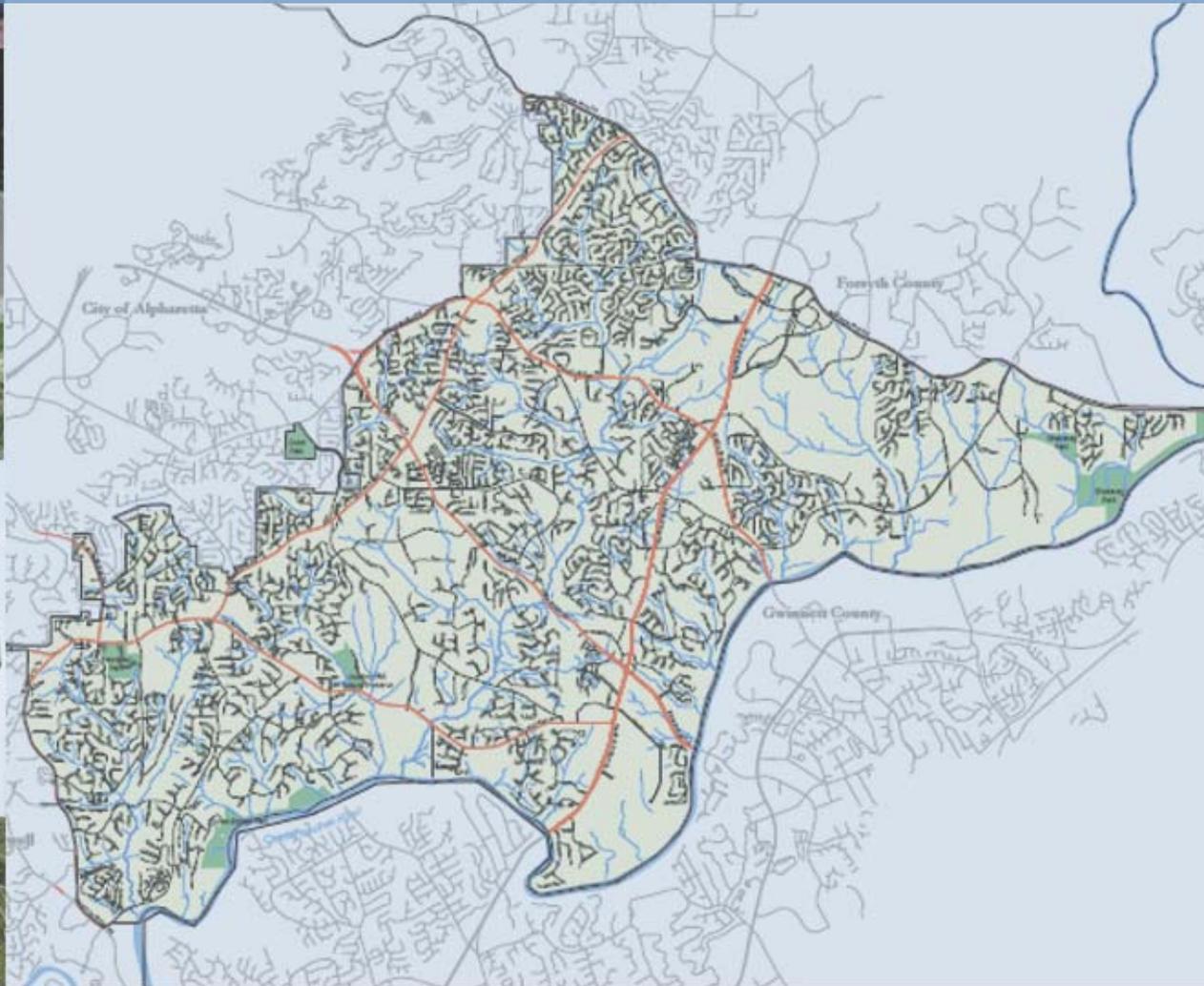




City of Johns Creek
Comprehensive Plan 2009-2030



COMMUNITY ASSESSMENT EXECUTIVE SUMMARY

INTRODUCTION

The City of Johns Creek is undertaking its first original Comprehensive Plan in coordination with its **Transportation Master Plan** and the **Green Plan**. The City has contracted with a team of consultants to facilitate these coincident planning efforts. This approach will allow the respective master plans to inform each other and unify planning efforts while also maximizing citizen involvement throughout the year of planning.

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 baseline Comprehensive Planning effort provides policies for the 2009-2030 planning period, 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

The **Community Assessment** component of the Comprehensive Plan summarizes existing conditions for the community and identifies issues and opportunities that the City of Johns Creek may desire to address during the 20 year Comprehensive Plan horizon. The Assessment contains this executive Summary, which summarizes salient data, and is supplemented by an attached **Technical Appendix** which includes the full data analysis for existing conditions. As a base-line resource from which community members can draw during the development of that Community Agenda, the Community Assessment helps communicate the City's profile. A primary component of the Assessment is the Character Area map (categorizing areas of the City and their respective character type), from which a future development map will be derived during the creation of the Community Agenda. The Community Assessment should serve government officials and the public as a concise reference document.

The **Community Participation Program** details what measures a local government will undertake in order to ensure that community members can participate in the creation of an Agenda for future planning. 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. It also specifies the strategies by which the community intends to pursue its vision.

TABLE OF CONTENTS

OVERVIEW OF COMMUNITY ASSESSMENT EXECUTIVE SUMMARY 3

JOHNS CREEK PLANNING ENVIRONMENT 4

SECTION I CITY PROFILE 6

 History and Background 6

 Economic Development 9

 Natural and Cultural Resources 10

 Community Facilities, Services and Intergovernmental Coordination 10

 Transportation Systems and Roadway Network 12

SECTION II ISSUES AND OPPORTUNITIES 14

SECTION III EXISTING DEVELOPMENT PATTERNS 18

 Land Use 18

 Character Areas 22

 Areas Requiring Special Attention 26

SECTION IV QUALITY COMMUNITY OBJECTIVES DISCUSSION 27

OVERVIEW OF COMMUNITY ASSESSMENT EXECUTIVE SUMMARY

This document contains four (4) substantive sections that incorporate DCA requirements:

Section I presents a summary **profile of the City**, based on a comprehensive review of existing City regulations, adopted plans, and the tables, graphs and data sources documented in an attached **Technical Appendix of Data**.

Section II presents potential **Issues and Opportunities** that the community may wish to address during the planning process; this list is generated from a review of the appendix data, existing official documents, field observations and input from the Steering Committee.

Section III analyzes **existing development patterns** and areas of the City that require special attention. This section presents an Existing Land Use map that also delineates potential “character areas.” DCA uses the concept of “character areas” as a tool for identifying geographic areas that deserve special attention – whether to preserve or create special features, and/or to remedy problematic conditions; character area types are specific to the local context, and thus the special attention they receive during the formulation of the Community Agenda will vary in form. The community may recommend action such as sub-area planning, investment, regulations, or some other appropriate measure.

Section IV discusses to what degree the City meets fifteen **Quality Community Objectives**, as formulated by DCA policy. The Quality Community Objectives require the City to examine its policies and regulations in order to determine how they might need to be adjusted to meet the applicable objectives. This section serves as a policy reference for residents and decision makers.

JOHNS CREEK PLANNING ENVIRONMENT

Johns Creek has undertaken several planning and development efforts in the process of becoming a City. Since its incorporation on December 1, 2006, the City has established numerous processes and review boards to assist in the development process.

Previous planning effort includes participation in Focus Fulton 2025.

Planning efforts and progress since the City's incorporation on December 1, 2006:

Johns Creek Interim Comprehensive Plan 2025, completed and adopted January 2, 2007. Johns Creek Future Land Use Map 2025, completed and adopted January 2, 2007.

While DCA requires that, at a minimum, jurisdictions update their Comprehensive Plan every ten years, local governments may conduct major or minor amendments at any time. If changing conditions render the adopted Future Land Use or Future Development Map untenable or inappropriate as a policy guide, an amendment would be needed to modify the map per the evolved policy context.

Creation of a local Zoning Ordinance, adopted originally in November 2006, then amended and adopted on January 2, 2007; effective on January 5, 2007. The Official Zoning Map was also adopted and approved on January 5, 2007.

The Johns Creek Planning Commission was established by ordinance on January 22, 2007. The purpose of this board is to serve as a recommending body to the Mayor and City Council for the purpose of upholding and implementing the vision and objectives as outlined in the Comprehensive Plan and accompanying regulatory ordinances such as Zoning and Land Subdivision Regulations of the city. The Johns Creek Planning Commission meets one Tuesday per month at 7 pm in the City Council Chambers at 12000 Findley Road, Suite 300, Johns Creek, GA 30097. There are 7 members of the Planning Commission.

The Board of Zoning Appeals was established by the Zoning Ordinance on January 2, 2007, effective on January 5. This board is a decision making board, in that any appeal to their decisions shall be made to the Superior Court of Georgia. Their purpose is to decide on cases requesting variances and/or code interpretations on the regulatory ordinances of the city including but not limited to: Zoning Ordinance, Land Subdivision Regulations, and the Land Development Regulations. Further, the board shall hear cases requesting an appeal to a staff interpretation and/or decision on the above referenced ordinances. Other ordinances adopted in the future that include regulatory requirements that affect building and development may come under the purview of this Board. The Johns Creek Board of Zoning Appeals meets one Tuesday per month at 7 pm in the City Council Chambers at City Hall. There are 7 members of the Board of Zoning Appeals.

Future Boards and Commissions to be established

The City has identified its intent to establish the following commissions and boards to assist in the planning and development process in the City of Johns Creek. The time frame to establish each is not specified.

Cultural Arts Commission

The purpose of this board will be to serve as a recommending body to the Mayor and City Council for the purpose of developing a cultural arts program in both performance and visual/sculptural arts for the city. The commission shall be staffed with representatives of the Mayor's office serving as their liaison.

Design Review Board

The purpose of this board will be to serve as a recommending body to the Mayor and City Council for the purpose of hearing cases that pertains to the adopted architectural standards, themes, and elements of the city including streetscape and landscape.

Parks and Recreation Advisory Board

The purpose of this board will be to serve as a recommending body to the Mayor and City Council for the purpose of developing a master plan for parks and recreation. The Director of Parks and Recreation shall serve as a liaison to this Advisory Board for purposes of coordinating the stated goals and policies of the Mayor and City Council. Further the commission shall work with the Director in the development of an overall activity program plan for the department.

Senior Citizens Advisory Board

The purpose of this board will be to advise the Mayor and City Council on initiatives impacting the population of persons 62 and older including but not limited to parks, recreation, health, fitness, education, planning, transportation, cultural affairs, and government affairs.

Special Needs Advisory Board

The purpose of this board will be to advise the Mayor and City Council on initiatives that have a direct result on special populations including but not limited to physical and/or mental health disabilities.

Transportation Advisory Board

The purpose of this board will be to advise the Mayor and City Council on transportation initiatives that impacts the existing and future roads, sidewalks, and connectivity of developments in the city. To serve as the liaison in the development and implementation of a Major Thoroughfare Study in order to create a plan for future transportation projects and the capitol improvement plan to bring about implementation of the plan.

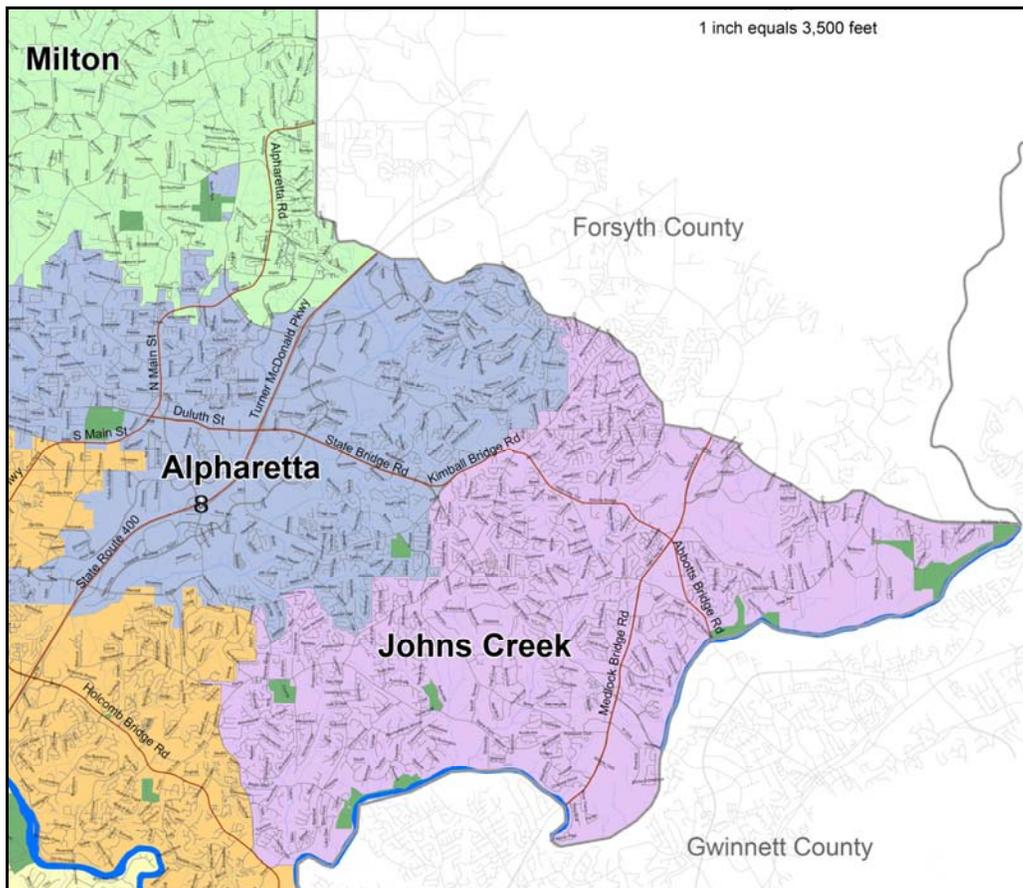
Tree Advisory Board

The purpose of this board will be to serve as a recommending body to the Mayor and City Council for the purpose of developing and implementing a streetscape plan for the city as contained within the comprehensive plan and supporting regulatory ordinances.

SECTION I CITY PROFILE

History and Background

Johns Creek became a city on December 1, 2006 following a two year movement to incorporate the City. Located in northern Fulton County, east of Alpharetta, the City of Johns Creek is made up of the four original farming communities of Warsaw, Shakerag, Newtown, and Ocee. The Chattahoochee River forms the boundary of the city with Gwinnett County to the southeast.



The City of Johns Creek adopted the name of the creek which flows through it. The creek was named after John Rogers, who lived and farmed land north of the Chattahoochee in the early 1800s. In the 1820s, the land beyond the Chattahoochee was Cherokee Indian territory; however, when gold was discovered in North Georgia, the Cherokee Indians were forced to leave the area along what's known as the Trail of Tears. After the Trail of Tears, only a few Cherokee families survived and remained in the area, including the Rogers family. John Rogers' wife, Sarah Cordery, was a half-blood Cherokee. The John Rogers home, built in 1803, is still standing today in Johns Creek on Bell Road and has been restored by its current owners. Johns Creek grew rapidly and lost much of its rural character during rapid suburbanization in the 1990s.

Population and Housing

Population Overview

The population in 2000 for the area that is now within the City Limits of Johns Creek was 60,343 according to a census analysis. An estimated **70,050** people live in the City today. This represents a growth rate of close to 14%, which is a significant increase. This increase, on the heels of the rapid suburban population growth of the 1990s (Johns Creek also grew 13% between 1990 and 2000), made the provision of services very challenging. The concern over adequate provision of services in North Fulton ultimately led to the desire of many North Fulton residents to create new cities so that services would be more directly and efficiently provided within smaller service areas.

	2000	2007	2012	2007 - 2012	
				<i>Change</i>	<i>Annual Rate</i>
Population	60,343	70,050	77,213	7,163	1.97%
Households	20,115	23,013	25,265	2,252	1.88%
Average Household Size	3.00	3.04	3.05	0.01	0.07%
Families	16,738	18,740	20,233	1,493	1.54%
Average Family Size	3.32	3.40	3.43	0.03	0.18%

Source: Census; ESRI Business Analysis

Population Projections through 2030

The City's projections suggest a more moderate growth rate of 34% between 2007 and 2025. Using the growth rate generated by the 2007-2012 analysis (average annual rate of 1.97%), population forecasts through 2030 were prepared with an assumption that after 2012, annual growth rates would decrease slightly each year (0.10%) until 2020. From 2020 to 2030, a constant yearly growth rate of 1% was applied. The assumption for continued growth, but at a slower rate, is explained in the Technical Appendix. The following table projects future growth for the City of Johns Creek to the year 2030.

Population and Forecast: 2000 - 2030					
2000 (Census)	2007	2012	2020	2025	2030
60,343	70,050	77,213	85,372	89,727	94,304

Source: ESRI Census Block and forecast to 2012; Pond & Company to 2030

Housing

Johns Creek is a large city, with the majority of its land devoted to residential land uses. There are now almost 24,000 housing units in Johns Creek, with over 3,000 having been added since 2000. Just over 84% of all housing units in Johns Creek are owner-occupied, with 12% renter occupied, and 4% vacant. This is a very high owner occupancy rate and a very low vacancy rate, indicating a very healthy economy and housing market in Johns Creek. All of the economic indicators for Johns Creek are consistent; high household income along with population growth and high owner occupancy rates indicate overall stability for the City, which must prepare to determine how much future growth will be encouraged and how to plan for that growth.

	2000		2007		2012	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	20,746	100.0%	23,960	100.0%	26,536	100.0%
Occupied	20,115	97.0%	23,013	96.0%	25,265	95.2%
Owner	17,599	84.8%	20,202	84.3%	22,135	83.4%
Renter	2,516	12.1%	2,811	11.7%	3,130	11.8%
Vacant	631	3.0%	947	4.0%	1,271	4.8%

Source: Census; ESRI Business Analysis

Economic Development

Johns Creek's income and business summary are important economic indicators. The household income for Johns Creek in 1999 was over \$100,000, as shown below. This is well above the state and national median incomes; the same is true of the per capita income in Johns Creek. Johns Creek residents enjoy a high standard of living and can afford to spend more for basics such as housing, as discussed in Section IV.

Income Measure	2000	2007	2012
Median Household Income	\$105,015	\$150,592	\$193,154
Average Household Income	\$133,009	\$201,494	\$272,038
Per Capita Income	\$44,378	\$65,994	\$88,733

Source: Census; ESRI Business Analysis

In Johns Creek there are almost 2,000 businesses; however the nighttime population far exceeds the daytime population, with the daytime/nighttime ratio of .30. This indicates that Johns Creek is more of a bedroom community for other employment centers in metropolitan Atlanta rather than being an employment center unto itself. The presence of Technology Park, which has created thousands of jobs in the City, along with increased corridor development in adjacent areas, portends continued future growth in businesses in the area. ARC's 2020 forecast indicates that employment will double in the next 20 years based on past trends.

Total Businesses:	1,901
Total Employees:	20,972
Total Residential Population:	70,050
Daytime (Employee)/Nighttime (Population) Ratio	0.30

Source: Business data provided by InfoUSA, Copyright 2007. ESRI forecasts for 2007.

As shown in the following table, the single industry which employs the greatest number of residents (46% of the employed population) is Services, followed closely by Retail Trade and FIRE, at 11.7% and 11.9%.

Total	33,642
Agriculture/Mining	0.1%
Construction	4.0%
Manufacturing	8.8%
Wholesale Trade	4.7%
Retail Trade	11.9%
Transportation/Utilities	3.7%
Information	6.8%
Finance/Insurance/Real Estate (FIRE)	11.7%
Public Administration	1.5%

Natural and Cultural Resources

Johns Creek has adopted and enforces the Part V regulations as required by the State of Georgia. All maps relating information on environmental criteria and resources may be found in the Technical Appendix to the Community Assessment.

Johns Creek is located in an area that is rich with natural resources to both enjoy and protect. The natural resource highlights include the Chattahoochee River and its tributaries as well as associated national recreational areas. The Chattahoochee River is protected by the Metropolitan River Protection Act.

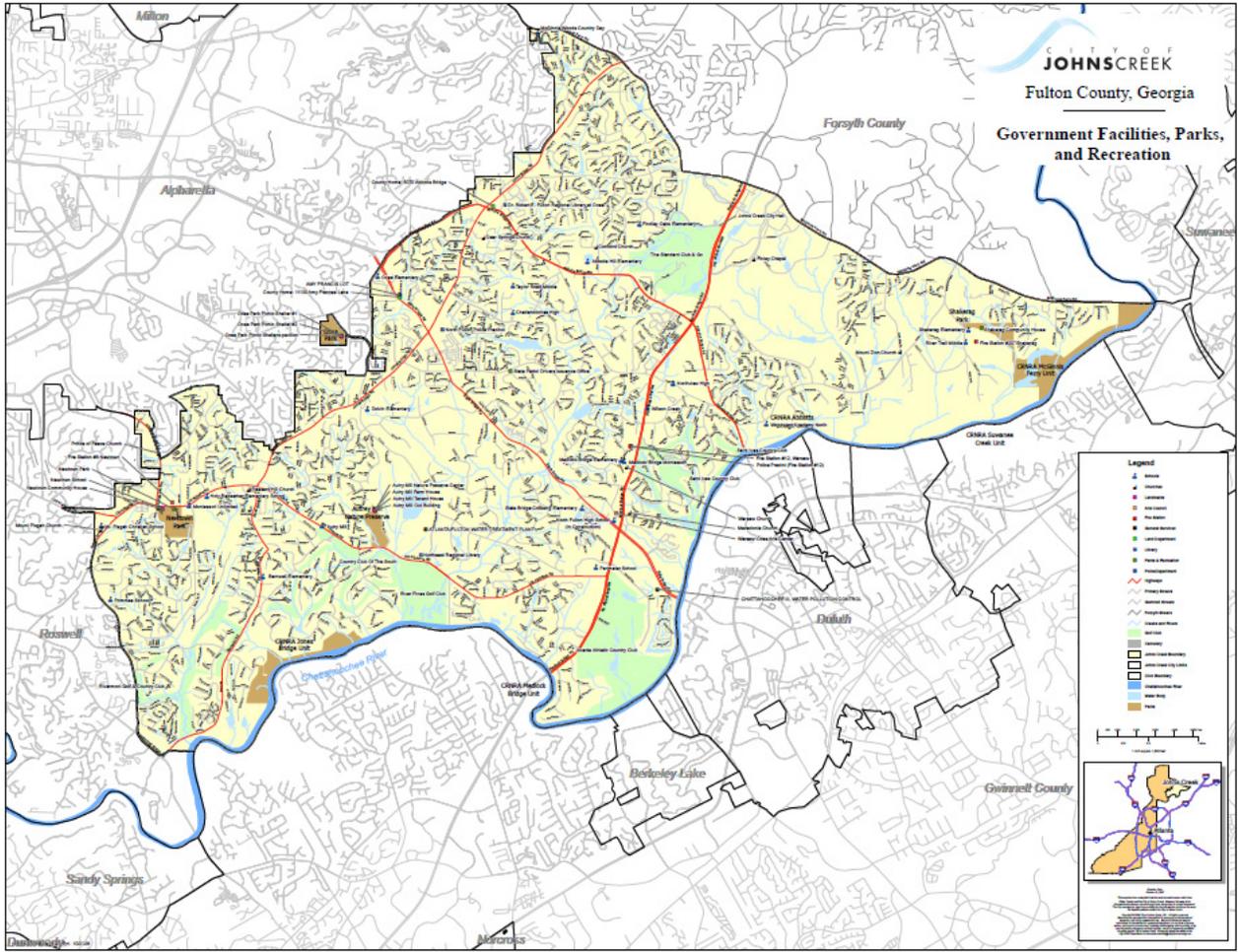
Cultural Resource Highlights include the Ocee Arts Center and the Autrey Mill Nature Preserve. Potential historic resources include the Warsaw School, the John Rogers' home, as well as the historical school buildings located adjacent to Newtown Park. Select cultural resources are shown on the Community Facilities Map in the following section.

Community Facilities, Services and Intergovernmental Coordination

Johns Creek depends on Fulton County for police and fire protection services, and has an intergovernmental agreement to do so for two years after the incorporation or until the City is ready to take it over, whichever comes sooner. The City is currently in the process of hiring its own fully staffed police department in preparation for managing the department locally beginning in the spring of 2008.

The Fulton County School System and Fulton County Library systems operate in Johns Creek; though there are also numerous private educational institutions. The existing community resources, including schools, libraries, fires stations, police stations, parks, and other government functions are shown on the Government Facilities figure on the following page. Details on all city and county services, including water, wastewater and stormwater are provided in the Technical Appendix to the Community Assessment.

Figure: Government Facilities, Parks, and Recreation



Transportation Systems and Roadway Network

The transportation system in Johns Creek is comprised of 355 miles of roadways, 65 traffic signals, 27 bridges, 3.5 miles of multi-use trails, and 5.6 miles of bike-lanes. The automobile is the primary mode of travel in the City. Transit options have increased over the past several years with implementation of a GRTA express bus route and pedestrian improvements in select areas. A detailed review of the transportation system is included in the Technical Appendix. The sections below include a summary of identified transportation system needs by travel mode.

Summary of Identified Roadway Capacity and Safety Needs

The assessment of roadway capacity and safety has examined several areas of transportation needs in categories as indicated below.

- Examination of roadway functional classifications and their relationship to servicing adjacent land uses and providing alternative travel modes.
- Operational improvements to enhance traffic flow and pedestrian crossing capabilities along congested corridors, including Medlock Bridge Road, Jones Bridge Road, Old Alabama Road, State Bridge Road, Abbotts Bridge Road, McGinnis Ferry Road, Bell/Bole Roads, and Sargent Road.
- Operational improvements and intersection reconfigurations to prevent bottlenecks at major intersections, located along congested corridors, indicated above.
- Capacity enhancement of roadways identified as congested in future years and improvement of parallel facilities.
- Management of access points along arterial corridors to ensure throughput capacity is preserved.
- Identification of appropriate parallel routes and connections to reduce local trip loading on the arterial roadway network.
- Safety improvements along roads with high crash rates.
- Focused pedestrian safety improvements around schools, libraries, parks, and community facilities.

Summary of Identified Transit Needs

The assessment of transit has identified several improvement needs, as indicated below.

- Development of travel time strategies for transit service along the State Bridge Road and Medlock Bridge Road corridors to encourage transit riders.
- Incorporation of walkable communities and transit oriented development near mixed-use activity centers.
- Examination of potential local circulation routes between walkable activity centers.
- A transit connection to the proposed commuter rail station in Duluth, supporting those commuting to/from Atlanta.
- Examining the applicability of Bus Rapid Transit or other commuter transit service in Johns Creek.
- Identification of park and ride facilities.

- Coordination of existing and planned pedestrian and bicycle facilities with potential future transit service.

Summary of Identified Pedestrian Needs

The assessment of pedestrian movement and facilities has identified several needs, as indicated below.

- All pedestrian facilities shall be compliant with ADA standards.
- Pedestrian connections between neighborhoods and community facilities, such as schools, libraries, parks, and multi-use trails.
- Sidewalks within activity centers of sufficient width and separation from traffic to encourage pedestrian movement.
- Safe and pedestrian connections to transit.

Summary of Identified Bicycle Needs

The assessment of potential bicycle travel and destinations has identified several needs, as indicated below.

- Safe and efficient connection for bicycles between neighborhoods and community facilities, such as schools, libraries, parks, and multiuse trails.
- Development of an off-road trail system to accommodate recreational transportation use and park access.
- Bike access to employment centers and GRTA Express bus stops and activity centers for commuter use.
- Enhancing safety of bicycle travel through development of bike routes and facilities, standardized intersection and trail crossing treatments to make cycling a viable mode within activity centers.

Summary of Identified Railroad, Trucking, Port Facility, and Airport Needs

The assessment of travel needs for access to railroads, port facilities, and airports, as well as to accommodate truck traffic has identified several needs, as indicated below.

- Maintain efficient access via arterial roads to surrounding railroads; regional and international airports; state port facilities; transit connections; and MARTA rail stations in neighboring jurisdictions.
- Establish local truck routes and prohibitions to allow service to businesses without adversely impacting local streets, pedestrians, and bicyclists.

Summary of Identified Parking Needs

The assessment of parking has indicated no areas with insufficient/inadequate parking. The Johns Creek development regulations require developers to provide for parking needs. Centralized parking areas occur within mixed use developments. However, large areas of underutilized surface parking needing redevelopment were not observed. The individual developments provide adequate parking to meet demand.

SECTION II ISSUES AND OPPORTUNITIES

Overview and Purpose

This section identifies a series of issues and opportunities that help frame and prioritize the City's discussions when developing the Community Agenda. DCA recommends a list of categories for the purposes of identifying Issues and Opportunities. As community members assess the list of Issues and Opportunities included herein, they may also refer to Section IV, which reviews how the City of Johns Creek addresses the state's Quality Community Objectives, which create benchmarks for local governments to use in pursuing improved quality of life for their residents.

Below are **Issues** and **Opportunities** that emerge from a synthesis of several data sources.

POPULATION

- Population growth has created difficulties in getting to and from places; the movement of people to and from work, to and from restaurants, to and from schools, and secondary business locations generate pedestrian, transit and vehicular trips.
Issue: These impact the flow of traffic and cause congestion as well as creating challenges in the provision of water, sewer and emergency services.
Opportunity: More traffic in and around the city generates interest as well as income by those spending time shopping, dining, and working in Johns Creek.
- Household size varies a lot by neighborhood/area, which is understandable due to the size of the City, thus it is difficult to characterize whether or not household size fluctuations are an *issue*.

ECONOMIC DEVELOPMENT

- North Fulton household income is significantly higher than other planning areas in Fulton County and the region. In Johns Creek, 70% of the households earn more than \$75,000 a year.
Issue: High income and high housing cost create a lack of affordable 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.
Opportunity: Housing affordability is undoubtedly a problem, but searching for and working towards having viable transportation alternatives in place could partially lessen the need for work force housing in the City.
- It is an *issue* that in the suburbs people tend to spend more on transportation costs; every \$1,000 saved in housing costs by living in the suburbs equates to transportation costs increased by \$775 (National Realtors).
- *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 promote a balanced tax base in order to account for the cost of residential services.

NATURAL AND CULTURAL RESOURCES

- The Chattahoochee River flows through the southern boundary of North Fulton and the Little River flows along the western boundary. The Chattahoochee is protected by the MRPA; the streams are protected by current stream buffer ordinances. It is important to consider the water issue in light of the current drought conditions
- *Opportunity:* Educate Johns Creek residents about the importance of protecting and conserving water resources.
- *Issue:* there are no alternative water sources at present time
- *Opportunity:* The City may look into technological advances that might 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:* There is too much fragmentation or eradication of tree coverage during the development process.
- *Opportunity:* Modify regulations to incentivize developers who incorporate tree preservation sites, conservation easements, and forest preserves within their developments- they could receive tree credits as an incentive. The interim comprehensive plan suggests that there is a need for the City to apply forest management principles in order to create interconnected forest corridors between large subdivisions.
- *Opportunity:* There are potentially historical houses and other sites that may be eligible to apply to the National Register of Historic Places. A historical resources inventory needs to be created.
- *Opportunity:* There are historic bridges/areas where historic bridges stood that could be marked/used as cultural resources
- *Issue:* Cemeteries adversely affected by development; some left neglected because on private property
- *Opportunity:* Cemeteries should be inventoried along with green/open space- older cemeteries may need archeological studies done to inform preservation of history

COMMUNITY FACILITIES AND SERVICES

Schools

- *Issue:* Population in schools is reportedly much more diverse than is reflected in 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.
- *Issue:* Schools are over-enrolled.

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 Fulton Stormwater Management District will provide the ability to address stormwater management needs.
- *Opportunities:* Consider initiatives for educating the public on water consumption, as well as to set an example for other cities around the region.

- *Issue:* There is a lack of knowledge about emergency services response times. Information should be provided to the public in order to determine whether or not response times are acceptable.

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 Johns Creek itself
- *Issue:* Focus on the quality of parks and recreational facilities rather than only the quantity
- *Issue:* Availability of neighborhood parks
- *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 town center
- *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

LAND USE

- Land Use and density of development in the past may have been limited by the location of sewer; however, sewer availability is now widespread and residents can choose whether or not to tap into it, allowing for more development at potentially higher densities.
- *Issue:* Greater density would require careful planning as current population growth has led to over-enrolled schools and transportation challenges.
- *Opportunity:* There is potential to allow, as current policies call for, more live-work land use designations on or within major existing or proposed transportation corridors.
- *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.

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:* The City must 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:* The City will need careful infrastructure and services analysis to prepare for assuming governmental functions that are currently provided by Fulton County.

TRANSPORTATION

- *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). City must consider priority of improvements that benefit city vs. region
- *Issue:* Key intersection operations constrain corridor capacity.
- *Opportunity:* Reducing congestion at these "hot spots" can reduce overall travel time for the network.
- *Issue:* The limited roadway connectivity requires travel through major intersections.

- *Opportunity:* Add road connectivity to increase options beyond use of congested corridors. Multiple roadway connections can provide alternative paths for travelers to use in accessing the main roadway, reducing congestion at key intersections.
- *Issue:* Neighborhoods are not well connected to schools, parks, and community facilities with sidewalks and bicycle facilities.
- *Opportunity:* Provide connectivity to community facilities (such as schools, libraries, and parks) to help alleviate traffic congestion in comparison to other pedestrian and bicycle facilities that are used primarily for recreation
- *Issue:* Effective local transit connections could serve emerging activity areas and connect to regional transit in Johns Creek.
- *Opportunity:* Plan and build multi-modal connections in potentially high pedestrian activity areas. Additional multimodal connections within mixed use activity areas increase the ability of people using those areas to park once and circulate via pedestrian and/or transit travel modes.
- *Issue:* Transit traveling in mixed traffic has limited travel time advantage over automobiles. Travel time savings are critical to encouraging people to park their cars and utilize transit
- *Opportunity:* Increase emphasis on transit through application and expansion of planned transit improvements. The City of Johns Creek currently contains a GRTA bus route providing access to the Marta Rail. Planned expansion of service within the City provides an opportunity to define local transit service in a manner compatible with likely future land use.
- *Issue:* Bicycle facilities and trail routes are needed to access parks and provide recreational opportunities.
- *Opportunity:* Pursue use of undeveloped areas or easements should to develop key pedestrian and bicycle connections.
- *Issue:* Enhancing transportation safety for all travel modes is a priority. Safety for travel throughout Johns Creek is a factor that affects the quality of life of the City's residents.
- *Opportunity:* Maximize corridor efficiency through improvement of congested intersections. Traditional intersection improvements as well as new intersection configurations should be considered.
- *Opportunity:* Maximize use of technology to assist in traffic operations improvements. Maintaining traffic flow to reduce overall delay and number of stops is critical to providing efficient movement for automobiles, trucks, and transit vehicles.

SECTION III EXISTING DEVELOPMENT PATTERNS

The City is primarily comprised of stable, built-out single family neighborhoods. The interim Johns Creek Comprehensive Plan emphasizes land-use and design as a high priority.

Land Use

Existing land use in Johns Creek is shown on the map following the table below, which details the breakdown of acreage per land use within the city limits.

Existing Land Use

The Existing land use in Johns Creek is reflective of existing development within the city, based on the 2006 Existing Land Use Map prepared from Fulton County data.

Category	Acreage	%
Low Density Residential	3085	16%
<i>Medium Density Residential</i>	<i>6859.89</i>	<i>35%</i>
High Density Residential	1067.86	5%
Office	389.71	2%
Retail	560.71	3%
Industrial	28.85	0%
Government	378.49	2%
School	251.41	1%
Other Institutional	201.54	1%
Utility	9.13	0%
Recreational Private	1471.31	7%
Recreational Public	343.3	2%
Forest	3111.51	16%
Vacant/Unknown	1990.69	10%
TOTAL	19749.4	100%

The majority of land is devoted to residential uses, which occupy 56% of the total land area.

As shown in the table above, medium density residential is the most common land use in Johns Creek, accounting for 35% of the land area. Medium density residential refers to residential areas with a density of 2-5 units per acre. Low density residential occupies 16% of the land area in Johns Creek; Low density residential accounts for 2 or less units per acre of housing. Forest land currently occupies 16% of the land in Johns Creek as well. Unknown/vacant land accounts for a surprising 10% of Johns Creek, while public and private recreational uses occupy 9% of Johns Creek's land area.

Neighborhoods dominating the landscape of Johns Creek are areas of single family detached homes on large lots within subdivisions with curvilinear streets that are designed with few to no connections to the city or surrounding neighborhoods. The homes in Johns Creek have followed and surpassed the national trend in

the 1990s and early 2000s of very large homes. As noted in the issues and opportunities, there is now a trend of decreasing household size (persons per household) in many suburban areas including Johns Creek. While the household size is decreasing, the homes being built in Johns Creek remain large and are not trending toward smaller, low maintenance homes becoming popular in many urban areas.

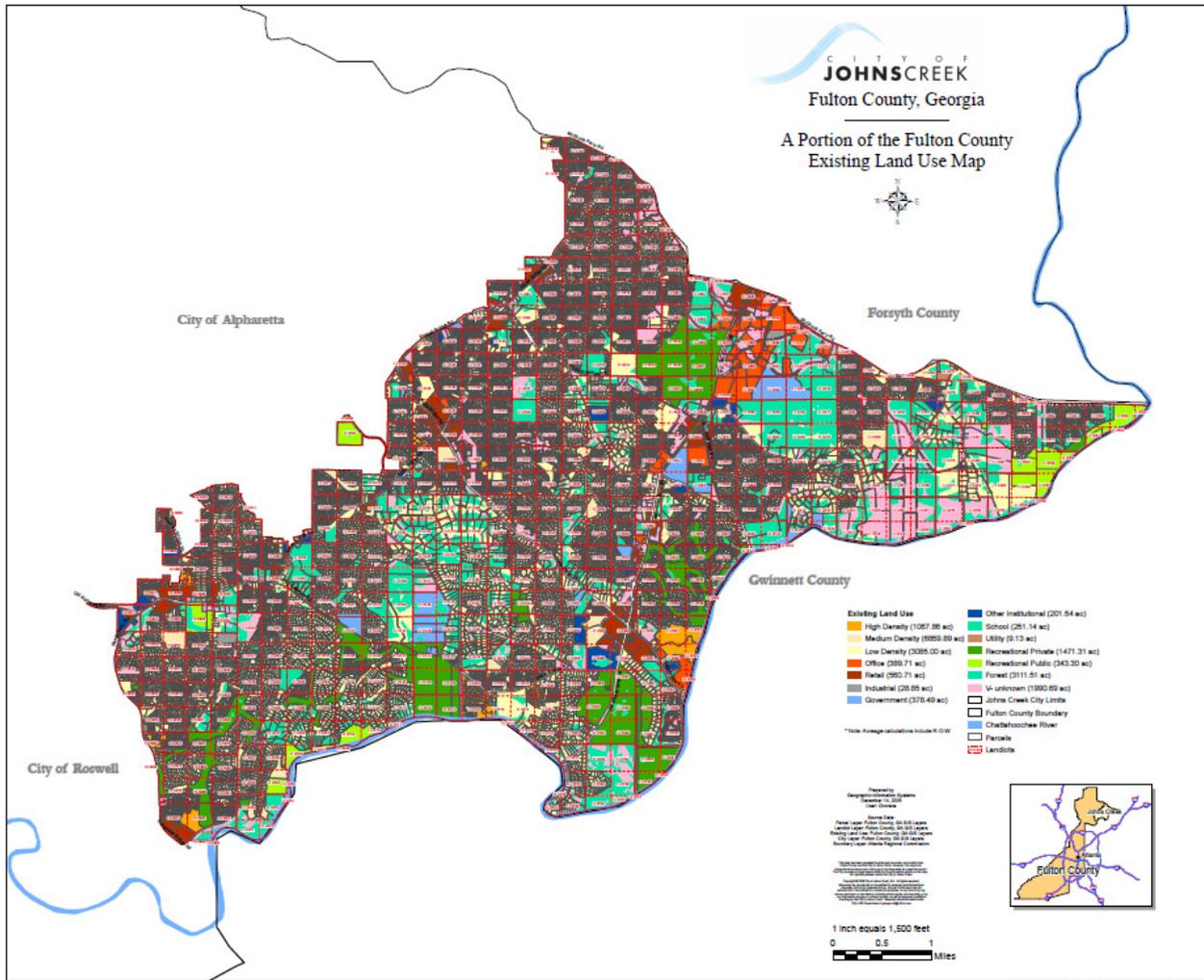
Construction of residential products in the City of Johns Creek has been very active between November 2006 and November 2007. Just under 600 new homes were constructed in this period; this number represents a combination of primarily single family detached homes along with some single family attached homes and condominiums, according to building permit data.

It should be noted also that the proportion of land occupied by office and retail uses, along with industrial, is an extremely small portion of the physical land in the city. This should be investigated further to ensure that the existing tax base is stable and able to support a higher proportion of residential uses than non-residential. Though the land area occupied by offices is small, there are business parks such as Technology Park that may provide a significant amount of taxable income.

Recent Development

Since Johns Creek's Incorporation, there has been a significant amount of development activity within the City. There have been a variety of developments approved, from new single family homes and condos to commercial developments. According to permitting records furnished by the City, there were approximately 600 new housing permits issued from November 2006 through November 2007; 500 of these permits were for detached single family homes, with approximately 100 for single family attached homes or condominiums.

Figure: Existing Land Use, City of Johns Creek



Current Zoning

The current breakdown of zoning classifications shows a close alignment with the land use data. The following table shows the percentages and area covered by each zoning category within the City. There are ten single family residential zoning classifications, which add up to occupying 29% of the land in the city. The Agricultural designation may actually include a number of single family homes located in very low density areas, since it accounts for 22% of the land area within Johns Creek. The third largest area is land zoned Community Unit Plan (CUP). This category may contain a mix of uses but this is not available by categorical designations. On the zoning map, it is evident that the CUP areas are predominantly comprised of single family neighborhoods in addition to those identified by the R zoning designations. Combining the CUP and single family subtotal with the townhouse zoning, minimally 58% of the city is zoned residentially. Thus, is it a concern that there is such a small amount of land zoned for Industrial, Commercial, and Community businesses and MIX (3-5% combined). The City should evaluate the amount of land required for a variety of uses in order to maintain a healthy tax base.

ZONING	Category	Acres	%
A (Medium Density Apartment)	A	169.3314	1%
A-L (Apartment Limited Dwelling)	A-L	23.2779	0%
AG-1 (Agricultural)	AG-1	4423.2220	22%
C-1 (Community Business)	C-1	569.3757	3%
C-2 (Commercial)	C-2	4.8697	0%
CUP (Community Unit Plan)	CUP	504456%	25%
M-1 (Light Industrial)	M-1	3.1555	0%
M-1A (Industrial Park)	M-1A	444.1826	2%
MIX (Mixed Use)	MIX	234.4526	1%
NUP (Neighborhood Unit Plan)	NUP	59.0247	0%
O-I (Office & Institutional)	O-I	377.8806	2%
R-1 (Single Family Dwelling)	R-1	61.7705	0%
R-2 (Single Family Dwelling)	R-2	892.5058	4%
R-2A (Single Family Dwelling)	R-2A	98.3743	0%
R-3 (Single Family Dwelling)	R-3	784.2388	4%
R-3A (Single Family Dwelling)	R-3A	221.3809	1%
R-4 (Single Family Dwelling)	R-4	1271.0904	6%
R-4A (Single Family Dwelling)	R-4A	2340.1047	12%
R-5 (Single Family Dwelling)	R-5	114.3910	1%
R-5A (Single Family Dwelling)	R-5A	75.1858	0%
R-6 (Single Family Dwelling)	R-6	2.7955	0%
<i>Single Family Sub-total</i>		<i>5861.8377</i>	<i>29%</i>
TR (Townhouse Residential)	TR	830.8893	4%
SUBTOTAL		18046.0591	90%
Unclassified		2036.2510	10%
TOTAL		20082.31009	100%

Character Areas

Character Areas in Johns Creek are identified based on the visible characteristics of existing development patterns as well as the colloquial names associated with neighborhoods as well as historic communities within Johns Creek.

Activity Nodes

There are six activity nodes within the City. These nodes are of varying densities but are typically located at the crossroads of two major roads- typically arterials or collectors. Some are low to medium intensity, and some are comprised of a high intensity combination of uses. Each is described below.

Low Intensity nodes

1. Old Alabama Road and Jones Bridge Road: Mixed commercial area flanked by townhome residential as well as a mixture of single family neighborhoods in the immediate surroundings.
2. Old Alabama Road and Haynes Bridge Road: The Haynes Bridge Village shopping area is most recognized by the Publix Grocery Store. Similar to the Jones Bridge activity node above, this area is also flanked by at least one townhome development and a mix of planned neighborhoods in the immediate vicinity.

Medium Intensity Nodes

1. State Bridge Road at Jones Bridge Road: All four corners of this intersection are occupied by community businesses including a mixture of large and small scale commercial and retail developments. This activity node punctuates the 120 corridor as described within the Corridor Character Areas section below.
2. Abbotts Bridge Road and Jones Bridge Road: There is a Publix Grocery Store located here within the Abbotts Bridge at Ocee shopping Center; though somewhat smaller in size than the State Bridge activity node described above, there are also commercial, community serving businesses located on all four corners of this node as well. This node extends west to the city's border with Alpharetta.

High Intensity Nodes

1. State Bridge Road and Medlock Bridge Road (141): This is a major commercial center for the City of Johns Creek- some of the businesses/activities here include Target, Home Depot, Whole Foods and Publix grocery stores, many restaurants and other local goods and service providers.
2. Medlock Bridge Road (141) and McGinnis Ferry Road: This area is directly adjacent to the Technology Park Character Area and also incorporates the Johns Creek City Hall and a mixed retail area along with restaurants and Emory Johns Creek Hospital.

Corridors

There are currently two notable corridors in Johns Creek: they include the 141 Corridor (Medlock Bridge Road) and the 120 Corridor (State Bridge Road from Morton Road west to the city limit with Alpharetta).

1. 141 Corridor: The 141 corridor is easily identified as what it is- which is predominated by strip commercial developments. It is recognizable in part due to some of the large, new projects that have been developed within the past couple of years. One such project is Johns Creek Walk, a mixed use community with retail and mixed housing; a second phase of Johns Creek Walk has been approved.
2. 120 Corridor: This section of State Bridge Road is characterized by another area where commercial uses are mixed and flanked by some medium to high density housing such as apartments and townhomes. The corridor leads into Alpharetta and crosses through the activity node at State Bridge and Jones Bridge Road.

Business Parks

1. Technology Park: Johns Creek Technology Park is an integral part of the city, as the city largely formed around it. There is a large concentration of professional offices and corporations in Technology Park, which covers 500 acres and houses some 10,000 employees focused largely on various aspects of technology. In addition to the businesses, there is some housing and service related activity immediately surrounding Technology Park.

Transitional Areas

There are three transitional areas in Johns Creek. These are either undergoing change currently, as in new development, or they are in need of attention for redevelopment or aesthetic improvements.

1. Bell Road and McGinnis Ferry Road: This area is in the process of transforming from an undeveloped area into what will be another commercial activity node straddling the county line.
2. Abbotts Bridge and Jones Bridge: Located on the Alpharetta border, this is an older commercial area that needs attention and some revitalization though there are viable businesses located in the area.
3. Jones Bridge and State Bridge: Also on the border with Alpharetta, is another transitional area as noted in the Areas Requiring Special Attention section of this document. The special attention required is directed to the older homes being utilized as businesses or offices.

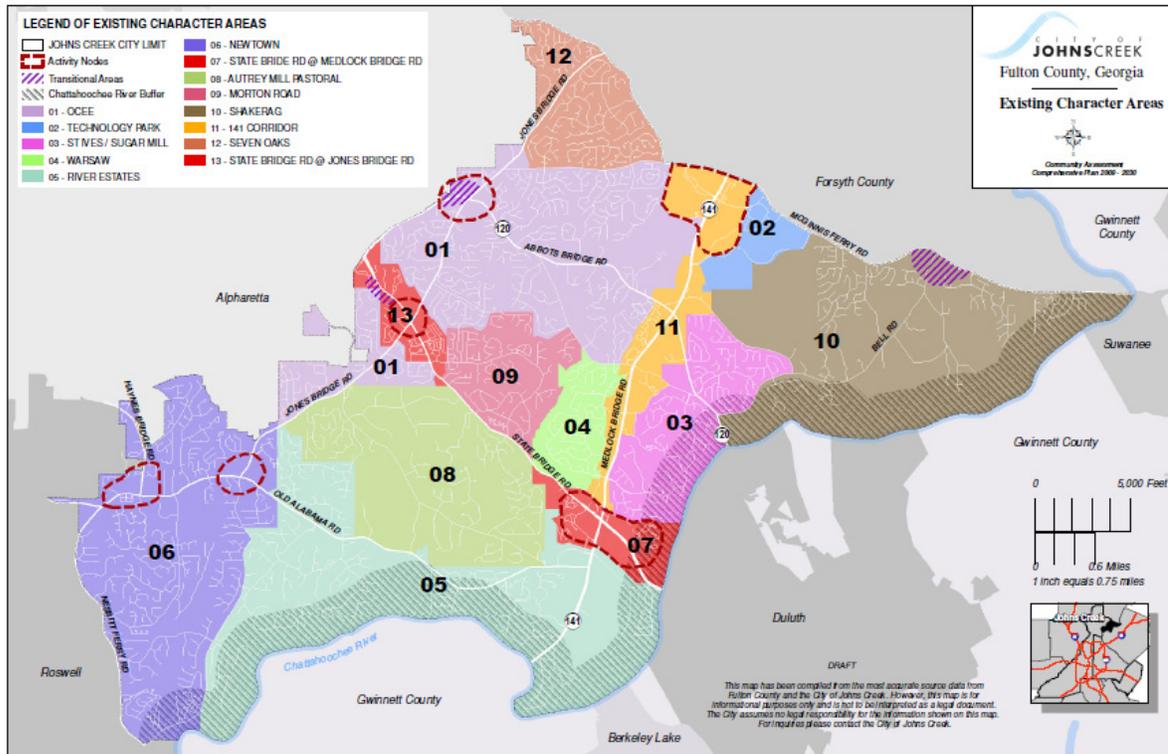
Neighborhood Communities

The neighborhoods are recognizable by their names, locations, and in some cases the aesthetics of the area.

1. River Estates- This character area represents the large lot homes and neighborhoods adjacent to the Chattahoochee River, largely south of Old Alabama Road. These homes share similar characteristics: they average 1 acre lots, which gives them an estate appearance. Coupled with the proximity to the river, and the fact that these neighborhoods were developed around the same time, these neighborhoods make up the River Estates.

2. Morton Road- This character area represents a grouping of numerous neighborhoods with similar characteristics such as house and lot size, street layout, age of housing, and general appearance. These are all suburban neighborhoods of varying ages- primarily the 1980s and 1990s with a couple of more recent developments in 2005 and 2006.
3. Autrey Mill Pastoral- This character area represents a grouping of homes along Buice Road that are unique. Though there are subdivisions within this character area, the general nature of the area is pastoral and retains some rural characteristics that are no longer present in suburbanized areas of the city. There are still horse farms and large land holdings along Buice Road. Additionally, the area is historically significant because of the Autrey Mill Nature Preserve and Heritage Center.
4. St.Ives/Sugar Mill - This character 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 and similar lot sizes that create a uniform overall density in this area, as these were all planned neighborhoods.
5. Shakerag- One of the smaller communities present in unincorporated North Fulton prior to Johns Creek's incorporation. Shakerag is now located in northeast Johns Creek; it was also previously known as Sheltonville. Evidence of the rural nature of Shakerag exists today; however, it is rapidly developing with subdivisions of very large housing; some of the most expensive in Johns Creek.
6. Newtown- One of the smaller communities present in unincorporated North Fulton prior to incorporation and now represented within the City of Johns Creek. Located in southwest Johns Creek, Newtown is known for Newtown Park as well as being a controversial area as far as what city it should be associated with due to its proximity to Roswell, Alpharetta and Johns Creek.
7. Ocee- One of the smaller communities present in unincorporated North Fulton prior to incorporation and now represented within the City of Johns Creek. Located in northwest Johns Creek; the name Ocee is still a moniker for a school, a library and a church. Ocee borders Alpharetta and is made up of a variety of neighborhoods developed largely in the 1980s and 1990s; it also home to two notable commercial nodes as well as Ocee Park.
8. Warsaw - One of the smaller communities present in unincorporated North Fulton prior to incorporation and now represented within the City of Johns Creek. Located in central Johns Creek, Warsaw was founded by a group of Moravians. The community in the 1800s centered around Warsaw Church, which was successfully moved to Autrey Mill in 2004. The Warsaw Cemetery is an important cultural and historical site in the City of Johns Creek.
9. Seven Oaks- This neighborhood was developed in the late 1980s and is comprised of suburban single family development with close proximity to emerging activity nodes in both Johns Creek and Forsyth County. Seven Oaks is also centrally located with access to Tech Park and Alpharetta.

Figure: Character Areas Map



25

Areas Requiring Special Attention

Areas of Special Attention are locations within the City of Johns Creek with current or expected future conditions that warrant special planning interventions or targeting of incentives and resources. These areas include sections of the City with such characteristics as redevelopment potential, specific service deficiencies such as too few parks and recreation facilities, and areas of special resource value such as historic sites or local landmarks. Areas requiring special attention within the City of Johns Creek have been broken down as follows:

- Adaptive re-use of old residences as commercial offices; one area in need of attention is located along State Bridge Road northwest of Jones Bridge Road. These areas should incorporate design components aimed at creating cohesion/consistency in support of policy addressing adaptive re-use.
- Billboards in commercial areas are not attractive and need attention.
- Empty retail spaces in older shopping centers at Jones Bridge and Abbots Bridge need attention; the commercial viability of this area was compromised during a road improvement project that is now complete but left empty storefronts.
- The lack of a Town Center needs attention; consideration within the Comprehensive Plan should be given to what is the most appropriate/desirable area for a Town Center.
- The shopping center at Medlock Bridge and State Bridge (on the west side of the intersection north and south of State Bridge) has been noted as a location for redevelopment. This would be a good, potential location for a Town Center.
- Parks- specifically Newtown (there is a historic school building at Newtown Park) should be preserved.
- Autrey Mill Nature Preserve should be preserved and promoted within the City.
- Warsaw School is to be preserved.
- Dean Gardens (the private estate on the Chattahoochee River along the southern boundary of Johns Creek) has been talked about as potentially serving as a city owned facility if that kind of arrangement could be made; it would require special attention to determine what it will become and how it will serve the city if that becomes a reality.
- The City needs architectural standards throughout character areas.
- Entrances to the City require special attention- major and minor gateways should be created. Major gateways are to be located at the commercially oriented city borders, and minor gateways should be created in primarily residential areas that are entrances to the City.

SECTION IV QUALITY COMMUNITY OBJECTIVES DISCUSSION

DCA adopted the Quality Community Objectives as a statement of the development patterns and options that will help Georgia preserve unique cultural, natural and historic resources while looking to the future and developing to its fullest potential. As a planning tool, the Quality Community Objectives Assessment delineates a series of indicators for 15 policy objectives, organized into the form of a checklist meant to help conduct the analysis for the Community Assessment.

While generating the Community Assessment summary, including Issues and Opportunities, each indicator of these objectives was reviewed. The 15 Objectives are abbreviated below along with the policy statement in italics. For a full copy of the assessment tool, see:

<http://www.dca.state.ga.us/development/PlanningQualityGrowth/programs/downloads/PQGAssessment.pdf>.

QUALITY COMMUNITY OBJECTIVE	ANALYSIS AND COMMENTS
<p>1. Development Patterns. <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></p>	<p>Johns Creek’s Zoning Ordinance is primarily Euclidean; however, there are some categories that support a mixture of uses such as residential, office, and retail. Though there are mixed use categories, neo-traditional development is not allowed by right. Traditional Neighborhoods may be encouraged in Johns Creek, but the overarching existing development pattern is suburban, which may be hard to transition away from. There are not specifically street tree requirements in Johns Creek, though the landscape strip requirements and tree ordinance work towards the goal of adding/protecting trees. The City also utilizes Code Enforcement to implement cleanliness and safety of public areas. The City has some traditional neighborhood elements given that many schools are located within neighborhoods, allowing students to walk to school; there are a variety of sidewalks available but not all areas are served currently.</p>
<p>2. Infill Development Communities. <i>Infill communities 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></p>	<p>The City of Johns Creek has not yet created an inventory of vacant sites and buildings that could be available for redevelopment/infill; however, the City is new and in the process of gathering a variety of data for planning efforts, including the Comprehensive Plan. The City does not currently actively promote brownfield, greyfield, or nodal development. There are not currently designated nodes for development, however, the Comprehensive Plan may create suggested nodes or discuss the importance of encouraging and regulating infill development. Small lot developments are allowed for some uses in the following Zoning districts: A, CUP, NUP, TR, A, and MIX.</p>

QUALITY COMMUNITY OBJECTIVE	ANALYSIS AND COMMENTS
<p>3. Sense of Place. <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></p>	<p>The newness of Johns Creek makes the likelihood of a very unique identity quite small. The City does not yet have a town center and is known largely for Johns Creek Technology Park. Johns Creek has some historical structures along with stories of significance to the heritage of the City; these will be incorporated into the Comprehensive Plan and have been given some thought that is being met with efforts to ensure these sites and stories are not forgotten and that they do play into establishing an identity for the City. There are currently regulations in place that regulate the aesthetics of development including façade and signage; however, there is a need for more uniformity in the City in order to create that identity. There is a strong desire within the community to create activity centers/community focal points as described in the objective.</p>
<p>4. Transportation Alternatives. <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></p>	<p>There is a GRTA Express bus route that operates within Johns Creek. The City also notes that the Fulton County school system provides extensive service for the school going population in Johns Creek. While inter-parcel connectivity is not required at this point in time, the City does encourage it where feasible, especially with new development. The City does have a sidewalk ordinance, and requires that sidewalks connect where possible. Existing and planned bicycle routes will also provide additional options for those traveling through the city.</p>
<p>5. Regional Identity. <i>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.</i></p>	<p>Because Johns Creek is made up largely of suburban residential areas as well as business parks, there is not a distinct identity here that ties it to the region as a whole in terms of architectural styles and heritage. The City is not connected to the region as an agricultural producer. There are businesses in the city, however, that represent the metropolitan region's heritage- along with a significant amount of service industry. The City participates in the GA Department of Economic Development's regional tourism partnership solely through its hotel/motel tax contributions. There are no specific tourism initiatives in Johns Creek other than those promoted generally through the Johns Creek and Fulton County Chambers of Commerce.</p>

QUALITY COMMUNITY OBJECTIVE	ANALYSIS AND COMMENTS
<p>6. Heritage Preservation. <i>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 define the community's character.</i></p>	<p>The City of Johns Creek has not designated historic districts or a historic preservation commission. The City is new and though there are some historic resources within the city's boundaries, the City is in the process of identifying both how to preserve and use those resources. There has been interest both regionally and nationally in preserving some historic sites in Johns Creek, and individual efforts in restoring historic homes (such as the John Rogers home) is one example of local contribution to heritage preservation.</p>
<p>7. Open Space Preservation. <i>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.</i></p>	<p>Johns Creek does not have a greenspace plan. A Green Plan program is currently evolving during the comprehensive planning process expected to be completed by November 2008. The City is currently in the process of writing a second draft of the Conservation Subdivision Ordinance; rather than a stand alone conservation subdivision ordinance, the City is considering adapting a flexible zoning district which would allow this type of development as a use. Land conservation and preservation have not yet been incorporated into the city's programs, but the Green Plan will address the applicability and need for such initiatives.</p>
<p>8. Environmental Protection. <i>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.</i></p>	<p>The City of Johns Creek is in the early stages of collecting an inventory of environmentally sensitive areas. Development is currently analyzed on a case-by-case basis and environmentally sensitive areas are protected. Johns Creek has adopted the Part V Standards by reference and they are enforced. Johns Creek enforces stream buffer ordinances, a tree ordinance, soil erosion and sedimentation control, and requires hydrology studies to maintain no increase from pre to post development water runoff. City field inspectors monitor the protection of our natural resources and they can also be assisted by Code Enforcement. Johns Creek encourages the protection of specimen trees where feasible. Johns Creek has a compensatory tree planting program based on a tree density factor. Johns Creeks has the following land use measures that will protect natural resources: stream buffer/impervious setbacks, floodplain protection & floodway prohibition, MRP, Soil Erosion and Sedimentation Control Act, Slope/Soil Stabilization regulated via the Ordinance, and protection of Wetlands.</p>

QUALITY COMMUNITY OBJECTIVE	ANALYSIS AND COMMENTS
<p>9. Social and Economic Development: Growth Preparedness. <i>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.</i></p>	<p>Johns Creek is currently in the forecasting process in order to determine its 20 year growth projections and will then be able to better determine where that growth should occur. The current population exceeds 70,000. The City will seek to coordinate with Fulton County Schools and other intergovernmental agencies in order to appropriately accommodate anticipated growth. Appropriate land use regulations or revisions to existing regulations should be drafted in order to ensure that growth occurs in a managed fashion. The community does have at least an interim 2025 Future Land Use Map that designates where the majority of growth should occur- in the neighborhood, community and regional Live Work areas. During the Comprehensive Plan process there will be more opportunities to study and plan for growth with the adoption of a Future Development Map 2030.</p>
<p>10. Social and Economic Development: Business Appropriateness. <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>Johns Creek understands that Fulton County’s Economic Development entity included Johns Creek in an overall business development strategy prior to incorporation. Consideration and efforts related to business/industry recruitment were employed prior to incorporation. Additionally, the NFCC has put forth great effort in this arena. Other than retail and Technology Park, Johns Creek is almost exclusively service oriented, with the exception of CIBA VISION, which manufactures vision products. Some of the service oriented businesses may provide sustainable services but there is little manufacturing of products in Johns Creek. Johns Creek has a diverse job base ranging from the service industry, to retail, to professional, so that the loss of one major employer would not leave the city crippled.</p>
<p>11. Social and Economic Development: Employment Options. <i>A range of job types should be provided in each community to meet the diverse needs of the local workforce.</i></p>	<p>Johns Creek relies on state and regional level entrepreneur support programs at this time. The City does have a wide variety of jobs from unskilled and skilled labor to managerial and professional jobs- there are many kinds of companies and service providers located in Johns Creek.</p>

QUALITY COMMUNITY OBJECTIVE	ANALYSIS AND COMMENTS
<p>12. Social and Economic Development: Education Opportunities. <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>Both work force training options and programs that provide citizens with skills for jobs that are available in Johns Creek are provided via the Fulton County WIA program.</p> <p>As previously noted, many young professionals do find work here, including but not limited to teaching positions and entrepreneurial opportunities. There are also additional educational opportunities in close proximity to Johns Creek. Satellite campuses for Georgia State University and Reinhardt College are located in close proximity. Additionally, there may be some remote learning opportunities given computer technology.</p>
<p>13. Social and Economic Development: Housing Choice. <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>Johns Creek allows, through its Zoning Ordinance, accessory units such as garage apartments and mother in law suites. There are some isolated examples or options for modern living in lofts, or mixed use developments- as the City does allow multi-family housing development as well as small homes on small lots in appropriate and select areas. However, though there are some positive aspects to the housing options in Johns Creek, affordability is not an advantage. In fact, many people who work in Johns Creek cannot afford to live in the City. The availability of affordable workforce housing and variety of housing for a variety of income levels really does not exist in Johns Creek. There is not much, if any, land available for development as multi-family housing. The City thus far does not support community development corporations building houses for lower income families; it also does not focus on providing households for those with special needs. These issues may impact the city, especially in relation to attracting and keeping high quality employees for city jobs as well as for important roles outside of the government such as the medical field and teaching.</p>
<p>14. Governmental Relations: Regional Solutions. <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>	<p>Johns Creek will be an active participant in regional solutions- working with the ARC, transportation agencies, Fulton County agencies and neighboring governments to increase efficiency and efficacy for the tax payers and the entities involved.</p>

QUALITY COMMUNITY OBJECTIVE	ANALYSIS AND COMMENTS
<p>15. Governmental Relations: Regional Cooperation. <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></p>	<p>Despite its separation from Fulton County, the City of Johns Creek does rely on the county for services such as police and fire. The City is currently satisfied with its Service Delivery Strategies. There are some other shared needs among the new cities of North Fulton County. Many of the resources and provision of services come from the same sources namely water from the Chattahoochee, which means that everyone/all cities in the area, have a vested interest in protecting these valuable resources.</p>