

# BLUEPRINT NORTH FULTON 2.0

## NORTH FULTON CID MASTER PLAN UPDATE

2014



**NORTH FULTON**  
COMMUNITY IMPROVEMENT DISTRICT

# Introduction

Since its inception, the North Fulton Community Improvement District has invested over \$15 million to advance more than \$80 million in transportation and infrastructure improvements in North Fulton County. Over the last five years, those investments have been guided by the CID's Blueprint Master Plan.

The 2008 Blueprint clarified the CID's vision for the future and established criteria to help prioritize CID investments. The CID master plan also served as a base for the North Fulton Comprehensive Transportation Plan and other planning efforts, contributed to economic development initiatives in the region, and led to a lengthy list of transportation and quality of life improvements.

Between 2008 and 2013, the North Fulton CID addressed all of the Tier 1 priority projects included in the Blueprint and approximately one half of its Tier 2 projects. Based on that success and significant changes in the development market over the last five years, the CID has developed Blueprint North Fulton 2.0. The master plan update is based on a review of local land use patterns and plans, a market study of area demographics and trends, and an analysis of local and regional transportation needs.

**Blueprint North Fulton 2.0 defines the opportunities and challenges that will shape North Fulton CID investments through 2021, the district's current term.**

THIS IS...

# BLUEPRINT NORTH FULTON 2.0



# Land Use and Development



*“Conceptual character areas illustrate and encourage a greater integration of uses in key locations”*

In 2008, the Blueprint North Fulton Master Plan represented a significant change in perspective as it advocated that future development be clustered in key locations and evaluated based on the relationship of intensity to location, accessibility, and connectivity, rather than use. The plan encouraged greater integration of uses, including residential, in key locations along the Georgia 400 corridor and outlined the desired character and intensity of various subareas.

The updated Blueprint 2.0 Master Plan largely aligns with the now updated policy documents from the Cities of Roswell, Alpharetta, and Milton, including the Imagine Roswell 2030 Comprehensive Plan, the City of Alpharetta 2030 Comprehensive Plan, and the Highway 9/Georgia 400 Area LCI Master Plan led by the City of Milton.

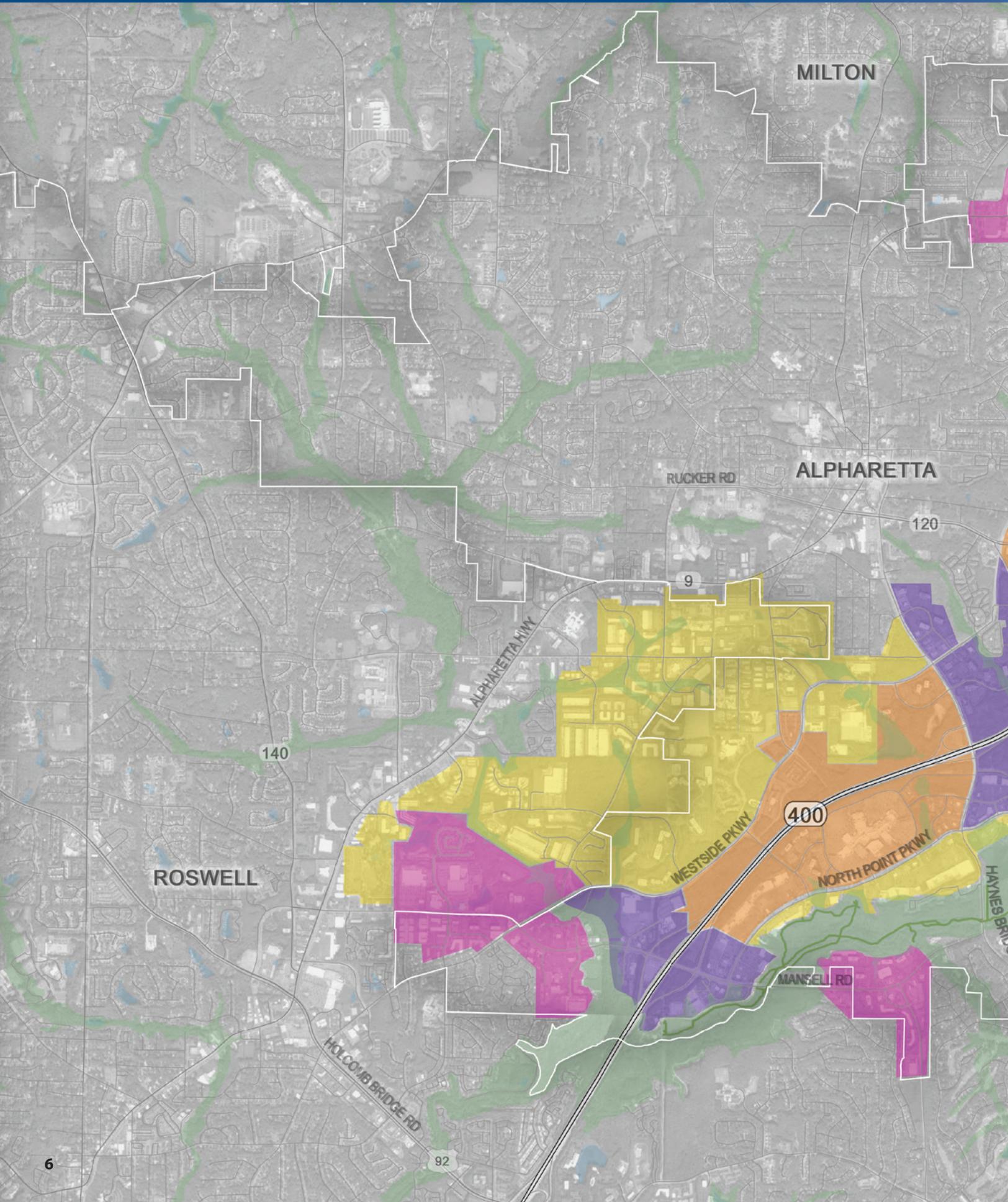
The Blueprint 2.0 Master Plan is intended to guide CID investment toward areas that are more susceptible to change and likely to experience a higher rate of growth, while recognizing that the regulation of land use and zoning is a function of the local municipalities. The plan outlines areas where higher intensity development is likely to occur (Village Centers, Commercial Centers, and Regional Business Center) and those that are further from Georgia 400, closer to single family neighborhoods, and therefore more modest in scale (Neighborhood Centers and Transition Areas).

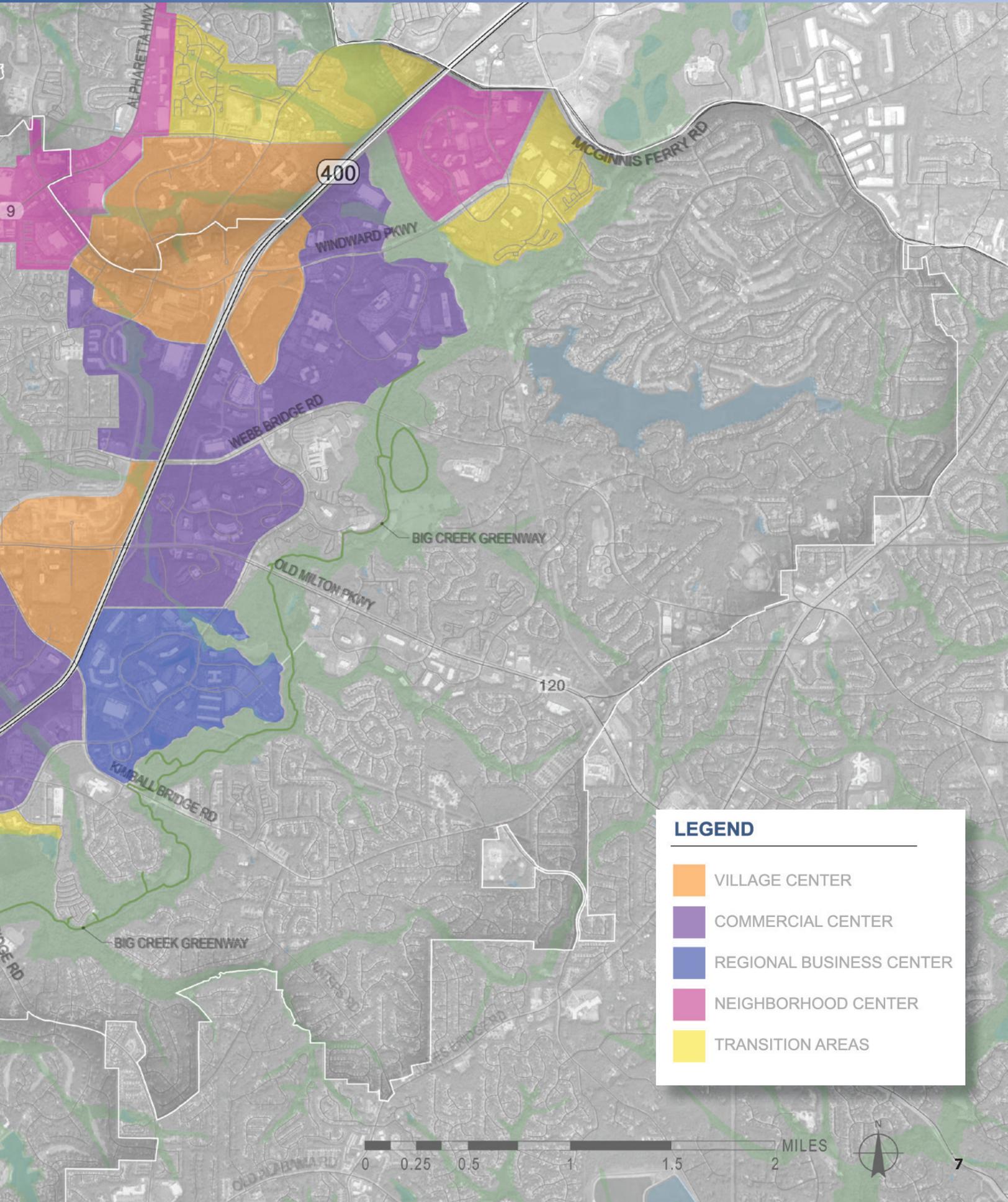
The Blueprint 2.0 Master Plan is based upon and embraces three land use principles:

1. Cluster future development in key locations (Village Centers and Commercial Centers) where regional growth can occur while limiting impact on the area's stable neighborhoods
2. Support integrated development types and mix uses within close proximity to create greater vitality and walkability, and encourage more efficient use of local infrastructure
3. Foster a greater balance between employment and housing, encouraging housing development that meets the needs and growth potential of area employers



# Land Use and Development





400

MCGINNIS FERRY RD

WINDWARD PKWY

WEBB BRIDGE RD

BIG CREEK GREENWAY

OLD MILTON PKWY

120

KIMBALL BRIDGE RD

BIG CREEK GREENWAY

### LEGEND

- VILLAGE CENTER
- COMMERCIAL CENTER
- REGIONAL BUSINESS CENTER
- NEIGHBORHOOD CENTER
- TRANSITION AREAS

0 0.25 0.5 1 1.5 2 MILES

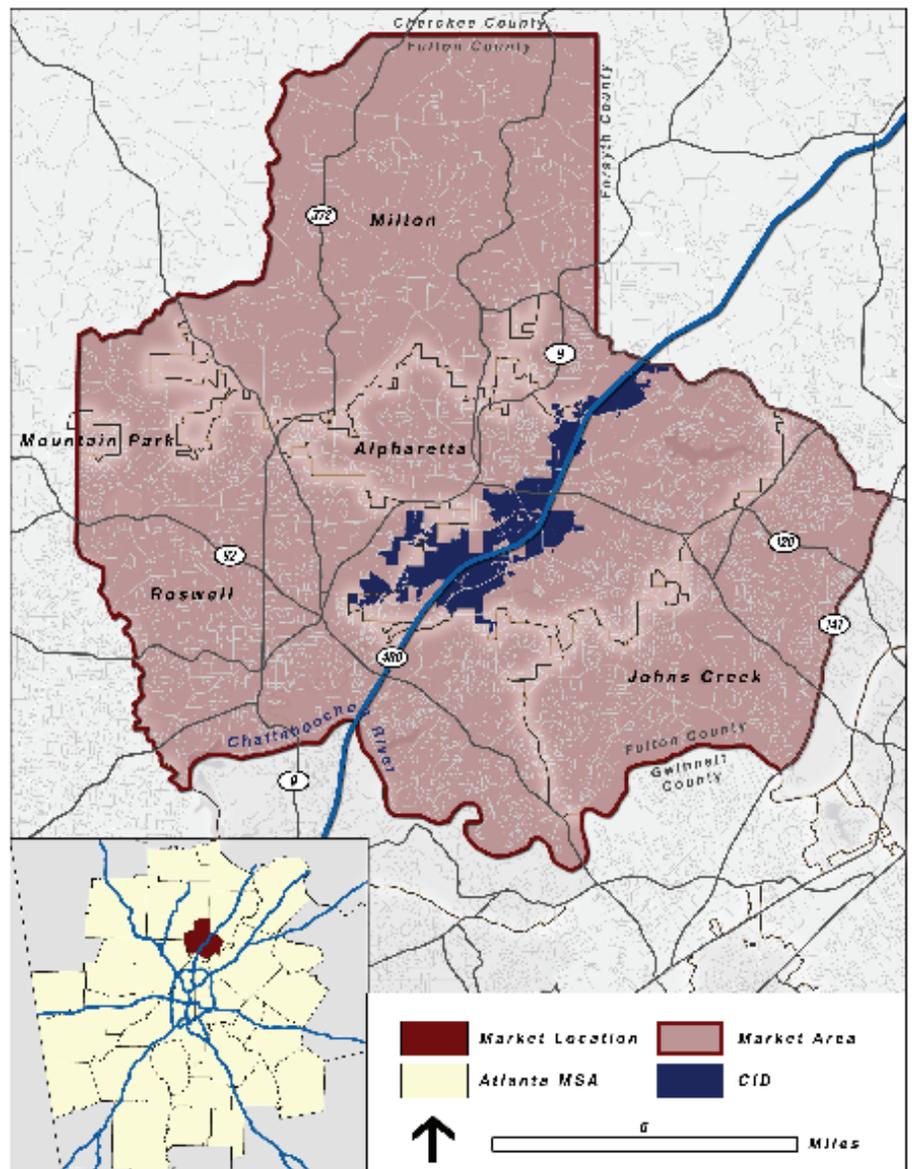


# Market Analysis and Case Studies

In addition to the land use concept plan, Kimley-Horn produced a 2013 market update for Blueprint 2.0. The market analysis included a review of demographic and employment trends for a defined market area and residential, retail, and office real estate demand forecasts for the North Fulton Community Improvement District (CID) through 2025. Three comparable areas in suburban Dallas, Denver, and Washington, D.C. were also identified and researched to provide successful development models and investment strategies for the CID.

The North Fulton CID is focused along the Georgia 400 corridor in Roswell, Alpharetta, and Milton. However, a larger market area, encompassing Fulton County north of the Chattahoochee River, was analyzed to determine trends affecting real estate demand in the CID.

The North Fulton Market Area grew 27.2 percent between 2000 and 2012, slightly above the 26.3 percent increase for the Atlanta Metropolitan Statistical Area (MSA). There are now approximately 250,000 residents of the Market Area, representing 4.6 percent of the Atlanta MSA. The area also supports over 140,000 jobs, comprising 6.3 percent of the MSA. The slightly higher concentration of jobs to people reflects the presence of regional office and retail centers along the Georgia 400 corridor.



## HOUSING AND RESIDENTIAL

Three residential growth scenarios were evaluated to forecast population, households, and housing units for the Market Area and North Fulton CID through 2025. Based on an average of the three scenarios, a total of 2,661 housing units could be supported in the North Fulton CID between 2012 and 2025. The predominant type would be multi-family units, followed by townhouses and single-family detached. Housing demand is expected to increase slightly in the second half of the forecast period between 2018 and 2025, as real estate markets continue to recover and the CID becomes more competitive for multi-family development.

Multi-family units include both owner or renter occupied residential development. While most current multi-family construction is for-rental, some for-sale development will likely emerge during the forecast period as the condominium market rebounds. Based on the Market Area's affluent demographics and apartment fundamentals, it is also important to note that new apartment communities in the CID area will primarily serve higher income households. While this type of development will fill a need in the market, challenges related to housing the area's retail and service workers will remain.

## RETAIL AND OFFICE

Forecasts for retail demand were based upon a household growth model, while office demand was forecasted using a combination of local data and estimations of various office sectors and square foot per employee factors. Based on these forecasts, the North Fulton CID could gain approximately 500,000 square feet of retail and just over 4 million square feet of office space between 2012 and 2025. Improving market fundamentals and increased competitiveness of the CID could result in an acceleration of office construction between 2018 and 2025. In addition to new development, some repositioning of existing office product will occur to meet market demands for more open and flexible workspace configurations.

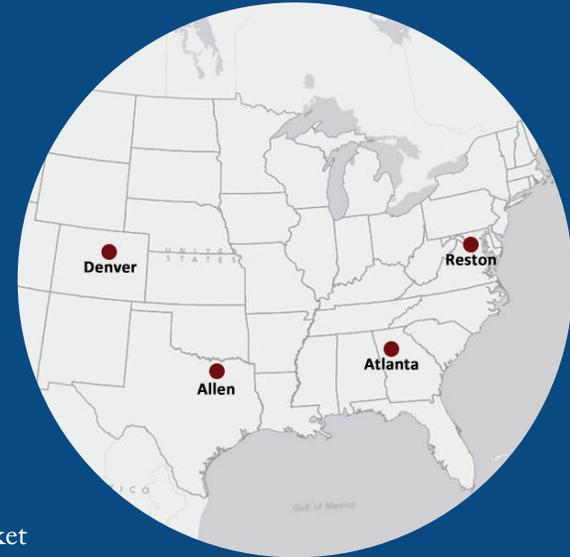


# Market Analysis and Case Studies

## CASE STUDIES AND RESEARCH

### **SOUTHEAST DENVER, PLANO/ALLEN, TX, AND RESTON/STERLING, VA WERE SELECTED AS COMPARABLES TO THE NORTH FULTON MARKET AREA BASED ON THE FOLLOWING ATTRIBUTES:**

- Growing metropolitan areas with populations comparable to Atlanta
- Affluent suburban areas
- Similar geographic sizes
- Served by one or more interstate or limited-access highways
- Two or more major professional employment centers
- At least one regional retail center or mall
- Similar distances to metropolitan downtown cores



While these regions were selected due to their physical and market characteristics, the consistency and concentration of demographics was also a very strong indicator of comparability. All four areas exhibit a high concentration of the same three population segments, as categorized by the Economic and Social Research Institute (ESRI) Tapestry Segmentation methodology.

### **WHILE THE MARKET AREA COMPARABLES EXPERIENCED THE RECENT ECONOMIC RECESSION IN DIFFERENT WAYS, THEIR MARKET STRENGTHS ARE BASED ON A FEW KEY DEVELOPMENT ATTRIBUTES:**

- Concentrating upon numerous modes of transportation
- Developing a pedestrian-oriented destination town center or main street
- Having a master planned mix of uses in vertical and/or horizontal design
- Supporting housing as an important element within employment centers
- Creating passive and active open space as large components of development
- Providing community amenities as destination anchors – event, culture, and recreation centers, with local government paying all or part of costs
- Local government participation in roads, transit, and greenways; reimbursements, tax increment financing, municipal service districts
- Establishing design standards with offsetting developer incentives

## DOMINANT TAPESTRY SEGMENTS

Rank	North Fulton, Atlanta	%	SE Suburban, Denver	%	Plano/Allen, Dallas	%	Reston/Sterling, Virginia	%	United States	%
1	Boomburbs	40.2%	Boomburbs	13.8%	Boomburbs	39.0%	Enterprising Professionals	22.5%	Up and Coming Families	4.1%
2	Enterprising Professionals	17.9%	Enterprising Professionals	8.2%	Enterprising Professionals	14.1%	Boomburbs	18.9%	Midland Crowd	3.2%
3	Suburban Splendor	11.6%	Suburban Splendor	7.9%	Suburban Splendor	6.7%	Suburban Splendor	14.5%	Green Acres	3.1%
4	In Style	5.0%	Sophisticated Squires	7.8%	Young and Restless	6.3%	Top Rung	7.5%	Salt of the Earth	2.7%
5	Up and Coming Families	5.0%	Up and Coming Families	7.1%	Up and Coming Families	4.2%	Urban Chic	5.2%	Southern Satellites	2.6%
<b>Portion of Total Population</b>		<b>79.7%</b>		<b>44.8%</b>		<b>70.3%</b>		<b>68.6%</b>		<b>15.7%</b>

Source: ESRI; Kimley-Horn and Associates

*“Due to shifts in consumer preferences and demographic changes, the location, type, size, and form of development is changing, with increasing emphasis on multi-use, pedestrian-oriented projects offering transportation options.”*



## NEXT STEPS

### THE NORTH FULTON MARKET ANALYSIS FINDINGS INDICATE A NUMBER OF OPPORTUNITIES FOR THE NORTH FULTON MARKET AREA, AND THE NORTH FULTON CID AREA IN PARTICULAR, OVER THE NEXT 7-10 YEARS

- Primary office tenancy in North Fulton is shifting from large corporations to regional and entrepreneurial firms, generating demand for smaller building floorplates and mixed-use formats
- Younger workers are increasingly shaping employer location decisions and their preferences are for more pedestrian-oriented, live, work, spend, play environments
- More fully leverage the Georgia 400 interchanges by focusing activity into compact centers that carry brand recognition regionally and nationally
- Concentrated nodes of development should be planned in the most accessible and competitive locations, embracing alternative transportation to capture higher shares of growth
- North Fulton's significant technology/utility infrastructure is an economic development asset that can be leveraged in the emergence of 24-hour live, work, spend, play environments
- North Fulton is well-positioned to address the area's jobs/housing imbalance with development that includes housing in pedestrian-oriented formats





# Transportation Projects and Recommendations



To update the CID's Blueprint project list and explore new opportunities, the Blueprint 2.0 planning process included a review of current programmed projects within and near the CID from a variety of local and regional plans:

- Remaining projects from the 2008 Blueprint Master Plan
- The Capital Improvements Plans of local jurisdictions
- Area Livable Centers Initiative (LCI) Plans
- The North Fulton Comprehensive Transportation Plan
- Atlanta Regional Commission's Plan 2040

The process also included field surveys and a series of stakeholder meetings and property owner focus groups. Based on input from these sources, an exhaustive list of potential roadway, bicycle, pedestrian and other transportation improvements were considered. Blueprint 2.0 considers projects that impact regional mobility as well as those that improve access, connectivity, and quality of life within the district itself.

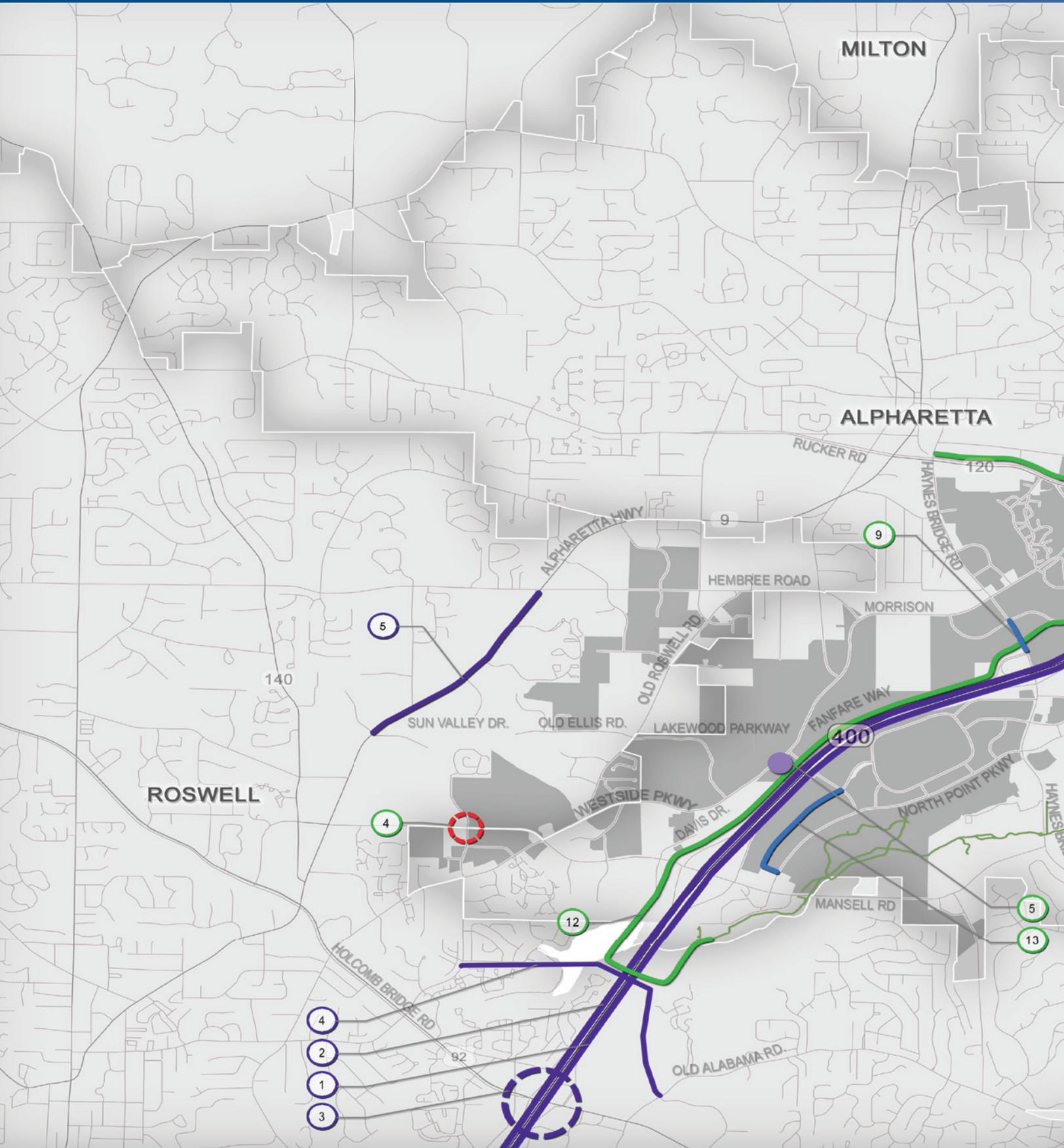


Potential projects were reviewed, sorted, and prioritized based upon the following CID Blueprint scoring criteria:

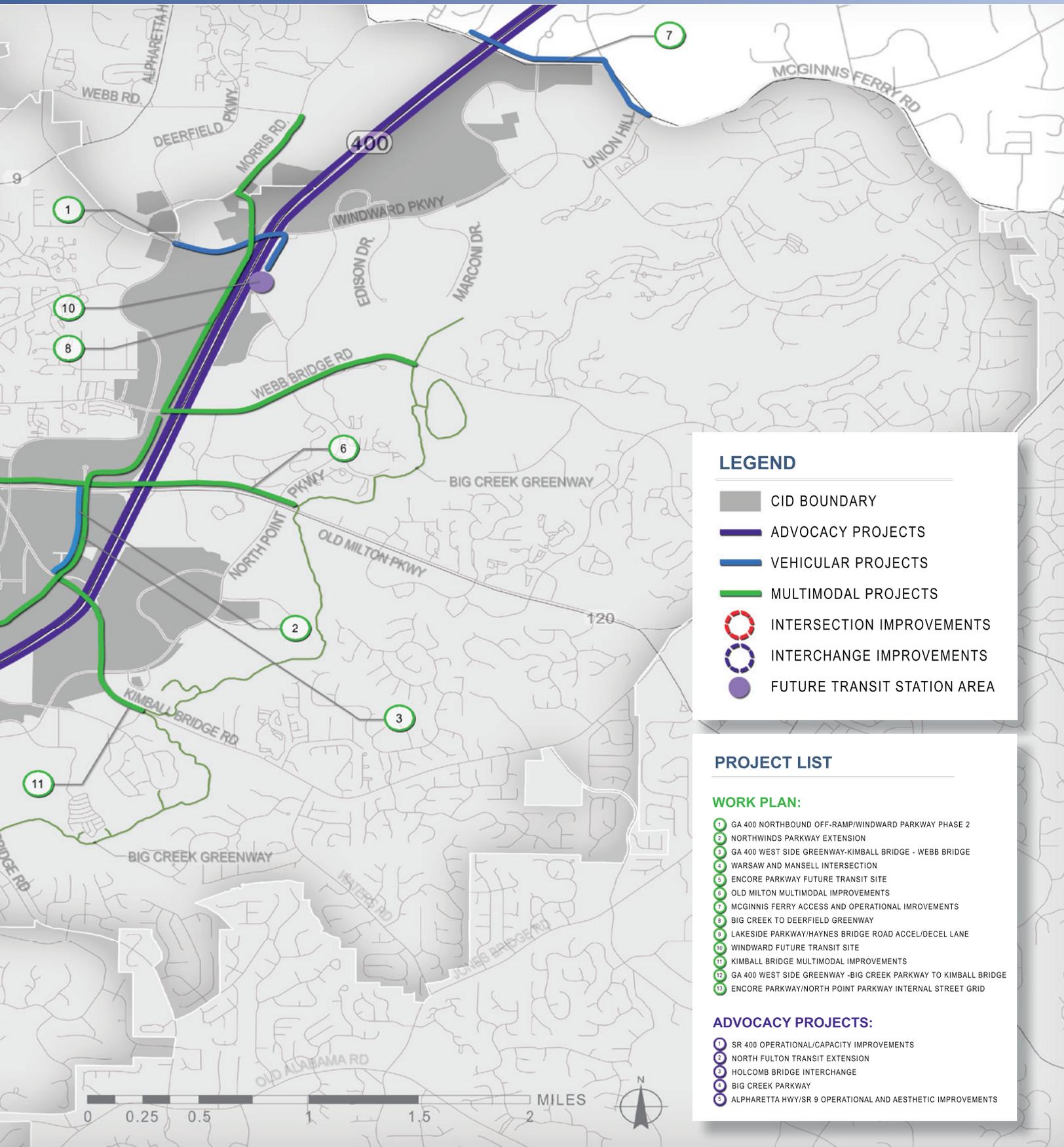
- How significantly does the project contribute to the Blueprint Vision expressed by the CID goal to “maintain and enhance quality of life in North Fulton” and the Blueprint 2.0 Concept Plan?
- How feasible is the project in terms of funding; environmental and/or engineering constraints; ability to undertake the project within the Blueprint’s 7-year timeframe; and likely support from CID partners, relevant agencies, and the public?
- Is the CID’s participation critical to implementing the action and is funding available or likely from partners and/or other sources that can help bring the project to fruition?

While the Community Improvement District can advocate for any project that impacts the district, CID funding is limited to efforts that fall within the district’s physical boundaries. Thus, each project’s proximity to the district was also a key evaluation factor as was the transportation and operational impact of each improvement.

# Transportation Projects and Recommendations



## Short-Term Work Plan



### LEGEND

- CID BOUNDARY
- ADVOCACY PROJECTS
- VEHICULAR PROJECTS
- MULTIMODAL PROJECTS
- INTERSECTION IMPROVEMENTS
- INTERCHANGE IMPROVEMENTS
- FUTURE TRANSIT STATION AREA

### PROJECT LIST

#### WORK PLAN:

- 1 GA 400 NORTHBOUND OFF-RAMP/WINDWARD PARKWAY PHASE 2
- 2 NORTHWINDS PARKWAY EXTENSION
- 3 GA 400 WEST SIDE GREENWAY-KIMBALL BRIDGE - WEBB BRIDGE
- 4 WARSAW AND MANSELL INTERSECTION
- 5 ENCORE PARKWAY FUTURE TRANSIT SITE
- 6 OLD MILTON MULTIMODAL IMPROVEMENTS
- 7 MCGINNIS FERRY ACCESS AND OPERATIONAL IMPROVEMENTS
- 8 BIG CREEK TO DEERFIELD GREENWAY
- 9 LAKESIDE PARKWAY/HAYNES BRIDGE ROAD ACCEL/DECEL LANE
- 10 WINDWARD FUTURE TRANSIT SITE
- 11 KIMBALL BRIDGE MULTIMODAL IMPROVEMENTS
- 12 GA 400 WEST SIDE GREENWAY -BIG CREEK PARKWAY TO KIMBALL BRIDGE
- 13 ENCORE PARKWAY/NORTH POINT PARKWAY INTERNAL STREET GRID

#### ADVOCACY PROJECTS:

- 1 SR 400 OPERATIONAL/CAPACITY IMPROVEMENTS
- 2 NORTH FULTON TRANSIT EXTENSION
- 3 HOLCOMB BRIDGE INTERCHANGE
- 4 BIG CREEK PARKWAY
- 5 ALPHARETTA HWY/SR 9 OPERATIONAL AND AESTHETIC IMPROVEMENTS



# Transportation Projects and Recommendations

## THE BLUEPRINT 2.0 TRANSPORTATION PROJECT LIST IS PRIORITIZED AND PRESENTED IN TWO DIAGRAMS.

The Short-Term Work Plan establishes the top tier of priority projects for the CID. These projects are generally located within the CID boundary and are of an appropriate size and scale that the CID can effectively consider and undertake these efforts to improve the CID and surrounding community within the next 7 years. Projects consist of a variety of roadway improvements, intersection enhancements, and expansion of the area's multimodal trail system. The work plan considers future transit station locations to connect North Fulton and the CID with the region's existing transit system if and when that system is expanded. A series of North Fulton CID Advocacy Projects were also defined that are important to regional access and mobility. While the CID can play a role in supporting these efforts, the projects require a higher level of partnership and regional funding to be implemented.

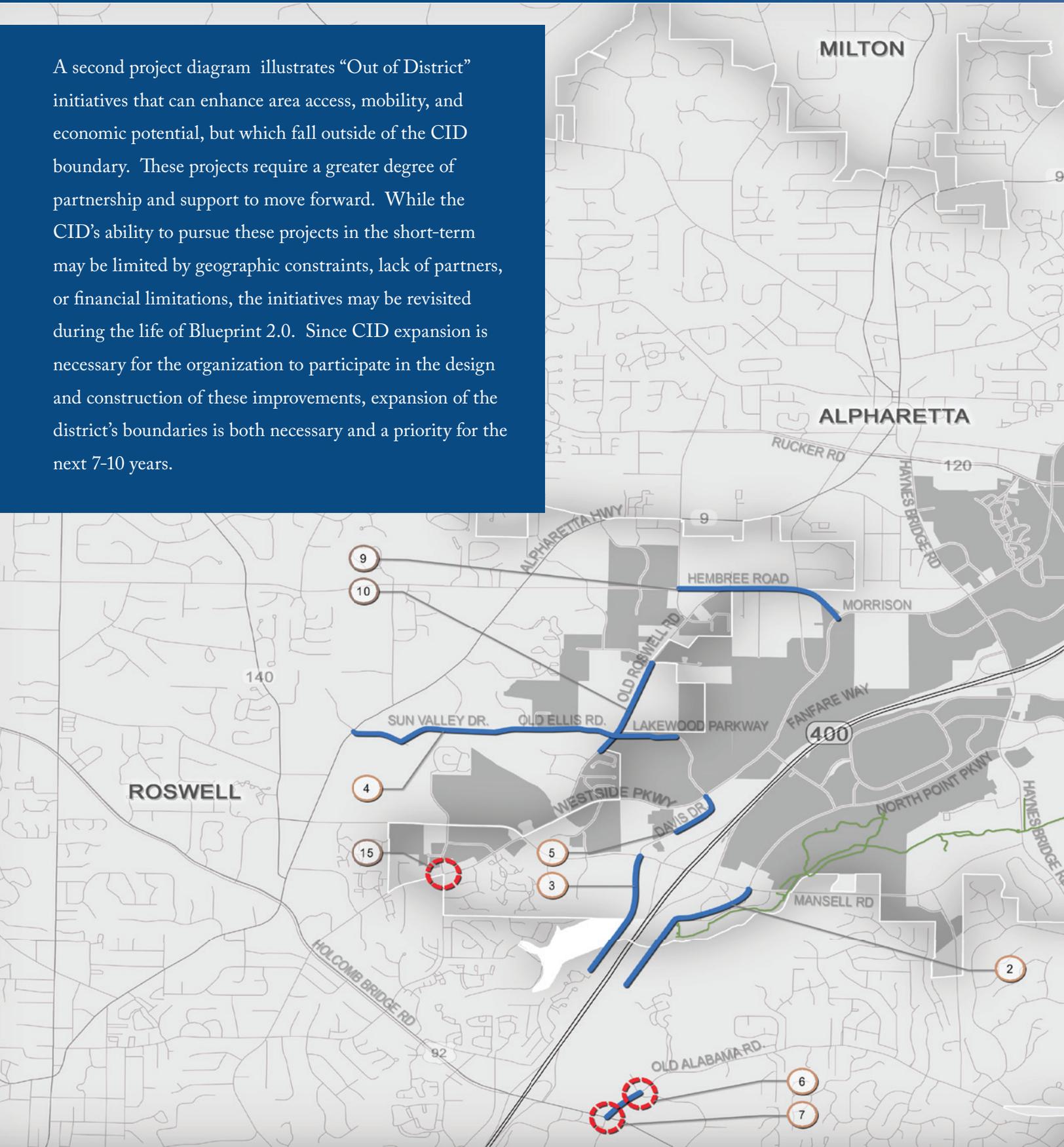
	Project Number and Type	Project Location	Node	Description	Estimated Design and Construction Cost	
<b>WORK PLAN</b>	1	Roadway	GA 400 Northbound Off-Ramp/ Windward Parkway Phase 2	Windward	Add second exit lane to GA 400 northbound off-ramp, add triple left onto Windward Parkway, and add westbound lane from GA 400 to Deerfield Parkway	\$3,500,000
	2	Roadway	Northwinds Parkway Extension	Old Milton	Roadway extension from Kimball Bridge Road to Old Milton Parkway.	\$3,000,000
	3	Multimodal Trail	GA 400 West Side Greenway from Kimball Bridge Road to Webb Bridge Road	Old Milton	Complete greenway west of GA 400 from Kimball Bridge Road to Webb Bridge Road	\$2,500,000
	4	Intersection	Warsaw and Mansell Intersection	North Point	Study potential Intersection improvement	\$1,500,000
	5	Transit	Encore Parkway Future Transit Site	North Point	Partner with MARTA to secure future transit facility site along Encore Pkwy near SR 400	\$2,000,000
	6	Multimodal Trail	Old Milton Multimodal Improvements	Old Milton	Multimodal trail along the north side of Old Milton Parkway from Haynes Bridge Road or Westside Parkway to Big Creek Greenway	\$4,000,000
	7	Roadway	McGinnis Ferry Access and Operational Improvements	Windward	Widen McGinnis Ferry Road to 4 lanes from Union Hill Road to Tidwell Drive	\$7,000,000
	8	Multimodal Trail	GA 400 West Side Greenway	Windward	Complete greenway from Webb Bridge Road East of GA 400 to Webb Road/Deerfield Area West of GA 400	\$6,000,000
	9	Roadway	Lakeside Parkway/Haynes Bridge Road Accel/Decel Lane	North Point	Reopen slip lane from Lakeview Parkway to Haynes Bridge Road and extend decel lane from GA 400 southbound on-ramp to Lakeview Parkway	\$1,000,000
	10	Transit	Windward Future Transit Site	Windward	Partner with MARTA to secure future transit facility site along Windward Pkwy near SR 400	\$2,000,000
	11	Multimodal Trail	Kimball Bridge Multimodal Improvements and Kimball Bridge at North Point Parkway Intersection	Old Milton	Extend greenway along Kimball Bridge Road from Northwinds Parkway to Big Creek Greenway/Rock Mill Road	\$3,000,000
	12	Multimodal Trail	GA 400 West Side Greenway from Big Creek Parkway to Kimball Bridge Road	North Point	Complete greenway west of GA 400 from Big Creek Parkway to Kimball Bridge Road	\$8,000,000
	13	Roadway	Encore Parkway/North Point Parkway Internal Street Grid	North Point	Construct internal street grid between GA 400 and North Point Parkway near Encore Parkway	\$4,000,000
<b>ADVOCACY PROJECTS</b>	1	Roadway	SR 400 Operational/ Capacity Improvements	All	In partnership with North Fulton cities, Fulton County and Perimeter CIDs, advocate for SR 400 corridor improvements, including managed lanes	TBD
	2	Transit	North Fulton Transit Extension	All	In partnership with cities and Fulton County, actively advocate for MARTA transit improvements in the SR 400 corridor.	TBD
	3	Roadway	Holcomb Bridge Road Interchange	N/A	In partnership with City of Roswell, advocate for Holcomb Bridge Road and Holcomb Bridge/GA 400 Interchange Improvements	\$35,000,000
	4	Roadway	Big Creek Parkway	N/A	In partnership with City of Roswell, advocate for Big Creek Parkway improvements and north/south connectivity between Mansell Road and Big Creek Parkway	TBD

## Project List

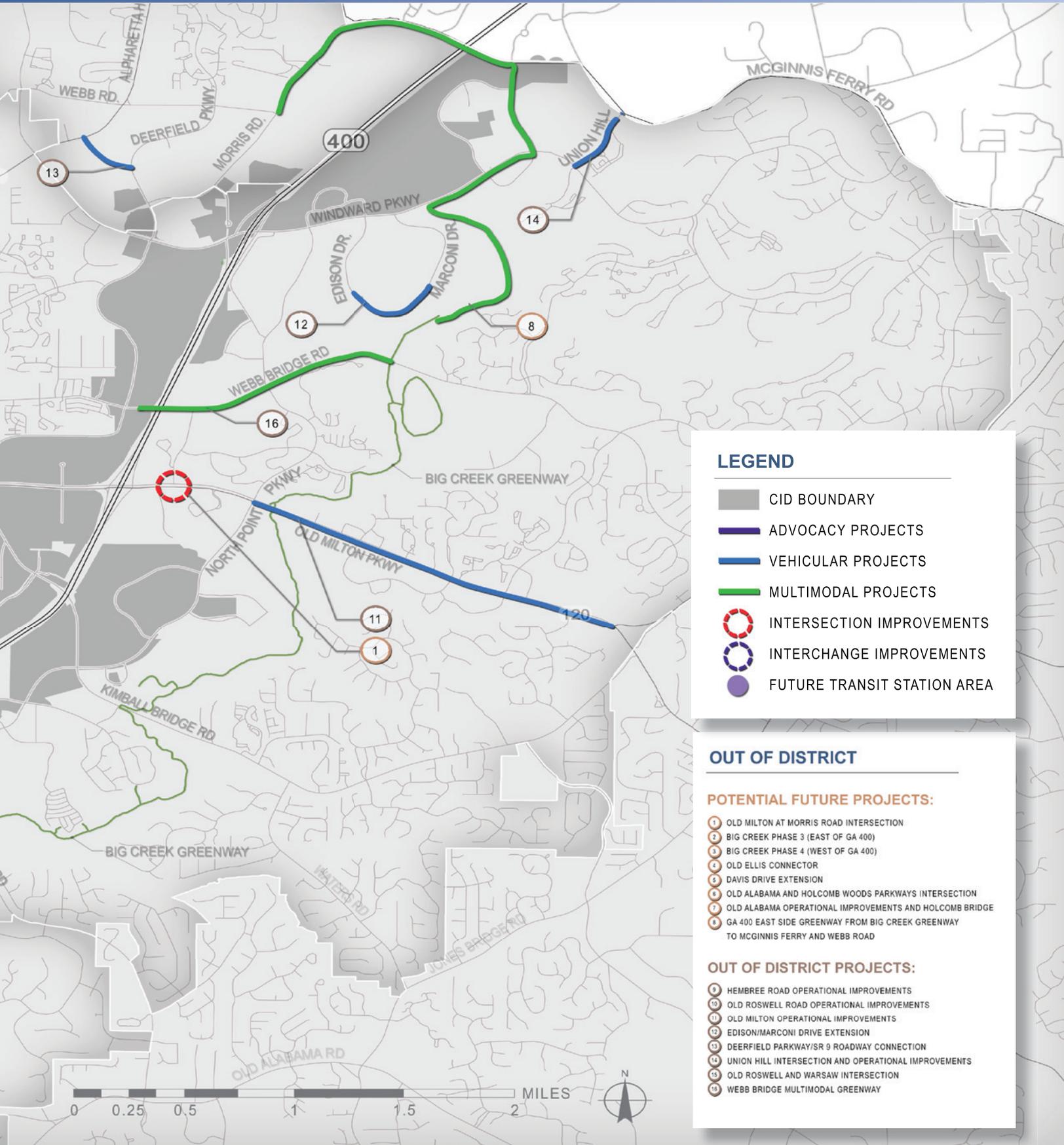
		Project Number and Type	Project Location	Node	Description	Estimated Design and Construction Cost
<b>POTENTIAL FUTURE PROJECTS</b>	1	Intersection	Old Milton at Morris Road Intersection	Old Milton	Study potential Intersection improvement	\$2,000,000
	2	Roadway	Big Creek Phase 3 (East of GA 400)	North Point	Partner with City of Roswell to study Mansell Road to Big Creek Parkway connection east of GA 400	\$5,500,000
	3	Roadway	Big Creek Phase 4 (West of GA 400)	North Point	Partner with the City of Roswell to study Mansell Road to Big Creek Parkway connection west of GA 400	\$4,500,000
	4	Roadway	Old Ellis Connector	North Point	New Roadway connection from Highway 9/Sun Valley Drive to Westside Parkway along Old Ellis Road	\$7,000,000
	5	Roadway	Davis Drive Extension	North Point	Extend Davis Drive from existing cul de sac to Westside Parkway	\$2,000,000
	6	Intersection	Old Alabama and Holcomb Woods Parkway Intersection	North Point	Add a northbound aux. lane by converting the northbound right-turn only lane to a shared through-right lane	\$1,000,000
	7	Intersection	Old Alabama Operational Improvements and Holcomb Bridge Road Intersection	North Point	Reconfigure and add turn lanes to intersection (including ROW)	\$9,500,000
	8	Multimodal Trail	GA 400 East Side Greenway	Windward	Complete greenway east of GA 400 from north end of Big Creek Greenway to McGinnis Ferry and West of GA 400 to Webb Road	\$5,000,000
<b>OUT OF DISTRICT PROJECTS</b>	9	Roadway	Hembree Road Operational Improvements	North Point	Widen Hembree Road from 2 lanes to 3/4 lanes from Wills Road to Morrison Parkway	\$4,500,000
	10	Roadway	Old Roswell Road Operational Improvements	North Point	Widen Old Roswell Road from 2 lanes to 4 lanes from Founders Parkway to Old Ellis Road/Lakewood Parkway	\$3,000,000
	11	Roadway	Old Milton Operational Improvements	Old Milton	Widen Old Milton Parkway to 6 lanes from North Point Parkway to Kimball Bridge Road and enhance access management from SR 400 to Kimball Bridge Road	\$15,000,000
	12	Roadway	Edison/Marconi Drive Extension	Windward	Extend Edison Drive to Marconi Drive	\$2,500,000
	13	Roadway	Deerfield Parkway/SR 9 Roadway Connection	Windward	Construct connector road between Deerfield Parkway and Highway 9 between Morris Road and Webb Road	\$4,000,000
	14	Roadway/Intersection	Union Hill Intersection and Operational Improvements	Windward	Widen Union Hill Road to 4 lanes from Windward Parkway to McGinnis Ferry Road	\$3,000,000
	15	Intersection	Old Roswell and Warsaw Intersection	North Point	Study potential Intersection improvement	\$1,500,000
	16	Multimodal Trail	Webb Bridge Multimodal Greenway	Old Milton	Extend greenway along Webb Bridge Road from Westside Parkway to Big Creek Greenway	\$2,500,000

# Transportation Projects and Recommendations

A second project diagram illustrates “Out of District” initiatives that can enhance area access, mobility, and economic potential, but which fall outside of the CID boundary. These projects require a greater degree of partnership and support to move forward. While the CID’s ability to pursue these projects in the short-term may be limited by geographic constraints, lack of partners, or financial limitations, the initiatives may be revisited during the life of Blueprint 2.0. Since CID expansion is necessary for the organization to participate in the design and construction of these improvements, expansion of the district’s boundaries is both necessary and a priority for the next 7-10 years.



## Out of District Projects



### LEGEND

- CID BOUNDARY
- ADVOCACY PROJECTS
- VEHICULAR PROJECTS
- MULTIMODAL PROJECTS
- INTERSECTION IMPROVEMENTS
- INTERCHANGE IMPROVEMENTS
- FUTURE TRANSIT STATION AREA

### OUT OF DISTRICT

#### POTENTIAL FUTURE PROJECTS:

- 1 OLD MILTON AT MORRIS ROAD INTERSECTION
- 2 BIG CREEK PHASE 3 (EAST OF GA 400)
- 3 BIG CREEK PHASE 4 (WEST OF GA 400)
- 4 OLD ELLIS CONNECTOR
- 5 DAVIS DRIVE EXTENSION
- 6 OLD ALABAMA AND HOLCOMB WOODS PARKWAYS INTERSECTION
- 7 OLD ALABAMA OPERATIONAL IMPROVEMENTS AND HOLCOMB BRIDGE
- 8 GA 400 EAST SIDE GREENWAY FROM BIG CREEK GREENWAY TO MCGINNIS FERRY AND WEBB ROAD

#### OUT OF DISTRICT PROJECTS:

- 9 HEMBREE ROAD OPERATIONAL IMPROVEMENTS
- 10 OLD ROSWELL ROAD OPERATIONAL IMPROVEMENTS
- 11 OLD MILTON OPERATIONAL IMPROVEMENTS
- 12 EDISON/MARCONI DRIVE EXTENSION
- 13 DEERFIELD PARKWAY/SR 9 ROADWAY CONNECTION
- 14 UNION HILL INTERSECTION AND OPERATIONAL IMPROVEMENTS
- 15 OLD ROSWELL AND WARSAW INTERSECTION
- 16 WEBB BRIDGE MULTIMODAL GREENWAY

# Transportation Projects and Recommendations

*Initiatives in the Blueprint 2.0 Master Plan are driven by and embrace the following transportation principles:*



- Position the North Fulton Community Improvement District to support and advocate for regionally significant projects that improve connectivity and access into and out of the North Fulton area
- Improve the local network of roadways to enhance connectivity, mobility, and economic development opportunities
- Improve the multi-modal environment with the district, providing a greater range of transportation options and greater walkability within the district

The projects identified in the Blueprint 2.0 Short-term Work Plan total \$47.5 million in projected design, engineering, and construction costs. The figure is estimated in 2013 dollars and does not include an estimation of potential right of way costs or impacts. As of December 2013, the North Fulton CID has a projected \$5.6 million in uncommitted project funds through 2021. While the North Fulton CID has a tremendous history of leveraging its local funds to secure state, federal, and other matching funds, additional CID revenue will be necessary to address the aspirational projects of Blueprint 2.0. The need for additional project funding necessitates district expansion, reconsideration of the CID's millage rate (which at 3 mills is one of the lowest CID millage rates in the region), or additional sources of revenue over the next 7 years. The Blueprint 2.0 Master Plan includes full identification of potential funding sources and which funding sources may be considered for each project on the project list.

	Project Number	Project Location	Regional/ State Partner	Federal/State Funding Categories								
				LCI	STP Urban	CMAQ	TA	STP State	NHPP	HSIP	LMIG	
WORK PLAN	1	Roadway	GA 400 Northbound Off-Ramp/ Windward Parkway Phase 2	GDOT		X			X	X	X	
	2	Roadway	Northwinds Parkway Extension	-		X			X			X
	3	Multimodal Trail	GA 400 West Side Greenway from Kimball Bridge Road to Webb Bridge Road	-		X						
	4	Intersection	Warsaw and Mansell Intersection	-		X			X			X
	5	Transit	Encore Parkway Future Transit Site	MARTA, ARC	X		X					
	6	Multimodal Trail	Old Milton Multimodal Improvements	-		X		X				
	7	Roadway	McGinnis Ferry Access and Operational Improvements	-		X			X			X
	8	Multimodal Trail	GA 400 West Side Greenway	ARC		X		X				
	9	Roadway	Lakeside Parkway/Haynes Bridge Road Accel/Decel Lane	GDOT		X			X			X
	10	Transit	Windward Future Transit Site	MARTA, ARC	X		X					
	11	Multimodal Trail	Kimball Bridge Multimodal Improvements and Kimball Bridge at North Point Parkway Intersection	-		X						
	12	Multimodal Trail	GA 400 West Side Greenway from Big Creek Parkway to Kimball Bridge Road	ARC	X	X		X				
	13	Roadway	Encore Parkway/North Point Parkway Internal Street Grid	ARC	X	X			X			X
ADVOCACY	1	Roadway	SR 400 Operational/Capacity Improvements	GDOT, SRTA	X	X		X	X	X		
	2	Transit	North Fulton Transit Extension	MARTA		X						
	3	Roadway	Holcomb Bridge Road Interchange	GDOT	X			X	X	X	X	
	4	Roadway	Big Creek Parkway	GDOT	X			X			X	
	5	Roadway/ Multimodal Trail	Alpharetta Highway/SR 9 Operational and Aesthetic Improvements	GDOT	X			X	X		X	
POTENTIAL FUTURE	1	Intersection	Old Milton at Morris Road Intersection	GDOT		X			X		X	
	2	Roadway	Big Creek Phase 3 (East of GA 400)	GDOT		X			X			X
	3	Roadway	Big Creek Phase 4 (West of GA 400)	GDOT		X			X			X
	4	Roadway	Old Ellis Connector	ARC	X	X			X			X
	5	Roadway	Davis Drive Extension	ARC	X	X			X			X
	6	Intersection	Old Alabama and Holcomb Woods Parkway Intersection	-		X			X			X
	7	Intersection	Old Alabama Operational Improvements and Holcomb Bridge Road Intersection	GDOT		X			X	X		
	8	Multimodal Trail	GA 400 East Side Greenway	ARC	X	X		X				
OUT OF DISTRICT	9	Roadway	Hembree Road Operational Improvements	-		X			X			X
	10	Roadway	Old Roswell Road Operational Improvements	-		X			X			X
	11	Roadway	Old Milton Operational Improvements	GDOT		X			X	X	X	
	12	Roadway	Edison/Marconi Drive Extension	-		X			X			X
	13	Roadway	Deerfield Parkway/SR 9 Roadway Connection	ARC	X	X			X			X
	14	Roadway/ Intersection	Union Hill Intersection and Operational Improvements	-		X			X			X
	15	Intersection	Old Roswell and Warsaw Intersection	-		X			X		X	X
	16	Multimodal Trail	Webb Bridge Multimodal Greenway	-		X						



**North Fulton CID Board of Directors, 2013-2014**

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Moses Brown, Vice Chairman  
Keith Steinbrecher, Treasurer  
John Bell  
Mark Burkhalter  
Mark Hennessy  
Tom LaDow  
Tad Leithead  
Tim Perry

**North Fulton CID Staff**

Brandon Beach, Executive Director  
Ann Miller Hanlon, Chief Operating Officer  
Kristin Rome, Project Manager

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