

Holcomb Bridge 400

Livable Center Initiative Study

City of Roswell



Prepared by City of Roswell

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ACKNOWLEDGEMENTS



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INTRODUCTION

The City of Roswell was founded in 1836 when a mill was built to harness the power of local rivers to make textiles. The City grew slowly and steadily during its first century and has experienced significant population growth in the last few decades thanks to the construction of SR 400. The City is located in North Fulton County, bounded by the Chattahoochee River to the south, the City of Alpharetta to the north, and is bisected by SR 400. SR 400 provides primary access to the rest of the region. The City has only one interchange on SR 400 at Holcomb Bridge Road (SR 140) and therefore serves as the gateway to the city.



The City of Roswell has worked diligently over the past two years to complete three planning studies that address the gateway to the City. The studies include the Imagine Roswell 2030 Comprehensive Plan, the HBR Corridor Study, and the Strategic Economic Development Plan. In December 2010 staff met with ARC to discuss scoping the three studies such that the interchange area could potentially qualify as a Livable Centers Initiative area through the LCI grandfather study process. This report summarizes the three studies and documents the required information for ARC to consider establishing the new HOLCOMB BRIDGE 400 LCI area.

Below is a synopsis of the three studies and how they address the LCI program goals and requirements. All of the studies developed a vision for the area, included extensive public outreach with the residents and businesses, and were approved by City Council.

VISION

Because of its strategic importance, the Imagine Roswell 2030 Comprehensive Plan developed a vision/intent specifically for this character area, GA 400 – Holcomb Bridge Node, of the city. The Plan stated:

“By 2030, this strategic intersection will become a vibrant activity center. The City looks to capitalize on this major regional access point to provide maximum economic benefit to the City.”

During the subsequent HBR Corridor Study, the vision for the HBR Corridor was further refined based on stakeholder and public outreach efforts. The study vision stated:

“Roswell’s vision for the Holcomb Bridge Road Corridor at SR 400 is to provide a transportation system that affords safe mobility and access for all users (automobiles, transit, pedestrian, and cyclists), and promotes redevelopment and economic vitality, supports a vibrant activity center that capitalizes on major regional access with SR 400, and serves as a gateway to the City.”

The Strategic Economic Development Plan is an important tool for the redevelopment and economic development of Roswell and is a key first step for how the city should progress in these areas. The SEDP process was guided by three canons established by both the City Council and the Advisory Committee:

“[1] the retention of existing jobs,
[2] the expansion of existing businesses, and
[3] the attraction of new investment and jobs to Roswell.”

CITY APPROVALS

The three studies were completed and accepted by City Council as follows:

Imagine Roswell 2030 Comprehensive Plan

Adopted by Council Resolution on October 10, 2011

HBR Corridor Study

Completed and accepted by Council on September 12, 2012

Strategic Economic Development Plan

Completed and accepted by Council on June 11, 2012

STUDY AREA

The Holcomb Bridge 400 LCI boundary is recommended to extend along Holcomb Bridge Road (SR 140), from the intersection of Grimes Bridge Road on the west to just past the intersection of Holcomb Woods Parkway on the east, including the SR 400 interchange. The study area extends 2.3 miles east-west along HBR and 1.9 miles north-south. The study area included the four quadrants of the interchange, stretching from the Chattahoochee River on the south to Big Creek to the north. The four quadrants currently include housing (primarily multifamily), a corporate campus, office, commercial, and undeveloped property.

The Holcomb Bridge 400 LCI boundary is recommended to very closely match the limits of both the Comprehensive Plan Character Area and the HBR Corridor Study. The western boundary of the Holcomb Bridge 400 LCI would touch the Roswell LCI boundary along Grimes Bridge Road/Old Roswell Road. The Comprehensive Plan Character Area study limits are just slightly different in this location. The HBR Corridor Study limits closely matched the character area, with the only exception of not including the 0.4 miles of HBR between Grimes Bridge Road and Warsaw Road. This section of HBR is 'transitional' commercial uses between the central business district at SR 9 and the SR 400 interchange area.

The recommended Holcomb Bridge 400 LCI boundary is shown in Exhibit A (included in the Appendix) and includes 1.95 square miles.

PUBLIC OUTREACH PROCESS

The Comprehensive Plan prepared and followed an established Participation Plan. This plan consisted of Comprehensive Plan Advisory Committee meetings, four community meetings, a three-day intensive visioning and design charrette, and Open House, and public hearings. The outreach efforts provided extensive participation from Roswell citizens, business owners, property owners and other stakeholders. In addition to meetings, the study involved the local schools, media outreach via the project website and social media, and online comment cards. *For more detail and a full list of outreach efforts, see the Community Agenda, Section 4, page 93.*



For the HBR Corridor Study staff desired to be as innovative as possible with the public involvement and outreach efforts, so the project team’s first task was to develop a Public Involvement Plan. The Plan identified two groups to meet with throughout the study schedule, the Technical Committee and the Focus Group, three Public Meetings, the project website and social media efforts. The Focus Group was formed to engage property owners and business managers by inviting them to four Focus Group meetings held throughout the study period. The project website provided project information and included two on-line surveys which received 237 responses! Additional opportunities for meaningful public involvement were attendance at five “Alive After Five” events, two outreach events at the Kimberly-Clark Campus, and a neighborhood meeting. The local newspapers wrote articles and WSB Channel 2 ran two stories during the study. These outreach efforts helped raise awareness of the study and the potential solutions. *For further explanation of public outreach, see the Master Plan, page 8.*

The Strategic Economic Development Plan identified that it is essential that all decision makers participate in the development and take ownership of the plan. The community participation process strengthened the relationships by engaging the Roswell City Council, the Roswell Community Development Department, and a City Council appointed Advisory Committee. The 24-member Advisory Committee met seven times throughout the development of the SEDP. The Advisory Committee formed four distinct subcommittees that developed and reviewed a component of the final implementation plan. The Advisory Committee was integral in achieving the goals of the SEDP. *For further explanation of public outreach, see the SEDP, page 2-1.*



DOCUMENTATION OF PUBLIC MEETINGS AND REPORTS

All three studies were conducted in such a manner as to maximize public involvement. When studies were initiated, the City notified the local press and provided information on the City's website. The public was notified of public meetings via press releases, electronic outreach, the City's Facebook page, the project websites, flyers to local businesses and residents, and public meeting signs along the roadside. The public meeting material was made available afterwards upon request. At the conclusion of the studies, the public meeting comments and meeting materials were compiled for future reference.

The three reports are currently available online for community access. Additional supporting information or documents are available upon request.

COMMUNITY ACCEPTANCE

The three studies have been widely accepted by the businesses and residents within the City of Roswell. The City Council, property owners, and the public have been very supportive of the HBR Corridor Study recommendations. The public outreach provided the opportunity to gauge their support for individual issues and proposed transportation projects. The community acceptance of short-term operational improvement projects was evidenced by the approval of the local bond referendum in November 2012. The City Council proposed a \$14.7 million local bond to fund infrastructure improvements, including \$6 million for transportation improvements at the HBR/400 interchange area.

ELIGIBILITY

The City of Roswell continues to maintain Qualified Local Government (QLG) status through the Georgia Department of Community Affairs.

PROPOSED STUDY AREA CATEGORY

Understanding the LCI study area must be defined as one of four categories, staff discussed with ARC whether the interchange area should be considered a *Corridor* or *Activity Center*. ARC's definitions of these two areas are:

- *Activity Center*. An activity center is an area that includes a mixture of office, retail, service, residential or civic uses that create a central focus for a larger area. Activity centers may or may not have a historical or political jurisdiction as the basis of their location. Large activity centers have significant amounts of office, retail, industrial or service employment. An activity center has generally recognizable boundaries.

- *Corridor.* For purposes of this program, corridors are roadways that are functionally classified as a major collector or higher. The corridor study boundaries will be relatively short in length (approximately 1/2 to 4 miles), and incorporate the adjacent properties (about 1/4 mile from the ROW). The corridor limits should be based on logical termini, not solely on jurisdictional boundaries (this may require joint applications). These study areas will be focused on corridors developing at an urban scale, with mixed-use development, walkability and multi-modal transportation choices. The emphasis is on creating livable environments as well as efficient vehicular movement and more efficient utilization of existing infrastructure.

The City identified the *Activity Center* designation as most appropriate for the study area. The Holcomb Bridge 400 LCI area comprises the existing mix of uses, a corporate campus, office, commercial, primarily for-rent housing, and undeveloped property. The area extends 1.6 miles along HBR, including the four quadrants of the SR 400 interchange. The area is centrally located within the City and serves as the intersection of two major roadway corridors. Planning studies have identified the interchange area as a strong redevelopment opportunity, able to support mixed-use development, and a strong transit-oriented development opportunity. Today the study area does not act like an activity center; however, with sound planning and stakeholder coordination the area has the potential to mature into a vibrant activity center.

REGIONAL SIGNIFICANCE

Regional significance of the study area is a key component for the LCI program. The LCI program is focused on supporting enhanced development in regionally significant centers and corridors. The Holcomb Bridge 400 LCI area includes unique characteristics that sets it apart from similar areas and can be expected to redevelop and be supportive of multiple transportation modes.

The proposed Holcomb Bridge 400 LCI area is uniquely situated at the major cross-roads of the SR 400 freeway corridor and the major east-west arterial of Holcomb Bridge Road (SR 140). SR 140 and SR 92 are the first regionally significant east-west arterial north of I-285, and serves both local Roswell traffic and regional through traffic between Cobb and Gwinnett Counties. The SR 400 also serves a majority of the north Fulton commuter traffic accessing jobs to the south. This high traffic demand is both a burden and an opportunity.

ARC's Plan 2040 Unified Growth Policy Map identifies the SR 400 corridor as a "Regional Employment Corridor" and designates a "Station Community" at the interchange location. Past planning studies have identified there is a high demand for a transit station at the interchange. The future transit station would provide for an alternative mode for commuters; however, it would also provide the opportunity to locate major office complexes within walking distance of the transit station. Planning studies have also identified the interchange area as a strong transit-oriented development opportunity. The combination of aging development, underutilized commercial space, and some undeveloped property in the study area support this opportunity.

Establishing the Holcomb Bridge 400 LCI is the next step towards implementing the planning efforts of these three studies and will have a positive impact on the interchange area as well as the region.

GOALS OF LIFELONG COMMUNITIES

The Comprehensive Plan developed the vision for the overall node, and specifically the northwest and southeast quadrants of the interchange, to evolve into mixed-use village activity center. The recommendations align well with the stated goals and principles of a Lifelong Community defined by the Atlanta Regional Commission. The three goals of a Lifelong Community are to provide housing and transportation options, encourage healthy lifestyles, and expand information and access to services. The seven principles include connectivity, pedestrian access and transit, neighborhood retail and services, social interaction, diversity of dwelling types, healthy living, and consideration for existing residents.

The Holcomb Bridge 400 LCI area has the potential to be a premier lifelong community that incorporates these principles into the buildings, streetscape, and public spaces. The community would be well served by potential transit expansions connecting to business and medical destinations to the north and south. Potential redevelopment could include a diversity of housing, walkable destinations, passive open spaces, social gathering places and interaction, and access to basic and support services.

CONSISTENCY WITH LCI COMPONENTS

The three studies and recommendations are consistent with the components of the Livable Centers Initiative program as outlined below:

1. Efficiency/feasibility of land uses and mix appropriate for future growth including new and/or revised land use regulations needed to complete the development program.

The City currently has an adopted Urban Redevelopment Plan and an Opportunity Zone. The Comprehensive Plan identified activities to support redevelopment in the City. The Plan identified creating incentives to redevelop vacant and underutilized properties, revise the zoning code to allow the desired development and make it easier to redevelop, and allow adaptive reuse of properties. *Refer to the Comprehensive Plan – Community Agenda, Section 3.2.2 Redevelopment.*

The City is currently in the process of creating a Unified Development Code. The UDC envisions the creation of mixed-use zoning which will enable new redevelopment opportunities.

2. Transportation demand reduction measures.

The studies propose reducing auto-demand by shifting some auto trips to other modes of travel via different methods. These include encouraging mixed-use development/redevelopment; enhancing and building safer pedestrian, bicycle, and multi-use facilities to connect the interchange quadrants; rebuilding existing and new street connections as

“Complete Streets”; expand the bus service along Holcomb Bridge Road to the east of SR 400; and providing enhanced bus rapid transit service to the west along Holcomb Bridge Road toward SR 9. *For further details, see the HBR Corridor Study Master Plan document.*

3. Internal mobility requirements – traffic calming, pedestrian circulation, transit circulation, bicycle circulation, safety and security of all modes.

Promoting a balanced approach to internal mobility is a central part of the plans. The City has a Complete Street policy which will guide improvements in sidewalks, multi-use paths, bicycle facilities, and appropriated-scaled streets. Additionally, three goals of the HBR Corridor Study focused on enhancing safety for all users, managing congestion, and increasing mobility. *For the full list of goals and objectives, see the HBR Corridor Study Master Plan, page 6.*

4. Mixed-income housing, job/housing match and social issues.

The Comprehensive Plan recognized the need for greater housing options in the City. The City currently has programs in place to assist those in need, including governmental and nonprofit programs. The Plan identified promoting residential development in close proximity/in walking distance to non-residential, and promoting building standards that allow flexibility to accommodate needs of aging households. The Plan also identified pursuing zoning and economic development options to encourage a variety of housing sizes and price points, including providing incentives for the development of mixed-income residential neighborhoods. The Plan also identified creating “lifelong” communities throughout the City. *Refer to the Comprehensive Plan – Community Agenda, Section 3.1.4 Housing.*



5. Continuity of local streets in study area and development of a network of minor roads.

The plans envision improving the local street grid and creating a coordinated system to improve mobility and access between the interchange quadrants. The Comprehensive Plan identified new connectivity, walkable block sizes, and a network of usable open space as key overall node principles – *see the Community Agenda, Section 1, page 24.* The HBR Corridor Study also developed multiple concepts to achieve this vision – *see the HBR Corridor Study Master Plan, page 27.*

6. Need/identification of future transit circulation systems.

The Holcomb Bridge 400 activity center could not support transit circulation within it, but the vision of walkable and connected mixed-use villages will make it an ideal stop for expanded transit service.
7. Connectivity of transportation system to other centers.

The Holcomb Bridge 400 activity center is at a prime location given the existing roadway network and distance to nearby activity centers. The SR 400 freeway provides access to the Perimeter and I-285 located 8 miles to the south. SR 92 and SR 140 serves as major east-west arterial connection from Cherokee and Cobb County on the west to Gwinnett County on the east. MARTA currently provides bus service to the west and south, with a connection to the MARTA rail at the North Springs station. Potential major transit improvements along SR 400 would further improve transportation system connectivity.
8. Center development organization and management, promotion and economic restructuring.

The City envisions capitalizing on this major regional access location to provide sustainable economic growth. The Roswell Business Alliance and Downtown Development Authority will assist and encourage business development, expansion, and revitalization in the area.
9. Stakeholder participation/support.

The Comprehensive Plan conducted an intensive, three-day intensive charrette to address the GA 400/Holcomb Bridge Road node, which was identified by the community meetings as the priority for change and improvement, and as the most strategic area for City investment.

The HBR Corridor Study conducted three public meetings in addition to extensive public outreach. The project team conducted close coordination with multiple agencies that had vested interest in the study area and had concurrent studies underway. The transportation recommendations developed received strong public support from stakeholders and the residents.
10. Public and private investment policy.

The City of Roswell will continue to invest resources to facilitate and attract private-funded improvements in the HBR/400 area and continue to directly invest in public infrastructure improvements. The City envisions private investment transforming both the northwest quadrant and southeast quadrant into mixed-use village activity centers.

ADDITIONAL CONSIDERATIONS

- High traffic volumes at the interchange and along Holcomb Bridge Road.
- Creating a complete street.
- Strategies to create a livable interchange, given the traffic volume and distance between the east and west side of GA 400.

A major theme throughout the different studies was how to change the perception of the interchange area. The HBR Corridor Study was charged with addressing high corridor traffic volumes with context sensitive transportation solutions for the City of Roswell. At the outset of the study, it was established that the public and City Council did not support the traditional capacity solution of widening SR 140. The study considered other options and developed concepts such as innovative intersection designs, new street connections, and providing parallel access roads.

The result of the planning study was the vision of a coordinated transportation system, which would improve overall mobility and access in the interchange area, through a balanced approach of roadway improvements, transit enhancements, and a new multi-use path network. The study identified opportunities to create complete street improvements within the street network. The study recommendations align with the City of Roswell's Complete Street policy and Georgia DOT's new Complete Street Design Policy.

One key enhancement developed by the study was the addition of a multiuse trail separated from the Holcomb Bridge Road travel lanes by a barrier, across the GA 400 overpass. Currently the high volumes of pedestrians and bicyclists crossing the overpass utilize the bridge shoulder. Constructing a multiuse trail will improve the safety, walkability, and better connect the quadrants of the interchange.

Another accomplishment of the study was the development of aesthetic improvements for the interchange and along Holcomb Bridge Road. Artistic renderings of the transportation concepts allowed the public to envision how the concepts would connect the east and west side of GA 400, and how architectural details from Roswell's historic area could be included into future streetscape enhancements.

IMPLEMENTATION STRATEGY

The Comprehensive Plan's Community Agenda established policies and goals, long-range programs, the short term work program, and a report of accomplishments. *For more detail, see the Community Agenda, Section 3, page 61.*

The HBR Corridor Study identified an implementation process and time frame for identified transportation projects. Projects were grouped into short-term, medium-term, and long-term projects based on a set of criteria. *For more detail, see the Master Plan, page 32.*

Funding for six short-term projects has already been identified and programmed. Georgia Department of Transportation was actively involved throughout the planning study. Before the planning study was completed, Georgia DOT identified and programmed funding for three of the short-range projects. The City has partnered with Georgia DOT to expedite the design and construction of two of these projects. Funding for three additional short-term projects is provided by the City of Roswell's bond referendum passed in November 2012. The local bond provides \$6 million to improve traffic flow, safety, and aesthetics. *See the Action Plan for additional project information.*

The Strategic Economic Development Plan was developed as a "road map" for the City to support and sustain existing businesses, promote reinvestment and revitalization of culturally and economically strategic resources, and attract private investment within an extremely vibrant, but competitive regional market. The plan developed an implementation strategy and identified what initiatives to undertake. The reports implementation guidelines provide a menu of options and approaches for the City to consider as it transitions from vision to action. The implementation matrix will help guide the City through necessary policy or program changes needed to best position Roswell to achieve the economic development goals. The Roswell Business Alliance is charged with implementing the Strategic Economic Development Plan. *See SEDP Chapter 9 – Implementation Strategy for more explanation and to review the Implementation Matrix.*

ACTION PLANS

A requirement of the LCI program is the preparation of action plans to list all proposed projects, along with timelines, responsible parties, and cost estimates. The matrices are intended to serve as a blueprint for achieving the community's vision for the future. Many recommendations can be achieved within the first five year timeframe, although many will extend beyond this time period. Two actions plans are included for the Holcomb Bridge 400 LCI area, including a list of transportation project and other projects. The actions plans are included in the appendix.

POPULATION AND EMPLOYMENT CHANGES

The Holcomb Bridge Road Corridor Study expanded upon the Comprehensive Plan projections and incorporated findings from the economic development study. Three land use scenarios were developed for the interchange area for year 2045. The Composite Scenario was considered most probable to occur. The Composite Scenario identified the potential population and employment changes as presented in the tables below. Refer to the February 15, 2012 memo "Land Use Inputs for Traffic Analysis" and the July 15, 2011 memo "Land Use Data Used for Input to Traffic Analysis" for a more detailed explanation.

2045 Population and Employment

It is estimated that currently there are 11,431 residents living and 13,774 employees working within the study area. The development pattern projected in the Composite Scenario indicated the population and jobs could increase as shown below.

Population Projections: 2011 – 2045

	Single-Family Residential / Townhome Units	Condo/Apt. Units	Total
2011			
Housing Units	310	4,279	4,589
Population	772	10,659	11,431
Plan – 2016 Estimate			
Housing Units	620	4,494	5,114
Total Population	1,544	11,195	12,739
Plan – 2021 Estimate			
Housing Units	930	4,709	5,639
Total Population	2,317	11,730	14,047
Plan – 2026 Estimate			
Housing Units	1240	4924	6,164
Total Population	3,089	12,266	15,355
Plan – 2031 Estimate			
Housing Units	1,550	5,139	6,689
Total Population	3,861	12,801	16,662
Plan – 2036 Estimate			
Housing Units	1,860	5,354	7,214
Total Population	4,633	13,337	17,970
Plan – 2045 Estimate			
Housing Units	2,399	5,755	8,154
Total Population	5,976	14,336	20,312

Employment Projections: 2011 – 2045

	Retail – General Commercial	Office	Civic / Institutional	Total
2011				
Square Footage	2,588,138	2,406,956	0	4,995,094
Employees	5,751	8,023		13,774
Plan – 2016 Estimate				
Net New Square Footage	71,545	445,230	0	516,775
Net New Employees	160	1,485	0	1,645
Total Employees	5,911	9,508	0	15,419
Plan – 2021 Estimate				
Net New Square Footage	71,545	445,230	0	516,775
Net New Employees	160	1,485	0	1,645
Total Employees	6,071	10,993	0	17,064
Plan – 2026 Estimate				
Net New Square Footage	71,545	445,230	50,000	566,775
Net New Employees	160	1,485	100	1,745
Total Employees	6,231	12,478	100	18,809
Plan – 2031 Estimate				
Net New Square Footage	71,545	445,230	0	516,775
Net New Employees	160	1,485	0	1,645
Total Employees	6,391	13,963	100	20,454
Plan – 2036 Estimate				
Net New Square Footage	71,545	445,230	50,000	566,775
Net New Employees	160	1,485	100	1,745
Total Employees	6,551	15,448	200	22,199
Plan – 2045 Estimate				
Net New Square Footage	486,509	3,027,570	100,000	3,614,079
Net New Employees	1,081	10,092	200	11,373
Total Employees	6,832	18,115	200	25,147

MAPS AND OTHER GRAPHICS TO SUPPORT THE LCI AREA

Select graphics from the planning studies are included below. For further information, please refer to the respective report.

- Figure 1: Existing Zoning Districts from Comprehensive Plan
- Figure 2: Future Development Map from Comprehensive Plan
- Figure 3: GA 400 – Holcomb Bridge Node: Concept Framework from Comprehensive Plan
- Figure 4: GA 400 – Holcomb Bridge Node Development Concept from Comprehensive Plan
- Figure 5: HBR Corridor Study – Study Recommendations

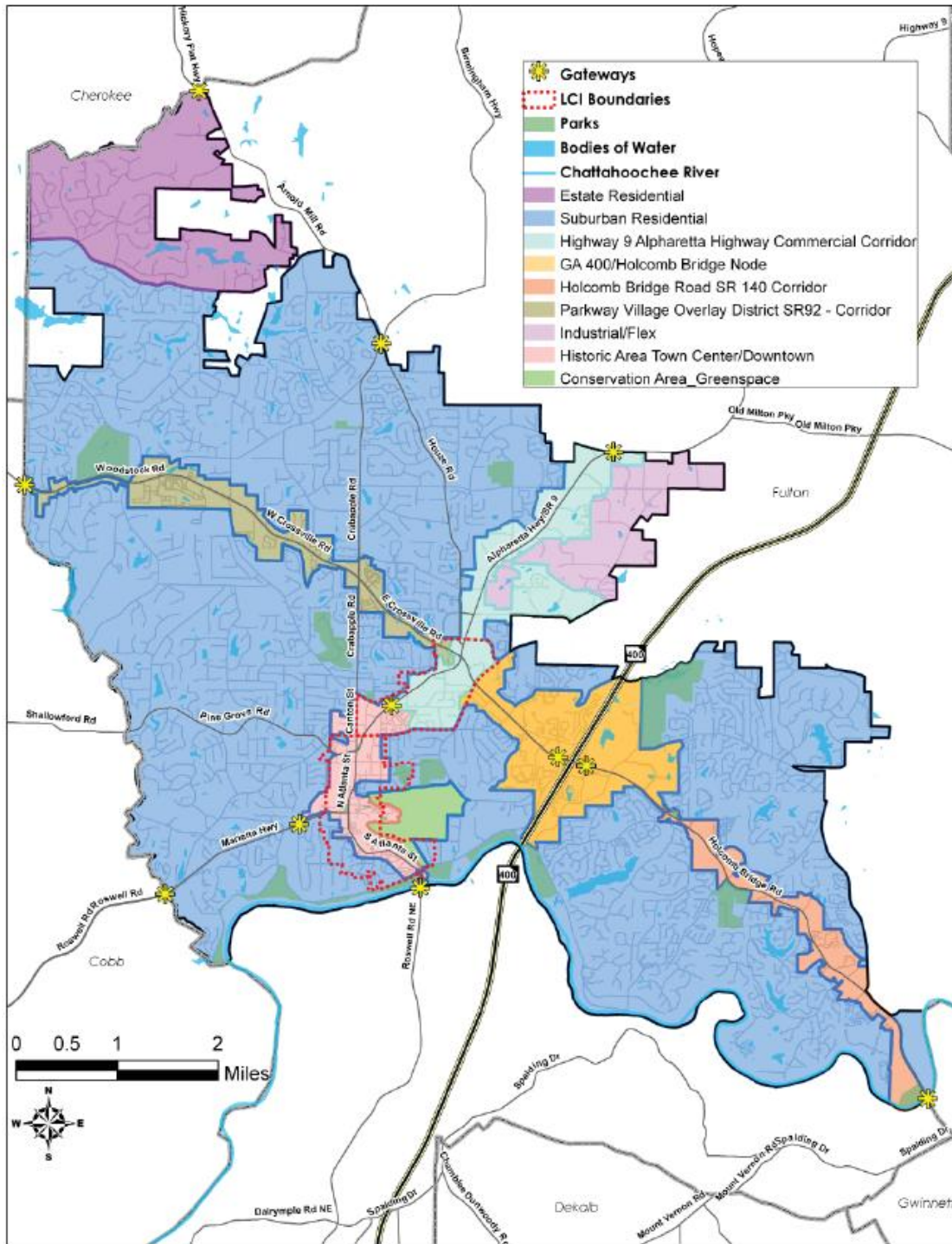


Figure 2: Future Development Map from Comprehensive Plan

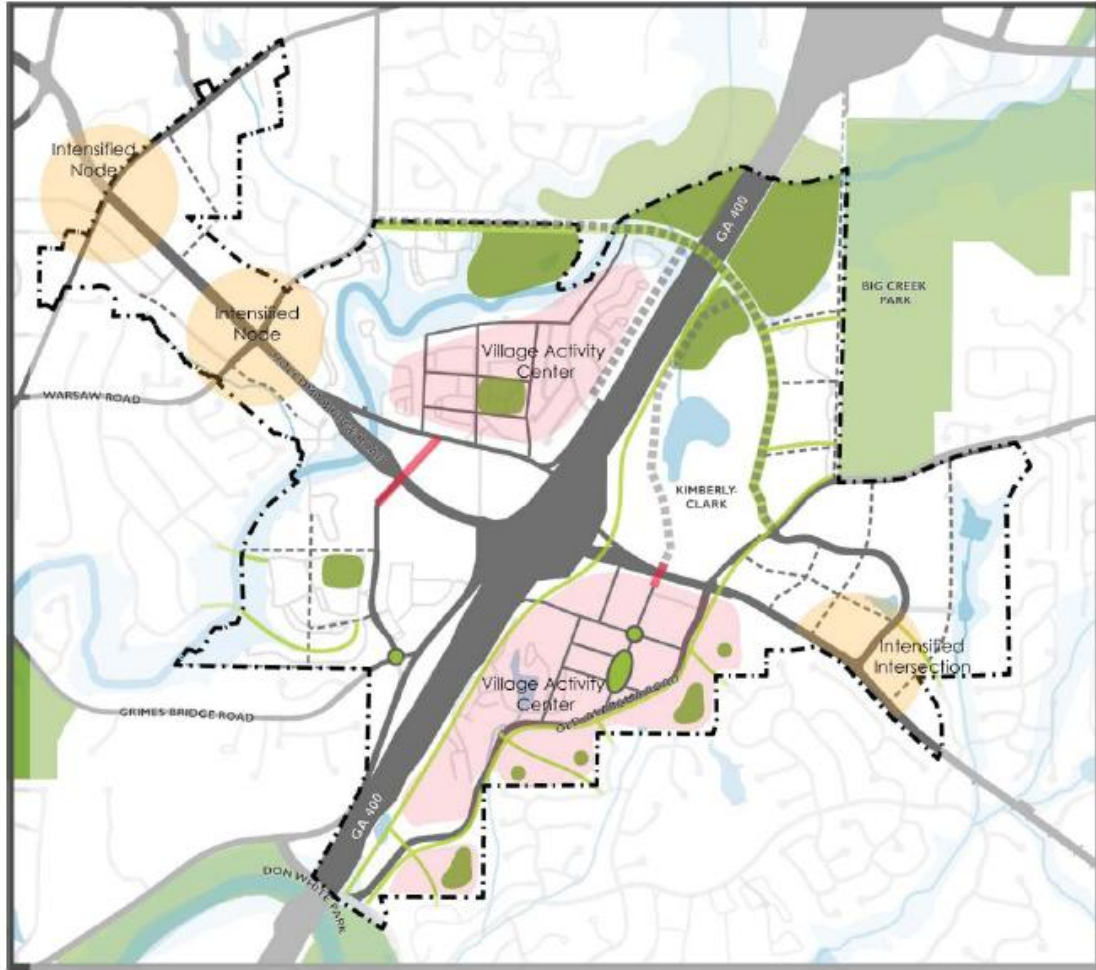


Figure 3: GA 400 – Holcomb Bridge Node: Concept Framework from Comprehensive Plan

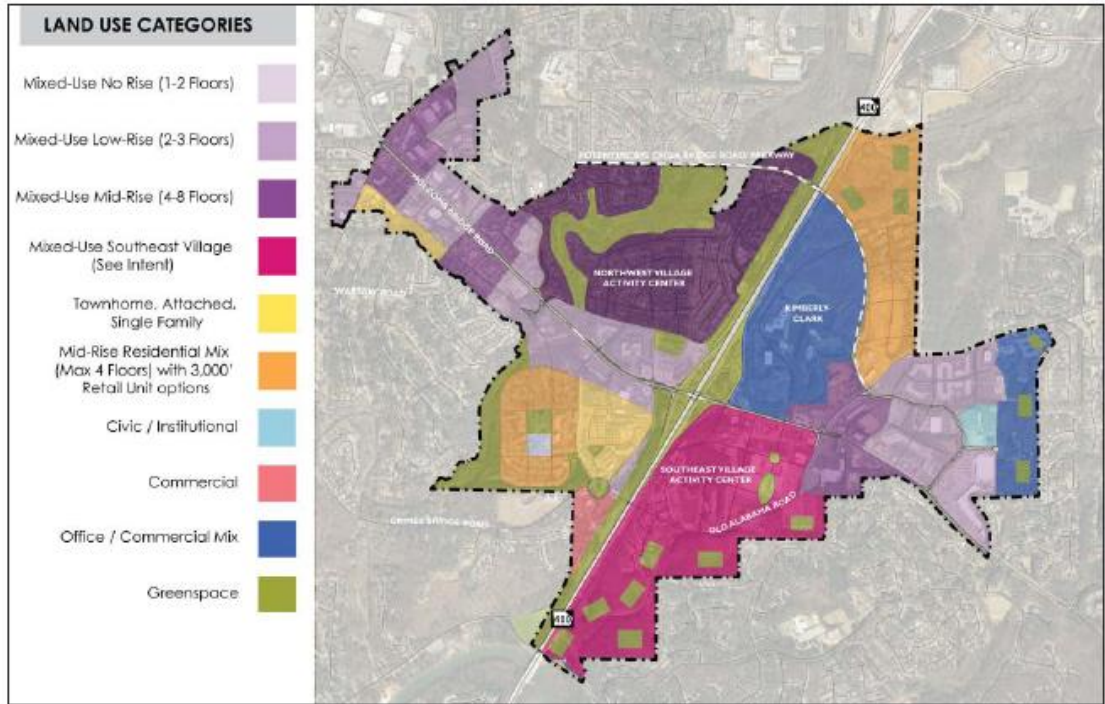


Figure 4: GA 400 – Holcomb Bridge Node Development Concept from Comprehensive Plan

STUDY RECOMMENDATIONS

The map and table provide an overview of various study recommendations and implementation priorities.

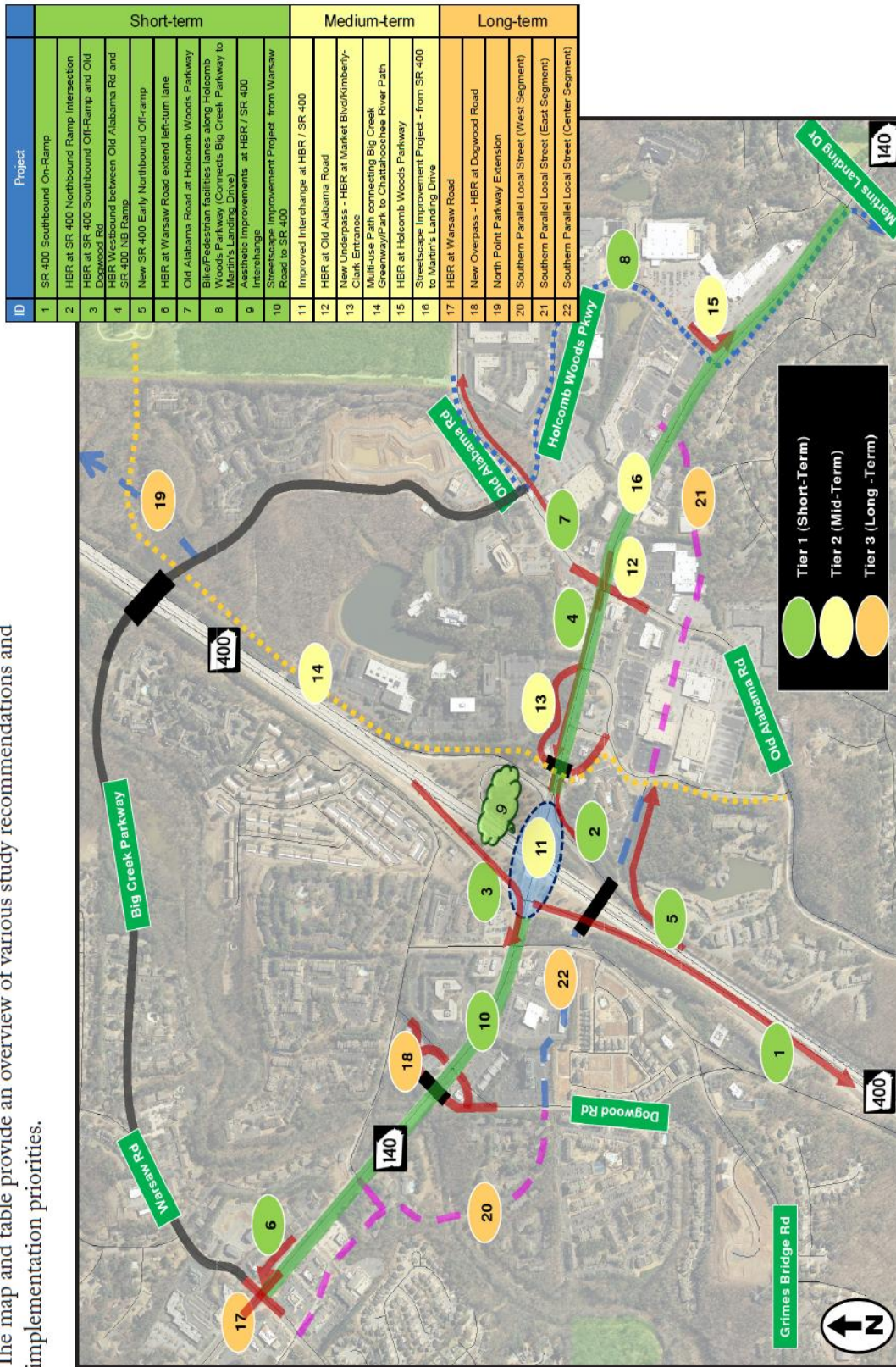


Figure 5: HBR Corridor Study - Study Recommendations

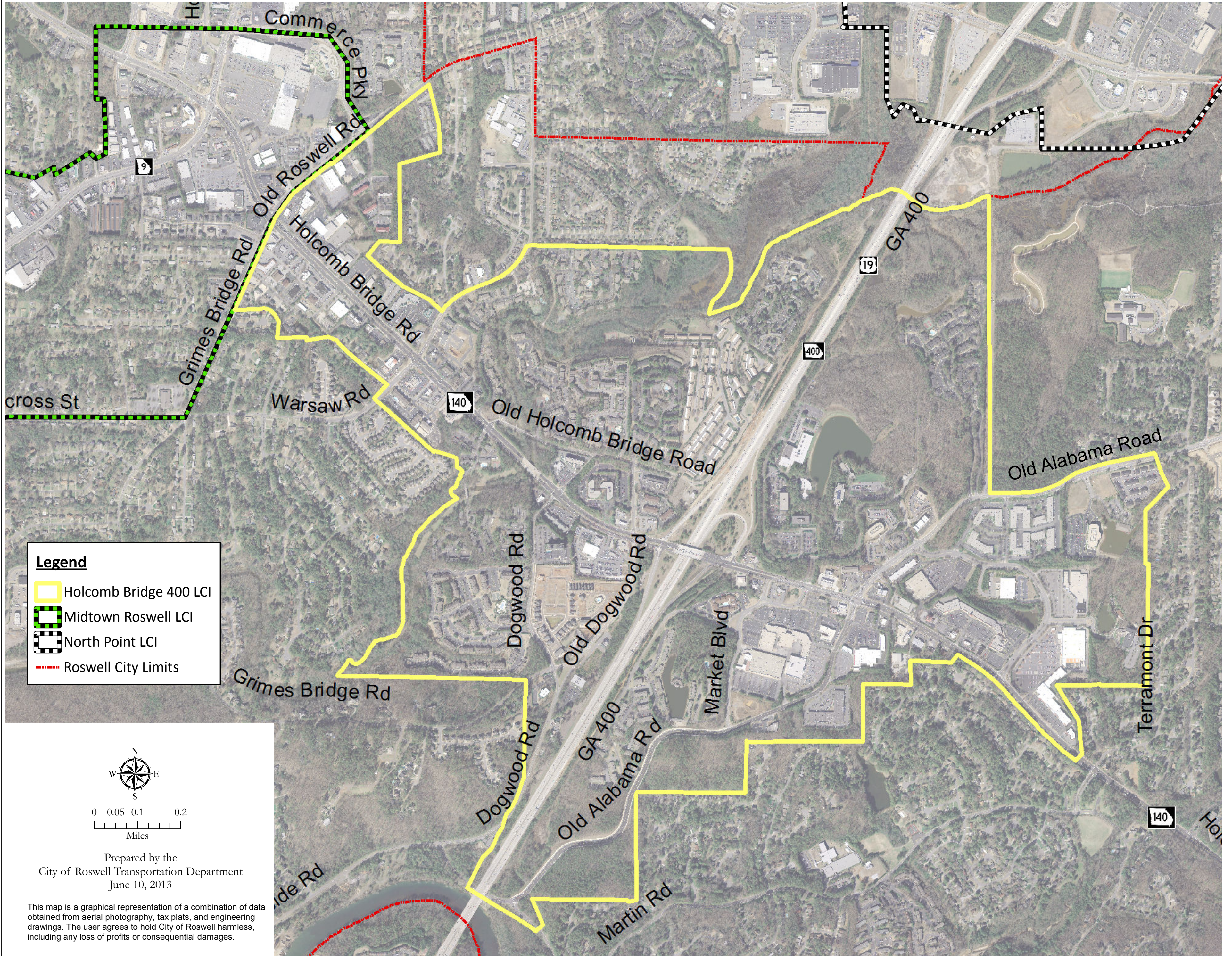
Study Recommendations and Implementation Priorities

APPENDIX





- Exhibit A: Holcomb Bridge 400 LCI Boundary
- Action Plans:
 1. *Transportation Projects*
 2. *Other Projects*
- Copies of the Resolutions/Council Meeting Minutes pertaining to the three studies:
 1. *Resolution of Adoption of the 2030 Community Agenda including the 2011-2016 Annual Update to the Short Term Work Program and Capital Improvement Element – October 10, 2011*
 2. *Council Minutes accepting HBR Corridor Study Master Plan - September 12, 2012*
 3. *Council Minutes accepting Strategic Economic Development Plan - June 11, 2012*
- Two Land Use Memos:
 1. *February 15, 2012 memo “Land Use Inputs for Traffic Analysis”*
 2. *July 15, 2011 memo “Land Use Data Used for Input to Traffic Analysis”*

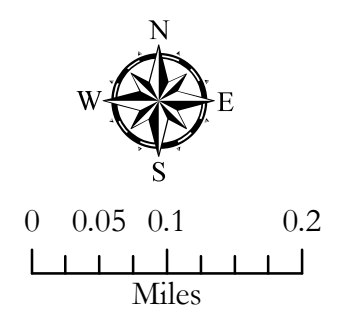
Note: Copies of the reports for the three studies are available online and are also included in the submittal CD to the Atlanta Regional Commission.

Exhibit A: Holcomb Bridge 400 LCI Boundary



Legend

-  Holcomb Bridge 400 LCI
-  Midtown Roswell LCI
-  North Point LCI
-  Roswell City Limits



Prepared by the
City of Roswell Transportation Department
June 10, 2013

This map is a graphical representation of a combination of data obtained from aerial photography, tax plats, and engineering drawings. The user agrees to hold City of Roswell harmless, including any loss of profits or consequential damages.

Holcomb Bridge 400 LCI - ACTION PLAN

Transportation Projects

ID	Project Description	Type	Implementation Tier	Sequencing	PE Cost	ROW Cost	Construction Cost	Total Project Cost	Responsible Party	Funding Source	Status
2	HBR at SR 400 Northbound Ramp Intersection	Intersection	Short Term	Independent	\$250,000	\$0	\$875,000	\$1,125,000	City/GDOT	GDOT	PE
3	SR 400 Southbound Off-Ramp and On-ramp	Ramp / Interchange	Short Term	Independent	\$300,000	\$0	\$1 M - \$1.3 M	\$1.3 M - \$1.6 M	GDOT	GDOT	PE
4	HBR Westbound between Old Alabama Rd and SR 400 NB Ramp	Roadway Segment	Short Term	Independent	\$300,000	\$500,000	\$1.2 M - \$1.4 M	\$2 M - \$ 2.2 M	City	City BOND	PE
5	New SR 400 Early Northbound Off-ramp	Ramp / Interchange	Short Term	Independent	\$500,000	\$500,000	\$2 M - \$2.5 M	\$3 M - \$ 3.5 M	City	City BOND	PE
6	HBR at Warsaw Road – Extend left-turn lane	Intersection	Short Term	Independent	\$100,000	\$0	\$100,000	\$200,000	City/GDOT	GDOT	PE
7	Old Alabama Road at Holcomb Woods Parkway	Intersection	Short Term	Big Creek Parkway Project or Independent				\$0.8 M - \$1.2 M	TBD	City	
8	Bike/Pedestrian facilities along Holcomb Woods Parkway (Connects Big Creek Parkway to Martin's Landing Drive)	Ped/Bike	Short Term	Big Creek Parkway Project and Project 7				\$1 M - \$2 M	City	City	
9	Aesthetic Improvements – at HBR / SR 400 Interchange	Aesthetic	Short Term	Independent	\$150,000	\$0	\$850,000	\$1 M (varies)	City	City BOND	PE
10	Streetscape Improvement Project - from Warsaw Road to SR 400	Aesthetic	Short Term	Respective roadway projects				\$2 M - \$3 M	TBD	Multiple	
11	New Interchange at HBR / SR 400	Interchange	Medium Term	Independent				\$32 M - \$36 M ²	TBD	Multiple	
12	HBR at Old Alabama Road	Intersection	Medium Term	Project 4				\$8.5 M - \$10.5 M	TBD	Multiple	
13	New Underpass - HBR at Market Blvd/Kimberly Clark Entrance	Roadway Segment	Medium Term	Project 4				\$10 M - \$13 M	TBD	Multiple	
1	SR 400 Southbound On-Ramp (Extension)	Ramp / Interchange	Medium Term	GDOT's Flex Shoulder Project				\$3 M - \$4 M	TBD	Multiple	
14	Multi-use Path connecting Big Creek Greenway/Park to Chattahoochee River Path	Ped/Bike	Medium Term	Project 13				\$3.5 M - \$4.5 M	TBD	Multiple	
15	HBR at Holcomb Woods Parkway	Intersection	Medium Term	Independent				\$0.3 M - \$0.5 M	City	Multiple	
16	Streetscape Improvement Project - from SR 400 to Martin's Landing Drive	Aesthetic	Medium Term	Respective roadway projects				\$3 M - \$4 M	TBD	Multiple	
17	HBR at Warsaw Road	Intersection	Long Term	Big Creek Parkway				\$3.5 M - \$4.5 M	TBD	Multiple	
18	New Overpass - HBR at Dogwood Road	Intersection	Long Term	Independent				\$8 M - \$ 12 M	TBD	Multiple	
19	North Point Parkway Extension (Connects Big Creek Parkway to Mansell Road)	New Road	Long Term	Big Creek Parkway	--	--	--	TBD	TBD	Multiple	Study
20	Southern Parallel Local Street (West Segment)	New Road	Long Term	Independent	--	--	--	TBD	City	City	
21	Southern Parallel Local Street (East Segment)	New Road	Long Term	Independent	--	--	--	TBD	City	City	
22	Southern Parallel Local Street (Center Segment)	New Road	Long Term	Independent	--	--	--	TBD	City	City	
23	Big Creek Parkway	Corridor	Long-Term	Independent	2400000				City	Multiple	
24	Multi-use Path Network Expansion	Ped/Bike	Medium Term	Independent	TBD	TBD	TBD	TBD	City	City	
25	Expanded and Enhanced bus service along SR 140 / HBR	Transit	Medium Term	Independent	TBD	TBD	TBD	TBD	MARTA	MARTA	Alternative Analysis
26	Support "Community scale" transit station at interchange area	Transit	Long-Term	SR 400 Transit Improvements	TBD	TBD	TBD	TBD	MARTA	MARTA	Alternative Analysis

Holcomb Bridge 400 LCI - ACTION PLAN

Other Projects: 5-Year Implementation Matrix

ID	Project Description	Cost	Starting Year	Responsible Party	Funding Source
1	Creation of Unified Development Code; including addressing open space preservation	\$290,000	2013	City	City
2	Implementation of the SEDP	\$440,000	2013	RBA	City
3	Analysis of Impediments to Fair Housing Choice Plan (AI)	\$7,000	2013	City	City / CDBG
4	Georgia Initiative for Community Housing	\$10,000/year	2013	Team members	Team members
5	Develop Public Space Standards for the HBR Corridor	\$30,000	2013	City	City BOND
6	Update to the Impact Fee Ordinance	\$50,000	2014	City	City
7	New Fire Station #4 (replace existing)	TBD	TBD	City	City