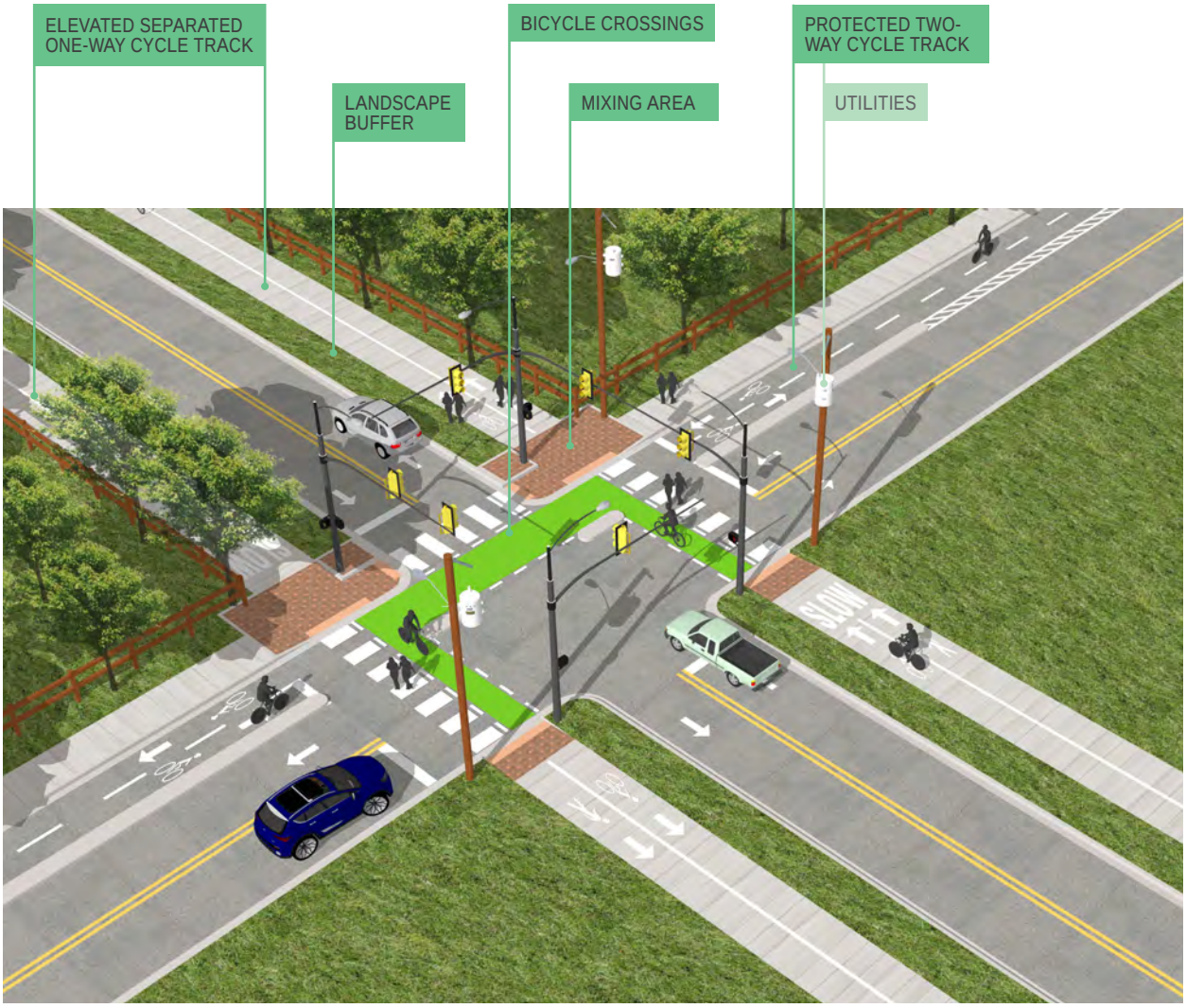


PROPOSED
Protected two-way cycle track and a Multi-purpose trail at a two-lane and two-lane streets intersection

RURAL INTERSECTION | PROPOSED

TWO LANE STREET | TWO LANE STREET

PROTECTED TWO-WAY CYCLE TRACK | ELEVATED SEPARATED ONE-WAY CYCLE TRACK

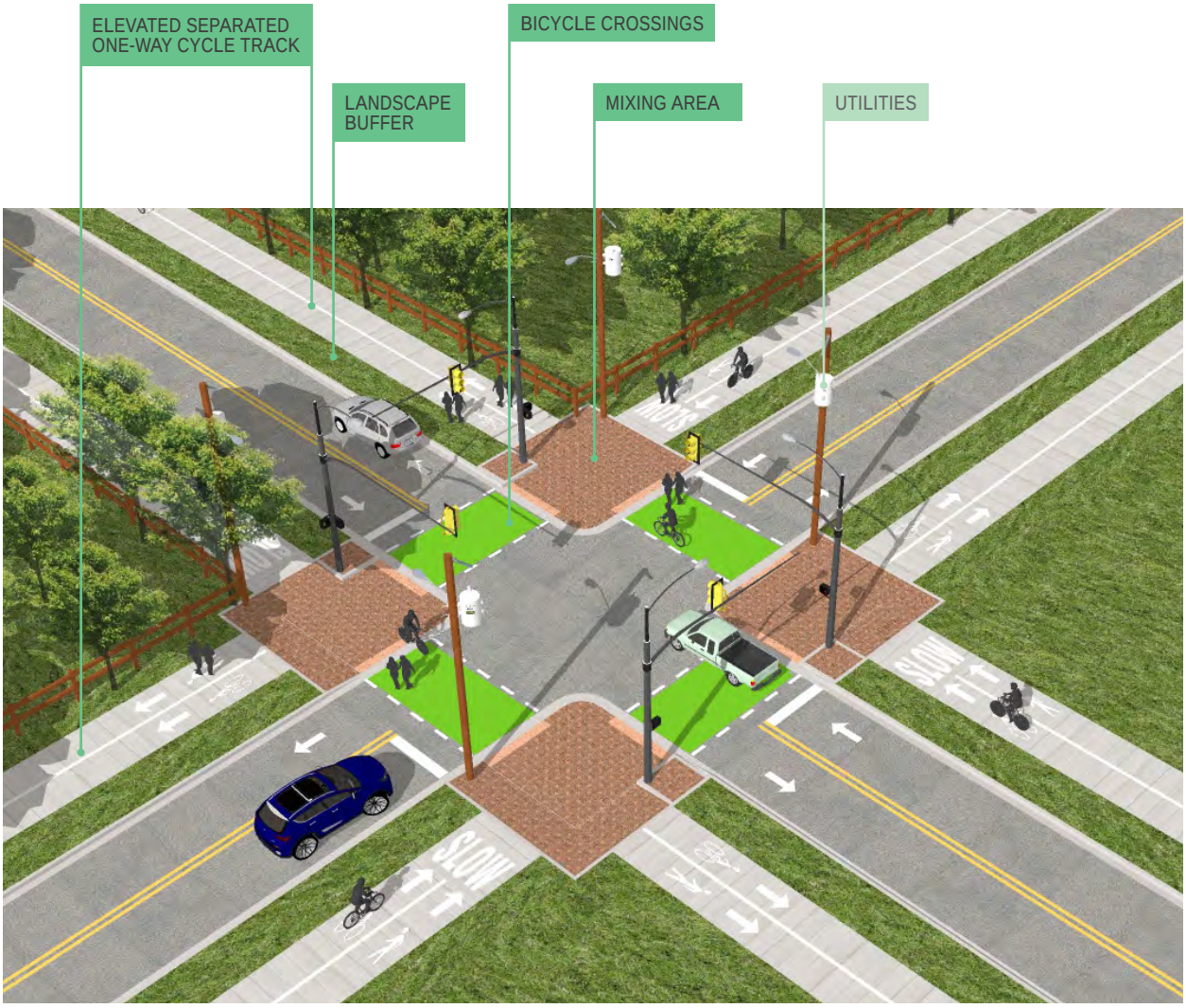


PROPOSED
Protected two-way cycle track and a Elevated separated one-way cycle track at a two-lane and two-lane streets intersection

RURAL INTERSECTION | PROPOSED

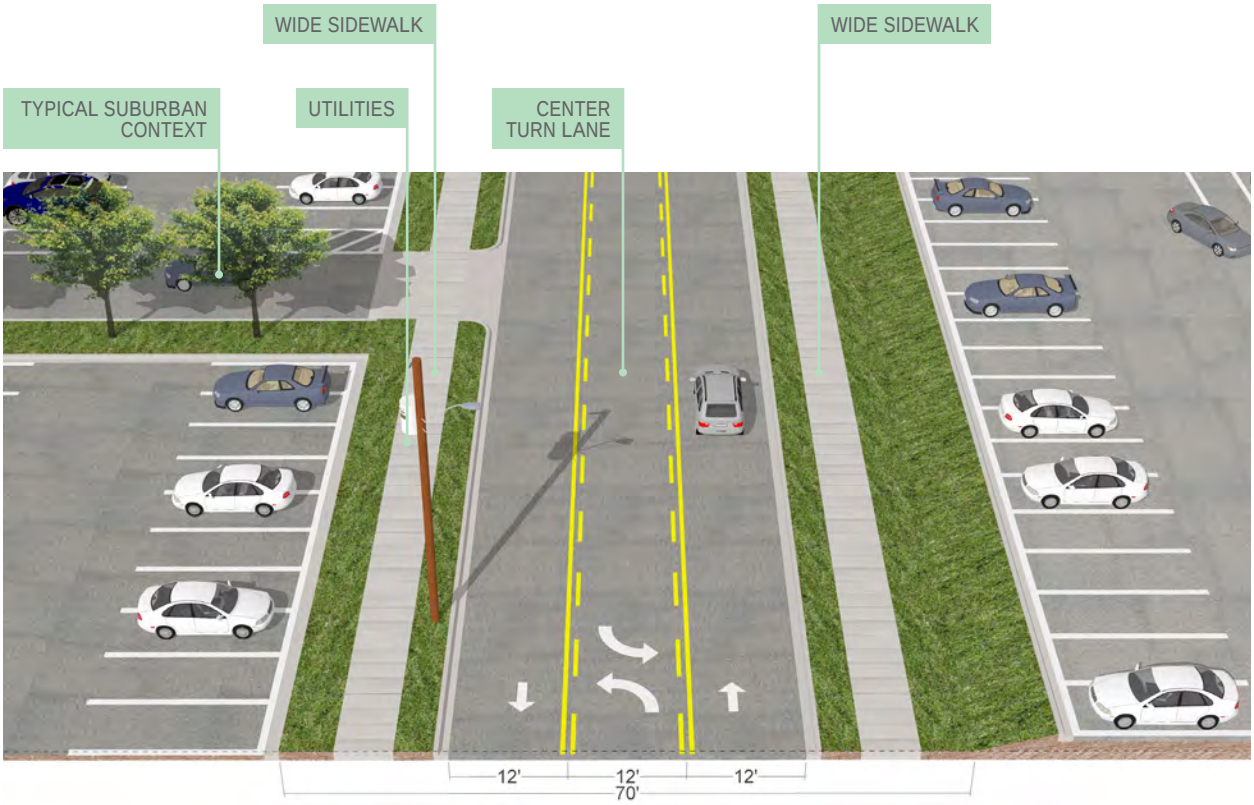
TWO LANE STREET | TWO LANE STREET

ELEVATED SEPARATED ONE-WAY CYCLE TRACK | ELEVATED SEPARATED ONE-WAY CYCLE TRACK



PROPOSED
Elevated separated one-way cycle tracks at a two-lane and two-lane streets intersection

THREE LANE STREET



EXISTING
Typical cross section for a three-lane street in a suburban area

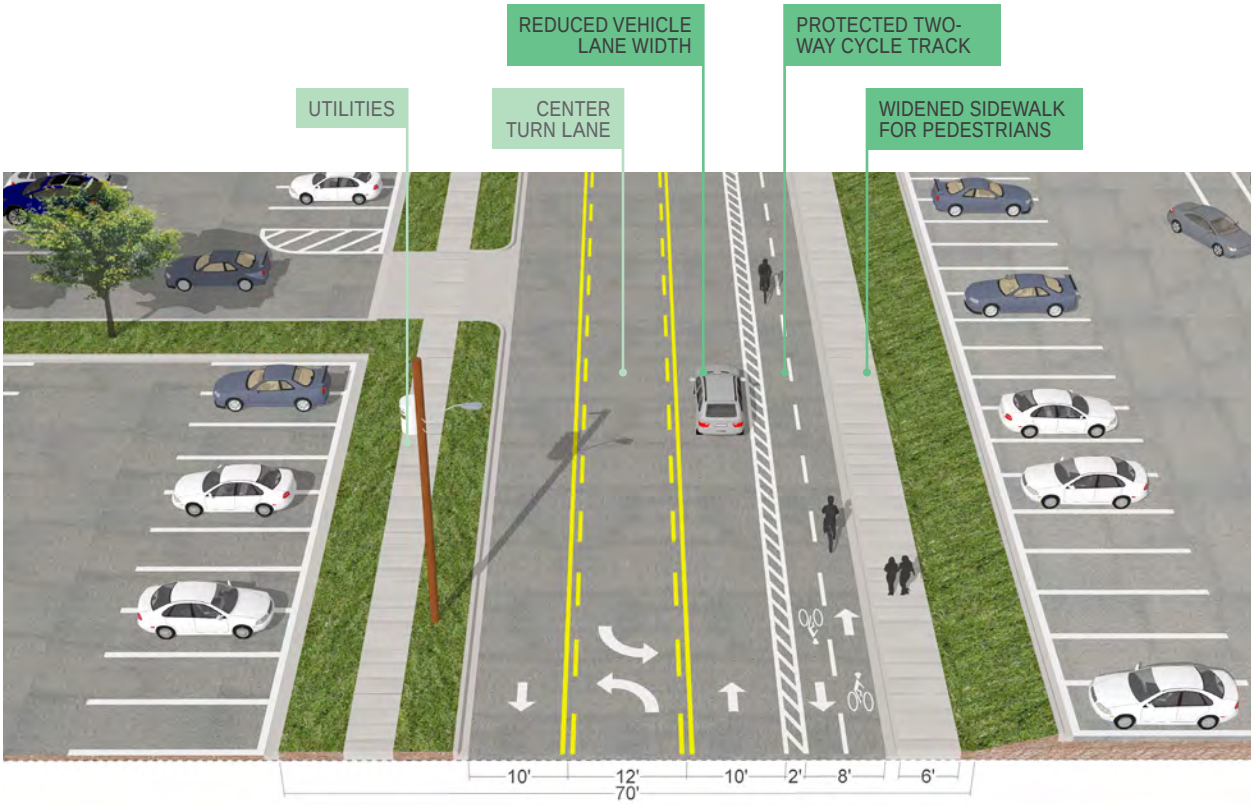
TYPICAL CONDITIONS

Three-lane streets are typically more prevalent in suburban/ urban areas. They usually have wide travel lanes and a center turn-lane. Many of these streets have a sidewalk on both sides of the street with or without a buffer.

EXISTING
Crabapple Road : Typical three-lane street

SUBURBAN CONTEXT | PROPOSED OPTION

THREE LANE STREET | SPEED < 30MPH



PROPOSED
Protected two-way cycle track for a three-lane street in suburban area with a speed limit of less than 30mph

PROTECTED TWO-WAY CYCLE TRACK

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.

BIKE FACILITY

- For streets with a speed limit of less than 30 mph, designated two-way cycle track separated from the vehicular lanes by striping with bollards or a curb.

PEDESTRIAN FACILITY

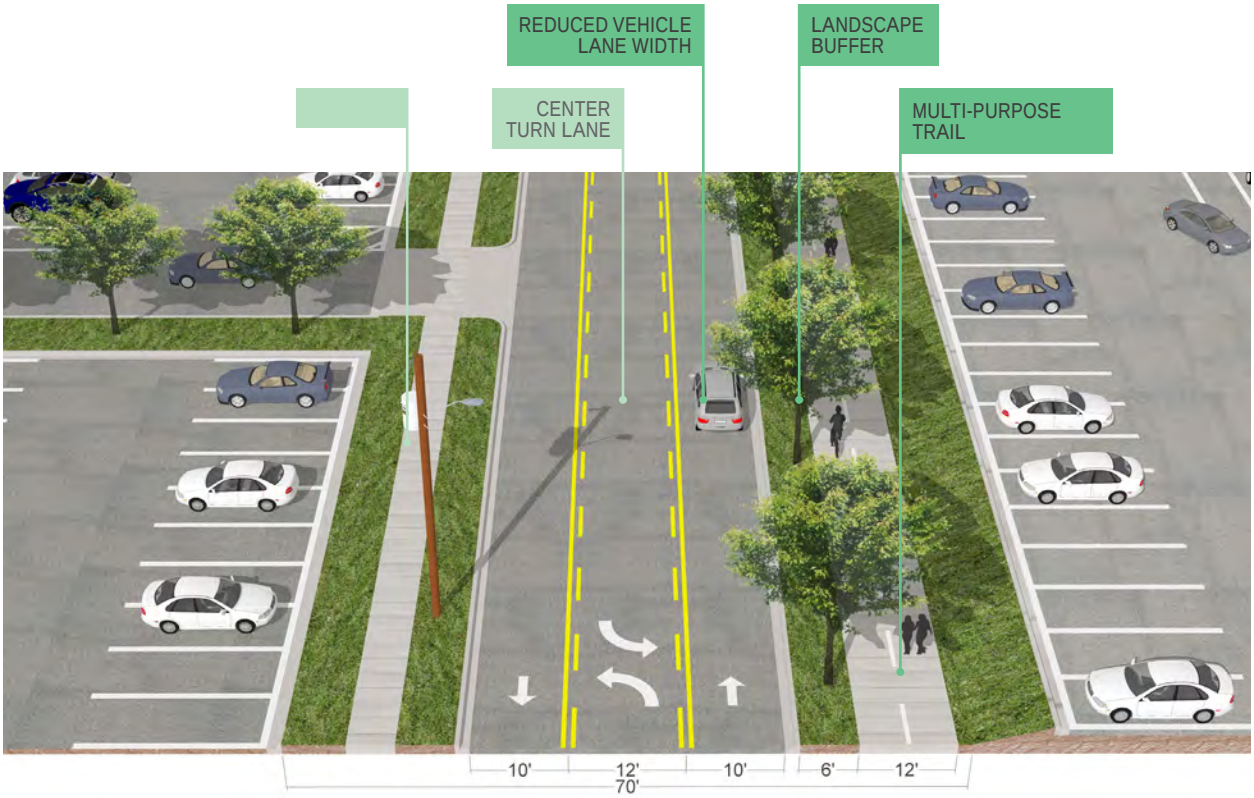
- Paved sidewalk along cycle track.
- Based on edge conditions and availability of space, sidewalk can be built on both sides of road.

RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/ power lines to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired minimum 18 inch wide buffer between vehicular lane and cycle track.
- Minimum 12 feet (8 feet in constrained conditions) wide two-way cycle track.
- Minimum 6 feet wide sidewalk.

SUBURBAN CONTEXT | PROPOSED CONDITIONS

THREE LANE STREET | SPEED > 30MPH



PROPOSED
Multi-purpose trail on one side of a three-lane street in a suburban area with a speed limit of more than 30mph

MULTI-PURPOSE TRAIL

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.
- Width of center-lane not changed.

BIKE FACILITY

- Based on site conditions, one of the existing sidewalks redesigned as an elevated multi-purpose trail completely separated from the street with a landscape buffer for streets with a speed limit of more than 30mph.

PEDESTRIAN FACILITY

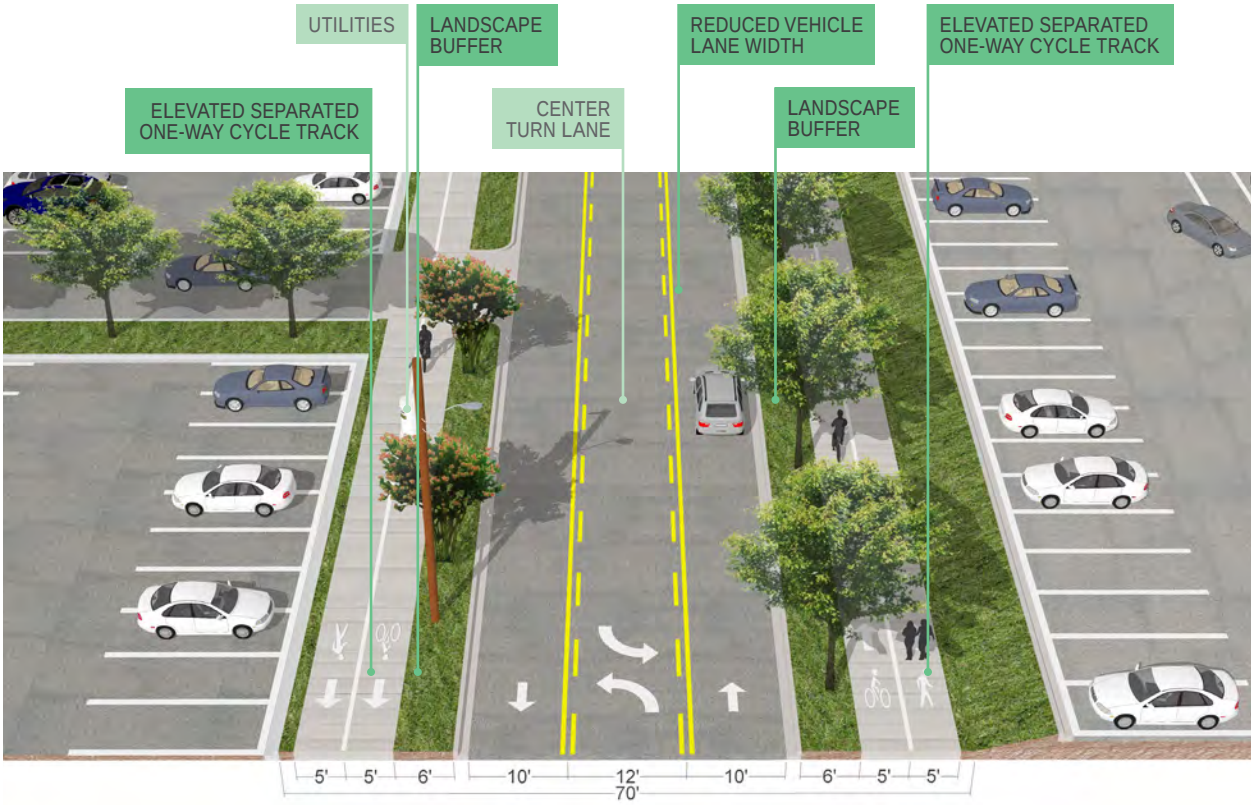
- Multi-purpose trail with center line.

RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/ power lines to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired 6 feet (minimum 4 feet in constrained conditions) wide landscaped buffer between street and trail.
- Minimum 10 feet wide trail.

SUBURBAN CONTEXT | PROPOSED OPTION

THREE LANE STREET | SPEED > 30MPH



PROPOSED
Elevated separated one-way cycle track on either side of a three-lane street in a suburban area with a speed limit of more than 30mph

ELEVATED SEPARATED ONE-WAY CYCLE TRACK

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.
- Width of center-lane not changed.

BIKE FACILITY

- Existing sidewalk redesigned as an elevated one-way cycle track with designated space for cyclists and pedestrians, for streets with a speed limit of more than 30mph and a wider ROW.

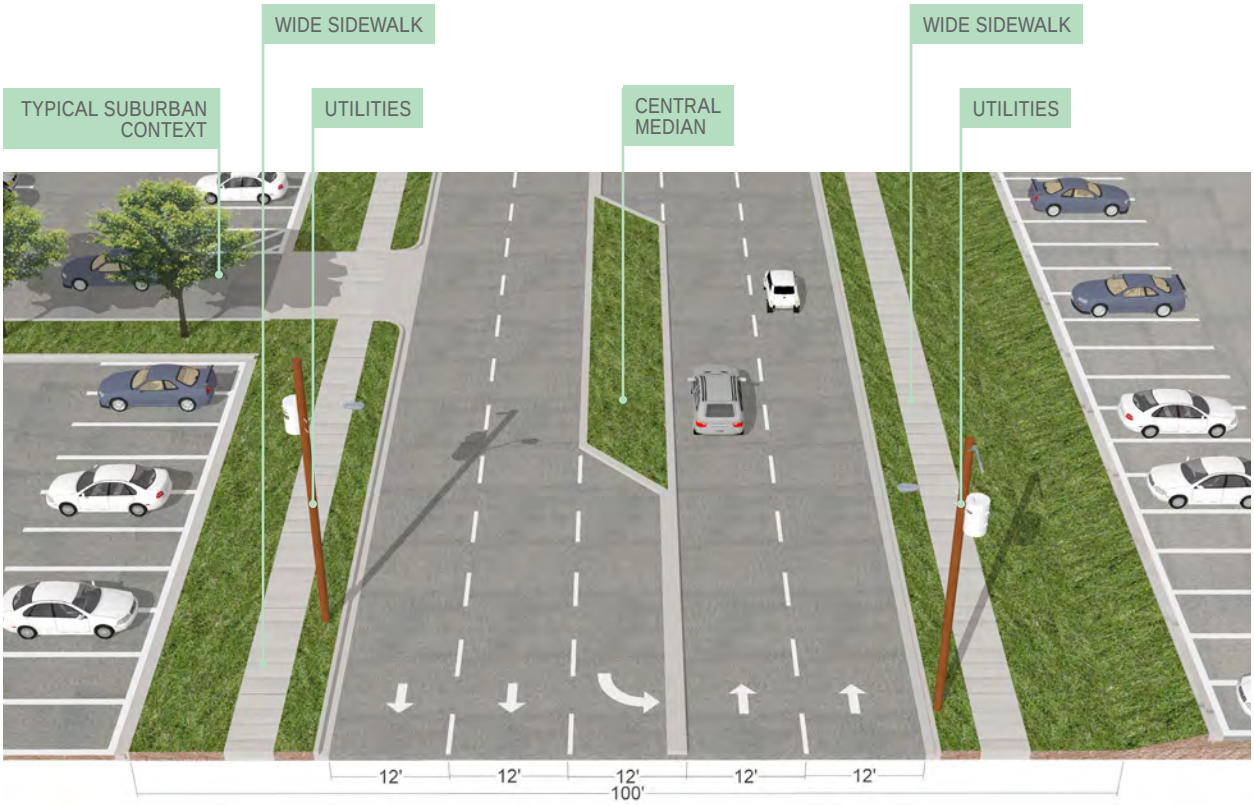
PEDESTRIAN FACILITY

- Paved sidewalk with solid center line and markings designating space for pedestrians and cyclists.

RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/ power lines to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired 6 feet (minimum 4 feet in constrained conditions) wide landscaped buffer between street and trail.
- Minimum 10 feet wide cycle track with 5 feet wide lanes.
- Minimum 5 foot sidewalk with bicycle lane located adjacent to the buffer.

FOUR LANE STREET



EXISTING
Typical cross section of a four-lane street in a suburban area

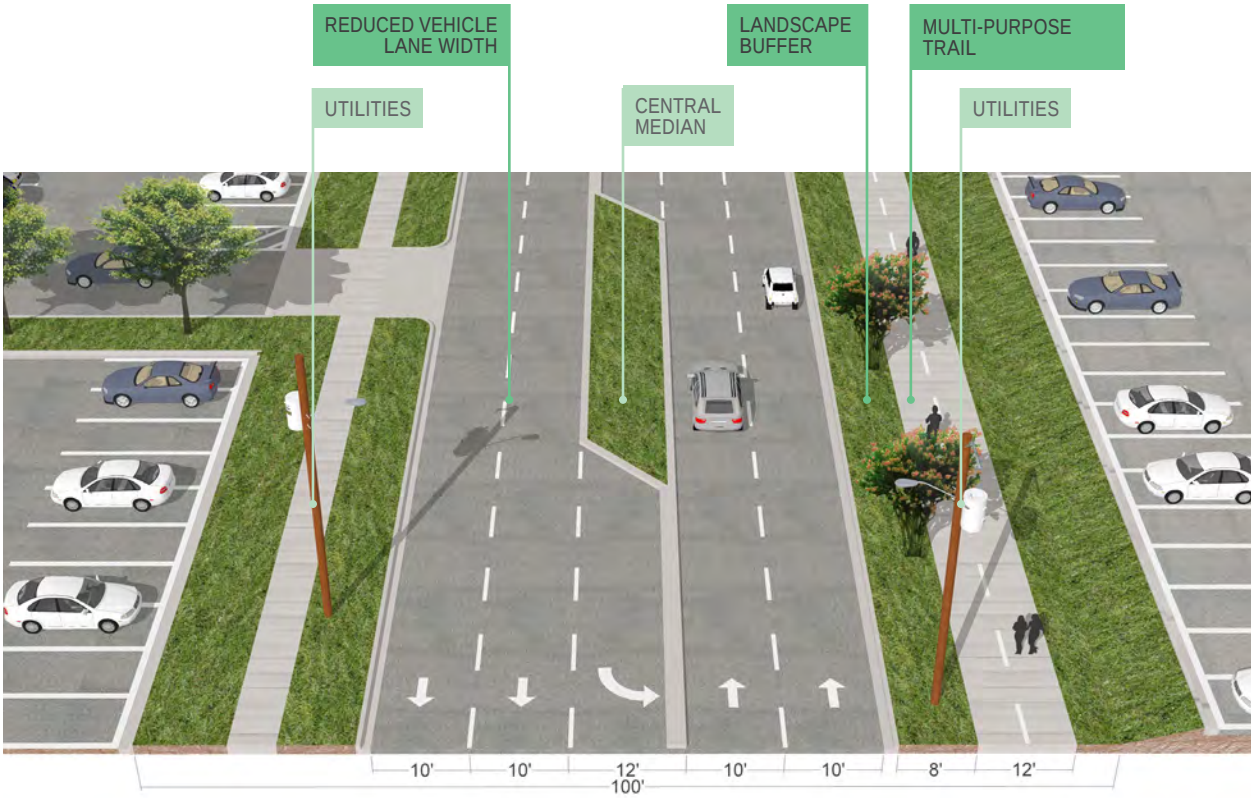
TYPICAL CONDITIONS

Many of the streets in the study area are four-lanes (or more) wide with a center turn lane or a turn lane with medians (or striping). These collector streets are primarily located in suburban/ urban areas with predominantly commercial land uses.

They typically have a wide sidewalk with a buffer.

EXISTING
Glenridge Drive: Typical four-lane street, with a median in a suburban context

FOUR LANE STREET



PROPOSED
Multi-purpose trail on one side of four-lane (or more) street

MULTI-PURPOSE TRAIL

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.
- Width of center-lane not changed.

BIKE FACILITY

- Based on site conditions, one of the existing sidewalks redesigned as an elevated multi-purpose trail completely separated from the street with a landscape buffer for streets with a speed limit of more than 30mph.

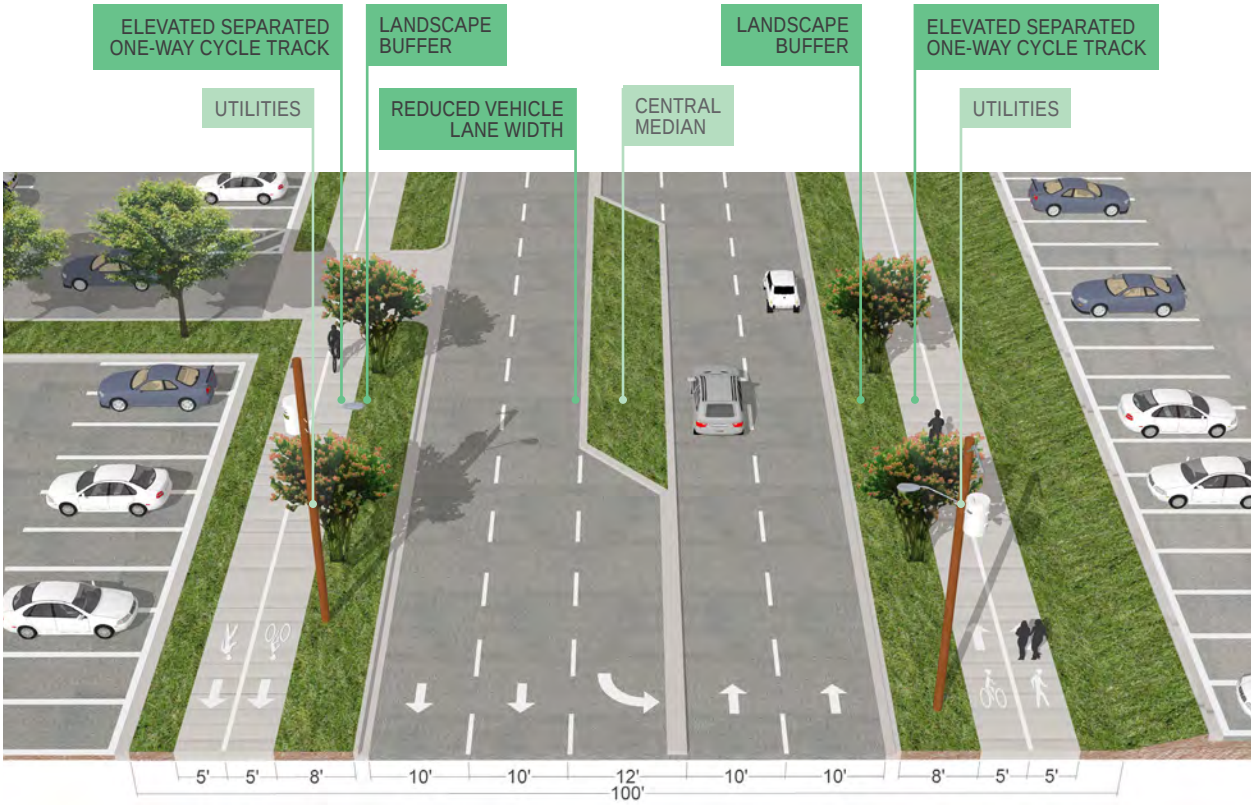
PEDESTRIAN FACILITY

- Multi-purpose trail with center line.

RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/ power lines to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired 6 feet (minimum 4 feet in constrained conditions) wide landscaped buffer between street and trail.
- Minimum 10 feet wide trail.

FOUR LANE STREET



PROPOSED
Elevated separated one-way cycle track on either side of four-lane (or more) streets

ELEVATED SEPARATED ONE-WAY CYCLE TRACK

VEHICULAR LANES

- Repurposed roadway space by reducing existing lane widths from 12 feet to 10 feet.
- Width of center-lane not changed.

BIKE FACILITY

- Existing sidewalk redesigned as an elevated one-way cycle track with designated space for cyclists and pedestrians, for streets with a speed limit of more than 30mph and a wider ROW.

PEDESTRIAN FACILITY

- Paved sidewalk with solid center line and markings designating space for pedestrians and cyclists.

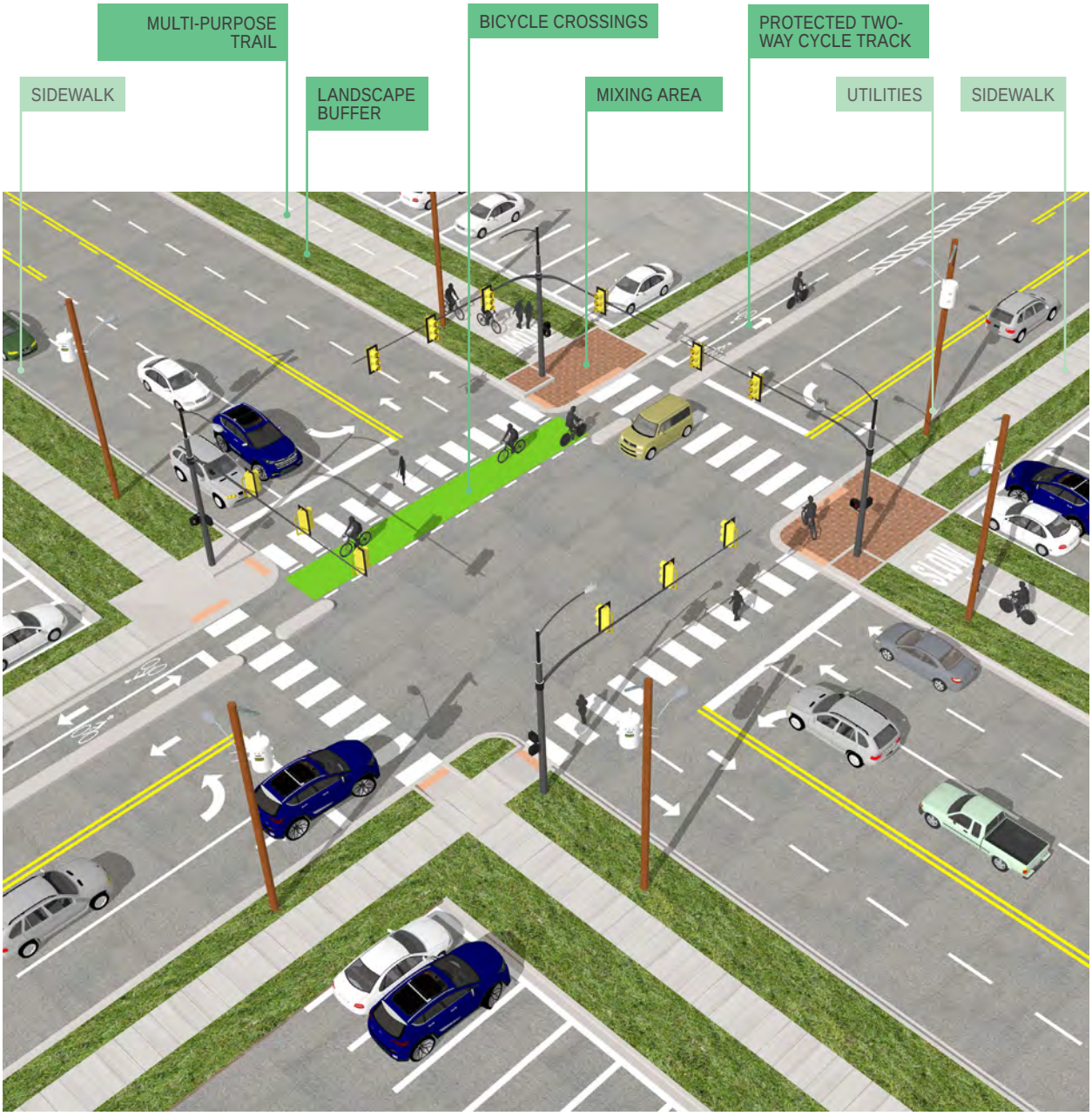
RECOMMENDATIONS

- Desired 10 feet wide lanes
- Location of existing utility/ power lines to be taken into consideration while repurposing the street, and should remain unchanged to incur minimum costs.
- Desired 6 feet (minimum 4 feet in constrained conditions) wide landscaped buffer between street and trail.
- Minimum 10 feet wide cycle track with 5 feet wide lanes.
- Minimum 5 foot sidewalk with bicycle lane located adjacent to the buffer.

SUBURBAN INTERSECTION | PROPOSED

THREE LANE STREET | FOUR LANE STREET

PROTECTED TWO-WAY CYCLE TRACK | MULTI-PURPOSE TRAIL

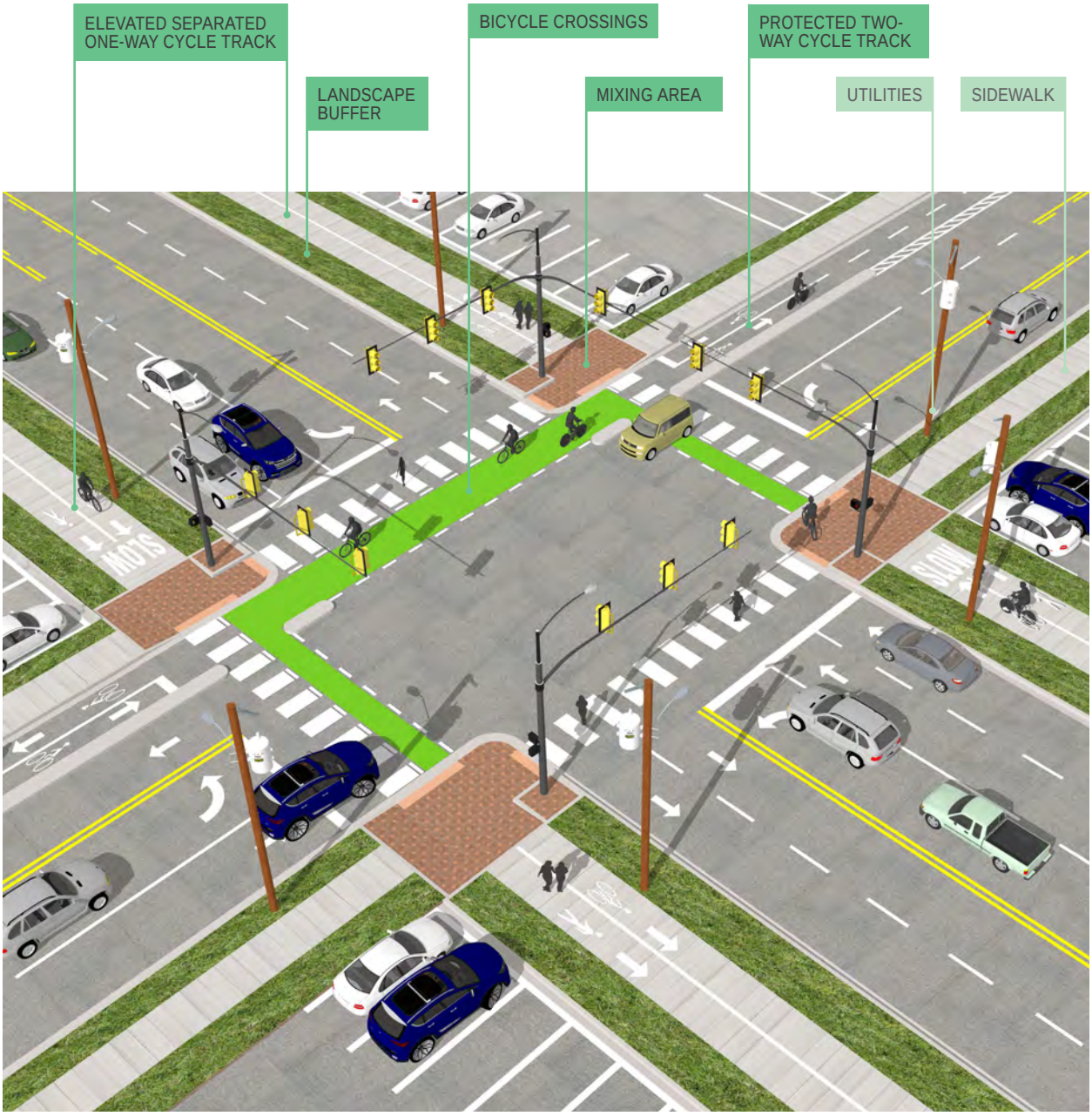


PROPOSED
Protected two-way cycle track and a Multi-purpose trail at a three-lane and four-lane streets intersection

SUBURBAN INTERSECTION | PROPOSED

THREE LANE STREET | FOUR LANE STREET

PROTECTED TWO-WAY CYCLE TRACK | ELEVATED SEPARATED ONE-WAY CYCLE TRACK

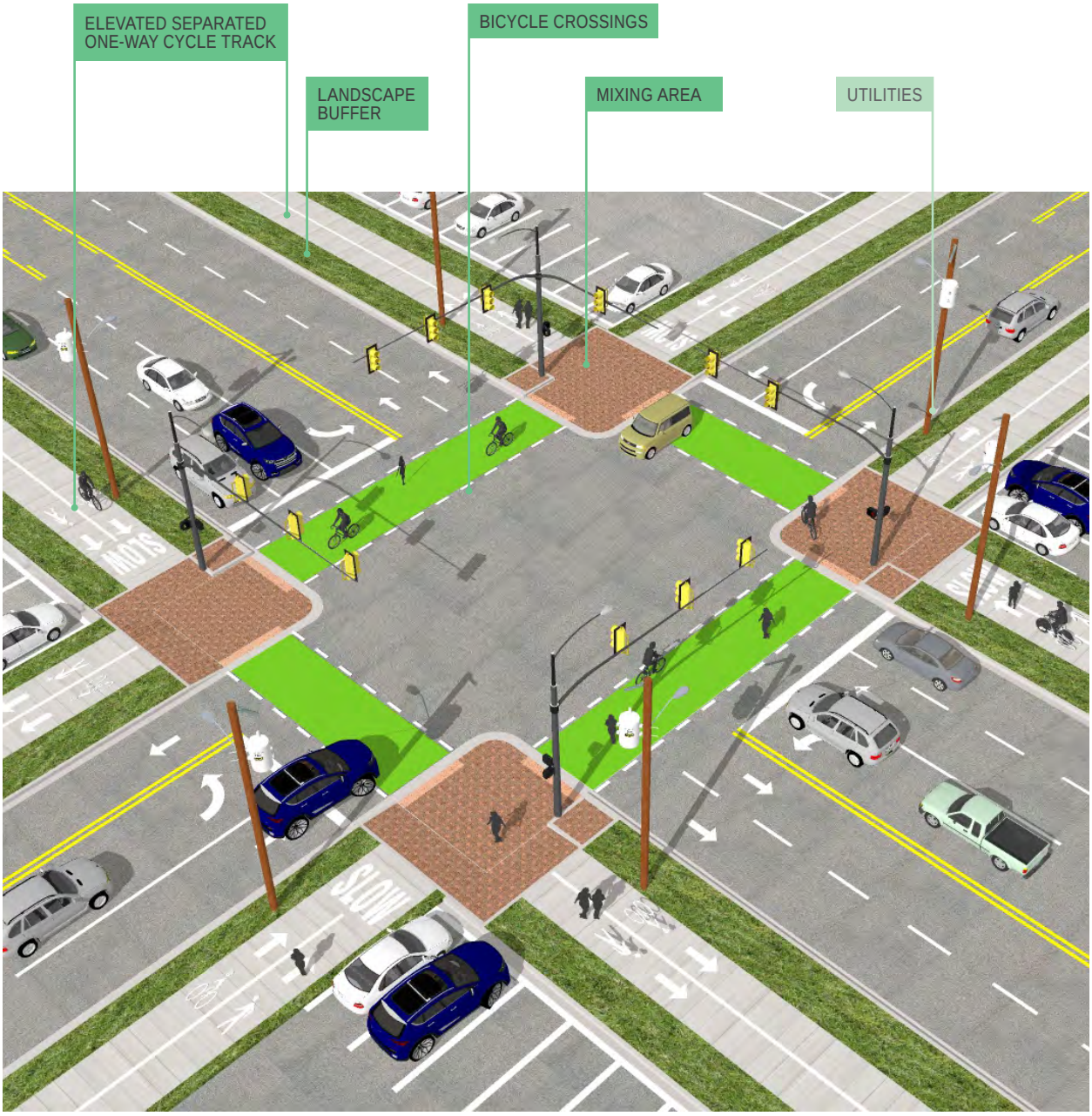


PROPOSED
Protected two-way cycle track and a Elevated separated one-way cycle track at a three-lane and four-lane streets intersection

SUBURBAN INTERSECTION | PROPOSED

THREE LANE STREET | FOUR LANE STREET

ELEVATED SEPARATED ONE-WAY CYCLE TRACK | ELEVATED SEPARATED ONE-WAY CYCLE TRACK



PROPOSED
Elevated separated one-way cycle tracks at a three-lane and four-lane streets intersection

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NORTH FULTON

COMPREHENSIVE TRANSPORTATION PLAN

City Council Meeting
STAFF REPORT

Submitting Department: Information Technology
Submitted By:
Meeting Date: March 5, 2018

I. AGENDA ITEM TITLE: LIVE STREAMING OF CITY COUNCIL MEETINGS WORKSHOP

II. RECOMMENDATION:

Recommend replacement of current hardware based system with WireCast Software and the LiveStream hosting service if needed to provide reliable steaming and recording of City Council meetings.

III. BUDGET IMPLICATIONS:

BUDGETED ITEM: NO

FISCAL IMPACT: YES

INCLUDED IN CURRENT FY CPTL BUDGET: NO

INCLUDED IN CURRENT FY OPRT. BUDGET: YES

TOTAL PROJECT COST: FY 2018 - $1300. WIRECAST SOFTWARE AND SUPPORT FOR 1 YEAR

FY 2019 - $3000. WIRECAST SOFTWARE AND SUPPORT RENEWAL AND LIVESTREAM HOSTING SERVICE IF NEEDED. THIS IS INCLUDED IN THE FY 2019 BUDGET PROPOSAL.

APPROPRIATIONS:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
General Supplies - 100-17-1735-1535-531100	$1,300.00

EXTERNAL FUNDING SOURCES:

ACCOUNT TITLE/NUMBER	DOLLAR AMOUNT
N/A	$0.00

IV. REPORT IN BRIEF:

This is a workshop update on the analysis and recommendation for the City Council video system for recording and live streaming of City Council meetings.

Findings indicate replacement of current hardware based system with WireCast software. Based on testing, this system should work with CIVICCLERK and allow for the streaming and recording of meetings.

The LiveStream hosting service will be procured only if needed due to unreliable streaming of the meetings via CIVICCLERK's streaming component. Hosted streaming of meetings with vendor support is provided using LiveStream.

Both of these products should work with the City's version of CIVICCLERK.

V. ALTERNATIVES:

The initial cost for the WireCast software and support is about $1,300. Annual maintenance and support costs for future WireCast software upgrades will be @ $300/year.

The Annual Cost for the LiveStream hosting service and support is about $2400 / year. We have budgeted $3000 for FY2019 to cover this and any other incidental costs for setup and misc items. The LiveStream option will only be used if CIVICCLERK's hosting system proves to be unreliable.

VI. ATTACHMENTS:

LIveStream features, Wirecast Brochure

livestream

Platform Features

Savings

	BASIC	PREMIUM	ENTERPRISE
Total Savings for Annual Payment	Save $689	Save $3,000	Save $6,000

No Limits

Viewers	Unlimited	Unlimited	Unlimited
Storage	Unlimited	Unlimited	Unlimited
Event Pages	Unlimited	Unlimited	Unlimited

Advanced Control & Privacy

Analytics for Livestream, Facebook Live and Youtube	-	✔	✔
Ability to Disable Viewer Count, Chat and Commenting	-	✔	✔
Password Protected Events	-	-	✔
Hide Account and Events on Livestream.com	-	-	✔
White Label Player and Embeds	-	-	✔
Control Embedding Location	-	-	✔
Google DFP Integration to Enable Pre-Roll Video Ads	-	-	✔
Mid-Roll Ad Insertion Using Livestream Studio™	-	-	✔
Geo-Blocking	-	-	✔

Player Features & Event Distribution

Ad free	Always	Always	Always
Event and VOD Archive	Unlimited	Unlimited	Unlimited
Live Embedding	-	Unlimited	Unlimited
Cloud Recording	✔	✔	✔
HD Video Player Featuring DVR and Adaptive Bitrate	✔	✔	✔
Live Blogging Tools	✔	✔	✔
Live Chat with Moderation	✔	✔	✔
Local Publishing Server	✔	✔	✔
Vanity Account and Event URL	✔	✔	✔
Donations	✔	✔	✔
Stream to Facebook Live or YouTube	-	✔	✔
Lead Capture	-	-	✔
Livestream Audience Booster	-	-	Custom
Simultaneous Streaming	-	-	Custom
Pay-Per-View	-	-	Custom

Seamless Integration & Compatibility

Live Switching using Livestream Studio Software	✔	✔	✔
Viewing / Broadcasting on IOS and Android Devices	✔	✔	✔
Cloud Transcoding & RTMP Input	-	-	✔

Support & Account Management

Training & Onboarding	-	-	Custom
Dedicated Event Support	-	-	Custom
Dedicated Account Management	-	-	Custom
Support	Email	Email & Phone	Email & Phone

Wirecast
Product Sheet

Wirecast Video Production Software for Mac or PC

Tell your story. Live.

With Telestream's Wirecast you can easily stream professional-looking video to Facebook, YouTube, and Twitter.

Engage with your live audience! Curate and display social media comments live on screen in your broadcasts!

With Wirecast, you can stream multiple live cameras, bring in remote guests or screenshares, while dynamically mixing in other media such as movies, images, and sounds. Next, easily add production features such as transitions, instant replay, playlists, built-in titles, chroma key, virtual sets, live scoreboards and clocks. Wirecast is ideal for broadcasting professional-looking live internet shows, news, online gaming, sporting events, concerts, church services, corporate meetings, lectures and much more.

Capture from multiple cameras and other input sources,

Wirecast supports an unlimited number of input sources ranging from web cameras (via USB), to professional HDMI or SDI cameras (via capture cards), local network NDI and IP sources, and even remote guests, web and mobile devices. Wirecast supports a large number of capture cards and devices including many from AJA, Blackmagic Design, Magewell, Matrox, Teradek and more. Simply connect your input sources to your computer and Wirecast will recognize them as live feeds.

With Wirecast Rendezvous you can send a link to anyone on a smart device or computer to join you in your live broadcast – with the click of a button.

Easy to use

You don't need to be a video professional to create polished live broadcasts. Wirecast is easy and affordable – all you need is a camera, a computer and an Internet connection to broadcast your live video productions to any audience, live or on-demand at a fraction of the cost of other live video streaming solutions.

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Mix, match and switch your media

Wirecast's powerful production capabilities make it easy to switch between multiple live camera feeds while dynamically mixing in prerecorded video, audio, graphics and slides. Display live Facebook comments or easily generate animated titles and lower thirds using NewBlueFX's Titler Live Express (included free with your copy of Wirecast) for added polish and engagement with your audience.

Powerful, professional production features

- Stream to multiple platforms at the same time: Wirecast allows you to stream and record to more than one destination at a time. Just login with your account name to leading social media platforms or stream to any RTMP server.
- Wirecast Rendezvous: Bring multiple live guests into your broadcast with Wirecast's built-in peer-to-peer conferencing and remote production system. Just send them a link and they can join from any smart device or computer.
- Multiple user-definable layers: Wirecast's multiple layer support allows live compositing with up to 250 layers and unlimited shots.
- Social Media Comments: Display and curate comments directly into your live broadcasts using built-in Twitter and Facebook integration for increased engagement.
- NDI input and output: Bring any NDI source on your network directly into Wirecast. Output your program feed via NDI (available in Pro)
- Professional titles & motion graphics: More than 30 ready-to-go professional broadcast quality title themes. The included NewBlueFX Titler Live Express or Present (Pro) increases this to over 100, with upgrade options for more.
- Built-in screen capture: Capture any screen or computer on your network. Perfect for PowerPoint or Keynote presentations, online gaming, or for broadcasting live interviews using Skype or other chat clients.
- Instant replay, ISO recording, A/V Sync, multi-viewer: Packed with professional video features like 17-slot multi-viewing and previewing, audio and video syncing. With Wirecast Pro you can record any source into a separate file or use for multi-angle replays
- Multi-track, multi-channel audio: Mix, map, process, and record multi-track audio files, with support for ASIO compatible devices (available in Pro)
- Playlists: Queue a list of multiple videos, images, audio or live shots to play successively.
- Chroma key: Transport your production to a new studio or location using Wirecast's high quality GPU accelerated real-time green screen solution.
- Live scoreboards & clocks: Use the built-in scoreboards, live clocks and timer templates to track scores and play time for live action sporting events.
- 3D Virtual sets: Create a virtual TV studio environment with Wirecast Pro's built-in sets. Expand your sets with the optional Virtualsetworks add-on Package ($329)
- And much more...

Social Media Engagement

Wirecast makes Social media engagement easy: Display and curate comments using built-in Twitter and Facebook integration, upgrade to Titler Live Social ($349) to curate *and display* into beautfully rendered 3D titles.

Languages Supported

English, Brazilian Portuguese, Czech, Dutch, French, German, Italian, Japanese, Korean, Spanish, Swedish and simplified Chinese.

Incredible output options

Wirecast has unmatched versatility when it comes to output. Stream, record, or choose from local baseband SDI or HDMI output, graphic cards external montor and multiviewer outputs as well as NDI and IP multi-casting and unicasting on your LAN. Wirecast's virtual camera and microphone outputs even allow you to push your Wirecast program audio and video into other software like Skype, Google Hangouts, and more.

Streaming protocol support

RTMP, RTP, and MMS (Windows).

Encoding and recording format support

X264, ProRes, Motion JPEG, and Windows Media (Windows).

Wirecast Workflow

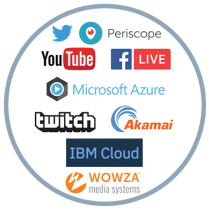
Wirecast
Product Sheet

Plug in your cameras

Capture your content

Produce your show

Stream it live



Audio/Video Sources

Devices:
- Cameras: SD/HD SDI, HDMI, USB, USB-C, and Thunderbolt
- iOS / Wirecast Go
- Microphones: USB , Line In, XLR
- Audio interfaces, mixers, and ASIO devices

Web/IP:
- Web streams: RTMP, RTSP, MMS, HTTP
- Screen Capture and Remote Desktop Presenters
- IP Cameras
- Web Display
- NDI™

Other:
- System Audio Capture
- Media Files

Hardware

Computers:
- Mac
- PC
- Wirecast Gear (Win10)
- Quad-core processor recommended

Video Capture:
- PCIe
- Thunderbolt
- USB 3.0/3.1
- AJA, Blackmagic, Magewell, Matrox and more…

Software: Wirecast

Live production:
- Rendezvous remote conferencing
- Live switching
- Multi-viewer
- Social media comments
- Transitions
- Lower thirds
- Chroma key
- Virtual sets
- Picture in Picture (PIP)
- Audio Mixer with 16 channels mappable to 8 tracks per source
- Scoreboards
- Countdown clock and chronograph
- A/V delay
- Replay and ISO recording
- Playlists
- Animated 3D titles with NewBlue Titler Live and more...

Encoding:
- Software: X264, H.264, RTMP, ProRes, MJPEG, AAC, and WMV
- Hardware: Intel QuickSync, nVidia NVENC, Apple H.264

Destinations

Deliver to:
- Facebook Live, YouTube Live, Twitter/Periscope
- CDNs
- Streaming servers
- Record to disk
- Virtual camera and microphone out (e.g. Skype)
- HD-SDI output
- Multi-viewer

Don't want to build your own system?

We built one for you!

Wirecast Gear is an alll-in-one live production system designed specifically around Wirecast. Powerful and portable, it includes everything you need to start streaming in minutes. It comes in three models all of which include a 4-channel capture card, Wirecast Pro and advanced Newblue Titling software.

Call us at +1 877-681-2088 or visit www.telestream.net/wirecastgear to learn more.

Wirecast Gear
Starting at $4995

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Compare Models

Wirecast
Product Sheet

FEATURES	Wirecast Studio $695	Wirecast Pro $995
Capturing		
Support for multiple cameras and inputs (USB, SDI, HDMI)	No limit	No limit
Wirecast Rendezvous: remote guests and production	2 guests	7 guests
NDI™ (Mac/PC) and Syphon (Mac only) sources	■	■
Web page display and capture	■	■
Multi-channel audio ingest	■	■
Add additional media: audio, video, graphics	■	■
Screen capture	■	■
Integration with capture cards from Blackmagic, Magewell, Matrox, AJA, Epiphan (check website for complete list)	■	■
WiFi iOS sources with Wirecast Go	■	■
ASIO support	■	■
IP cameras and web stream input (RTMP, MMS, HTTP, and RTSP)		■
Teradek steamreader plug-in (cube 100/150/200/250, Clip, Sputnik)		■
Production		
Up to 250 layers	■	■
23 beautiful transitions	■	■
Text and titles (lower thirds)	■	■
Chromakey	■	■
Advanced audio mixer, multi-channel ingest	■	■
Audio & video sync	■	■
Social media comments, curation, and display	■	■
Live viewer counts (Facebook, YouTube, Twitch, and Hitbox)	■	■
Playlists and image carousels	■	■
Clocks, timers, and stopwatches	■	■
Scoreboards	with Titler Live Sport	■
8-track audio mixing, Pro Audio FX		■
Animated graphics and titles, Facebook comments, with NewBlue Titler Live	~~($149)~~ Express FREE with purchase	~~($349)~~ Present FREE with purchase
Instant Replay		■
3D virtual sets		■ + Optional add-on sets
Output & Streaming		
GPU-accelerated encoding (requires Intel or Nvidia GPU)	■	■
RTMP, RTP multi + unicast	■	■
Built-in destinations: Periscope/Twitter, Brightcove, Facebook, YouTube, DaCast Akamai, Wowza, Microsoft Azure, and more…	■	■
Record to disk (MP4, MOV)	■	■
24/7 ambient Facebook streaming	■	■
Sponsored Facebook Live content	■	■
Multi-viewer output	1-4-slot	1-17-slot
Virtual Camera and Microphone output	■	■
Monitor output data and statistics	■	■
ISO Record individual sources		■
Program feed output (AJA and Blackmagic cards)		■
NDI™ output		■
Multi-track audio files		■

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