



CITY COUNCIL PLANNING RETREAT DAY #2 JANUARY 30, 2023

The Inn at Serenbe - Oak Ballroom
10950 Hutchesons Ferry Road
Chattahoochee Hills, Georgia 30268
8:30 AM

- I. CALL TO ORDER
- II. ROLL CALL
- III. CITY COUNCIL DISCUSSION, VISIONING, AND PRIORITY SETTING
 - A. The following topics were identified and submitted by Mayor and Council prior to the retreat. There is a significant likelihood that other priorities of the Mayor and Council will be discussed as they are identified during the retreat.

TOPICS OF DISCUSSION MAY INCLUDE THE FOLLOWING ITEMS:
 1. Downtown Alpharetta
 2. Public / Private Partnerships
 3. Budgeting Process
 4. Maintaining a Competitive Workplace
 5. Park Bond Projects
 6. Public Safety Department
 7. Main Street Construction
 8. Elections Process
- IV. DISCUSSION ON THE CREATION OF A CITY COUNCIL ANNUAL ACTION PLAN
- V. EXECUTIVE SESSION
- VI. PLANNING RETREAT DAY #2 ADJOURNMENT



STAFF REPORT

Submitting Department: Administration

Submitted By: Lauren Shapiro

Meeting Date: January 30, 2023

I. CITY COUNCIL PLANNING RETREAT DAY #2

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TOPICS OF DISCUSSION MAY INCLUDE THE FOLLOWING ITEMS:

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6. Public Safety Department
7. Main Street Construction
8. Elections Process
9. Discussion of the Creation of a City Council Annual Action Plan

V. ATTACHMENTS:

City Staff compiled the following attachments in order to supplement potential future discussion of the Mayor and City Council. Additionally, the following attachments may or may not be discussed or referenced during the retreat.

- 2018 Alpharetta Parking Study Final Report
- TAD Update
- Special Districts
- Farmhouse Trail
- Webb Bridge Sewer Connection
- 2022 Crime Stats + Trends
- 2022 Public Safety Hiring Report
- 2022 Public Safety Hiring States + NJ Campaign
- Downtown Alpharetta Reports Submitted
- Downtown Alpharetta Service Calls
- Public Safety Five-Year Grown Projection
- GDOT Highway 9 Landscaping Plans



Downtown Alpharetta Parking Study

June 2018

Prepared for the
City of Alpharetta Department of Community Development

by

Stantec
Nelson\Nygaard Consulting Associates



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CONTENTS

1	EXECUTIVE SUMMARY	1
2	STUDY PROCESS	3
3	ANALYSIS AND FINDINGS	5
4	RECOMMENDATIONS	19
	Management Strategies	20
	Development Review and Code-Based Strategies	24
	Best Practices	26





Executive Summary

The City of Alpharetta and a team led by TSW, Nelson\Nygaard Consulting Associates and Stantec initiated a parking study in February 2017 in response to downtown Alpharetta's rapid growth and development. The study occurred during a time of rapid change for downtown— City Center began construction in March 2017 and has continued throughout the study, the Liberty Hall development began construction, and multiple residential projects began or completed construction, bringing more residents within walking distance of downtown businesses and community establishments. In addition to the development being built, the City received several development applications for downtown projects, pointing to ongoing interest in downtown as a community center and a desirable development market.

Unlike other areas of growth and development in Alpharetta, downtown's activity has occurred on generally smaller, more constrained sites and within a context of historic building fabric and neighborhood-appropriate development standards. This has meant that providing sufficient parking to meet zoning requirements is sometimes difficult, and indeed more and more developers have requested variances to these requirements. Downtown has continued to grow, but this growth has brought increasing pressure on the district's limited parking supply.

The Alpharetta City Council approved funding and design for a new parking garage to be located just west of the downtown business district, and this study was undertaken to help the City refine its strategic direction for managing parking and making it available to downtown visitors. This included understanding what parking exists, how it is generally available, and other development factors that point to needs for the City.



BACKGROUND AND STUDY STEPS

A critical first step in the study was to gather, analyze and present actual data on parking use throughout the downtown district, something the City had never previously done in a comprehensive manner to address each of downtown's spaces. This is useful because it helps to illustrate locations of high parking use—which are nearly always within a short distance of parking that has plentiful capacity to support other users. However, it also gives the City a framework for updating this data on a regular basis, something that can be done through its regular parking enforcement duties.

The study used this data in a series of conversations with stakeholders and elected officials on how parking policies would be modified and used to support new development.

STUDY FINDINGS

The study's inventory and utilization counting effort demonstrated three broad patterns, and these generally support common popular perceptions about downtown parking:

1. Parking in downtown's most desirable locations is in consistently high levels of use throughout the day.
2. A large share of downtown's parking inventory is owned by a small number of organizations that don't use this parking all of the time. The two largest parking facilities are the First Baptist and United Methodist Churches, which together account for over 600 spaces (around one-sixth of the total supply of all of downtown).
3. Even in busy locations, there is always lightly-used parking nearby, although it is often not accessible to the general public.

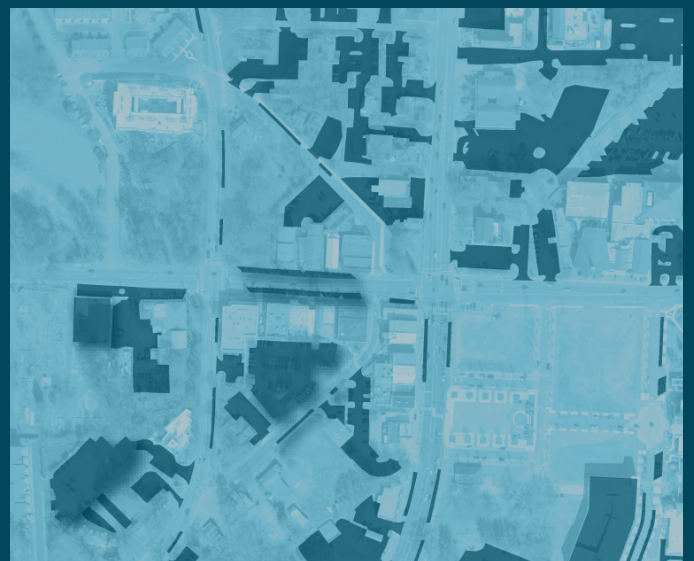
When considered together, these three patterns raised a series of questions for the study to explore, and these are the basis for its recommendations. Overall, there is opportunity for stronger management of downtown's current parking supply, which can help to extend the useful life and utility of current parking facilities and the new parking that the City has already planned in the Milton Avenue Garage.

STUDY RECOMMENDATIONS

As downtown Alpharetta continues to grow and transform into a mixed-use district, it is important for the City to broaden its palette of management approaches to respond to a more complex set of parking needs and challenges. These include:

- Moving forward with more advanced methods of parking regulation, and implementing pricing on spaces that are high in demand but low in availability.
- Preparing for new additions such as the Fulton County STEM high school north of Milton Avenue to ensure that a shortage of parking at that facility does not have negative impact on downtown.
- Continuing to monitor and report on downtown's parking use and activity so that City Council has up-to-date information for decision-making.
- Modernizing the City's current use of in-lieu fee payments for zoning-based parking requirements, recognizing that the program can be useful for smaller businesses but should reflect actual parking costs for larger establishments that wish not to build their own parking.

STUDY PROCESS





Study Background

The City of Alpharetta and a team led by TSW, Nelson\Nygaard Consulting Associates and Stantec initiated a parking study in February 2017 in response to downtown Alpharetta's rapid growth and development. This study began along with the construction of the City Center development, which removed a large portion of downtown's on-street parking spaces, and with several other infill development projects expected (with many announced over the course of the study).

WHY PERFORM THE STUDY?

Downtown Alpharetta has begun enjoying the same success as other parts of the city, such as Avalon and North Point, with new development adding restaurants, retail businesses, offices and residences to the district. The most notable expansion of downtown is its City Center project, although numerous smaller infill projects such as the Teasley Place condominiums and the Liberty Hall mixed-use development have also added to the district's vitality. With relatively large parcels and greater flexibility in site planning, most of the large master-planned developments in other parts of Alpharetta have been able to provide ample parking to support their land uses. In downtown, however, smaller parcels and a desire to preserve existing historic structures constrains how sites are developed and makes providing on-site parking more difficult.

The City constructed the City Center garage in 2014, prior to the inception of the City Center development project, and initially it served Alpharetta City Hall, the Atlanta-Fulton Public Library branch, and nearby businesses on Main and Academy Streets. With City Center's development, the City allowed much of that parking to be

used to support new land uses. The City approved construction of an additional parking facility west of Main Street in response to the coming change in parking behavior expected from City Center's opening.

This study was commissioned in this context and was intended to provide a series of management recommendations for downtown parking supply so that new development would not exhaust the capacity of the overall parking system. This in turn pointed to several issues and objectives for the study related to how downtown development had been reviewed and approved.

KEY STEPS TO THE ANALYSIS

The study consisted of three primary analysis tasks:

1. Collecting data on parking inventory, or counting the number of downtown spaces and any regulations governing them (such as time limits, restrictions for persons with disabilities, or other special requirements);
2. Collecting data on parking utilization, or counting how many spaces were used at given times of the day, to understand how demand for parking shifts throughout a typical weekday; and
3. Comparing the utilization to an expected level of parking demand based on downtown's land uses.

The study team presented the findings of these analysis steps to the City Council and discussed how observed patterns of parking behavior might shape recommendations for the City.

Figure 1: Study Process

STAKEHOLDER AND COUNCIL ENGAGEMENT

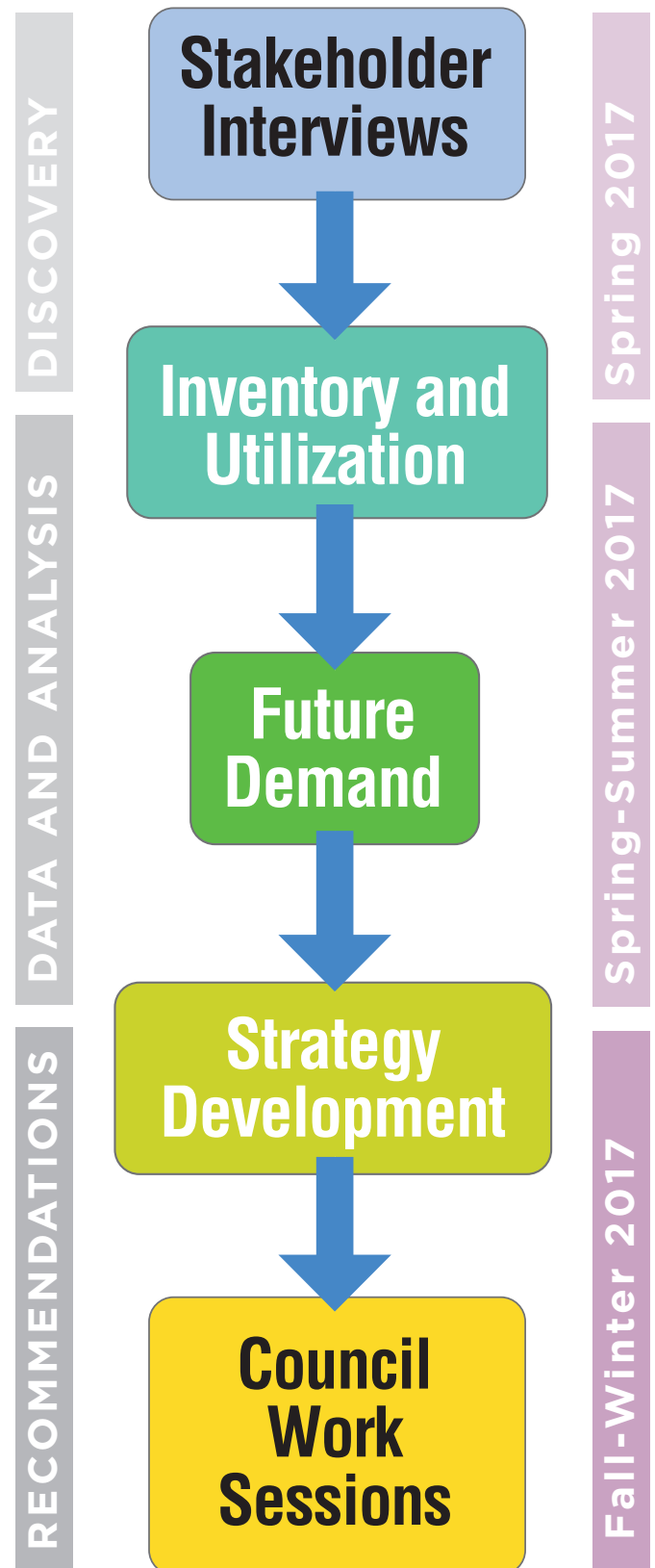
After completion of analysis, the study team worked with a series of stakeholders and the City Council to communicate analysis findings and explore potential recommendations. The purpose of doing this was to better understand concerns of downtown's various constituents—especially private developers, business owners and operators, and office tenants. However, this was also intended to share observed data so that these stakeholders also understood the larger realities of downtown parking dynamics.

The study team continued to work with the City Council in a series of regularly-scheduled work sessions following Council meetings to share recommended strategies and refine recommendations based on Council feedback.

STRATEGY DEVELOPMENT

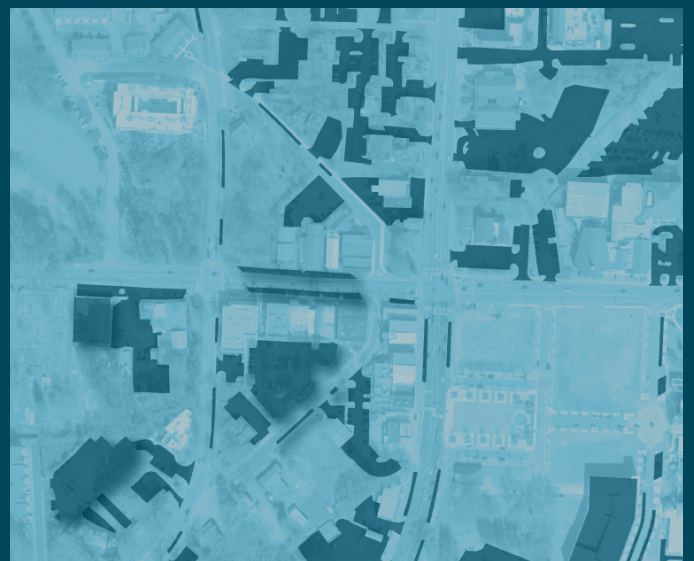
One of the main purposes of the study was to understand current City practice in parking management and offer recommended strategic approaches based on current and emerging parking needs. This also occurred in the context of two major changes for downtown parking: the construction of the City Center development, beginning almost simultaneously with the study's launch, and the planned construction and approved commitment of City funds for a new parking garage on Milton Avenue, immediately west of the downtown retail district.

The study team had two primary objectives with these strategies: to develop a more market-responsive way for the City to use current and planned parking resources to support new development; and to better enable the City to address current parking dynamics downtown, especially as downtown's business community continues to grow. These two objectives overlap with many of downtown's recent development projects, many of which are adaptive reuses of existing



structures needing little if any additions to parking. The City wishes to encourage this growth while keeping the character of downtown, especially in the edges of its core business district where the commercial center transitions into older single-family neighborhoods. Providing flexibility for meeting parking requirements is key, as is taking a more advanced approach to parking management so that the mix of land uses in downtown—already conducive to a park-once environment—can be served by a parking system offering choice and convenience to customers.

ANALYSIS AND FINDINGS





Study Analysis

As discussed previously, the study performed a three-step analysis based on collecting data on parking supply and utilization and comparing this to downtown’s current land use and forthcoming development.

INVENTORY

The overall downtown study area has approximately 3,500 spaces today, although many of these are concentrated in a small number of large facilities. Specific breakdown of the parking inventory is defined in Table 1 to the right.

Two of these large facilities are downtown’s main churches: the First United Methodist Church, which has 602 parking spaces, and the First Baptist Church, which has 199.

In addition, the City Center Garage has 445 spaces, with most of these expected to support new land uses that will come to downtown with completion of the City Center development and a small number continuing to support the Alpharetta City Hall and Public Library.

The Publix supermarket at the south of the study area also has 275 total spaces—the largest single parking facility associated with a private business.

At the time of the study’s data collection in April 2017, the on-street parking for the City Center development was not accessible to the public, as the streets supporting this development were closed for site construction. These approximately 80 spaces will be available to the public again once the City Center site reopens.

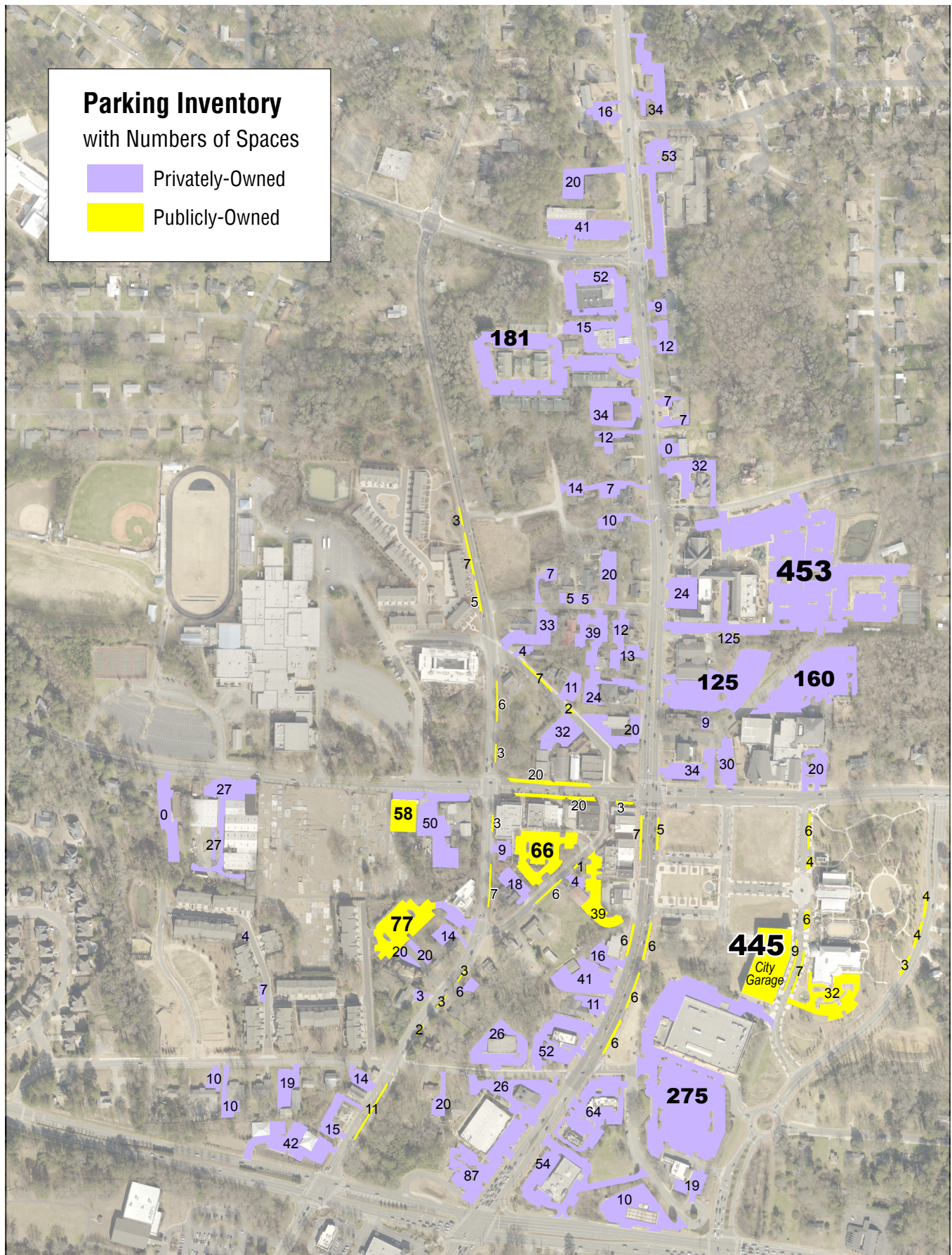
Figure 2 on the following page illustrates the location and number of parking spaces in all of downtown’s facilities.

It is important to note that much of downtown’s parking supply belongs to and supports private businesses or other organizations that allow access to the public only as customers or designated visitors. In other words, much of the supply is not configured to support visitors of the general downtown district who may be traveling to multiple destinations. The only supply that is truly public is the set of lots, garages and on-street spaces owned by the City, with around half of this inventory in the City Center garage.

Table 1: Summary of Inventory

Parking Facility Type	Number of Spaces
TOTAL SPACES	3,517
PRIVATE SPACES	2,609
Non-Disabled Spaces	2,536
Disabled Spaces	73
PUBLIC SPACES	908
On-Street Spaces	191
Non-Disabled Spaces	185
Disabled Spaces	6
Off-Street Lots	272
Non-Disabled Spaces	260
Disabled Spaces	12
Off-Street Garage	445
Non-Disabled Spaces	438
Disabled Spaces	7
Regulated Spaces (of all public spaces)	76
Unregulated Spaces (of all public spaces)	832

Figure 2: Map of Inventory



UTILIZATION

In addition to the inventory counts, the study team also performed a series of utilization counts to measure how many parking spaces were in use at different times of a typical weekday. This included both public and private spaces in order to understand where demand is concentrated—regardless of ownership of the parking.

Table 2 below summarizes this utilization, and Figures 3 through 5 on the following pages illustrate utilization by different basic levels.

Overall, while it appears from the summary table that downtown's parking is not heavily utilized, focusing on specific parking types and locations shows that utilization is highly uneven. On-street parking, for instance, is always at least half full throughout the day, but in the core commercial district of downtown, especially along Milton Avenue, these spaces are at times over 90 percent used—an amount that the parking practice considers to be functionally full for a given facility and a condition where motorists may not be able to find an available space in a given cluster of spaces.

Regulated spaces, or those spaces with time limits currently imposed, include these core business district on-street spaces as well as a number of the

spaces in the City's Old Roswell Street lot. These see the highest amount of use of any in the study area, and are nearly 100 percent full in the evening.

To better understand the dynamics of parking in downtown, the study also considered two scales: **a larger study area** comprising the Downtown Core district as defined in the Downtown Alpharetta Master Plan (essentially the greater Main Street corridor from Pine Grove Drive to Old Milton Parkway) and **a smaller study area** focused on the central business district of downtown, consisting of a much smaller radius around the intersection of Main Street and Milton Avenue.

The following series of tables and graphics over the following pages illustrates the result of the three analysis tasks described above.

Overall, downtown Alpharetta has a large amount of parking that is regularly underutilized throughout a typical weekday, although most of this parking is privately owned and supports only a single land use or organization.

By contrast, Milton Avenue's on-street parking, which serves as the front door parking for downtown's historic retail district, is heavily utilized, as are select off-street parking facilities near it, especially the City's Old Roswell Street parking lot.

Table 2: Summary of Utilization

Parking Facility Type	Number of Spaces	Morning Utilization (8 am - 12 pm)		Midday Utilization (12 pm - 4 pm)		Evening Utilization (4 pm - 8 pm)	
TOTAL SPACES	3,517	935	26.6%	1,268	36.1%	1,001	28.5%
PRIVATE SPACES	2,609	660	25.3%	872	33.4%	667	25.6%
Non-Disabled Spaces	2,536	633	25.0%	813	32.1%	629	24.8%
Disabled Spaces	73	13	17.8%	17	23.3%	8	11.0%
PUBLIC SPACES	908	275	30.3%	396	43.6%	334	36.8%
On-Street Spaces	191	92	48.2%	123	64.4%	135	70.7%
Off-Street Lots	272	109	39.3%	170	62.5%	164	60.3%
Off-Street Garage	445	90	20.2%	161	36.2%	77	17.3%
Regulated Spaces (of all public spaces)	76	39	51.3%	52	68.4%	73	96.1%
Unregulated Spaces (of all public spaces)	832	252	30.0%	386	48.3%	303	36.4%

Figure 3: Map of Morning Parking Utilization

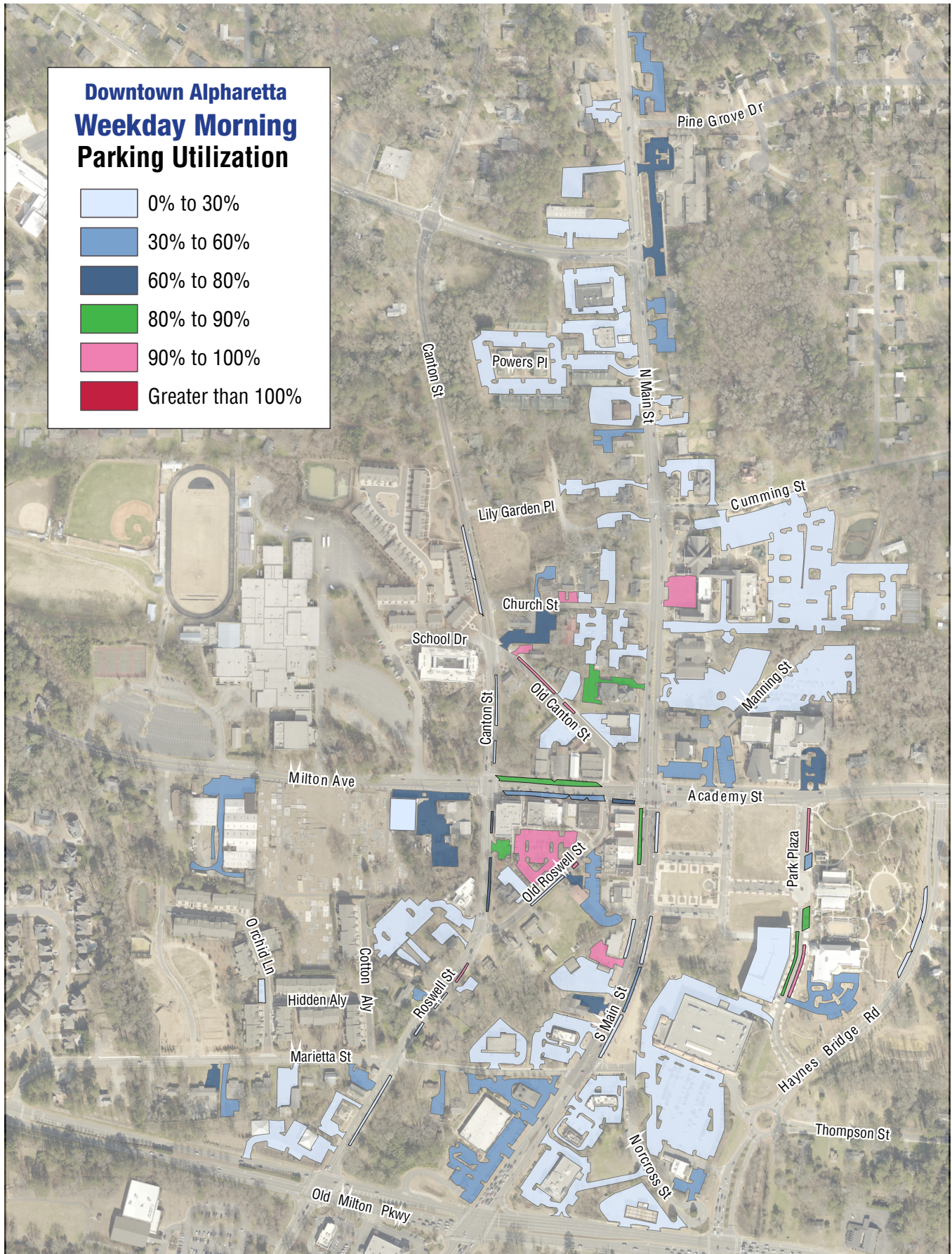


Figure 4: Map of Midday Parking Utilization

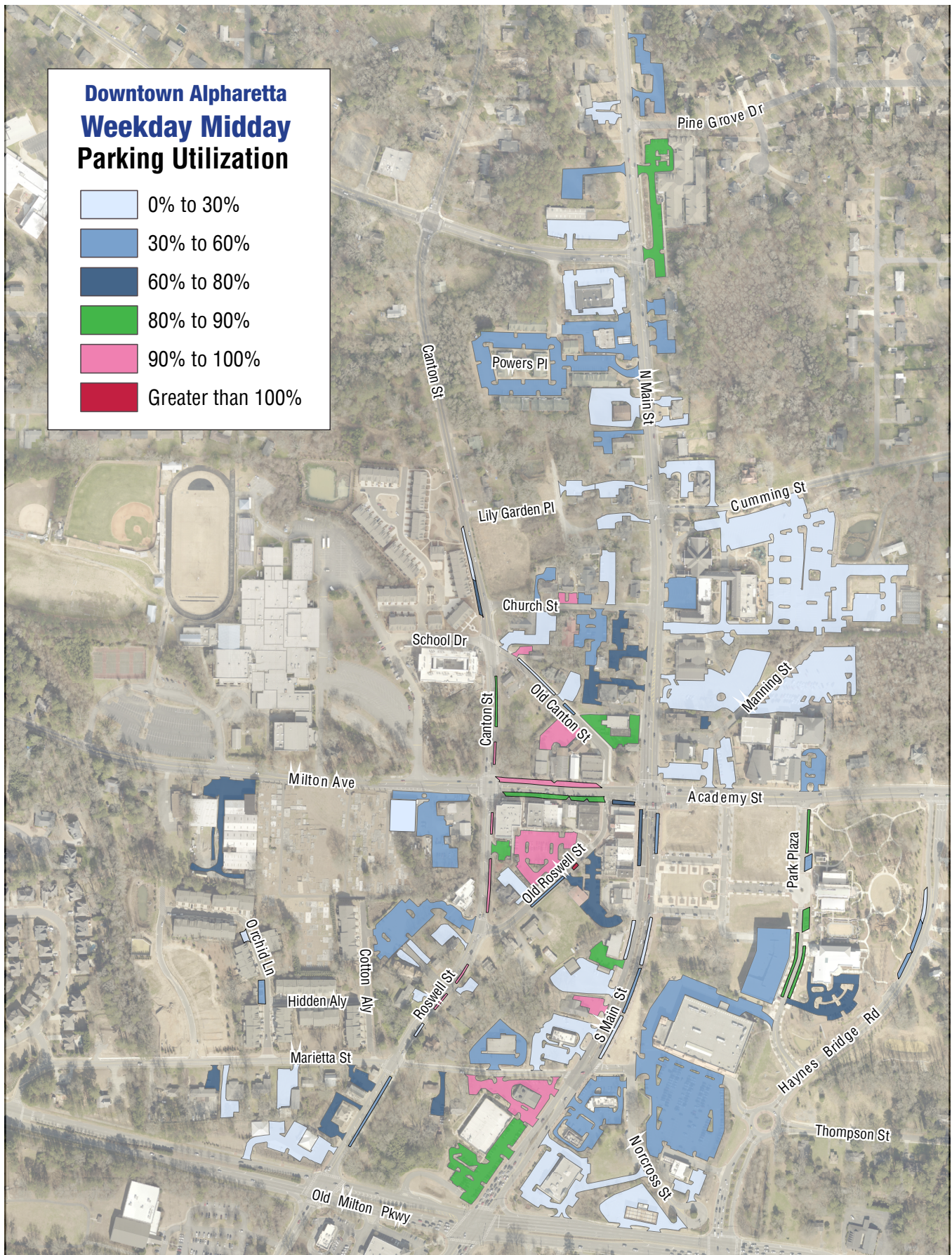
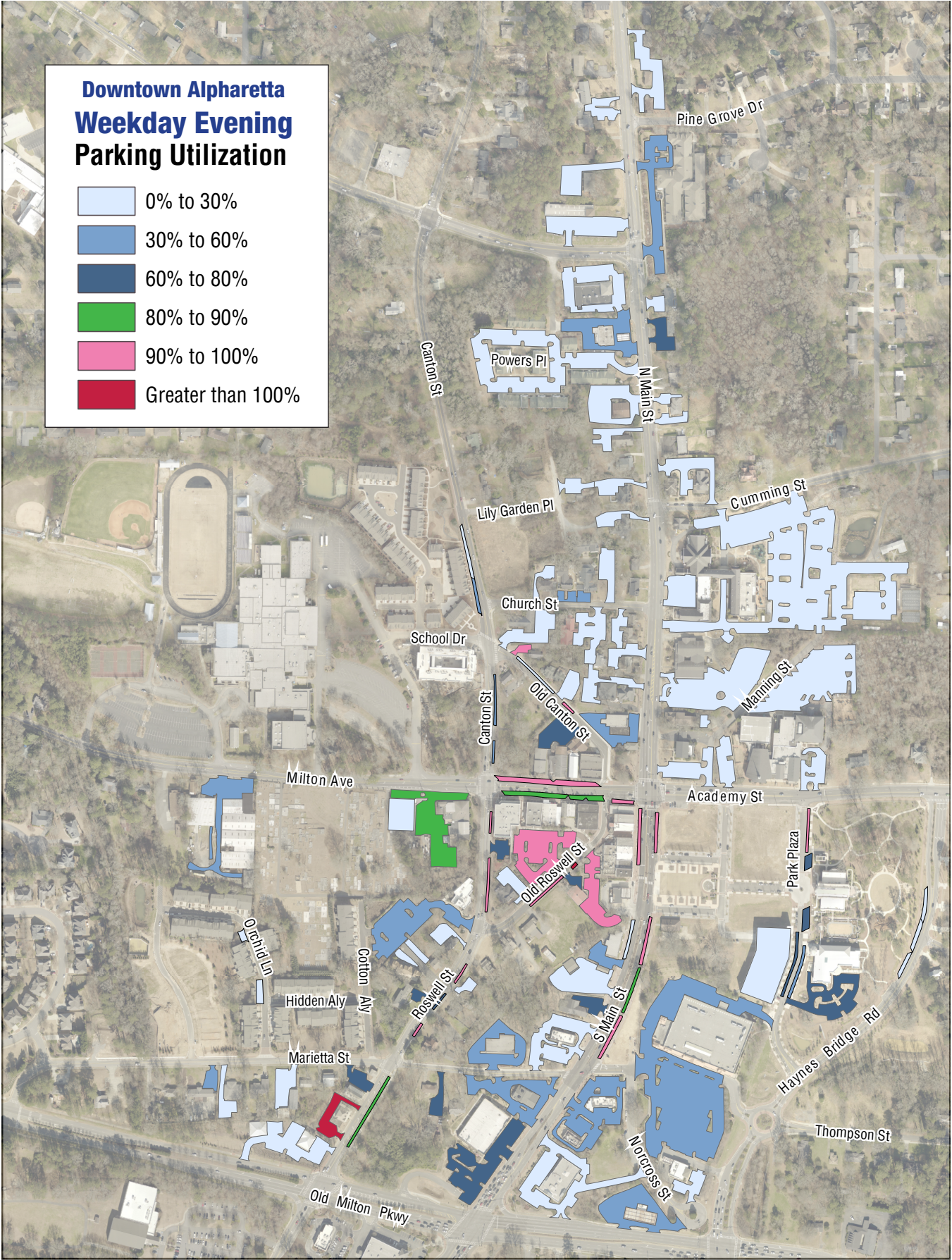


Figure 5: Map of Evening Parking Utilization



COMPARING UTILIZATION AND EXPECTED DEMAND

The study is based on planning ahead for ongoing and continued future growth in downtown so that decisions may be made to manage downtown's parking supply appropriately. To do this, the study has considered both current parking demand and future parking demand.

The Institute of Transportation Engineers (ITE) Parking Generation manual is the current national standard in determining parking demand. ITE standards are based on national data, and a typical analysis takes the size of the development and multiplies it with a "standard" peak parking generation rate - for example, 3 spaces per 1,000 square feet of office or 2 spaces per residential unit. A typical analysis also assumes that each use or building needs its own spaces and that those spaces are utilized at a constant rate throughout the day.

ITE parking rates and methodologies, however, often do not reflect the actual parking behavior or demand, especially in mixed-use downtown areas. In Alpharetta, though this concept is still new, the findings of the utilization counting effort suggest that parking can be "shared" amongst different uses—even without formal agreements between property owners—simply by virtue of the high amount of availability throughout the day. Across Alpharetta's downtown, different uses have different peak demands. For example, an office may have a high demand until 5 p.m., while a restaurant may open for dinner only after 5 p.m. The peak periods of activity between these two uses thus do not overlap, and point to the possibility of both using the same supply.

Other factors make parking in downtown Alpharetta different. Customers, employees, and visitors can visit multiple destinations on foot and only park once, a concept known in the transportation planning practice as *internal capture*. For example, an employee who walks to get a cup of coffee while at the office is an "internally captured" trip—and does not require his or her own parking space. As

Alpharetta's downtown becomes more walkable, there is less and less need for every trip to be made by car, even if downtown visitors continue to arrive that way. The ability to park once and visit multiple locations on foot can reduce parking demand just as it can reduce traffic.

City staff worked with the study team to estimate an amount of new growth and development to be included in the study's representation of future demand. However, this continued to evolve over the course of the study's progress, and the study team incorporated new levels of future growth. City staff emphasized that the relatively compact study area meant that future growth and development would not be continuous and ongoing, and that the relative scarcity of downtown sites meant that a total amount of redevelopment could be reasonably estimated.

The study also distinguishes between the unshared demand that results from all parking facilities exclusively supporting a single use and the real demand that reflects when different land uses truly demand their full range of parking—a dynamic influenced by operating hours and when residents are at home.

The figures on the following pages illustrate these estimated demand levels and how they compare, not only to one another but also to actual observed parking counts.

Unshared Demand and Real Demand

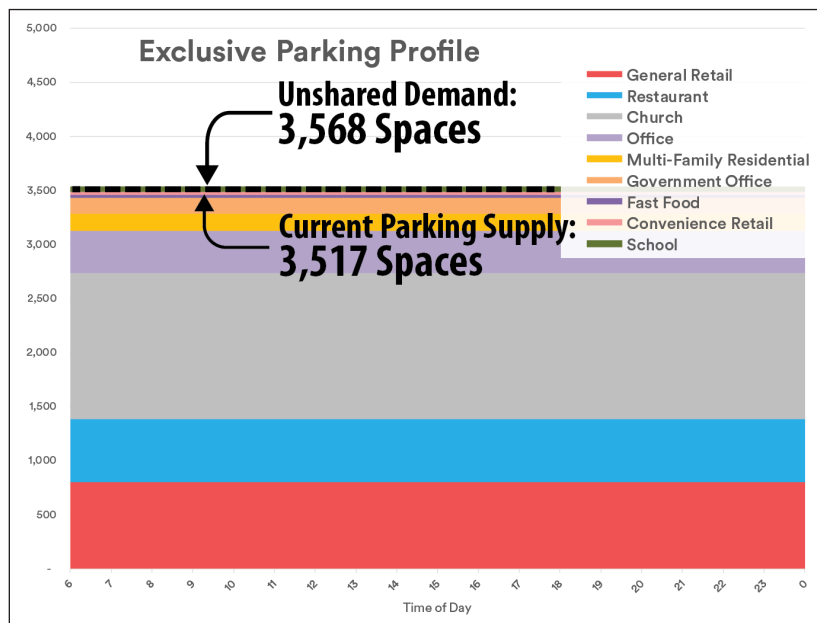
It is intuitive to understand parking demand as a function of land uses and intensity: the bigger an office, the more dwelling units an apartment building has, or the more seats a movie theatre has all mean those uses should demand more parking. However, each of these uses is active during certain windows of the day: residents of an apartment building, by and large, are not present throughout the business day while they are at work or school. Employees and visitors at offices tend to be in the office space during those same times, and active periods at dining and entertainment uses are driven by meals and evening social times. Since parking is a means of access, its use also varies throughout the day for individual

uses. If communities build the parking they need for these most active times, they often end up with more parking than is needed. The parking utilization maps shown in Figures 3 through 5 reflect this having happened—many facilities are not ever highly utilized, and even some of those that are see their levels of use change throughout the day.

different land uses are active and when parking demand would be expected there. As shown in Figures 6A and 6B below, the difference between unshared and real demand estimates is often significant—in Alpharetta’s case, real demand is only half of what would be expected based on unshared demand.

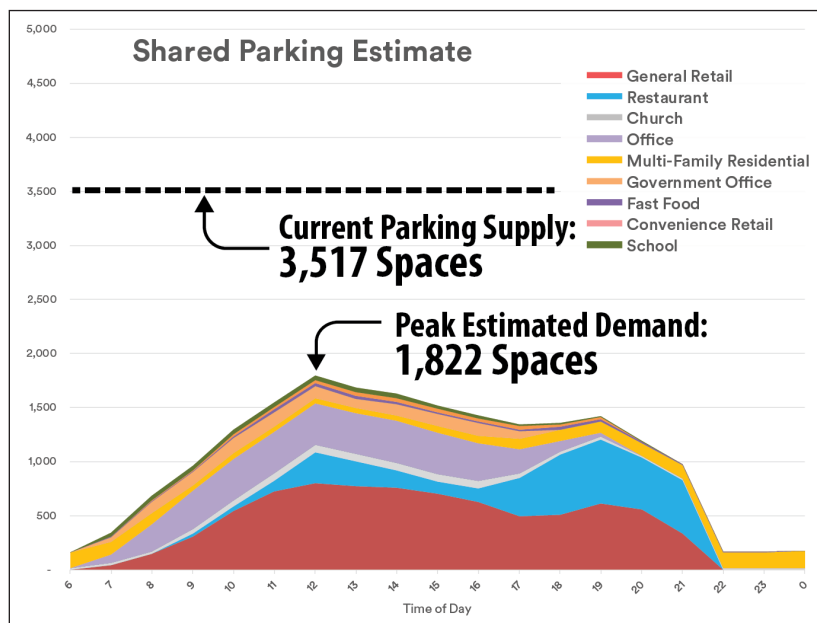
Instead of viewing parking demand in this manner, it is useful to consider the real demand that reflects when

Figures 6A and 6B: Current Parking Demand



Currently, the 3,517 spaces are close to the amount of parking demand that would be expected if all parking supported only one land use, based on current land uses today.

We know from meetings with council, staff and stakeholders that this is not the case: many developments already use some degree of sharing or lease spaces in City facilities.



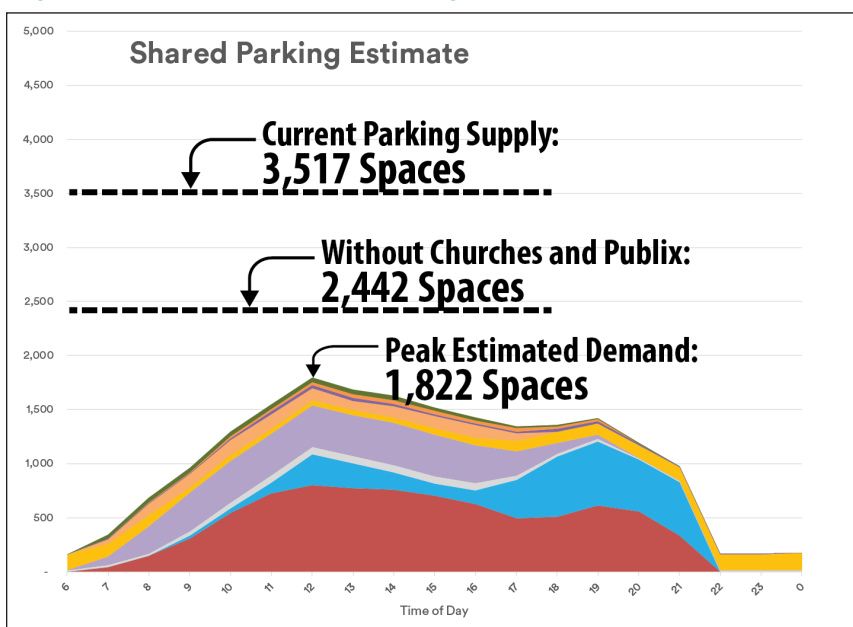
By estimating the real demand, which considers when different land uses actually observe their parking demand happen throughout the day, the study has offered a point of comparison on how much less parking could serve downtown if all of it were shared.

It is helpful to think of this as the ‘true parking demand’ compared to the amount that would be expected if simply building to conventional zoning requirements. This has given the study a place to reconsider zoning requirements, especially for office developments, given the larger supply that may be available for sharing.

Even when the large parking owners, namely downtown's two large churches and the Publix supermarket, are discounted, downtown retains a large amount of surplus space compared to how real parking demand is expected from its current land uses. However, it is much closer, with an additional surplus of only 600 spaces, and this amount counts parking at the edges of the larger study area (which is geographically remote from the downtown core area of high parking demand).

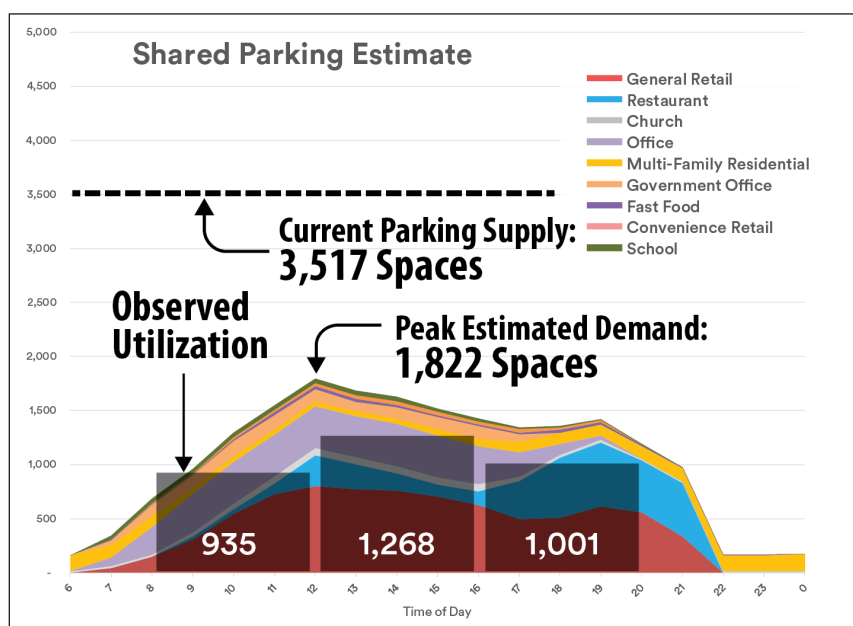
In spite of this surplus when all of downtown's parking is considered as an aggregate, the study team's stakeholder discussions and observation of field conditions underscored that certain locations face parking challenges due largely to inability to access certain facilities.

Figures 7A and 7B: Current Parking Demand



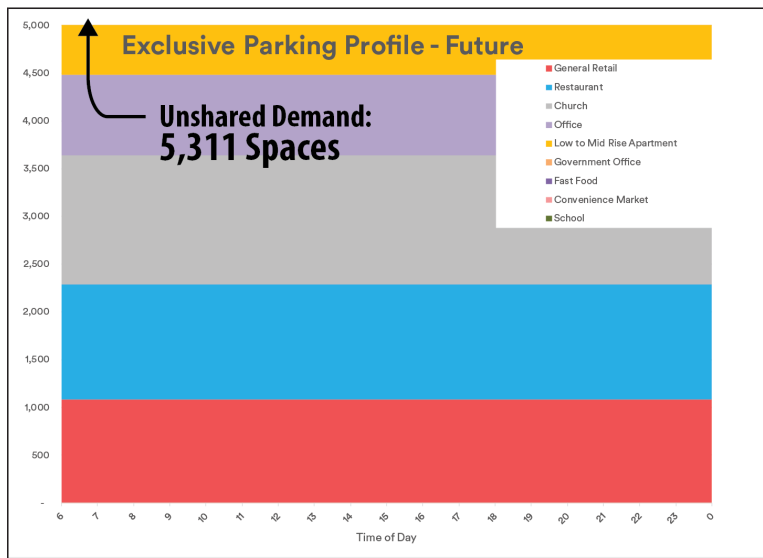
To be sure, some of the available parking downtown is not open for public use without special permission or arrangements.

When the large facilities described previously are removed from the inventory, the estimated real demand is much closer to the supply of parking today.



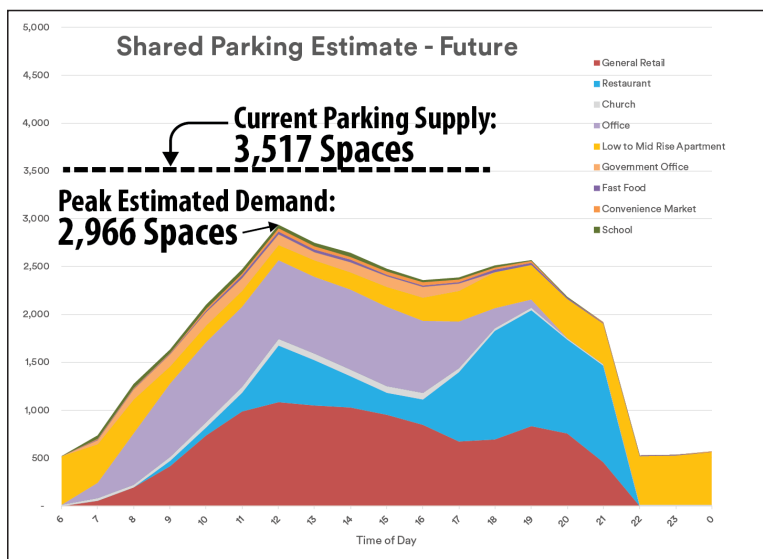
Although real utilization of parking as measured in the three different weekday counting periods is much lower than this peak estimated demand, the utilization (as shown in the maps on Figures 3 through 5) is highly concentrated.

Figures 8A, 8B, and 8C: Future Parking Demand

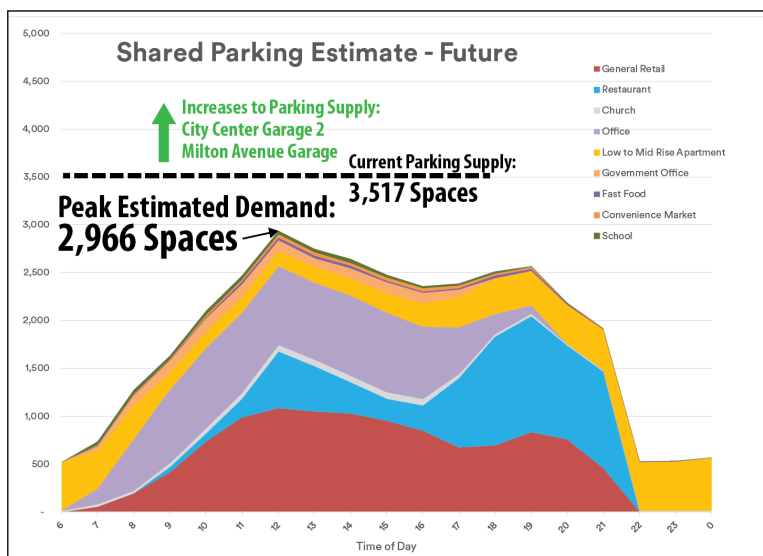


Adding in future parking demand, both from development under construction and that is in the approval process, suggests that a significantly greater amount of parking demand may be expected.

However, it is important to remember that this follows similar patterns of exclusive use that have left many of downtown's spaces empty for much of the day.



Even when considering the real demand of the added development, this begins to approach current supply.

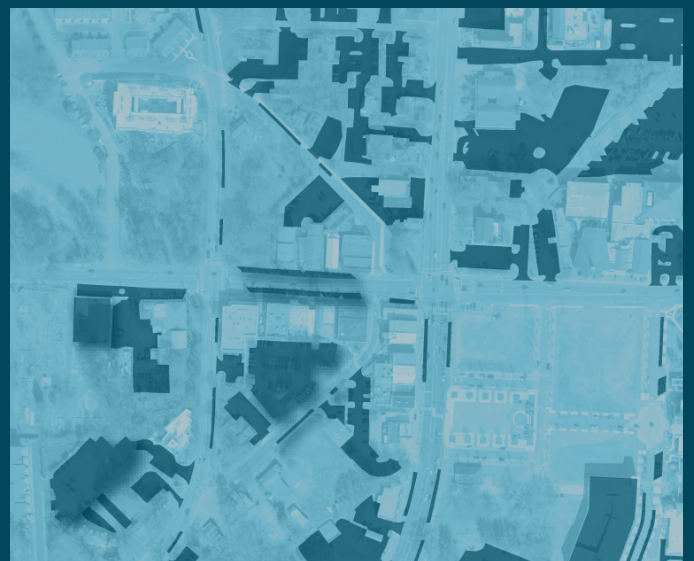


There will be increases to the parking supply with construction of the City's Milton Avenue garage and additional parking in the City Center development beyond the existing garage.

However, the growth of downtown points to a need for revisions to management techniques.



RECOMMENDATIONS





Recommendations

Due to the expected increases in parking demand and the diminishing supply of surface parking lots as downtown redevelops, the City has already taken proactive steps with regard to adding parking supply with the Milton Avenue garage. The study recommends this kind of approach as strategic for downtown’s continued development. Downtown has fewer available sites for development and, in some cases, will require parking to fit on increasingly constrained sites if it is to be constructed on site. Centralizing parking supply in shared facilities can help to build a more walkable, connected downtown by leaving much of downtown’s land available for buildings.

However, it is critically important for Alpharetta to consider new development review and management approaches to ensure that downtown’s continued growth can meet its travel and parking demand. Although the City is adding to public parking supply, much of downtown’s parking addition will come through private development.

For this reason, the study’s recommendations are divided into two primary categories: **management strategies** for public parking supply and **development review and code-based strategies** to ensure that new development is added in a way that does not create parking challenges for downtown.

MANAGEMENT STRATEGIES

M1: Performance-Based Parking Program

The City of Alpharetta should adopt and implement a performance-based parking program. Performance-based management adjusts rates and regulations to make it as easy as possible to find a parking space. The two primary stages of regulation—time limits and price—should each take effect when downtown facilities reach an appropriate level of use, as described in Table 3 below. Consistent availability, not additional revenue, is the central goal.

The “right price” is always the lowest price that will achieve an availability target. Adjusting rates over time—up where demand is higher and down where demand is lower—will allow Alpharetta to better distribute parking demand across its downtown and make more efficient use of existing spaces. In general, the City should treat its on-street spaces as its most valuable, as these provide critical customer access to retail businesses in a manner that is convenient and desirable; off-street parking should provide a cheaper, long-term option for visitors who still want convenience but wish to stay for longer periods.

Table 3: Thresholds for Applying Regulations

Facility Type	Proposed Time Limit Threshold	Proposed Pricing Threshold
On-Street Parking	Utilization on an entire block surpasses 75% for at least 6 hours per day	Utilization on an entire block surpasses 85% for at least 6 hours per day
Off-Street Parking Lots	Utilization surpasses 75% for at least 8 hours per day	Utilization surpasses 85% for at least 8 hours per day
Off-Street Parking Garages	No threshold: time limits not used	Utilization in public spaces surpasses 85% for at least 8 hours per day

The additional recommendations detailed in the following subsections provide more detail on this program.

Recommendations M2 through M4 are based on application of pricing to some of downtown's spaces, which represents a significant change for Alpharetta. **Refer to Table 4 below for a summary of price-based recommendations.**

M2: Pilot Program for On-Street Pricing

Current management of on-street parking in downtown's retail district is only on a time-limit basis, but observed parking utilization is still very high (and full in some locations). The Old Roswell surface lot shows similar characteristics, with consistently high rates of use throughout the day.

The study recommends a pilot application of pricing in these locations, using pay station meters to allow payment for an entire group of spaces at once. Cities using pay stations typically install one of these stations per uninterrupted block-face, meaning that each group of parking spaces separated by a driveway or cross street can have one meter.

Pay station meters can also be used for off-street locations as a lower-cost way of managing payment, and this may be considered for the Old Roswell lot if the City observes continued patterns of high use there.

In locations where pricing is applied, time limits should be eliminated. This is to allow price to function as an effective provider of parking availability and allowing customers wishing to pay for use of downtown's most valuable spaces to do so. It is also intended as a way to counteract the imposition of price, which typically generates concern among stakeholders (especially businesses).

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

Table 4: Summary of Parking Pricing Recommendations

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

on observed demand. They will receive Council approval to do this, but it will not require a full change to City ordinance.

M3: Pricing and Validations for 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.

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.

M4: 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 Recommendation C1 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.

M5: Extension of Time Limits

Other downtown parking locations may also benefit from applying time limits to spaces, using this

as an intermediate step between no regulation and providing parking.

Figure 9 below and Table 3 on page 20 offer guidance on proposed locations and thresholds for implementing parking and time limits on City-owned parking spaces.

M6: Establishing a monitoring and reporting schedule

The City will need to update its data to understand when proposed management thresholds are met and when to apply them. The parking study recommends a regular review of utilization along with ongoing parking enforcement responsibilities to be able to periodically adjust its management schedule. This is detailed in Table 5 below.

Figure 9: Proposed Pricing for Parking



Table 5: Monitoring and Reporting Schedule

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

M7: Create a shared parking program

Shared parking programs maximize use of existing parking facilities, reduce the overall need for additional parking, help reduce congestion, facilitate more walkable, safe, and active downtowns, and ensure more efficient use of public dollars. Better use of existing and available facilities is crucial to ongoing downtown success and growth.

The City should create and pilot a shared parking program based on a two-tiered approach: a first tier in which the City uses its knowledge and regularly-updated parking count information to help offer or 'broker' shared parking agreements between private developments, and a second tier in which the City or other entity manages private parking as "public" parking.

For the first tier, the City would help development applicants and existing businesses searching for additional parking to find sharing agreements. Some private property owners may wish to share all or a portion of their parking, but would prefer to share with other private entities, such as a specific employer or business, and have a third-party operator manage their parking. To support private-to-private agreements, the City could proactively offer ongoing technical assistance to both parties.

Potential elements include:

- Parking database, connecting parties to each other
- Educational materials about benefits of shared parking
- Sample language and agreements
- Cost and revenue sharing information

As downtown continues to develop, the City or another entity (such as a parking or development authority) could take an additional step and lease (or purchase) underutilized parking from private owners, making this available to the public similarly to the City-owned lots and garages. Under such an approach:

- The City or other entity would directly lease parking from a private facility for use as public parking.

- The entire facility, or portion of the facility, would be open for public use. Public use could be restricted to certain hours/days, depending on tenant needs.
- To incentivize participation, the City or other entity would collect revenue during the public hours. Any net revenue could also be shared as part of the agreement.

Ongoing data collection should be required to facilitate performance-based management of the downtown system.

M8: Invest in Wayfinding

With the proposed performance-based program in Recommendation M1, signage and wayfinding will be especially important to communicating pricing, regulations, and parking availability.

Coordination with major parking owners, such as the City, the Atlanta-Fulton Public Library, City Center, and the churches, should be a priority. At a minimum, the City should work with these major partners to ensure that signage provides consistent information and functionality.

With a majority of downtown Alpharetta's off-street parking spaces on private properties, the full impact of a wayfinding program will be limited without private sector participation.

Signage and wayfinding is a core component of communicating the performance-based management program. For example, street signage should be used to display pricing tiers and level of availability for multiple parking options so that drivers can make an informed parking decision.

M9: Bring Customer-Friendliness to Enforcement

Specific actions for the City could include:

- Adopt specific guidelines for downtown parking enforcement, articulating that the primary goal is to meet the adopted parking availability targets
- Evaluate enforcement zone boundaries, ensuring they align with performance-based pricing zones
- During rollout of the performance-based program, implement a grace period in which warnings are issued instead of citations. This already occurs to some degree in Alpharetta and should be continued.
- Update guidelines for enforcement officers that formally prioritize an “Ambassador” approach in which officers also provide mobility information to the public. This is also occurring and downtown’s enforcement staff use good judgment and attempt to help parking customers.
- Review citation data and identify key trends.

DEVELOPMENT REVIEW AND CODE-BASED STRATEGIES

C1: In-Lieu Payment Program

In recent years, the City has been using an in-lieu payment amount of \$7,600 per parking space to allow development applicants not to build some or all of their code-required parking on site. Prior to the construction of City Center and the future construction of the Milton Avenue garage, this served primarily as a means of waiving zoning requirements.

With construction of the Milton Avenue garage, the City has its first parking facility supporting general public use that is not to be assigned primarily to private development (as the City Center garage will be). However, it is also facing significantly higher land acquisition and construction costs for the garage and this may limit the city from consolidating further parking facilities.

As part of the Parking Study’s discussions with the Alpharetta City Council, the study team explored numerous perspectives on setting appropriate price levels—from offering reduced prices to continue facilitating the growth and success of small businesses in downtown to adjusting prices upward to match the true costs of construction. The final recommendations of the study are defined in the following subsections.

Revise to reflect true costs, but offer reduced costs for the smaller applicants using the program. The study recommends that the City revise its in-lieu payment program to better reflect true costs of providing parking supply, and allow a range of options for satisfying parking need. This means that the prices will be set on a tiered scale, driven by the numbers of parking spaces for which an applicant wishes to use the in-lieu fee program.

Up-front payments required. In addition, the City should continue to allow a choice between an up-front, one-time payment for parking to be used or a monthly installment program, though it is preferable for applicants to pay their in-lieu program costs up front. The installment program may be negotiated between development applicants and the City, though in all cases it will reflect a payment premium once all installments have been collected. This is intended to limit the City’s risk of insufficient funds at such time that construction of new parking becomes necessary or desirable.

Operations and maintenance fees not included. Applicants participating in the in-lieu program will not currently make additional payments for operations and maintenance of spaces they may use. The City currently does not have summaries of maintenance costs because of how new its one facility (the City Center garage) is, and as such will rely in the short-term on planning-level costs from comparable facilities.

However, should the City Council wish to institute this as part of participation in an in-lieu program in the future, it should continue to revise these maintenance fees periodically based on actual costs, allowing applicants to pay less per year should costs decrease. The starting level for this cost will be set at \$500 per year per space, or the equivalent of around \$41 per month.

Distance requirement. It is typical for any type of shared-parking allowances to set a distance limit on how far that parking may be from the use it is supporting, intended to ensure that shared parking is actually where a given use's customers actually park. Given the development of downtown Alpharetta and the increasingly walkable environment this development is creating, the study recommends allowing up to a quarter-mile (1,320 feet) from the main entrance of the use to a shared parking facility.

Council approval required to participate in the program. In all cases, even if all of the above conditions can be met, City staff will provide information on the current status of the downtown parking supply under City control and make a recommendation to Council on whether or not to grant the request. Council intends to use this program as a means of providing developers with flexibility but wishes to limit future parking shortages.

The study's proposed amounts for this payment schedule are detailed in Table 6 on the following page. These are derived from the following specific factors:

- Cost of construction (\$6.8 million) and land (\$1 million) of the Milton Avenue Garage Site
- Business use (8 a.m. - 5 p.m.) accounting for generally half of the economic use of a parking space and therefore half of its value in the in-lieu fee program.

Table 6: In-Lieu Fee Payment Schedule

Number of Spaces Requested	In-Lieu Payment Per Space (only provides relief from the code requirements for parking)
1 - 5	\$4,500
6 - 20	\$22,500 plus \$8,000 per space over 5
41 - 60	\$142,500 plus \$14,000 per space over 20
61 - 100	\$422,500 plus \$20,000 per space over 40



Best Practices

In addition to the recommendations discussed previously, the study also proposes a series of best practices in parking management that can provide guidance for current and emerging issues that the City faces with downtown parking. These may not all be critical issues today, though they are provided here so that the City has a resource guide if parking needs and challenges evolve into the future. In particular, downtown Alpharetta's transition from an environment where businesses and establishments provide and use their own on-site parking to one that relies more on centrally-located parking in a more walkable area points to the need for different management techniques.

This section organizes a series of best practices around three principal issues:

- Management of garages and lots to preserve availability of public parking spaces
- Balancing parking impact and need with a walkable downtown
- Making parking a sustainable function of the City government

The intent of these best practices is to provide the City with additional information as parking evolves in downtown, moving past the immediate issues that the study addressed.

MANAGEMENT TECHNIQUES FOR GARAGES AND LOTS

Recommendation M1 earlier in the report outlined a series of steps and thresholds for implementing more advanced degrees of management, all driven by levels of availability. However, there are several management techniques that may be used for current facilities in conjunction with these recommendations, all intended to ensure availability and promote customer satisfaction with the City's parking system.

Ongoing Utilization Surveys and Reporting

As discussed in Recommendation M6, establishing an ongoing schedule for reporting will allow the City to make more informed decisions as parking demand dynamics continue to evolve. The City should use its own staff, ideally its parking enforcement staff, to collect regular utilization count updates.

In addition to basic occupancy, the following are key data elements that the City may wish to understand:

- **Duration of stay:** the utilization counts in this study only counted numbers of occupied spaces during each collection period, and that number was used to represent the entire period. Understanding the length of stay in different parts of downtown is useful for setting time limits and price according to observed parking patterns.
- **License plate information:** the City can better understand the origins of its parking customers with license plate reader surveys of parking activity, matching these to a database to understand basic location information (such as ZIP codes). High concentrations of customers from nearby locations can help the City to explore the most appropriate options for accommodating visitors as downtown continues to grow. For example, new parking facilities may not be as cost-effective as shuttle or transit service that can serve a nearby residential population.

Partial Reservations

In general, the study does not recommend that the City allow reservations of its parking for particular land uses unless these reservations can be tailored to certain times of the day. Indeed, 24-hour, 7-day reservations create inefficiency in the parking system when the particular use that is reserving them is not in operation, and as shown in Figures 3 through 5, exclusive-use parking has already resulted in large parts of downtown's supply not being highly utilized.

The City may consider requests to reserve spaces on a special basis, with applicants negotiating with the City on when and how parking will be reserved and when it will revert to being publicly accessible. However, this should continue to employ the following best practices:

- In garages, treat the lower-level spaces as the most desirable due to the convenience to users in reaching them. Keep these spaces designated for public use, and locate reserved spaces on upper levels of the garage.
- If access to reserved sections is controlled with gates or other technology, select technology that can be disabled (for example, gate arms left up) during off-hours of the reservation
- Plan for increased enforcement of reservations, especially for the public parking customers that park in spaces that will revert to a reservation at a later hour. This is critical in the early term of a reservation agreement so that applicants or existing uses that have made the reservation have the parking that they need.

BALANCING PARKING IMPACT AND NEED WITH A WALKABLE DOWNTOWN

As Alpharetta's downtown continues to grow, the addition of complementary land uses representing a full range of daily needs and activities points to greater feasibility of staying in the district for all purposes. This means having work, living, dining, shopping and entertainment all within close reach. The area is inherently walkable in terms of distance, and as new

GENERAL DOWNTOWN PARKING BEST PRACTICES

Ensure that parking is shared and open to the public to the greatest degree possible. This means arrangement of spaces within garages and lots to make the most convenient spaces—and therefore the most valuable—the spaces that drive access to downtown businesses and attractions.

Manage garages as part of the larger system, so that prices and regulations primarily incentivize use by long-term parkers. This means prices need to be set to reflect a balance between convenience of the space and the desired length of stay. If off-street parking is more expensive than on-street parking, parking customers will continue to circle, stay in on-street spaces, and create traffic congestion from added short trips.

Include wayfinding and technology that makes parking easy to locate and use. Parking customers typically value reliability, simplicity and legibility above all else.

Contribute to the downtown environment by supporting strong urban design, pedestrian access and safety, and high-quality public spaces. Even with strong management of parking facilities, downtowns need a walkable physical environment to encourage park-once visits.

Consider design implications of reduced parking demand due to new technology-based travel solutions. This includes today's transportation network companies (Uber and Lyft), and potential future options such as shared and autonomous vehicles.

streets and improvements to existing streetscapes (such as South Main Street) demonstrate, the City is investing in downtown's public street network becoming more walkable and connected.

However, the positive effects of investment in public streets and rights-of-way may be impaired if the form and layout of private development does not also follow a more walkable direction. Parking is among the most prominent site design factors encouraging or discouraging walking, and often the simple volume of space that must be used to meet parking requirements is an impediment to pedestrians easily being able to navigate through sites.

MAKING PARKING A SUSTAINABLE FUNCTION OF THE CITY GOVERNMENT

The City of Alpharetta currently has one full-time enforcement officer for the regulated spaces, and as the inventory of regulated spaces expands, so will enforcement responsibility. Likewise, the City will incur new maintenance and operations costs with the opening of the Milton Avenue garage. These added costs are part of an urbanizing downtown—the same amount of land is used at higher intensities and therefore has a greater amount of potential for economic and social vibrancy, and with this comes a greater need for supporting services and infrastructure.

However, it is important to begin developing a business model for parking by which the balance of revenues, costs and parking services are understood by the City and can be kept constant through updates to budgets, plans and decision-making. Alpharetta is entering new stage in its growth as a city wherein parking is no longer solely provided and managed through private development on private property.

Parking Authorities and Enterprise Funds

The Georgia Local Government Authorities Registration Act (O.C.G.A. 36-80-16) of 2010 defines a series of authorities that local governments may establish for purposes of financing and administering different public purposes and functions. Parking authorities are one of these,

although they are not commonly used—as of late 2017, only four are registered with the Georgia Department of Community Affairs (DCA).

Authorities function similarly to local governments in that they may manage budgets and issue bonds much like city and county governments, and may be dependent on local government budget or independent. The Local Government Authorities Registration Act allows authorities to be created through local laws, which do not require enabling state legislation.

If parking continues to grow as a downtown service, Alpharetta may consider establishment of a parking authority to administer the program.

Parking as an impact fee use

Georgia's Development Impact Fee Act (DIFA; O.C.G.A. 36-71-1) of 1990 allows local governments to establish schedules for and collect impact fees to offset the added infrastructure and service costs generated by land development. To levy impact fees, local governments must have an adopted comprehensive plan compliant with Georgia DCA requirements, which include a capital improvements element that lists projects for which impact fees will be applied.

DIFA restricts the categories of infrastructure and capital facilities for which impact fees may be charged, although it neither allows nor disallows parking facilities. The law's language on transportation facilities focuses instead on roads, bridges, traffic control and other components of the transportation system related to moving travel. However, at the time of the law's creation, only a handful of Georgia cities provided parking facilities that were intended to support private development and not function purely as a public amenity. Local government approaches to parking are evolving as parking construction costs increase, land becomes scarce, and increasing levels of traffic congestion in metropolitan areas point increasingly toward the importance of alternatives to single-occupant vehicle travel as a primary means of transportation.

Achieving this kind of a practice in Alpharetta is clearly complex and would require changes to, or at least clarification of, state statutes on how impact fee collections are to be applied. However, it will also

require a shift in Alpharetta's policy toward growth management and development review: instead of a default approach of treating parking as a responsibility of private development that may be met through planning tools such as in-lieu fee program, the City would use

Greenville, South Carolina reflects a best practice of this approach, wherein the City owns and operates a large share of downtown parking and requires development applicants to demonstrate how they will provide for their parking needs. This is not the same as meeting zoning requirements, as the primary downtown zoning district in Greenville sets no minimum requirements. In practice, applicants may approach the City to negotiate an arrangement for leasing from the City's parking supply, leaving the City largely responsible for providing parking but applicants responsible for securing it.

TAD UPDATE

Taxable Value:

Taxable Values 2019 (Base Year):	\$279,743,140
TAD Taxable Values 2020:	\$275,508,110
TAD Taxable Values 2021:	\$268,188,350
TAD Taxable Values 2022:	\$272,915,130 (mall represents approx..\$56 million or 20%.)

Increment Value <\$6,828,010> Negative Value Thru Jan 7, 2023

Background –

TAD was put in place in 2019. No agreement was formally negotiated or reached with County or School Board.

The Redevelopment Plan identified that at least 90% of the proceeds of the TAD would go to infrastructure (ex. Northpoint Road).

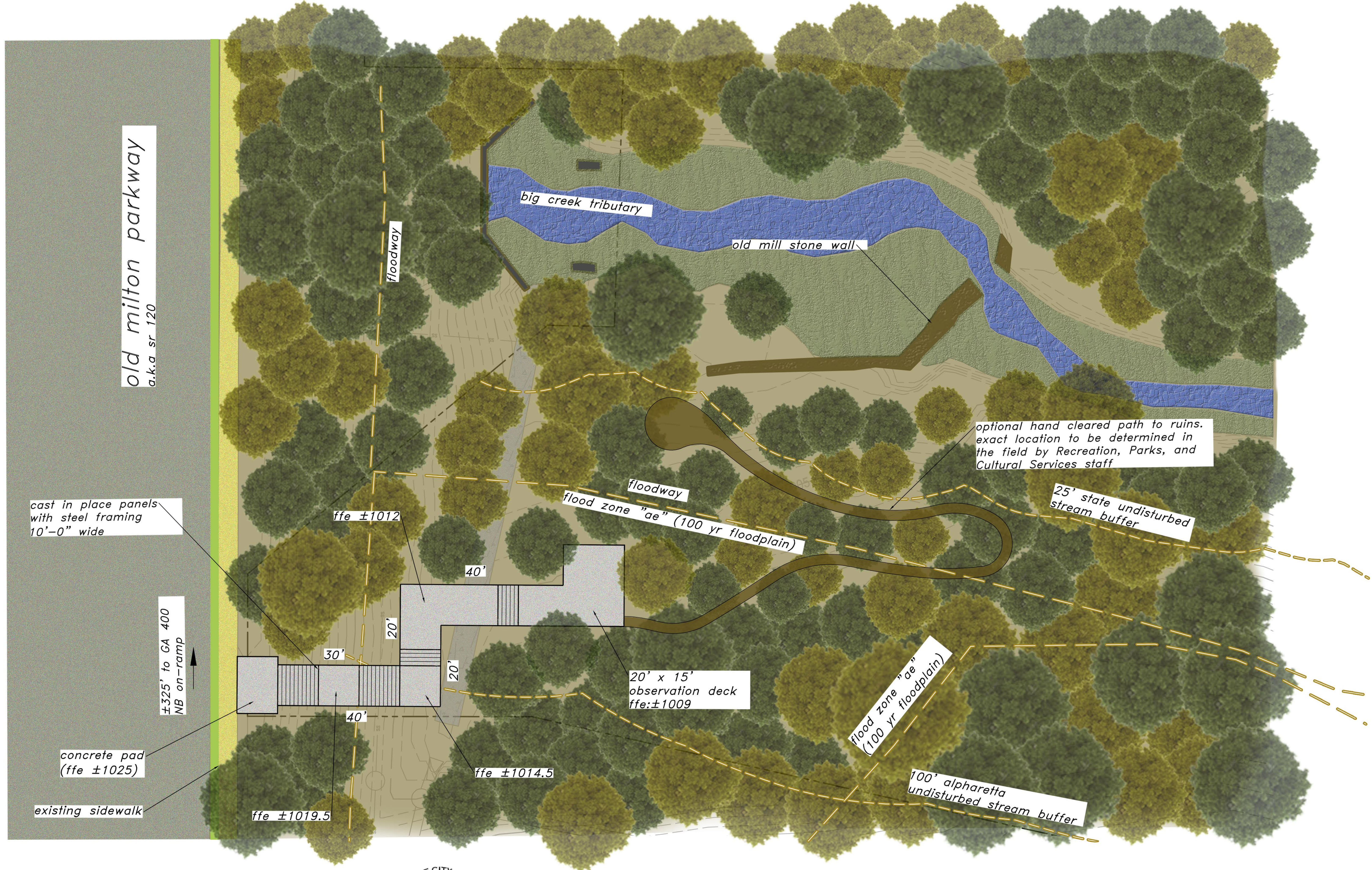
If the intent is to utilize proceeds for public private partnership with developer, a new Redevelopment Plan (New TAD) would need to be approved by City Council.

Revised estimates by Bleakley (2021) Assuming full participation of respective governments

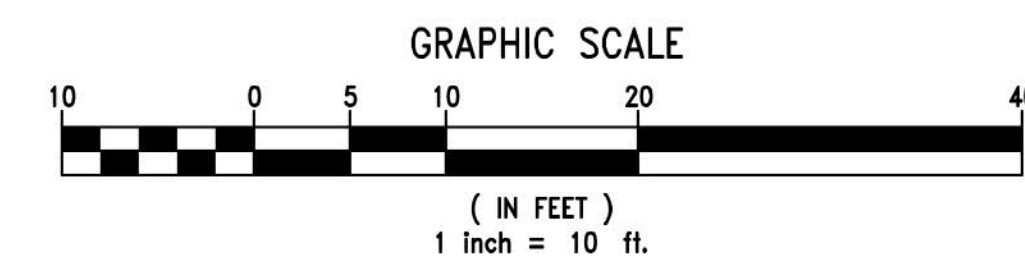
NPV of TAD Revenues – Discounted @ 6%	20 Years	25 Years	30 Years
City of Alpharetta Millage Only	\$16,665,569	\$20,736,225	\$24,126,515
City + County General Fund	\$49,967,992	\$62,171,107	\$72,334,393
City + County + School District	\$111,219,680	\$138,376,495	\$160,993,292

The above does not account for the effects of Tax Abatement Deals which would reduce the above between \$8M and \$12M.

Note – Bond Financing to capture the above Net Present Values (NPV) would most likely be done in series of which the first series would not be issued until significant increment is accumulating Probably 5 years after any agreements are approved. Assume first series size would only be approximately half of the values above.



farmhouse trail
old milton parkway alpharetta, ga
December 2022

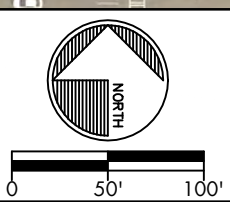
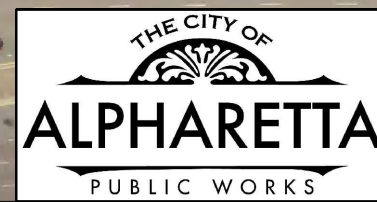




GEORGIA 400

MORRIS ROAD

OLD MILTON PARKWAY / S.R. 120



FARMHOUSE TRAIL
JANUARY 2023



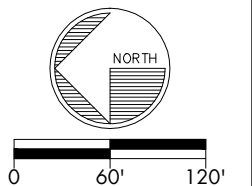
Proposed Sanitary Sewer Connection

1. Total Estimated Cost \$875,000 (Yellow and Red Lines Only)
 - 1.1. Estimated Survey & Design Cost \$135,000
 - 1.2. Estimated Construction Cost \$740,000
2. Yellow line represents 6" PVC sanitary sewer connection (gravity flow) from the soccer fields restroom building.
 - 2.1. Anticipated average depth is in excess of 15', with a peak depth of approximately 28'.
3. Red line represents a force main from the lift station to an existing sanitary sewer manhole.
 - 3.1. Existing grade at proposed lift station location is approximately 13' below the invert of the existing sanitary sewer manhole which the system would tie to.

- 3.2. At the lowest point, crossing under the creek immediately south of the lift station, the force main would be approximately 24' below the invert of said existing sanitary sewer manhole
4. Dashed, blue lines represent potential future 6" PVC sanitary sewer connections (gravity flow) from the baseball fields restroom building and the maintenance building.
 - 4.1. It is anticipated that the baseball field connection could be done with minimal cover.
 - 4.2. It is anticipated that the maintenance building connection would have an average depth in excess of 13', with a peak depth of approximately 23'.

**WEBB BRIDGE PARK UPPER FIELD
SEWER CONNECTION
JANUARY 2023**

REVISION 01





Alpharetta Police Department

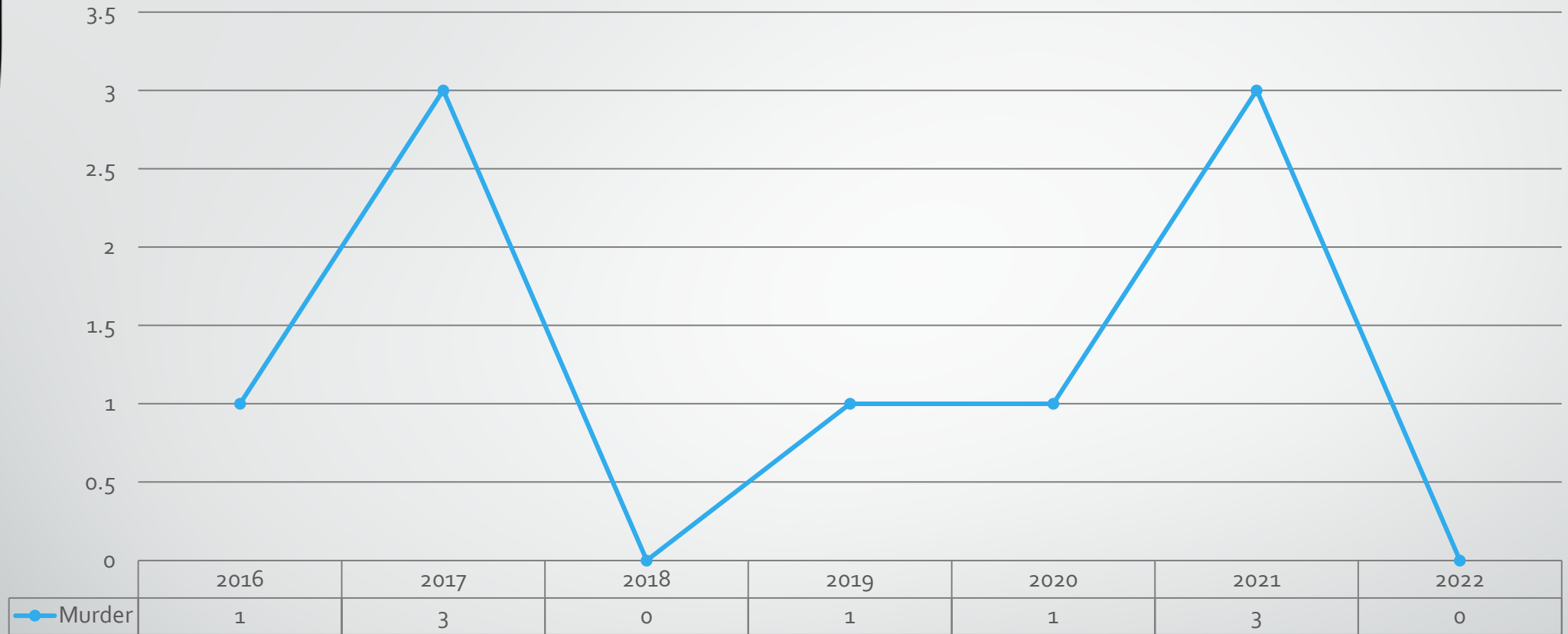
Reported Crimes

2016 – 2022

FBI - National Incidents Based Reporting System



Murder (09)



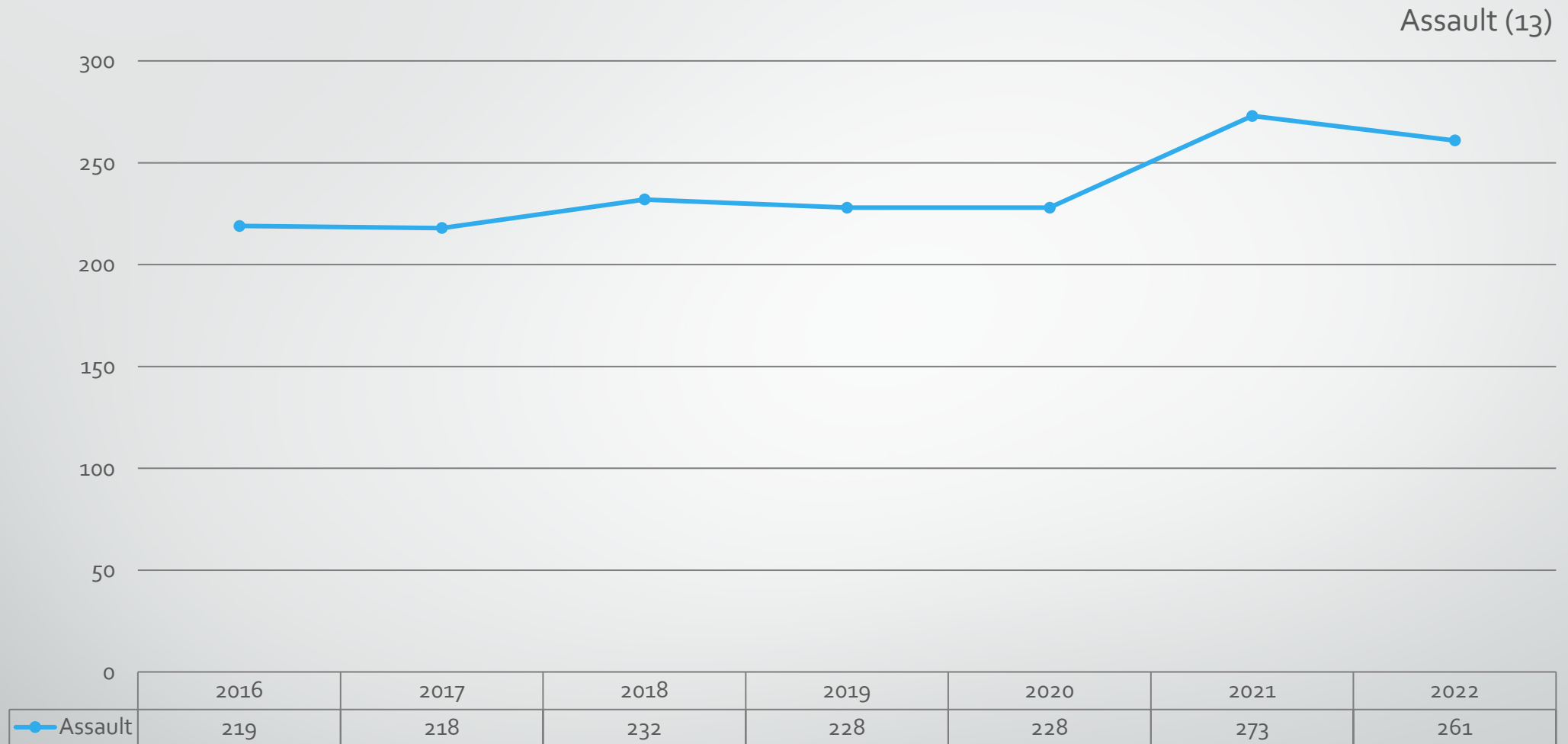
2016 – Wade Creek Road

2017 – Hotel, Birch Rill Dr, Hotel

2019 – Wells Fargo

2020 – Nathan Circle

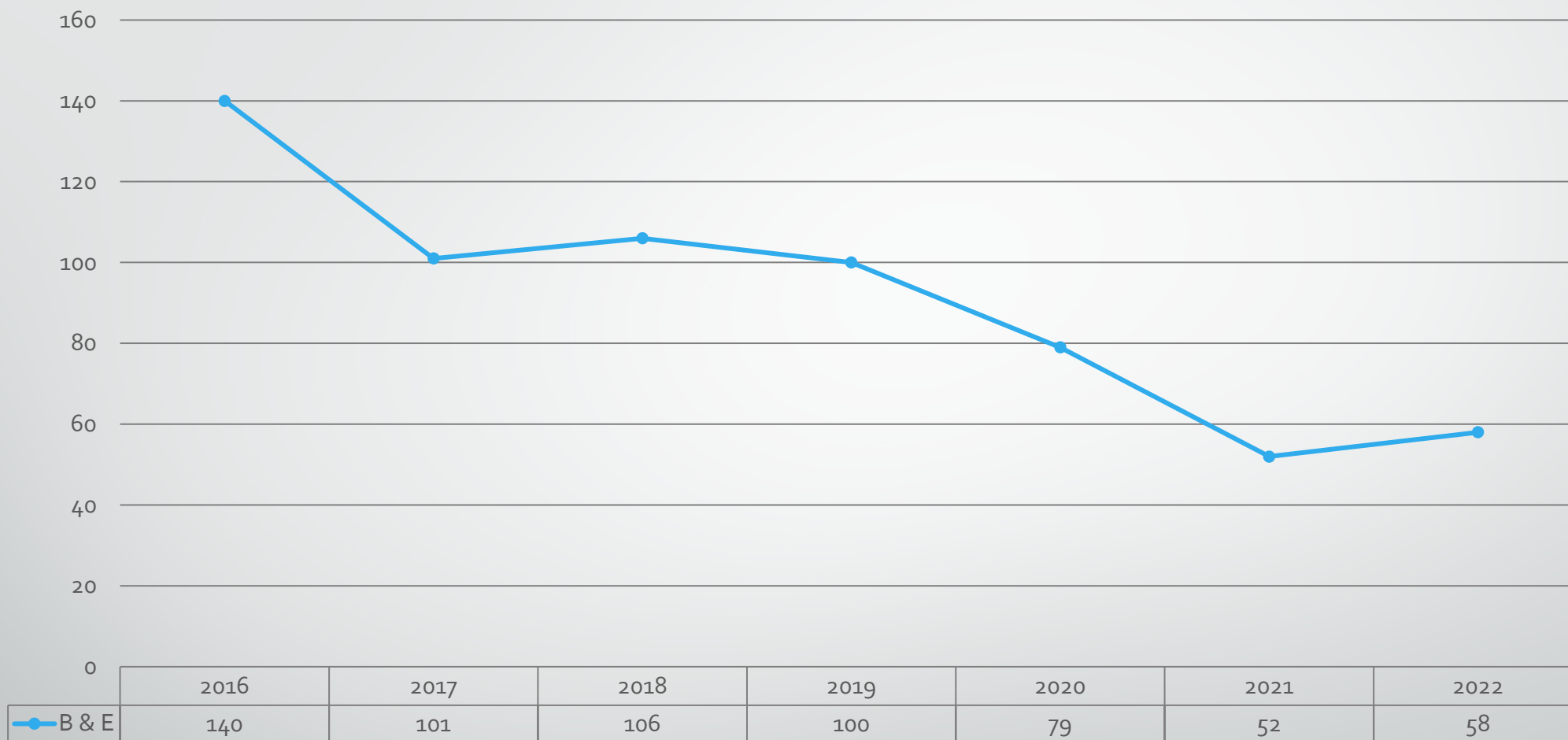
2021 – Manchester Apts (2), Collingwood Apts



Aggravated Assault ♦ Intimidation ♦ Simple Assault

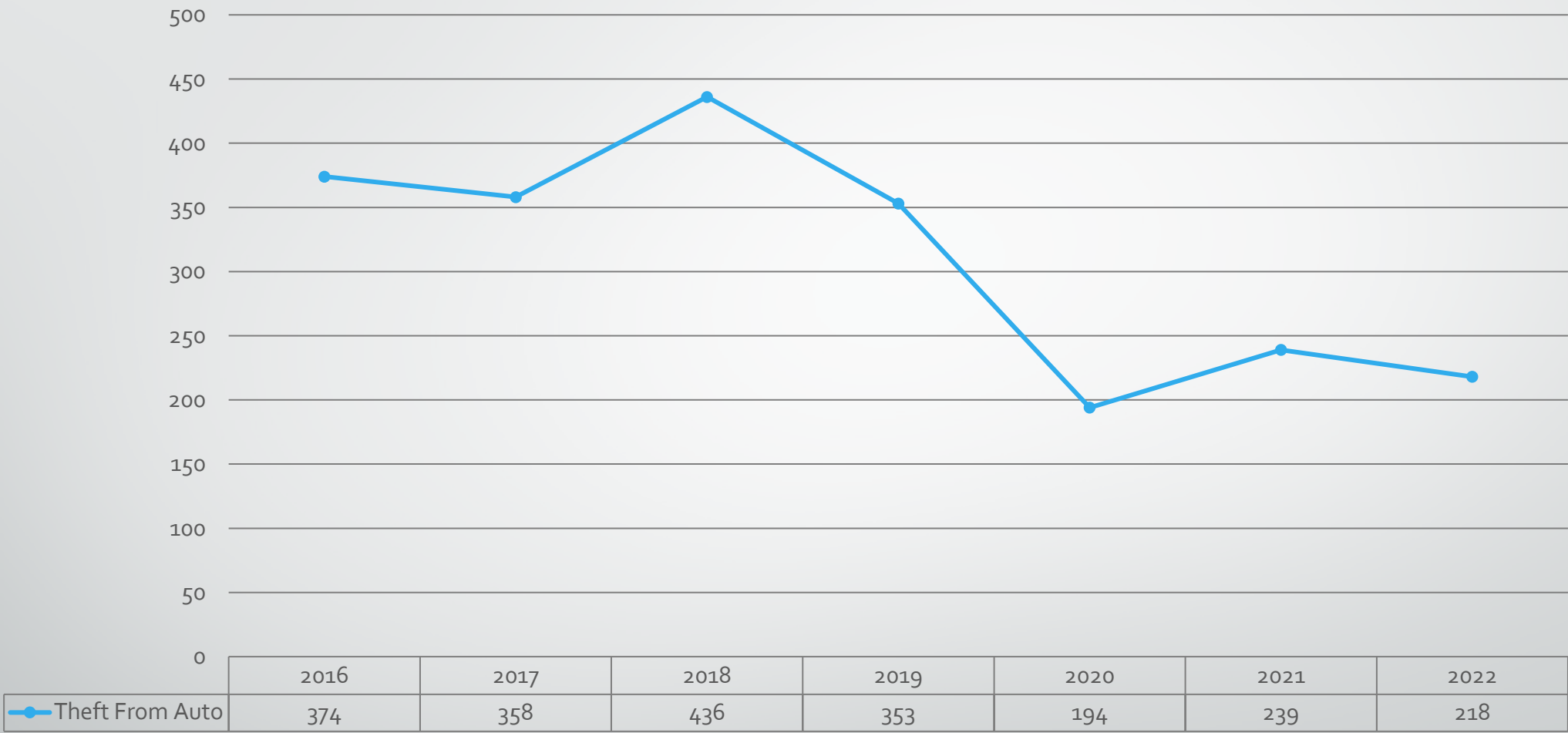


Burglary / Breaking & Entering (22)





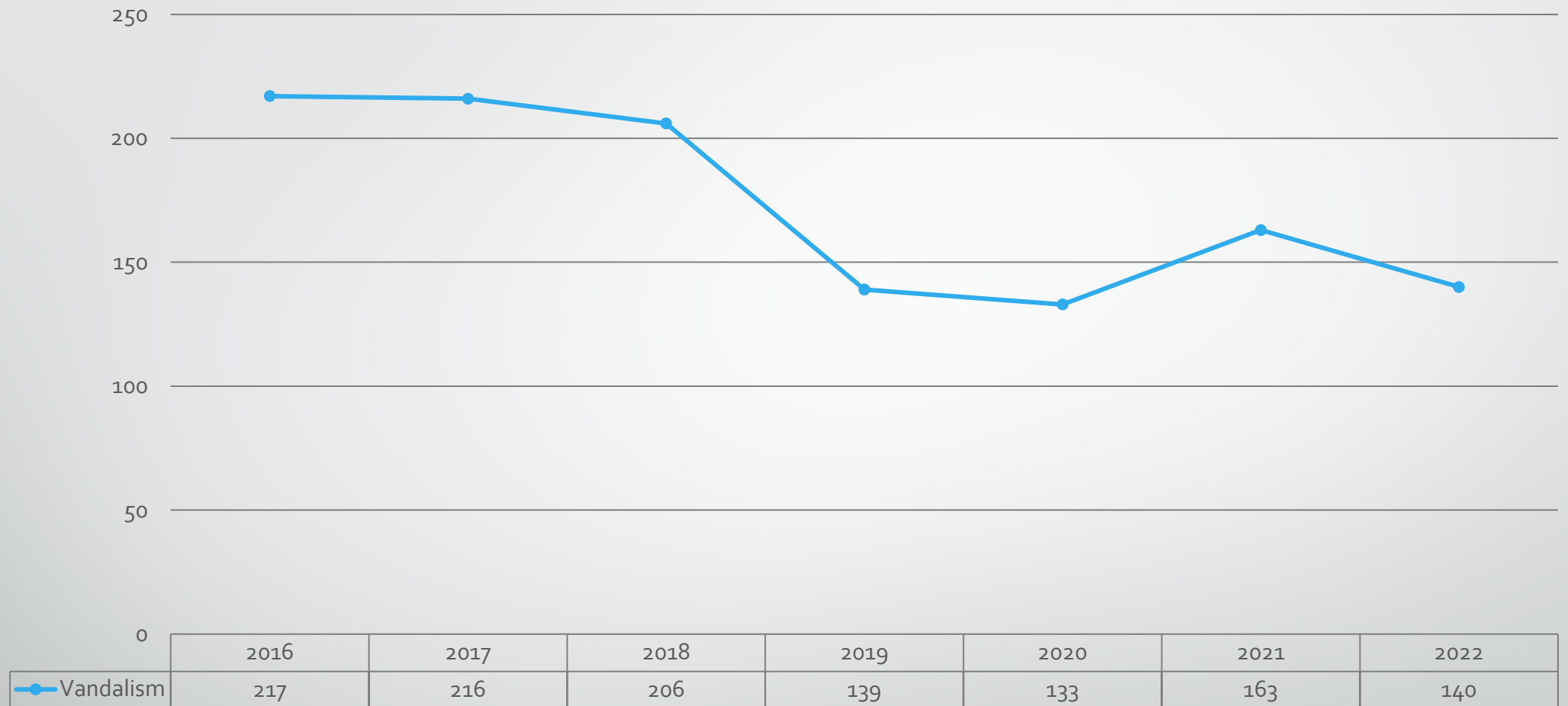
Theft (23F)



Theft from Motor Vehicle

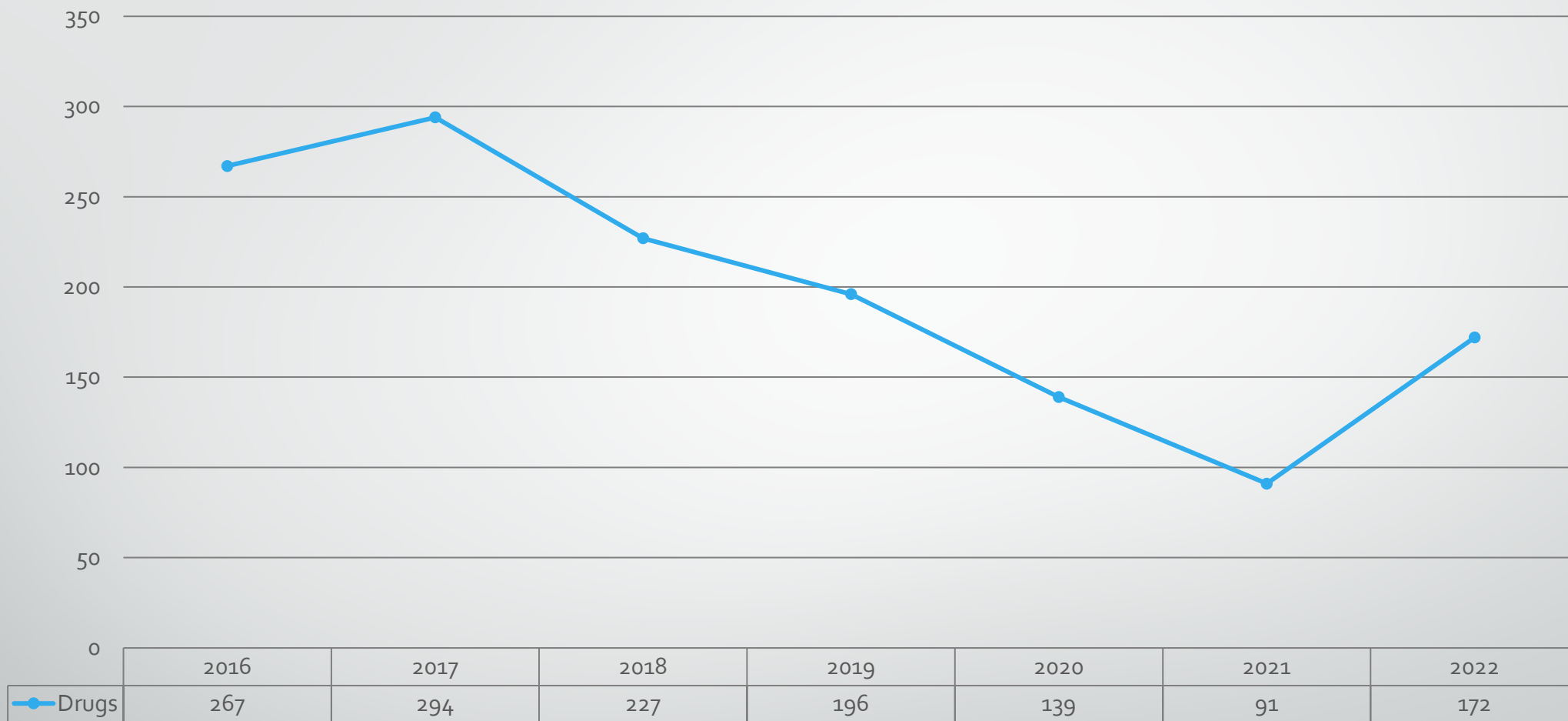


Destruction / Vandalism (29)



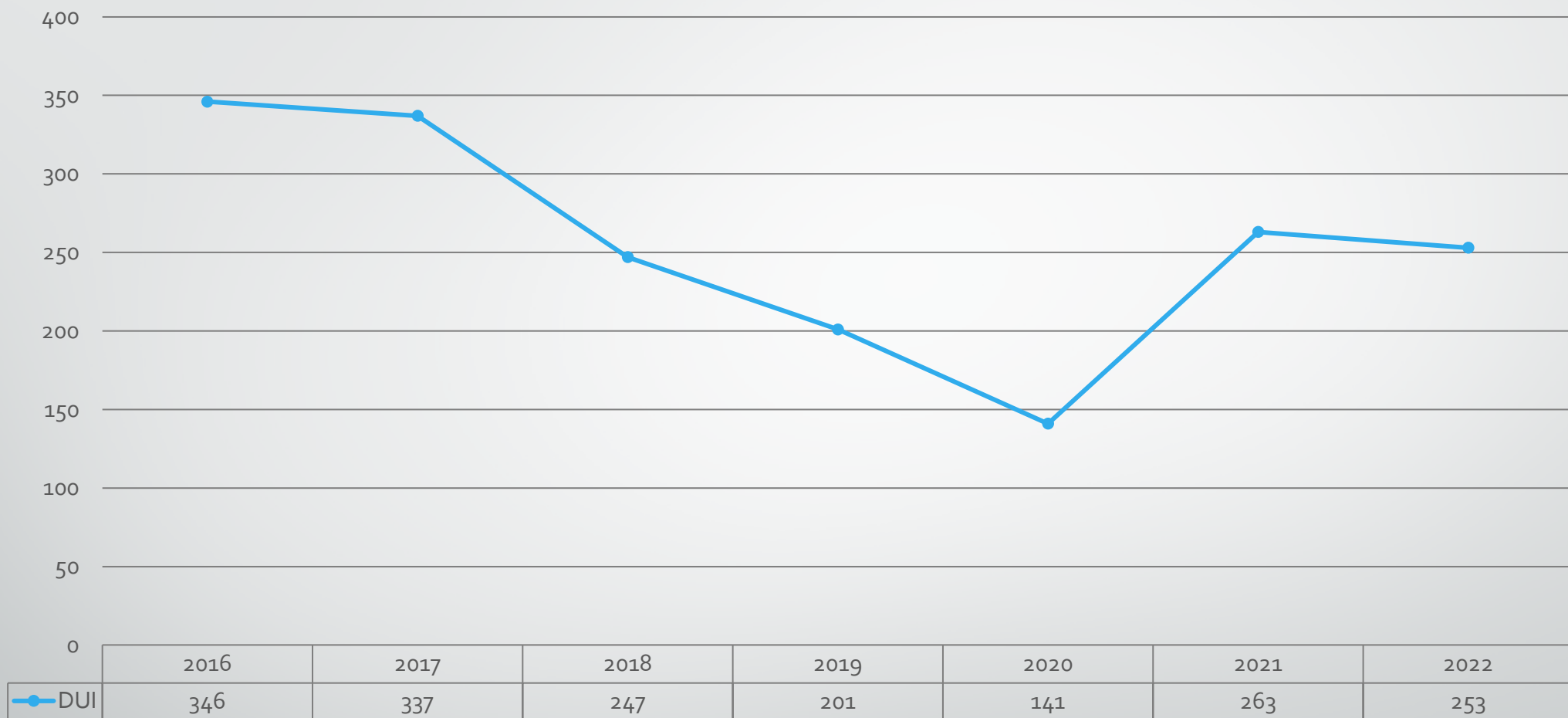


Drugs and Narcotics (35)



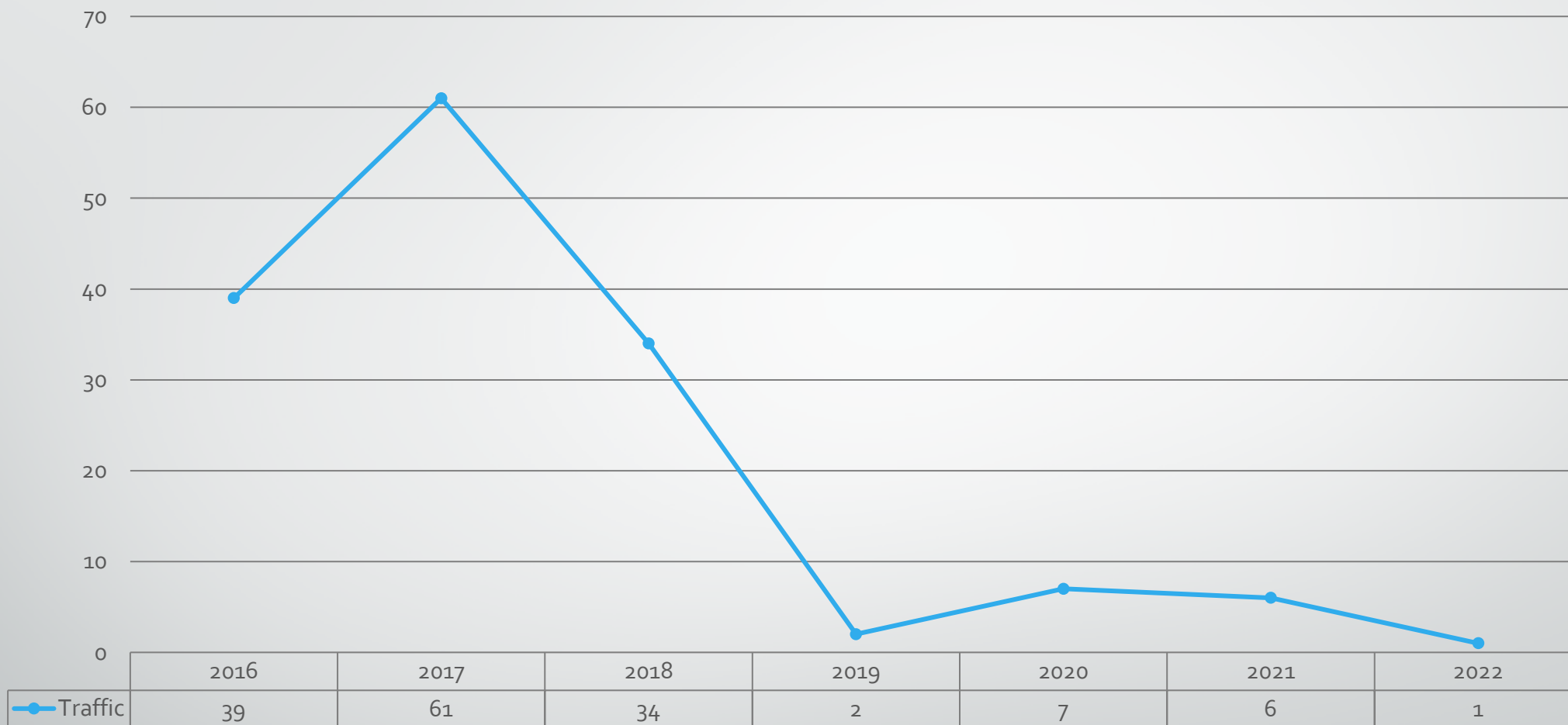


Driving Under the Influence (90D)





Sex Offenses (40)



Trafficking ♦ Prostitution



2016 – 2022 NIBRS DATA

NIBRS Reported Crimes

		2016	2017	2018	2019	2020	2021	2022
NIBRS	Group Description							
09	HOMICIDE OFFENSES	1	3	0	1	1	3	0
100	KIDNAPPING/ABDUCTION	1	3	1	4	4	5	16
11	SEX OFFENSES, FORCIBLE	10	6	22	25	19	56	23
12	ROBBERY	15	15	15	12	11	11	7
13	ASSAULT OFFENSES	219	218	232	228	228	273	261
20	ARSON	0	0	2	0	1	1	0
21	EXTORTION/BLACKMAIL	5	6	4	5	6	4	7
22	BURGLARY/BREAKING & ENTERING	140	101	106	100	79	52	58
23	LARCENY/THEFT OFFENSES	1033	965	954	869	593	678	784
24	MOTOR VEHICLE THEFT	49	37	48	42	44	52	43
25	COUNTERFEITING/FORGERY	55	52	56	60	41	31	33
26	FRAUD OFFENSES	347	336	374	357	315	271	288
27	EMBEZZLEMENT	0	3	3	1	1	2	2
28	STOLEN PROPERTY OFFENSES	84	65	57	57	25	31	25
29	DESTRUCTION/DAMAGE/VANDALISM	217	216	206	139	133	163	140
31	TRAFFICKING	1	0	1	0	1	1	1
35	DRUG/NARCOTIC OFFENSES	267	294	227	196	139	91	172
36	SEX OFFENSES, NONFORCIBLE	0	0	0	1	2	2	0
37	PORNOGRAPHY/OBSCENE MATERIAL	0	3	3	1	4	1	6
40	PROSTITUTION OFFENSES	38	61	33	2	6	6	1
52	WEAPON LAW VIOLATIONS	1	3	1	2	3	1	4
90B	CURFEW/LOITERING/VAGRANCY VIOLATIONS	3	4	9	4	3	3	4
90C	DISORDERLY CONDUCT	85	98	67	59	70	84	50
90D	DRIVING UNDER THE INFLUENCE	386	361	242	202	141	263	253
90E	DRUNKENNESS	1	3	3	2	1	2	3
90F	FAMILY OFFENSES, NONVIOLENT	119	100	70	54	57	108	60
90G	LIQUOR LAW VIOLATION	10	2	4	4	2	3	3
90H	PEEPING TOM	1		1		1	2	0
90J	TRESPASS OF REAL PROPERTY	0	1	0	0	0	10	15
90Z	ALL OTHER OFFENSES	116	157	162	197	158	229	138

2022 Public Safety Hiring Report

Police

Started the year with 6 openings.

We had 11 officers leave the department in 2022.

We hired 20 officers in 2022.

We currently have 6 openings with at least 2 possibly 3 retiring during the year of 2023.

Fire

Started the year with 8 openings.

We had 5 leave the department in 2022.

We hired 7 in 2022 with one going straight to Assistant Fire Marshall.

We currently have 6 openings.

911

Started the year with 6 openings.

We had 7 leave the department in 2022.

We hired 5 911 officers in 2022.

We currently have 9 openings.

Admin

We started with 1 opening.

We had 1 leave the department.

We hired 2 during 2022.

We currently have 1 opening that left in 2023.

****January 2023 – Updated Hiring Processes:**

Police

4 candidates currently in the background process for hiring.

Fire

3 candidates currently in the background process for hiring.

911

13 candidates currently in the background process for hiring.



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

TO: JOHN ROBISON, CHIEF OF THE DEPARTMENT
FROM: JAKAI BRAITHWAITE, POLICE CAPTAIN
DATE: 1-13-2023
RE: HIRING STATS AND NJ CAMPAIGN

In March 2022, The Officer of the Chief directed that the duties of Recruiting/Hiring be at the behest of the Special Operations Division. The data below will reflect from March 1, 2022, to December 31, 2022.

Alpharetta Police had 105 total qualified prescreened applicants:
Job posting 00040 – 43 applicants.
Job posting 00043(NJ) – 27 applicants.
Job posting 00054 – 35 applicants).

Posting 00069 was omitted; applicants still need to complete the PAT, Background, or interview, which would skew the stats. Qualified prescreened applications were submitted in 2022; the testing will begin in January 2023.

Out of 105 total police applicants, the Department hired 15 officers – 14%. NJ accounts for 8% of that 14%. Nine (9) out of fifteen (15) hired were from NJ, which is 66% from job posting 00043 (NJ). The percentage for all NJ applicants (including Officers Varga and Kurdes) is 9 out of 29 or 31%.

On NJ candidate is still in the background process; he is also from job posting 00043(NJ).

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BRIAN WILL

CITY ADMINISTRATOR
CHRIS LAGERBLOOM

zone	DTWN
Row Labels	Count of inci id
2021	
CO-DISORDERLY CONDUCT	2
CO-SKATEBOARD VIOLATION	1
COURTESY REPORT	4
CRIMINAL DAMAGE TO PROPERTY 2ND DEGREE	2
DRIVING WHILE LICENSE SUSPENDED/REVOKED	1
DRUG OVERDOSE	1
DUI - DRIVING UNDER THE INFLUENCE OF ALCOHOL	1
DUI - DRIVING UNDER THE INFLUENCE OF ALCOHOL UNDER THE AGE 1	1
ENTERING AUTOMOBILE OR OTHER MOTOR VEHICLE WITH INTENT TO CY	11
EXHAUST SYSTEM- PENALTY FOR VIOLATION	1
FOUND OR MISLAID PROPERTY	2
INFORMATION FOR OFFICER	2
LICENSE - DRIVING WHILE UNLICENSED OR EXPIRED	1
MISCELLANEOUS OFFENSE	14
MISSING PERSON	1
OBSTRUCTION-RESISTING OFFICER/ARREST	1
OPER VEHICLE WITH EXPIRED TAG	1
PARKING IN NO PARKING ZONE OR YELLOW CURB	1
PEEPING TOM	1
SPEEDING	1
THEFT BY TAKING - LESS THAN \$1500.00	1
THEFT BY TAKING - GREATER THAN \$1500.00	1
VEHICLE IMPOUND	1
VGCSA - MARIJUANA LESS THAN 1 OZ. - MISD	1
2021 Total	54

2022	
ABANDONED VEHICLE REMOVAL	1
AGGRAVATED ASSAULT - FIREARM	1
AGGRAVATED BATTERY	1
ALCOHOL-UNDERAGE CONSUMP/PUR/POSS/FUR TO/SELL TO MINOR	2
BATTERY	2
BATTERY/SIMPLE BATTERY FVI	2
BURGLARY FORCED COMMERCIAL	1
CO-DISORDERLY CONDUCT	1
CO-DISORDERLY WHILE UNDER THE INFLUENCE	4
COURTESY REPORT	3
CRIMINAL TRESPASS	4
DEPOSIT ACCOUNT FRAUD/BAD CHECKS	1
DISORDERLY CONDUCT	2
DOMESTIC DISPUTE	1
DRIVING WITH SUSPENDED/CANCELED/REVOKED TAG	1
DUI - DRIVING UNDER THE INFLUENCE OF ALCOHOL	5
DUI - DRIVING UNDER THE INFLUENCE OF ALCOHOL - CONCENTRATIOE	2
DUI - DRIVING UNDER THE INFLUENCE OF DRUGS	2
EAVESDROPPING/SURVEILLANCE-UNLAWFUL	2
FAIL TO YIELD VEHICLE TURNING LEFT	1
FAILURE TO REGISTER VEH WITHIN 7 BUS DAYS	1
FALSE IMPRISONMENT	1
FORGERY 3RD DEGREE	1
FOUND OR MISLAID PROPERTY	5
FRAUD- IDENTITY FRAUD PERSON OR BUSINESS	1
ILLEGAL PARKING	4
INFORMATION FOR OFFICER	2
LICENSE - DRIVING WHILE UNLICENSED OR EXPIRED	5
MISCELLANEOUS OFFENSE	5
NO PROOF / NO MINIMUM INSURANCE	1
PARKING IN NO PARKING ZONE OR YELLOW CURB	1
RAPE	1
RECKLESS DRIVING 1ST OFFENSE	2
SEXUAL BATTERY	1
SIMPLE ASSAULT	2
SIMPLE BATTERY	5
THEFT BY DECEPTION	1
THEFT BY SHOPLIFTING UNDER \$500	1
THEFT BY TAKING - LESS THAN \$1500.00	5
THEFT BY TAKING - MOTOR VEHICLE	1
THEFT OF LOST/ MISLAID PROPERTY	1
THEFT OF SERVICE	1
TOWED VEHICLE	1
VEHICLE IMPOUND	8
VEHICLE SEARCH	1
WANTED PERSON LOCATED	1
2022 Total	98
Grand Total	152

statbeat	DTWN
Row Labels	Count of inci id
2021	499
911 HANG UP	3
ALARM - COMMERCIAL BURG	84
ALARM - COMMERCIAL DURESS	1
ALARM - DURESS COMMERCIAL	1
ALARM - FIRE HIGH LIFE	2
ALARM - LAW GENERAL COMMERCIAL	19
ALARM - LAW GENERAL RESIDENT	2
ALARM - PANIC	1
ANIMAL - CRUELTY	4
ANIMAL COMPLAINT	1
AREA PATROL BUS	7
AREA PATROL FOOT PATROL	8
ASSAULT - IN PROGRESS	1
CRASH - CODES NOT APPLICABLE	1
CRASH - HIT N RUN	8
CRASH - INCIDENT	24
CRASH - INCIDENT BLOCKING	10
CRASH - INCIDENT HIGH MEC	1
CRASH - INCIDENT INJURIES HIGH	1
CRASH - INCIDENT UNK INJURIES	2
CRASH - MOTORCYCLE INVOLVED	1
CRASH - PAST HIT AND RUN	3
CRASH - PAST TRAFFIC INCIDENT	1
DAMAGE TO PROPERTY	2
DISORDERLY JUVENILES	12
DISTURBANCE - CIVIL MATTER	2
DISTURBANCE - IMPARED PERSON	5
DISTURBANCE - NUISANCE	2
DISTURBANCE - OTHER NOISE	16
DISTURBANCE - PHYSICAL	2
DISTURBANCE - VERBAL DISTURBAN	1
DISTURBANCE -VERBAL DISTURBANC	9
DOMESTIC - DOM PHYSICAL	1
DOMESTIC - DOM VERBAL	1
DOMESTIC DISPUTE	2
DRUGS - FOUND/PARAPHERNALIA	1
DUI	3
DUI - IN PARKED VEHICLE	2
ELECTRICAL - HAZARD NEAR WATER	1
ELECTRICAL - WIRES DOWN	2
EMD CALL ALPHA P	1
EMD CALL CHARLIE	1
EMD CALL DELTA	12

EMD CALL ECHO	3
EMD PSYC OR SUICIDE BRAVO	1
ERRATIC DRIVER	3
FIGHT	4
FIREARMS - INCIDENT	2
FOLLOW UP INVESTIGATION	1
FRAUD	1
FRAUD - FRAUD/FORGERY	1
HIT AND RUN	2
ILLEGAL PARKING	13
INDECENCY - LEWDNESS	2
INDECENCY - URIN/DEF IN PUBLIC	1
LOITERING/TRESPASSING	2
LOST/MISSING/FOUND ITEM	1
MEDICAL CALL	2
MENTAL - UNKNOWN IF VIOLNT	1
MISC - NONURGENT REQUEST	2
MISC - URGENT REQUEST	1
MISCELLANEOUS CALL	37
MOTOR VEHICLE ACCIDENT 41	6
NOISE DISTURBANCE	9
OPEN DOOR OPEN WINDOW	1
PHONE RPT	13
PHONE RPT LEVEL 1	4
PROP CRIME - DAMAGE VANDAL	2
PROP CRIME - DAMAGE/VANDALISM	4
PUB SERV - CHECK WELFARE	2
PUB SERV - WELFARE CHECK URGNT	8
PUBLIC DRUNK	1
ROAD RAGE	1
SERVICE - WATER MAIN BREAK	1
SEXUAL ASSAULT	1
STRANDED MOTORIST	2
STREET OBSTRUCTION	7
SUICIDAL - THREATENING	2
SUPPLEMENTAL - FOUND EVIDENCE	1
SUSPICIOUS - CIRCUMSTANCES	2
SUSPICIOUS - PERSON	4
SUSPICIOUS - VEHICLE	1
SUSPICIOUS PERSON	3
THEFT	13
THEFT - FROM VEHICLE JUST OCC	4
THEFT - LARCENY JUST OCCURED	1
THEFT - PAST VEHICLE	4
THEFT - THEFT	2
THEFT - VEHICLE	1
TRAFFIC - HAZARD ROAD COND	1

TRAFFIC - PARKING COMPLAINT	8
TRAFFIC - STALLED VEHICLE	4
TRAFFIC DIRECTION	3
TRESPASS - UNWANTED	31
UNKNOWN PROBLEM	2
VERBAL DISPUTE	2
WELFARE CHECK	4

2022	618
911 HANG UP	3
ABANDONED VEHICLE	4
ALARM - COMMERCIAL BURG	43
ALARM - COMMERCIAL DURESS	4
ALARM - DURESS COMMERCIAL	2
ALARM - FIRE HIGH LIFE	4
ALARM - LAW GENERAL COMMERCIAL	33
ALARM - LAW GENERAL RESIDENT	1
ANIMAL - CRUELTY	2
ANIMAL - MINOR BITE	1
AREA PATROL BUS	11
AREA PATROL FOOT PATROL	5
AREA PATROL TRAFFIC	2
ASSAULT	3
ASSAULT - IN PROGRESS	4
ASSAULT - JUST OCC	1
ASSAULT - JUST OCC SEX ADLT	1
BURGLARY	1
CRASH - HIT N RUN	11
CRASH - INCIDENT	42
CRASH - INCIDENT BLOCKING	10
CRASH - INCIDENT INJURIES	1
CRASH - INCIDENT UNK INJURIES	2
CRASH - INJURIES	2
CRASH - MINOR INJURIES	1
CRASH - PAST HIT AND RUN	6
CRASH - PAST TRAFFIC INCIDENT	2
CRASH - VEHICLE VS PED/BICYCLE	1
DAMAGE TO PROPERTY	4
DISORDERLY JUVENILES	1
DISTURBANCE - CIVIL MATTER	2
DISTURBANCE - IMPARED PERSON	9
DISTURBANCE - NUISANCE	3
DISTURBANCE - OTHER NOISE	11
DISTURBANCE - PHYSICAL	6
DISTURBANCE -VERBAL DISTURBANC	12
DOMESTIC - DOM PHYSICAL	1
DOMESTIC - DOM VERBAL	2
DRUGS - USE/POSESSION	1
DUI	2
DUI - IN PARKED VEHICLE	1
EMD CALL 9 ECHO	1
EMD CALL ALPHA P	1
EMD CALL CHARLIE	2
EMD CALL DELTA	17
EMD CALL FD ALS AND EMS AND PD	1

ERRATIC DRIVER	7
FIGHT	5
FRAUD	1
FRAUD - FRAUD/FORGERY	2
GAS LK ODR - COMMERCIAL	1
HARASS - JUST OCCURED	1
HARASS - PAST HARASSMENT	1
HARASS - PAST STALKING	1
HARASS - STALKING	1
HARASS - THREAT	1
HIT AND RUN	4
HIT AND RUN FOLLOW UP	1
ILLEGAL DRUGS	1
ILLEGAL PARKING	14
INDECENCY - LEWDNESS	2
LOITERING/TRESPASSING	3
LOST/MISSING/FOUND ITEM	5
MEET WITH OFFICER/AGENCY AST	1
MENTAL - UNKNOWN IF VIOLNT	1
MENTAL - VIOLENT	1
MISC - NONURGENT REQUEST	2
MISC - URGENT REQUEST	3
MISCELLANEOUS CALL	51
MISSING PERSON - MISSING	2
MISSING PERSON - RUNAWAY	1
MOTOR VEHICLE ACCIDENT 41	5
NOISE DISTURBANCE	2
OPEN DOOR OPEN WINDOW	1
PACKAGE FOUND - LOW OCCUPANCY	2
PANHANDLING/SOLICITATION	2
PERSON ARMED	2
PHONE RPT	32
PHONE RPT LEVEL 1	12
PROP CRIME - DAMAGE VANDAL	1
PROP CRIME - DAMAGE/VANDALISM	2
PUB SERV - CHECK WELFARE	5
PUB SERV - KEEP THE PEACE	1
PUB SERV - WELFARE CHECK URGNT	14
PUBLIC DRUNK	4
PUBLIC INDECENCY	3
SERVICE - WATER MAIN BREAK	1
STRANDED MOTORIST	4
STREET OBSTRUCTION	5
STRUCTURE - PARKING GARAGE	1
SUICIDAL - THREATENING	3
SUPPLEMENTAL - VEHICLE RECOV	1
SUSP PACKAGE - SUSP PACKAGE	1

SUSPICIOUS - CIRCUMSTANCES	5
SUSPICIOUS - PERSON	8
SUSPICIOUS - VEHICLE	4
SUSPICIOUS ACTIVITY/MISCHIEF	1
SUSPICIOUS PERSON	4
SUSPICIOUS VEHICLE	1
THEFT	11
THEFT - FROM VEHICLE JUST OCC	2
THEFT - LARCENY JUST OCCURED	1
THEFT - PAST VEHICLE	3
THEFT - THEFT	3
THREATS/HARASSMENT	2
TRAFFIC - ABANDONED NOT BLOCK	1
TRAFFIC - HAZARD ROAD COND	3
TRAFFIC - HAZARD VEHICLE	1
TRAFFIC - MINOR VIOLATION	1
TRAFFIC - PARKING COMPLAINT	6
TRAFFIC - STALLED VEHICLE	6
TRAFFIC DIRECTION	4
TRESPASS - UNWANTED	41
UNKNOWN PROBLEM	1
VERBAL DISPUTE	3
WELFARE CHECK	9
Grand Total	1117



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

TO: CITY ADMINISTRATOR CHRIS LAGERBLOOM
FROM: CHIEF JOHN ROBISON, PUBLIC SAFETY
DATE: DECEMBER 11, 2022
RE: PUBLIC SAFETY FIVE YEAR GROWTH PROJECTION

Sir –

Please find following a five-year growth projection estimate from the Alpharetta Department of Public Safety. This growth projection was developed to assist each division in continuing to meet the agency's mission statement which is "To enhance the quality of life for those who live, work and play in the City of Alpharetta", while also incorporating economic and residential growth factors.

As with many organizations, the past few years have presented unique challenges for the Department in meeting our mission — most notably, the nation-wide distrust for those in the field of Law Enforcement and a global pandemic which created numerous health and safety concerns for First Responders, along with budget impacts across the board. However, throughout this time, Alpharetta has continued to be a highly desirable area experiencing significant annual growth while maintaining its reputation for an exceptional quality of life.

During this years' annual strategic planning process, Public Safety division heads were requested to evaluate not only the current initiatives but also to construct a framework for the future needs of their respective functions in view of the city's projected growth throughout the next five years.

Reviewing the five-year segment spanning 2014-2019, the agency's service area experienced growth of 11.55% (total estimated population rising from 63,799 in 2014 to 71,165 in 2019). In 2020, the residential population for the City of Alpharetta was 72,103; estimated growth is up to 79,616 by 2025, which is an increase of approximately 10% over the projected period.

***The data referenced here was calculated by the Community Development Department based on census and local data. A breakdown of this data can be found in Appendix A of this document.*

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In response to this increase, the following framework is proposed with a tentative implementation staggered over the next five years. Not only will this continue to enhance the services to and safety of our community but will also set benchmarks towards meeting the Department's internal goal of creating a dynamic public safety culture that will promote growth and retention.

911 FIVE YEAR GROWTH PROJECTION

FY2023		Total Annual Estimated Costs	\$2,000.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST	
Reclassification of (1) Communications Operator position to GIS Professional position	Research, develop and hire ERSI certified GIS Professional •Responsibility to manage and produce NG911 Compliant Address Points and street centerline data •Assist Public Safety Divisions with mapping needs as needed. •Produce geospatial reports and dashboard applications as needed to support the Public Safety Mission	\$2,000.00	
FY2024		Total Annual Estimated Costs	\$25,000.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST	
FY2025		Total Annual Estimated Costs	\$672,604.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST	
Add (1) Communications Officer Position		\$86,429.00	
Add (1) GCIC Technician Position	GCIC - Warrants position to better track, report, and validate current and anticipated warrant file maintenance. Improve Call Taker and Dispatcher responses.	\$86,175.00	
FY2026		Total Annual Estimated Costs	\$695,716.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST	
Add (4) Communications Officer Position(s)		\$345,716.00	
FY2027		Total Annual Estimated Costs	\$104,130.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST	
Add (1) Training Manager Position		\$104,130.00	
FY2028		Total Annual Estimated Costs	\$600,000.00
POSITIONS/INITIATIVES	EXPLANATION	OVERALL COST	
Add (4) Communications Officer Position(s)		\$400,000.00	

FIRE FIVE YEAR GROWTH PROJECTION

FY2024		Total Annual Estimated Costs	\$678,829.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST	
Add (1) Assistant Fire Marshal Position	This request is for one (1) new Assistant Fire Marshal. In November of 2021, a position in the Fire Marshal's Office was reclassified to the Fire Administration Chief position. It was pulled from the FMO due to staffing issues within Fire Suppression. The FMO has grown increasingly busy and needs the position back. This is not adding to the FMO it is simply making them whole again.	\$177,386.00	
Add (1) Firefighter Position	In November of 2022 it was approved to reclassify one firefighter position to Administrative Fire Captain. This request is to replace the firefighter that was taken from suppression.	\$100,206.00	
Add (1) EMA Director	Historically, the Emergency Management Coordinator has always been an added responsibility to other positions, such as Fire Logistics and Police Accreditation. With the growth of the city and the fact that we are seeing more significant incidents, both natural and manmade, there is a need for this to be a full-time position to bring us in line with other local jurisdictions. The benefits of having a position solely dedicated to Emergency Management are: - one point of contact for all disaster - devote more time to hazard mitigation and response planning - assist businesses with their mitigation planning, including resilience and continuity guidance - help businesses in the aftermath of a disaster - improve the citizen's emergency awareness - host more Citizens Emergency Response Team classes (CERT) - provide community education programs, including presentations to HOAs and local groups - liaison between city and government officials, emergency personnel, local business, charities, etc. - lead tabletop exercise involving all city departments (building towards an entire city emergency drill) **The Emergency Management Coordinator is not just a Public Safety position; it will be a dedicated city-wide emergency planning position. This would offer another layer of safety in line with our community's expectations.	\$221,298.00	
Add (1) Community Paramedic Position	This request is for an additional full-time Community Paramedic position for the My Watch program. With the expected growth of our community and the increase in requests for My Watch Alpharetta services, the need for program growth will be more important than ever. Our goal is to continue to grow the My Watch program and offer even more services to our citizens. Adding an additional Community Paramedic will allow us to develop and implement those programs while continuing to provide exemplary service to our citizens and local businesses.	\$179,939.00	
FY2025		Total Annual Estimated Costs	\$951,568.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST	
Add (3) Squad Position(s)		\$285,292.00	
Add (1) Part Time Plans Examiner Position	Per the CPSM study, it was determined that a part-time plans Examiner is needed to meet current and future workload of fire prevention plan reviews, permit issuing, and other duties. As the City continues to grow, more and more time is required to be dedicated to Plans review and Permitting. The FMO reviews a wide variety of permits that are required to build in Alpharetta. Without additional resources to dedicate to these duties, plan review turn-around time will begin to suffer greatly. Alpharetta prides itself on efficient and expedient permitting procedures and the public has grown accustomed to these practices. To keep up with these demands and expectations, the CPSM recommended Part-Time Plans Examiner will need to be added.	\$37,750.00	

FY2025, Cont.		
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST
Add (1) Community Paramedic Position	This request is for an additional full-time Community Paramedic position for the My Watch program. Currently, there is (1) full-time Community Paramedic managing the day-to-day operations, while also following up with the numerous referrals from our community. The call volume has increased to the point where we can no longer meet the immediate needs of our citizens and follow-up appointments without using part-time personnel and overtime. Additionally, we are beginning a partnership with our local hospitals and medical facilities to conduct discharge follow-ups on Alpharetta citizens, so we expect our call volume to increase by over 100% based on past discharge numbers. There are several other community partners who have requested our services, however, at this time we are unable to fully commit due to a lack of personnel. It is imperative that we add another full-time position to better serve our citizens and to grow the My Watch Alpharetta program.	\$179,939.00
Add (3) Training Position(s) (FY24-FY25)	Addition of 3 personnel to the Fire Training Division to facilitate and instruct the required annual training hours for each member. The Training Division consists of two full-time positions which attempt to provide approximately 106 certified members with the required 228 annual hours and 7 medical certifications, which total approximately 24,168 hours. This in addition to providing instruction for specialty and innovative training classes at the training center for Department members and surrounding agencies. Currently the Department is using the aid off shift employees, at the cost of overtime, to maintain the delivery of the required training hours. **The estimated cost includes but is not limited to the addition of 3 training vehicles, 3 sets of fire suppression turnout gear, 3 portable radios, software licenses for each new member and associated salaries.	\$448,587.00
FY2026		Total Annual Estimated Costs \$654,725.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST
Add (3) Tiller Position(s)		\$285,292.00
Add (3) Battalion Aide Position(s)	This position would be used to staff a full-time battalion aide position. This position would be assigned to B8, would ride in the Battalion vehicle, and would have three different area of primary responsibilities. The first area is administrative where the Battalion Aide would assist with staffing issues, coordinating the list of individual companies involved in department training, scheduled "out of service" times, special projects and community involvement events units, and function as medical control for units who are not Advanced Life Support. The second area of responsibility would be on medical calls where he/she would function as advanced life support adding a roving ALS unit to the City's deployment capable of acting as ALS intercept, being the primary ALS unit on a call, and adding highly trained manpower to any call of high acuity. The third area of responsibility will be on a fire scene. Currently, the Battalion Chief must observe real-time scenarios, process simultaneous visual and aural stimuli, develop action plans, evaluate current actions, and monitor the locations of a large number of operating resources. On top of that, the IC must simultaneously clearly communicate with 1.) on scene personnel to receive tactical updates and give new assignments, 2.) dispatch, to relay strategic changes and request additional resources, as well as 3.) be available to communicate with citizens who are impacted by the event. Any time the Incident Commander's attention is pulled away from resources in the immediately dangerous to life and health (IDLH) environment, we are putting our people at risk.	\$369,433.00
FY2027		Total Annual Estimated Costs \$0.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST
FY2028		Total Annual Estimated Costs \$0.00
POSITIONS/INITIATIVES	EXPLANATION	OVERALL COST

POLICE FIVE YEAR GROWTH PROJECTION

FY2023		Total Annual Estimated Costs	\$190,877.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST	
	Research feasibility of providing 24-hour coverage for the Crime Scene Technician function in order to continue providing a high level of service to the community by:		
	•Sending an additional detective to CST training who can assist with CST coverage in addition to their current duties.		
	•Add one (additional) Crime Scene Technician position.		
	•Consider establishing a group MOU with surrounding agencies to staff a 24/7 on-call position that would rotate between personnel.		
Add (1) Crime Scene Technician Position		\$190,877.00	
Add (1) Detective Position	Adding to ensure continued level of service to the community	\$102,938.00	
FY2024		Total Annual Estimated Costs	\$1,705,892.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST	
	Add positions to facilitate the Department's new initiative towards Mental Health, both for community involvement and internal personnel involvement.		
Add (2) Community Health Officer Position(s)		\$357,542.00	
Add (1) Detective Position	Adding to ensure continued level of service to the community	\$102,938.00	
	In order to meet minimum staffing requirements and allow for the fulfillment of the agency's goal of assigning two (2) officers per zone/shift. Additional benefit would be increased training opportunities for our personnel which was previously denied due to staffing shortages.		
Add (2) UPD Patrol Position(s)		\$357,542.00	
	**This line item is subject to change based upon potential joint operations agreements with surrounding agencies for a Real Time Crime Center (RTCC).		
Add (10) RTCC Position(s) **		\$887,870.00	
FY2025		Total Annual Estimated Costs	\$753,484.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST	
	In order to meet minimum staffing requirements and allow for the fulfillment of the agency's goal of assigning two (2) officers per zone/shift. Additional benefit would be increased training opportunities for our personnel which was previously denied due to staffing shortages.		
Add (2) UPD Patrol Position(s)		\$357,542.00	
Add (2) CSU/Bike Patrol Position(s)	Increase officer coverage due to expansion on the Alpha Loop.	\$395,942.00	
FY2026		Total Annual Estimated Costs	\$177,574.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST	
Add (2) CSU/Bike Patrol Position(s)	Increase officer coverage due to expansion on the Alpha Loop.	\$177,574.00	
FY2027		Total Annual Estimated Costs	\$0.00
POSITIONS/INITIATIVES	EXPLANATION	EST. OVERALL COST	
FY2028		Total Annual Estimated Costs	\$0.00
POSITIONS/INITIATIVES	EXPLANATION	OVERALL COST	

APPENDIX A

2020-2025 Anticipated Population Growth

	2020	2021	2022	2023	2024	2025
Single-Family Housing Units	20,021	20,399	20,901	21,402	21,903	22,404
Multi-Family Housing Units	6,707	6,707	6,707	6,707	6,951	7,003
Total Housing Units	26,728	27,106	27,608	28,109	28,854	29,407
Single-Family Vacancy Rate	2.3%	1.8%	1.9%	2.0%	2.0%	2.1%
Multi-Family Vacancy Rate	6.1%	4.1%	4.3%	5.3%	5.1%	4.8%
Occupied Single-Family Housing Units	19,561	20,028	20,506	20,982	21,458	21,933
Occupied Multi-Family Housing Units	6,298	6,432	6,419	6,351	6,599	6,665
Total Occupied Housing Units	25,858	26,460	26,924	27,333	28,057	28,598
Persons Per Single-Family Unit	2.91	2.91	2.90	2.90	2.90	2.90
Persons Per Multi-Family Unit	2.41	2.41	2.41	2.41	2.41	2.41
Population In Single-Family Units	56,908	58,218	59,553	60,883	62,208	63,530
Population In Multi-Family Units	15,195	15,520	15,490	15,329	15,929	16,090
Total Estimated Population	72,103	73,738	75,042	76,211	78,137	79,619

GENERAL PLANTING NOTES:

1. All plants shall be healthy, vigorous material, free of pests & diseases.

2. All plants shall be container-grown or balled & burlapped (B&B) or otherwise as indicated in the plant list.

3. All plants and planting areas shall be completely mulched as per specifications.

4. Prior to construction, the landscape contractor shall be responsible for locating all underground utilities and shall avoid damage to all utilities during the course of the work. The landscape contractor is responsible for repairing any and all damage to utilities, structures, site appurtenances, etc, which occurs as a result of the landscape construction.

5. The landscape contractor is responsible for verifying all quantities shown on these plans before pricing the work.

6. Standards set forth in 'American Standards For Nursery Stock' represent guideline specifications only and constitute minimum quality requirements for plant material.

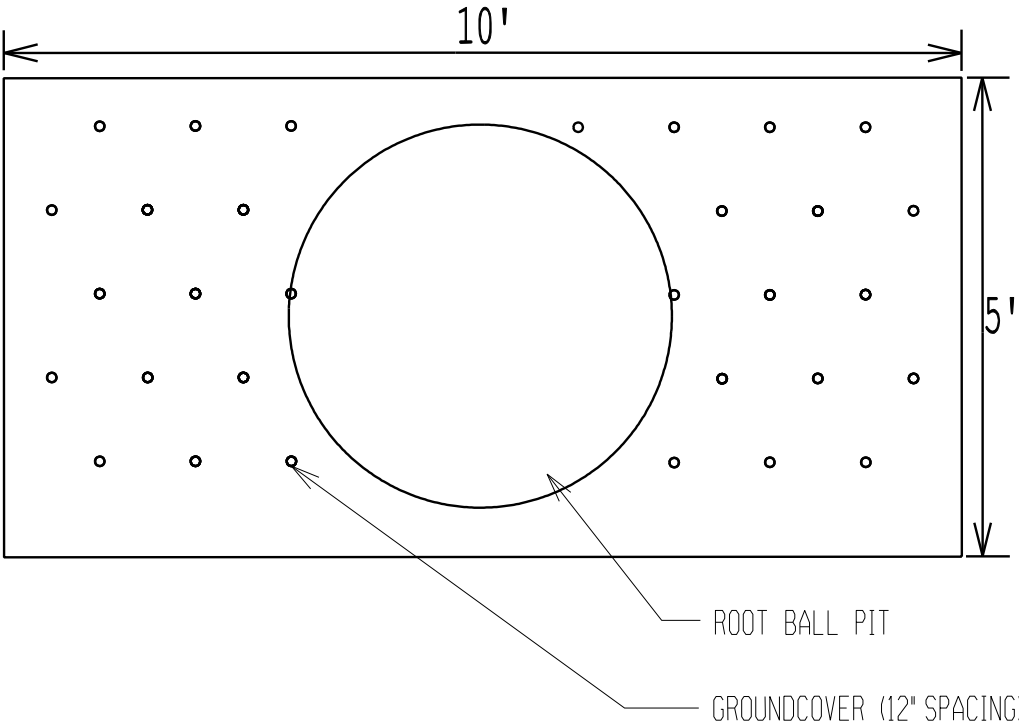
7. All sod and seed to be as specfied. Refer to latest GDOT specifications for installation information.

8. In size grading B&B trees, caliper shall take precedent over height.

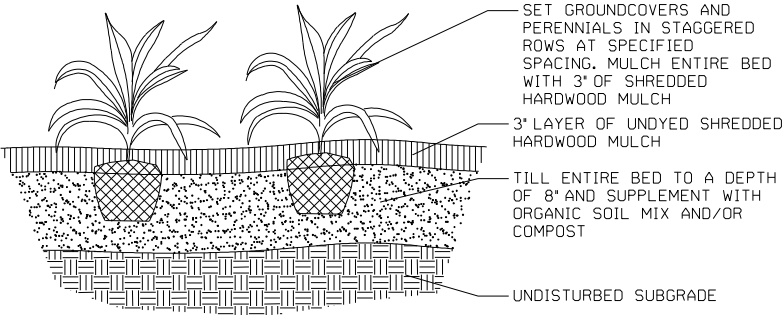
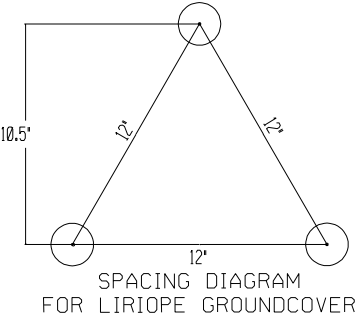
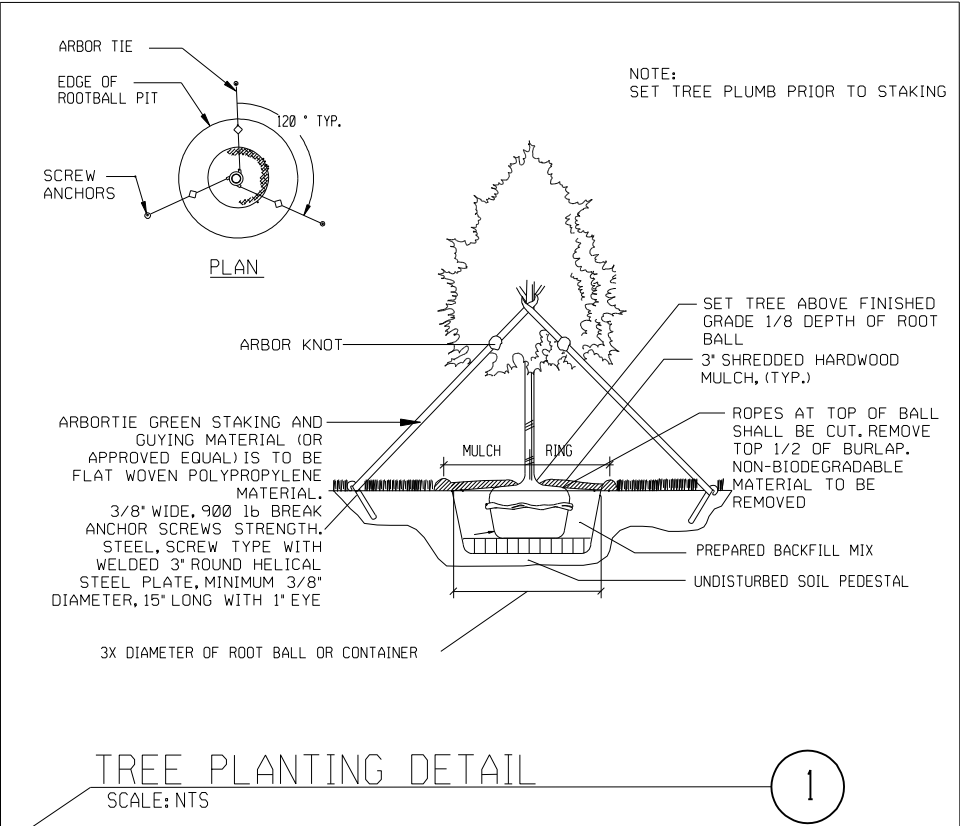
9. In size grading multi-stem trees, height shall take precedence over caliper.

10. The landscape contractor shall warranty all plant material for a period of time outlined in the latest GDOT specifications, sections 700 & 702.

11. The Engineer will approve all plant/tree/landscape material as well as planting locations staked for installation.



TREE WELL PLANTING



PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES	---
EASEMENT FOR CONSTR OF SLOPES	---
EASEMENT FOR CONSTR OF DRIVES	---

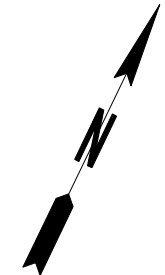
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ORANGE BARRIER FENCE	---
(SEE ERIT TABLE)	---

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LANDSCAPING PLANS	
SR9 OPERATIONAL IMPROVEMENTS AND WIDENING	

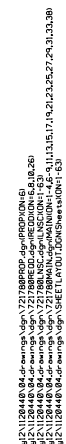
DRAWING No.
29-00A



SEE SHEET 29-049

MATCHLINE STA. 105+00 SEE SHEET 29-002

STATE OF GEORGIA	
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OFFICE: PROGRAM DELIVERY	
LANDSCAPING PLANS	
SR9 OPERATIONAL IMPROVEMENTS AND WIDENING	DRAWING No. 29-001

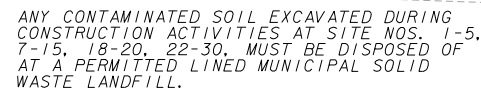


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(SEE ERIT TABLE)

SCALE IN FEET

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STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
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LANDSCAPING PLANS
SR9 OPERATIONAL IMPROVEMENTS
AND WIDENING



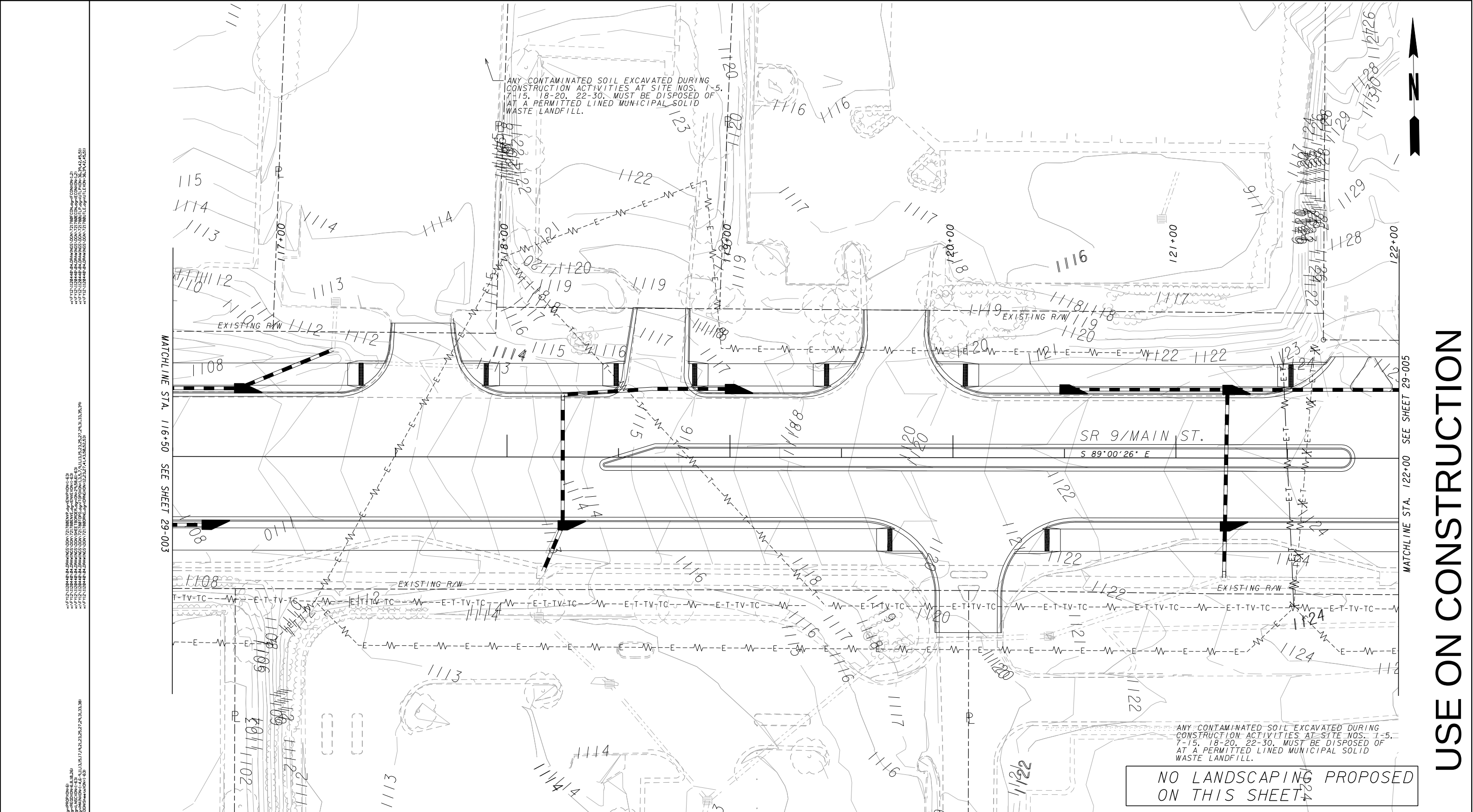
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(SEE ERIT TABLE) ▼-----▼

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REVISION DATES			STATE OF GEORGIA	
			DEPARTMENT OF TRANSPORTATION	
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			LANDSCAPING PLANS	
			SR9 OPERATIONAL IMPROVEMENTS	
			AND WIDENING	
			DRAWING No. 29-003	



PROPERTY AND EXISTING R/W LINE ---P---

REQUIRED R/W LINE ---C---F---

CONSTRUCTION LIMITS ---G---F---

EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES [Hatched Box]

EASEMENT FOR CONSTR OF SLOPES [Hatched Box]

EASEMENT FOR CONSTR OF DRIVES [Cross-hatched Box]

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ORANGE BARRIER FENCE ●---●

(SEE ERIT TABLE) ▲---▼

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REVISION DATES

07/30/21		
10/08/21		

STATE OF GEORGIA

DEPARTMENT OF TRANSPORTATION

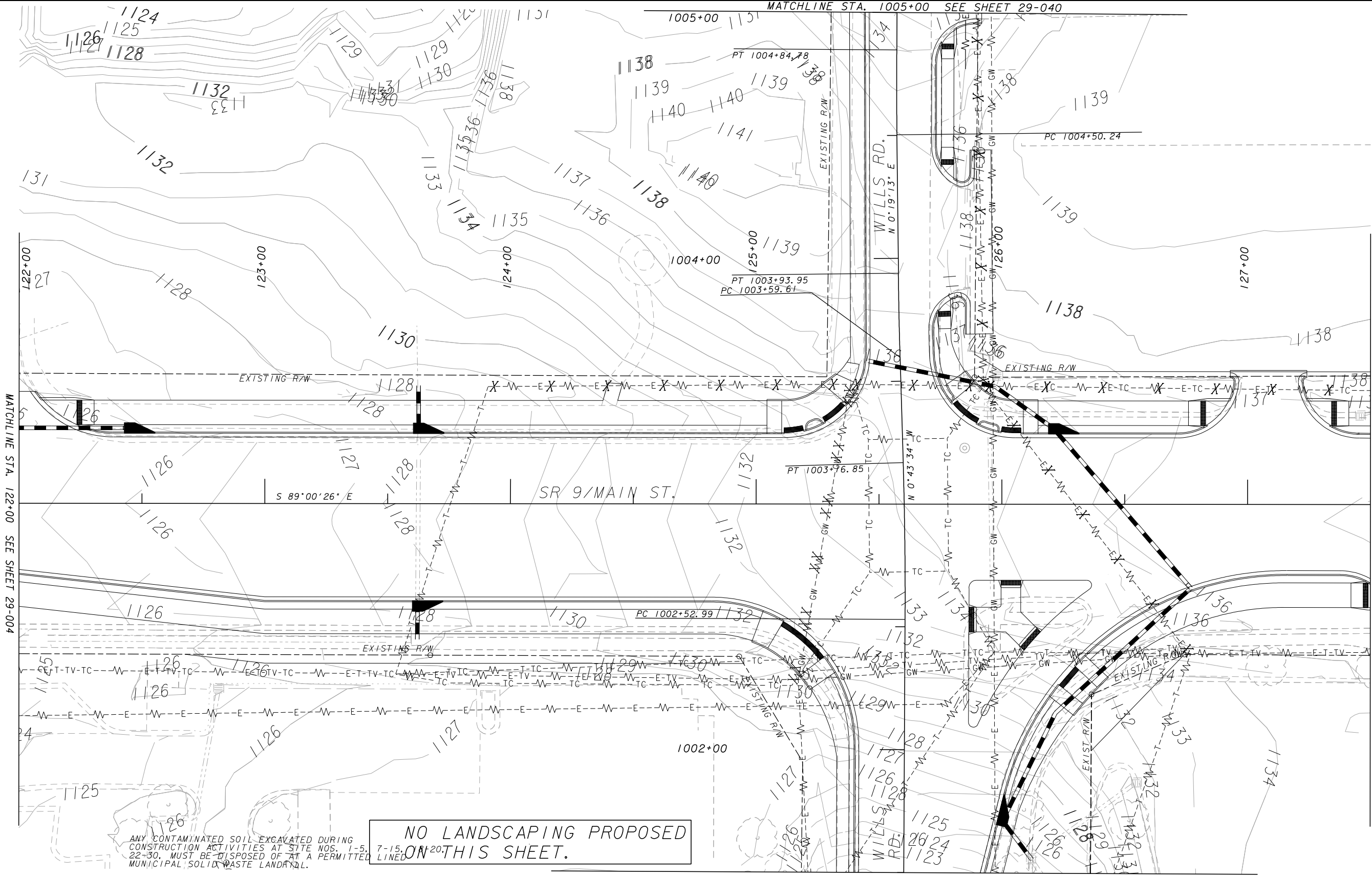
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SR9 OPERATIONAL IMPROVEMENTS AND WIDENING

DRAWING No. 29-004

USE ON CONSTRUCTION



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NO LANDSCAPING PROPOSED ON THIS SHEET.

ANY CONTAMINATED SOIL EXCAVATED DURING CONSTRUCTION ACTIVITIES AT SITE NOS. 1-5, 22-30, MUST BE DISPOSED OF AT A PERMITTED MUNICIPAL SOLID WASTE LANDFILL.

PROPERTY AND EXISTING R/W LINE ---P---
REQUIRED R/W LINE ---C---
CONSTRUCTION LIMITS ---F---
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

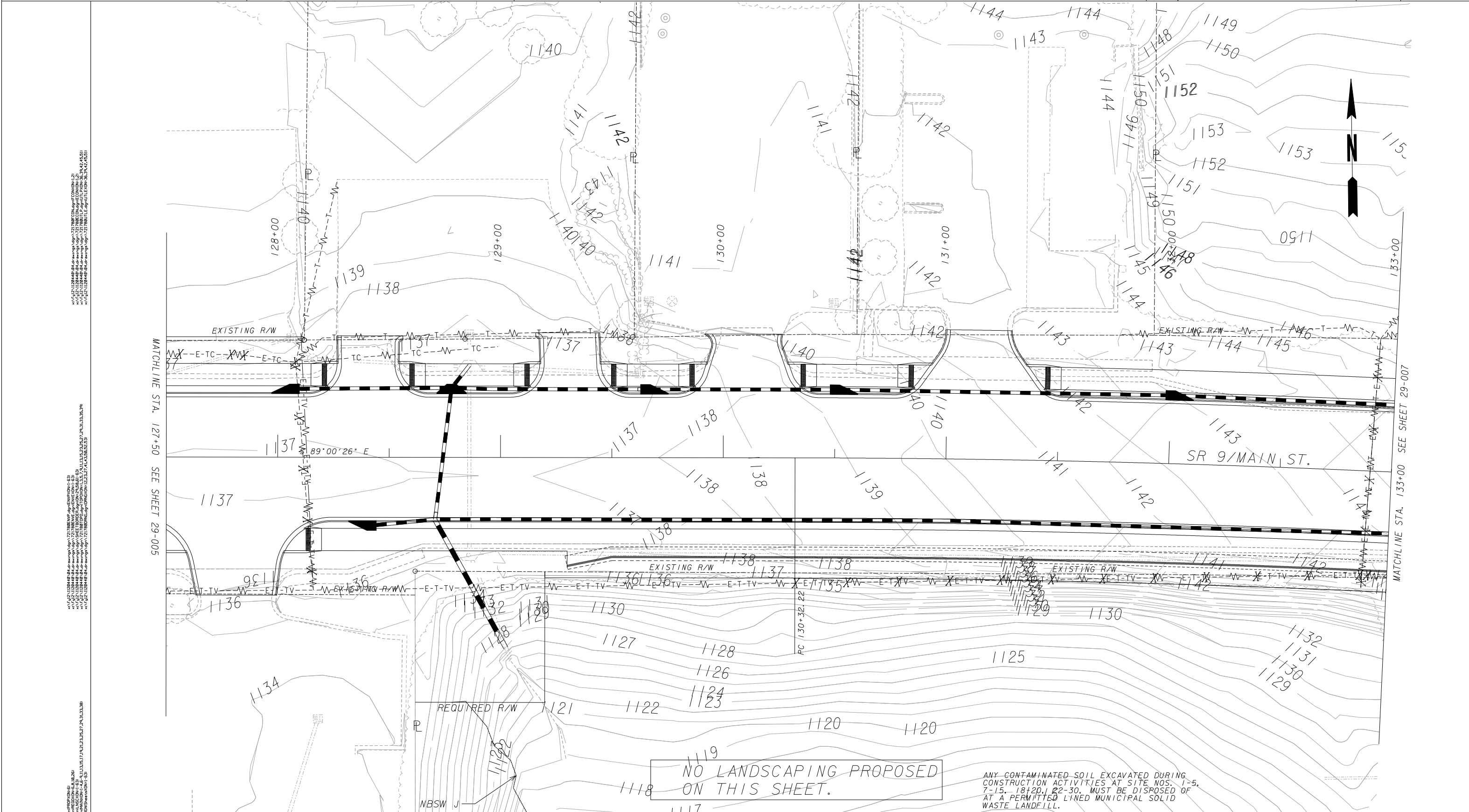
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ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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SR9 OPERATIONAL IMPROVEMENTS AND WIDENING	
DRAWING No. 29-005	



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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REVISION DATES

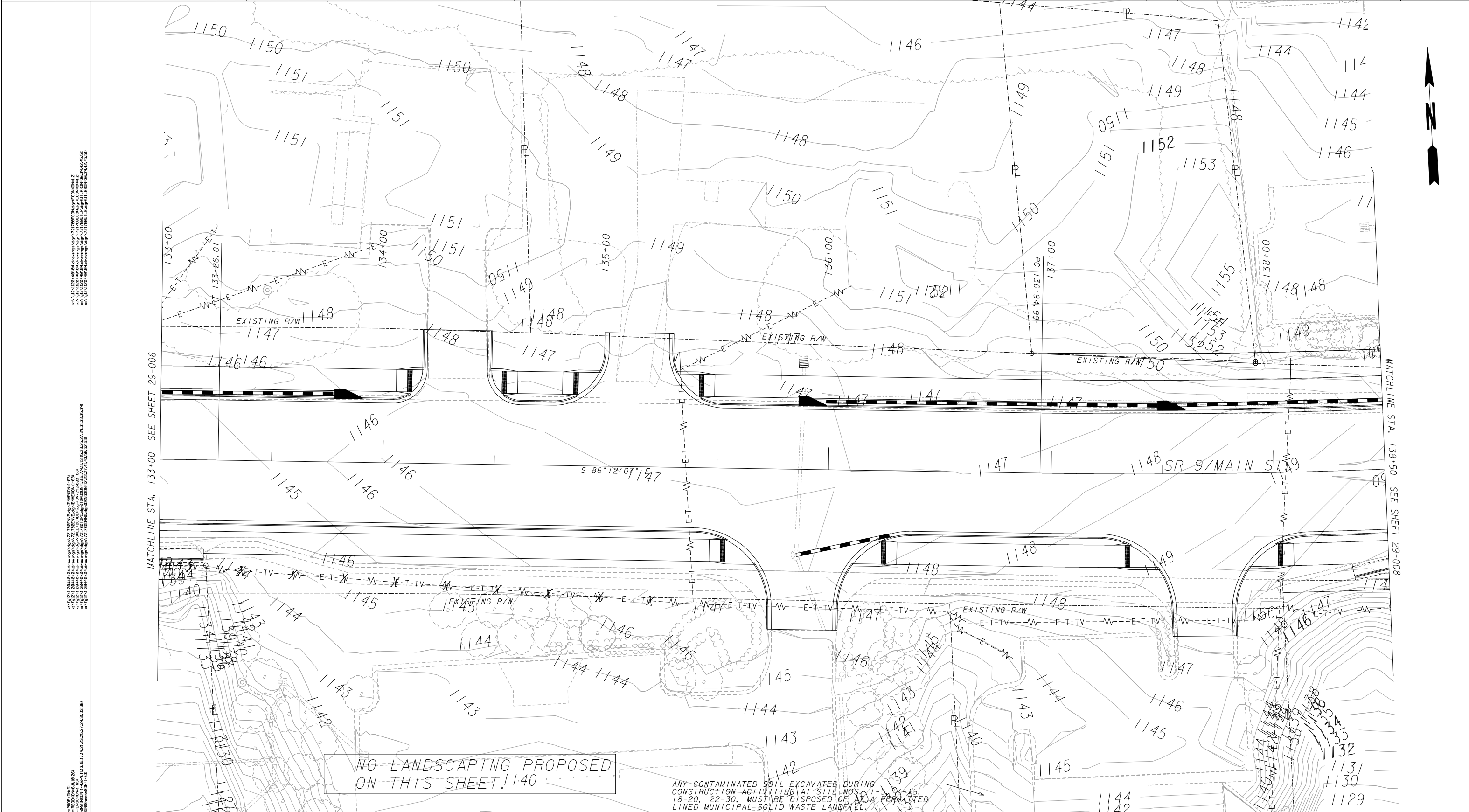
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LANDSCAPING PLANS

SR9 OPERATIONAL IMPROVEMENTS
AND WIDENING

DRAWING NO.
29-006

1/5/2009

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PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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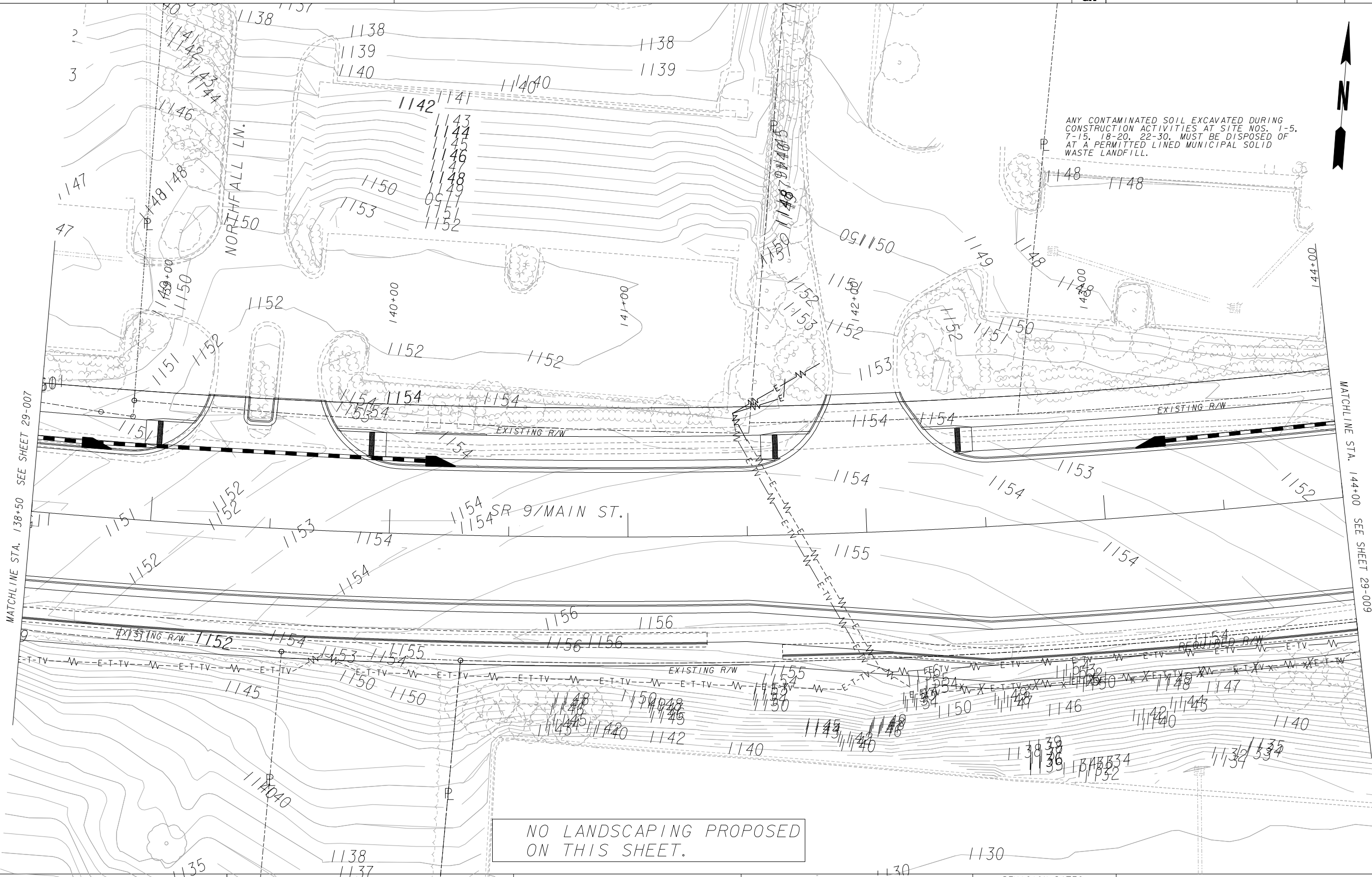
REVISION DATES	

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AND WIDENING

DRAWING NO.
29-007

1/5/2009

GPLN



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MATCHLINE STA. 138+50 SEE SHEET 29-007

MATCHLINE STA. 144+00 SEE SHEET 29-009

NO LANDSCAPING PROPOSED ON THIS SHEET.

PROPERTY AND EXISTING R/W LINE ---P---
REQUIRED R/W LINE ---C---F---
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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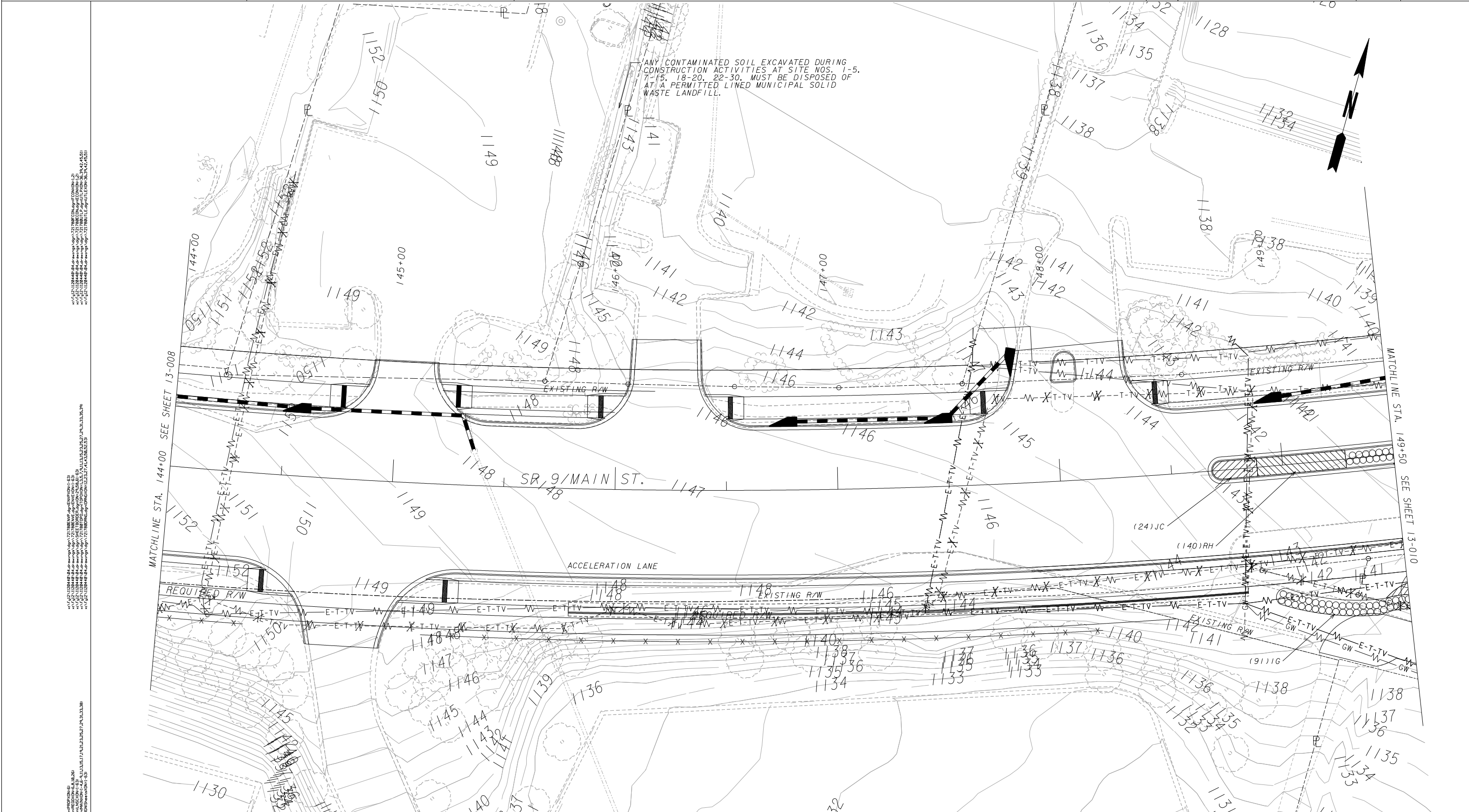


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AND WIDENING

DRAWING NO.
29-008



PROPERTY AND EXISTING R/W LINE ---P---

REQUIRED R/W LINE ---C---

CONSTRUCTION LIMITS ---F---

EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

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ORANGE BARRIER FENCE

(SEE ERIT TABLE)

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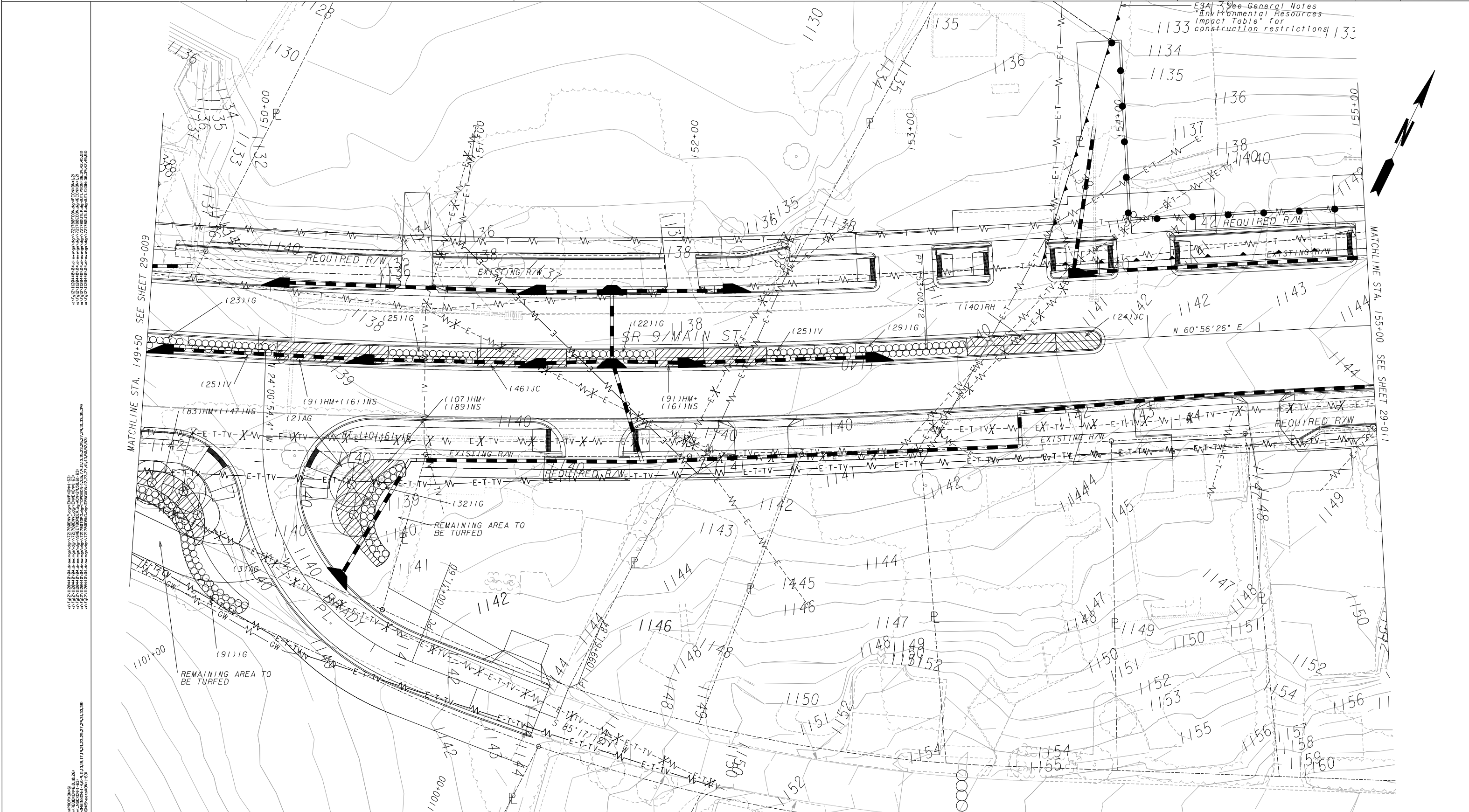
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LANDSCAPING PLANS

SR9 OPERATIONAL IMPROVEMENTS
AND WIDENING

DRAWING NO.
29-009



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

---P---

---C---F---

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REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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SCALE IN FEET

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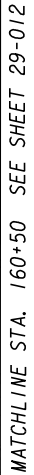
REVISION DATES

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SR9 OPERATIONAL IMPROVEMENTS
AND WIDENING

DRAWING NO.
29-010

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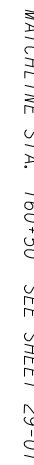


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ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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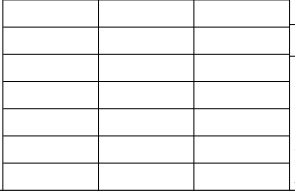
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29-011



MATCHLINE STA. 166+00 SEE SHEET 29-013

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ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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29-012



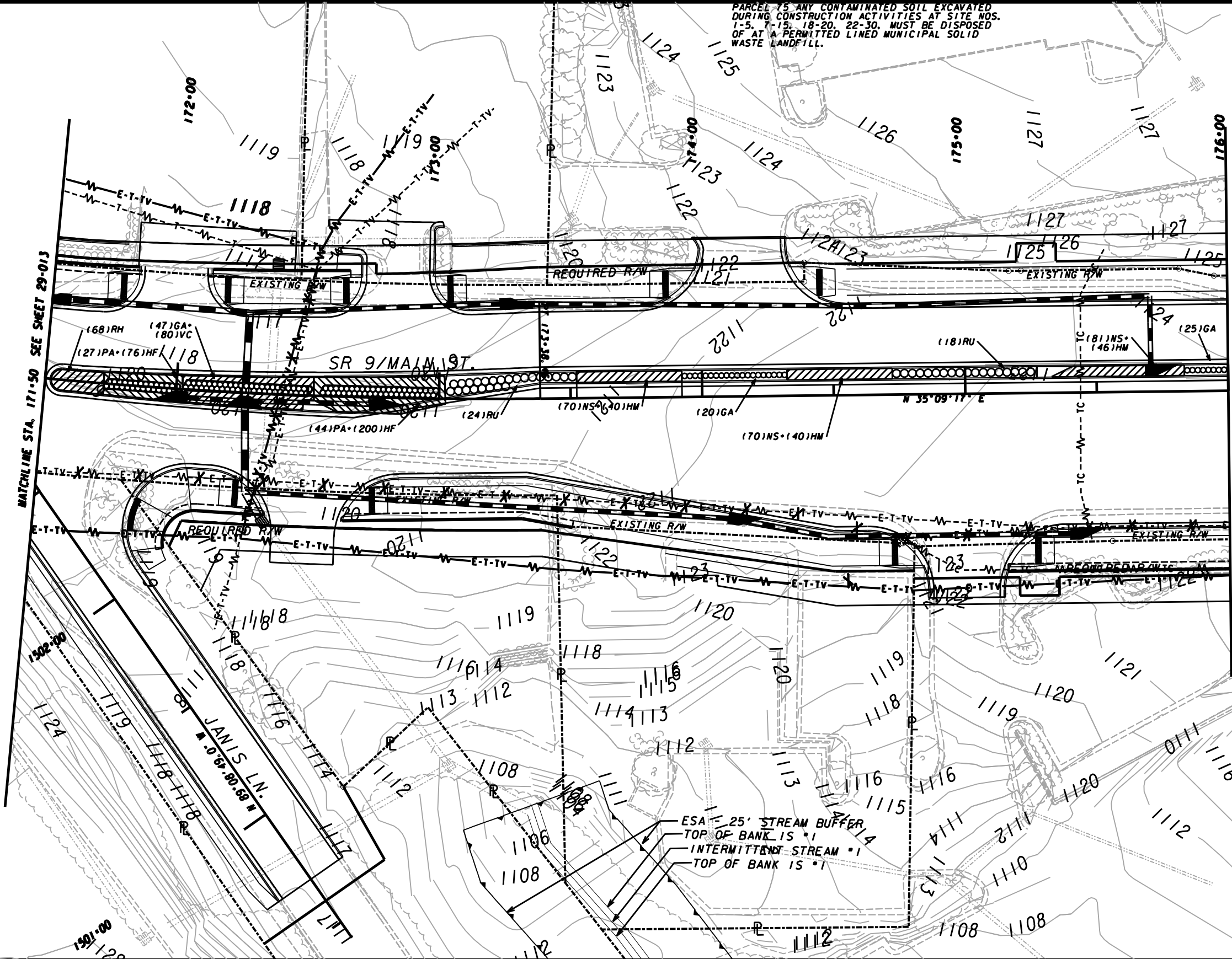
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ORANGE BARRIER FENCE ● ●

(SEE FRIT TABLE) ▼ ▼

SCALE IN FEET

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STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION	
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SR9 OPERATIONAL IMPROVEMENTS AND WIDENING	DRAWING No. 29-013



MATCHLINE STA. 176+00 SEE SHEET 29-015

MATCHLINE STA. 171+50 SEE SHEET 29-013

PARCEL 75- ANY CONTAMINATED SOIL EXCAVATED DURING CONSTRUCTION ACTIVITIES MUST BE DISPOSED OF AT A PERMITTED LINED MUNICIPAL SOLID WASTE LANDFILL.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

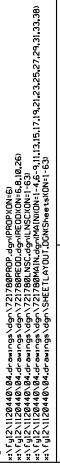
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ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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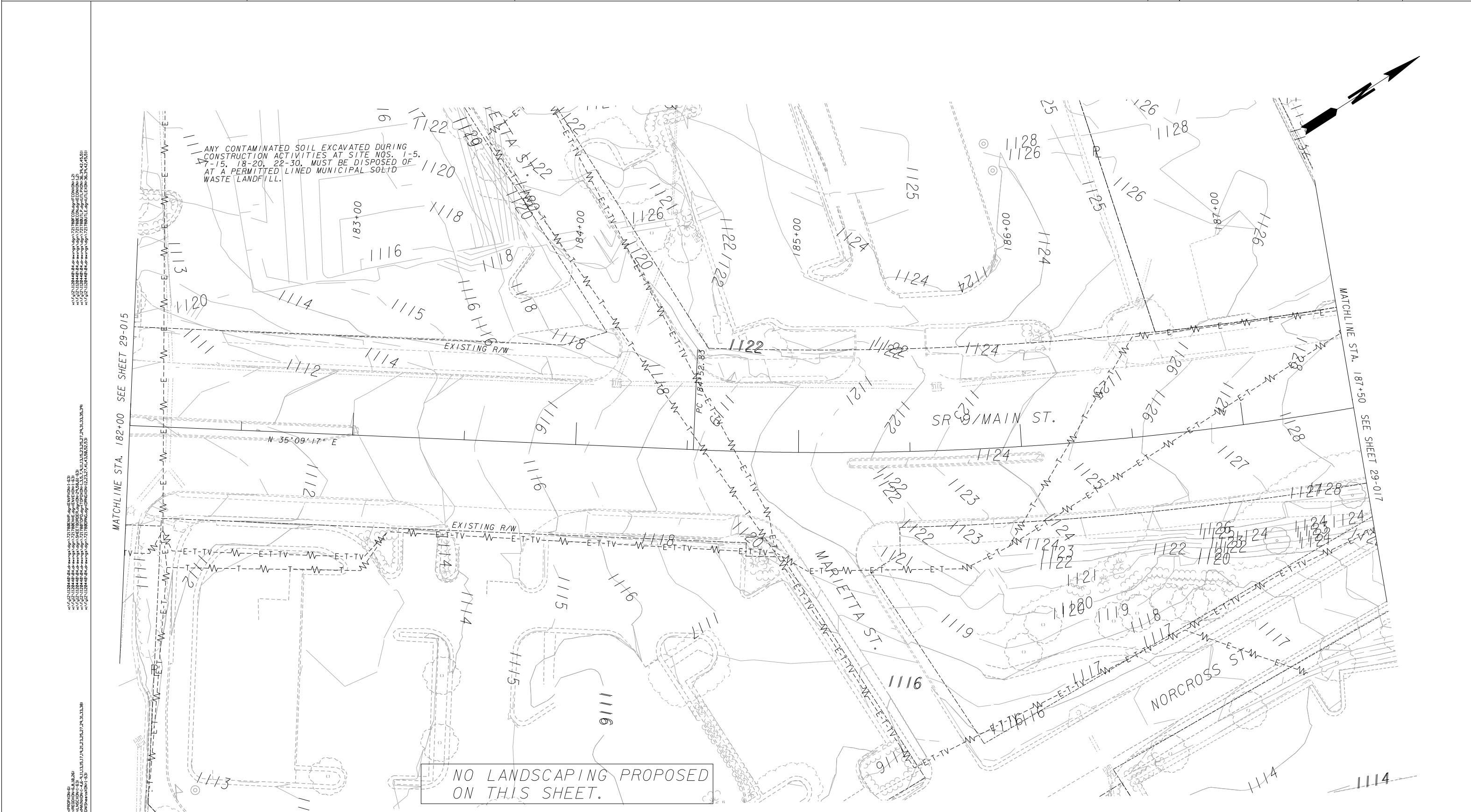


REVISION DATES	
05/19/21	
07/30/21	

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DRAWING NO.
29-014



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SR9 OPERATIONAL IMPROVEMENTS AND WIDENING	DRAWING No. 29-015



PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

CONSTRUCTION LIMITS

EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

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LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

(SEE ERIT TABLE)

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REVISION DATES

STATE OF GEORGIA

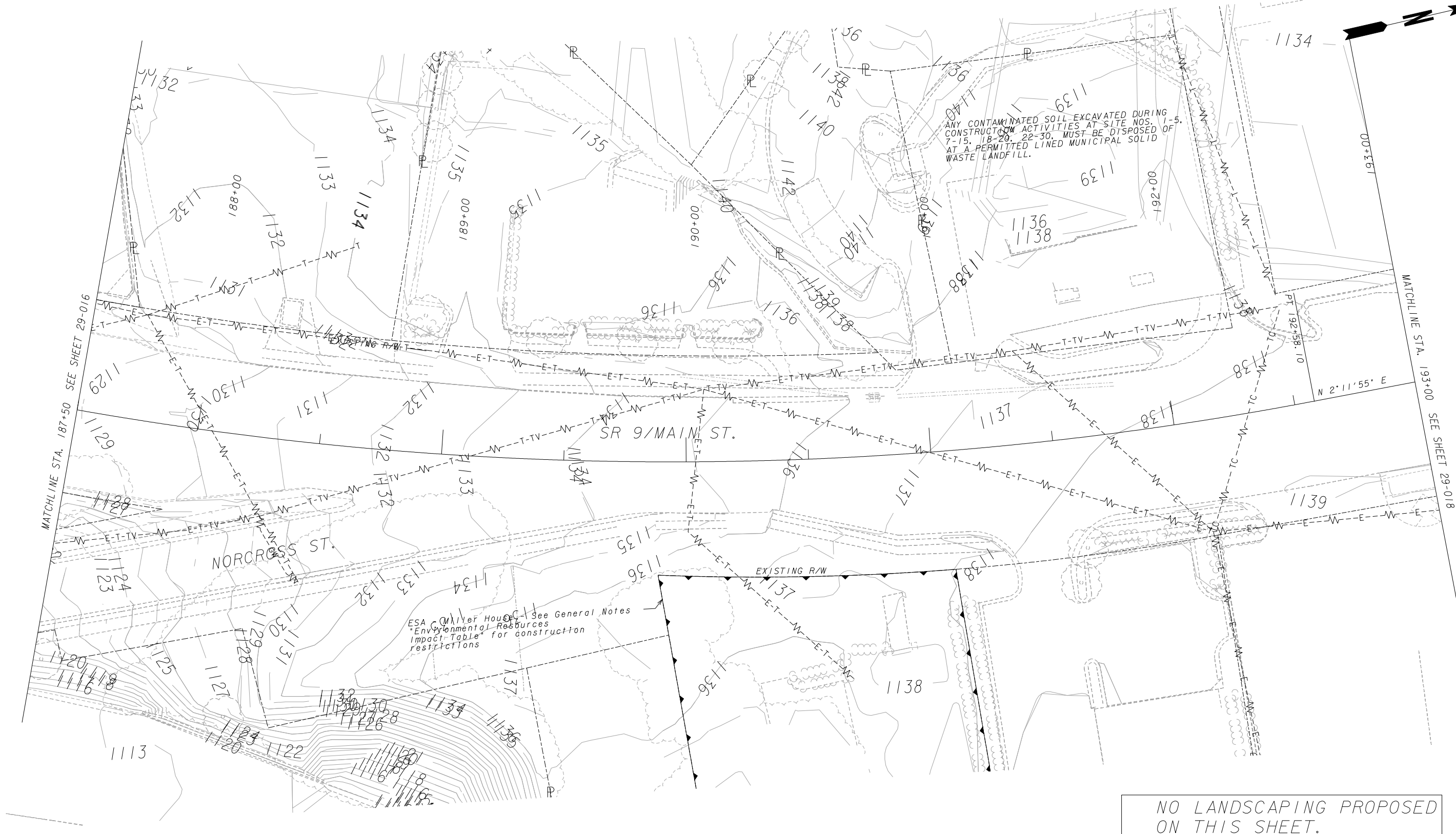
DEPARTMENT OF TRANSPORTATION

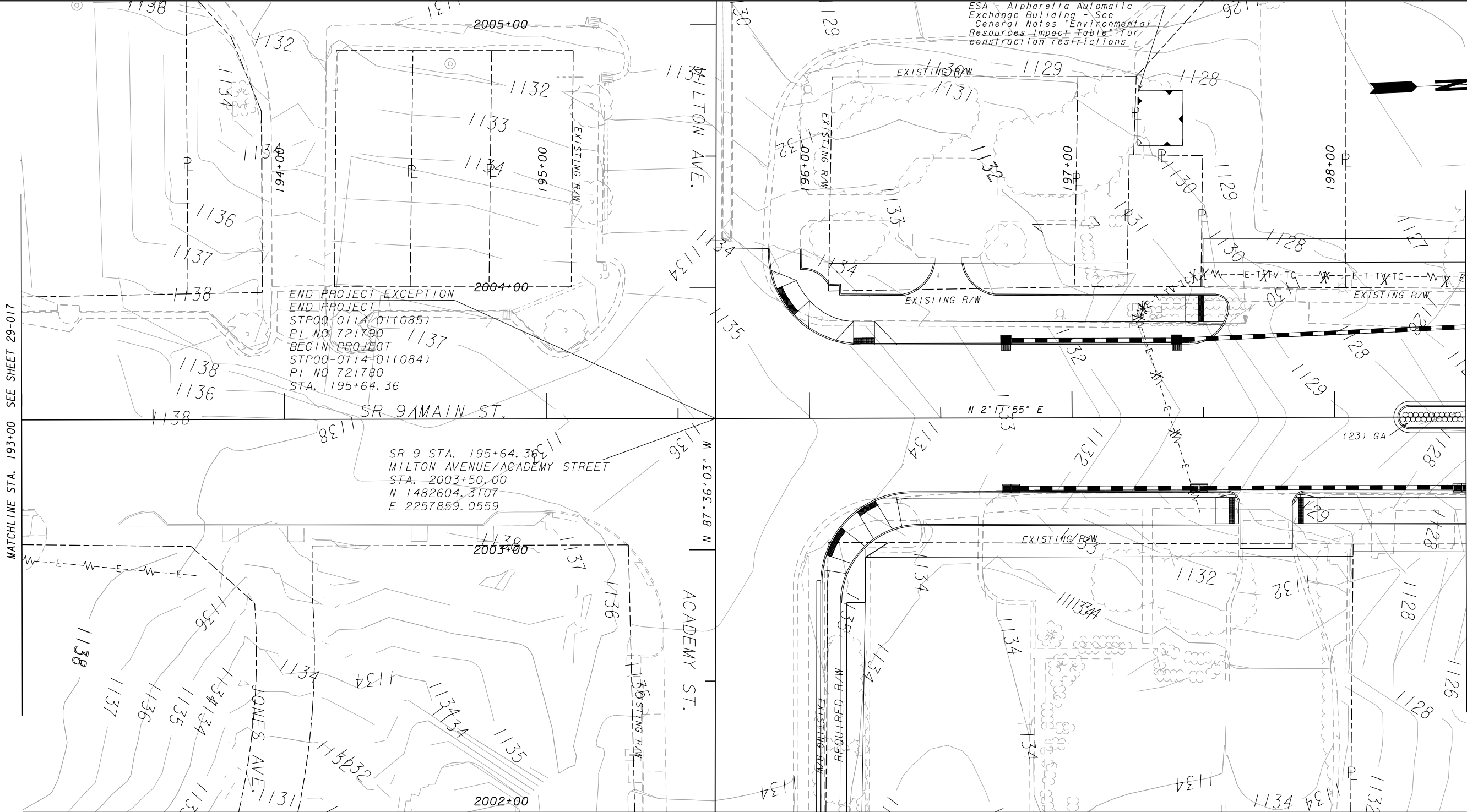
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SR9 OPERATIONAL IMPROVEMENTS AND WIDENING

DRAWING NO.
29-016





MATCHLINE STA. 193+00 SEE SHEET 29-017

MATCHLINE STA. 2002+00 SEE SHEET 29-046

MATCHLINE STA. 198+50 SEE SHEET 29-019

NO CONSTRUCTION

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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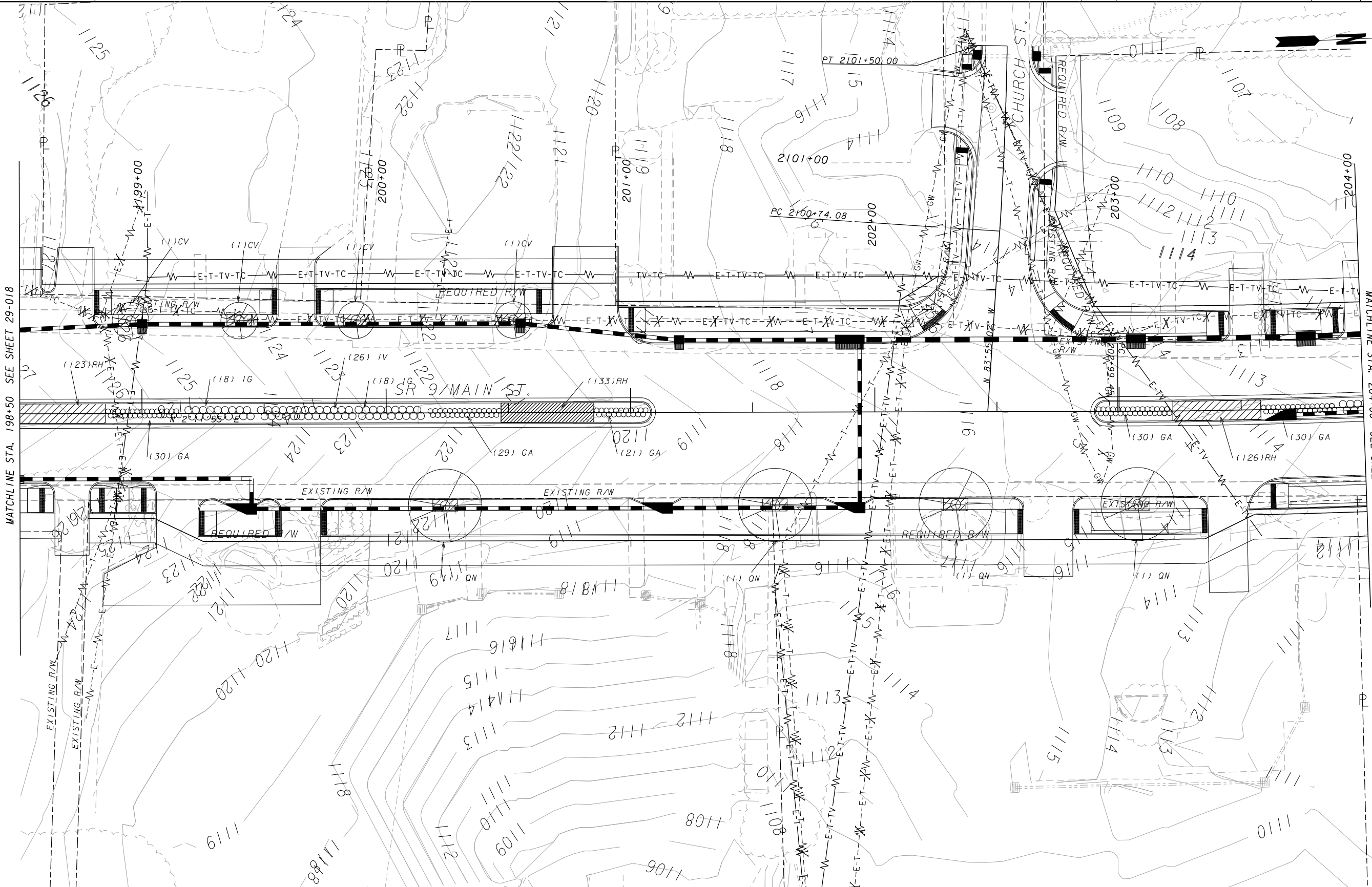


REVISION DATES		
10/22/21		
01/17/22		

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AND WIDENING

DRAWING No.
29-018



MATCHLINE STA. 198+50 SEE SHEET 29-018

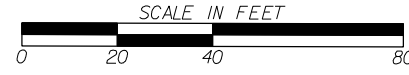
MATCHLINE STA. 204+00 SEE SHEET 29-020

USE ON CONSTRUCTION

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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LIMIT OF ACCESS
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ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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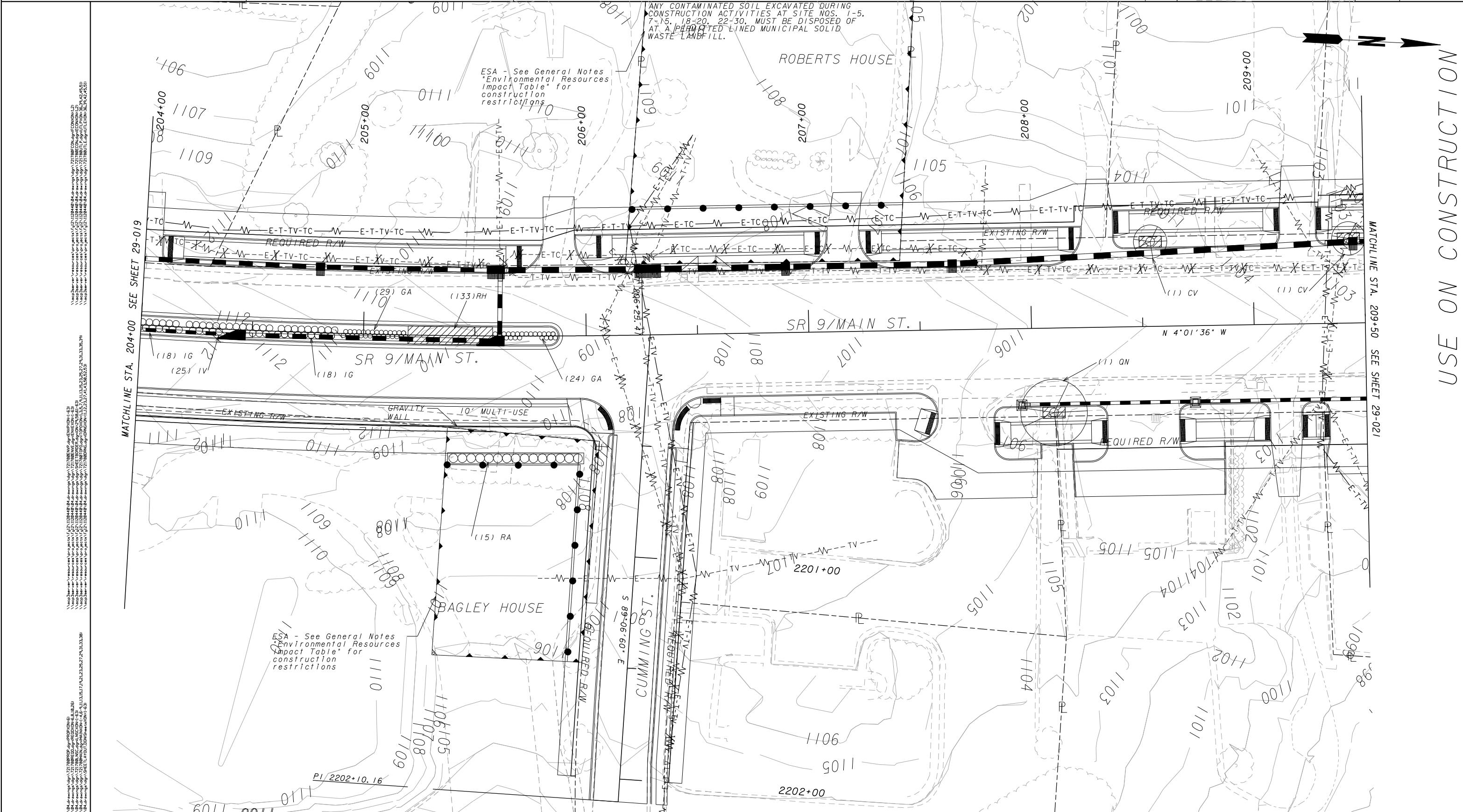


REVISION DATES	
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LANDSCAPING PLANS

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AND WIDENING

DRAWING No.
29-019



PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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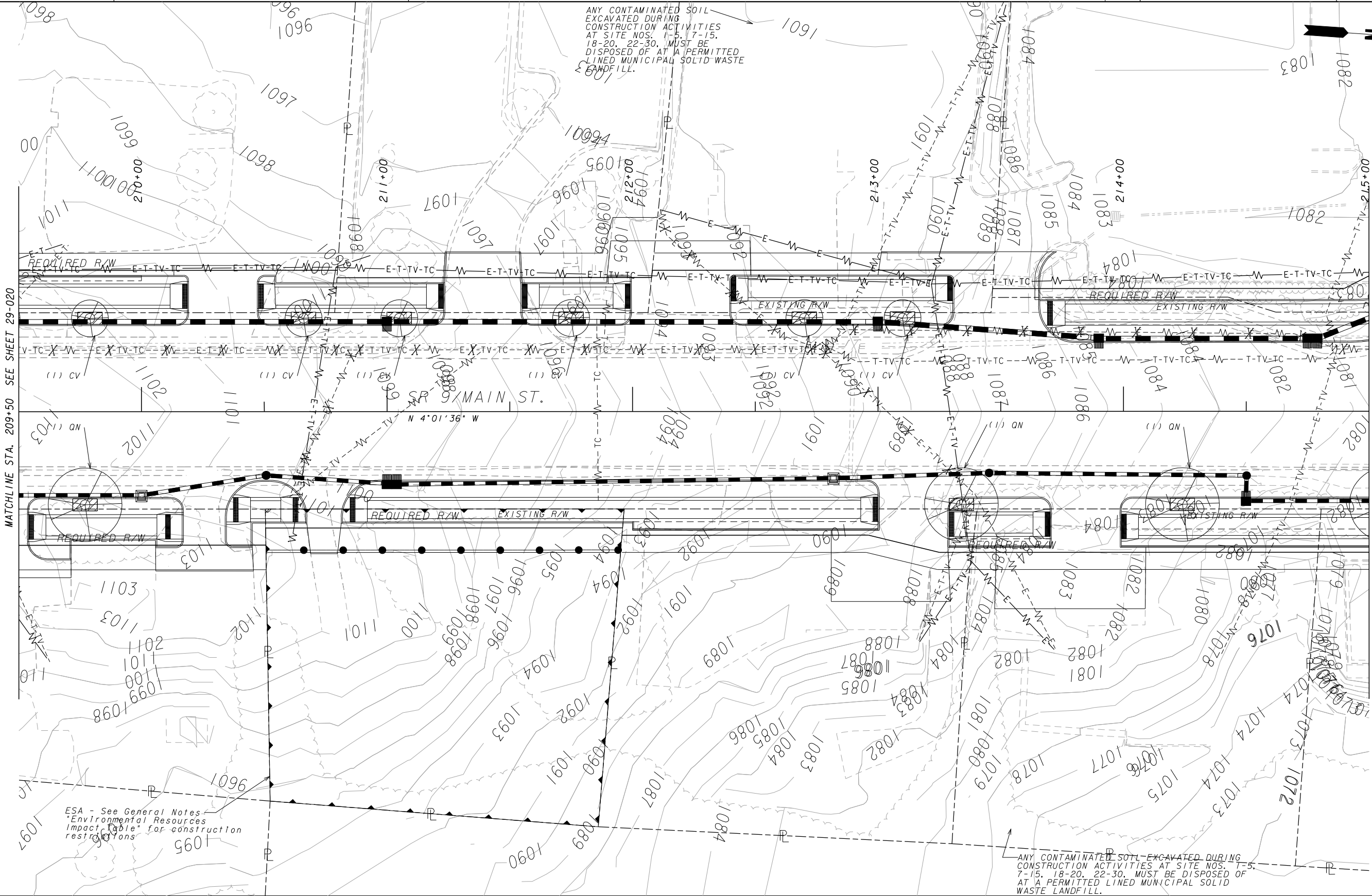
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LANDSCAPING PLANS

SR9 OPERATIONAL IMPROVEMENTS
AND WIDENING

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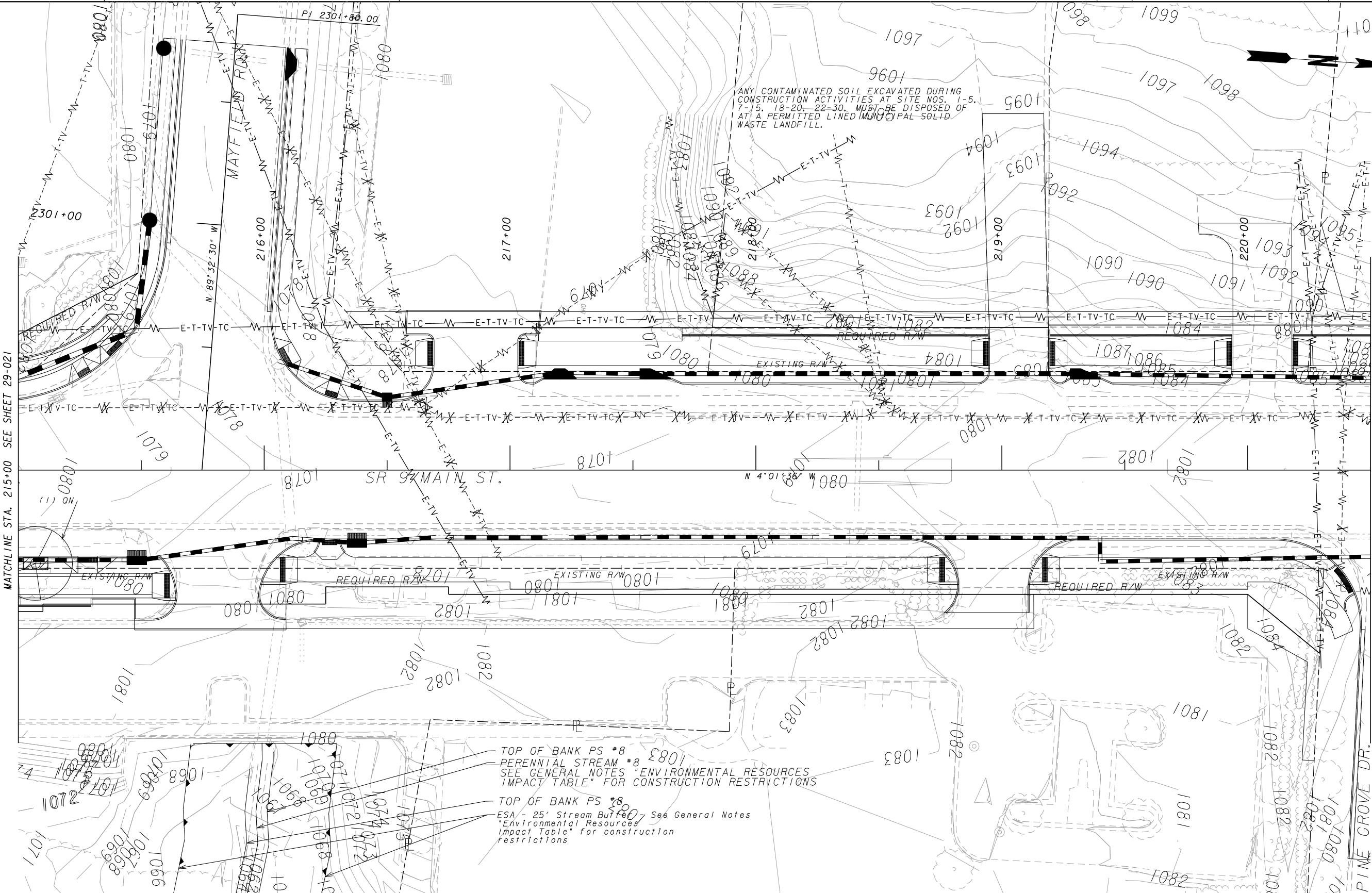
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

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LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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01/17/22			LANDSCAPING PLANS	
			SR9 OPERATIONAL IMPROVEMENTS AND WIDENING	
			DRAWING NO. 29-021	



MATCHLINE STA. 215+00 SEE SHEET 29-021

MATCHLINE STA. 220+50 SEE SHEET 29-023

USE ON CONSTRUCTION

PROPERTY AND EXISTING R/W LINE	---
REQUIRED R/W LINE	---
CONSTRUCTION LIMITS	---
EASEMENT FOR CONSTR	---
& MAINTENANCE OF SLOPES	---
EASEMENT FOR CONSTR OF SLOPES	---
EASEMENT FOR CONSTR OF DRIVES	---

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REQ'D R/W & LIMIT OF ACCESS	---
ORANGE BARRIER FENCE	---
(SEE ERIT TABLE)	

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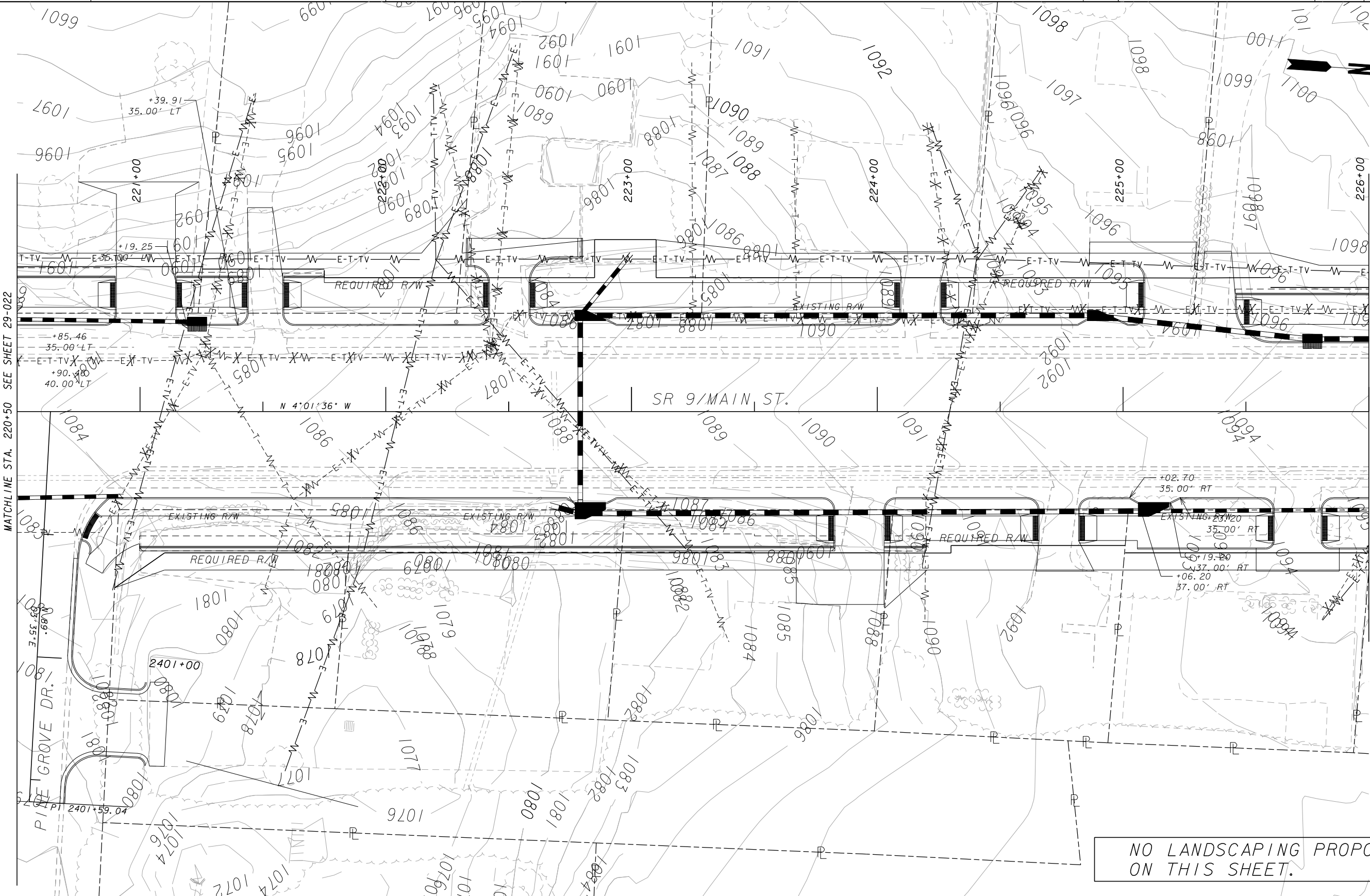


REVISION DATES
01/17/22

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: PROGRAM DELIVERY
LANDSCAPING PLANS

SR9 OPERATIONAL IMPROVEMENTS
AND WIDENING

DRAWING No.
29-022



MATCHLINE STA. 220+50 SEE SHEET 29-022

MATCHLINE STA. 226+00 SEE SHEET 29-024

NO LANDSCAPING PROPOSED
ON THIS SHEET.

- PROPERTY AND EXISTING R/W LINE ---P---
- REQUIRED R/W LINE ---C---
- CONSTRUCTION LIMITS ---F---
- EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES [Hatched Box]
- EASEMENT FOR CONSTR OF SLOPES [Diagonal Lines Box]
- EASEMENT FOR CONSTR OF DRIVES [Cross-hatched Box]

- BEGIN LIMIT OF ACCESS.....BLA
- END LIMIT OF ACCESS.....ELA
- LIMIT OF ACCESS [Dashed Line]
- REQ'D R/W & LIMIT OF ACCESS [Double Line]
- ORANGE BARRIER FENCE [Thick Line]
- (SEE ERIT TABLE)

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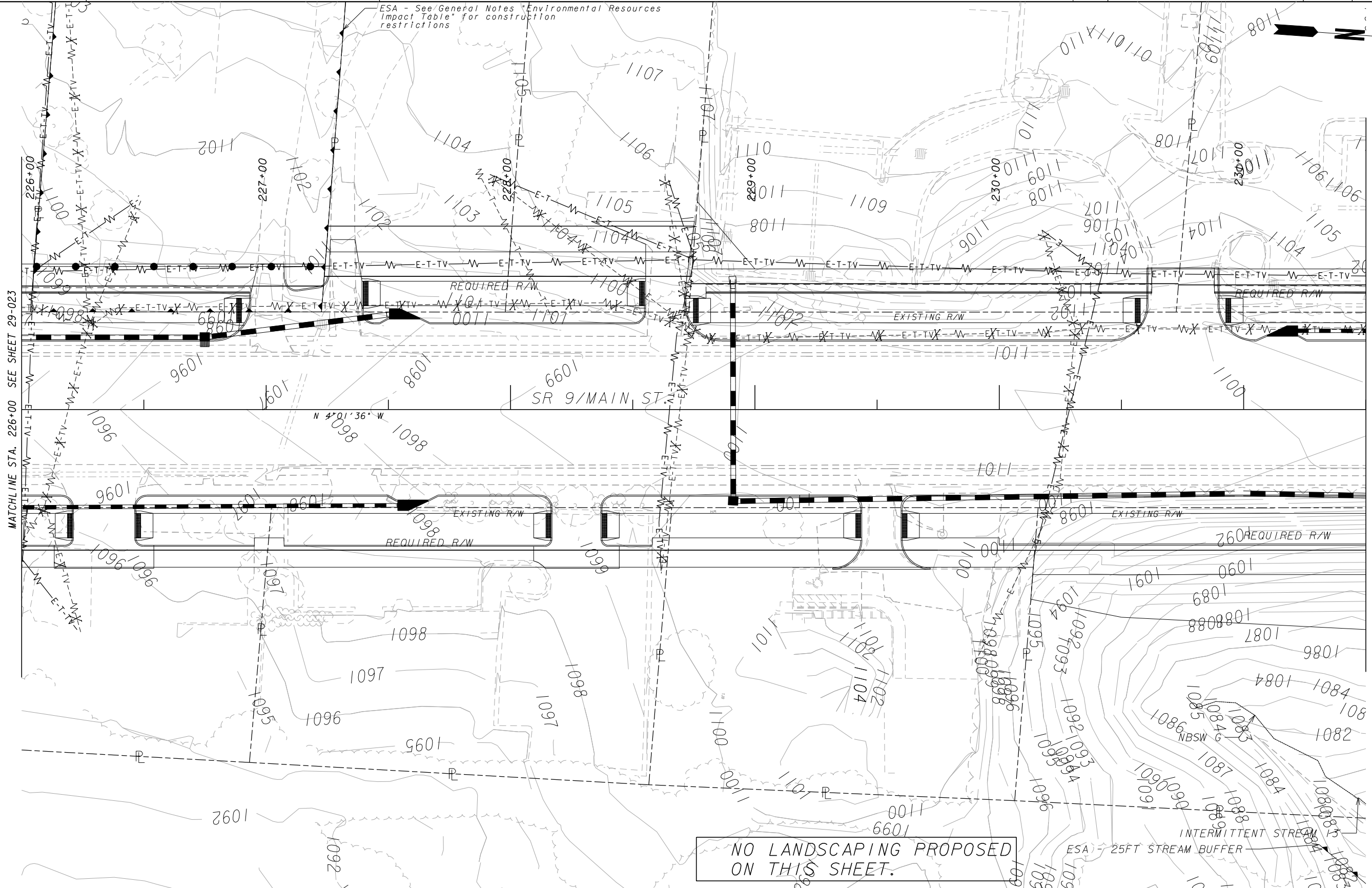


REVISION DATES		
01/17/22		

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SR9 OPERATIONAL IMPROVEMENTS
AND WIDENING

DRAWING No.
29-023



NO LANDSCAPING PROPOSED
ON THIS SHEET.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE

(SEE ERIT TABLE)

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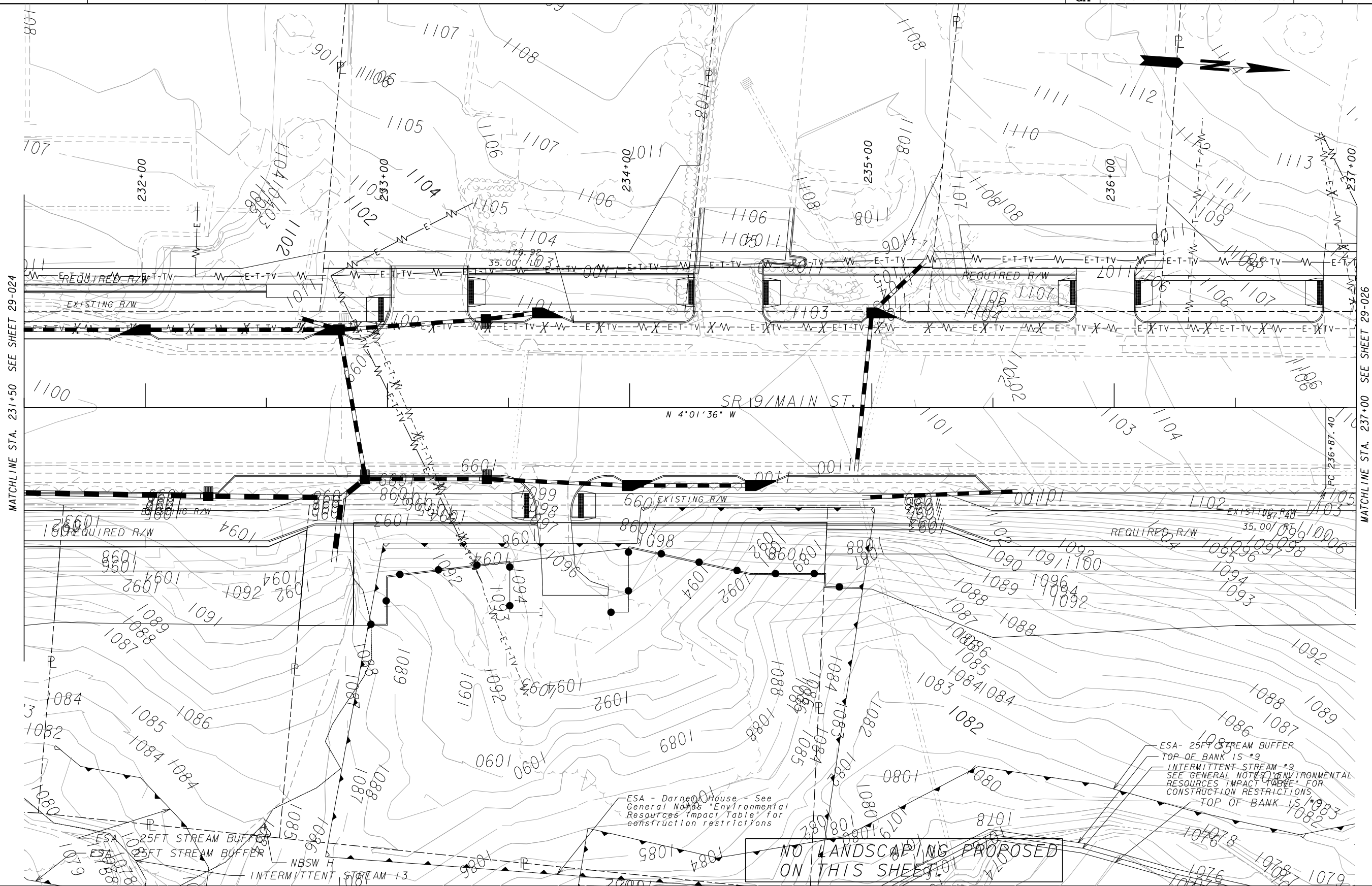


REVISION DATES	
01/17/22	

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SR9 OPERATIONAL IMPROVEMENTS
AND WIDENING

DRAWING No.
29-024



PROPERTY AND EXISTING R/W LINE ---P---

REQUIRED R/W LINE _____

CONSTRUCTION LIMITS

EASEMENT FOR CONSTR

& MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS ————
REQ'D R/W & LIMIT OF ACCESS ————
ORANGE BARRIER FENCE ●———●
(SEE ERIT TABLE) ▼———▼

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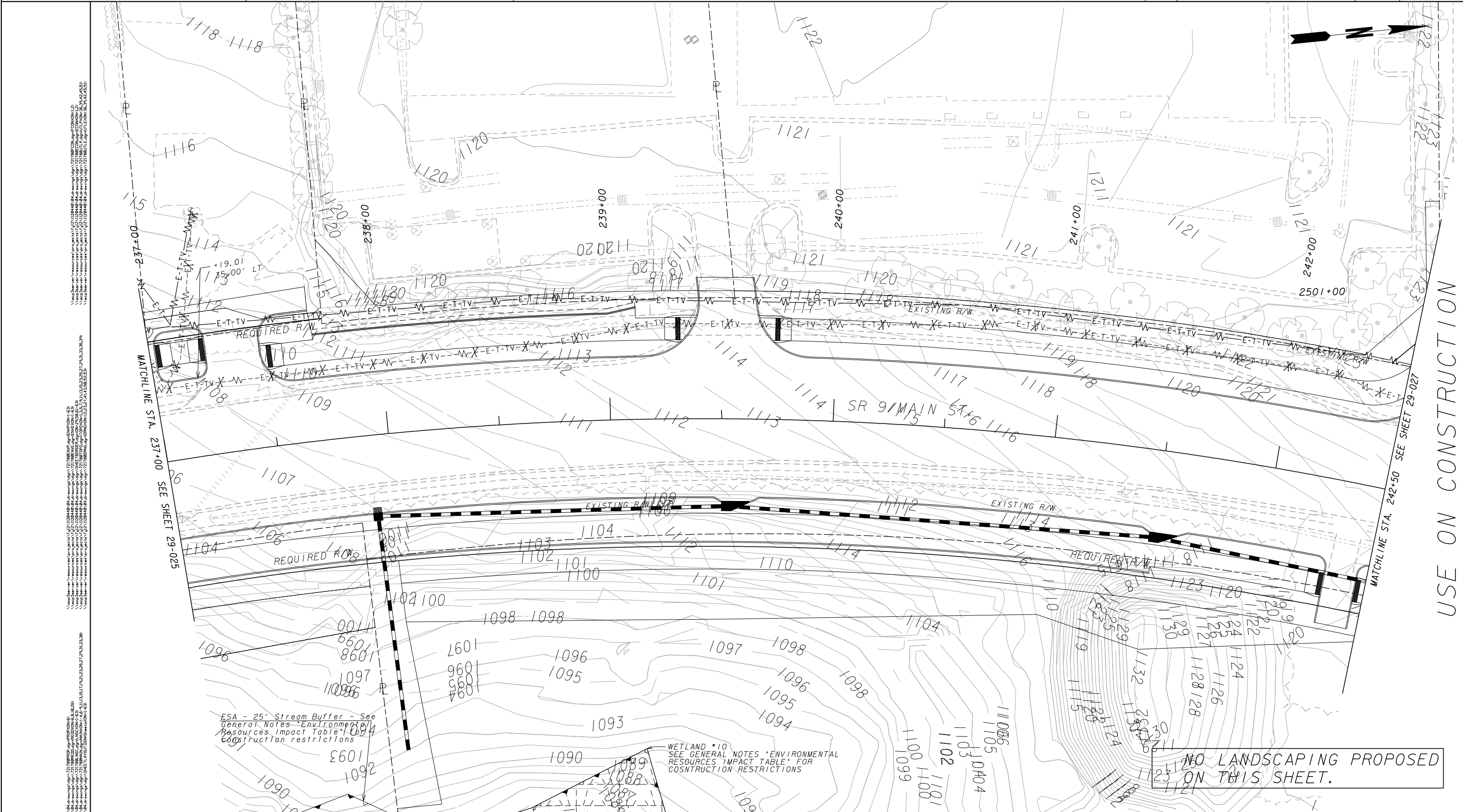


REVISION DATES		
07/30/21		
01/17/22		

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SR9 OPERATIONAL IMPROVEMENTS AND WIDENING

DRAWING No.
9-025



PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

CONSTRUCTION LIMITS

EASEMENT FOR CONSTR

& MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

(SEE ERIT TABLE)

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SCALE IN FEET

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REVISION DATES

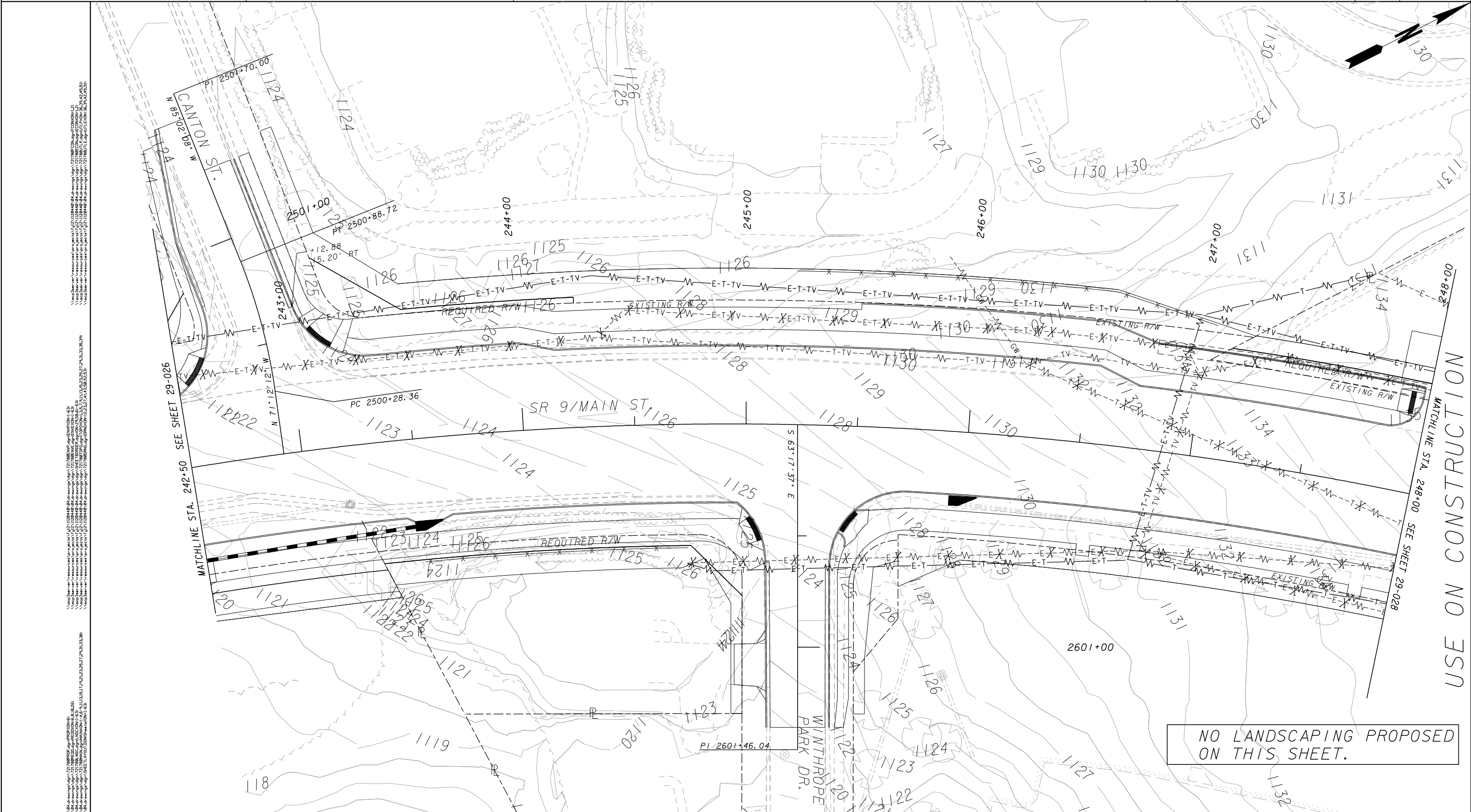
01/17/22

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DRAWING No.
29-026

1/5/2009 GFLM ...04.drawings\dgn\7217801s26.dgn 1/17/2022 4:29:17 PM sablad



NO LANDSCAPING PROPOSED
ON THIS SHEET.

USE ON CONSTRUCTION

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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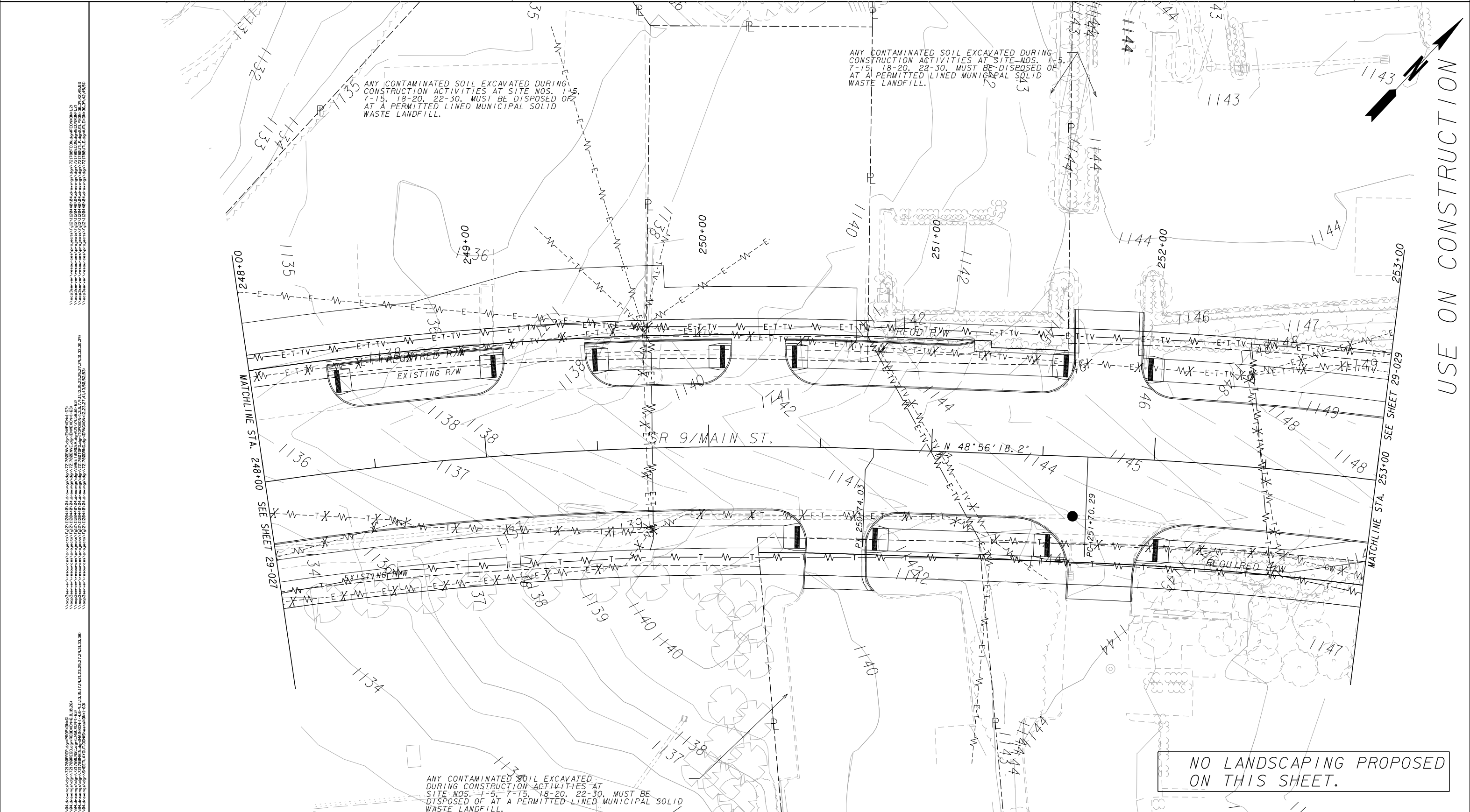
REVISION DATES	
10/08/21	
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DRAWING No.
29-027

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PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

---R---

---C---

---F---

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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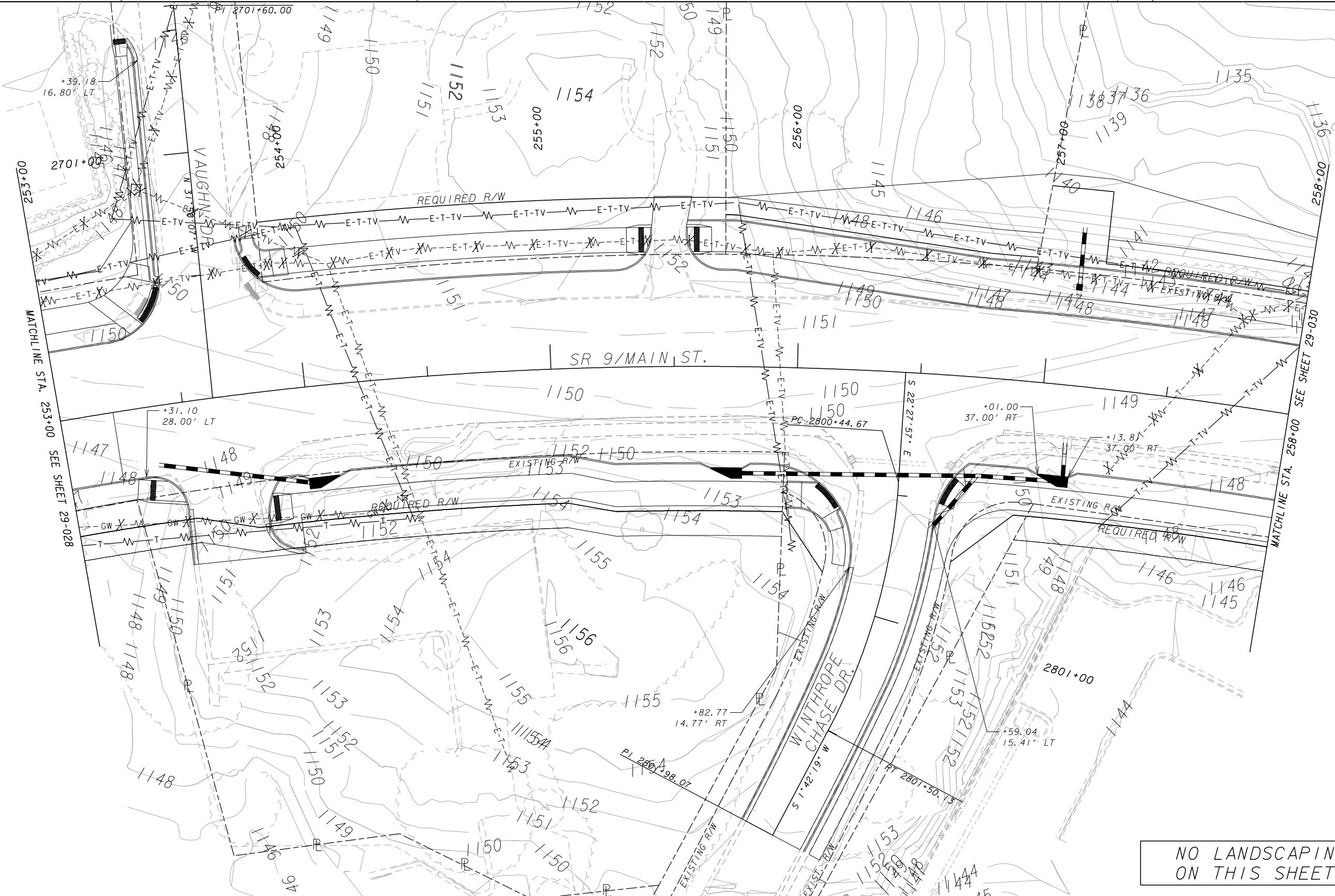
REVISION DATES	
10/08/21	
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DRAWING No.
29-028

1/5/2009 GPLM ...\\04.drawings\dgn\7217801s28.dgn 1/17/2022 4:29:28 PM sabiad



USE ON CONSTRUCTION

NO LANDSCAPING PROPOSED ON THIS SHEET.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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SCALE IN FEET

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REVISION DATES

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01/17/22

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AND WIDENING

DRAWING No.
29-029

1/5/2009
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USE ON CONSTRUCTION

MATCHLINE STA. 263+50 SEE SHEET 29-031

MATCHLINE STA. 258+00 SEE SHEET 29-023

~~N 75°35'59" E~~

NO LANDSCAPING PROPOSED
ON THIS SHEET.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS ————
REQ'D R/W & LIMIT OF ACCESS ————
ORANGE BARRIER FENCE ●●●●●●

(SEE ERIT TABLE) ▼▼

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SCALE IN FEET

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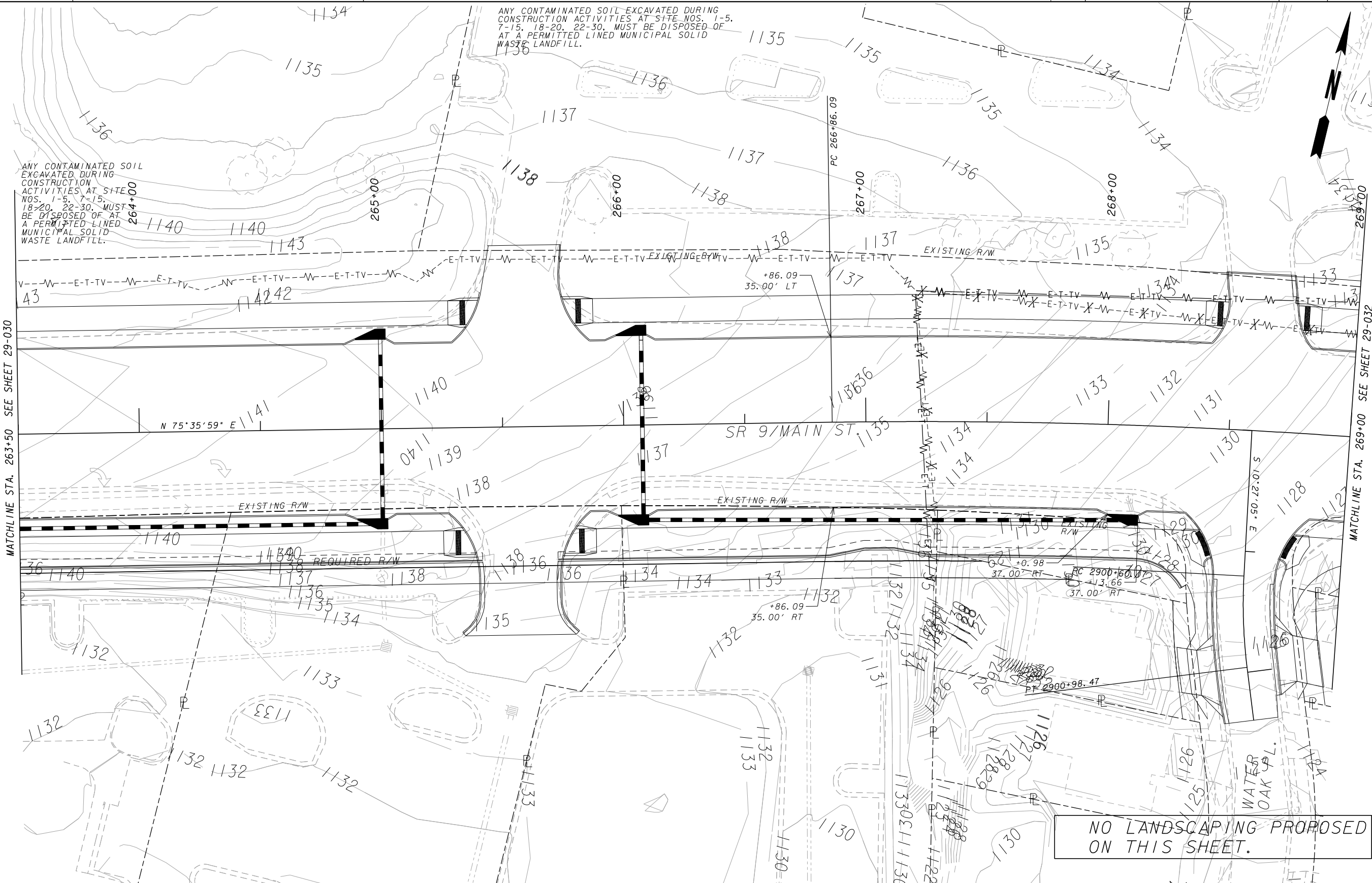
REVISION DATES

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01/17/22

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SR9 OPERATIONAL IMPROVEMENTS
AND WIDENING

DRAWING No.
29-030



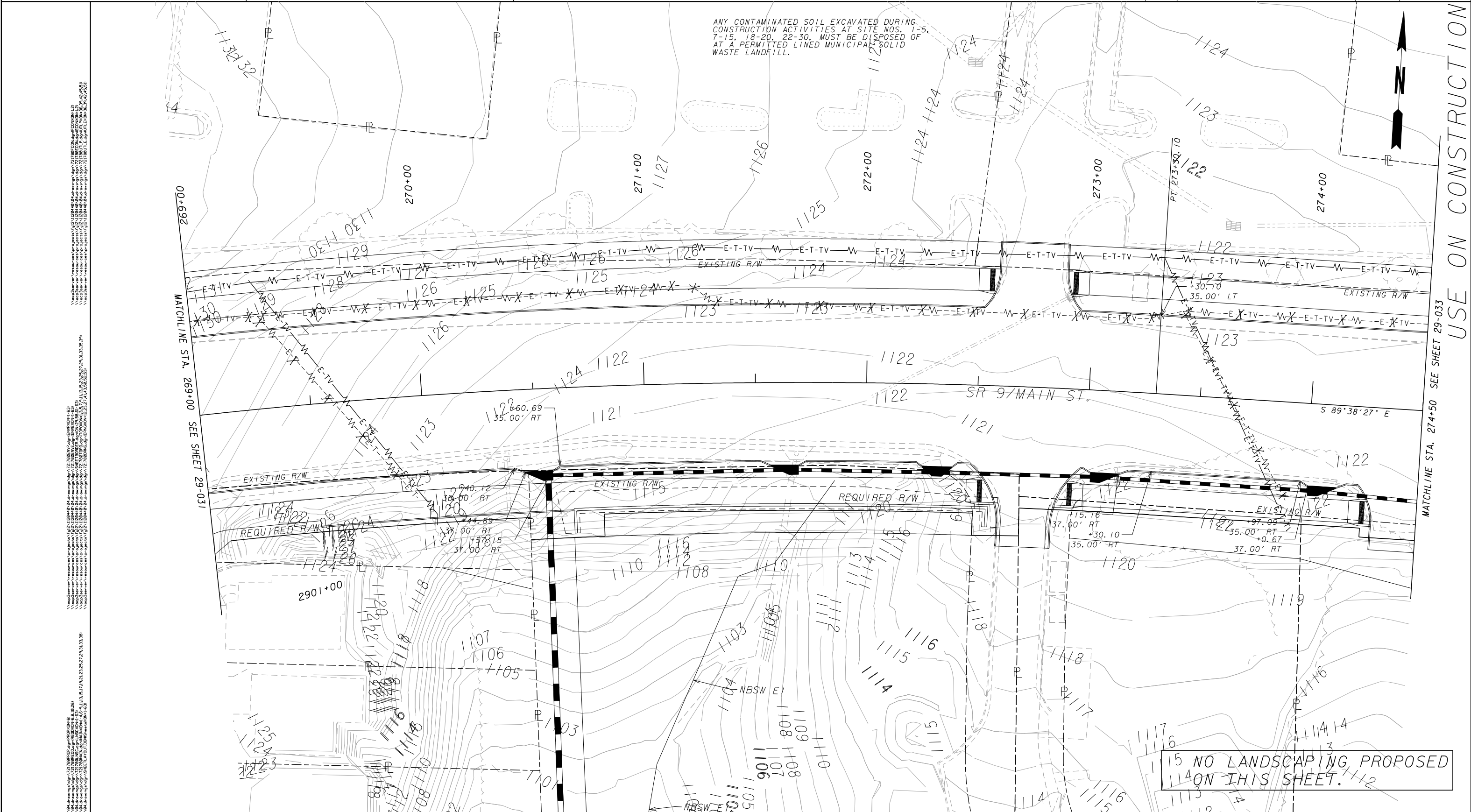
PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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			LANDSCAPING PLANS	
			SR9 OPERATIONAL IMPROVEMENTS AND WIDENING	
			DRAWING No. 29-031	





ANY CONTAMINATED SOIL EXCAVATED DURING
CONSTRUCTION ACTIVITIES AT SITE NOS.
1-5, 7-15, 18-20, 22-30, MUST BE
DISPOSED OF AT A PERMITTED LINED
MUNICIPAL SOLID WASTE LANDFILL.

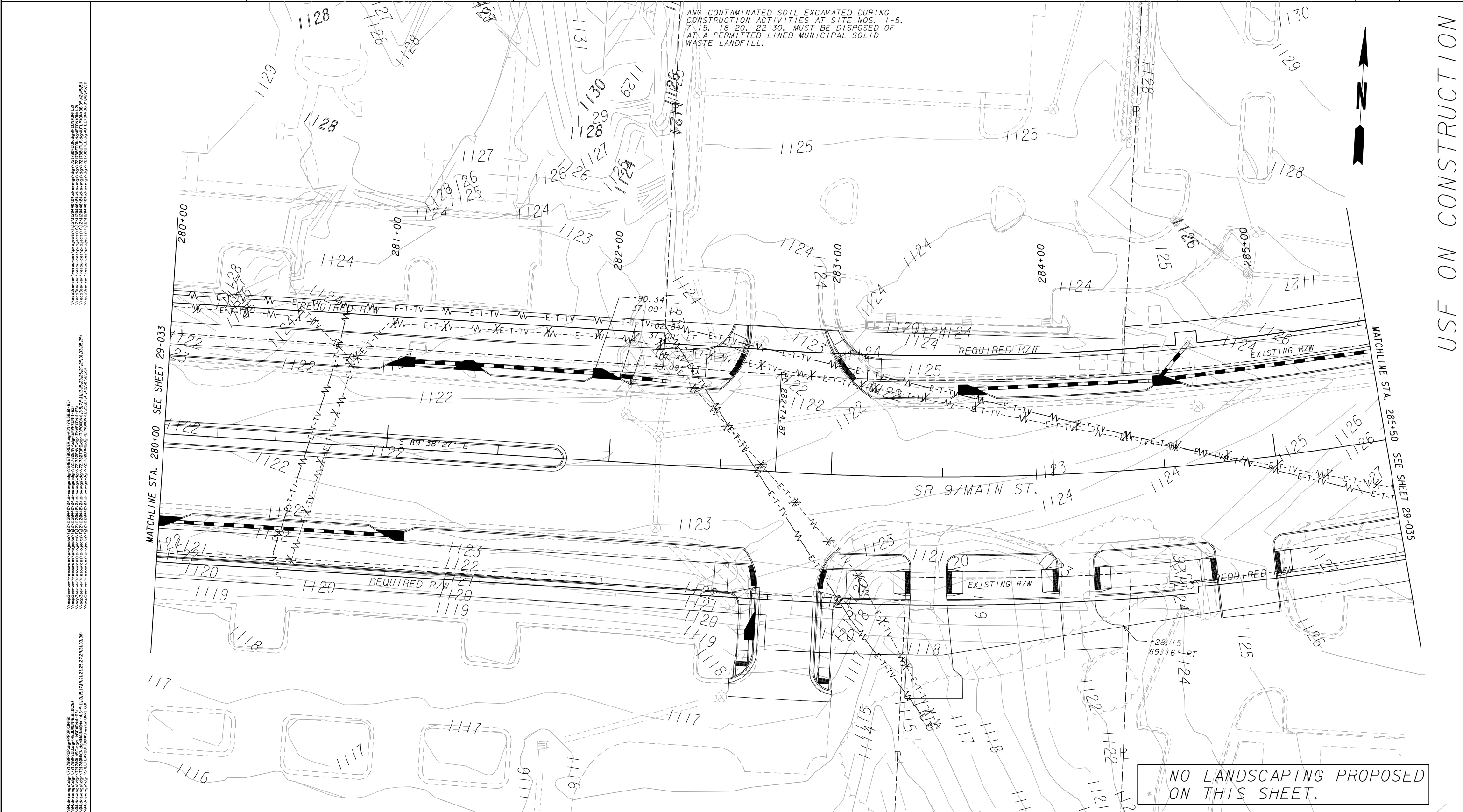
DRAWING No.
29-033

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END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS ————
REQ'D R/W & LIMIT OF ACCESS ————
ORANGE BARRIER FENCE ●———●
(SEE ERIT TABLE) ▼———▼

SCALE IN FEET

0 20 40 80

REVISION DATES		
10/22/21		
01/17/22		



NO LANDSCAPING PROPOSED
ON THIS SHEET.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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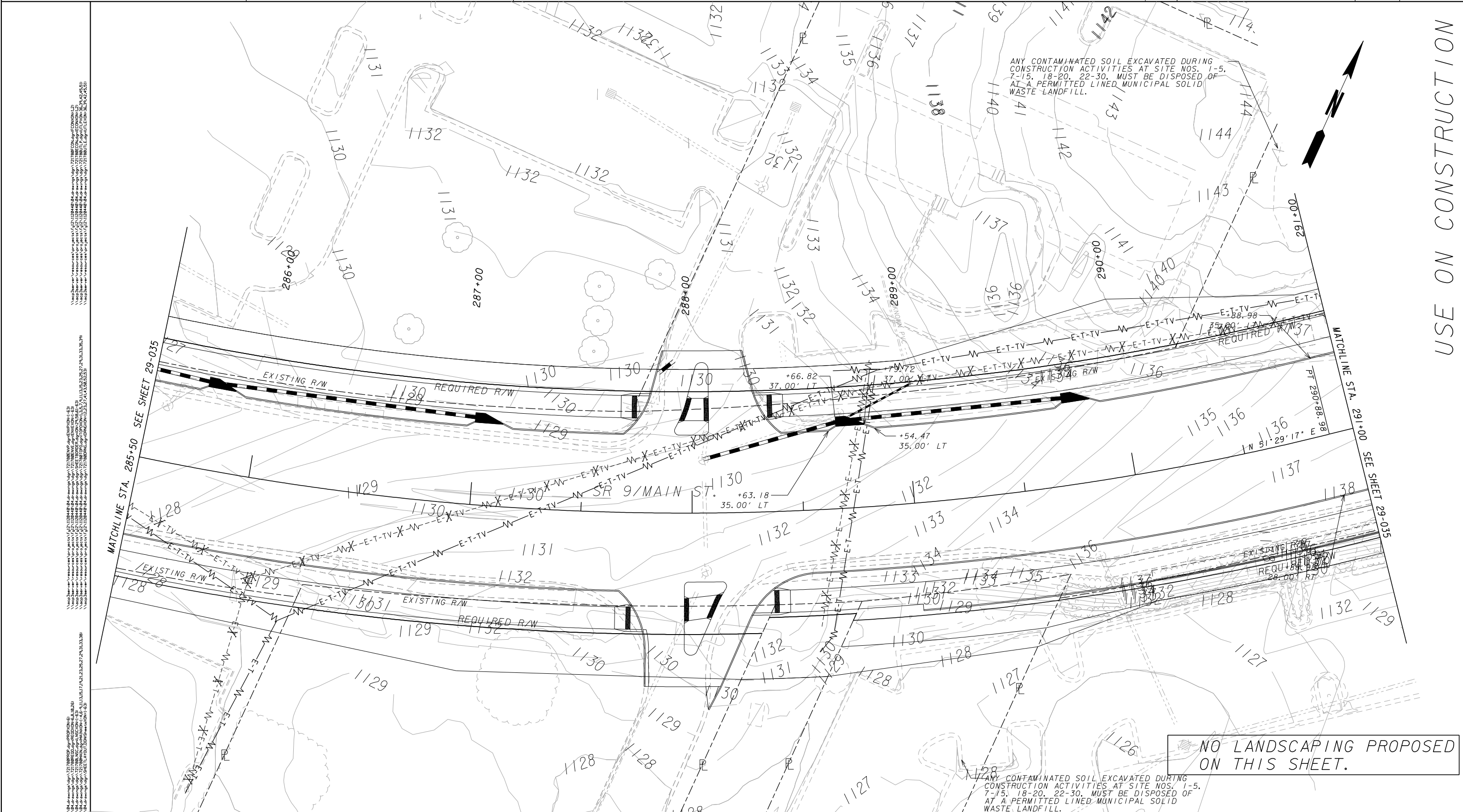
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07/30/21	
10/22/21	
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DRAWING No.
29-034

1/5/2009 GPLM ...\\04.drawings\dgn\7217801s34.dgn 1/17/2022 9:03:22 PM sabiad



PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

CONSTRUCTION LIMITS

EASEMENT FOR CONSTR

& MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

(SEE ERIT TABLE)

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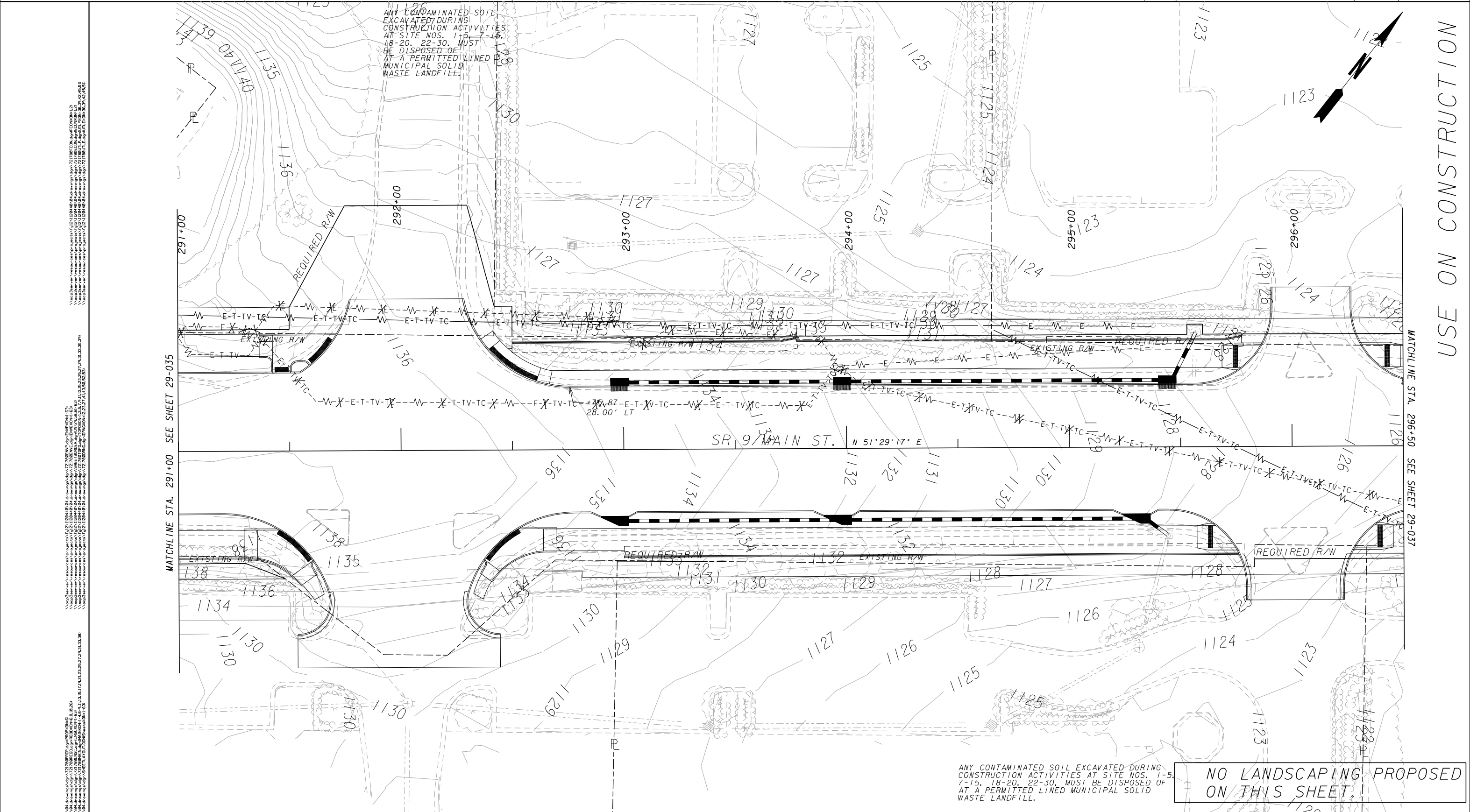
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SR9 OPERATIONAL IMPROVEMENTS
AND WIDENING

DRAWING No.
29-035

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PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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SCALE IN FEET

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REVISION DATES

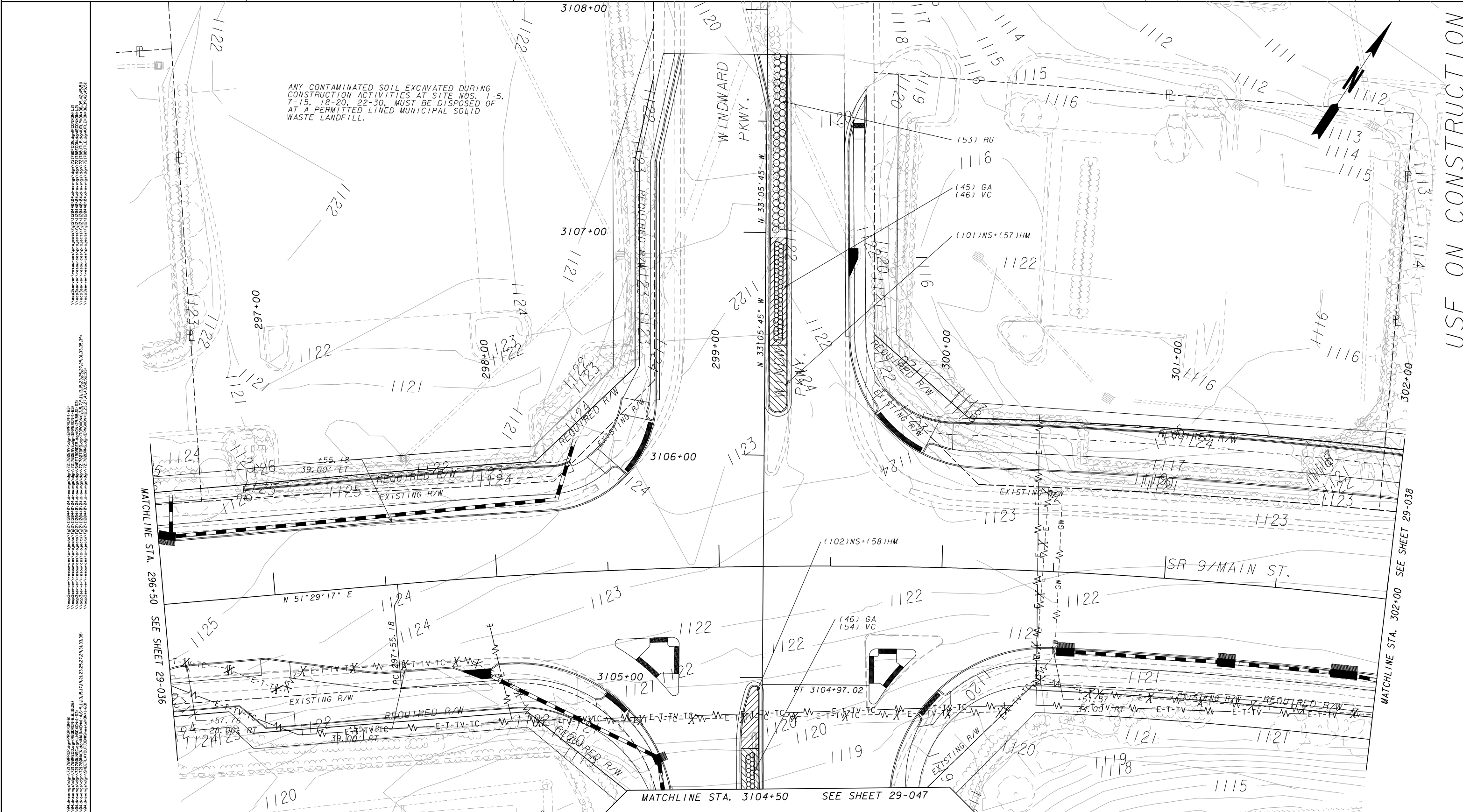
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29-036

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PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

CONSTRUCTION LIMITS

EASEMENT FOR CONSTR

& MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

---R---

---C---

---F---

BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

(SEE ERIT TABLE)

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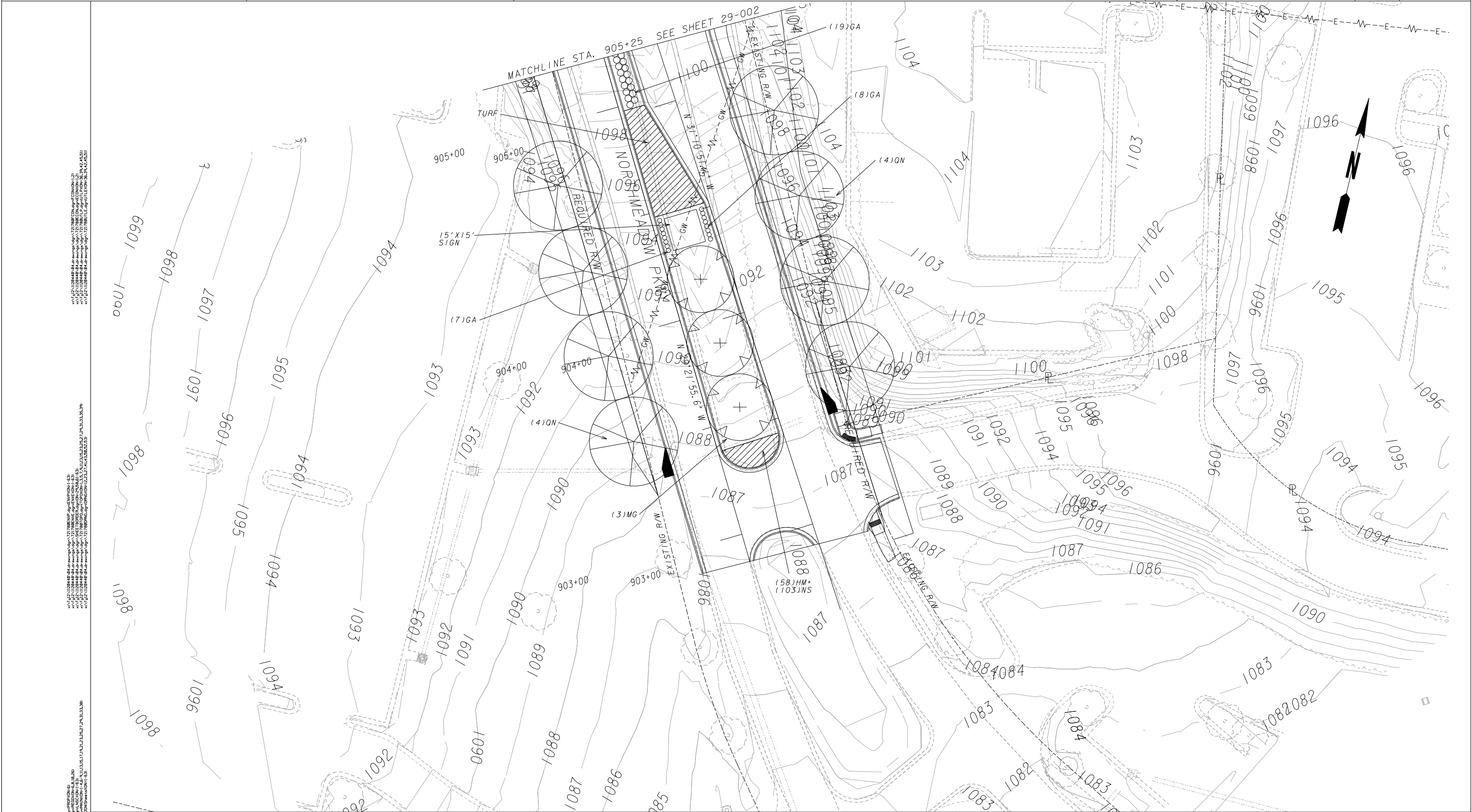
AND WIDENING

DRAWING No.

29-037



DRAWING No.
29-038



PROPERTY AND EXISTING R/W LINE ---P---

REQUIRED R/W LINE ---C---

CONSTRUCTION LIMITS ---F---

EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

(SEE ERIT TABLE)

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REVISION DATES

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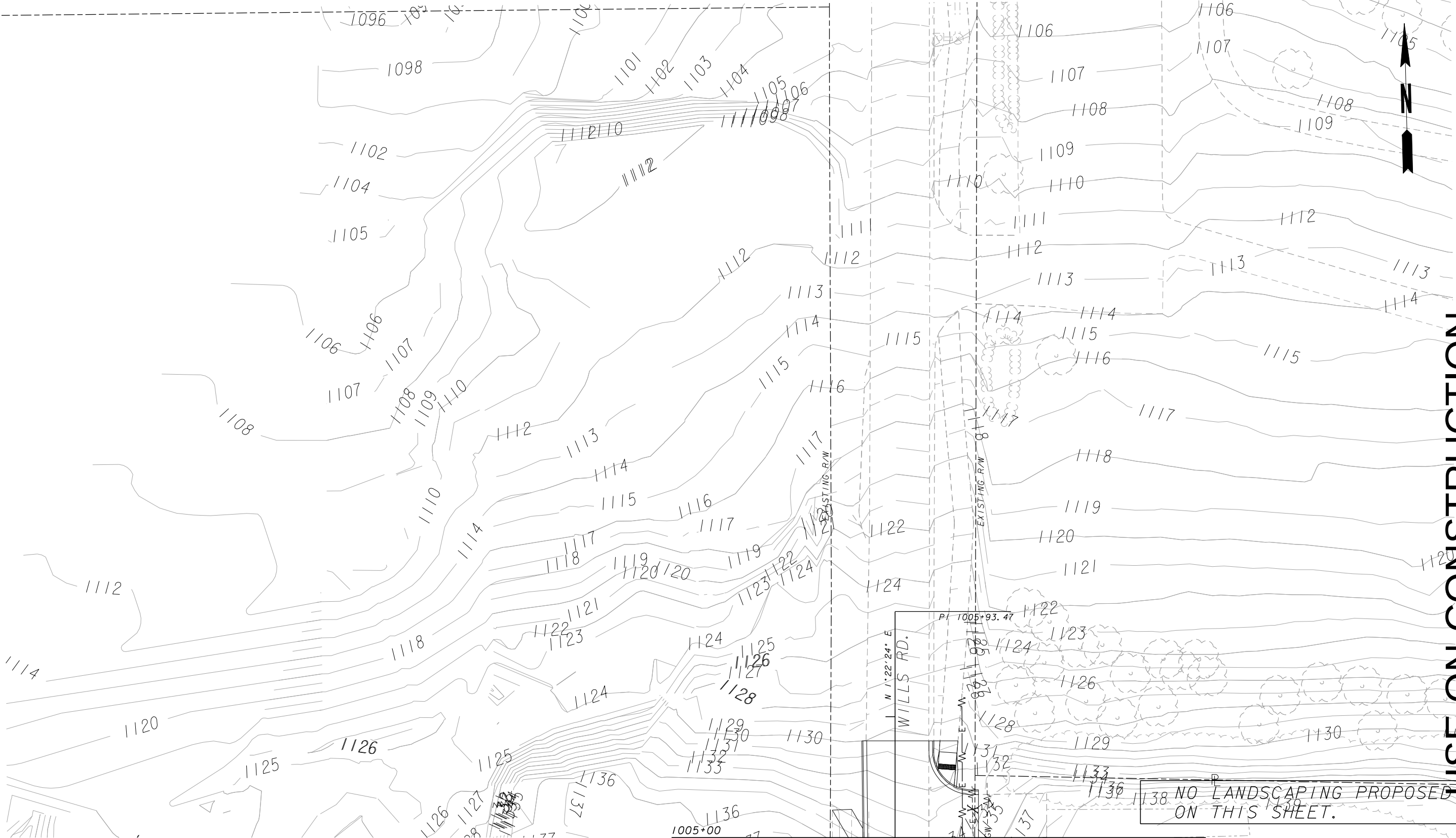
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29-039

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PROPERTY AND EXISTING R/W LINE ---P---
REQUIRED R/W LINE ---C---F---
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

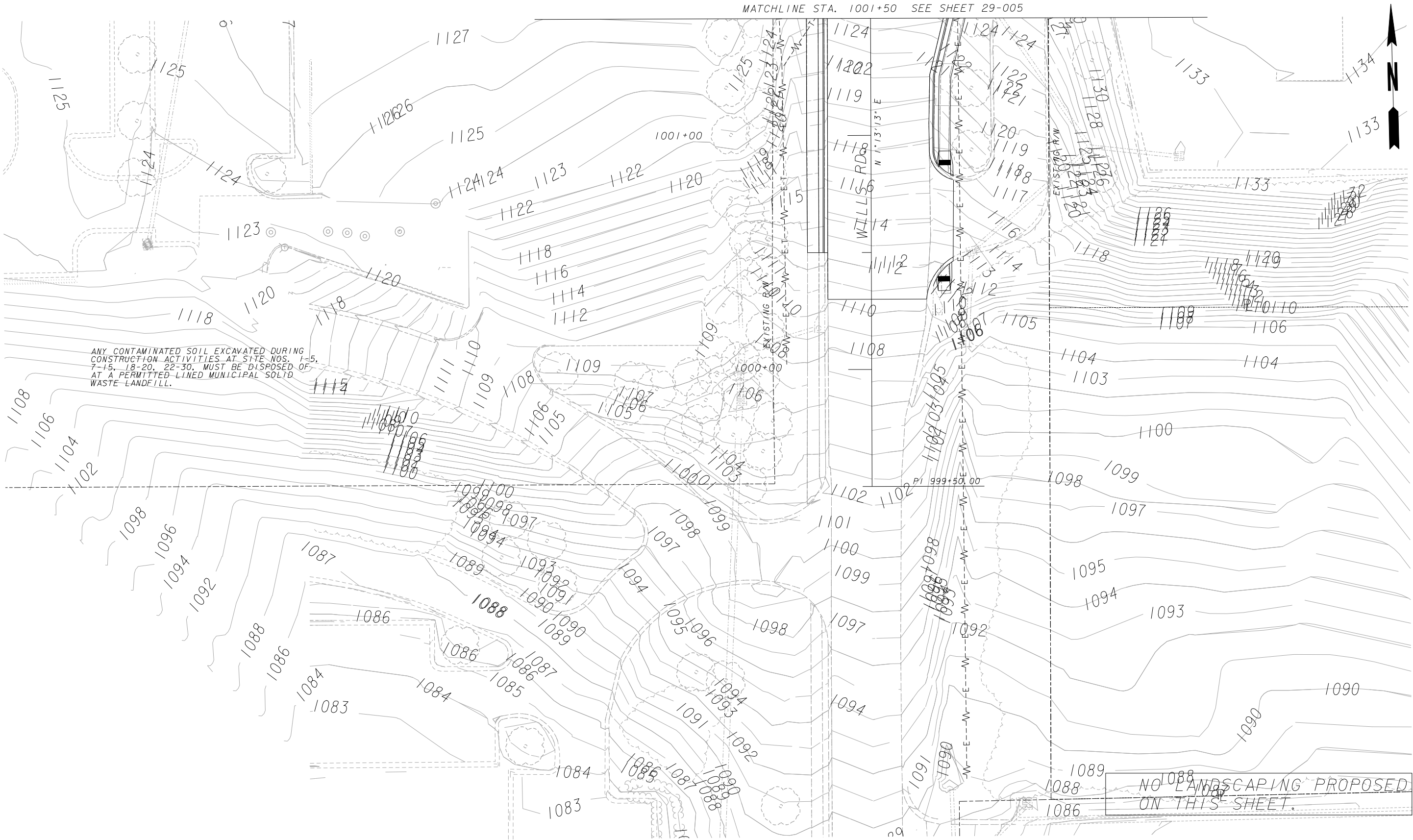
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END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
(SEE ERIT TABLE)

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AND WIDENING
DRAWING NO.
29-040



PROPERTY AND EXISTING R/W LINE ---E---

REQUIRED R/W LINE ---F---

CONSTRUCTION LIMITS ---C---

EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

(SEE ERIT TABLE)

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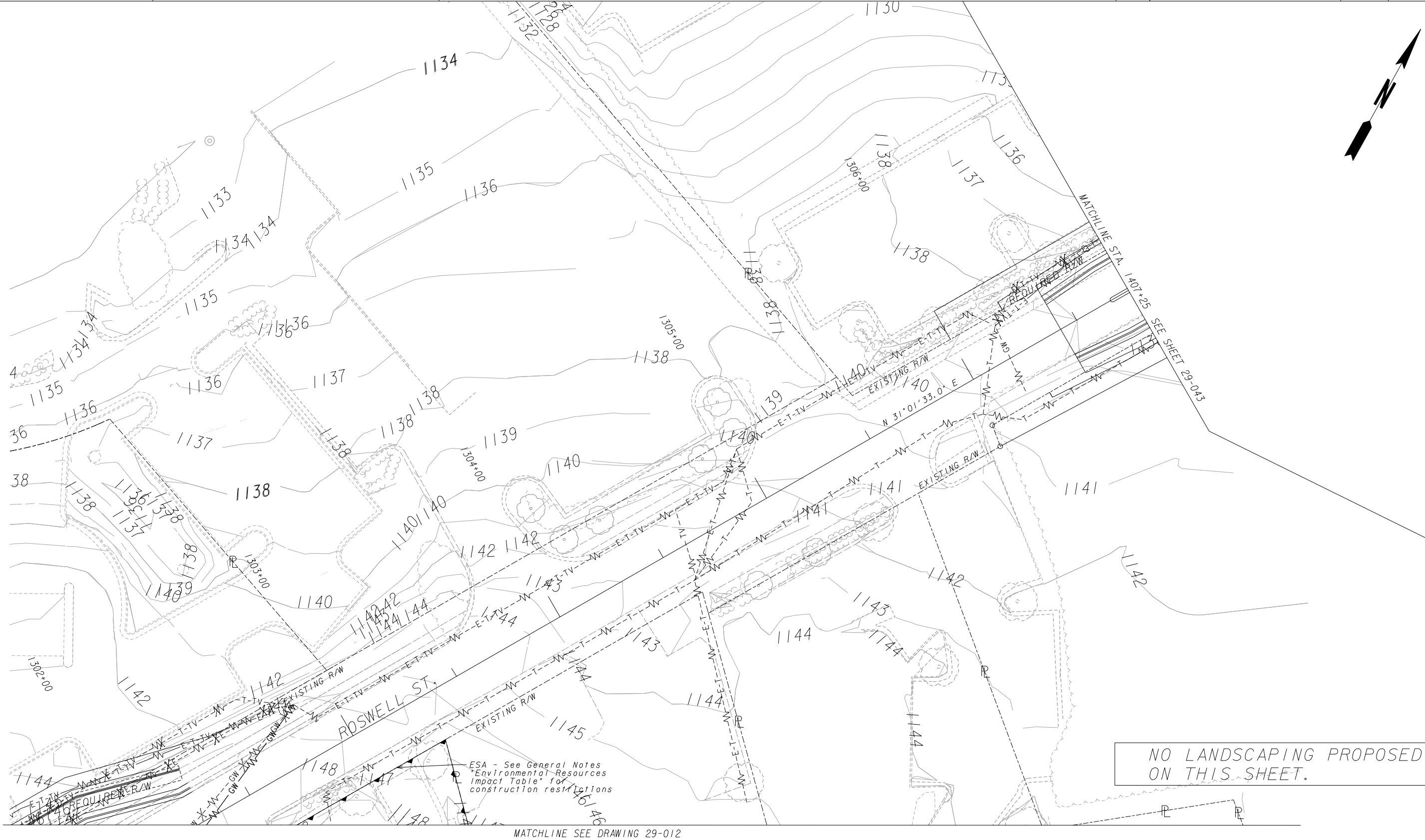
REVISION DATES

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AND WIDENING

DRAWING NO.
29-041



PROPERTY AND EXISTING R/W LINE ---P---

REQUIRED R/W LINE ---C---

CONSTRUCTION LIMITS ---F---

EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

(SEE ERIT TABLE)

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STATE OF GEORGIA

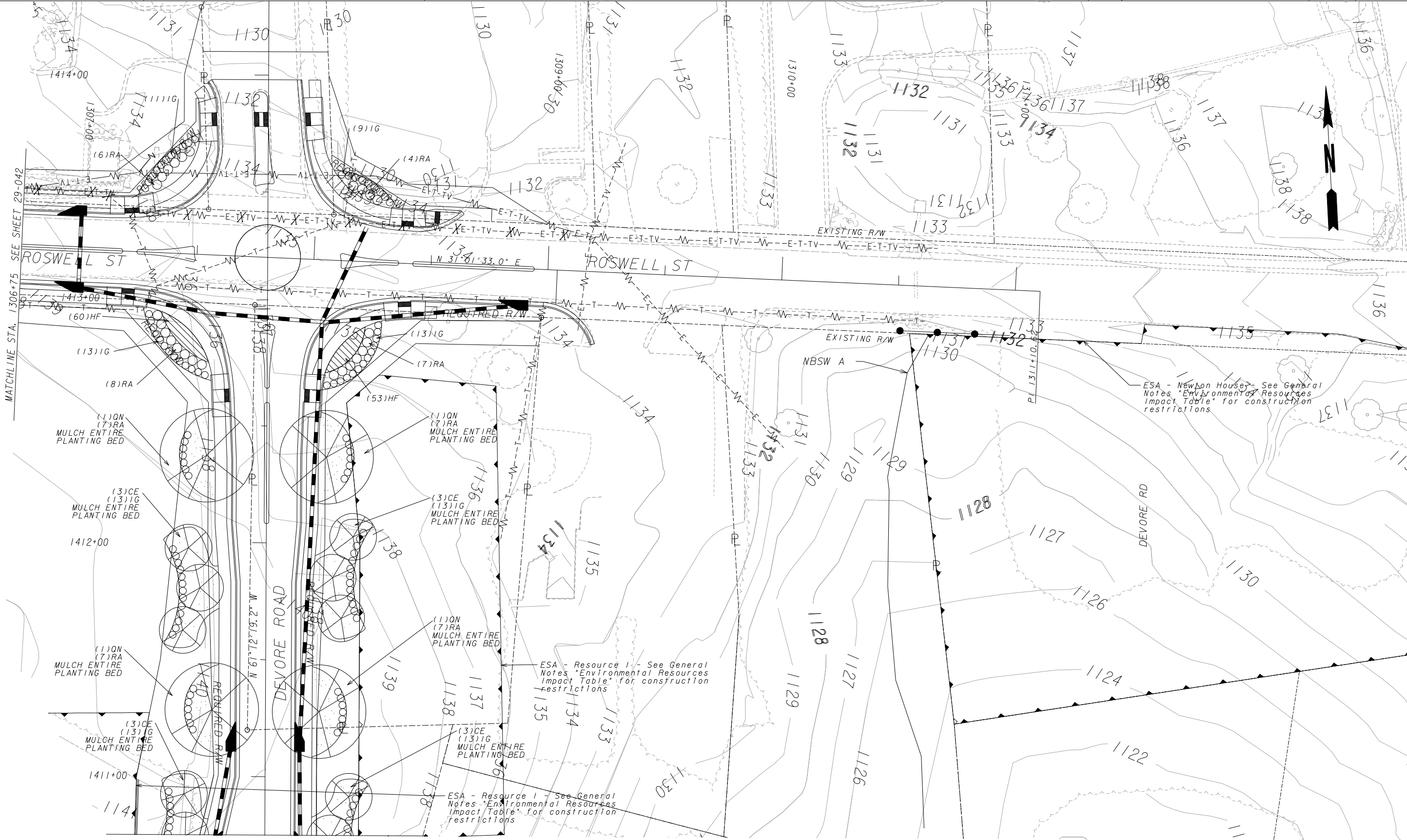
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LANDSCAPING PLANS

SR9 OPERATIONAL IMPROVEMENTS AND WIDENING

DRAWING NO.
29-042



PROPERTY AND EXISTING R/W LINE ---P---

REQUIRED R/W LINE ---C---F---

CONSTRUCTION LIMITS

EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

(SEE ERIT TABLE)

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SR9 OPERATIONAL IMPROVEMENTS
AND WIDENING

DRAWING No.
29-043



~~NO LANDSCAPING PROPOSED
ON THIS SHEET.~~

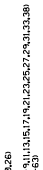
PROPERTY AND EXISTING R/W LINE ---P---
 REQUIRED R/W LINE _____
 CONSTRUCTION LIMITS ---C---
 EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
 EASEMENT FOR CONSTR OF SLOPES
 EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS
ORANGE BARRIER FENCE
(SEE FRIT TABLE)

POND
Architects-Engineers-Planners
3500 Parkway Lane
Suite 600
Norcross, Ga. 30092
Phone 678-336-7740
Fax 678-336-7744
Web www.pondco.com



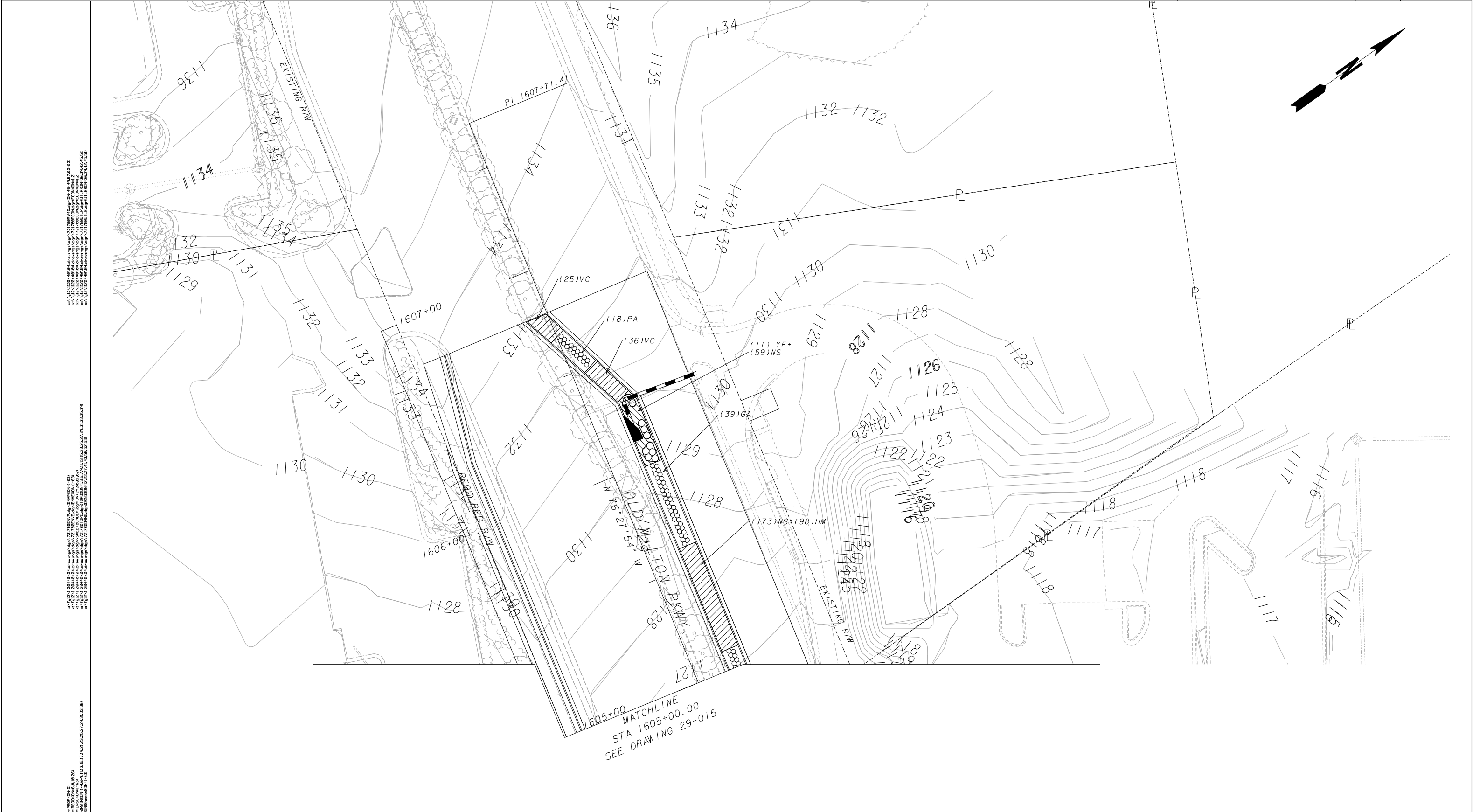
REVISION DATES		STATE OF GEORGIA	
07/30/21		DEPARTMENT OF TRANSPORTATION	
10/08/21		OFFICE: PROGRAM DELIVERY	
		LANDSCAPING PLANS	
		SR9 OPERATIONAL IMPROVEMENTS	
		AND WIDENING	
		DRAWING No. 29-044	



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REVISION DATES			STATE OF GEORGIA	
10/08/21			DEPARTMENT OF TRANSPORTATION	
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			LANDSCAPING PLANS	
			SR9 OPERATIONAL IMPROVEMENTS	
			AND WIDENING	
			DRAWING No. 29-045	

1/5/2009 GPLN $\frac{1}{x} \frac{1}{x} \frac{1}{x} \frac{1}{x}$



PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

CONSTRUCTION LIMITS

EASEMENT FOR CONSTR

& MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

(SEE ERIT TABLE)

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SCALE IN FEET

0 20 40 80

REVISION DATES

STATE OF GEORGIA

DEPARTMENT OF TRANSPORTATION

OFFICE: PROGRAM DELIVERY

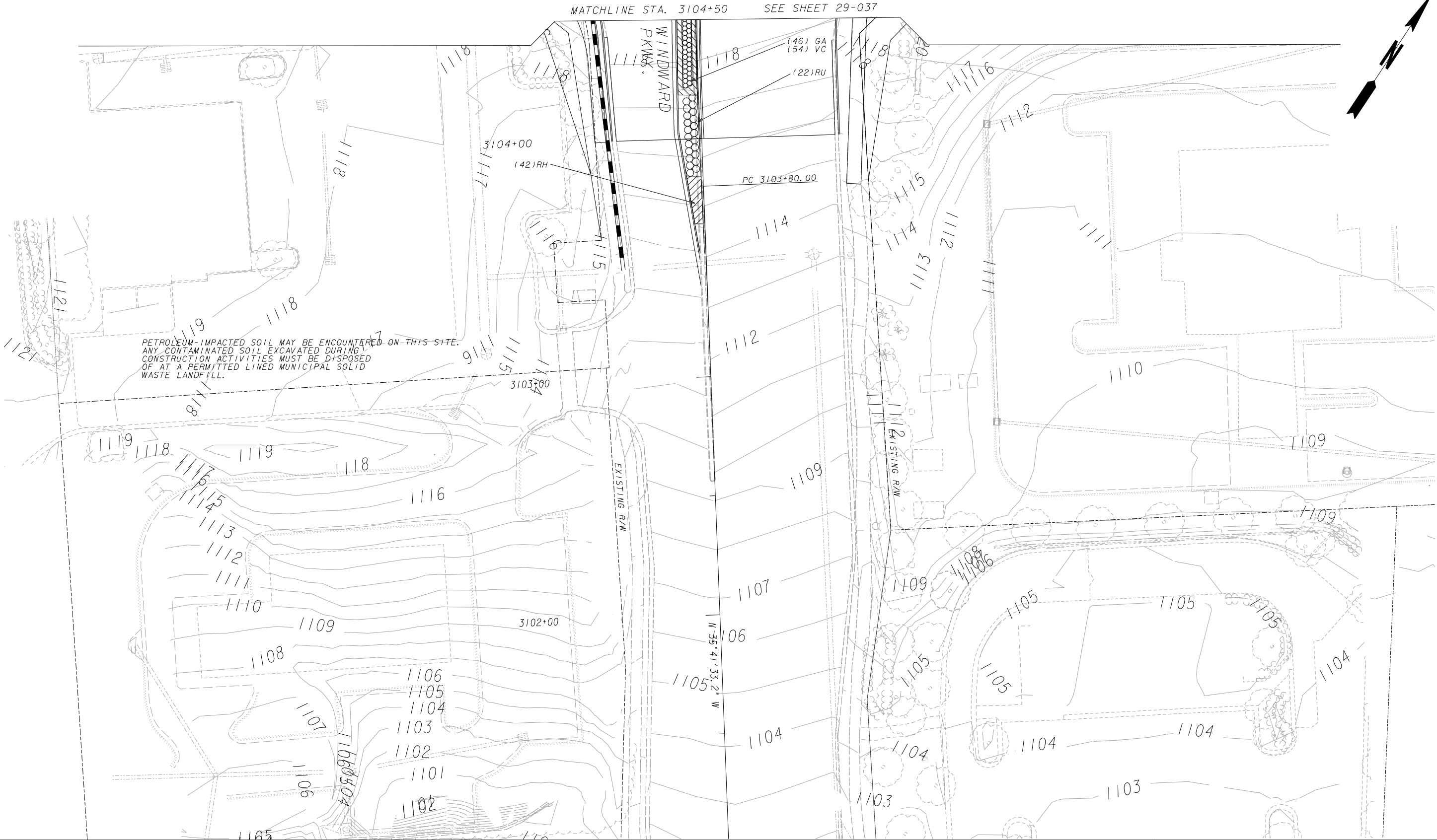
LANDSCAPING PLANS

SR9 OPERATIONAL IMPROVEMENTS

AND WIDENING

DRAWING NO.

29-046



PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

CONSTRUCTION LIMITS

EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

---P---

---C---F---

BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

(SEE ERIT TABLE)

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REVISION DATES	
10/23/20	

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

OFFICE: PROGRAM DELIVERY

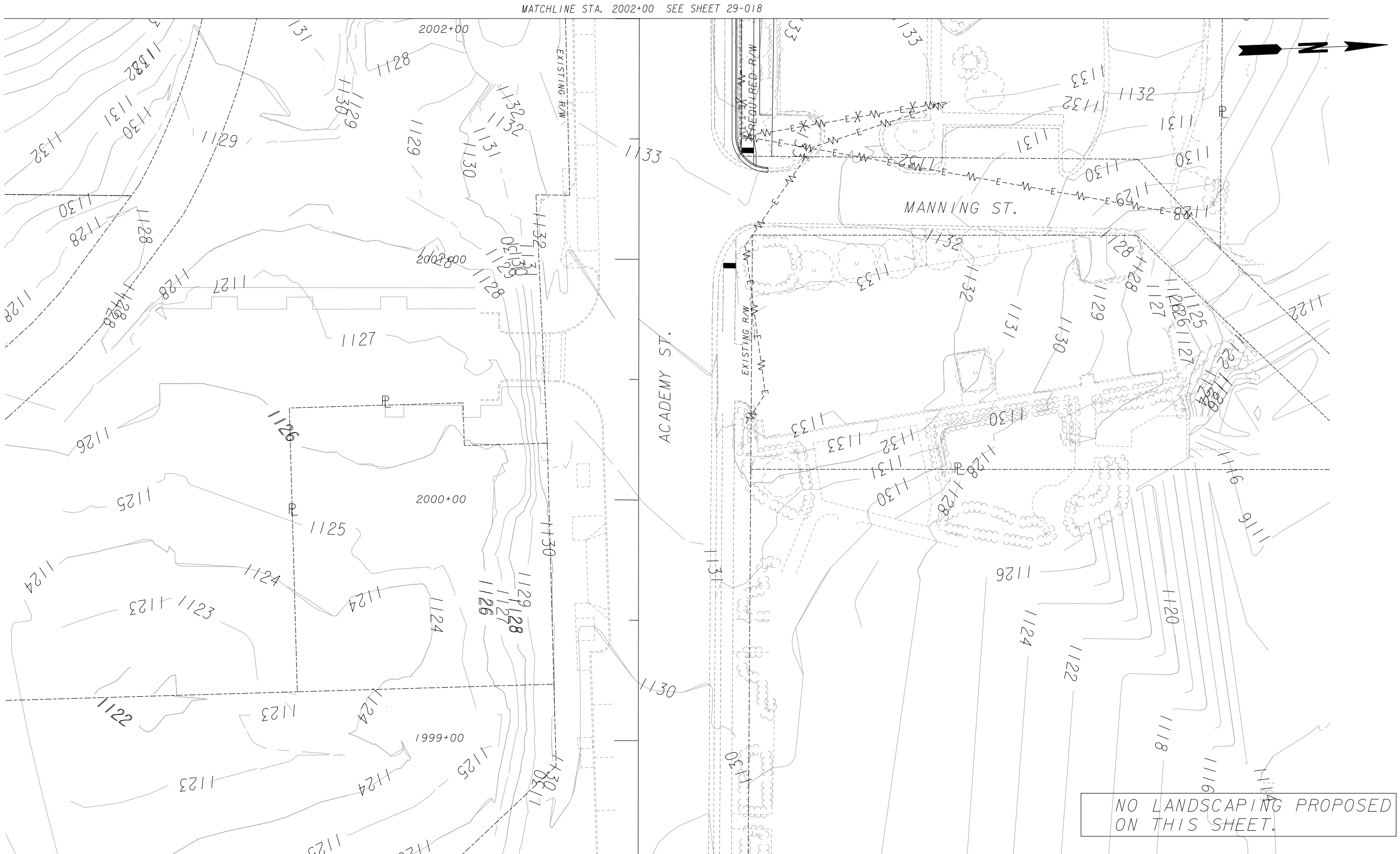
LANDSCAPING PLANS

WINDWARD PARKWAY

SR9 OPERATIONAL IMPROVEMENTS AND WIDENING

DRAWING No.

29-047



PROPERTY AND EXISTING R/W LINE

REQUIRED R/W LINE

CONSTRUCTION LIMITS

EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES

EASEMENT FOR CONSTR OF SLOPES

EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA

END LIMIT OF ACCESS.....ELA

LIMIT OF ACCESS

REQ'D R/W & LIMIT OF ACCESS

ORANGE BARRIER FENCE

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20

40

80

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LANDSCAPING PLANS

SR9 OPERATIONAL IMPROVEMENTS AND WIDENING

DRAWING NO.
29-048