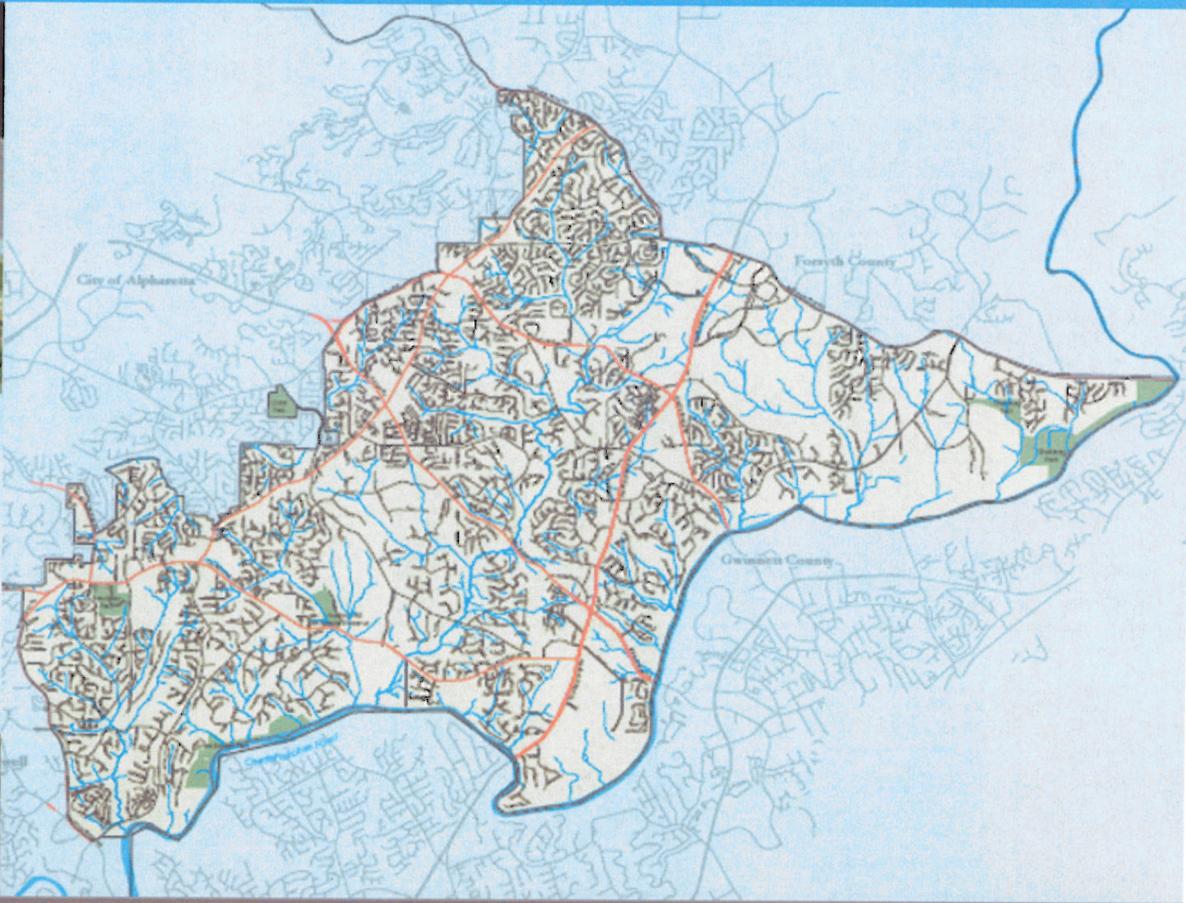
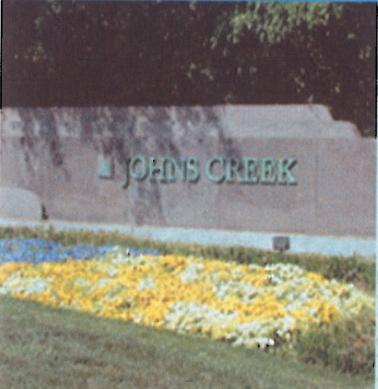




**CITY OF**  
**JOHNS CREEK**  
**GEORGIA**



City of Johns Creek  
Comprehensive Plan 2009-2030  
Adopted November 10, 2008  
Amended September 8, 2014



**POND**

Architects • Engineers • Planners

Adopted: November 10, 2008  
Amended: September 8, 2014

## EXECUTIVE SUMMARY: COMPREHENSIVE PLAN

### INTRODUCTION

The City of Johns Creek's first Comprehensive Plan provides a vision and policy framework for shaping the City's future – its social, built and green environment. The Community Assessment component of the Plan also provides the first, city-specific set of data regarding existing conditions in the city. Drawing from the community's momentous efforts to establish the new city, the Community Agenda component represents the culmination of an intensive planning effort. To make sure the planning effort truly adhered to a "comprehensive" approach, the City coordinated the development of its plan in tandem with the **Transportation Master Plan** and **Green Plan**.

This approach ensured that the respective master plans logically cross reference aspects and unify planning efforts. The City's Department of Community Development managed a **Planning Team** that incorporated staff from Public Works, Parks and Recreation, Communications, and the Community Development Department along with a consultant team with expertise in land use, public law, public finance, transportation and greenspace planning. The Planning Team was cognizant of State rules and the City Charter requirements that the City adopt the plan by November 2008. Due to these mandates, a project calendar was carefully prepared and utilized in the project management.

Guiding the effort was a nine member Citizen Advisory Committee (CAC), which included subcommittees for Transportation and Greenspace, consisting of five members on each sub-committee. The Committees logged dozens of evening hours dedicated to providing feedback to the Community Assessment and formulation of a Community Agenda.

### COMMUNITY INPUT

In addition to CAC meetings, a series of six workshops were conducted to form the vision, policy and community strategy focused on transportation, green space and land-use planning. Several hundred email and hard copy comments were received throughout the process addressing a wide range of issues. These comments helped refine or clarify the direction of the specific components of the plan.

An Open House was also conducted to present draft conclusions and recommendations. The Open House provided a free flow of information with exhibits and consultants and staff available to interact with citizenry. Approximately 100 participants attended the Open House. At that time, they were provided with additional opportunities to submit comment cards to document any concerns so that those concerns could be further evaluated.

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## VISION

Embracing our small-town roots as the foundation for shaping our future, Johns Creek endeavors to use cutting-edge technology, innovative partnerships and entrepreneurial opportunities to:

- Deliver quality services;
- Support our outstanding neighborhoods;
- Foster superior education, health and wellness opportunities;
- Enhance the environment, and;
- Provide exceptional recreation, civic, cultural offerings and other programs and projects that engage and unite our citizens.

Through these workshops, the open house and CAC meetings, a unique vision statement for the entire city emerged that embraces the sense of self the community holds.

In addition, during land-use mapping exercises targeting specific neighborhoods and corridors within the City, areas of the city were identified for “Future Development” characteristics and a set of accompanying policy intentions that participants and the CAC felt appropriate for these areas. These built upon the Character Areas and areas that need special attention identified in the Community Assessment. Thus, the Community Agenda is organized such that an overarching vision for the entire city can be achieved, through the recognition that subareas of the community contain unique qualities – such as Commercial Activity Nodes, Distinctive Areas, Conservation Areas, and different types of rural and suburban neighborhoods. Context-specific policy and guidance address each individual area.

## KEY POLICY COMPONENTS

The Community Agenda provides the policy framework to address the environment, population, transportation, housing, economic development, community facilities, and land-use needs; it also provides a plan for identifying intergovernmental opportunities and coordination. The Community Agenda provides a separate Executive Summary of the **Transportation** and **Green Plan components** of the Agenda. Below are some of the key elements that emerged in other policy areas.

The overarching policy objective that emerged from the planning process focuses on **quality and sustainability**. The community was acutely aware of water quality and supply issues given the current drought situation and seeks to link its open space and desire for “rural character” to **sound environmental practices**. The quality of life that the community demands means high **design standards**, amenities and level of service. Policy choices need to be both environmentally sustainable and economically sustainable.

In the Community Assessment, an analysis of existing **land use** shows that approximately 9% of land is dedicated to employment generating use-types, while the majority of the City land serves

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residential uses. Input generated from the community overwhelmingly supported converting as much undeveloped and agricultural land to protected open space or park land as possible. To achieve this desire, however a more balanced tax base will likely need to develop (unless constituents will be willing to bear a greater residential tax burden); this means either allowing some intensification of existing commercial locations or extending them. Citizen input was adamant to retain commercial in nodes through tight regulatory controls in order to preserve surrounding low-density, rural character and supported a phased-approach to intensifying commercial uses and building heights in high quality employment centers.

**The Future Development Map (FDM)** delineates the boundaries of the city's major development areas. It is a visual representation of the City's future development policy and will replace the former future land use map to guide officials in land use decisions. A Supporting Narrative provides both the policy intent for each Character Area as well as a written and graphic description of the types, forms, styles and patterns of development that the city will encourage in each area delineated on the FDM. The FDM establishes twelve (12) Character Areas, including a set of commercial activity nodes.

In addition, the community defined its **desire for a Town Center/City Center/City Hall (TCC)** – a central, defining feature for Johns Creek residents to enjoy both community events and commercial amenities. The City will consider developing an acquisition plan to strategically invest in either civic (institutional) uses, or pursue a joint public-private approach to a master-planned Town Center with select, City sponsored components which may or may not include a new City Hall site. To ensure infrastructure to support the TCC envisioned by workshop participants, the most likely location will be at or near the State Bridge and Medlock intersection. However, other locations were proposed. The City includes defining the best location as key to **promoting economic development** as well as fostering the high quality of life that citizens demand.

The City also envisions that a sustainable economic policy will ensure that new development maximizes existing **infrastructure and other facilities**. As the City transitions to assume services provided by the county, level of service standards will be established to benchmark city progress.

Service and cultural programs that the city commits to developing in the future will take advantage of the **diversity** Johns Creek enjoys. With a government that commits to innovative practices, the city will extend in practice not just to maintain active community input and responsibility over managing the city's resources, but to the celebration of community and establishing a sense of place through events and services for its diverse **age, ethnic, and income groups**. For example, participant input to the plan specifically voiced a shift from thinking about a "senior center" to a community center serving active adults, but with mixed-age group activities and facilities.

The Community Agenda also establishes a series of **on-going programs** to organize on-going activities such as sustainable development, stormwater facilities, community design standards and housing.

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## **PRIORITIZED ACTION PLAN: SHORT TERM WORK PROGRAM**

The Community Agenda prioritizes actions for the City via a five-year work program. This is a Short Term Work table organized by planning function (transportation, community facilities, land use, natural resources, population, economic development, etc). Transportation and Green Plan each have an individual section with cost estimates as well. The Short Term Work Program (STWP) provides a comprehensive set of actions and assigns responsibility to specific city departments or authorities to ensure execution of the plan.

Implementation of land use policies in the STWP focus on reviewing and revising zoning and development codes so that each of the Development Areas achieve the policy objectives specified in the Community Agenda. Other components of the STWP focus on specific project delivery, such as intersection improvements, park facilities and capital improvement purchases.

Over time, the City will establish appropriate benchmarks to measure success for each of the planning functions and make innovations with the STWP to employ state-of-the-art practices for excellence in government. The STWP will receive annual review and will link to the city's budgeting process so that it remains a practical and realistic tool for directing government action and achieve the overarching policy objectives stated in the Community Agenda.

Annual review of the STWP will also ensure that the entire Community Agenda remains relevant, as it will require an examination of the underlying policy objectives and existing conditions assumptions. If the Comprehensive Plan receives minor amending in regular intervals, it will become a living document, allowing for the community and its elected officials to achieve their Community Vision.

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## COMMUNITY AGENDA

The Comprehensive Plan of Johns Creek serves as a guide for making decisions and setting policies for City officials and staff concerning the future development of the City. This planning effort is taking place alongside the **Transportation Master Plan** and the **Green Plan**. The planning period covers the years 2009-2030, and is undertaken per the Rules of the Georgia Department of Community Affairs (DCA), O.C.G.A. Chapter 110-12-1, effective May 1, 2005.

DCA rules structure the format of the Comprehensive Planning process such that three interlocking components comprise the final plan:

- **Community Assessment** Summary of existing conditions with supporting data
- **Community Participation** Program for providing public input opportunities
- **Community Agenda** Policy goals and strategies for plan implementation

This **Community Agenda** is the heart of the Comprehensive Plan; it articulates the community vision for a 20 year planning period and provides the policy that guides land-use decision making (the planning period is rounded off to the year 2030). It also specifies the short term (five year time frame) strategies by which the community intends to pursue its vision. The Community Agenda is based largely on input derived from the community during the process of citizen involvement as outlined in the **Community Participation Program**.

The Community Agenda also relies upon data and information compiled in the **Community Assessment** as a baseline resource from which to draw during the development of the Community Agenda.

This Community Agenda contains four substantive sections, which include required and optional components of the DCA planning standards: the Community Vision, Issues and Opportunities, and an Implementation Program.

The Implementation Program includes a **Short Term Work Program (STWP)** as well as on-going activities and policies. The STWP serves as a policy document to prioritize the goals and objectives that emerged through the Comprehensive Plan update process. As a **five year strategic plan**, it assigns benchmarks and tasks to specific City agencies and departments and, also assigns cost estimates and funding sources. The City of Johns Creek will update the STWP annually in conjunction with its annual budget process so that Council members review the City's progress in meeting the STWP schedule, revisit priorities determined within the STWP, and subsequently allocate or reallocate resources accordingly. Through the update process, the STWP will be reviewed annually which will serve to identify any amendments to the Comprehensive Plan.

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## COMMUNITY AGENDA

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## SECTION I. COMMUNITY VISION

The **Community Vision** paints a picture of what the City of Johns Creek desires to become during the planning period from 2009 to 2030. It provides descriptive representations of the quality of services encouraged within the city.

### Vision Statement

Embracing our small-town roots as the foundation for shaping our future, Johns Creek endeavors to use cutting-edge technology, innovative partnerships and entrepreneurial opportunities to:

- Deliver quality services;
- Support our outstanding neighborhoods;
- Foster superior education, health and wellness opportunities;
- Enhance the environment, and;
- Provide exceptional recreation, civic, cultural offerings and other programs and projects that engage and unite our citizens.

### Future Development Map (FDM)

The Future Development Map results from a concerted effort to build upon Character Areas developed for the Community Assessment. The character areas designated on the Future Development Map are representative of the locally devised character areas. The Character Areas were refined during the community participation process. Citizens and other stakeholders were given the opportunity to show and tell planners the type of development desired or considered appropriate for these distinct areas of the City.

The FDM is a visual representation of the City's future development policy. Interpretation of the map is provided in the Supporting Narrative and should be contemplated in a manner that considers the City's zoning policies, the Quality Community Objectives, and other adopted local policies. The Supporting Narrative included in this document provides a written and graphic description of the types, forms, styles, and patterns of development that the city encourages in each Character Area. The Supporting Narrative also includes a list of described land uses.



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## Future Development Areas: Supporting Narrative

The thirteen areas with distinctive character defined in the community assessment have been refined to twelve development areas through the public process and the development of the Future Development Map. It is important for the City to retain the place-based context of each type and the nuance of differentiating them so that future development would meet City goals and objectives.

Like the rest of the metropolitan Atlanta region, Johns Creek along with the surrounding communities continues to experience an influx of growth that challenges the transportation network. Infrastructure upgrades will enable the transportation network to respond more effectively to growth, to provide relief from traffic congestion and to improve the safety of the city's transportation network. To address the congestion challenges facing Johns Creek requires the provision of additional capacity along key corridors. However, the City has decided that the design of local roadway and pedestrian facilities should be aimed towards preserving the residential areas and character of Johns Creek. Proposed transportation recommendations focus on implementing innovative strategies and technologies to the fullest extent feasible to improve traffic operations and mobility. Access management, improved connectivity and technology-based operational enhancements will be utilized extensively, particularly in commercial nodes and along key corridors. A priority of the City near commercial nodes is to expand pedestrian and bicycle access to reduce automobile trips and increasing quality of life.

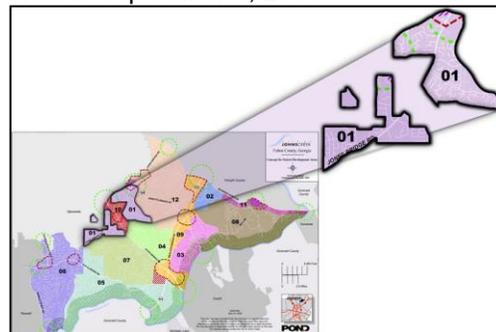
It is important that the City of Johns Creek implement a comprehensive plan that is multimodal in nature. The proposed automobile, transit, pedestrian and bicycle improvements will serve as the blueprint for transportation investments by Johns Creek for the next 25 years. Recommendations that result in a multimodal transportation program in harmony with the land use plan support long term city goals to improve mobility and access in a dynamic and demanding growth environment.

The City of Johns Creek is fortunate to have approximately 14 miles of frontage along the Chattahoochee River, which provides 98% of the drinking water for the metro area communities. In order to protect water quality and to meet drinking water standards, regulations known as Part V Environmental Planning Criteria provide for increased buffer zones and impervious setbacks along all perennial streams in water supply watersheds within a seven mile radius upstream of a public water supply intake or reservoir. Portions of the following Character Areas appear to be located within the seven mile Inner Management Zone (IMZ) of the Big Creek Water Supply Watershed: Ocee (01), Newtown (06), Jones Bridge (10), and Johns Creek North (12). All perennial streams within the IMZ require a 100' undisturbed buffer and an additional impervious surface setback of 50' for a total of 150'. Outside of this seven mile radius (IMZ), and within other watersheds, the City of Johns Creek requires a 50' undisturbed buffer and an additional 25' impervious surface setback for a total of 75'.

The supporting narrative provides direction for regulating future scale, design, and use to create an overall character as defined by an orienting "vision."

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## Ocee (01)



### Intent

Ocee was one of the four historic farming areas present in this area of unincorporated North Fulton prior to its incorporation into the City of Johns Creek. This area is located in northwest Johns Creek and borders Alpharetta. All major commercial development should be focused in activity nodes along Jones Bridge Road, which is the main vehicular artery through this area. The long range vision for the area is to retain the existing single family character of the area.

The City aims to provide special attention to the Abbotts Bridge Road and Jones Bridge Road activity node because of the existing outdated empty store fronts. The future development should focus on mixed-use commercial development with an emphasis on pedestrian amenities and high quality, human scale design. As a residential buffer, townhome and small lot, single family development compatible in scale with the surrounding single family development should be allowed adjacent to the commercial activity node. To demarcate the boundaries of the burgeoning City, a major Gateway to Alpharetta at the intersection of Jones Bridge Road and Abbotts Bridge Road will be installed.

### Appropriate Uses and Scale

#### Commercial:

- Mixed-use commercial (Jones Bridge Road @ Abbotts Bridge Road):
  - Grocery, Personal Service
  - General Commercial
  - Office Uses
  - Live-Work

*Scale:* Mixed-use commercial 3-4 story maximum at Abbotts Bridge Road

#### Residential:

- Single family (SF): 1-3 units per acre
- Context sensitive in-fill
- Condominium and Townhomes at activity nodes: 3-5 units per acre

*Scale:* 2-3 stories based on existing housing stock and residential regulations; accessory buildings should be compatible in scale, design and materials to the primary residence.

#### Institutional:

- Library
- Public and private schools
- Public and private recreational facilities
- Municipal uses and Public Art

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**Goals:**

- The area should remain residential in established areas.
- The intersection/activity node requires redevelopment with strict design and architectural controls.
- The City should integrate in-fill regulations/residential scale regulations into the Zoning Ordinance to ensure compatibility with existing housing stock and protect existing neighborhoods.
- Where a “Gateway” location has been identified the City of Johns Creek should adopt regulations requiring the developer to provide the gateway monument (Gateway Monument Criteria to be developed).
- Commercial/ higher density housing should use transitional land uses and buffering to avoid impacts upon existing single family neighborhoods; buffers should contain but are not limited to, a mixture of hardwood, softwoods , and/or an opaque fence with shrubs to contrast the height and bulk.
- Inventory the City’s historic resources.



**Design and Transportation Considerations**

Jones Bridge Road and Abbotts Bridge Road are the primary routes moving traffic through the Ocee character area. Growth in Johns Creek and surrounding communities will necessitate widening of these facilities to provide four through lanes by year 2020. Access to commercial nodes along these corridors should be designed to manage access points at defined locations, which can be signalized when warranted. Pedestrian access to commercial nodes and community facilities along these roads is important to provide an alternative to automobile travel for some trips. A multi-use trail currently runs along State Bridge Road east of Jones Bridge Road. Future planned improvements within the Ocee character area include trails along Jones Bridge Road and the western portion of State Bride Road. Additional planned and programmed facilities along Buice Road and Abbotts Bridge Road would also connect into the Ocee area. Design of local roadways and pedestrian facilities should be aimed towards preserving the residential character of the area.

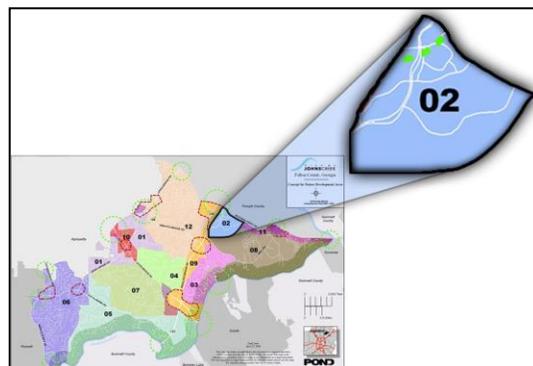
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## Technology Park (02)



### Intent

Johns Creek Technology Park is an integral part of the City as its predominant economic engine and the landmark for high design standards. There is a large concentration of professional offices and corporations in Technology Park, which covers 500 acres within the City boundaries and houses businesses focused largely on various aspects of technology and the medical profession. During the 2030 planning period Technology Park will continue to develop as an office/institutional land use. Higher density in this area should be allowed when proper design, screening and topographic elements are proposed. Continued access to mass transportation through the GRTA Xpress Service as well as transportation alternatives along Medlock Bridge (SR 141) Road for commuters/workers will be an asset for the entire community. This will enhance the marketability of the area by improving access to commercial destinations.



### Appropriate Uses and Scale

#### Commercial

- Corporate Offices
- Office and personal services
- Food establishments for day-time population/night-time
- Higher Education

#### Institutional

- Public Art
- Gateway Monuments



*Scale:* Heights around 4 -6 stories. Beyond 2015 the City envisions mid-rise up to 6-8 stories for unique developments with varied topography or a main corporate/employment draw. The City may consider this for projects with identified tenants.

### Goals:

- Mixed-use development including a combination where residential, commercial and office uses are contained within the same structure should be encouraged.
- Incentives should be incorporated into the zoning ordinance to allow for additional density or height for significant corporate entities that will draw a high wage work force.

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- Sustain corporate/manufacturing enterprises.
- Where a “Gateway” location has been identified the City of Johns Creek should adopt regulations requiring the developer to provide the gateway monument (Gateway Monument Criteria to be developed).
- Promote higher educational facilities in this area.
- Discourage residential encroachment and erosion of non-residential uses and zoning.

### **Design and Transportation Considerations**

If higher density and vertical development are allowed, adequate tree canopy and buffering should be maintained. The design of new facilities should be compatible with the existing development. Parking lots should be to the rear of the buildings or adequate buffering should be provided along the street and inside the parking lot. Pocket parks and walking trails connecting to the existing pedestrian amenities in the complex should be provided for new development.

The Technology Park character area is an expanding office/institutional center that serves as a major employment destination for transportation. Continuing to provide access to this area from the Medlock Bridge Road and McGinnis Ferry Road corridors, as well as to Bell Road in the future, is important to disperse access needs and emergency response for this growing area. Connection to the surrounding community via pedestrian and roadway connections could provide commuting choices for some employees who live in the vicinity of Technology Park. A multi-use trail is programmed along the west shoulder of Medlock Bridge Road. Future connections linking to the existing trail and planned extensions along Bell Road and Rogers Bridge Road could provide enhanced alternative mobility options. In addition, access to express transit routes through continued GTRA express bus service is recommended.

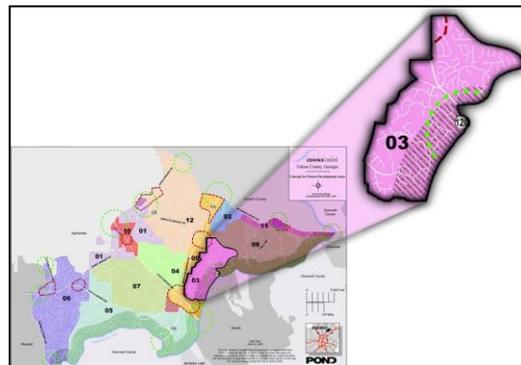
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### River East (03)



#### Intent

This area represents a grouping of several neighborhoods in the southeastern area of the City, bordering the Chattahoochee River south of Shakerag. These are all suburban neighborhoods developed in the early 1990s with similar lot sizes and curvilinear street with cul-de-sacs that create a uniform overall density, as these were all planned neighborhoods. Included in this area is a private golf course. The long range vision for this area is for neighborhoods to be preserved with proper infill requirements and zoning policy.



#### Appropriate Uses and Scale

##### Residential:

- Dedicated to high end single family residential: 1-2 units per acre
- Context sensitive in-fill

*Scale:* 2-3 stories based on existing housing stock and residential regulations; accessory buildings should be compatible in scale, design and materials to the primary residence.

##### Community Facilities:

- Schools
- Places of Worship\*
- Private and Public Recreation Areas

\*The development of places of worship may require additional review, such as a special use permit, based on size and use. Often, facilities requested by places of worship, such as sports stadiums, may not be compatible with the existing development pattern.

#### Goals:

- Create incentives to preserve large lots to offset economic pressures in the long term.
- No commercial encroachment should be allowed.
- Allow and enhance connections to the river: Work with the National Park Service in the development of the Abbots Bridge Unit.
- The City should integrate in-fill regulations/residential scale regulations into the Zoning Ordinance to ensure compatibility.
- Retain lot sizes which are appropriate to the character area.

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- Where a “Gateway” location has been identified the City of Johns Creek should adopt regulations requiring the developer to provide the gateway monument (Gateway Monument Criteria to be developed).
- Utilize the Metropolitan River Protection Act (MRPA) and investigate other protection measures to protect the Chattahoochee River as an important resource.

### **Design and Transportation Considerations**

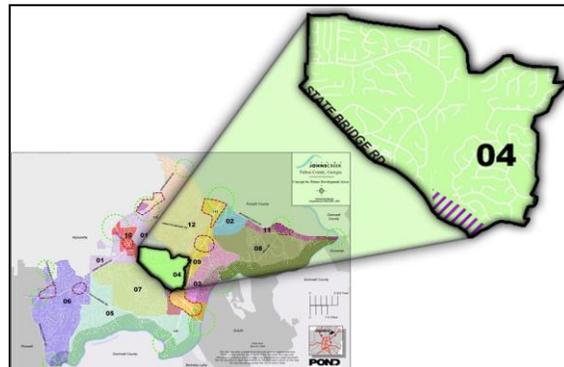
Medlock Bridge Road and Abbotts Bridge Road are the primary access routes for the St. Ives/Sugar Mill character area with most of the property fronting Abbotts Bridge Road (SR 120). Growth in Johns Creek and surrounding communities will necessitate additional capacity along the Abbotts Bridge Road corridor by year 2020, to occur in coordination with Gwinnett County and the Georgia Department of Transportation (GDOT). Regional plans indicate widening Abbotts Bridge Road to four lanes. The City should investigate a fuller use of the capacity on Abbotts Bridge and Parson Road to minimize impacts on the residential character of these communities while accommodating future travel demand. Programmed and planned improvements would provide trails along all significant roadways within or adjacent to the character area.

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**Warsaw/Morton Road (04)** 

**Intent**

Located in central Johns Creek, Warsaw was founded by a group of Moravians. This community was one of the four farming areas present in Johns Creek prior to its incorporation. The community was centered around the Warsaw Church, which was successfully moved to the Autrey Mill Nature Preserve. The Warsaw Cemetery is an important cultural and historical site in the City of Johns Creek. The adjacent residential area along Morton Road exhibits a very similar single family residential development pattern but lacks the historic past. The City envisions that the areas should remain residential. The area along State Bridge Road may experience some development pressure from the commercial nodes at State Bridge Road and Jones Bridge Road and State Bridge Road and Medlock Bridge Road. Through 2030, the City intends to maintain and redevelop the activity node at State Bridge Road and Jones Bridge Road and support the existing single family development pattern. A distinctive area land use zone has been identified along State Bridge Road from the State Bridge Road and Medlock Bridge Road Activity Node up to the Doublegate common area on the south and Medlock Subdivision to the north, including parcels with corridor frontage. The I land uses in this area should be compatible with the established Activity Node.



**Appropriate Uses and Scale**

Residential:

- Single family residential: 1-3 units/acre
- Context sensitive in-fill
- Townhomes in distinctive area only as part of mixed-use retail (No stand alone townhomes)

*Scale:* 2-3 stories based on existing housing stock and residential regulations; accessory buildings should be compatible in scale, design and materials to the primary residence.



Commercial:

- In the distinctive area, office, small scale retail, and mixed-use

Institutional:

- Parks
- Schools
- Places of Worship\*
- 

\*The development of places of worship may require additional review, such as a special use permit, based on size and use. Often, facilities requested by places of

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worship, such as sports stadiums, may not be compatible with the existing development pattern.

**Goals:**

- Establish in-fill regulations to protect existing character.
- New development along Medlock Bridge Road and State Bridge Road should be required to add pedestrian/bicycle amenities and connectivity to the surrounding neighborhoods.
- The Warsaw Cemetery should be protected.
- Retain lot sizes which are appropriate to the character area.

**Design and Transportation Considerations**

Medlock Bridge Road, Parsons Road, and State Bridge Road are the primary access routes for the Warsaw/Morton Road character area. Property in this area fronts State Bridge Road and Parsons Road but not Medlock Bridge Road. Growth in Johns Creek and surrounding communities will necessitate further improvement of the State Bridge Road corridor by year 2030. Plans include an addition of a bus rapid transit (BRT) system. Furthermore, implementing appropriate access management strategies along the corridor as it transitions from predominantly commercial to residential uses is important to preserve the residential character. Multi-use trail facilities currently exist along State Bridge Road and are programmed for Medlock Bridge Road and Old Medlock Bridge Road on the area's eastern boundary. An additional trail facility is planned along Parsons Road.

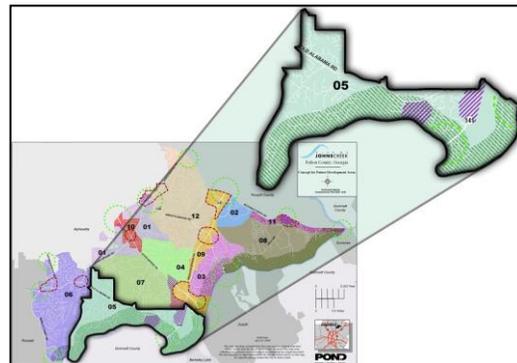
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## River Estates (05)



### Intent

This area contains large homes on large lots adjacent to the Chattahoochee River, largely south of Old Alabama Road. The neighborhoods are subdivided into 1 acre lots providing an estate quality. The City intends to protect these established neighborhoods. Medlock Bridge Road bisects this character area, and a distinctive area has been identified to accommodate potential future development. Further, the Dean Gardens Estate has also been identified as a distinctive area.



### Appropriate Uses and Scale

#### Residential:

- Single family residential: 1 unit/acre
- Mixed-use residential

*Scale:* 2-3 stories based on existing housing stock and residential regulations; accessory buildings should be compatible in scale, design and materials to the primary residence.



#### Commercial:

- Mixed-use commercial; small scale commercial, office, and residential (Medlock Bridge/141 distinctive area)

#### Institutional:

- Parks
- Public/Private Recreation
- Places of Worship\*

\*The development of places of worship may require additional review, such as a special use permit, based on size and use. Often, facilities requested by places of worship, such as sports stadiums, may not be compatible with the existing development pattern.

### Goals:

- Incorporate in-fill/residential scale regulations into the Zoning Ordinance to ensure compatibility.
- Retain lot sizes which are appropriate to the character area and comparable to established development.

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- Create incentives to preserve large lots to offset economic pressures in the long term.
- Utilize MRPA and investigate other protection measures to protect the Chattahoochee River as an important resource.

### **Design and Transportation Considerations**

The River Estates character area includes residential areas along Old Alabama Road, Barnwell Road, and Medlock Bridge Road south of Old Alabama Road. Growth in Johns Creek and surrounding communities will necessitate widening of Medlock Bridge Road to provide for future travel demand by year 2030. Improvements to the Old Alabama Road corridor planned by year 2020 preserve two through lanes in this area, with an additional multi-use trail and sidewalk. The City of Johns Creek supports the two-lane improvement plan derived from the Georgia Department of Transportation (GDOT)/Mulkey public planning process. The Barnwell Road corridor will be preserved as a two-lane road with improved turning lanes, as well as sidewalk and/or multi-use trails to connect neighborhoods with schools and park land, including the Chattahoochee River. A planned trail along the eastern boundary of River Pines Golf Club will also offer connections to the river. Additional trail facilities linking this character area with adjacent ones include those along Spruill Road and Jones Bridge Road adjacent to the Autrey Mill Nature Preserve. Designated parking in this character area to provide access to the proposed Johns Creek multi-use trail network should be explored.

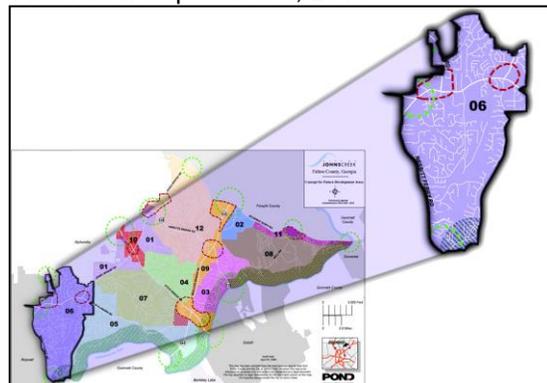
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## **Newtown (06)**



### **Intent**

The Newtown area was one of the four farming communities in this area of Fulton County prior to its incorporation into Johns Creek. Located in southwest Johns Creek, Newtown is known for Newtown Park, one of four City parks. This area borders Alpharetta, Roswell and Gwinnett County. The City will concentrate on protecting the residential property while intensifying the neighborhood serving commercial and enhancing the pedestrian access to it. This area will develop as a “Village.” The City also aspires to provide this area with a community center in Newtown Park. Newtown will be a place where you can live, work and play. The corridor section along Old Alabama Road is a Gateway to Johns Creek from Roswell.



### **Appropriate Uses and Scale**

#### Commercial:

- Retail
- Office
- Live Work/Mixed-use

*Scale:* 2-3 story maximum heights. Appropriate for neighborhood scale activity.

#### Residential:

- Single family residential (1-3 units/acre)
- Context sensitive in-fill

*Scale:* 2-3 stories based on existing housing stock and residential regulations; accessory buildings should be compatible in scale, design and materials to the primary residence.

#### Institutional:

- Library
- Public and private schools
- Public and private recreational facilities
- Municipal uses
- Community Center
- Places of Worship\*
- Public Art

Adopted: November 10, 2008  
Amended: September 8, 2014

\*The development of places of worship may require additional review, such as a special use permit, based on size and use. Often, facilities requested by places of worship, such as sports stadiums, may not be compatible with the existing development pattern.

**Goals:**

- The historic school in Newtown Park should be preserved.
- Review the existing feasibility study to convert the historic school to a community center.
- Where a “Gateway” location has been identified the City of Johns Creek should adopt regulations requiring the developer to provide the gateway monument (Gateway Monument Criteria to be developed).
- Utilize Metropolitan River Protection Act (MRPA) and investigate other protection measures to protect the Chattahoochee River as an important resource.



**Design and Transportation Considerations**

The Newtown character area is served by several transportation corridors, including Old Alabama Road, Jones Bridge Road, Barnwell Road, Nesbit Ferry Road and Haynes Bridge Road. Growth in Johns Creek and surrounding communities will necessitate widening of Jones Bridge Road to provide four through lanes by year 2020. Improvements to the Old Alabama Road corridor planned by year 2020 enhance the four-lane road in this area, addition of multi-use trail and sidewalk facilities. The Barnwell Road corridor will be preserved as a two-lane road with improved turning lanes, as well as sidewalk and/or multi-use trail to connect neighborhoods with schools and park land, including the Chattahoochee Recreational Area. Designated parking should be explored in this character area to provide access to the proposed Johns Creek multi-use trail network and surrounding greenways. Longer term improvements will widen Jones Bridge Road to four lanes and will provide trail facilities. Neighborhood access to commercial nodes along Old Alabama at Jones Bridge Road, Haynes Bridge Road and Nesbit Ferry Road and to Newtown

Adopted: November 10, 2008  
Amended: September 8, 2014

Park will include an emphasis on pedestrian travel as well as management of access points at defined locations.

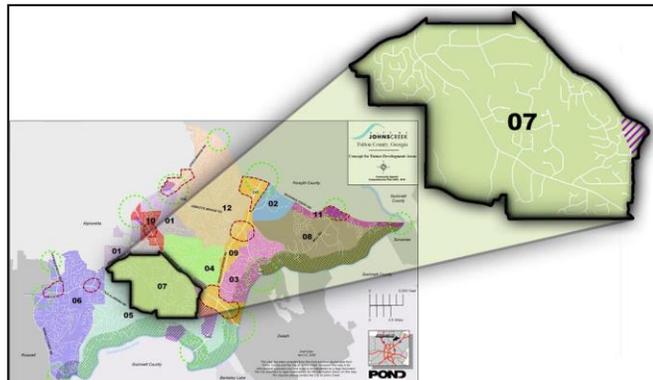
Adopted: November 10, 2008  
Amended: September 8, 2014

**Autrey Mill Pastoral (07)**



**Intent**

This character area represents a grouping of homes along Buice Road that are unique unto themselves. Though there are subdivisions within this character area, the City intends to preserve the general nature of the area; more pastoral with some rural characteristics that are no longer present in the suburbanized areas of the city. There are still horse farms and large land holding along Buice Road. Additionally, the area is historically significant because of the Autrey Mill Nature Preserve and Heritage Center located off of Old Alabama Road. The City intends to highlight the Autrey Mill Nature Preserve as a significant amenity for the Johns Creek Community. A distinctive area has been identified along State Bridge Road from the State Bridge Road and Medlock Bridge Road Activity Node up to Doublegate common area on the south and Medlock Subdivision to the north including parcels with corridor frontage. These distinctive area land uses will be compatible with the established Activity Node.



**Appropriate Uses and Scale**

**Residential:**

- Single family development: 1 unit/acre

**Institutional:**

- Parks
- Public Gathering Space
- Libraries
- Civic
- Places of Worship\*
- Public Art

\*The development of places of worship may require additional review, such as a special use permit, based on size and use. Often, facilities requested by places of worship, such as sports stadiums, may not be compatible with the existing development pattern.

**Goals:**

- Incentives should be developed and incorporated into the Zoning Ordinance to preserve large land parcels or encourage the preservation of open space.
- Incorporate infill/residential scale regulations into the Zoning Ordinance.

Adopted: November 10, 2008

Amended: September 8, 2014

- Preserve and enhance Autrey Mill Nature Preserve as an educational and recreational asset.
- Create incentives to preserve large lots to offset economic pressures in the long term.
- No commercial encroachment should be allowed.
- Retain lot sizes which are appropriate to the character area and comparable to established development.



### **Design and Transportation Considerations**

The Autrey Mill Pastoral character area is bound by Jones Bridge Road, State Bridge Road and Old Alabama Road corridors. Buice Road is the primary transportation corridor in the area. Buice Road has experienced increasing traffic volumes in recent years. The long range strategy for accommodating future travel demand focuses on relieving overcapacity intersections and roadway links along the surrounding arterials while preserving Old Alabama and Buice Road as two-lane roads with turn lanes where needed. Sidewalk and a multi-use trail are also planned for future implementation along this corridor, as well as along Spruill Road and adjacent to the Autrey Mill Nature Preserve. A key implementation challenge will be to provide these pedestrian/bicycle facilities while maintaining the rural residential and pastoral character of the corridor.

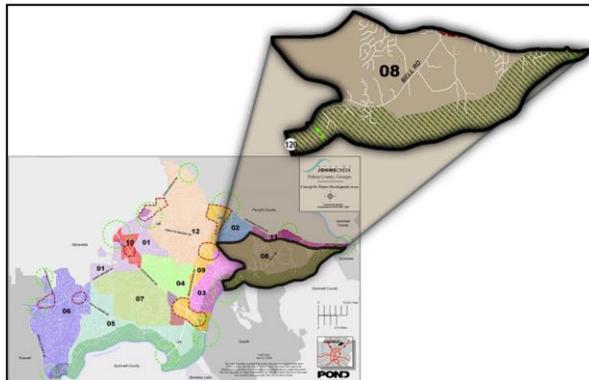
Adopted: November 10, 2008  
Amended: September 8, 2014

## Shakerag (08)



### Intent

Shakerag was one of the original farming villages and a crossroads area in North Fulton, which is now incorporated into the City of Johns Creek. The rural nature is somewhat visible today but large scale housing in new subdivisions has encroached into the area. This is a threat to the existing historic structures. Based on current documentation, this area has one of the largest concentration of historic structures in the City limits, including the John Rogers House. The City intends to investigate appropriate protection regulations for historic structures based on an in- depth inventory. The City intends to preserve the history of Johns Creek while allowing compatible residential development. The area will remain residential.



### Appropriate Uses and Scale

#### Residential:

- Single family: 1-3 units per acre
- Planned developments

*Scale:* 2-3 stories based on existing housing stock and residential regulations; accessory buildings should be compatible in scale, design and materials to the primary residence.

#### Institutional:

- Places of Worship\*
- Possible Community Center
- Parks

\*The development of places of worship may require additional review, such as a special use permit, based on size and use. Often, facilities requested by places of worship, such as sports stadiums, may not be compatible with the existing development pattern.

### Goals:

- Inventory the City's historic resources.
- Incorporate protection measure for historic and cultural resources into the Zoning Ordinance.
- Investigate incentives for historic preservation.
- Incorporate in-fill/residential scale regulations into the Zoning Ordinance to ensure compatibility.
- Retain lot sizes which are appropriate to the character area and comparable to established development.

Adopted: November 10, 2008  
Amended: September 8, 2014

### **Design and Transportation Considerations**

The Shakerag character area includes residential areas accessed via Bell Road and Boles Road. These corridors will be preserved as two-lane roads with improved turning lanes, as well as sidewalk to connect neighborhoods with schools and park land. Multi-use trail currently runs along the eastern portion of Bell Road and southern portion of Rogers Bridge Road down to the river. Planned extensions along Boles Road, western Bell Road, Rogers Circle and northern Rogers Bridge Road will ultimately provide a pedestrian/bicycle network further connecting the area to the proposed new riverside trail between the Abbotts Bridge and McGinnis Ferry units of the Chattahoochee River National Recreation Area. A key implementation challenge will be to provide the pedestrian facilities and needed intersection improvements while maintaining the rural residential and pastoral character of the corridor. Designated parking should be explored in this character area to provide access to the proposed Johns Creek multi-use trail network and surrounding greenways.

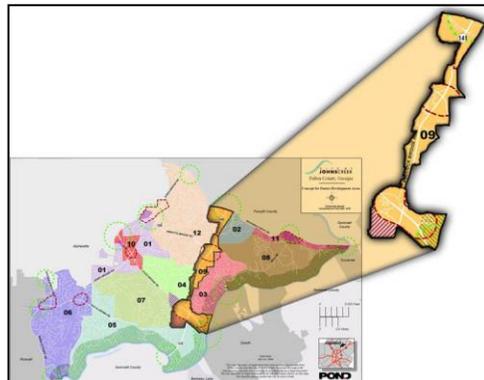
Adopted: November 10, 2008  
Amended: September 8, 2014

**Medlock Bridge Road (SR 141) Corridor (09)**



**Intent**

Medlock Bridge Road (SR141) is predominantly a strip commercial corridor which contains Technology Park and Emory Johns Creek Hospital, which are main employment centers. Over the next twenty years the City envisions the corridor evolving from a, sprawling strip commercial corridor to Johns Creek’s premier boulevard. This will include improved access and mobility with a unified feel through architectural design, landscaping standards, signage and other thematic design elements as the foundation to developing the community standards. Improving access management along the corridor through the regulation of curb cuts, interparcel access and development should be included in the new corridor specific community standards and zoning. A master streetscape plan should be developed for this corridor and the node at State Bridge Road.



Shorter car trips and walking, biking and transit should be promoted. New development should capture the existing through traffic and serve the local population. Efforts should be made to transform key intersections to allow better traffic flow. Rail or BRT connections should be reviewed and discussed as possible options for alleviating traffic.

A village green, and/or open space areas should be promoted with each new development along the corridor. A streetscape component should be promoted including, greater visibility and accessibility to development along this corridor. The quality of the new development is likely to draw high end corporate entities and high wage earners as well as the service industry. This area should also be developed with the active adult in mind because of the access to public transportation and commercial amenities allowing for community seniors to “Age in Place”. Empty nesters and active adults, formerly housed in large homes on large lots, may be attracted to the corridor because of the walkability, the quality of activities and services, as well as public transit. Over time, this corridor will be the most intensive commercial/residential corridor in the city.

The development area contains three Activity Nodes:

- State Bridge Road at Medlock Bridge Road
- Abbotts Bridge Road and Medlock Bridge Road
- McGinnis Ferry Road and Medlock Bridge Road

Included in this narrative are detailed recommendations for each Activity Node.

Adopted: November 10, 2008  
Amended: September 8, 2014

**General Guidelines for the Corridor:**

**Appropriate Uses and Scale**

Commercial and Office:

- Retail
- Restaurants
- Class A Office Space
- Business Services
- Hotels
- Live Work
- Mixed-use



Residential:

- Mixed-use developments: Condominium and Apartment
- Townhomes

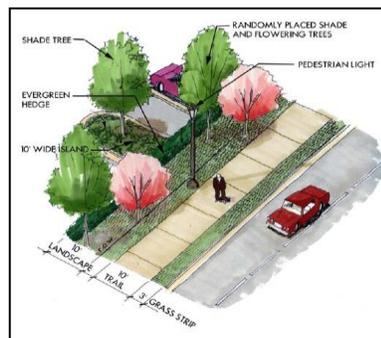
Institutional:

- Civic Uses
- Community Center
- Pocket Parks
- Public Art

*Scale:* High intensity uses, 4 story building height, 5-8 units per acre as noted for the activity nodes for this area.

**Goals:**

- 2015-2020: Propose a new zoning district called Master Plan District where the applicant is allowed to propose land use and zoning as well as design. This will be site specific and be developed within the following criteria:
  - 15 acres or more
  - Develop density and intensity in phases
  - Conceal parking
  - Demonstrate the ability to capture traffic
  - Demonstrate ability to cater to and create a high end work force and sustain a service work force
- Create a linear park along Medlock Bridge Road to mitigate the effects of the vehicular traffic.



Adopted: November 10, 2008  
Amended: September 8, 2014

- Discourage residential encroachment and erosion of non-residential uses and zoning.

**Activity Node: State Bridge Road/Medlock Bridge Road(SR 141)  
(1/4 mile from intersection)**

The community has identified this activity node as a possible location for a “Town Center”, City Center and/or City Hall (TCC). The shopping centers on the west side of the intersection north and south of State Bridge Road have been noted as locations for redevelopment. The area has been developed in a horizontal manner and would benefit from some compatible vertical development. The TCC should feature compact, pedestrian friendly mixed-use development with a strong urban design component.



Two distinctive areas have been identified which propose to enlarge this node in the future (See Future Development Map). One is located to the southwest of the node and the other to the west of Medlock Bridge Road (141).

**Appropriate Uses and Scale**

Commercial and Office:

- Retail
- Restaurants
- Class A Office Space
- Business Services
- Hotels
- Live Work
- Mixed-use

Institutional:

- Civic Uses (TCC)
- Community Center
- Pocket Parks
- Public Art

Residential: 5-12 units per acre:

- Mixed-use residential
- Senior Housing

*Scale:* Up to 4 story building height with appropriate architectural and site design.

Adopted: November 10, 2008  
Amended: September 8, 2014

**Activity Node: Abbotts Bridge Road/Medlock Bridge Road (SR 141)  
(1/4 mile from intersection)**

This area has seen successful mixed-use development and this is intended to continue. Close to this area is the Ocee Art Center which provides young people and adults with art classes, workshop and camps. This is a public/private partnership. As part of the development of a new City, development of arts and culture needs to be a focus. With this use already in place, the City of Johns Creek could focus this area as the mixed-use/arts activity node/community center. Commercial spaces could be utilized for gallery space as well as other commercial uses.

**Appropriate Uses and Scale**

Commercial and Office:

- Retail
- Restaurants
- Class A Office Space
- Business Services
- Hotels
- Live Work
- Mixed-use

Institutional:

- Community Center
- Senior Housing
- Pocket Parks
- Public Art

Residential-5-12 units per acre:

- Mixed-used developments

*Scale:* 4-6 story building height with appropriate architectural and site design (increasing to the maximum of 6 stories from Bell Road North to McGinnis Ferry Road)



**Activity Node: Medlock Bridge Road (SR141)/McGinnis Ferry Road**

This activity node is in close proximity to the Emory Johns Creek Hospital and Technology Park. The building stock is larger in scale so higher and more dense development may be appropriate here. There are already a number of 5 story buildings in the immediate area. The city anticipates this node to develop in a similar manner and serve the surrounding office, medical personnel and surrounding community.

**Appropriate Uses and Scale**

Commercial and Office:

- Retail
- Restaurants
- Class A Office Space
- Business Services



Adopted: November 10, 2008  
Amended: September 8, 2014

- Hotels
- Education
- Live Work
- Mixed-use

Institutional:

- Senior Housing
- Pocket Parks and Public Art

Residential: 5-12 units per acre:

- Mix-use developments

*Scale:* 4-6 story building height in appropriate architectural site design (increasing to the maximum of 6 stories from Bell Road north to McGinnis Ferry Road).

**Goals:**

- Allow higher density and mix of residential uses to preserve the surrounding residential, natural and environmentally sensitive areas.
- Incorporate height plane regulations to address height issues between commercial and residential development.
- Break the buildings into zones to accommodate “Stepping” down from commercial to residential.
- Where a “Gateway” location has been identified the City of Johns Creek should adopt regulations requiring the developer to provide the gateway monument (Gateway Monument Criteria to be developed).

**Design and Transportation Considerations**

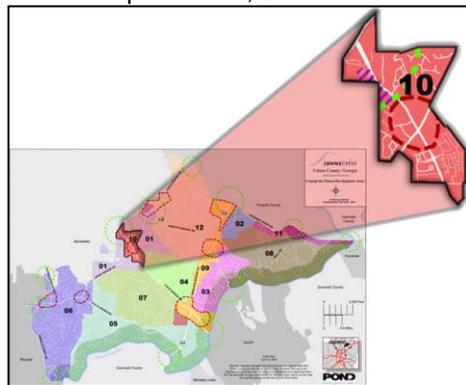
The Medlock Bridge Road (SR 141) Corridor character area is comprised of predominantly commercial areas along Medlock Bridge Road from Old Alabama Road to McGinnis Ferry Road, which provide services to residents throughout Johns Creek. Community access to these developed areas is important and frequently involves traveling along Medlock Bridge Road, which also serves regional travel passing through Johns Creek. Inter-parcel access will be crucial to serving local trips and reserving capacity on Medlock Bridge Road for through trips. Growth in Johns Creek and surrounding communities will necessitate widening of Medlock Bridge Road to provide six through lanes by year 2030, which would be part of a regional effort requiring coordination with GDOT and the counties of Forsyth and Gwinnett. This need for additional roadway capacity is matched by the severe congestion experienced at its intersections with other main through roads, including Old Alabama Road, State Bridge Road, Abbotts Bridge Road and McGinnis Ferry Road. Future improvements include working with property owners in these areas to provide alternative connections for each quadrant of these intersections. In addition to roadway connections, improvements to the key intersections are needed to facilitate movement of heavy intersecting traffic flows. Alternative intersection treatments, to potentially include grade separation of some intersection movements, are being considered for these high volume intersections.

Adopted: November 10, 2008  
Amended: September 8, 2014

In addition to roadway and intersection projects, improvements to travel via alternate modes are also planned. Additional enhancements of park and ride lots used by GRTA express buses are recommended to facilitate secured parking for longer term use, as is coordination on planned regional BRT along State Bridge Road. As this system is implemented, stop locations at the Medlock Bridge at State Bridge Road and Jones Bridge Road at State Bridge Road (character area 10) intersection nodes are recommended. Additionally, implementation of the Johns Creek Greenway will continue along Medlock Bridge Road, and trail facilities are planned for all of the primary intersecting corridors.

Adopted: November 10, 2008  
Amended: September 8, 2014

## Jones Bridge Road at State Bridge Road (10)



### Intent

The City anticipates this intersection to remain a medium intensity activity node. It borders the City of Alpharetta which makes it an ideal candidate for a “Gateway”. All four corners are occupied by a mixture of large and small scale commercial and retail developments. Therefore, the City envisions redeveloping this area to reflect existing or future design guidelines. Townhomes and apartments already flank the commercial node and over time, should be redeveloped. The existing development pattern should be retained because it buffers the surrounding single family uses from the commercial development.

### Appropriate Uses and Scale

#### Commercial

- Retail
- Restaurants
- Office
- Mixed-use

Scale: 3-4 story maximum

#### Residential:

- Townhomes:-5-8 units/acre
- Condominiums: 5-8 units/acre

#### Institutional

- Pocket parks
- Public Art
- Gateway Monuments
- Civic Uses (TCC)



### Goals:

- Incorporate design guidelines into the Zoning Ordinance to ensure quality development.
- Where a “Gateway” location has been identified the City of Johns Creek should adopt regulations requiring the developer to provide the gateway monument (Gateway Monument Criteria to be developed)
- Investigate a public art program for commercial areas and recreational areas-the size and scope of public art should be different in areas with a different character.
- Discourage residential encroachment and erosion of non-residential uses and zoning.

Adopted: November 10, 2008  
Amended: September 8, 2014

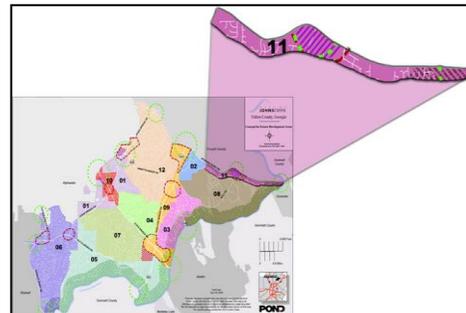
### **Design and Transportation Considerations**

The Jones Bridge Road at State Bridge Road character area is comprised of predominantly commercial areas near this important intersection, which provide services to Johns Creek residents. Community access to these developed areas is important and frequently involves traveling along State Bridge Road, which also serves regional travel passing through Johns Creek. Growth in Johns Creek and surrounding communities will necessitate widening of Jones Bridge Road to provide four through lanes by year 2020. This need for additional roadway capacity is matched by the congestion experienced at the Jones Bridge Road at State Bridge Road intersection. Future improvements include working with property owners in the area to provide alternative connections for each quadrant of this intersection. In addition to roadway connections, improvements to the key intersections are needed to facilitate movement of heavy intersecting traffic flows. Alternative intersection treatments, to potentially include grade separation of some intersection movements, are being considered for this high volume intersection.

In addition to roadway and intersection improvements, enhancements to travel via alternate modes are also planned. Coordination on planned regional Bus Rapid Transit along State Bridge Road is recommended, with system implementation preferably including stop locations at the Medlock Bridge at State Bridge Road (character area 9) and Jones Bridge Road at State Bridge Road intersection nodes. A western extension of the existing trail along State Bridge Road is programmed, as well as multi-use trail along the length of Jones Bridge Road. Additionally, filling in the gaps in sidewalk along Jones Bridge Road is proposed.

Adopted: November 10, 2008  
 Amended: September 8, 2014

**McGinnis Ferry Road Corridor (11)**



**Intent**

The City has identified this as a corridor with an activity node and distinctive area at Bell Road, which will likely develop in the future. This node will serve as another Gateway. This corridor connects directly to Technology Park, Emory Johns Creek Hospital, and also Forsyth County to the north. These key connections will foster development. Through 2030 the activity node will develop but the corridor should remain low intensity and respect the existing neighborhood development.

**Appropriate Uses and Scale**

Commercial: Activity Node

- Local retail
- Restaurants
- Neighborhood shopping scale (corner market)
- Office
- Mixed-use (Vickery-Forsyth County/Serenbe-City of Palmetto)



Scale: Low intensity uses with 3-4 story maximum.

Residential

- Mixed-Use (at intersection)
- Single Family Residential

Scale: 2-3 stories based on existing housing stock and residential regulations; accessory buildings should be compatible in scale, design and materials to the primary residence.

Institutional

- Investigate a public art program for commercial areas and recreational areas-the size and scope of public art should be different in areas with a different character.

Adopted: November 10, 2008  
Amended: September 8, 2014

**Goals:**

- Allow for a low density mixed-use node to develop serving Johns Creek and Forsyth County, the surrounding neighborhoods and possibly Technology Park and the Emory Johns Creek Hospital.
- Where a “Gateway” location has been identified the City of Johns Creek should adopt regulations requiring the developer to provide the gateway monument (Gateway Monument Criteria to be developed).
- Discourage residential encroachment and erosion of non-residential uses and zoning.

**Design and Transportation Considerations**

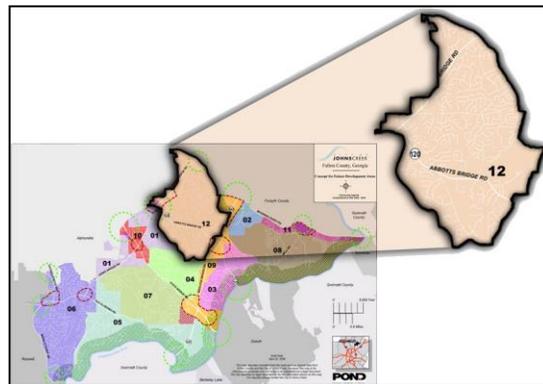
The McGinnis Ferry Road Corridor character area is comprised of the residential and commercial areas along McGinnis Ferry Road from the Chattahoochee River to Technology Park. Included in this area is the emerging activity node at Bell Road, which provides commercial services to residents of Johns Creek, Forsyth and Gwinnett Counties. Accessing these facilities frequently means traveling along McGinnis Ferry Road, which also serves as a regional through route. A project currently under construction will provide four travel lanes along McGinnis Ferry Road. Future improvements include working with property owners near the Bell Road intersection to provide alternative connections for each quadrant, as well as possibly improvements to Bell Road in the vicinity of McGinnis Ferry Road to support commercial development. In addition to roadway and intersection improvements, pedestrian and bicycle enhancements are recommended. Connect existing and proposed facilities along McGinnis Ferry Road and Bell Road with the planned Chattahoochee recreational facilities is important.

Adopted: November 10, 2008  
Amended: September 8, 2014

**Johns Creek North (12)** 

**Intent**

The City of Johns Creek envisions that this area of the City should retain its single family suburban character. The area was developed in the 1980's and 1990's and contains two activity nodes. Focus will be on the Jones Bridge/Abbotts Bridge activity node because it is in need of redevelopment. The area is in close proximity to Alpharetta and Forsyth County.



**Appropriate Uses and Scale**

**Residential:**

- Single Family: 2-4 Units per acre

*Scale:* 2-3 stories based on existing housing stock and residential regulations; accessory buildings should be compatible in scale, design and materials to the primary residence.

**Institutional:**

- Civic Uses
- Community Center
- Pocket Parks

**Commercial**

- Retail
- Restaurants
- Office
- Mixed-Use



*Scale:* 3-4 story maximum

**Residential:**

- Townhomes:-5-8 units/acre
- Condominiums: 5-8 units/acre

**Institutional**

- Pocket parks
- Public Art
- Gateway Monuments

**Goals:**

- Incorporate in-fill/residential scale regulations into the Zoning Ordinance to ensure compatibility.

Adopted: November 10, 2008  
Amended: September 8, 2014

- Retain lot sizes which are appropriate to the character area.
- Redevelopment of the activity node located at Jones Bridge Road and Abbots Bridge Road should be a priority.
- The smaller activity node at Sargent Road and Jones Bridge Road should be neighborhood serving.



### **Design and Transportation Considerations**

ARC's Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan identifies McGinnis Ferry Road as having the potential demand for bicycling even though it operates at LOS E. It was suggested that a shoulder be installed on this road. Currently a multi-use path is being installed in Forsyth County. The suburban development pattern that exists does not foster pedestrian/bicycle connectivity. Whenever possible, connections from the commercial and institutional uses to the residences should be considered and implemented

McGinnis Ferry Road, Jones Bridge Road, Sargent Road and Abbots Bridge Road are all primary access routes for the Johns Creek North character area. Growth in Johns Creek and surrounding communities will necessitate improvement to several of these corridors. A four lane future widening of McGinnis Ferry Road to extend west from Sargent Road is planned by year 2030. Jones Bridge Road, north of Douglas Road and Sargent Road will be preserved as two-lane roads with appropriate turning lanes. Corridor improvements along Abbots Bridge Road would occur in coordination with the Georgia Department of Transportation (GDOT). Regional plans indicate widening Abbots Bridge Road to four lanes. It is important that planning for transportation along the edges of the character area ensure implementation in a manner that enhances its residential character, especially along Sargent Road.

Adopted: November 10, 2008  
Amended: September 8, 2014

## SECTION II. FINAL LIST OF ISSUES AND OPPORTUNITIES

This section is a roster of key citizen concerns, needs, assets and desired services to which the final Comprehensive Plan document will respond through policies and other implementation measures. These concerns and perceived strengths will help establish the basic goals of the Comprehensive Plan. The list of Issues and Opportunities presented here evolved during the community participation component of the comprehensive planning process.

### Issues and Opportunities

#### POPULATION

**Issue:** Population growth continues to create pressure on all infrastructure and services.

**Issue:** Mechanisms for monitoring and preparing for population growth have not been established.

**Opportunity:** Johns Creek is becoming increasingly diverse in population and workforce which provides for both economic and cultural diversity.

**Issue:** There are not a variety of cultural activities available.

**Issue:** As documented in the Community Assessment, a small portion of the population, 2% of the population (1,001 people) lives below the poverty level; 62% of these people are between 18 and 64.

**Issue:** Population estimates indicate that the percentage of Asian and Black citizens will increase from 10.5 % (2000) to 15.9 (2012), and 5.4% (2000) to 11.1% (2012), respectively. The Fulton County BOE school data indicates even higher percentages.

**Issue:** Although the active adults 65 years and older only represent only 4.2% (2,940 people) of the population in 2007 and will represent 5.3% (4,070 people) of the population in 2012, there is a need for housing and services for this population to age in place.

#### ECONOMIC DEVELOPMENT

**Issue:** High income and high housing cost create a lack of mixed income housing in Johns Creek; this creates challenges for the work force including teachers, police and firemen, as well as other service providers who would like to live where they work. Corporations may also be swayed from establishing headquarters or offices here if their work force can not find adequate housing.

Adopted: November 10, 2008  
Amended: September 8, 2014

**Issue:** The City's tax base may need adjusting to accommodate for the fact that there is much more residential land in the city than commercial and industrial; the City should investigate/promote a balanced tax base in order to account for the cost of residential services and increase employment based needs.

**Issue:** Through trips contribute significantly to peak hour congestion. Medlock Bridge, State Bridge Road, and McGinnis Ferry Road have a high proportion of through trips (greater than 40% of daily volume). This traffic constitutes a large volume of consumers that may otherwise not be possible consumers. Efforts need to be made to determine the best mechanism to capture this traffic to the benefit of Johns Creek merchants, restauranteurs and other business owners.

**Opportunity:** Well designed, distinctive development will benefit from the large volume of traffic.

**Opportunity:** As a new City, the City of Johns Creek has the ability to define its identity by incorporating "place making" or branding into the development efforts. These efforts can encourage a variety of visitors as well as business owners to investigate Johns Creek.

**Issue:** There is no TCC or gathering place in the City limits.

**Opportunity:** The City has the opportunity to design the TCC with control over architecture, massing, scale and use. In addition, the City may be able leverage private reinvestment with this capital project.

## **NATURAL AND CULTURAL RESOURCES**

**Issue:** The City of Johns Creek is newly incorporated. Established cities such as Seattle and Boston have an established sustainable development programs which encompass energy efficient building requirements (LEED), landscaping requirements and general policies for protection of the built and natural environments. The City of Johns Creek should establish Green, sustainable standards.

**Issue:** It is important to consider the water supply and quality measures in light of the current drought conditions. There are no alternative water sources at the present time.

**Opportunity:** The drought raises awareness about the importance of protecting and conserving water resources. This can be achieved through training programs such as Xeriscaping.

Adopted: November 10, 2008  
Amended: September 8, 2014

**Issue:** There are no alternative water sources at the present time.

**Opportunity:** The City may look into technological advances that allow more reuse of water within the city, or cleaning the wastewater well enough to reuse for things other than golf course watering.

**Opportunity:** The City may contemplate policies or regulations dealing with conservation as well as working on the local level to help inform higher level politics related to intergovernmental coordination of water needs/usage.

**Issue:** Stormwater runoff, non-point source pollution, development, and population growth contribute to the degradation of the County's public water supply system.

**Issue:** Greater protection of tree coverage should be considered during the development process.

**Issue:** Development has eradicated some of the historic fabric, mostly small farming communities, formerly present in Johns Creek.

**Opportunity:** There may be potential for historic districts.

**Opportunity:** Once an inventory is complete, grants may be available to help stabilize the resources and develop design guidelines, such as the Historic Preservation Fund Grant.

**Issue:** Cemeteries may have been adversely affected by development.

**Opportunity:** Historic sites are one of the top destinations for Georgia tourists. These resources could provide another industry for the area.

## COMMUNITY FACILITIES AND SERVICES

### Schools

**Issue:** Population in schools is reportedly much more diverse than is reflected in census data from 2000, as several schools have 30-50% Asian student population, especially in the northeast section of the city that borders Gwinnett and in the Shakerag area.

**Opportunity:** Through cultural and diversity programs, as well as interaction, students will gain the skills and understanding to deal with the global economy.

Adopted: November 10, 2008  
Amended: September 8, 2014

## Services

**Issue:** The stormwater infrastructure is beyond capacity in North Fulton. Achieving adequate capacity level is considered feasible if current stormwater controls and the stormwater utility in Northeast Fulton are implemented.

**Opportunity:** Stormwater Utility User Fee in order to collect funds for the construction of stormwater infrastructure and the implementation of a Stormwater Utility in the Northeast Georgia Stormwater Management District should provide the ability to address stormwater management needs.

**Opportunity:** Consider initiatives for educating the public on water consumption, as well as to set an example for other cities around the region.

**Opportunity:** With the development of the new police force the City can compare previous response times to the current.

**Issue:** The City does not have its own recycling center.

**Opportunity:** Investigate the most convenient location for a new recycling center to serve Johns Creek.

**Opportunity:** Single stream recycling can be investigated.

**Opportunity:** The development of a solid waste management plan.

## Parks and Facilities

**Opportunity:** Connect all parks and recreation facilities to the greenway system

**Issue:** Emphasis on greenway safety, especially with regard to the crossing of busy streets.

**Opportunity:** New greenway along Upper Johns Creek.

**Issue:** Focus on the quality of parks and recreational facilities rather than only the quantity.

**Issue:** Availability of neighborhood parks.

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**Opportunity:** Designation of parkland in future commercial developments and redevelopment.

**Opportunity:** Pocket parks could be created within commercial development.

**Opportunity:** New signature park associated with the TCC.

**Issue:** Better public access is needed to and along the Chattahoochee River.

**Issue:** Conservation of environmentally sensitive areas.

**Opportunity:** Allowing higher density in some areas in return for additional greenspace.

**Opportunity:** Consolidate storm water detention facilities that could also be used for greenspace.

**Opportunity:** Autrey Mill Nature Preserve should be utilized, preserved and possibly enlarged.

## LAND USE

**Issue/Opportunity:** Land Use and density of development in the past may have been limited by the location and availability of sewerage capacity; however, future sewerage capacity may allow for more development at potentially higher densities.

**Issue:** Current population growth has led to over-enrolled schools and transportation challenges.

**Opportunity:** There is potential to allow more live-work land use designations on or within major existing or proposed transportation corridors.

**Issue:** There are no area specific design guidelines and the Citywide guidelines are too narrow in scope to address the needs of a growing city.

**Issue:** The City is a large city and is projected to continue growing- with current regulations there may not be enough land to accommodate traditional suburban growth patterns. If extensive future growth is not desired, there will need to be regulations in place to control growth.

Adopted: November 10, 2008  
Amended: September 8, 2014

**Issue:** TCC location needs to be determined as a place where people can congregate, shop and take care of essential business (post office, city offices, restaurants and general retail).

**Issue/Opportunity:** Redevelopment is needed in a few key areas as defined by the Community Assessment under “Areas Requiring Special Attention”. These areas should attract reinvestment. Zoning changes can be recommended and incompatible development can be prohibited.

**Issue:** The potential for incompatible infill in established neighborhoods can negatively impact stable neighborhoods.

#### **INTERGOVERNMENTAL COORDINATION**

**Opportunity:** To best meet the needs of the residents, Johns Creek will continue to coordinate with the Atlanta Fulton County Water Resources Commission.

**Opportunity:** Stay abreast of the intergovernmental issues and frequently contact state representatives regarding the City’s position in efforts of coordinating on a higher level.

**Issue:** Analyze infrastructure and services to prepare for assuming governmental functions that are currently provided by Fulton County.

**Opportunity:** Discuss with Fulton County the availability of Federal funds, CDBG and HOME funds to assist the community.

**Opportunity:** Coordinate park, trail, and bike plans with surrounding jurisdictions to provide for a continuous green and alternative transportation network in North Fulton, Gwinnett County, Forsyth County, and the surrounding incorporated cities of Roswell, Alpharetta, Duluth, Norcross, and Suwanee.

**Issue:** Land use and other decisions made in the surrounding jurisdictions have an impact on Johns Creek.

#### **TRANSPORTATION**

**Issue:** Through trips contribute significantly to peak hour congestion.

**Opportunity:** Maximize corridor efficiency through improvement of congested intersections.

Adopted: November 10, 2008  
Amended: September 8, 2014

**Opportunity:** Maximize use of technology to assist in traffic operations improvements.

**Issue:** Key intersections operations constrain corridor capacity.

**Opportunity:** Maximize corridor efficiency through improvement of congested intersections.

**Opportunity:** Add road connectivity to increase options beyond use of congested corridors.

**Opportunity:** Maximize use of technology to assist in traffic operations improvements.

**Issue:** Limited roadway connectivity requires travel through major intersections.

**Opportunity:** Add road connectivity to increase options beyond use of congested corridors.

**Opportunity:** Plan and build multimodal connections in potentially high pedestrian activity areas.

**Issue:** Effective local transit connections could serve emerging activity areas and connect to regional transit in Johns Creek.

**Opportunity:** Consider and analyze transit - through application and expansion of planned transit improvements.

**Opportunity:** Plan and build multimodal connections in potentially high pedestrian activity areas

**Issue:** Transit mixed with vehicular traffic has limited travel time advantage over automobiles.

**Opportunity:** Consider and analyze transit - through application and expansion of planned transit improvements.

**Issue:** Neighborhoods are not well connected to schools, parks and community facilities with sidewalks and bicycle facilities.

Adopted: November 10, 2008  
Amended: September 8, 2014

**Opportunity:** Consider use of undeveloped land and/or easements to add pedestrian and bicycle connectivity.

**Opportunity:** Plan and build multimodal connections in potentially high pedestrian activity areas.

**Issue:** Longer distance bicycle and trail routes are needed to access parks and provide recreational opportunities.

**Opportunity:** Consider use of undeveloped land and/or easements to add pedestrian and bicycle connectivity.

**Issue:** Enhancing transportation safety for all travel modes is a priority.

**Opportunity:** Maximize corridor efficiency through improvement of congested intersections.

**Opportunity:** Plan and build multimodal connections in potentially high pedestrian activity areas.

Adopted: November 10, 2008  
Amended: September 8, 2014

## SECTION III. POLICIES

These policies represent the official framework that the City of Johns Creek adopts to provide ongoing guidance and direction so that government officials make decisions consistent with achieving the Community Vision and addressing Community Issues and Opportunities. Some of these policies have been developed and modified based on the recommended policies listed in the State Planning Recommendations, while others are directly from the Community Vision.

### Population

The City will establish a monitoring program for population growth so that infrastructure investment and services maintain a high standard of quality for citizens and businesses. Quality of life also means celebrating the diversity of the community, and the City is committed to fostering active civic engagement by all age and ethnic groups.

- Promote active citizen participation in all aspects of the City.
- Establish and follow defined criteria for the location of density as depicted by the Future Development Map and associated narrative to responsibly manage growth.
- Encourage the community to consider outreach programs which support the positive development and well being of all citizens.
- Review annual population estimates.
- Maintain an internal process to review annual permitting data to accurately project population numbers.
- Develop active adult housing and services (community center, YMCA, housing) which will allow residents to age-in-place and provide a stable constituency and institutional memory often lost in other suburban communities.
- Celebrate Johns Creek's diversity with programs which appeal to people across all ages, ethnicities and race groups.
- Utilize available educational and monetary resources in the City to establish employment training programs.

### Land Use and Development Patterns

***See Future Development Map narrative for context specific policy direction***

Land Use and Development regulations and policies will work to enhance high design standards and environmentally sound practices that meet the vision established for each of the Development Areas in the City of Johns Creek. The City intends to expand its green and open space and will seek innovative mechanisms for both public and private participation in this effort.

- Preserve some existing undeveloped land for City park space.
- Enforce existing sidewalk regulations and support additional measures to accommodate pedestrians (Citywide).

Adopted: November 10, 2008

Amended: September 8, 2014

- Investigate possible incentives for large lot land holders to preserve parcels.
- Enhance Design Guidelines (Citywide and Development Area Specific).
- Preserve character of existing residential neighborhoods.
- Ensure infill residential development is compatible and sensitive to existing development.
- Determine possible locations and uses for a Town Center, City Center or City Hall.
- Pursue a master plan for the redevelopment or development of a Town Center, City Center or City Hall.
- Commit to redeveloping and enhancing existing commercial development along major roads and activity nodes.
- Encourage mixed-use development and design standards that are more human-scaled and less auto-oriented along main corridors and in activity nodes.
- Consider increased density to preserve greenspace in other parts of the City.
- Utilize landscaping, lighting, signage, underground utilities, and building design to add value to the community.
- Promote roadside beautification.
- Establish gateways and corridors to create a "sense of place".
- Promote walkability, interaction among businesses, clear visibility of entry-ways and centralized open space.
- Afford protection for properties located in a transitional area; compatible height, building placement, densities, massing and scale, buffers, tree protection and other associated site related conditions.
- Promote walkability between homes, schools, shopping, civic uses and open space.
- Prohibit residential, commercial, and industrial development in the 100-year floodplain.
- Support and enforce the Metropolitan River Protection Act (MRPA) within the city limits of Johns Creek.
- Investigate the creation of a non-profit land trust to solicit and hold conservation easements for land in and near the City.
- Expand Autrey Mill Nature Preserve to available, adjacent land.
- Connect all current and future parks as well as develop a continuous greenbelt network throughout all new development.
- Create a conservation subdivision ordinance.

## **Economic Development**

Johns Creek will pursue a balanced economic base so that it achieves a high quality of life in a fiscally responsible manner, focused on the retention and expansion of medical and technologically based industries. This also involves investigating the degree to which mixed-income housing availability factor into corporate retention and expansion. The City commits to creating employment opportunities for its highly educated and trained work force as integral to an overall program for managing future congestion. The City will dedicate to streetscape and amenities for safe pedestrian options as these features serve both a transportation and economic development function.

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- Promote a “Sense of Place” for the City.
- Support programs for retention, expansion and creation of businesses that enhance economic well-being.
- Advance economic, civic, educational, and cultural growth.
- Promote redevelopment.
- Encourage sustainable development.
- Support the development and enhancement of the health care industry in Johns Creek
- Consider enhancement of multi-modal transportation.
- Investigate marketing options to capitalize on pass-through traffic.

### **Transportation**

The transportation policies and supporting strategies and projects respond to the issues and opportunities identified by the community. The Transportation Element appendix of the Community Agenda provides additional detail regarding these supporting recommendations and the relationship between the policies and issues and opportunities.

Policy: Facilitate safe and efficient movement of traffic along key corridors to minimize congestion.

- Improve connectivity to reduce congestion at critical intersections as development/redevelopment occurs.
- Provide necessary operation at key intersections to prevent bottlenecks from limiting overall capacity along roadways, including alternative intersection treatments where needed.
- Develop multi-modal circulation and loading area plans for all schools to reduce school related congestion.

Policy: Apply innovative approaches and technologies to improve mobility, safety and environmental quality.

- Utilize access management techniques to increase mobility, safety, and interconnectivity.
- Continue development and application of ITS (Intelligent Transportation Systems) and incident management technology.
- Promote state-of-the-art signal system technology.
- Promote travel demand management (TDM) strategies to reduce trips.
- Encourage increased mixed-use development/redevelopment.
- Facilitate public-private funding partnerships for improvements.

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- Coordinate with state, regional and, local agencies responsible for environmental compliance and guidelines.

Policy: Enhance capacity along key corridors while preserving the existing character of the two-lane residential roads in Johns Creek.

- Enhance roadway capacity along high demand corridors.
- Improve two-lane roads for efficient operations and safety.
- Preserve current transportation investment through effective maintenance of transportation system.
- Manage speed as appropriate to functional classification and adjacent land uses.

Policy: Connect the sidewalk and multi-use trail network to allow safe pedestrian and bicycle travel throughout Johns Creek.

- Provide sidewalk and multi-use trail improvements to facilitate pedestrian and bicycle access within ½-mile of all schools, libraries, parks, and Chattahoochee River public use areas.
- Connect sidewalk network to provide continuous sidewalk along all arterial and collector roads.
- Create multi-use trail network based on adopted Multi-Use Trail Plan to include connections to adjacent jurisdictions' facilities and the Chattahoochee River.
- Establish pedestrian and bicycle friendly policies and standards.

Policy: Explore public transportation options for Johns Creek commuter travel to the Atlanta core, Hartsfield Jackson Airport, and surrounding communities.

- Support GRTA, MARTA and GDOT efforts related to express transit service and commuter rail.
- Support regional bus rapid transit (BRT) initiatives to connect Johns Creek to surrounding communities via State Bridge Road.
- Provide safe and secure parking to support multi-modal transit services.

Policy: Whenever possible, interconnectivity should be encouraged.

- Promote continuation and extension of the street system and bicycle/pedestrian network.

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- Increase network connectivity to accommodate demand between adjacent neighborhoods and developments without accessing the major thoroughfare system.

### **Community Facilities, Services, and Housing**

While the community is home to a high percentage of highly educated residents, the city recognizes that the health and well-being of all its residents will strengthen the city's social fabric. As such, the City seeks to create a mix of recreation, housing and community service options, and to provide a high level of public safety service. In addition to the Intergovernmental Coordination required to meet these goals (defined in the next section), the City has a series of housing, open space, recreation and infrastructure policy objectives.

- Provide for a variety of residential types and densities.
- Promote walkable, safe neighborhoods.
- Provide accessible public gathering places.
- Encourage common open space, walking paths, and bicycle lanes that are easily accessible.
- Encourage parks and community facilities to be located as focal points.
- Investigate mixed income communities in mixed-use areas to create more housing options for those earning at or below average income.
- Encourage “cross generational” communities that allow people to age in place.
- Maximize the use of existing facilities and services.
- Protect existing infrastructure investments (i.e. already paid for) by encouraging infill, redevelopment, and compact development.
- Investigate the most convenient location for a new recycling center to serve Johns Creek.
- Investigate the creation of a single-stream recycling program.
- Create a city Solid Waste Management Plan (SWMP).
- Create new soccer/lacrosse/football fields to serve each of the three Planning Sub-Areas of the City,
- Create new baseball/softball fields to serve each of the three Planning Sub-Areas of the City.
- Negotiate a lease/purchase agreement with Fulton County and develop Shakerag Park with playing fields and recreation programs.
- Survey the feasibility and investigate the need of constructing a combination or freestanding community center and natatorium with a gymnasium, meeting rooms and facilities based on the community survey.
- Promote the further development of city services such as public safety and fire services. As these independent departments develop service areas will be established, as well as level of service measures.

### **Natural and Cultural Resources**

The City of Johns Creek will foster mechanisms for all citizens and businesses to become good stewards of its natural and cultural resources. Environmentally sustainable practices will serve to cultivate the existing natural beauty of the city while simultaneously promote an

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economically competitive culture through efficient and innovative use of resources.

- Utilize proposed trails (bicycle/pedestrian) to connect National Park areas and City Park Areas.
- Ensure adequate supplies of quality water through protection of ground and surface water sources.
- Incorporate the connection and enhancement of greenspace.
- Encourage new development in suitable locations in order to protect natural resources.
- Preserve and enhance historic and archeological resources.
- Preserve and enhance historic cemeteries.
- Support historic preservation grants, as available, to develop historic preservation efforts.
- Promote tree bank/tree credits to maintain and protect the community's resource.
- Establish three small, scenic parks with picnic areas along the Chattahoochee River to provide access to the river for people in all Planning Sub-Areas of the City.
- Create one community park (25 acres or more) in Planning Sub-Area 2 of the City. Over the long-term, create a second 25 acre community park located in Planning Sub-Area 2 of the City.
- Pursue additional parkland over the long term.
- Develop a network of smaller sized (10-20 acres) neighborhood parks throughout the City.
- Link all current and future parks to the greenway system.
- Establish a new greenway along Upper Johns Creek where not precluded by existing development.
- Extend the greenway system along the Chattahoochee River where not precluded by existing development.
- Beautify the greenways and major roads with street trees, landscaped medians, and landscaped entrances to the City.
- Set a target to double the amount of parkland per 1,000 residents to 6.0 acres per 1,000.
- Support existing fine arts organizations and encourage development of new organizations in the City of Johns Creek.

### **Intergovernmental Coordination**

Johns Creek will maximize opportunities to take advantage of all government resources available at the local, state and federal level and to engage neighboring cities and counties so that the city can position itself in a beneficial way regarding new development projects, government initiatives, and existing programs focusing especially on the management of natural resources.

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- Establish formal, active coordination mechanisms with adjacent local governments to provide for exchanges of information.
- Establish coordination mechanisms with adjacent local governments to provide for potential trail/pedestrian, greenway and bike connections.
- Support existing educational institutions and encourage development of new opportunities to educate citizens.
- Coordinate with Pedestrians Educating Drivers on Safety (PEDS) to coordinate a “Safe Routes to School” program and other pedestrian programs.
- Coordinate with Fulton County to ensure future sewer capacity.
- Coordinate with Metropolitan Atlanta Rapid Transit Authority (MARTA), Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) to ensure existing and future bus routes and stops are appropriately planned for and are incorporated into the regional transportation networks and land use plan.
- Coordinate with the North Georgia Metropolitan Water Planning District Board and ARC to ensure adequate drinking water.
- Coordinate with the Fulton County Board of Education to establish joint-use agreements.
- Collaborate with the National Park Service to maximize greenway connectivity.
- Evaluate a diversity program with the Fulton County Board of Education.
- Coordinate with adjacent jurisdictions for interconnected greenways and parks.

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## SECTION IV. IMPLEMENTATION PROGRAM

The implementation program is the overall strategy for achieving the Community Vision and for addressing each of the Community Issues and Opportunities. It identifies specific measures to be undertaken by the community to implement the plan. The Implementation Program includes the Short Term Work Program, Long Term and Ongoing Activities, and Policies, all of which are included in this section.

### Programs for all Development Areas

In addition to the narratives specific to the respective Future Development Areas, the following are considerations that emerged during the Community Agenda planning process.

- **Sustainable Development**

Sustainable development includes a strong socio-economic fabric that makes communities safe and stable over time. Currently throughout the United States, sustainable design and smart growth policies are becoming the rule and not the exception for local government entities. As Johns Creek plans for the future, green policies should be considered and implemented into zoning and building regulations for municipal and private developments. There are several good policies already in place by various municipalities that should be measured for success as they directly relate to issues and opportunities found in Johns Creek. Those levels include decreasing traffic congestion, curtailing sprawl, revitalizing transitional areas and improving the environment.

Many cities use green building standards to implement and measure sustainable design and development. One example of these programs is LEED. This program is regulated through the U.S. Green Building Council (USGBC) and stands for Leadership in Energy and Environmental Design. LEED includes practices for new construction, existing buildings, interior construction and coming soon, neighborhood development. For new construction, there are four levels of certification and a minimum of 26 points are required to become LEED certified. The program sets minimum standards for improving water efficiency, energy and atmosphere, indoor air quality, renewable resources and sustainable site design.

LEED-ND (neighborhood development) will address specific zoning and planning policies such as density, proximity to transit, mixed-use developments, housing types and bicycle and pedestrian-friendly designs in neighborhood developments. Planners will be able to use LEED-ND to assist in regulating sustainable growth and aid in generating policies on a municipal level. Specific policies that should be considered are density bonus programs, Energy Star incentives, water utility rebates and transit oriented tax relief programs. Competitive, innovative cities of the future will incorporate sustainable practices.

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▪ **Community Standards**

Johns Creek has a desire for higher end architectural components, building and streetscape design. Additionally, more specific design guidelines for each character area will guide development. They will establish very specific guidelines that require details such as a sculpture on the corner or a certain amount of windows, or a certain style building.

Possible components:

- Installation of street grids in new development/retrofit old
- Construction of sidewalks, bike paths and greenway paths
- Connections to single family neighborhoods
- Regulate materials (examples: stacked stone, brick, wood, hardiplank)
- Define percentage of building materials for application of façade treatment
- Installation of street trees, street lights, pedestrian amenities
- Greenspace and pocket park requirements

▪ **Water Quality**

The City of Johns Creek has developed and is currently implementing a comprehensive stormwater management program to satisfy both state and local requirements and to ensure the sustainability of the city's aquatic and land resources. The Georgia Environmental Protection Division and the Metropolitan North Georgia Water Planning District (MNGWPD) require that local governments adopt a number of stormwater related ordinances, develop an inventory and operations and maintenance plan for all stormwater infrastructure, and implement a multi-component program that educates and involves the public. The program also integrates stormwater management practices with development plan review, construction site inspections and municipal projects to maintain and enhance water quality and minimize damage from flooding and storm events.

The City of Johns Creek is currently covered under the National Pollutant Discharge Elimination System (NPDES) Phase 2 Municipal Separate Storm Sewer System (MS4) permit and has successfully passed the MNGWPD audit for compliance with the regulations. Annual reports will be developed to track progress and to document any programmatic changes.

Additionally, in September 2003, the Metropolitan North Georgia Water Planning District Board adopted three comprehensive plans to ensure adequate supplies of drinking water, to protect water quality and to minimize the impacts of development on the District's watersheds and downstream water quality.

The City of Johns Creek will coordinate with the Atlanta Fulton County Water Resources Commission in implementing the District Plans.

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- **Housing Affordability**

The City of Johns Creek has implemented a workforce housing stipend to assist in affordable housing. The housing stipend is funded by the city budget and reviewed on an annual basis. In addition to this housing incentive, the program serves to integrate employees into the community. Successful, high quality mixed-income developments can offer a reference for Johns Creek to consider, as well.

## Long Term and On-going Activities

### Land Use

- Underground Utilities/Mast Arms: Investigate possible costs and locations for underground utilities.
- Continue to adopt codes and consistently enforce them to ensure safety and a high quality of life.
- Enhance the multi-modal transportation network.
- Explore sustainable development programs.

### Economic Development

- Redevelopment Strategy: Continue to review possible locations for redevelopment.
- Explore grant opportunities to develop design guidelines.
- Research grant opportunities for Historic Preservation
- Explore Niche Marketing Opportunities.
- Explore Cultural and Heritage Options.
- Prepare and Economic Development Plan.

### Population

- Expand public programs for seniors.
- Establish a program celebrating diversity in Johns Creek.

### Transportation

- Work with adjacent municipalities on congestion management.

### Housing

- Explore State and Federal Program to assist low to moderate-income earners (CDBG/Home).

### Intergovernmental

- The City of Johns Creek, through the City Manager's Office, officially reviews and analyzes the performance and delivery of City services with respect to the "Privatization Model".
- The City of Johns Creek has a number of Intergovernmental Agreements with other municipalities and agencies. The City has reviewed these and will be terminating some agreements such as Fire Services and retaining some such as Animal Control and Jail Services. A list of the agreements and their status over the next five years is listed in the STWP.

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### Future Development Areas Implementation Measures

The implementation measures in the table below should be used to ensure that the above Future Development Areas develop with the desired development patterns as described in the supporting narrative. The use of each of these implementation measures is not required, but they are included as tools to support policies and as programs that can be implemented to help the City attain its goals.

#### Implementation Measures by Character Area

| Type      | Measure                                     | Description   | Character Area   |
|-----------|---|---|--|
| Inventory | Financing Infrastructure Improvements       | Evaluate various financing methods for creating new infrastructure.   | All  |
| Inventory | Housing Assessment/Inventory                | An in-depth study of existing housing availability, price, condition and status in a locality will provide important information about the communities' housing needs.<br>Survey firms regarding need/future need as part of business retention/recruitment strategy. | All-Most Importantly- Newtown, Autrey Mill Pastoral, Ocee and Johns Creek North  |
| Inventory | Corporate Survey                            | Survey firms regarding need/future need as part of business retention/recruitment strategy.   | All  |
| Inventory | Historic/Archeological Properties/Resources | Conduct a City wide survey of the existing historic and archeological structures and sites, their age, condition and current use. This will be used to determine what steps need to be taken to preserve the quickly vanishing history of Johns Creek.                | All  |
| Inventory | Document Special Needs Population           | The special needs population is often difficult to document. It is important to determine how many people there are and what types of services are needed (e.g. mentally and physically handicapped-see definition).  | All  |
| Program   | City Gateways (Monuments-Markers)           | Develop a Gateway Program. Determine Gateway locations at key entrance points throughout the City to develop a sense of place.  | Ocee, Technology Park, River East, River Estates, Newtown, Shakerag, Medlock Bridge (141) Corridor, Jones Bridge Road, McGinnis Ferry, Johns Creek North |
| Program   | Fulton County Services                      | Plan to meet/or improve level of service provisions.  | All  |

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|---------|--|--|--|
| Program | Shared Parking/Parking Maximums                          | By encouraging property owners to share their parking facilities, the amount of land needed to develop parking lots is greatly reduced. Shared parking works best in mixed-use areas where adjacent buildings are used for different purposes and use parking spaces at different times of day. Instead of minimums add maximums.  | All non-residential character areas  |
| Program | Niche Marketing  | Marketing the community as a local or regional center for a particular purpose or attraction. Example: Medlock Bridge Road could become known for high end shopping, innovative government, sustainable development.   | Technology Park, Autry Mill Pastoral, All Character Areas on the River/Medlock Bridge (141) Corridor |
| Program | Explore citizen participation on boards and commissions. | To engage the citizens and address all community needs, citizen advisory boards need to be created. The following boards and commissions have been proposed:<br>Cultural Arts Commission<br>Design Review Board<br>Parks and Recreation Advisory Board<br>Senior Citizens Advisory Board<br>Special Needs Advisory Board<br>Transportation Advisory Board<br>Tree Advisory Board | All  |
| Program | Code Inspection and Enforcement                          | Adopt codes and enforce.   | All  |
| Program | Sidewalk and Pedestrian Network Design                   | An effective sidewalk and pedestrian network creates healthy neighborhoods and commercial areas. Proper design provides for more pedestrian-friendly street environments, affords appropriate access for bicyclists, and facilitates implementation of the community's multi-modal transportation amenities.   | All  |
| Program | Cultural and Heritage: Celebrate History and Diversity   | Develop a program focused on cultural and heritage activities throughout the year that will not only make the growing diverse population feel welcome but will also foster tourism and economic development.   | All  |

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|---------|---------------------------------------|---|--|
| Program | Sustainable Development               | Promote green development, such as LEED. Staff will assist the community in the protection of environmentally sensitive areas as well as developing responsible development standards (building and site development). Conduct educational programs and apply for grants. (Capitalize on Clean Air and Clean Water Campaign)                  | All  |
| Program | Trails and Greenway Networks          | Trails and greenways positively impact individuals and improve communities by providing not only recreation and transportation opportunities, but also by influencing economic and community development (implementing the Green Plan recommendations).   | All, specifically all along the River and Autry Mill Pastoral (Connections to other jurisdictions) |
| Program | Walkability                           | Neighborhood design for walkability is concerned with the extent and size of the sidewalk network, its internal and external connectivity, and the attractiveness and security of the sidewalks and street crossings. Traffic calming measures create environment that promotes pedestrian activity.  | All  |
| Program | Landscaping Guidelines/Ordinance      | May include requirements for protection of existing trees, planting of trees that will create a certain amount of shade over time, establishment of landscaped strips as buffers between developments, etc. Benefits include creation of safe shaded areas for pedestrians and bicyclists, preservation and restoration of natural resources. | All, especially character areas abutting or creating interactions with residential areas           |
| Program | Water Resource Management             | Manage and protecting water supply, watersheds.   | All  |
| Program | Pocket Parks                          | Small open spaces throughout a community that may be publicly owned or owned and managed by nearby residents and property owners. They provide greenbelts and open access to greenspace in urban areas and contribute to protection of wildlife and landscape.  | All, especially Medlock Bridge (141) Corridor  |
| Program | Establish Citizens Assistance Program | Johns Creek has a high level of income and education but still has citizens living below the poverty level. These programs can provide and/or coordinate job training, life skills and child care/ eldercare to the less fortunate for the betterment of the community as a whole.  | All  |

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|------------|---|--|--|
| Program    | Americans with Disabilities (ADA) Program                                       | This program can evaluate all existing City facilities to make sure they comply with ADA. The program can help business owners comply with ADA so that all citizens have access. | All  |
| Program    | Resources   | ARC hosts a schools and communities meeting and is launching a schools and communities website.  | All  |
| Program    | Pursue Grants   | Signature Communities<br>Community Choices   | All  |
| Inventory  | Analyze Financial Impacts of Growth: Explore Feasibility of Impact Fee Program. | Using the financial and fiscal impacts of development patterns on the local economy and on local budgets to help determine types of development patterns desired and needed.     | All  |
| Program    | Tree Bank   | Implement the tree bank program.   | All  |
| Program    | Tree Credit   | Establish a tree credit program to incentivise developers to preserve trees.   | All  |
| Regulation | Zoning: Tree Protection   | Review existing tree protection and replacement ordinances.  | All  |
| Regulation | Zoning: Mixed-use   | Review existing mixed-use ordinance to make sure it adequately addresses design concerns.  | All  |
| Regulation | Zoning: Historic/Archeological Property/District Overlay or Zoning Designation  | Investigate the best way to protect identified historic/archeological resources from demolition, neglect, or incompatible additions. This should take place after the inventory. | All, Especially Shakerag, Autry Mill Pastoral, Newtown |
| Regulation | Historic Resources Design Guidelines  | Design standards for historic properties or districts to maintain historic integrity and significance.   | All, Especially Shakerag, Autry Mill Pastoral, Newtown |

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|            |   |  |   |
|------------|---|--|---|
| Regulation | Residential Infill Development/Residential Scale Commercial Redevelopment | Ensure that new residential infill development and commercial redevelopment is compatible with the surrounding development.  | All   |
| Regulation | Mixed Income Development  | Consider places where mixed income communities may be appropriate to address affordable housing options. Teachers and first responders are good examples of people who contribute to the local community in significant ways but their pay does not cover high living costs.                                     | All   |
| Regulation | Town Center City Center City Hall (TCC)                                   | Investigate the possible locations for the Town Center, City Center or City Hall and develop design guidelines addressing size, scale, uses, appropriate pedestrian/bicycle amenities and transit options as well as architectural components. This could be in the form of an overlay or a new zoning category. | Where Designated-Still Under Review (Possible Medlock Bridge (141) Corridor and Jones Bridge) |
| Regulation | Sign Regulations  | Controlling the aesthetic impact of signage on the community by restricting the location, size, and appearance of signs.   | All   |
| Regulation | Intergovernmental Service Agreement (DCA Model Code 10-5)                 | Provisions for cities and counties to share resources in the areas of planning, land use regulation, building inspection, and code enforcement.  | All   |
| Regulation | Service Delivery Strategy   | Continue to develop a service delivery strategy, for the current and future provision of local services that promotes effectiveness, cost efficiency, and tax equity.  | All   |
| Regulation | Conservation Subdivision  | Investigate the addition of a conservation subdivision ordinance.  | All   |

**Future Development Areas Quality Community Objectives**

DCA has established a number of Quality Community Objectives that provide targets for local governments in developing and implementing their comprehensive plans. The Quality Community Objectives to be pursued in each Character Area are listed in the table below.

| Quality Community Objective to be pursued  | Ocee | Technology Park | River East | Warsaw/Morton | River Estates | Newtown | Autry Mill Pastoral | Shakerag | 141 Corridor | Jones Bridge | McGinnis Ferry | Johns Creek North |
|--|------|-----------------|------------|---------------|---------------|---------|---------------------|----------|--------------|--------------|----------------|-------------------|
| <b>1. Development Patterns:</b><br><i>Traditional neighborhood development patterns should be encouraged, including use of more human scale development, compact development, mixing of uses within easy walking distance of on each other, and facilitating pedestrian activity.</i>  | ✓    |                 |            |               |               | ✓       |                     |          | ✓            | ✓            | ✓              |                   |
| <b>2. Infill Development Communities:</b> <i>should maximize the use of existing infrastructure and minimize the conversion of undeveloped land at the urban periphery by encouraging development or redevelopment of sites closer to the downtown or traditional urban core of the community.</i>   | ✓    |                 |            |               |               | ✓       |                     |          | ✓            | ✓            |                |                   |
| <b>3. Sense of Place:</b> <i>Traditional downtown areas should be maintained as the focal point of the community or, for newer areas where this is not possible, the development of activity centers that serve as community focal points should be encouraged. These community focal points should be attractive, mixed-use, pedestrian-friendly places where people choose to gather for shopping, dining, socializing, and entertainment.</i> | ✓    |                 |            |               |               | ✓       |                     |          | ✓            | ✓            |                |                   |
| <b>4. Transportation Alternatives:</b> <i>Alternatives to transportation by automobile, including mass transit, bicycle routes, and pedestrian facilities, should be made available in each community. Greater use of alternate transportation should be encouraged.</i>   | ✓    | ✓               | ✓          | ✓             | ✓             | ✓       | ✓                   | ✓        | ✓            | ✓            | ✓              | ✓                 |

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| <p><b>5. Regional Identity:</b> Each region should promote and preserve a regional "identity," or regional sense of place, defined in terms of traditional architecture, common economic linkages that bind the region together, or other shared characteristics.</p>   |   |   |   |   |   |   |   |   |   | ✓ |   |   |
| <p><b>6. Heritage Preservation:</b> The traditional character of the community should be maintained through preserving and revitalizing historic areas of the community, encouraging new development that is compatible with the traditional features of the community, and protecting other scenic or natural features that are important to defining the community's character.</p>   | ✓ |   |   | ✓ |   | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| <p><b>7. Open Space Preservation:</b> New development should be designed to minimize the amount of land consumed, and open space should be set aside from development for use as public parks or as greenbelts/wildlife corridors. Compact development ordinances are one way of encouraging this type of open space preservation.</p>  | ✓ | ✓ |   |   |   | ✓ |   |   | ✓ | ✓ | ✓ |   |
| <p><b>8. Environmental Protection:</b> Environmentally sensitive areas should be protected from negative impacts of development, particularly when they are important for maintaining traditional character or quality of life of the community or region. Whenever possible, the natural terrain, drainage, and vegetation of an area should be preserved.</p>   |   |   |   | ✓ | ✓ | ✓ | ✓ | ✓ |   |   |   |   |
| <p><b>9. Social and Economic Development: Growth Preparedness</b> Each community should identify and put in place the pre-requisites for the type of growth it seeks to achieve. These might include infrastructure (roads, water, sewer) to support new growth, appropriate training of the workforce, ordinances and regulations to manage growth as desired, or leadership capable of responding to growth opportunities and managing new growth when it occurs.</p> | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

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| <p><b>10. Social and Economic Development: Business Appropriateness</b> <i>The businesses and industries encouraged to develop or expand in a community should be suitable for the community in terms of job skills required, long-term sustainability, linkages to other economic activities in the region, impact on the resources of the area, and future prospects for expansion and creation of higher-skill job opportunities.</i></p> | ✓ | ✓ |  |  |  | ✓ |  |   | ✓ | ✓ | ✓ |   |   |
| <p><b>11. Social and Economic Development: Employment Options</b> <i>A range of job types should be provided in each community to meet the diverse needs of the local workforce.</i></p>   | ✓ | ✓ |  |  |  | ✓ |  |   | ✓ | ✓ | ✓ |   |   |
| <p><b>12. Social and Economic Development: Education Opportunities</b> <i>Educational and training opportunities should be readily available in each community – to permit community residents to improve their job skills, adapt to technological advances, or to pursue entrepreneurial ambitions.</i></p>   | ✓ | ✓ |  |  |  | ✓ |  |   | ✓ | ✓ | ✓ |   |   |
| <p><b>13. Social and Economic Development: Housing Choice</b> <i>A range of housing size, cost, and density should be provided in each community to make it possible for all who work in the community to also live in the community (thereby reducing commuting distances), to promote a mixture of income and age groups in each community, and to provide a range of housing choice to meet market needs.</i></p>                         | ✓ |   |  |  |  | ✓ |  |   | ✓ | ✓ | ✓ |   |   |
| <p><b>14. Governmental Relations: Regional Solutions.</b> <i>Regional solutions to needs shared by more than one local jurisdiction are preferable to separate local approaches, particularly where this will result in greater efficiency and less cost to the taxpayer.</i></p>  | ✓ | ✓ |  |  |  | ✓ |  | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

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| <b>15. Governmental Relations: Regional Cooperation.</b> <i>Regional cooperation should be encouraged in setting priorities, identifying shared needs, and finding collaborative solutions, particularly where it is critical to success of a venture, such as protection of shared natural resources or development of a transportation network.</i> |  |  |  |  |  |  |  |  |  |  |  |  |
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## Short Term Work Program

The Short Term Work Program (STWP) identifies specific implementation actions that the local government intends to take during the first **five years** of the planning period. In Johns Creek, the Short Term Work program covers activities to be undertaken from **2009-2013**. These include any ordinances, administrative systems (such as plan review, code enforcement, etc.), community improvements or investments, financing arrangements, or other programs or initiatives to be put in place to implement the plan.

As mentioned in the Introduction of the Community Agenda, the City will update the STWP on annual basis to operationalize the Comprehensive Plan as a hands-on, strategic tool for achieving community objectives. A new year will be added to keep the STWP a five-year, working plan that will be evaluated on an annual basis. The City will consider ways to enhance the STWP with benchmarks or other evaluation systems to further maximize the benefit of a STWP for strategic planning purposes.

The Transportation Element of the Comprehensive Plan provides improvement policies that address issues and opportunities identified by the community. These policies are supported by strategies designed to accomplish the Community Vision through year 2030. Transportation projects that support these policies and strategies are included in the Short Term Work Program (STWP) covering years 2009-2013. As indicated within the transportation components, costs totaling \$119 million (2008 dollars) will be needed in this timeframe to accomplish the STWP. Projects in the STWP include projects in the current Transportation Improvement Program (TIP), by the Atlanta Regional Commission for years 2008-2013, as well as newly identified projects and those not requiring inclusion in the regional plan (locally funded). Funding sources for projects in the TIP include federal, state, regional, and city sources. Projects in the STWP that are not in the TIP may also include Safe Routes to School funding. For funding by other than City sources, projects not in the TIP would need to be added in an update prior to acquiring funds.

The STWP will provide the key initial steps necessary to implement the Community Vision. Additional projects will be needed to continue this work through the year 2030. The Transportation Master Plan will address these continuing needs by providing a program of projects through year 2030. The definition and prioritization of these projects will be established through continuing work with the City staff. A challenge in moving forward with a short term or long term improvement plan is the limitations of state and federal funding. With many more projects planned than can be constructed with available state and federal money, GDOT and ARC are reducing projects included in their financially constrained plans, increasing the reliance upon local and non-traditional funding.

The Short Term Work Program includes the following information for each listed action:

- Brief description of the activity;
- Timeframe for undertaking the activity;
- Responsible party for implementing the activity;
- Estimated cost (if any) of implementing the activity; and

- Funding sources, where applicable.

The STWP is used as a planning tool to aid in budget forecasting and program improvement and growth for the next five years to achieve overall development goals. All sources of funds listed are options available for the City to pursue. The STWP will also be used to benchmark City progress over the next five years. It is expected by October 1, 2009 that the city will develop a formal capital improvement program (CIP) which incorporates the STWP and the CIP into an integrated annual budgeting process.

## SECTION V. GLOSSARY

**Activity Node:** A geographic area, often centered on the intersection of a highway and collector or arterial cross street, that is distinguishable from its surroundings due to the intensity of office, commercial, or mixed-use development.

**Age In Place:** The ability to live in a familiar environment, place, and be able to participate in family and other community events.

**Affordable Housing:** Housing that has a sales price or rental amount that is within the means of a household that may occupy middle, moderate, low income housing. In the case of for-sale units, housing in which mortgage, amortization, taxes, insurance and condominium or association fees, in any, constitute no more than 28 (or 30) percent of such gross annual household income for a household which may occupy the unit in question. In case of dwelling units for rent, housing for which rent and utilities constitute no more than 30 percent of such gross annual income for a household of the size that may occupy the unit in question.

**American with Disabilities Act (ADA) of 1990:** The Americans with Disabilities Act gives civil rights protections to individuals with disabilities similar to those provided to individuals on the basis of race, color, sex, national origin, age, and religion. It guarantees equal opportunity for individuals with disabilities in public accommodations, employment, transportation, State and local government services, and telecommunications.

**Arterial Rapid Bus:** Provides medium capacity transit service along key regional arterial corridors with frequent (15-minute or better) service, limited stops, enhanced passenger amenities, and low cost capital improvements resulting in improved transit travel time reliability.

**Bus Rapid Transit (BRT):** A flexible, rubber-tired rapid transit mode that combines stations, vehicles, service, running ways, and intelligent transportation system (ITS) elements into an integrated system with a positive identity and unique image. In many respects, BRT is a “rubber-tired” light rail transit, but it has greater flexibility and potentially lowers capital and operating costs than light rail.

**Capital Improvement Plan (CIP):** A long-range plan which identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the plan.

**Character area:** A specific geographic area within the community that has unique or special characteristics to be preserved or enhanced (such as a downtown historic district, a neighborhood, or transportation corridor); has potential to evolve into a unique area with more intentional guidance of future

development through adequate planning and implementation (such as a strip commercial corridor that could be revitalized into a more attractive village development pattern); or an area which require special attention due to unique development issues such as, but not limited to rapid change of development patterns or economic decline.

**Class A Office Space:** Highest quality office space locally available. The design and visual appearance is extremely important.

**Community Standards:** Guidelines for design, architecture, landscape and streetscapes as well as other related criteria developed to fulfill the aesthetic vision of the City.

**Community Agenda:** The portion of the comprehensive plan that provides guidance for future decision-making about the community, prepared with adequate input from stakeholders and the general public. It includes; (1)a community vision for the future physical development of the community, expressed in the form of a map indicating unique character areas, each with its own strategy for guiding future development patterns; (2)a list of issues and opportunities identified by the community for further action, and (3) and implementation program that will help the community realize its vision for the future and address the identified issues and opportunities.

**Community Assessment:** The portion of the comprehensive plan that is an objective and professional assessment of data and information about the community prepared without extensive direct public participation. It includes: (1) a list of potential issues and opportunities the community may wish to take action to address, (2) evaluation of community policies, activities and development patterns for consistency with the Quality Community Objectives, (3) analysis of existing development pattern, including a map of recommended character areas for consideration in developing an overall vision for future development of the community; and (4) data and information to substantiate these evaluations and the potential issues and opportunities. The product of the Community Assessment must be a concise and informative report (such as an executive summary), to be used to inform decision-making by stakeholders during development of the Community Agenda portion of the plan.

**Community Vision:** The part of the Community Agenda that is intended to paint a picture of what the community desires to become, providing a complete description of the development patterns to be encouraged within the jurisdiction. It includes: (1) an optional general vision statement of the overall goals and desired future the community seeks to achieve; (2) a future development map delineating boundaries of major character areas throughout the community; and (3)a defining narrative that provides a specific vision and implementation strategy for each character area.

**Connectivity:** A term that refers to the existing or future, desired state of connections that ensure mobility between and among various uses and activities.

**Conservation:** The protection, preservation, management, or restoration of wildlife and of natural resources such as forests, soil, and water.

**Corridor:** An area of land, typically along a linear route, containing land uses and transportation systems influenced by the existence of that route.

**Density:** The quantity of building per unit of lot area.

**Design Guidelines:** Statements and illustrations that are intended to convey the preferred quality for a place.

**Development Impact Fee:** A payment of money imposed upon development as a condition of development approval to pay for a proportionate share of the cost of system improvements needed to serve new growth and development.

**Transition Area Distinctive Area:** An area/property in a state of change from existing land use, character and development area. The Future Development Map identifies these areas for further study.

**Future Development Map (FDM):** A community vision for the physical development of the community expressed on a map delineating boundaries and indicating unique character areas each with their own strategy for guiding future development patterns. The FDM, in conjunction with the Comprehensive Plan, is the city's future development policy and should be used to guide officials in land use decisions. The FDM replaces the former Future Land Use Map.

**Gateway:** A defined entrance to the City from a surrounding jurisdiction. A gateway program which may include markers or other aesthetic improvements should be developed to identify the City boundaries and establish a sense of place.

**Goal:** A statement that describes, usually in general terms, a desired future condition.

**Greenbelt:** A recreational element that links multiple developments through a series of connected and contiguous open space tracts that enables passive recreational activities including walking, biking, and jogging.

**Greenspace:** an area of grass, trees, or other vegetation; especially one maintained or designed for recreational or aesthetic purposes in an urban area; land of this type.

**Greenway:** A corridor of undeveloped land, as along a river or between urban centers, that is reserved for recreational use or environmental preservation.

Adopted: November 10, 2008  
Amended September 22, 2014

**Georgia Regional Transit Authority (GRTA) Express Service:** *Xpress* is the Atlanta region's premier commuter transportation service, with luxury coaches carrying riders throughout the region Monday through Friday. *Xpress* is a public transportation service in partnership between the [Georgia Regional Transportation Authority \(GRTA\)](#) and 12 metro Atlanta counties.

**Human Scale Development:** The term "human scale" generally refers to the use of human-proportioned architectural features and site design elements clearly oriented to human activity. A building has a good human scale if its details, elements and materials allow people to feel comfortable using and approaching it. Features that give a building human scale also encourage human activity.

**In-fill:** Development that occurs on vacant, skipped over, bypassed, or underused lots in otherwise built-up sites or areas.

**Live-Work:** An officially designated dwelling in which the occupant conducts a business.

**Local Historic Preservation Ordinance:** An ordinance that identifies procedures for creating local historic districts and administering the review of building renovations or alterations to properties located within the district. It typically establishes a historic preservation commission that is charged with the review of development proposals within historic districts.

**Major Comprehensive Plan Amendment:** Substantial alteration of the city's land use mixture or balance for the area of the city. This can be required when substantial changes to goals, objectives and policies of the Comprehensive Plan are proposed.

**Minor Comprehensive Plan Amendment:** A substantial alteration to the city's land use mixture for the area of the city in question has not occurred.

**Mixed Income Housing:** Housing for people with a broad range of incomes on the same site, development, or immediate neighborhood.

**Mixed-Use Development:** A single building containing more than one type of land use; or a single development or more than one building and use, where the different types of land uses are in close proximity, planned as a unified, complimentary whole.

**Mixed-Use Commercial:** A single building or development where two or more commercial land uses are present such as, but not limited to, retail, restaurant, institutional, or office use.

**Mixed-Use Residential:** A single building or development where two or more residential land uses are present consisting of single family, condominium, townhome, or multi-family development.

**Moravian:** An individual from the region in Eastern Europe that is located in Czech Republic.

**Multi-modal transportation network:** The comprehensive transportation system formed by the combined networks of all available modes of transportation (e.g., roadway, transit, pedestrian, bicycle, rail, aviation and waterway) in a given area.

**Node:** A geographic area, often centered on the intersection of a highway and collector or arterial cross street, that is distinguishable from its surroundings in terms of one or more of the following, or a combination thereof: (1) a mixture of land uses; (2) a higher concentration of pedestrian activity; (3) greater intensity of development; and/or (4) overall architecture of buildings or coordinated design of development.

**Non-point source pollution (NPS):** Water pollution affecting a water body from diffuse sources, rather than a point source which discharges to a water body at a single location.

**Park:** An area of land owned as public property, kept as open space with few or no buildings, and used for recreation or preservation of natural resources.

**Parklands:** The area designated as a park or a number of parks.

**Place Making:** The design of a building or area to make it more attractive to, and compatible with, the people who use it.

**Recreation facilities:** public buildings and marked playing fields within parks used for sports and games.

**Regional Suburban Bus:** Provides suburb-to-suburb regional bus service with limited stops and 30- to 60-minute frequencies.

**Signature Park:** a park of substantial size that is easily identifiable and representative of the City it serves. Piedmont Park in Atlanta or Central Park in New York are examples of a Signature Park.

**TAZ (Traffic Analysis Zone):** The unit of geography most commonly used in travel demand modeling, and usually consists of one or more census blocks, block groups, or census tracts. Population, household, and employment totals are derived within each TAZ and used as model input.

**TCC:** Town Center, City Center, City Hall; for *transportation context*: Traffic Control Center.

**Transit Stop:** Designated location where a passenger boards or alights any type of transit vehicle for access to his ultimate destination, either to be completed on foot or by transferring to another mode or vehicle within the transportation system (e.g., automobile, bicycle or other transit vehicle).

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Amended September 22, 2014

**Tree Bank:** A site such as a school or public park, where the owner/developer shall donate and plant the required trees or a defined monetary sum to be paid when it is not feasible to plant the required trees within their site's project area.

**Upper Johns Creek:** The portion of the City's namesake creek located north of Abbott's Bridge Road extending to McGinnis Ferry Road

**Village:** A small, compact center of predominantly residential character but with a core of mixed-use commercial, residential, and community services. A village typically has a recognizable center, discrete physical boundaries, and a pedestrian scale and orientation.

**Village Green:** A piece of open land for recreational, meeting and other community uses.

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## Section VI: APPENDIX